



Planning Commission
Council Chambers
February 15, 2022 – 6:00 p.m.
233 South Main Street, Monroe, Ohio

Swearing in of Matthew Frye

Call to Order

Roll Call

Approval of the Minutes – October 28, 2021, January 18, 2022

Old Business

New Business

Case No. 2022-2-3. Consideration of Site Plan Application for Brooks 63 Retail Plaza.

Public Hearing

Case No. 2022-2-4. Consideration of a zoning map amendment and associated Planned Unit Development regarding 20.91 acres of property at Roden Park Drive and Crossings Boulevard from C-4 Gateway Commercial Planned Unit Development to R-4 Multi-Family Residential Planned Unit Development.

Administrative Reports

Adjournment



**City of Monroe Planning Commission
October 28, 2021 – 5:00 pm
233 South Main Street, Monroe, Ohio**

The Planning Commission of the City of Monroe met in work session at 5:00 PM on Thursday, October 28th, 2021. The meeting was held at Monroe City Hall.

Call to Order

Mr. Pyron called the meeting to order at 5:05 pm.

Roll Call

Members present: Lindsey Pyron, Christina McElfresh, and Matthew Frye

Staff members present: Bill Brock, City Manager/ ~~acting~~-Acting Director of Development; Kameryn Jones, Assistant Development Director; and Alaina Hagenseker, Planning & Zoning Specialist

Business

I. Discussion for Consideration of a Site Plan for Hyde Park at the Crossings Residential Development

Mrs. Jones gave an explanation of the application, staff recommendation, and what the Planning Commission would need to consider when making their decision.

Mr. Pyron inquired about the use of vinyl. Mrs. McElfresh It was stated that there is room for leeway in a PUD and it might be permitted. She Mrs. McElfresh asked if the Ceity's stated that current architectural standard of vinyl not-being was allowed. Mrs. Jones said that 25% of siding is allowed, but vinyl type is still prohibited.

Mr. Pyron asked about the residential density. Mrs. Jones said that the eCode of (R-4) multi-family is 8 units per acre.

Mr. Pyron asked about the street width. Mrs. Jones stated that the one-way is not acceptable for emergency services. Mr. Pyron asked if street parking would be allowed. Mr. Brock said standards and stormwater sections require a curb and gutter. Mrs. McElfresh stated that she agreed and they should have a 6" eub curb in order to have the edge. Mr. Brock stated that fire needs to be able to get to the subdivisions in case of an emergency.



Mrs. McElfresh asked about the sidewalk plan. Scott Willis, representative of the development, stated that they plan to have a sidewalk on one side of the road. Mrs. McElfresh stated that she would like to see connectivity which would mean sidewalks on both sides of the road, but would agree with what the eCity's current standard dictacted.

Etta Reed, of Bayer Becker, explained the density is compliant of the comprehensive plan and explained the buffer and sidewalks along Roden and Crossings. Mrs. McElfresh shared that was the old Comprehensive Plan criteria, not the newly passed criteria and the density is no longer compliant with the city's standard.

Mr. Frye asked what the yard would look like. Mrs. Jones showed the group examples of the yards.

Mrs. Jones stated that the sidewalk on Jerry Couch to Monroe Bicentennial Commons Park to continue to Roden Park and Crossings for connectivity later.

Mr. Pyron asked about the roofs. Mrs. McElfresh said it needed to be contiguous. Mr. Willis said it is recessed, so it wouldn't look like a sea of homes. Mrs. Jones stated said the staggering of the buildings will be like Maulhauser.

Mrs. Jones summarized the refined sidewalk and connectivity plan, information on vinyl material, street design, curb and gutter. Mrs. McElfresh asked if it is 25% per unit unit or 25% for the entire building? Mr. Pyron stated that he wasn't sure if he could look individual at each house or would look at the building as a whole.

Mrs. McElfresh asked if the school was ready for growth. Mr. Brock said the schools knew when the City had meetings about the future growth of the City. Mr. Pyron said the 21 acres will have possibly 150+ families will impact the school.

Mrs. McElfresh reiterated her concerns regarding the project's density, use of vinyl, appropriate amount of sidewalks, appropriate amount of windows, and curbs as these pertain to the city's architectural standards and the new Comprehensive Plan.

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

The Planning Commission meeting adjourned at 6:16 PM.

Respectfully submitted,

Alaina Hagenseker
Planning and Zoning Specialist
hagensekera@monroehio.org



Planning Commission Minutes
January 18, 2022 – 6:00 p.m.
233 South Main Street, Monroe, Ohio

Call to Order

Mr. Kirkpatrick, Chair, called the meeting to order at 6:02 p.m.

Roll Call

Planning Commission members present: David Kirkpatrick, Christina McElfresh, Lyndsey Pyron, and Brian Richards.

Staff members present: William J. Brock, City Manager; Kameryn Jones, Assistant Director of Development; and Angela S. Wasson, Assistant to the City Manager/Clerk of Council

Appointment of Officers

Mr. Pyron moved to nominate Mr. Kirkpatrick as Chair; seconded by Mrs. McElfresh. Voice vote. Motion carried.

Mr. Kirkpatrick moved to nominate Mr. Pyron as Vice Chair; seconded by Mrs. McElfresh. Voice vote. Motion carried.

Mr. Pyron nominated Mrs. McElfresh as Secretary; seconded by Mr. Richards. Voice vote. Motion carried.

Approval of the Minutes

Mrs. McElfresh moved to table the approval of the October 28, 2021 until the next Planning Commission meeting; seconded by Mr. Kirkpatrick. Voice vote. Motion carried.

Mr. Pyron requested that any changes to the minutes are highlighted.

Old Business

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

Mr. Kirkpatrick moved to remove Case No. 2021-1-1, Consideration of Site Plan Application for Thornton's, from the table; seconded by Mr. Pyron. Voice vote. Motion carried.



Mrs. Jones reported that Thornton's is proposing a refuel center, convenience store, and 10 auto enforced diesel pumps. The site is currently located on approximately six acres currently zoned C-2 General Commercial. The site will be split off leaving remaining acreage for future development to the south on Gateway Boulevard.

Since this was first presented to Planning Commission the access sites have changed. The building elevations have changed so they meet our Code requirements.

Our Code allows for a 14 foot height elevation canopy for the diesel refuel canopy; however, Thornton's was granted a variance by the Board of Zoning Appeals for a 17.6 foot high canopy.

The new access drives need at least one canopy tree for every 50 linear feet.

Mrs. Jones pointed out that 25% of the wall area visible from a right-of-way/public road must contain windows. The site has visibility from multiple points on Gateway Boulevard and State Route 63, but the south side shows 21% window area and is still noncompliant.

The Fire Department will comment during plan review and the Police Department did not have any comments. The Public Works Department did have a listing of comments and staff recommends that approval be made contingent on satisfying the engineering comments.

Mrs. Jones confirmed Mrs. McElfresh's understanding that the parking was addressed as far as the size of spaces and there will not be semi parking.

Mr. Kirkpatrick commented that it has been over a year going back and forth with these plans and was disappointed that we continue to see some of the same comments on this site plan.

Hillary Hubbard, with Thornton's, agreed with the same comments going back and forth. At one point we were unclear of the process in getting a variances and the comments that are still outstanding she is happy to address those. They have been trying to work in good faith with the City in getting everything resolved.

Lenny Robinson, with Corridor 75, stated that they are excited Thornton's is going to be a neighbor and they are trying to address some of the Planning Commission's concerns. Related to the truck traffic he spoke to a group that expressed concern about this traffic and they were concerned with the truck traffic between I-75 and State Route 4 and not the location where Thornton's will be located.



Mr. Pyron moved to approve Case No. 2021-1-1, consideration of a site plan application for Thornton's, with the following conditions:

1. All ground mounted and rooftop equipment must be appropriately screened as approved by staff;
2. The landscaping plan be revised to address the staff report comments;
3. All landscaping must meet all minimum species and size requirements and detailed appropriately on the plan;
4. All engineering review comments be addressed;
5. The applicant is responsible for maintenance (mowing, etc.) of the right-of-way adjacent to the site once improvements are complete;
6. Digital files of final plans compatible with the City GIS must be submitted; and all other staff comments be met;

seconded by Mrs. McElfresh. Voice vote. Motion carried.

New Business

Case No. 2022-1-1. Consideration of Site Plan Application for O'Reilly's Auto Parts.

Mrs. Jones reported that Jake Tuckerman, on behalf of O'Reilly Auto, submitted an application for a single tenant retail building located at 301 North Main Street, which is just north of the City cemetery property. The applicant is requesting 7,626 square feet of auto part sales and a parking lot. The site total is just under three acres zoned C-2 General Commercial. The developer is proposing to develop 1.95 acres of that property and proposes to split off the rear portion of the lot as they will not be utilizing it.

In previous conversations with the City, the developer expressed an interest in combining the remainder of this parcel to the City cemetery property. Since the City does not permit landlocked parcels, this lot split cannot occur unless it is combined with the commercial property to the south or the City cemetery property.

Street trees are required every 40 feet on center in the tree lawn. Seven street trees are required and six street trees are proposed; however, they have agreed to place another one elsewhere. One of the shrub species must be 36 inches tall and they have agreed to correct that. 20% of the front yard needs to be landscaped, which would be 10 feet back by the frontage of the property and that gives you a certain number of square footage. It doesn't all have to be directly against the right-of-way, but we do require a six foot landscape bed directly against the right-of-way.

The buffer requirements are still required. The Redbud tree species they had indicated on their planting schedule doesn't quite meet the height requirement and they have agreed to swap that out for something completely different. Staff did make a request to



swap out some of the canopy trees for evergreen trees for year-round screening. Any rooftop and ground-mounted equipment must be screened from view.

The Fire Department will reserve comment at the time of building permit submittal. There were no comments from the Police Department.

Mrs. McElfresh questioned the screening required on the cemetery side and not on the other side. Mrs. Jones advised that commercial-to-commercial would not require screening.

In response to Mr. Kirkpatrick's inquiry, Mrs. Jones explained that there a couple of options for buffering. One allows a four foot or six foot solid fence and it is just a screening measure. The fence needs to be solid and cannot be chain link.

Mr. Kirkpatrick asked if the front and right elevations meet the Code requirements. Mrs. Jones replied that it does meet the requirements.

Eric Emery, with O'Reilly Auto Parts, clarified that it would be a four foot solid fence.

Mr. Pyron moved to approve Case No. 2022-1-1, consideration of a site plan application for O'Reilly Auto Parts, with the following conditions:

1. The landscaping plan be revised to address staff report comments. In particular, if the rear/western undeveloped portion is not combined with the adjacent C-2 property to the south prior to completion of this project, buffering must be installed along the full length of the cemetery property according to Code requirements as approved by staff;
2. All ground mounted and rooftop equipment must be appropriately screened as approved by staff;
3. All landscaping must meet all minimum species and size requirements and detailed appropriately on the plan;
4. All engineering review comments be addressed;
5. The applicant will be responsible for maintenance (mowing, etc.) of the right-of-way adjacent to the developed site once improvements are complete;
6. Digital files of final plans compatible with City GIS be submitted; and
7. All other staff comments be met;

seconded by Mr. Richards. Voice vote. Motion carried.



Case No. 2022-1-2. Consideration of Site Plan Application for CCC- North.

Mrs. Jones reported that Cincinnati Commercial Contracting is proposing a single story office building and spec commercial space to be located on Clarence F. Warner Drive. The applicant is proposing approximately 6,200 square feet of office and unknown commercial space. The site is approximately 2.4 acres zoned C-2 General Commercial and a March construction start date is anticipated with completion in May. The office space will be occupied by Cincinnati Commercial Contracting acting as a second office from their main office in Cincinnati.

A minimum number of 22 parking spaces are required with no more than 24. The applicant has proposed 27 and staff would like to see that reduced to the maximum number permitted in the Code.

The Code requires a five foot sidewalk along all portions of a parcel that front a public or private street, as well as a sidewalk connection to the building/use. Therefore, a five foot sidewalk would be required along the American Way frontage.

The site plan reflects 13 canopy trees that appear to be placed outside of the public right-of-way. Based on the estimated frontage it would seem that 18 street trees would be required in the tree lawn on American Way and Clarence F. Warner Drive. If there is a line of sight issue we could move those remaining trees elsewhere on the site. 20% of the front yard area is required to be landscaped with a minimum six foot landscape bed adjacent to the right-of-way. This may be used to help fulfill the general landscape requirement. Staff needs to see a calculation that this requirement is met. The applicant needs to include the install height of one of the shrubs they are proposing,

The Fire Department will review when the building permit is submitted and the Police Department had no comments. The Public Works Department did have comments that need addressed. Staff recommends approval of the site plan application with certain conditions.

Mr. Pyron asked if there were any plans for the developing the land between the building and American Way. Mrs. Jones explained that Clarence F. Warner Drive is still a private road. Mr. Kirkpatrick asked if the City had any interest in making this a public roadway. Mr. Brock advised that the road was constructed to City standards and the intent is for the City to accept it as a public road.

Mr. Kirkpatrick moved to approve Case No. 2022-1-2, consideration of a site plan application for CCC North, with the following conditions:

1. All ground mounted and rooftop equipment must be appropriately screened as approved by staff;



2. The landscaping plan be revised to address the staff report comments;
3. All landscaping must meet all minimum species and size requirements and detailed appropriately on the plan;
4. The five foot walk required along American Way be installed as approved by staff;
5. All engineering review comments be addressed;
6. The applicant will be responsible for maintenance (mowing, etc.) of the right-of-way adjacent to the developed site once improvements are complete;
7. Digital files of final plans compatible with City GIS be submitted; and
8. All other staff comments be met;

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

Administrative Reports

Mrs. Jones advised at the meeting next month there will be draft Planned Unit Development language for Planning Commission to consider for multi-family construction in the Monroe Crossings Subdivision. In addition there will be another Cincinnati Commercial Contracting development submission at the next meeting.

Mr. Brock commented that there will be a public hearing before the Planning Commission and City Council for the Planned Unit Development in Monroe Crossings.

Adjournment

Mr. Pyron moved to adjourn; seconded by Mr. Kirkpatrick. Voice vote. Motion carried.

The Planning Commission meeting adjourned at 6:58 p.m.

Respectfully submitted,

Angela S. Wasson, MMC
Clerk of Council



CITY OF MONROE
Inter-Office Correspondence

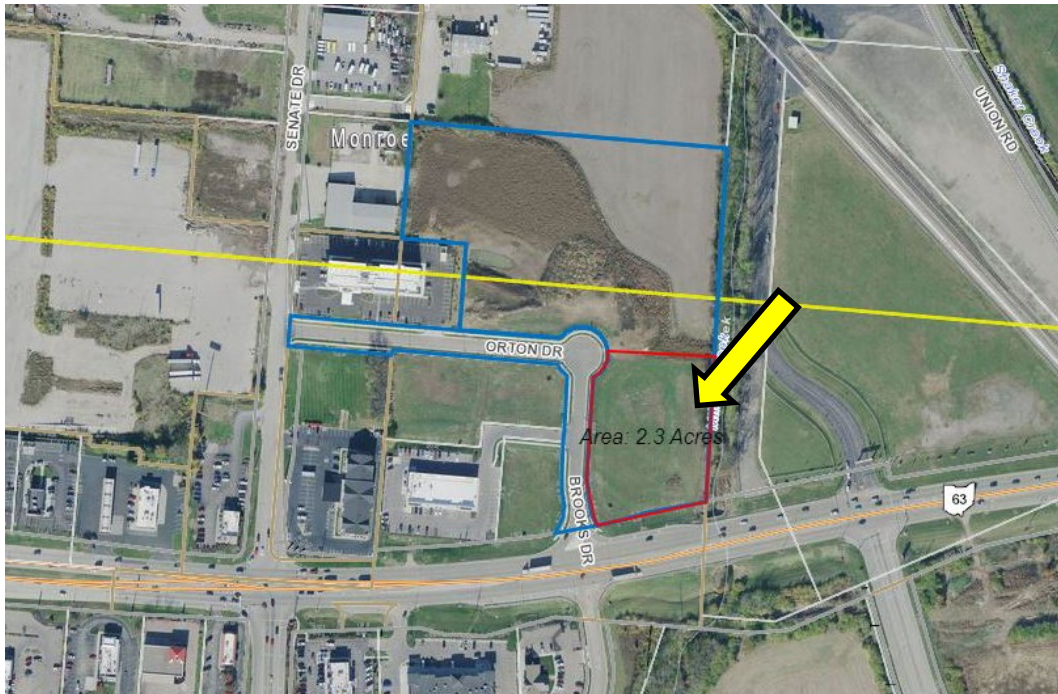
TO: Members of the Monroe Planning Commission
FROM: Kameryn Jones
Assistant Development Director

DATE: February 15, 2022
RE: Information Packet for February 15, 2022 Planning Commission Meeting at 6:00 p.m.

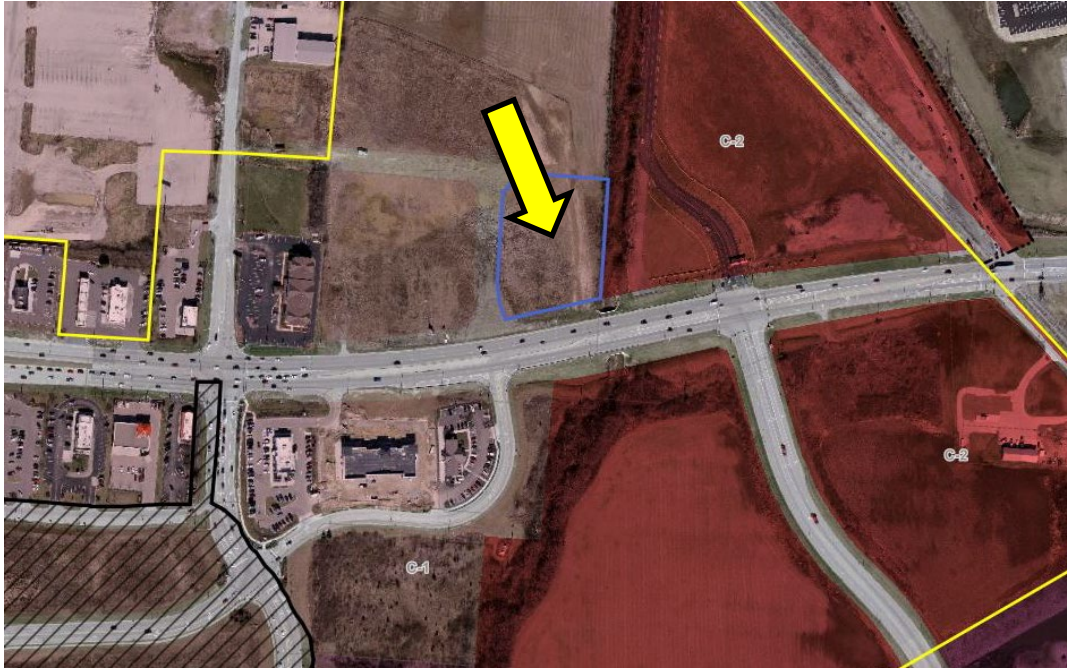
I. Case No. 2022-2-3— Consideration of Site Plan Application for Brooks 63 Retail Plaza

A. Background

- Christian Stone, on behalf of Cincinnati Commercial Contracting, has submitted a site plan application for a new retail plaza.
- The applicant is proposing an 11,600 square foot commercial building. More than half of the building will be occupied with a restaurant use, with the remainder designated for future tenant spaces.
- The site is approximately 2.38 acres currently zoned C-1 Highway Commercial.
- The applicant anticipates a March start date and a July completion date.



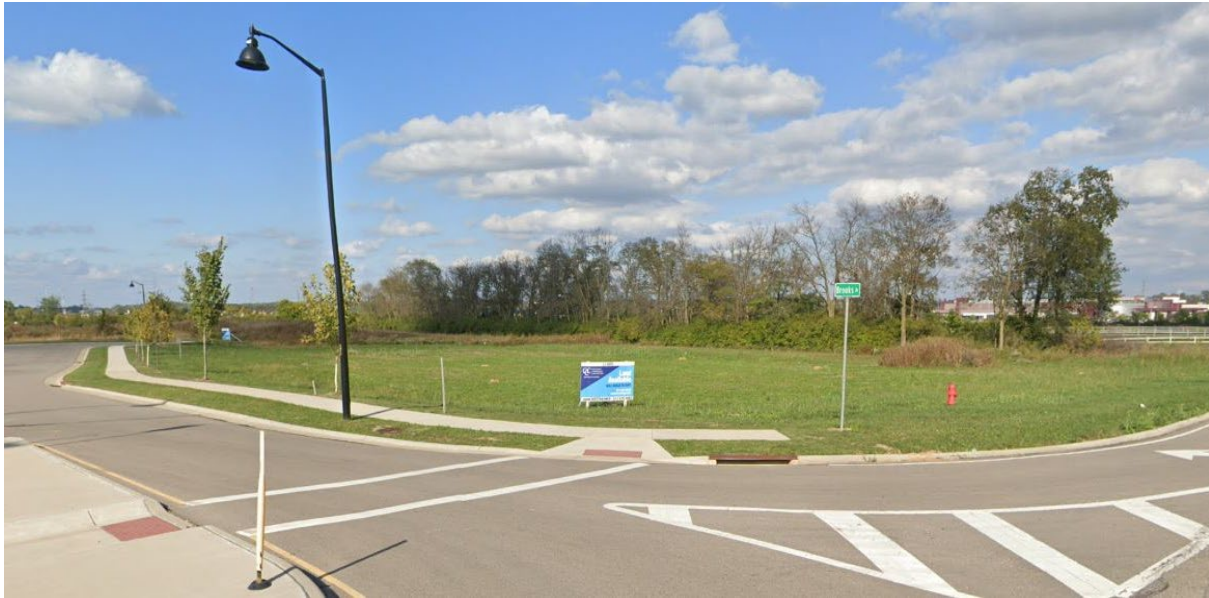
Overhead View of Property



Zoning Map of Proposed Site and Surrounding Properties



Westbound on State Route 63



Looking Northeast towards the site from the corner of State Route 63 and Brooks Dr



Looking Southeast towards the site from the corner of Orton Dr and Brooks Dr

B. Staff Comments

- **Sidewalks—**

- 5 FT walk along State Route 63 required to be constructed with this site development unless waived by Planning Commission. Staff acknowledges the walk is being proposed as future at this time.

- **Parking –**

- Based on approximately 6,400 SF of restaurant space and 5,200 SF commercial tenant space, a maximum of 94 parking stalls are permitted, including the 10% variance granted by right. The applicant has proposed 98. Please revise the parking plan to show no more than 94 parking stalls.
- Several parking islands and associated landscaping required are omitted on the north side of the site. Please revise.

- **Street Trees –**

- Street trees required every 40 FT on center along all frontages.
 - Street trees have been installed along Brooks Drive as part of the construction of that road.
 - Based on approximately 256 FT of frontage on State Route 63, 6 street trees are required. No street trees are provided on the State Route 63 frontage. Please revise.

- **Landscaping—**

- Perimeter Landscaping requirements call for 1 canopy tree for every 5 parking spaces and a minimum 3-foot tall continuous screen of shrubs against parking rows.
 - The number of canopy trees has been met.
 - The screen of shrubs is generally met with the exception of the southeast end of the site where shrub placement appears sparse. Please revise.
- A minimum of 20% of the required front yard area with a minimum 6 foot wide area adjacent to the right of way.
 - While this requirement appears to be met, the applicant must provide a calculation.

- **Buffer/Screening—**

- Service structures shall be screened from public view. Service structures shall include, but not be limited to, loading docks, propane tanks, dumpsters, electrical transformers, utility vaults which extend above ground, electrical and other equipment, or elements providing service to a building or a site. Structures should be grouped together.
 - Service structure pad shown along Brooks Drive is located in the front yard. Please revise location to the side or rear yard of the site.

- **Architectural—**

- Please provide further detail on the darker brick shown on the north side of the building. Staff would like clarification as to whether this is inset or brick detail work or just a different color brick.
- Please confirm the minimum building height. There appear to be a couple points along the building that may be at 19 FT rather than the 20 FT minimum required.
- Elevations visible from a right-of-way are required to contain at least 25% windows.

- The north side of the building does not meet this requirement.
- Staff acknowledges the north side of the building functions as the rear of the building. However, the requirement still applies given the large amount of visibility this side of the building has along Brooks Drive.
- As an alternative to functional clear windows, Staff suggests false windows, incorporation awnings, utilizing brick inset detail work, or glass doors.

C. Department Comments

- **Fire Department:** No comment. Reserves right to comment during plans review.
- **Police Department:** No comment.
- **Engineering/Public Works Department:**
 - **C-1:**
 - General notes require revisions and corrections. Multiple errors throughout. Please read general notes to make corrections and for applicability to this project (typical throughout all sheets of construction plans).
 - Department Utility Table requires multiple corrections regarding water and sewer. Ensure other utility contacts are accurate.
 - The site plan requires driveway corrections to meet City specification.
 - The site plan requires walk to be shown in SR63 RoW.
 - Construction sequence requires corrections to meet the Ohio Rainwater Manual sequencing.
 - **C-1.1:**
 - General notes require revisions and corrections. Assure notes meet City standards and specifications.
 - Construction limits needs to include SR63 RoW.
 - **C-1.2:**
 - General notes require revisions and corrections.
 - Water and sewer notes require revisions and corrections.
 - MOT notes require additional notes concerning materials on roadway / sidewalk.
 - **C-1.3:**
 - Curb ramp detail shall not be used for RoW, does not meet PROWAG.
 - **C-2:**
 - Update plan. Appears to be missing utilities in SR 63 RoW.
 - **C-3:**
 - Show 5' walk in SR 63 as being constructed.
 - Revise commercial driveway to meet City specifications.
 - Impervious ratio may need changed due to grading in SR63 requirement.
 - **C-3.1:**
 - Appears to be missing utilities in SR 63 RoW.
 - Show walk in SR 63 as being constructed.
 - Revise commercial driveway to meet City specifications.
 - **C-4:**
 - Show walk in SR 63 as being constructed.
 - Include grading in SR63 for corrections on right of way profile needed to meet profile with or without sidewalk placement.
 - Revise commercial driveway to meet City specifications.

- **C-5:**
- See Fishbeck comments (separate attachment).
- Will require a full SWP3 booklet document including reports, inspection personnel, competent person listing etc.
- Appears to be missing utilities in SR 63 RoW.
- Show walk in SR 63 as being constructed and include in construction limits / disturbed area calcs.
- **C-5.1:**
- See Fishbeck comments (separate attachment).
- Construction drive does not meet the requirements as outlined in the Ohio Rainwater Manual or City specification.

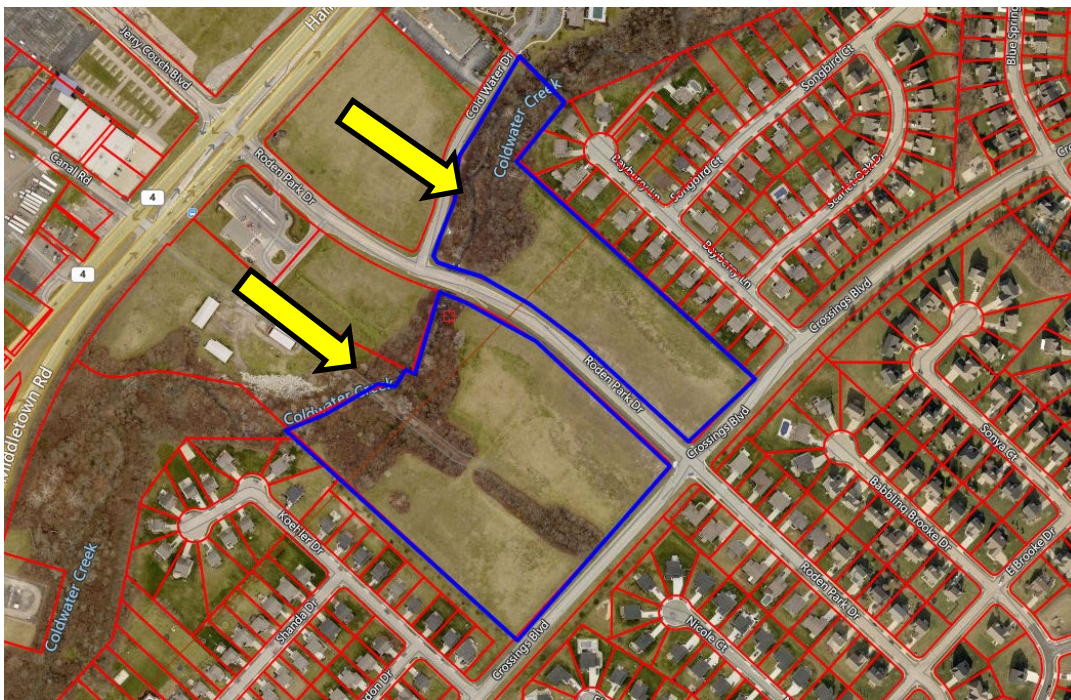
D. Staff Recommendation

- Staff recommends approval of the site plan application with the following conditions:
 - The parking count be reduced to no more than 94 stalls.
 - Omitted parking islands as outlined in the report be installed.
 - The building height be raised to no less than 20 FT in height in all areas.
 - Discussion and decision regarding the architectural comments specifically relating to the north/rear side of the building.
 - Discussion and decision on waiver of the required 5-foot sidewalk along State Route 63.
 - The landscaping plan be revised to address the staff report comments for landscaping, screening, and street trees.
 - As a reminder, all landscaping must meet all minimum species and size requirements and be detailed appropriately on the plan.
 - As a reminder, all ground mounted and rooftop equipment must be appropriately screened as approved by Staff.
 - All Engineering review comments be addressed.
 - The applicant will be responsible for maintenance (mowing, etc.) of the right-of-way adjacent to the developed site once improvements are complete.
 - Digital files of final plans compatible with City GIS be submitted.
 - All other Staff comments be met.

II. Case No. 2022-2-4 — Consideration of a zoning map amendment and associated Planned Unit Development regarding 20.91 acres of property at Roden Park Drive and Crossings Boulevard from C-4 Gateway Commercial Planned Unit Development to R-4 Multi-Family Residential Planned Unit Development.

A. Background

- Park Place Development has submitted applications for a Zoning Map Amendment and Planned Unit Development regarding a proposed “landominium” development on property located at the corner of Roden Park Drive and Crossings Boulevard.
- The applicant proposes a 101-unit attached single-family development with private streets.
- The site is approximately 20.91 acres currently zoned C-4 Gateway Commercial PUD.
- The current Planned Unit Development governing this property, Shops of Monroe Crossings, originally envisioned these properties for larger commercial and retail uses.
- Planning Commission may recall this project from a previous work session in October 2021 and an informal concept presentation from June 2021.



Overhead View of Property



Zoning Map of Proposed Site and Surrounding Properties



Northbound on Crossings Blvd



Southbound on Crossings Blvd



Eastbound on Roden Park Dr



Westbound at the intersection of Crossings Blvd and Roden Park Dr

B. Staff Comments- Current Code Implications

- With the current zoning of C-4 PUD, no residential development of any kind is permitted.
- An application to rezone the property from its current C-4 Gateway Commercial PUD classification to R-4 Multi-Family Residential PUD is required in order to accommodate this proposal. The Zoning Map Amendment and Planned Unit Development process requires a public hearing at the Planning Commission level and at City Council, which ultimately approves or disapproves such proposals.
- The purpose of the PUD is to offer a certain amount of flexibility with the Code in order to avoid monotony sometimes associated with larger developments and encourage innovative design.
- As outlined in the packet for Planning Commission, the applicant seeks relief from current Code regulations for R-4 Multi-Family developments under architectural standards, open space standards, and subdivision design standards.
- **Architectural Standards:**
 - Front elevations must incorporate variation in mass through methods such as wall offsets 2 feet deep, bay windows, façade color changes, use of pilasters/columns, roofline changes, etc. Based on the elevations provided, it appears wall offsets, façade color changes, columns/pilasters, and roofline changes have been incorporated.
 - Side and rear elevations must contain a minimum 50% brick or stone. It appears this requirement may be close to being met.
 - Front and side facades (on buildings located on street corners) must include a minimum of three design elements:
 - one or more dormer windows/cupolas
 - a recessed entrance
 - covered porches
 - pillars/posts/pilasters
 - one or more bay windows with 12 inch projection from the façade
 - eaves with a minimum 6 inch projection from the façade plane

- parapet wall with articulated design, which entails design variation rather than a simple rectilinear form
- multiple windows with minimum four inch trim
- The front elevation does appear to show multiple windows, recessed entrances with covered porches, and pillars/posts, but it is currently unknown whether side facades on street corners would accommodate these additional design elements. Staff requests elevation “options” to demonstrate how those buildings on street corners can meet these requirements.
- Vinyl is proposed for this development, which is currently prohibited per code.
- **Open Space Standards:**
 - Buffer yard Type A required as proposed multi-family use adjacent to single-family residential use. The conceptual plan does show space for that buffer to be developed along its borders with the existing single-family development on the east and west sides but not the south side along Crossings Boulevard.
 - Formal and informal open space would be required. Based on 20.91 acres, 1.05 acres of formal open space (programmed space) and 4.18 acres of informal open space (passive space) would be required. Open space cannot come from unusable areas such as easements, streams, flood areas, etc. The preliminary site plan shows about 1.13 acres of formal open space that the applicant states will be for walking trails, shelters, and charcoal grills.
- **Subdivision Design Standards:**
 - The applicant requests to deviate from City standards required for development of public/private streets. For example, the applicant requests to install sidewalk on one side of the street against curb, to place street trees behind the walk, and to deviate from the standard street width required.
 - Along Roden Park Drive, the 5-foot walk shown along the site frontage ends short of the intersection at Cold Water Drive. The applicant has stated there is no room for walk due to the culvert location near the creek.
 - Along Cold Water Drive, no sidewalk or street trees are proposed as required.
 - In regards to street trees, the applicant does show a number of canopy trees behind the public walk, which they’ve stated is to maintain consistency with other landscaping on Crossings Boulevard.
 - Staff understands that on street parking will be prohibited. There is no designated visitor parking proposed.

C. Staff Comments- Comprehensive Plan Implications

- **Pedestrian Connectivity:**
 - A major piece of the comprehensive plan is connectivity. To follow through on this community value for walkability, the comprehensive plan prioritizes developments that are not auto-focused, that include community gathering space, and have varied architectural characteristics to create a sense of place.
 - With this policy, Staff continues to recommend a design that incorporates more units with rear facing garages.
 - Staff continues to recommend sidewalks be installed on both sides of the street and that walks be provided on all frontages on Roden Park Drive and Cold Water Drive.
- **Density and Growth:**

- The Future Land Use Map designates this site as Mixed Residential, which includes single-family detached homes, townhomes, and duplexes at a maximum 4 units per acre density. This use is intended for suburban and infill development and should emphasize connectivity and walkability. The proposed development is 4.83 units per acre, which is a 20.75% increase in density above the Comprehensive Plan recommendation. However, it should be noted the proposed density is less than the 8 units per acre currently permitted by Code for the R-4 zoning district.
- Finally, the Comprehensive Plan speaks to growth expectations, particularly as it impacts the school district. The applicant has spoken in the past that these units tend to attract young professionals and those seeking less maintenance associated with a single-family lot.

- **Design Goals:**

- In terms of vision and look of higher density housing, the Comprehensive Plan utilizes the follow example images of what mixed residential housing should look like:



D. Staff Comments- Zoning Map Amendment Criteria

This proposed project involves both a Zoning Map Amendment and a Planned Unit Development (PUD). As such, the Staff comments below will respond to the review criteria for both processes.

Recommendations and decisions on text or map amendments shall be based on consideration of the following criteria. Not all criteria may be applicable in each case, and each case shall be determined on its own facts:

- ***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;***

When the current zoning and PUD were put into place in 2007, this site was part of a vision for a larger retail and commercial development. Since that time, only a very small portion of the overall PUD area has developed as commercial (Speedway). Given this history and the current overall trends regarding commercial development, it is possible a different use may be more viable in this area.

- ***Whether the proposed amendment is consistent with the comprehensive plan or other applicable city plans;***

The recently approved Comprehensive Plan does designate this property as “Mixed Residential”, meaning a variety of lot sizes and housing types (single-family, duplexes, townhomes) with a maximum density 4 units per acre. The proposed development is 4.83 units per acre, representing a 20.75% increase from the Plan’s vision for this particular property.

The Plan calls for these developments to be well connected and pedestrian friendly. Garage locations are encouraged to be located on the rear or side of the unit, with access to parking through an alleyway. The proposed development does include some sidewalk, but not all both sides of the street as currently required by Code.

- ***Whether the proposed amendment is consistent with the purpose of this code;***

The Planning and Zoning Code states “the purpose of a text or map amendment is to make adjustments due to changed conditions, changes in public policy, recommendations of the comprehensive plan, or that are necessary to advance the health, safety, and general welfare of the City.” With this in mind, the proposed amendment may be consistent with the purpose of the Code in its ability to react to changed conditions over time, but it may not be consistent with the goals of the Comprehensive Plan for the reasons outlined previously.

- ***Whether, and the extent to which, the proposed amendment addresses a demonstrated community need;***

The proposed amendment may work to address a community need. As demonstrated in the Comprehensive Housing Study adopted in early 2019 and the Comprehensive Plan adopted in fall of 2021, Monroe is very homogenous in its housing stock (single-family homes on relatively small lots) but can support a variety of housing types ranging from apartments to brownstones to larger estate lots. In the context of the overall Future Land Use Map, various areas have been designated for future residential growth in order to meet the stated population growth of about 6,000 people over the next 20-25+ years. This property designated by the Comprehensive Plan as Mixed Residential will help to reach that goal.

Per the applicant, the project will provide Monroe residents additional housing options and also provide the residential traffic necessary to the remaining commercial PUD closer to Route 4.

- ***Whether the proposed amendment will protect the health, safety, morals, and general welfare of the public;***

The proposed amendment does not appear to negatively affect the health, safety, morals, and general welfare of the public. The streets have been widened and turned to all two-way in order to accommodate concerns from safety services staff.

- ***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;***

The proposed project would certainly have some impact on the existing natural environment, as any development would on a previously undeveloped site. City development standards as enforced by staff, Planning Commission, and City Council would ensure proper development of any new site.

- ***Whether the proposed amendment will ensure efficient development within the City; and***

The proposed project could be seen as a natural progression from some of the more dense single-family lots in Monroe Crossings to the commercially zoned property along Route 4.

- ***Whether the proposed amendment will result in a logical and orderly development pattern.***

Similar to the statement above, the development may fit in the context of the denser areas of Monroe Crossings while also serving as a “step up” in density as one approaches the commercial property closer to Route 4 and areas for future development closer to the Butler Tech and Monroe Bicentennial Commons property.

E. Staff Comments- Planned Unit Development Review Criteria:

This proposed project involves both a Zoning Map Amendment and a Planned Unit Development (PUD). As such, the Staff comments respond to the review criteria for both processes.

It shall be the duty of the Planning Commission and City Council to investigate and determine that the proposed PUD plan complies with the following conditions:

- ***The PUD plan is consistent with the intent and purpose of the Comprehensive Plan;***

The proposed PUD plan is consistent with the intent and purpose of the Comprehensive Plan in that it assists in creating the diversity of housing stock Monroe needs. However, as mentioned previously, the proposed density is nearly 21% above the maximum density designated for this site by the Comprehensive Plan.

It is also inconsistent with the plan in terms of design. The Comprehensive Plan highly emphasizes well connected developments. The applicant is asking for relief in regards to the minimum sidewalk requirements in the current Code. As mentioned previously, the Plan also recommends Mixed Residential developments to have rear garage access to further focus walkability and the pedestrian experience.

- ***The plan is in compliance with the standards of this chapter;***

The plan at this preliminary stage appears to be in compliance with the standards of this chapter.

- ***The plans are in compliance with the other applicable standards of this code, including but not limited to, architectural standards, off-street parking, signage, and landscaping; and***

The plans are not consistent with all other applicable standards of the code. As outlined in their request and the proposed Planned Unit Development agreement, the applicant is requesting deviations from the Code for items such as street tree requirement, architectural standards, some open space standards, and sidewalk requirements.

- ***The property adjacent to the area included in the plan will not be adversely affected.***

Current property owners in Monroe Crossings have contacted the City with their concerns regarding the proposed project. Residents have named the potential for increased traffic, impact on schools, property values, and elimination of vacant property that some say served as visually appealing open space as adverse impacts.

F. Department Comments

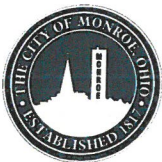
- **Fire Department:** Fire reserves the right for further review with plan submittal.
- **Police Department:** No comment.
- **Engineering/Public Works Department:** Review ongoing.

G. Public Comment

- Staff received a number of emails regarding this project, the vast majority coming after the October 2021 work session with Planning Commission. Staff has included those emails in your packets.
- In response to the public notice for this meeting, Staff received one email from Allison Lucero of Monroe Crossings on February 7, 2022. The email is included in your packet for reference.

III. Staff Recommendation

- In the case of Zoning Map Amendment and Planned Unit Development proposals, Planning Commission acts as a recommending body to City Council. Planning Commission may choose to recommend approval, recommend approval with conditions, or recommend denial of the applications.
- Should Planning Commission wish to recommend approval of this zoning map amendment and draft Planned Unit Development Agreement, Staff would recommend incorporating the following conditions:
 - The applicant will provide elevation options for the sides of buildings located on street corners to meet Code architectural standards.
 - Discussion of the request to utilize vinyl on the second floor of buildings.
 - A tree lawn and street trees every 40 feet on center be provided in the tree lawn as required by code.
 - A 5-foot sidewalk be required on both sides of all internal/private streets.
 - The walk on the north side of Roden Park Drive (currently shown as a 5-foot concrete walk) be changed to a minimum 8-foot wide asphalt or concrete multiuse path.
 - The applicant install a public walk the full extent of their frontage on Roden Park Drive and Cold Water Drive.



Application for Site Plan Review

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

For Staff Use Only

Submittal Date:

Date Application Determined Complete:

Date of Planning Commission Review:

Fee Paid:

Staff Initials:

Application/Case Number:

Site Plan Review Information

1. The site plan review procedure and applicability requirements are established in Section 1203.06 of the Monroe Planning and Zoning Code.
2. Prior to submitting this application, you are required to meet with staff from the Development Department for a pre-application conference. Please contact the department to schedule the conference.
3. The Monroe Planning Commission reviews all site plan review applications unless specifically exempted in Section 1203.06(B)(3).
4. Approval of a site plan does not constitute approval to begin construction. Applicants with approved site plans are required to submit all applicable zoning permit and building permit applications.
5. Unless an alternative timeline is approved by the Planning Commission, construction related to the approved site plan must begin within one year of the site plan approval or the approval shall be voided. See Section 1203.06(H) for additional information.

Basic Project and Site Information

Project Address: **BROOKS DRIVE, MONROE, OH 45050**

County: ☐ Butler ☒ Warren Total Lot Area: **2.38 ACRES**

County Tax Parcel ID: **1106377013**

Project/Development Name: **BROOKS 63**

Existing Zoning District: **C-1**

Project Type: ☒ New Building ☐ Expansion of Existing Structure
☐ Addition to Site (e.g., parking, landscaping, lighting, etc.)

Applicant Information

Applicant Name: **CINCINNATI COMMERCIAL CONTRACTING**

Contact Person: **CHRISTIAN STONE**

Contact Address: **4779 RED BANK EXPRESSWAY, CINCINNATI, OH 45227**

Contact Phone Number: **513-561-6633 x107**

Contact Fax Number:

Contact E-Mail: **CSTONE@CINCIGROUP.COM**

Property Owner Name: **17AC EAST OF SENATE 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.

Project Address or Tax Parcel ID: 1106377013

Additional Project Information

1) Please describe, in detail, any existing uses and/or buildings on the project site.

NEW RETAIL PLAZA ON NEW LAND.

2) Please describe, in detail, the proposed uses and the proposed development. Provide a summary of the square footage related to each use and/or the total number of proposed dwelling units.

NEW RETAIL PLAZA ON NEW LAND. 11,600 SF

3) What are the anticipated start and completion dates for the project?

Start Date: 3/15/2022

Completion Date: 7/15/2022

4) What is the estimated value (in dollars) of the proposed property improvements?

\$2 million

5) Check any relevant procedural reviews applicable to this project:

☐ Conditional Use ☐ Variance ☐ Administrative Waiver ☐ Alternative Equivalent Compliance

If you checked any of the above procedures, please provide specific details on what you are seeking to have approved through the applicable review procedure? Provide the application/case numbers for any related applications.

Project Address or Tax Parcel ID: 1106377013

Additional Project Information Continued

6) Does the project require any addition permits, licenses, or reviews by outside agencies (e.g., Butler or Warren County, ODNr, OEPA, etc.). ☐ Yes ☒ No If yes, please describe below.

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: CHRISTIAN STONE

Signature:



Date:

1/18/2022

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 site plan review is for multiple properties, a signature from each property owner is required.

Print Name: CHRISTIAN STONE

Signature:



Date:

1/18/2022

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

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.

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. shapfile, 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

- | | |
|--------------------------|--|
| ☐ | Site Plan Review Application form |
| ☐ | Application fee |
| ☐ | Copies of the plans and maps established below at a scale no smaller than 1 inch = 100 feet, on full-sized copies unless on 11" x 17" or otherwise noted |
| ☐ | Any additional information determined to be necessary by the Development Department |

Vicinity Map (Scale may be smaller than 1" = 100')

- | | |
|--------------------------|--|
| ☐ | Date, north arrow, scale, and a legend for all symbols |
| ☐ | Project location |
| ☐ | All surrounding properties, streets, and corporation limits within a minimum of 500' of the outer boundaries of the project site |

Existing Conditions Map

- | | |
|--------------------------|---|
| ☐ | All existing zoning district classifications on the site and adjacent to the site |
| ☐ | Parcel boundaries of the site and all parcels adjacent to the site |
| ☐ | Names of all subdivisions and land owners owning lots adjacent to the site |
| ☐ | Existing streets within 200' of site with names and centerlines |
| ☐ | Existing watercourses and bodies of water including any applicable flood hazard areas |
| ☐ | Planned road network (including street names if available) within 500' of site (if different from existing streets) |
| ☐ | Existing land uses on the site and adjacent parcels (including across any streets) |
| ☐ | Railroad infrastructure and rights-of-way |
| ☐ | All existing easements (including drainage) with dimensions and designation as to type |
| ☐ | Location of existing curb cuts, private streets, parking and loading areas, pedestrian walks, lighting facilities, and outside trash storage facilities |

Site Layout Plan

- | | |
|--------------------------|--|
| ☐ | Lot numbers and sizes |
| ☐ | Square footage (gross) of existing buildings to remain and proposed buildings |
| ☐ | Required front, side, and rear yard width/setbacks |
| ☐ | All existing and proposed easements, including dimensions and type (e.g., drainage, access, public utility, etc.) |
| ☐ | Location, width, and classification of all existing and proposed streets in the development |
| ☐ | Location of any outdoor storage area(s) that require screening |
| ☐ | Locations of all proposed external street connections (including street stubs) |
| ☐ | Location, width, and materials of all sidewalks, trails, and paths (including connections to the public sidewalk system and adjacent developments) |

Submittal Requirement Checklist

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.

Parking Plan and Traffic Control Plan

☐	Traffic impact study, if required
☐	Notation of total number of parking spaces, loading spaces, and stacking spaces required by ordinance
☐	Total number, dimensions, and location of parking spaces proposed off-street, on-street, and within parking structures, including information on handicapped parking spaces
☐	Total number of parking spaces to be provided through approval of shadow parking, off-site parking, or shared parking alternatives
☐	Number, location, and size of loading spaces provided
☐	Number and location of stacking spaces provided
☐	Location, arrangement, and dimensions of vehicular entrances, exits and parking lot aisles
☐	Location of pedestrian walkways and crossings
☐	Number and location of pervious parking spaces, if provided
☐	Proposed traffic control devices (in accordance with the Manual on Uniform Traffic Control Devices)
☐	Signing and striping plan
☐	Fire lanes and areas of parking prohibition
☐	Location of all sight triangles

Stormwater Management Sheet and Drainage Plan

☐	Drainage basin(s) where the site is located and drainage patterns
☐	Existing and proposed locations, types, and sizes of drainage structures and calculations demonstrating how post-development runoff will not exceed pre-development runoff
☐	Erosion and siltation control measures and devices with narrative, including location of outfall for stormwater to proper catch basin (indicated sizes and slopes of existing pipes)
☐	Drainage computations from proposed development to proper pickup point
☐	All proposed elevations and slopes for grading
☐	Description of maintenance procedures for stormwater management devices

Utilities Plan (May be included on Site Layout Plan)

☐	Existing and proposed locations, types, and sizes of all water, sanitary sewer, storm sewer, gas, telephone, power and other utility lines and meters, easements and any other utilities affected by the site (includes above ground utilities and grades and computations where appropriate)
☐	Notation that all new utilities (including cable television, electrical, natural gas, sewer, telephone, and water lines) shall be placed underground
☐	Locations where existing overhead utilities will be relocated underground (if applicable)
☐	Identification of any connections, above or below ground, that are located within the City of Monroe's right-of-way

Landscaping Plan

☐	Exact locations, dimensions, and counts of existing and proposed landscape materials provided within and around vehicular use areas, including the size of landscaping islands
☐	Exact locations and counts of existing and proposed landscape materials provided within any required buffer areas including the type of buffer used, the buffer width provided, the proposed configuration of trees, shrubs, and screening features
☐	Location, size, and species of all existing and proposed street trees
☐	The total number of trees and shrubs provided, and the total number of different species planted
☐	Notations for any existing landscape within sight triangles indicating maximum shrub height or tree canopy height

Submittal Requirement Checklist

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.

☐	Location and amount of credit towards landscape material requirements provided by existing landscaping
☐	Demarcation of existing trees to be removed
☐	Location and amount of all open space set-aside areas by development phase
☐	Details of all open space improvements and common features (e.g., fountains, benches, street furnishings, play equipment, etc.)
Architectural and Building Elevation Plans	
☐	Color elevations for each building side facing a public street, alley, public open space, or public building, illustrating compliance with the architectural standards of the applicable zoning district
☐	Dimensions, in feet, of all façade recesses or similar fenestration
☐	Preliminary floor plan for principal buildings
☐	Height of all buildings in feet, including number of building stories
☐	Accessory structure size(s), if applicable
☐	Accessory structure height(s), if applicable
☐	Description of the type of material(s) used on each façade elevation
☐	Illustrative elevation of all fencing, walls, and retaining walls visible from a street, open space, or public building that will be used for buffering or screening of adjacent residential uses, dumpsters, service structures, utilities, parking areas, loading areas, and similar activity areas
Lighting Plan	
☐	Location, type, and height of all lighting fixtures (including street lights)
☐	Details on colors and materials for all lighting fixtures
☐	Grid or photometric diagram showing maximum illumination values at the lot line, and uniformity ratios within parking lots, measured in footcandles
Signage Plan	
☐	All sign areas, dimensions and height (including shape)
☐	Position of all signs in relation to the use being advertised (may be identified on the site layout plan)
☐	Location and style of all address numbers, building numbers, or allowable building identifications
☐	Plan of illumination for the sign including information on message timing for electronic message centers
☐	Landscaping around base of sign (may be identified on the landscaping plan)

GENERAL NOTES:

THE OHIO DEPARTMENT OF TRANSPORTATION "CONSTRUCTION AND MATERIAL SPECIFICATIONS", CURRENT EDITION, AND THE CURRENT "RULES AND REGULATIONS" OF THE CITY OF MONROE SHALL GOVERN ALL CONSTRUCTION ITEMS ON THIS PLAN, UNLESS OTHERWISE NOTED.

THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS PER LOCAL, STATE, AND FEDERAL REQUIREMENTS.

WHERE PLANS REFER TO CONTRACTOR, IT MAY MEAN SUBCONTRACTOR AT THE GENERAL CONTRACTOR'S DISCRETION.

ALL WORK IN THE ORTON DR., RIGHT OF WAY, INCLUDING UTILITY CUTS/TAPS WILL NEED A PERMIT FROM THE CITY OF MONROE.

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR COMPLYING WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL SAFETY REQUIREMENTS TOGETHER WITH EXERCISING PRECAUTIONS AT ALL TIMES FOR THE PROTECTION OF PERSONS AND PROPERTY. IT IS ALSO THE RESPONSIBILITY OF THE CONTRACTOR AND SUB-CONTRACTOR(S) TO INITIATE, MAINTAIN AND SUPERVISE ALL SAFETY REQUIREMENTS, PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THIS WORK.

ITEM 201: CLEARING AND GRUBBING: THIS WORK CONSISTS OF CLEARING, GRUBBING, SCALPING, REMOVING TREES AND STUMPS, AND REMOVING ALL VEGETATION AND CONSTRUCTION DEBRIS FROM THE LIMITS SHOWN ON THE PLANS, EXCEPT SUCH OBJECTS THAT ARE TO REMAIN OR ARE TO BE REMOVED ACCORDING TO OTHER ITEMS OF WORK.

USE REMOVED OR EXCAVATED MATERIALS IN THE WORK WHEN THE MATERIAL CONFORMS TO THE SPECIFICATIONS; IF NOT THEN RECYCLE, OR DISPOSE OF THE MATERIAL ACCORDING TO 105.16 AND 105.17.

REMOVE OR SAVE ALL TREES, SHRUBS, AND PLANTS AS DESIGNATED ON THE PLANS. PRESERVE ALL VEGETATION AND OBJECTS NOT DESIGNATED FOR REMOVAL. PAINT CUT OR SCARRED SURFACES OF TREES OR SHRUBS SELECTED FOR RETENTION ACCORDING TO 686.04. IN ORDER TO RETARD AND PREVENT THE SPREAD OF THE EMERALD ASH BORER, LIMIT THE MOVEMENT OF REGULATED ARTICLES ACCORDING TO OHIO ADMINISTRATIVE CODE 901:5-56. OBSERVE REQUIREMENTS FOR HANDLING AND TRANSPORTING OF REGULATED ARTICLES IN QUARANTINED AREAS AS DEFINED BY THE OHIO DEPARTMENT OF AGRICULTURE (HTTP://WWW.AGRI.OHIO.GOV/EAB/).

ALL EROSION AND SEDIMENT CONTROL SHALL BE IN ACCORDANCE WITH THE SWPPP PLAN AND LOCAL AND OHIO EPA REGULATIONS. THE CONTRACTOR IS RESPONSIBLE FOR ALL INSPECTIONS AND REPORTING AS REQUIRED BY THE OHIO EPA FOR THE NATIONAL POLLUTANT DISCHARGE ELIMINATION (NPDES) PERMIT. CONTRACTOR SHALL PROVIDE WRITTEN REPORTS TO THE OWNER AND KEEP COPY ON FILE.

THE LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED THROUGH INFORMATION PROVIDED BY THE VARIOUS UTILITY OWNERS AND BY FIELD SURVEY, BUT ARE NOT GUARANTEED TO BE ACCURATE OR COMPLETE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, PRIOR TO CONSTRUCTION, TO DETERMINE THE ACTUAL FIELD LOCATIONS AND ELEVATIONS OF ALL EXISTING UTILITIES IMPACTING HIS WORK. THE CONTRACTOR IS DIRECTED TO CONTACT THE OHIO UTILITY PROTECTION, INC. AT 1 (800) 362-2764 AT LEAST 72 HOURS PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES.

THE LOCATION, SUPPORT, PROTECTION AND RESTORATION OF ALL EXISTING UTILITIES AND APPURTENANCES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE VARIOUS ITEMS.

THE DESIGN ENGINEER ASSUMES NO RESPONSIBILITY FOR THE MEANS, METHODS, PROCEDURES, TECHNIQUES, OR SEQUENCES OF OPERATIONS OF THE CONTRACTOR, NOR FOR SAFETY ON THE JOB SITE OR THE CONTRACTOR'S FAILURE TO COMPLETE THE WORK AS SPECIFIED ON THIS PLAN.

THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL SURVEYING AND CONSTRUCTION STAKING REQUIRED FOR SITEWORK IN THIS PACKAGE AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL RESTRICT ALL CONSTRUCTION ACTIVITIES TO THE PROJECT SITE AND EXISTING RIGHTS-OF-WAY, CONSTRUCTION AND PERMANENT EASEMENTS AND SHALL NOT TRESPASS UPON OTHER PROPERTY WITHOUT WRITTEN CONSENT OF THE PROPERTY OWNER.

ACCESS TO ADJOINING PROPERTIES SHALL BE MAINTAINED AT ALL TIMES.

ANY STORM PIPES DAMAGED DURING CONSTRUCTION SHALL EITHER BE RESTORED TO ITS ORIGINAL CONDITION OR CONNECTED TO THE STORM SEWER SYSTEM AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL DISPOSE OF ALL SURPLUS EXCAVATION AS DIRECTED OR APPROVED BY THE OWNER.

ALL TRENCHES SHALL BE BACKFILLED OR SECURELY PLATED DURING NON-WORKING HOURS.

ALL MANHOLES, FIRE HYDRANTS AND VALVE BOXES SHALL BE ADJUSTED TO FINAL GRADE AT THE CONTRACTOR'S EXPENSE.

GRANULAR BACKFILL SHALL BE REQUIRED IN ALL TRENCHED IN AREAS OF EXISTING PAVEMENT OR BUILDING SLAB. FILL IN PROPOSED PAVEMENT OR BUILDING PAD AREAS SHALL BE COMPACTED TO THE PROJECT'S GEOTECHNICAL ENGINEER'S RECOMMENDATIONS AND FIELD PERSONNEL APPROVAL.

STORM SEWERS AND STRUCTURES:

ALL PROPOSED STORM SEWERS AND STRUCTURES ARE PRIVATE AND SHALL BE MAINTAINED BY THE OWNER. SUPPLY PIPE OF THE REQUIRED SIZE OR ONE SIZE LARGER. PROPOSED STORM SEWERS "PR. STM" SHALL BE PVC-SDR 35/ HIGH DENSITY POLYETHYLENE (HDPE), PER ODOT 707.33/ OR REINFORCED CONCRETE PIPE, PER ODOT ITEM 706.02, CLASS IV. ALL STORM SHALL BE INSTALLED PER ODOT ITEM 611.10, TYPE A (CULVERTS) AND TYPE B (STORM/SANITARY UNDER PAVEMENT).

611.06 BEDDING. TYPE 1 BEDDING CONSISTS OF STRUCTURAL BACKFILL EXTENDING AT LEAST 6 INCHES (150 MM) BELOW THE BOTTOM OF THE CONDUIT FOR THE FULL WIDTH OF THE TRENCH. COMPACT THE BEDDING ACCORDING TO 611.06.

USE TYPE 1 BEDDING FOR 706.05, OR 706.051 AND 706.052 ON SLAB BOTTOMS, OR CORRUGATED INVERT PLATES.

TYPE 2 BEDDING CONSISTS OF STRUCTURAL BACKFILL EXTENDING AT LEAST 3 INCHES (75 MM) FOR ALL 706 RIGID PIPE CONDUITS AND 6 INCHES (150 MM) FOR ALL OTHER CONDUITS BELOW THE BOTTOM OF THE CONDUIT FOR THE FULL WIDTH OF THE TRENCH. EXTEND THE BEDDING UP AROUND THE PIPE FOR A DEPTH OF NOT LESS THAN 30 PERCENT OF THE RISE OF THE CONDUIT. SHAPE THE BEDDING TO FIT THE CONDUIT WITH RECESSES SHAPED TO RECEIVE THE BELL- AND-SPIGOT PIPE. LEAVE THE BEDDING BELOW THE MIDDLE ONE-THIRD OF THE PIPE SPAN UNCOMPACTED. COMPACT THE REMAINING BEDDING ACCORDING TO 611.06.

USE TYPE 2 BEDDING FOR TYPES A, B, C, AND D CONDUITS EXCEPT FOR LONG SPAN STRUCTURES AND FOR CONDUITS THAT REQUIRE TYPE 3 BEDDING.

COMPACTED FILLS SHALL BE MADE TO A MINIMUM OF THREE FEET ABOVE THE CROWN OF ANY PROPOSED SEWER PRIOR TO TRENCHING FOR PLACEMENT OF SEWER. ALL FILLS SHALL BE INSPECTED AND APPROVED BY THE PROJECT'S GEOTECHNICAL ENGINEER, OR PER GOVERNING AGENCIES APPROVAL.

CATCH BASINS AND/OR MANHOLES OVER 4 FEET SHALL BE FURNISHED WITH STEPS, MEETING ODOT ITEM 706.13, 711.13, 711.30, OR 711.31.

CATCH BASINS LOCATED IN PAVEMENT AREAS SHALL HAVE FINGER DRAINS. (SEE DETAIL SHEET). DISTANCES LISTED ON THE PLANS ARE FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.

EXCAVATION/FILL:

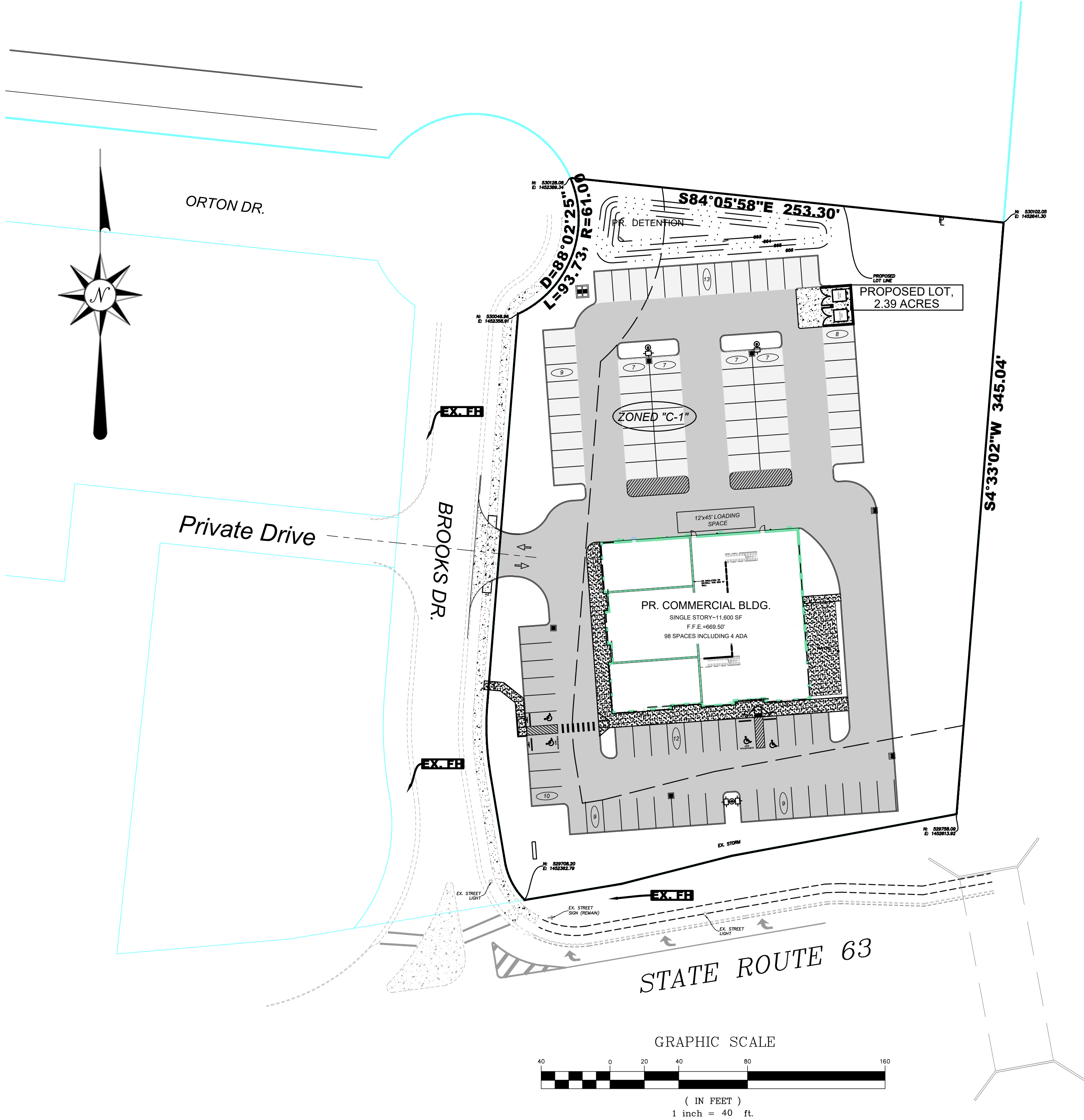
SITE BUILDING PAD EXCAVATION AND EMBANKMENT SHALL BE PER THE GEOTECHNICAL ENGINEER'S RECOMMENDATION AND APPROVAL.



PLANS FOR THE CONSTRUCTION OF A NEW COMMERCIAL BUILDING KNOWN AS:

BROOKS-SR63 RETAIL CENTER

BROOKS RD., CITY OF MONROE, WARREN COUNTY, OHIO
JAN., 2022



DEPARTMENT/ UTILITY TABLE:

CITY OF MONROE PLANNING & ZONING & BUILDING DEPARTMENT
233 S. MAIN ST.
MONROE, OHIO 45050
KEVIN CHESAR
513-539-7374 EXT.-1020
CHESARK@MONROEOHIO.ORG

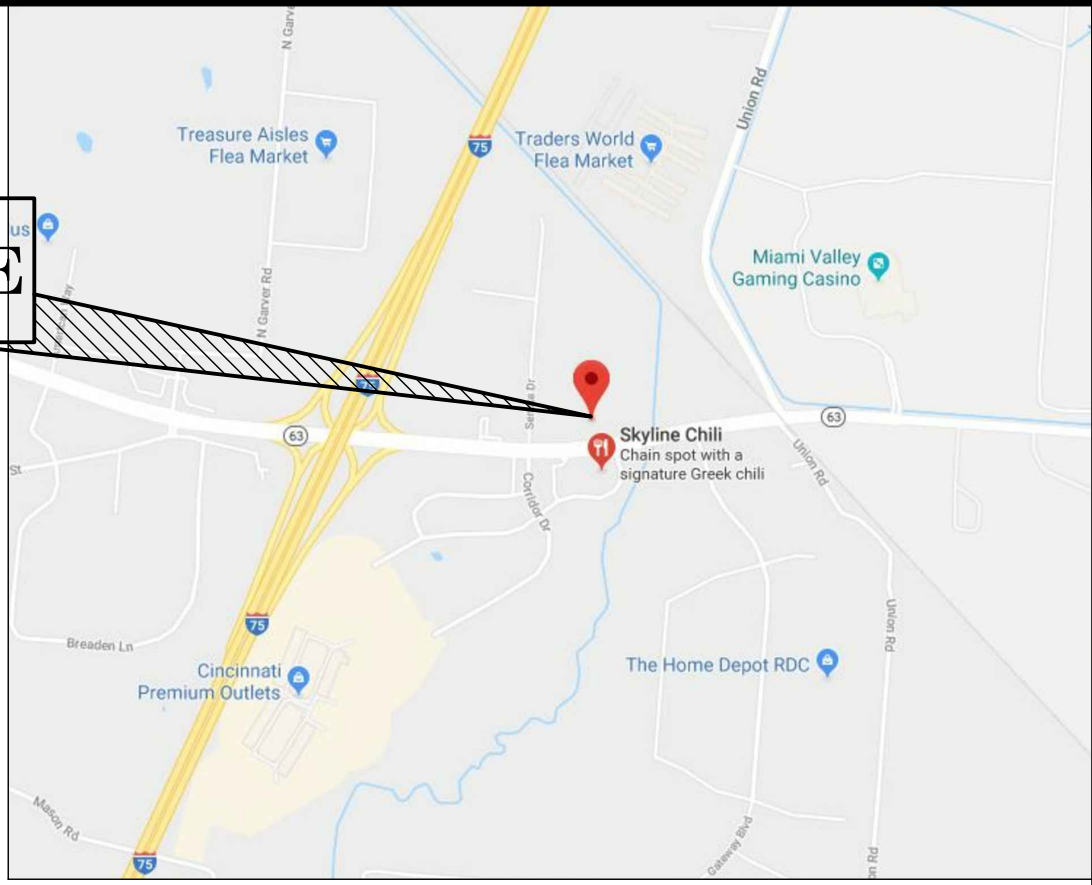
CITY OF MONROE PUBLIC WORKS AND ENGINEERING DEPARTMENT
FOR ANY WORK IN R/W
233 S. MAIN ST.
MONROE, OHIO 45050
BILL BROCK

DUKE ENERGY-ELECTRIC
BRETT KING
CINCINNATI, OHIO 45216
TEL: 513-287-4658
BRETT.KING@duke-energy.com

DUKE ENERGY-GAS
JEREMY PRATT
TEL: 513-287-4625
TEM: JEREMY.PRATT@DUKE-ENERGY.COM

BUTLER COUNTY WATER & SEWER
STEVE THOMPSON
130 HIGH STREET
HAMILTON, OH 45011
513.785.5288
513.887.3777 FAX

PROPOSED SITE



LOCATION MAP

OWNER/APPLICANT:

CINCINNATI COMMERCIAL CONTRACTING
4779 RED BANK RD,
CINCINNATI, OH 45227
513-561-6633

CIVIL ENGINEERING:

EVANS ENGINEERING
4240 AIRPORT RD., SUITE 211
CINCINNATI, OHIO 45226
(513)-321-2168
JONATHAN R. EVANS, P.E.

SURVEYING:

BINZ SURVEYING, LLC.
6547 BROOKS RD.
HARRISON, OHIO 45030
(513) 260-1293
DAN BINZ

INDEX:

- C-1 TITLE SHEET & GENERAL NOTES
- C-1.1 GENERAL NOTES
- C-1.2 GENERAL NOTES
- C-1.3 SITE CONSTRUCTION DETAILS
- C-1.4 SITE CONSTRUCTION DETAILS
- C-2 EXISTING CONDITIONS & DEMO PLAN
- C-3 SITE DIMENSION PLAN
- C-3.1 UTILITY SERVICE PLAN
- C-4 GRADING PLAN
- C-4.1 STORM DETENTION PLAN
- C-5 STORMWATER POLLUTION PREVENTION PLAN (SWPPP)
- C-5.1 SWPPP NOTES & DETAILS

STANDARD DRAWINGS:

THE FOLLOWING ODOT AND LOCAL STANDARD DRAWINGS SHALL BE CONSIDERED A PART OF THIS PLAN:

- CB 1.1 (7-19-2019) CATCH BASINS NOs 2-2A, B & C
- CB 1.2 (1-15-2016) CATCH BASINS NOs 2-3 & 2-4
- CB 2.2 (7-20-2018) CATCH BASIN NO. 3A
- MH 1.2 (1-15-2016) MANHOLE NO. 3
- BP-7.1 (7-20-2018) NEW CURB RAMPS WITH TRUNCATED DOMES

THE FOLLOWING CITY OF MONROE STANDARD DRAWINGS SHALL BE CONSIDERED A PART OF THIS PLAN:

- 300-9, 300-15, 300-16, 300-17, & 300-19

ANY MAINTENANCE OF TRAFFIC SHALL BE PER OMUTCD AND ODOT SPEC MT-101.9.

APPROVAL:

DRAWINGS APPROVED FOR CONSTRUCTION-CITY OF MONROE:

BY: _____

TITLE _____ DATE: _____

CONSTRUCTION SEQUENCE:

THE CONSTRUCTION SEQUENCING FOR SITE WORK SHOULD BE SIMILAR IN NATURE TO THE FOLLOWING:

- CLEARING AND GRUBBING FOR THOSE AREAS NECESSARY FOR THE INSTALLATION OF EROSION AND SEDIMENT PERIMETER CONTROL MEASURES.
- INSTALL EROSION AND SEDIMENT CONTROL MEASURES.
- GRADING AND STRIPPING OF THE REMAINING AREAS OF THE DEVELOPMENT SITE OR PROJECT AREA.
- DEMOLITION OF EXISTING FEATURES. (DEMOLITION UNDER SEP. PERMIT)
- INSTALL STORMWATER MANAGEMENT SYSTEMS.
- TEMPORARY VEGETATIVE STABILIZATION OR EROSION AND SEDIMENT CONTROL MEASURES.
- SITE CONSTRUCTION.
- FINAL GRADING, STABILIZATION, AND LANDSCAPING.
- REMOVAL OF EROSION AND SEDIMENT CONTROL MEASURES.

PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS

NO.	DESCRIPTION
BY	
DATE	

EVANS ENGINEERING
4240 AIRPORT ROAD, SUITE 211
CINCINNATI, OHIO 45226
(513) 321-2168



BROOKS-SR63 RETAIL CENTER

TITLE SHEET & GENERAL NOTES

BROOKS RD.,
CITY OF MONROE, WARREN COUNTY, OHIO

SCALE:	HORIZ.	VERT.
	1"=40'	N/A
JOB NO.	21-167	
DATE	Jan. 18, 2022	

SHEET NO.

C-1

GENERAL NOTES:

SPECIFICATIONS AND STANDARD CONSTRUCTION DRAWINGS

THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION, CONSTRUCTION AND MATERIALS SPECIFICATIONS, DATED JANUARY 1, 2013, AND THE NOTED STANDARD CONSTRUCTION DRAWINGS SHALL GOVERN THIS IMPROVEMENT.

WHEREVER THE WORD "STATE" OR "DEPARTMENT" OCCURS, IT IS TO MEAN THE CITY OF MONROE. WHEREVER THE WORD "DIRECTOR" OCCURS, IT IS TO MEAN THE CITY ENGINEER AND/OR THEIR DESIGNATED REPRESENTATIVE, LIMITED TO THE PARTICULAR DUTIES ENTRUSTED TO THEM.

PRE-CONSTRUCTION MEETING

FOLLOWING THE AWARD OF THE CONTRACT AND BEFORE STARTING ANY WORK, THE CONTRACTOR AND THEIR SUPERINTENDENT, SHALL MEET WITH THE CITY MANAGER, DIRECTOR OF PUBLIC WORKS, AND CITY STAFF FOR A PRE-CONSTRUCTION MEETING. THE PURPOSE OF SUCH IS FOR REVIEWING THE SITE, AND ANY RESTRICTIONS AND REGULATIONS GOVERNING THE WORK.

ANY SCHEDULES, REQUESTS, PAPERS, APPROVALS, SUBMITTALS, SHOP DRAWINGS, CHANGES, ETC. AS CALLED FOR IN THE CONTRACT DOCUMENTS SHALL BE DONE AT THIS TIME UNLESS OTHERWISE DIRECTED.

PERMITS FEES AND NOTICES

THE CONTRACTOR SHALL OBTAIN, AT THEIR EXPENSE, ANY AND ALL PERMITS AND INSPECTIONS REQUIRED FOR THE PROSECUTION OF THE WORK BY LOCAL LAWS, ORDINANCES, RULES AND REGULATIONS.

MATERIALS AND WORKMANSHIP

UNLESS OTHERWISE SPECIFIED, ALL MATERIALS SHALL BE NEW AND BOTH WORKMANSHIP AND MATERIALS SHALL BE OF THE FIRST QUALITY, PROPER AND SUFFICIENT FOR THE PURPOSE CONTEMPLATED. THE CONTRACTOR SHALL FURNISH, IF SO REQUIRED, SATISFACTORY EVIDENCE AS TO THE KIND AND QUALITY OF MATERIALS AND WORKMANSHIP. ALL ITEMS OF EQUIPMENT AND/OR MATERIALS PROPOSED FOR SUBSTITUTION MUST BE APPROVED BY THE ENGINEER IN WRITING AND SHALL BE EQUAL OR BE SUPERIOR TO THE ITEMS SPECIFIED IN THE CONTRACT DOCUMENTS. IF SAID SUBSTITUTION PROPOSED BY THE CONTRACTOR FOR A SPECIFIED ITEM REQUIRED ENGINEERING REVISIONS, THE EXPENSE OF SUCH REVISIONS SHALL BE PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

EXISTING FACILITIES

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PERFORM HIS WORK IN SUCH A MANNER AS NOT TO DAMAGE OR DESTROY ANY EXISTING FACILITY. IF ANY SUCH DAMAGE DOES OCCUR DUE TO THE CONTRACTOR'S OPERATIONS, HE SHALL REPLACE THE DAMAGED PORTION AT HIS EXPENSE AND TO THE SATISFACTION OF THE OWNER.

EXAMINATION OF THE SITE

THE CONTRACTOR SHALL CAREFULLY EXAMINE THE SITE OF THE PROPOSED WORK, THE PLANS AND SPECIFICATIONS. THE SUBMISSION OF A BID SHALL BE CONSIDERED EVIDENCE THAT THE CONTRACTOR HAS MADE SUCH EXAMINATION AND IS SATISFIED AS TO THE CONDITIONS TO BE ENCOUNTERED IN PERFORMING THE PLANS AND SPECIFICATIONS.

SECURITY AND PROTECTION PROVISIONS

THE TYPES OF TEMPORARY SECURITY AND PROTECTION PROVISIONS REQUIRED INCLUDE, BUT NOT BY WAY OF LIMITATION, BARRICADES, WARNING SIGNS/LIGHTS, SITE ENCLOSURE FENCE, ETC. AND SIMILAR PROVISIONS INTENDED TO MINIMIZE PROPERTY LOSSES, PERSONAL INJURIES AND CLAIMS FOR DAMAGE TO THE PROJECT SITE. THE CONTRACTOR SHALL PROVIDE ANY PROTECTION SERVICES AND SYSTEMS IN COORDINATION WITH ACTIVITIES AND IN A MANNER TO ACHIEVE 24-HOUR, 7-DAY PER-WEEK EFFECTIVENESS.

TRENCHES THAT ARE OPEN SHALL NOT REMAIN UNPROTECTED AT ANY TIME. DURING NON-WORKING HOURS, TRENCHES SHALL BE CLOSED AND ANY EQUIPMENT ON THE SITE SHALL BE ADEQUATELY FENCED.

ELEVATION DATUM

ALL ELEVATIONS ARE BASED ON U.S.G.S. DATUM NVD 88, NGS MONUMENT NO. T-347, ELEVATION 664.76 (1993).

COOPERATION WITH UTILITY COMPANIES

WHILE THE WORK OF THIS CONTRACT IS BEING PERFORMED, THE UTILITY COMPANIES MAY BE WORKING IN THE AREA ADJUSTING AND RESETING EXISTING FACILITIES.THE CONTRACTOR SHALL FULLY COOPERATE WITH UTILITY COMPANIES SO THAT THE ENTIRE WORK IS COMPLETED IN A MANNER CONSISTENT WITH GOOD CONSTRUCTION PRACTICES. THE CONTRACTOR, UTILITIES, AND ENGINEER SHALL DISCUSS THE NECESSARY CONSTRUCTION SCHEDULES TO COMPLETE THE PROJECT AT THE PRE-CONSTRUCTION MEETING.

CONSTRUCTION LIMITS

THE CONTRACTOR SHALL RESTRICT ALL OF THEIR ACTIVITIES, EQUIPMENT STORAGE AND STAGING TO WITHIN THE CONSTRUCTION LIMITS. UNLESS OTHERWISE IDENTIFIED IN THE PLANS OR PROPOSAL, THE ACTUAL CONSTRUCTION LIMITS ARE SHOWN ON THE PLANS OR THE EXISTING OR PROPOSED R/W, WHICHEVER IS NEAREST. SHOULD THE CONTRACTOR WISH TO USE ANY AREA OUTSIDE THESE LIMITS, THEY MUST SUBMIT THEIR REQUEST IN WRITING TO THE ENGINEER. THE DOCUMENT SUBMITTED MUST CLEARLY IDENTIFY THE AREA THAT THE CONTRACTOR PLANS TO USE AND EXPLAIN THE PROPOSED USE AND RESTORATION OF THE AREA. THE ENGINEER SHALL APPROVE THE REQUEST IN WRITING BEFORE THE CONTRACTOR HAS PERMISSION TO USE THE AREA. PRIOR TO THE BEGINNING OF WORK, THE REPRESENTATIVE OF THE MAINTAINING AGENCY SHALL REVIEW AND RECORD ALL ADJACENT SITES WITHIN THE RIGHT-OF-WAY (BOTH WITHIN AND OUTSIDE THE CONSTRUCTION LIMITS). A RECORD OF THIS REVIEW WILL BE KEPT IN THE PROJECT ENGINEER'S FILES. PRIOR TO FINAL ACCEPTANCE, A FINAL REVIEW OF THE ADJACENT SITES WILL BE MADE. ANY AREAS DAMAGED BEYOND THE CONSTRUCTION LIMITS AS DEFINED ABOVE WILL BE REPAIRED OR REPLACED, AT THE CONTRACTOR'S EXPENSE, IN KIND OR AS DIRECTED BY THE ENGINEER.

PROTECTING EXISTING UNDERGROUND UTILITIES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING, MARKING, OR OTHERWISE DESIGNATING THE LOCATIONS OF THE UNDERGROUND UTILITIES IN THE CONSTRUCTION AREAS IN SUCH A MANNER AS TO INDICATE THEIR COURSE TOGETHER WITH THE APPROXIMATE DEPTH OF WHICH THEY WERE INSTALLED. THE MARKING OR LOCATING SHALL BE COORDINATED TO STAY APPROXIMATELY TWO DAYS AHEAD OF PLANNED CONSTRUCTION. EXTREME CARE SHALL BE TAKEN IN THE VICINITY OF THE EXISTING UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ISOLATE, BRACE, SUPPORT, SHEET, ETC. AND PROTECT THE EXISTING UTILITY FROM MOVING EITHER HORIZONTALLY OR VERTICALLY. IF SUCH MOVEMENT DOES OCCUR DUE TO THE CONTRACTOR' S OPERATIONS, THEY SHALL REPAIR THE UTILITY AT THEIR EXPENSE. THE CONTRACTOR MAY ELECT TO REMOVE AND RECONSTRUCT PORTIONS OF THE EXISTING UTILITY AT THEIR OWN EXPENSE IF THEY SO DESIRE.

SHOULD AN UNLOCATED OR AN EXTREME VARIANCE IN LOCATION OF A UTILITY BE ENCOUNTERED DURING EXCAVATION, CONSULT THE OWNER IMMEDIATELY FOR DIRECTIONS.

DO NOT INTERRUPT EXISTING UTILITIES SERVING FACILITIES OCCUPIED AND USED BY THE OWNER OR OTHERS, EXCEPT WHEN PERMITTED IN WRITING BY THE ENGINEER AND THEN ONLY AFTER ACCEPTABLE TEMPORARY UTILITY SERVICING HAS BEEN PROVIDED. COOPERATION WITH THE OWNER IN KEEPING RESPECTIVE SERVICES AND FACILITIES IN OPERATION IS ESSENTIAL. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PERFORM HIS WORK IN SUCH A MANNER AS NOT TO DAMAGE OR DESTROY ANY EXISTING UTILITY. IF ANY SUCH DAMAGE DOES OCCUR DUE TO THE CONTRACTOR'S OPERATIONS, HE SHALL NOTIFY THE OWNER IMMEDIATELY AND REPLACE THE DAMAGED PORTION IMMEDIATELY, AND AT HIS EXPENSE.

UTILITY COORDINATION:

THE FOLLOWING IS A LIST OF THE KNOWN EXISTING UTILITIES IN THE PROJECT AREA ALONG WITH THE RESPECTIVE OWNERS. THE LIST IS INCLUDED FOR INFORMATIONAL PURPOSES ONLY. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL UTILITY OWNERS IN THE PROJECT AREA PRIOR TO START OF CONSTRUCTION WHETHER LISTED ON THIS PAGE OR NOT.

PROTECTION OF EXISTING TREES ANO VEGETATION

THE CONTRACTOR SHALL PROTECT EXISTING TREES AGAINST UNNECESSARY CUTTING, BREAKING OR SKINNING OF ROOTS, SKINNING AND BRUISING OF BARK, SMOTHERING OF TREES BY STOCKPILING CONSTRUCTION MATERIALS, OR EXCAVATED MATERIALS WITHIN DRIP LINE, EXCESS FOOT OR VEHICULAR TRAFFIC, OR PARKING OF VEHICLES WITHIN DRIP LINE. PROVIDE TEMPORARY FENCES, BARRICADES OR GUARDS AS REQUIRED TO PROTECT TREES AND VEGETATION. THE CONTRACTOR SHALL WATER TREES AND OTHER VEGETATION WITHIN THE CONSTRUCTION AREA TO MAINTAIN THEIR HEALTH DURING THE COURSE OF CONSTRUCTION OPERATIONS. NO TREES SHALL BE REMOVED UNLESS APPROVED BY THE OWNER. PROVIDE PROTECTION FOR ROOTS OVER 1 1/2" DIAMETER THAT ARE CUT DURING CONSTRUCTION OPERATIONS. COAT AND CUT FACES WITH AN EMULSIFIED ASPHALT OR OTHER ACCEPTABLE COATING, ESPECIALLY FOR MUTILATED OR HORTICULTURE USE ON CUT OR DAMAGED PLANT TISSUES. TEMPORARILY COVER ALL EXPOSED ROOTS WITH WET BURLAP TO PREVENT ROOTS FROM DRYING OUT.PROVIDE EARTH COVER AS SOON AS POSSIBLE.

THE CONTRACTOR SHALL REPAIR OR REPLACE TREES AND VEGETATION WHICH ARE DAMAGED BY CONSTRUCTION OPERATIONS, IN A MANNER ACCEPTABLE TO THE OWNER AND ENGINEER ALL TREES WHICH CANNOT BE REPAIRED AND RESTORED TO FULL-GROWTH STATUS, AS DETERMINED BY A TREE SURGEON, SHELL BE REPLACED.

ALL TEMPORARY SIGNS, SPRINKLER SYSTEMS, LANDSCAPING, ORNAMENTAL FENCING, ETC., LOCATED WITHIN THE PROJECT LIMITS MUST BE REPLACED OR RELOCATED UPON COMPLETION OF THE CONSTRUCTION.

STORM CONDUITS

ALL STORM SEWER CONDUITS LOCATED UNDER PAVEMENT SHALL COMPLY WITH ODOT CONCRETE CONDUIT, 706.02. CONDUIT LOCATED OUTSIDE OF PAVEMENT MAY BE HDPE CONDUIT.

UTILITIES NOTIFICATION

AT LEAST TWO WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS IN AN AREA WHICH MAY INVOLVE UNDERGROUND UTILITY FACILITIES, THE CONTRACTOR SHALL NOTIFY THE ENGINEER, THE REGISTERED UTILITY PROTECTION SERVICE AND THE OWNERS OF EACH UNDERGROUND UTILITY FACILITY SHOWN ON THE PLAN.

THE OWNER OF THE UNDERGROUND FACILITY SHALL, WITHIN 48 HOURS (EXCLUDING SATURDAYS, SUNDAYS AND LEGAL HOLIDAYS), MARK THE LOCATION OF THE UNDERGROUND UTILITY FACILITIES IN THE CONSTRUCTION AREA IN SUCH A MANNER AS TO INDICATE THEIR COURSE AND THE APPROXIMATE DEPTH AT WHICH THEY WERE INSTALLED. THE MARKING OR LOCATING SHALL BE COORDINATED TO STAY APPROXIMATELY TWO DAYS AHEAD OF THE PLANNED CONSTRUCTION.

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, ANY POWER-OPERATED CONSTRUCTION-TYPE DEVICE SHALL NOT BE OPERATED BETWEEN THE HOURS OF 9:00 PM AND 7:00 AM. IN ADDITION, ANY SUCH DEVICE SHALL NOT BE OPERATED AT ANY TIME IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

WEATHER CONDITIONS

NO CONSTRUCTION SHALL BE DONE DURING STORMY, FREEZING, OR INCLEMENT WEATHER UNLESS PERMISSION IS GIVEN BY THE CITY. WHENEVER WORK PROCEEDS DURING SUCH WEATHER, THE CONTRACTOR SHALL PROVIDE APPROVED FACILITIES, INCLUDING HEAT (IF REQUIRED), FOR THE PROTECTION OF ALL MATERIALS AND FINISHED WORK.

TACK COAT

THE RATE OF APPLICATION OF THE 407 TACK COAT SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER.

RESTORATION

THE CONTRACTOR SHALL PROVIDE FOR PROTECTION OF THE FOLLOWING: EXISTING STREETS, DRIVEWAYS, SIDEWALKS, CURBS, GUTTERS, RE-SEEDING/RE-SODDING, REMOVAL OF TREES, RESTORATION OF AGRICULTURAL LAND, THE MAINTENANCE OF THE CONSTRUCTION AREA DURING PROGRESS OF THE WORK AND THE COMPLETE RESTORATION OF THE CONSTRUCTION AREA TO ITS ORIGINAL CONDITION AT THE COMPLETION OF THE WORK. THE CONTRACTOR SHALL CONTINUOUSLY CARRY ON WITH THE FINAL RESTORATION OF THE CONSTRUCTION AREA AFTER THE BACKFILLING IS COMPLETED, AND HE SHALL PROCEED TO RESTORE TO ITS ORIGINAL CONDITION ALL STREETS, DRIVEWAYS, SIDEWALKS, CURBS, GUTTERS, STRUCTURES, AND ALL AREAS THAT WERE DAMAGED, DISTURBED, OR OCCUPIED BY THE CONTRACTOR IN CONNECTION WITH ANY PHASE OF THE WORK.

PAVEMENTS, TREES, SHRUBS, FENCES, POLES, OR OTHER PROPERTY AND SURFACE STRUCTURES WHICH HAVE BEEN DAMAGED. REMOVED. OR DISTURBED BY THE CONTRACTOR, WHETHER DELIBERATELY OR THROUGH FAILURE TO CARRY OUT THE REQUIREMENTS OF THE CONTRACT DOCUMENTS, STATE LAWS, MUNICIPAL ORDINANCES, THE SPECIFIC DIRECTION OF THE ENGINEER, OR THROUGH FAILURE TO EMPLOY USUAL AND REASONABLE SAFEGUARDS SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.

ALL TEMPORARY SIGNS, SPRINKLER SYSTEMS, LANDSCAPING, ORNAMENTAL FENCING, ETC., LOCATED WITHIN THE PROJECT LIMITS MUST BE REPLACED OR RELOCATED UPON COMPLETION OF THE CONSTRUCTION.

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 3 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY.NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

EARTHWORK

CONTRACTOR SHALL BE ADVISED THAT THE EXISTING GRADES SHOWN ON THE PLANS ARE PROPOSED SITE GRADING BY OTHERS. UPON COMPLETION OF THE SITE GRADING, ROADWAY CONTRACTOR SITE CAN ELECT TO FIELD VERIFY THE TOPOGRAPHY. THE OWNER AND CONSTRUCTION MANAGER SHALL BE NOTIFIED OF THE CONTRACTOR'S INTENT AND WILL APPROVE THE FIELD SURVEY METHODS AND RESULTS PRIOR TO ANY ADJUSTMENT IN QUANTITIES/PAYMENT. IF THE CONTRACTOR BEGINS EARTHWORK ACTIVITIES PRIOR TO FIELD CHECK, NO ADJUSTMENT TO QUANTITIES/PAYMENT WILL BE MADE.

THE CONTRACTOR SHALL COORDINATE HIS GRADING AND TIE IN LIMITS WITH THE SITE CONTRACTOR. IT MAY BE EXPECTED THAT THE ROADWAY CONTRACTOR SHALL PROVIDE MINIMUM 2:1 GRADING SLOPES TO TIE INTO EXISTING SITE GRADES BEYOND THE PROPOSED RIGHT OF WAY. THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES.

SEEDING AND MULCHING

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT.

PRELIMINARY
NOT FOR CONSTRUCTION

REVISEMENTS

NO. & DESCRIPTION	BY	
DATE		

EVANS ENGINEERING
4240 AIRPORT ROAD, SUITE 211
CINCINNATI, OHIO 45226
(513) 321-2168



BROOKS-SR63 RETAIL CENTER
GENERAL NOTES
BROOKS RD..
CITY OF MONROE, WARREN COUNTY, OHIO

SCALE:	HORIZ.	VERT.
	N/A	N/A
JOB NO.	21-167	
DATE	Jan. 18, 2022	

SHEET NO.

C-1.1

GENERAL NOTES:

INSPECTION OF PUBLIC IMPROVEMENTS

A. INSPECTION:ALL MATERIALS USED TO CONSTRUCT OR INSTALL ALL PUBLIC IMPROVEMENTS MUST BE INSPECTED AND APPROVED BY A COMPETENT TESTING LABORATORY AT THE DEVELOPER’S EXPENSE. TWO COPIES OF ALL REPORTS OF THE TESTING LABORATORY SHALL BE SENT TO THE CITY ENGINEER.

B. THE FOLLOWING ITEMS IN CONNECTION WITH THE INSTALLATION OF PUBLIC IMPROVEMENTS IN THE DEVELOPMENT OF SUBDIVISIONS ARE SUBJECT TO INSPECTION BY AN AUTHORIZED CITY REPRESENTATIVE:

1. INSTALLATION OF SANITARY SEWERS SHALL BE INSPECTED BY BUTLER COUNTY INCLUDING LAYING OF TRUNK LINES, LATERALS AND SERVICE BRANCHES, CONSTRUCTION OF MANHOLES AND BACKFILLING OF TRENCHES. ALL MATERIAL SHALL BE INSPECTED AND A CERTIFICATION OF CONFORMANCE TO APPLICABLE SPECIFICATIONS SHALL BE FURNISHED TO THE CITY ENGINEER.

2. INSTALLATION OF STORM SEWERS, INCLUDING LAYING OF PIPE, CONSTRUCTION OF MANHOLES, INLETS AND HEADWALLS, AND BACKFILLING OF TRENCHES.

3. CONSTRUCTION OF CULVERTS OR OTHER DRAINAGE STRUCTURES.

4. CONSTRUCTION OF STREETS, INCLUDING SUBGRADE, PLACING OF CURB AND GUTTER, LAYING OF BASE COURSES AND LAYING OF SURFACE COURSES.

5. ALL CONCRETE, ASPHALT, AND AGGREGATE MATERIALS SHALL BE TESTED AND INSPECTED. CONCRETE SHALL BE 4000 PSI AT 28 DAYS WITH 5% +/- ENTRAINED FOUR CONCRETE TEST CYLINDERS SHALL BE MADE BY A TESTING LABORATORY FROM EACH LOAD OF CONCRETE. TEST CYLINDERS SHALL BE TESTED AT 7 DAYS AND 28 DAYS WITH REPORTS FURNISHED TO THE CITY ENGINEER. ASPHALT MATERIALS SHALL BE INSPECTED AT THE PLANT. TEST REPORTS FOR ASPHALT AND AGGREGATE MATERIALS SHALL BE FURNISHED TO THE CITY ENGINEER.

C. THE INSTALLATION OF WATER MAINS, FIRE HYDRANTS AND WATER SERVICE BRANCHES ARE SUBJECT TO THE INSPECTION OF THE CITY. FIRE HYDRANTS ARE SUBJECT TO INSPECTION BY THE CITY FIRE DEPARTMENT. COMPACTION OF BACKFILL OVER WATER LINE TRENCHES IS SUBJECT TO APPROVAL BY THE CITY REPRESENTATIVE.

D. ALL COSTS OF INSPECTIONS SHALL BE BORNE BY THE DEVELOPER. DESIGNATED CITY INSPECTORS MAY BE CONTRACT PERSONNEL HIRED BY THE CITY, WHOSE ENTIRE EARNINGS ARE PAID FROM THE INSPECTION FUND SET UP AND MAINTAINED AT THE CONSTRUCTION DEVELOPER’S EXPENSE AS A CONDITION OF THE CONSTRUCTION PERMIT. THE DEVELOPER SHALL SUBMIT AN ANTICIPATED CONSTRUCTION SCHEDULE TO THE CITY, AND THE CITY WILL PROVIDE AN ANTICIPATED INSPECTION COST. THIS INSPECTION COST IS AN APPROXIMATION, AND MAY CHANGE DUE TO FIELD CONDITIONS. THE DEVELOPER SHALL PAY THE CITY THE ANTICIPATED INSPECTION COST PRIOR TO COMMENCEMENT OF CONSTRUCTION. SHOULD THE FUND NOT BE FULLY UTILIZED, THE DEVELOPER WILL BE PAID THE REMAINDER OF THE FUND. SHOULD THE INSPECTION NEEDS GO BEYOND THE ORIGINAL ANTICIPATED COST, THE DEVELOPER WILL BE REQUIRED TO AGAIN SUBMIT A CURRENT CONSTRUCTION SCHEDULE, AND POST PAY THE CITY THE ANTICIPATED INSPECTION COSTS TO COMPLETE THE PROJECT. THESE INSPECTORS ARE PAID AN HOURLY RATE FOR THE TIME ACTUALLY SPENT ON THE INSPECTION WORK ON ANY SUBDIVISION. TIME AND ONE–HALF IS ALLOWED FOR WORK IN EXCESS OF EIGHT HOURS IN ANY ONE WEEKDAY, OR FOR WORK ON SATURDAYS. DOUBLE TIME IS ALLOWED FOR WORK ON SUNDAYS OR RECOGNIZED HOLIDAYS.

E. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO KEEP THE INSPECTOR ADVISED OF THE WORK SCHEDULE. ANY WORK SUBJECT TO INSPECTION, PERFORMED AND COVERED WITHOUT THE KNOWLEDGE OF THE INSPECTOR, WILL, AT THE DISCRETION OF THE INSPECTOR, HAVE TO BE UNCOVERED FOR INSPECTION AT THE CONTRACTOR’S EXPENSE.

F. FAILURE TO NOTIFY THE INSPECTOR AT LEAST ONE HOUR BEFORE STARTING TIME THAT NO WORK SUBJECT TO INSPECTION IS TO BE PERFORMED THAT DAY, WILL RESULT IN A MINIMUM TWO–HOUR CHARGE FOR THE SHOW–UP TIME.

G. INSPECTION TIME REPORTS TURNED IN TO THE CITY OFFICE FOR PAYMENT SHOULD BE SIGNED BY THE CONTRACTOR’S REPRESENTATIVE ON THE JOB AS AN ACKNOWLEDGMENT THAT THE INSPECTOR HAS ACTUALLY BEEN ON THE JOB FOR THE AMOUNT OF TIME CHARGED. IT IS ALSO RECOMMENDED THAT THE CONTRACTOR ’S REPRESENTATIVE KEEP A RECORD OF THE INSPECTIONS TIME CHARGED SO AS TO BE ABLE TO CHECK THE STATUS OF THE INSPECTION FUND AT ANY TIME.

H. IN THE EVENT AN INSPECTOR DOES NOT REPORT TO A JOB AFTER BEING NOTIFIED THAT WORK IS TO BE PERFORMED, THE CITY MANAGER SHOULD BE NOTIFIED.

WATER AND SANITARY SEWER GENERAL NOTES

1. ITEM NUMBERS REFER TO THE OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS, AND ALL CONSTRUCTION WORK SHALL BE DONE ACCORDING TO SAID SPECIFICATIONS OF BUTLER COUNTY REQUIREMENTS. WHEN IN CONFLICT, THE COUNTY REQUIREMENTS SHALL PREVAIL.

2. ITEMS THAT PERTAIN TO UNDERGROUND UTILITIES SUCH AS WATER MAIN PIPE, SANITARY SEWER PIPE, WATER VALVES AND MANHOLE FRAMES AND COVERS, ETC., WILL REMAIN UNDER SPECIFICATION OF THE UTILITY SERVING THE AREA. STORM SEWERS SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY OF MONROE.

3. ALL TRENCHES WITHIN THE RIGHT–OF–WAY AND 15’ UTILITY EASEMENT SHALL BE COMPACTED AND BACKFILLED IN ACCORDANCE WITH ITEM 203 AND 603 IN THE STATE SPECIFICATIONS.

4. WATER MAIN MATERIALS, VALVES, FIRE HYDRANTS, FITTINGS AND APPURTENANCES AND INSTILLATION TO BE AS PER BUTLER COUNTY SPECIFICATIONS, USING CLASS 53 DUCTILE IRON AS PER AWWA C–151 WITH MINIMUM 4’ COVER.

5. SANITARY SEWER MATERIALS AND INSTALLATION AS PER BUTLER COUNTY ENVIRONMENTAL SERVICES SPECIFICATION, USING SECTION 3110 FPR PVC, SDR–35 AND 26 PIPE; SECTION 3140 FOR ABS OR PVC COMPOSITE PIPE. SECTION 3410 FOR MANHOLES.

WATER AND SAN[ARY SEWER GENERAL NOTES (CONTINUED)

6. CROSSINGS

WHENEVER A SANITARY SEWER AND WATER MAIN MUST CROSS, THE SEWER SHALL BE AT SUCH AN ELEVATION THAT THE CROWN OF THE SEWER IS AT LEAST 18 INCHES MEASURED BETWEEN THE OUTSIDE PIPE WALLS, BELOW THE BOTTOM OF THE WATER MAIN.

IF IT IS ABSOLUTELY IMPOSSIBLE TO MAINTAIN 18 INCHES VERTICAL SEPARATION, THE WATER MAIN SHALL BE RELOCATED OR THE SEWER SHALL BE CONSTRUCTED AS FOLLOWS:

A. A SEWER PASSING OVER OR UNDER THE WATER MAIN SHALL BE ENCASED OR CONSTRUCTED OF MATERIALS THAT ARE EQUIVALENT TO WATER STANDARDS OF CONSTRUCTION FOR A MINIMUM DISTANCE OF 10’ ON EACH SIDE OF THE WATER MAIN.

B. THE SEWER CROSSING SHALL BE CONSTRUCTED SO THAT THE SEWER JOINTS WILL BE OF EQUAL DISTANT AND AS FAR AS POSSIBLE FROM THE WATER MAIN JOINTS.

C. WHERE A WATER MAIN PASSES UNDER A SEWER, ADEQUATE STRUCTURAL SUPPORT SHALL BE PROVIDED FOR THE SEWER TO PREVENT DAMAGE TO THE WATER MAIN.

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

8. ALL CATCH BASINS WITH A DEPTH GREATER THAN 4.5’ SHALL BE PROVIDED WITH STEPS. STEPS SHALL MEET THE REQUIREMENTS OF ODOT STD. 604 AND SHALL CONFORM TO THE DETAILS SHOWN ON BUTLER COUNTY STANDARD DRAWING MH–1A.

9. BUTLER COUNTY WATER AND SEWER DEPARTMENT OR THE CITY OF MONROE DOES NOT ACCEPT ANY RESPONSIBILITY FOR THE RELOCATION, REPAIR, OR REPLACEMENT OF ANY OTHER UTILITY INSTALLED WITHIN FIVE FEET OF THE CENTER LINE OF ANY SANITARY SEWER MAIN OR WATER MAIN.

10. ALL WATER MAIN VALVES TO HAVE A MINIMUM DEPTH OF 2.5’ AND A MAXIMUM OF 4.0’ FROM PROPOSED GRADE TO THE TOP OF THE VALVE OPERATING NUT.

11. ALL FIRE HYDRANTS TYPES TO BE AMERICAN DARLING B62B AND SHALL BE RED IN COLOR.

12. 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 THE EASEMENT AREAS FOR THE PUBLIC UTILITIES. SHOULD THIS OCCUR, THE PROPERTY OWNER SHALL BE HELD RESPONSIBLE FOR THE PROTECTION AND REPAIR AND FOR PROVIDING ACCESS TO ANY CURB STOPS. METER PITS. MANHOLES, CLEAN–OUTS, 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.

13. ALL BUILDINGS TO BE SERVED BY THE PUBLIC SEWER SYSTEM SHALL BE CONSTRUCTED SO AS TO PROVIDE A MINIMUM OF FOUR 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 ABOVE THE LOWEST POINT OF FREE OVERFLOW (NON–SEATED MANHOLE COVER) UPSTREAM OF ANY TREATMENT FACILITY OR WASTEWATER PUMPING FACILITY THAT RECEIVES THE DISCHARGE FROM SAID BUILDING. SAID MINIMUM SERVICE LEVELS SHALL BE RECORDED ON THE AS BUILTS PLANS FOR THE DEVELOPMENT, WHICH WILL BE KEPT ON FILE IN THE OFFICE OF THE BUTLER COUNTY WATER AND SEWER DEPARTMENT.

INTERIM COMPLETION DATE

AN INTERIM DATE OF COMPLETION FOR THIS CONTRACT IS SET 30 DAYS PRIOR TO THE FINAL COMPLETION DATE. ALL CONTRACT ITEMS OF WORK MUST BE COMPLETED BY THE INTERIM COMPLETION DATE. THE INTERIM DATE WILL BE SUBJECT TO LIQUIDATED DAMAGES AS INDICATED BY SECTION 108.07 OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS BOOK.

REQUEST FOR TIME EXTENSIONS TO THE INTERIM COMPLETION DATE WILL BE PROCESSED AS PER SECTION 108.06 OF THE SPECIFICATIONS BOOK. THE PERIOD OF TIME BETWEEN THE INTERIM COMPLETION DATE AND THE FINAL COMPLETION DATE IS STRICTLY TO ALLOW FOR COMPLETION OF THE “PUNCH LIST” ITEMS AND REMOVAL OF THE PROJECT FIELD OFFICES.FAILURE TO COMPLETE THE “PUNCH LIST” AND REMOVE THE FIELD OFFICES BY THE FINAL COMPLETION DATE WILL RESULT IN ASSESSMENT OF LIQUIDATED DAMAGES AS PER SECTION 108.07 OF THE SPECIFICATIONS BOOK. A GRANTED TIME EXTENSION TO THE INTERIM COMPLETION DATE WILL NOT INCLUDE A CORRESPONDING EXTENSION TO THE FINAL COMPLETION DATE. EXTENSIONS OF TIME TO THE FINAL COMPLETION DATE WILL ONLY BE GRANTED IF IT CAN BE JUSTIFIED THAT NOT ENOUGH TIME EXIST TO COMPLETE “PUNCH LIST” ITEMS AND REMOVE THE PROJECT FIELD OFFICES PRIOR TO FINAL COMPLETION DATE.

CONSTRUCTION NOTIFICATION

THE CONTRACTOR WILL ADVISE THE PROJECT ENGINEER A MINIMUM OF FOURTEEN (14) DAYS PRIOR TO THE FOLLOWING: THE START OF CONSTRUCTION ACTIVITIES, LANE CLOSURES. AND ROAD CLOSURES. THE PROJECT ENGINEER WILL FORWARD THIS INFORMATION TO THE DISTRICT PUBLIC INFORMATION OFFICER (PIO} BY FAX AT (513) 932–7651 OR AT THE CITY ENGINEER. THE CITY ENGINEER WILL, IN TURN, NOTIFY THE PUBLIC, THE LOCAL EMERGENCY SERVICES, AFFECTED SCHOOLS AND BUSINESSES, AND ANY OTHER IMPACTED LOCAL AGENCY OF ANY OF THE ABOVE MENTIONED ITEM, VIA MEDIA SOURCES.

TEMPORARY PAVEMENT WEDGE

TEMPORARY PAVEMENT WEDGES SHALL BE PROVIDED AT ALL TIMES WHERE TRAFFIC IS REQUIRED TO TRAVEL FROM OR ONTO A PAVEMENT SURFACE OF A DIFFERENT ELEVATION. THE MINIMUM SLOPE OF THE TEMPORARY PAVEMENT WEDGE SHALL BE 3:1 ALONG LONGITUDINAL JOINTS AND 120:1 AT TRANSVERSE JOINTS. THESE WEDGES SHALL BE REMOVED PRIOR TO PLACING THE SPECIFIED PAVEMENT COURSE. PAYMENT FOR ALL WORK, MATERIALS, ETC. ASSOCIATED WITH THIS ITEM SHALL BE PAID FOR UNDER ITEM 614 MAINTAINING TRAFFIC LUMP SUM.

MAINTENANCE OF TRAFFIC. GENERAL REQUIREMENTS

THE REQUIRED WORK SHALL BE PERFORMED IN A MANNER THAT CAUSES THE LEAST INCONVENIENCE TO AND THAT PROVIDES THE MAXIMUM SAFETY FOR THE TRAVELING SAFETY–SERVICE AND THE CONTRACTOR. THE REQUIREMENTS FOR MAINTAINING TRAFFIC AS INDICATED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (REFERRED TO AS THE “OMUTCD”), CURRENT EDITION, PERTINENT ITEMS IN THE ODOT SPECIFICATIONS, AND AS REQUESTED BY THE ENGINEER SHALL APPLY IN ADDITION TO THE FOLLOWING NOTES.

SHOULD ANY PAVED AREAS NOT DESIGNATED FOR MAINTAINING TRAFFIC BECOME DAMAGED OR DESTROYED DURING CONSTRUCTION DUE TO THE CONTRACTOR’S NEGLIGENCE OR FAILURE TO PROVIDE ADEQUATE SIGNS, BARRICADES, DRUMS, FLAGGERS OR OTHER TRAFFIC CONTROL DEVICES, THE RESTORATION OF THE PAVED AREAS SHALL BE AT THE EXPENSE OF THE CONTRACTOR AND TO THE SATISFACTION OF THE ENGINEER.

TEMPORARY PAVEMENT MARKINGS (ITEM 642} SHALL BE IN PLACE PRIOR TO A STAGE OF CONSTRUCTION BEING OPENED TO TRAFFIC.

BEFORE THE WORK BEGINS, THE CONTRACTOR WILL PROVIDE THE ENGINEER WITH THE NAMES AND TELEPHONE NUMBERS OF TWO (2) PERSONS WHO CAN BE CONTACTED 24 HOURS A DAY BY THE ENGINEER, AFFECTED SAFETY–SERVICE AGENCIES, AND ALL INTERESTED POLICE AGENCIES, TO REPAIR AND/OR REPLACE THE TRAFFIC CONTROL DEVICES AS NEEDED TO MAINTAIN THE SAFETY OF THE TRAVELED PAVEMENT.

UPON OPENING THE ROADWAY TO THE PUBLIC, THE CONTRACTOR SHALL RETURN THE EXISTING ROAD CLOSED BARRICADES LOCATED ON GATEWAY BOULEVARD TO THE CITY OF MONROE.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH ITEM 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

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REVISIONS	NO. & DESCRIPTION	
	BY	
	DATE	

EVANS ENGINEERING
4240 AIRPORT ROAD, SUITE 211
CINCINNATI, OHIO 45226
(513) 321-2168



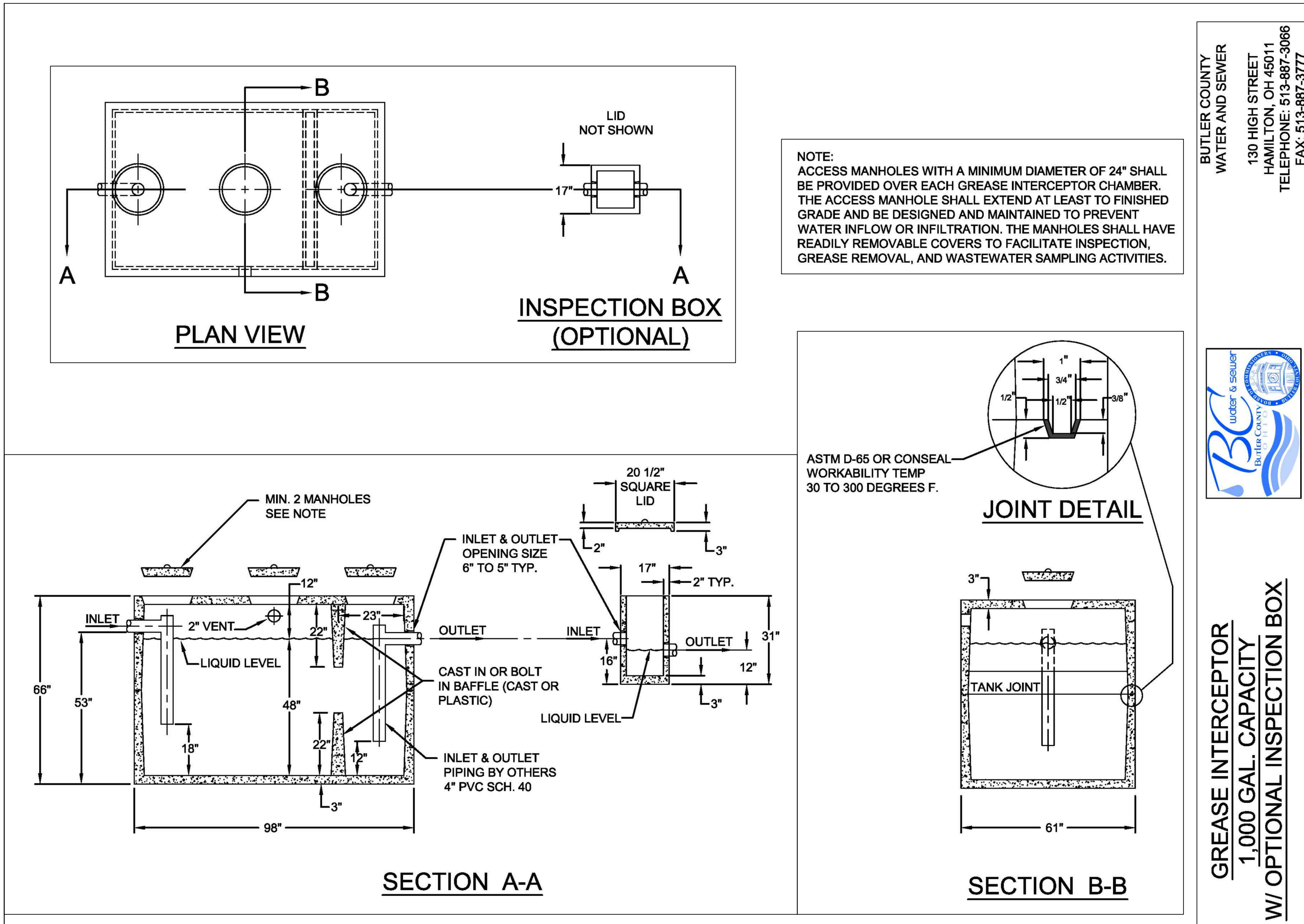
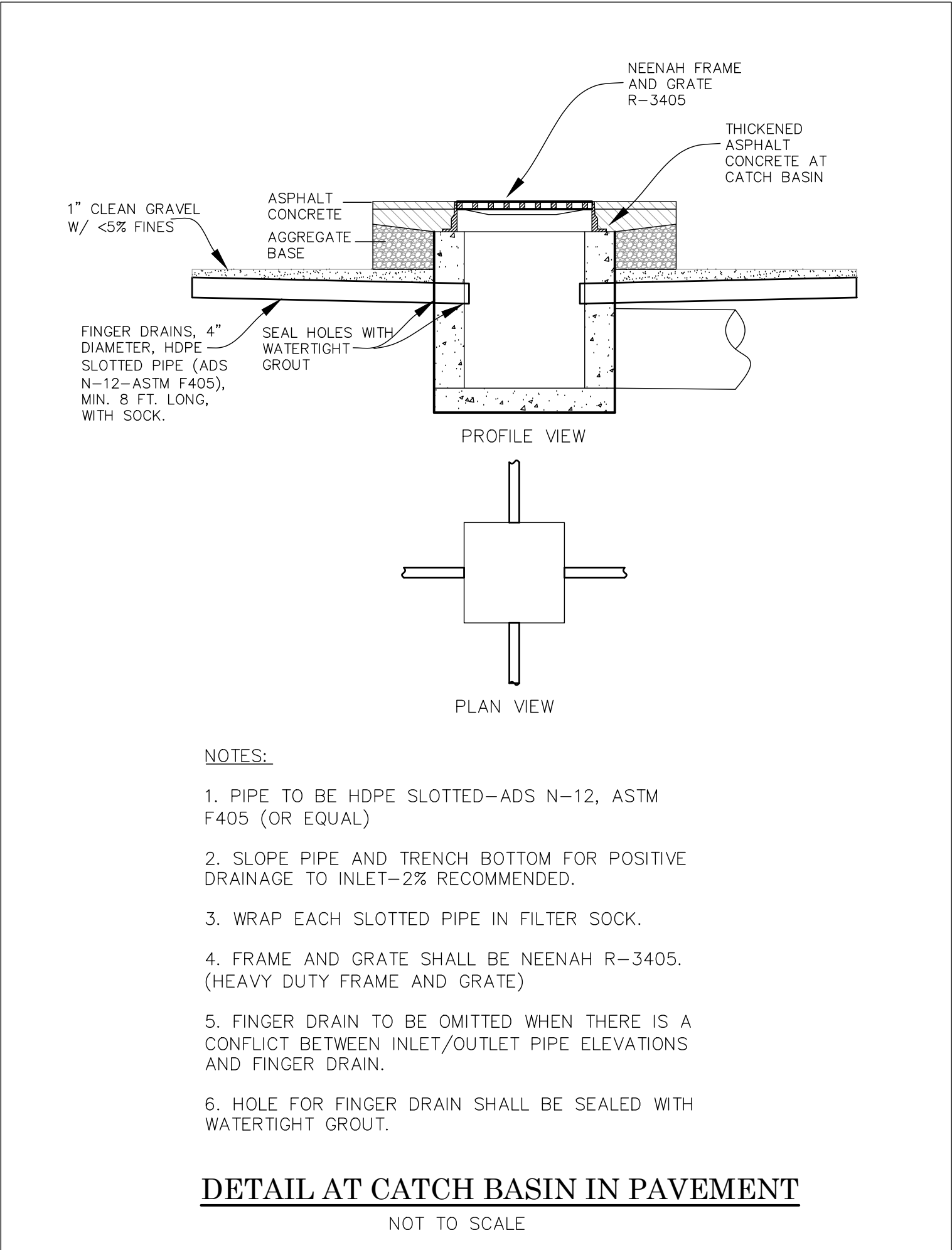
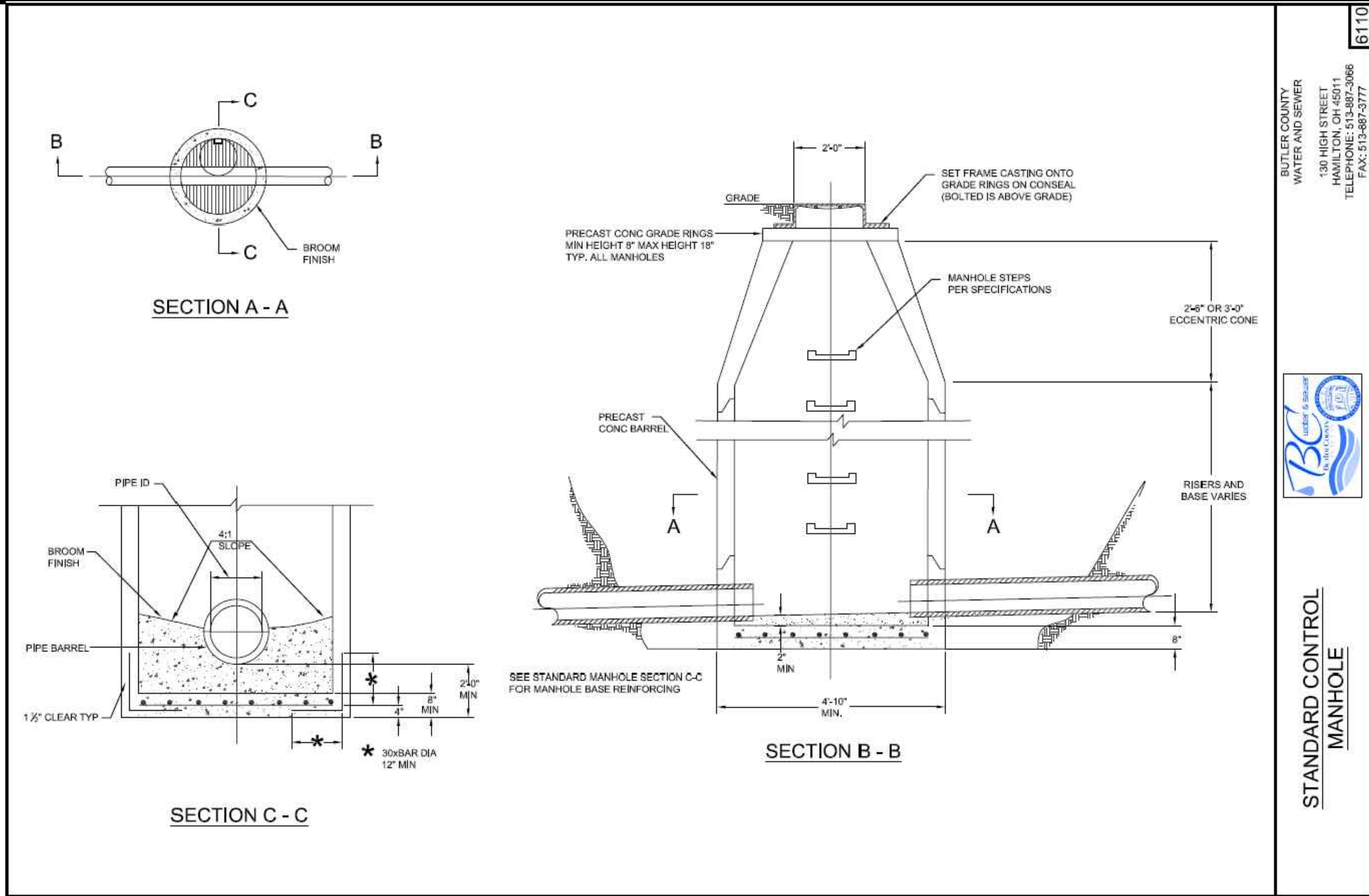
BROOKS-SR63 RETAIL CENTER
GENERAL NOTES
BROOKS RD..
CITY OF MONROE, WARREN COUNTY, OHIO

SCALE:	HORIZ.	VERT.
	N/A	N/A
JOB NO.	21–167	
DATE	Jan. 18, 2022	

SHEET NO.

C–1.2





PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS	
NO.	DESCRIPTION

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4240 AIRPORT ROAD, SUITE 211
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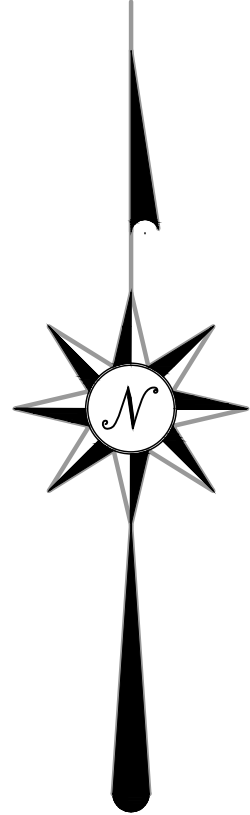
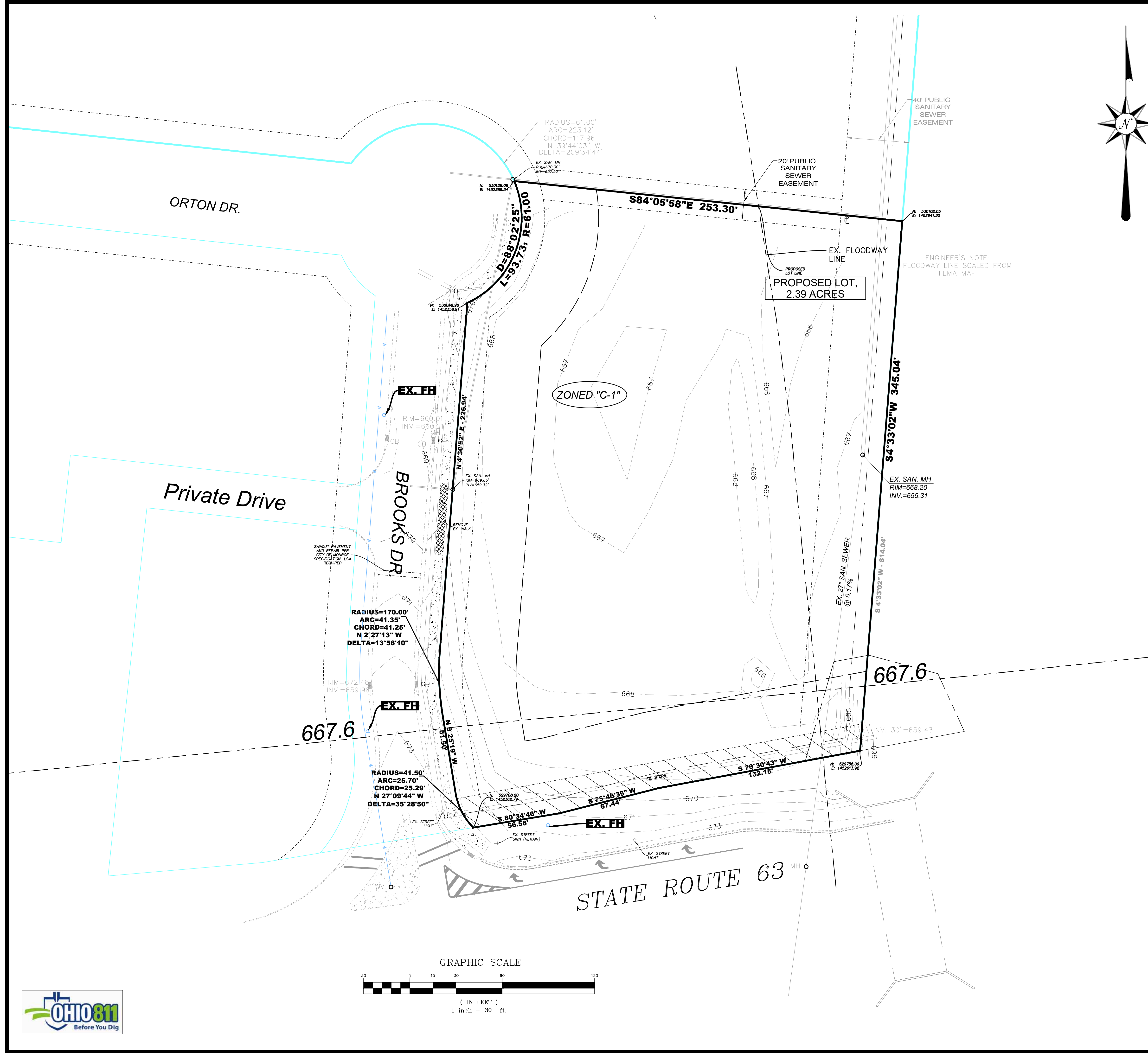
BROOKS-SR63 RETAIL CENTER
SITE CONSTRUCTION
DETAILS

CITY OF MONROE, WARREN COUNTY, OHIO
BROOKS RD.

SCALE:	HORIZ.	VERT.
	N/A	N/A
JOB NO.	21-167	
DATE	Jan. 18, 2022	

SHEET NO.

C-1.4



NOTES:

1. CURRENT ZONING FOR THE PROPERTY IS "C-1". ANY SPECIFIC QUESTIONS REGARDING ZONING SHALL BE DIRECTED TO CITY OF MONROE ZONING DEPARTMENT.
2. USE WILL BE PUBLIC USE AND IS UNDERSTOOD TO BE COMPATIBLE WITH CURRENT ZONING.
3. THIS PROJECT LIES WITHIN FLOOD INSURANCE RATE MAP PANEL NUMBER 39017C0209E, EFFECTIVE 12/17/2010. THE SUBJECT PROPERTY IS SITUATED IN THE FLOOD ZONE "AE" WITH THE FLOOD ELEVATION BEING APPROXIMATELY 667-668.
4. ALL DEMOLITION SHALL BE PERFORMED BY A LICENSED CONTRACTOR AND BE PERFORMED PER LOCAL REQUIREMENTS. ALL REMEDIATION WORK SHALL BE PROVIDED BY A PROPERLY LICENSED ABATEMENT CONTRACTOR. ALL DEBRIS TO BE DISPOSED OF IN A LAWFUL MANNER AND APPROVED BY OWNER.
5. CONTRACTOR SHALL FIELD VERIFY AND MARK LOCATION OF EXISTING UTILITIES. CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEERING FIRM IF ANY UTILITIES OR UNDERGROUND FEATURES ARE ENCOUNTERED WHICH ARE NOT SHOWN ON THESE PLANS OR DIFFER IN LOCATION, HORIZONTAL OR VERTICAL. CONTRACTOR SHALL MARK LOCATION OF EXISTING SANITARY TAPS/LATERAL LINES AFTER DEMOLITION.
6. ANY PORTIONS OF WALK, CURB, OR PAVEMENT (OUTSIDE OF SITE CONSTRUCTION LIMITS) DAMAGED DURING DEMOLITION OR CONSTRUCTION SHALL BE REPLACED IN-KIND.
7. ANY OPEN EXCAVATION SHALL BE PROPERLY BARRICADED AS REQUIRED BY LOCAL, STATE OR FEDERAL REGULATIONS.
8. CONTRACTOR SHALL REMOVE EXISTING GROUND COVER ONLY AS NECESSARY FOR THE PROJECT PHASE CURRENTLY UNDER CONSTRUCTION.
9. EXCAVATION AND DEMOLITION CONTRACTOR SHALL TAKE EXTREME CARE TO PREVENT MUD AND DEBRIS FROM ENTERING EXISTING STORM SEWERS AND WATER COURSES.
10. THE CONTRACTOR IS RESPONSIBLE FOR KEEPING THE STREET/PARKING LOT CLEAN BY PREVENTING DEBRIS, MUD, DIRT, ETC. FROM BEING TRACKED ONTO THE STREET/PARKING LOT. THE CONTRACTOR IS RESPONSIBLE FOR CLEANING DEBRIS, MUD, ETC. FROM THE STREET IMMEDIATELY WHEN IT OCCURS AND SHALL INSPECT THE STREET AT THE END OF EACH WORKING DAY.

LEGEND-PROP. FEATURES



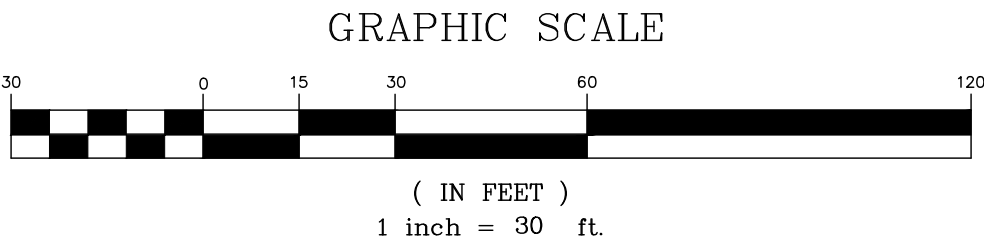
EX. UTILITY NOTES

THE LOCATION OF UTILITIES SHOWN HEREON ARE FROM OBSERVED EVIDENCE OF ABOVE GROUND APPURTENANCES ONLY. THE SURVEYOR WAS NOT PROVIDED WITH UNDERGROUND PLANS OR SURFACE GROUND MARKINGS TO DETERMINE THE LOCATION OF ANY SUBTERRANEAN USES.

FROM OBSERVED ABOVE GROUND APPURTENANCES ONLY AS SHOWN HEREON, GAS, ELECTRIC, STORM SEWER, TELEPHONE, AND WATER LINES AND/OR SERVICE IS AVAILABLE FOR THE SUBJECT PROPERTY WITHIN THE PUBLIC RIGHT OF WAY OR EASEMENTS AS SHOWN.

LEGEND OF SYMBOLS & ABBREVIATIONS

- | | |
|--|--------------------------|
| * LIGHT POLE | ▲ SIGN |
| FH FIRE HYDRANT | GV GAS VALVE |
| HEATING, VENTILATION AIR CONDITIONING UNIT | CO CLEANOUT |
| CONCRETE | CB CATCH BASIN |
| MH MANHOLE | CB SINGLE GRATE INLET |
| WV WATER VALVE | CB DOUBLE GRATE INLET |
| WM WATER METER | — FENCE |
| UP UTILITY PEDESTAL | — HANDICAP PARKING SPACE |
| WATER FAUCET | — GUARDRAIL |
| UNDERGROUND UTILITY | EB ELECTRIC BOX |
| UTILITY POLE WITH OVERHEAD LINES ATTACHED | • BALLARD |
| P-ELECTRIC | — CONTROL PANEL |
| C-COMMUNICATION | |
| S-STRAIN POLE | |
| G-GUY WIRES | |
| U-GOES UNDERGROUND | |



PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS	
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BY	
DATE	

EVANS ENGINEERING
4240 AIRPORT ROAD, SUITE 211
CINCINNATI, OHIO 45226
(513) 321-2168

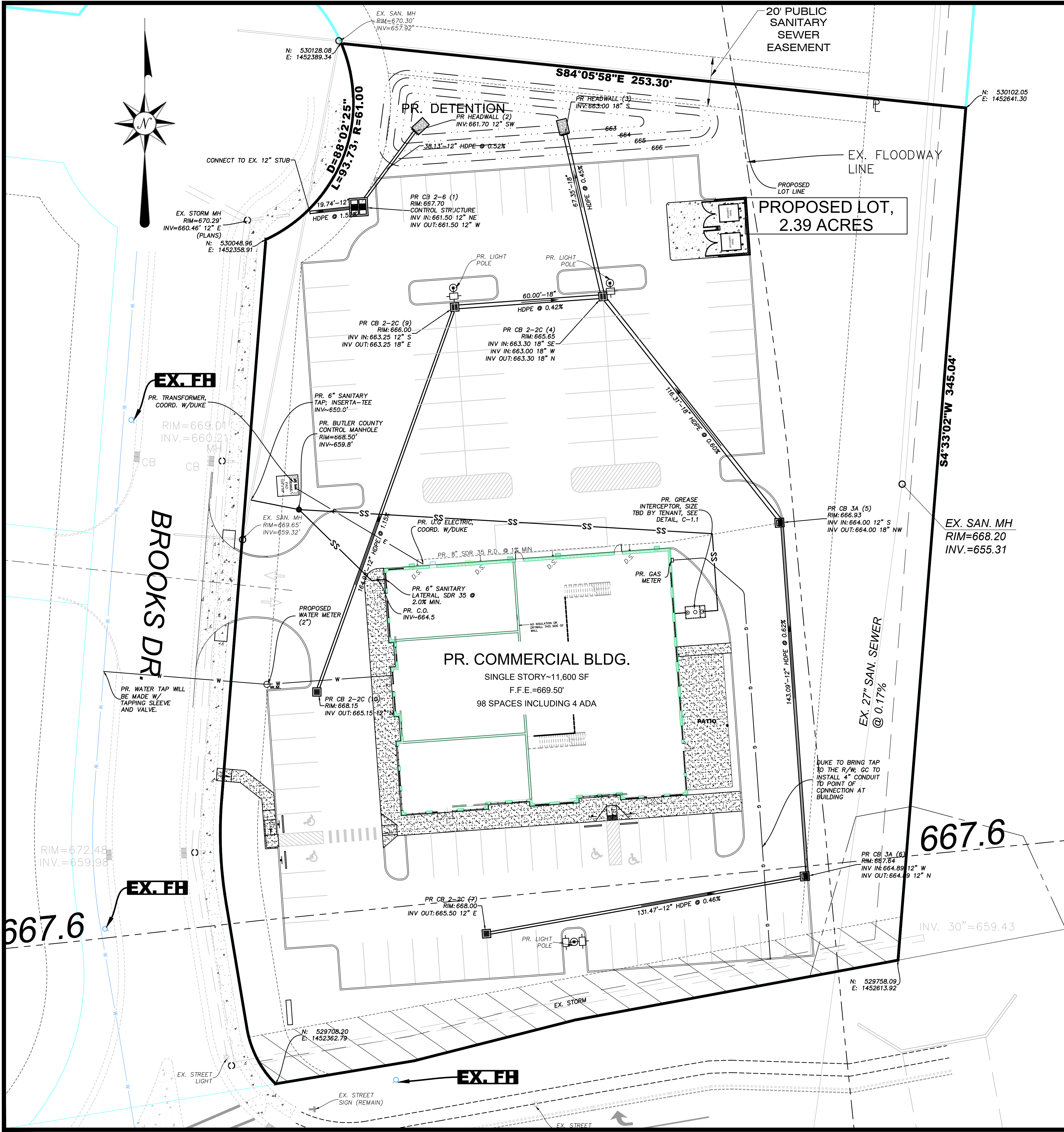


BROOKS-SR63 RETAIL CENTER
EXISTING CONDITIONS &
DEMO PLAN

BROOKS RD.
CITY OF MONROE, WARREN COUNTY, OHIO

SCALE:	HORIZ.	VERT.
	1"=30'	N/A
JOB. NO.	21-167	
DATE	Jan. 18, 2022	

SHEET NO.



LEGEND-PROP. FEATURES

- S — EXISTING SANITARY MAIN
- W — EXISTING WATERLINE
- — EXISTING STORM
- — EXISTING OVERHEAD ELECTRIC SERVICE
- — EXISTING OVERHEAD TRAFFIC WIRES
- G — EXISTING GAS SERVICE
- OT — EXISTING TELECOM SERVICE
- W — PROPOSED DOMESTIC WATER SERVICE (2" METER; 2" LINE)
- ALL WATER LINES TO HAVE A MINIMUM OF 48" OF COVER
- SS — PROPOSED 6" SANITARY LATERAL PVC SDR 35 @ 2.00% MIN.
- — PROPOSED STORM LINE
- E — PROPOSED UNDERGROUND ELECTRIC SERVICE
- T — PROPOSED ELECTRIC TRANSFORMER
- T — PROPOSED UNDERGROUND TELEPHONE SERVICE
- G — PROPOSED GAS SERVICE (SIZE TBD BY USE)
- — INSTALL 4" CONDUIT WITH PULL STRING AND LOCATOR WIRE; INSTALL CONDUIT TO ROAD R/W. DUKE TO INSTALL FROM MAIN TO R/W
- DS — PR. DOWNSPOUT
- RD — PR. 6" SDR 35 ROOF DRAIN @ 1.00% (OR SLOPED AS NOTED)

NOTES:

- CONTRACTOR SHALL FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COST FOR REPAIRING OR RELOCATING ALL UTILITIES AFFECTED BY CONSTRUCTION. LOCATIONS AS SHOWN ARE BASED UPON UTILITY RECORDS AND A FIELD SURVEY BY BINZ SURVEYING.
- ALL UTILITY SERVICES SHOULD BE COORDINATED WITH THE LOCAL PROVIDER FOR OPTIMAL PLACEMENT OF SERVICES (SEE COVER SHEET FOR CONTACTS).
- FURTHERMORE, ALL BUILDING UTILITY CONNECTION POINTS SHALL BE VERIFIED WITH CURRENT ARCHITECTURAL AND M.E.P. PLANS PRIOR TO STARTING CONSTRUCTION.
- THE COST OF ALL UTILITY TAPS AND COORDINATION FEES SHALL BE THE RESPONSIBILITY OF THE OWNER.
- IF LOWEST LEVEL ELEVATION IS BELOW RIM ELEVATION OF UPSTREAM MANHOLE, THEN TAP MUST INCLUDE BACKFLOW PREVENTION OR BE PUMPED TO GRAVITY.
- SANITARY CLEANOUTS WITHIN PAVEMENT SHALL HAVE NEENAH R-1976 LID AND FRAME.
- COORDINATE WITH BCDES FOR SEWER SERVICE AND MONROE CITY FOR BUILDING WATER SERVICE.
- ROOF DRAINS, FOUNDATION DRAINS, COOLING WATER, SWIMMING POOL WATER OR OTHER CLEAN WATER CONNECTIONS TO THE SANITARY SEWER SYSTEM ARE PROHIBITED.
- ROOF DRAINS SHALL BE SDR 35 AND TIED DIRECTLY INTO THE UNDERGROUND STORM SEWER SYSTEM.
- SEE ELECTRICAL PLAN (BY OTHERS) FOR LOCATION OF METER SETTING.
- A SIGN PERMIT IS NECESSARY. APPLICANT MUST SUBMIT AND GET APPROVAL BY ZONING DEPARTMENT AND BUILDING DEPARTMENT PRIOR TO CONSTRUCTION.
- EXISTING UNDERGROUND UTILITIES ARE SHOWN IN THEIR APPROXIMATE LOCATIONS ACCORDING TO AVAILABLE INFORMATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE PRESENCE AND LOCATION OF THE EXISTING UTILITIES, AS SHOWN OR NOT SHOWN ON THESE PLANS, AND REPAIRING ANY DAMAGE DONE TO THE UTILITIES DURING PROBING OR CONSTRUCTION.
- ALL CONSTRUCTION SHALL BE INSPECTED BY THE OWNER'S REPRESENTATIVE AND/OR UTILITY OWNER, AS REQUIRED. CONTRACTOR SHALL PROVIDE 48 HOUR NOTICE FOR INSPECTION. ALL TRENCHES, PIPING AND TAPS SHALL BE LEFT EXPOSED AND PROTECTED UNTIL INSPECTED AND APPROVED.
- SITE CONTRACTOR SHALL CLEAN ALL CONDUITS AND PIPES THAT COLLECT DEBRIS, MUD, CONCRETE, TRASH, ECT. PRIOR TO FINAL ACCEPTANCE OF THE PROJECT.
- SITE CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES FOR PLACEMENT OF ALL NECESSARY CONDUIT PRIOR TO PAVING OPERATIONS.
- SITE CONTRACTOR TO REFER TO THE ARCHITECTURAL PLAN FOR ADDITIONAL NOTES AND DETAILS, INCLUDING SITE LIGHTING, IRRIGATION, GAS, ELECTRIC, INTERNET AND OTHER CONDUIT TO BE COORDINATED WITH UTILITY INSTALLATION.
- DOWNSPOUT DRAIN CONNECTION SHALL BE 2.0' MIN. BELOW FINISHED FLOOR ELEVATION. CONTRACTOR TO VERIFY AND COORDINATE WITH ARCHITECTURAL PLAN.
- CONTRACTOR SHALL COORDINATE ALL UTILITY SERVICE LOCATIONS AND ELEVATIONS WITH ARCHITECTURAL PLAN.
- THE CONTRACTOR SHALL PERFORM ALL WORK IN ACCORDANCE WITH THE APPLICABLE FEDERAL, STATE AND LOCAL SAFETY REQUIREMENTS.
- WATER MAINS SHALL BE LAID IN A MINIMUM OF 4'-0" FROM TOP OF FINISHED GRADE TO THE TOP OF WATER MAIN.
- DOMESTIC WATER PIPE FROM MAIN TO METER SHALL BE COPPER TUBING, TYPE K. PLASTIC PIPING, 200-250 PSI CAN BE USED FROM 3' OUTSIDE METER TO BUILDING.(CONFIRM WITH MONROE & Butler County Water and Sewer)????
- SANITARY SERVICE SHALL BE 6" PVC SDR-35 @ 2.00% MIN.
- CONTRACTOR SHALL ENSURE MINIMUM CLEARANCE OF 18" BETWEEN CROSSING UTILITIES, UNLESS OTHERWISE REQUIRED BY GOVERNING MUNICIPALITY UTILITIES REQUIREMENTS.

PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS

NO.	DESCRIPTION
BY	
DATE	

EVANS ENGINEERING
4240 AIRPORT ROAD, SUITE 211
CINCINNATI, OHIO 45226
(513) 321-2168

BROOKS-SR63 RETAIL CENTER

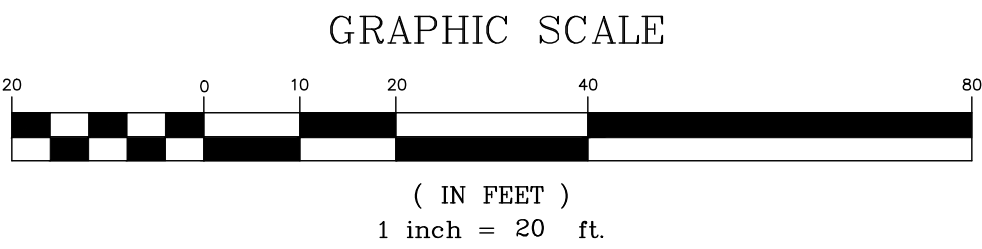
UTILITY SERVICE PLAN

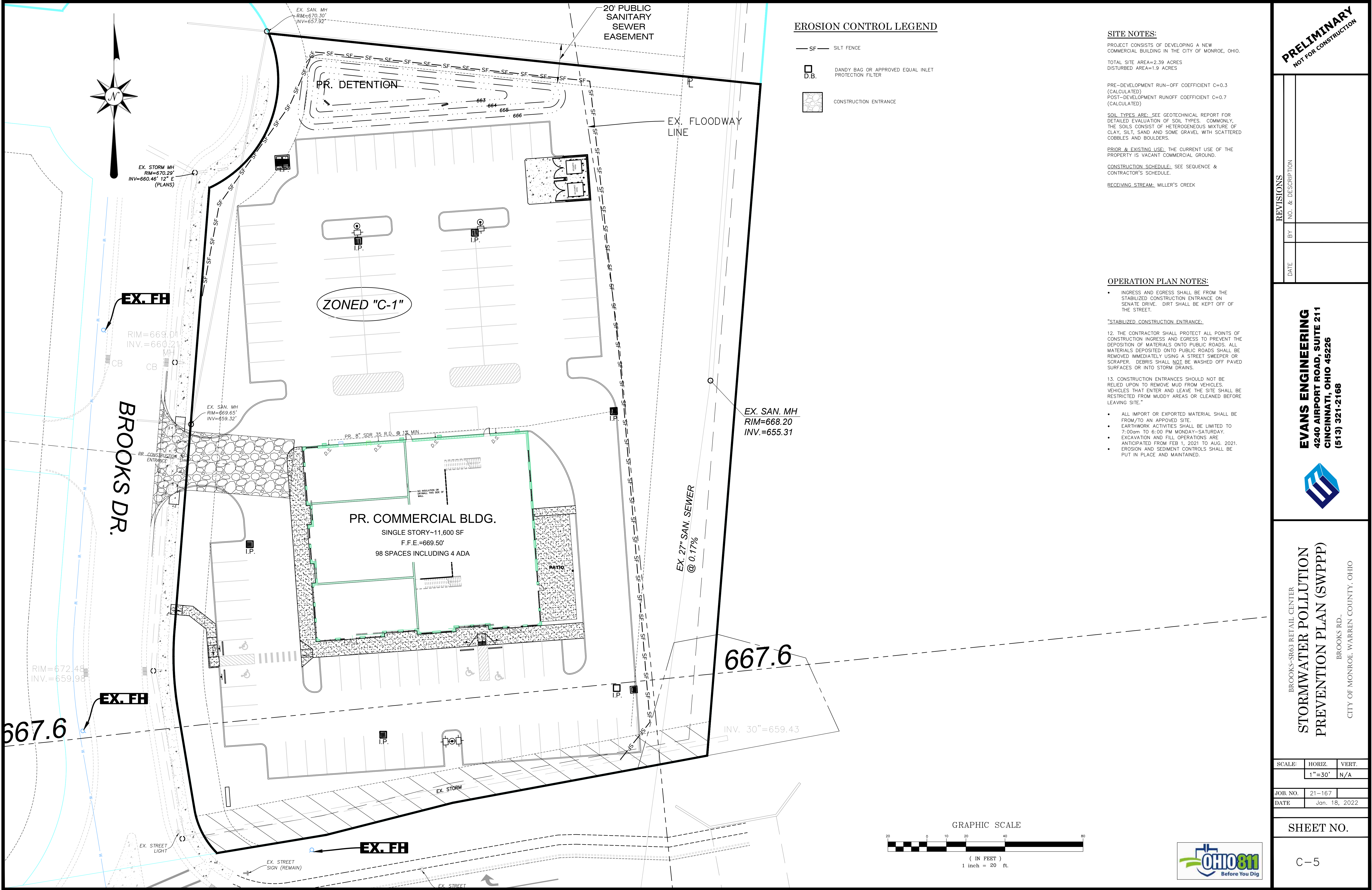
BROOKS RD.,
CITY OF MONROE, WARREN COUNTY, OHIO

SCALE:	HORIZ.	VERT.
	1"=20'	N/A
JOB NO.	21-167	
DATE	Jan. 18, 2022	

SHEET NO.

C-3.1





PRELIMINARY
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REVISIONS	
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EVANS ENGINEERING
4240 AIRPORT ROAD, SUITE 211
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(513) 321-2168

BROOKS-SR63 RETAIL CENTER
STORMWATER POLLUTION
PREVENTION PLAN (SWPPP)

BROOKS RD.
CITY OF MONROE, WARREN COUNTY, OHIO

SCALE:	HORIZ.	VERT.
	1"=30'	N/A
JOB NO.	21-167	
DATE	Jan. 18, 2022	

SHEET NO.

C-5

EROSION AND SEDIMENT CONTROL NOTES:

PRE-CONSTRUCTION:

1. THE CONTRACTOR SHALL NOTIFY THE CITY OF MONROE (513) 352-4973 AT LEAST SEVEN (7) DAYS BEFORE COMMENCING ANY LAND DISTURBING ACTIVITIES AND, UNLESS WAIVED BY THE UTILITY, WILL BE REQUIRED TO HOLD A PRE-CONSTRUCTION MEETING BETWEEN PROJECT REPRESENTATIVES FROM THE CITY OF MONROE.
2. THE CONTRACTOR SHALL NOTIFY THE CITY OF MONROE BY TELEPHONE AT THE FOLLOWING POINTS:
- A. THE REQUIRED PRE-CONSTRUCTION MEETING
 - B. FOLLOWING INSTALLATION OF SEDIMENT CONTROL MEASURES.
 - C. PRIOR TO REMOVAL OR MODIFICATION OF ANY SEDIMENT CONTROL STRUCTURE
 - D. PRIOR TO REMOVAL OF ALL SEDIMENT CONTROL DEVICES
 - E. PRIOR TO FINAL ACCEPTANCE

3. A COPY OF THE APPROVED SEDIMENT AND EROSION CONTROL PLAN MUST BE AVAILABLE AT THE PROJECT SITE AT ALL TIMES.

4. THE CONTRACTOR SHALL CONSTRUCT ALL EROSION AND SEDIMENT CONTROL MEASURES PER THE APPROVED PLAN AND CONSTRUCTION SEQUENCE AND SHALL HAVE THEM INSPECTED AND APPROVED BY A REPRESENTATIVE OF THE CITY OF MONROE PRIOR TO BEGINNING ANY OTHER LAND DISTURBANCES.

5. THE CONTRACTOR SHALL ENSURE THAT ALL RUNOFF FROM DISTURBED AREAS IS DIRECTED TO THE SEDIMENT CONTROL DEVICES AND SHALL NOT REMOVE AN EROSION OR SEDIMENT CONTROL MEASURE WITHOUT PRIOR PERMISSION FROM A REPRESENTATIVE OF THE CITY OF MONROE.

6. THE CONTRACTOR MUST OBTAIN APPROVAL FROM THE CITY OF MONROE BEFORE ANY CHANGES TO THE SEDIMENT CONTROL PLAN AND/OR SEQUENCE OF CONSTRUCTION ARE IMPLEMENTED UNLESS IMMEDIATE ACTION IS NECESSARY. IN THIS CASE, THE CONTRACTOR SHALL IMPLEMENT APPROPRIATE BEST MANAGEMENT PRACTICES TO ELIMINATE THE POTENTIAL FOR ACCELERATED EROSION AND/OR SEDIMENT POLLUTION.

7. THE CONTRACTOR SHALL INSPECT DAILY AND MAINTAIN CONTINUOUSLY IN AN EFFECTIVE OPERATING CONDITION ALL EROSION AND SEDIMENT CONTROL MEASURES UNTIL SUCH TIMES AS THEY ARE REMOVED WITH PRIOR PERMISSION FROM AN SMU REPRESENTATIVE. THE CONTRACTOR SHALL KEEP WRITTEN RECORDS OF ALL SEDIMENT AND EROSION CONTROL INSPECTIONS AND MAINTENANCE FOR THE DURATION OF THE PROJECT. THIS INFORMATION MUST BE MADE AVAILABLE TO REPRESENTATIVES OF THE CITY OF MONROE UPON REQUEST.

SAFETY:

8. THE CITY OF MONROE SITE REPRESENTATIVE ALWAYS HAS THE OPTION OF REQUIRING ADDITIONAL SAFETY OR SEDIMENT CONTROL MEASURES IF DEEMED NECESSARY.

9. WHERE DEEMED APPROPRIATE BY THE ENGINEER OR INSPECTOR, BASINS AND TRAPS MAY NEED TO BE SURROUNDED WITH AN APPROVED SAFETY FENCE. THE FENCE MUST CONFORM TO LOCAL ORDINANCES AND REGULATIONS. THE DEVELOPER OR OWNER SHALL CHECK WITH LOCAL BUILDING OFFICIALS ON APPLICABLE SAFETY REQUIREMENTS. WHERE SAFETY FENCE IS DEEMED APPROPRIATE AND LOCAL ORDINANCES DO NOT SPECIFY FENCING SIZES AND TYPES, THE FOLLOWING SHALL BE USED AS A MINIMUM STANDARD: THE SAFETY FENCE MUST BE MADE OF WELDED WIRE AND AT LEAST FORTY TWO (42) INCHES HIGH, HAVE POSTS SPACED NO FARTHER APART THAN EIGHT (8) FEET, HAVE MESH OPENINGS NO GREATER THAN TWO (2) INCHES IN WIDTH AND FOUR (4) INCHES IN HEIGHT WITH A MINIMUM OF 14 GAUGE WIRE. SAFETY FENCE MUST BE MAINTAINED AND IN GOOD CONDITION AT ALL TIMES.

10. STORM DRAIN INLETS IN NON-SUMP AREAS SHALL HAVE TEMPORARY ASPHALT PADS CONSTRUCTED AT THE TIME OF BASE PAVING TO DIRECT GUTTER FLOW INTO THE INLETS TO AVOID SURCHARGING AND OVERFLOW OF INLETS IN SUMP AREAS.

11. STOCKPILE SLOPES SHALL NOT BE STEEPER THAN 2:1.

STABILIZED CONSTRUCTION ENTRANCE:

12. THE CONTRACTOR SHALL PROTECT ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS TO PREVENT THE DEPOSITION OF MATERIALS ONTO PUBLIC ROADS. ALL MATERIALS DEPOSITED ONTO PUBLIC ROADS SHALL BE REMOVED IMMEDIATELY USING A STREET SWEEPER OR SCRAPER. DEBRIS SHALL NOT BE WASHED OFF PAVED SURFACES OR INTO STORM DRAINS.

13. CONSTRUCTION ENTRANCES SHOULD NOT BE RELIED UPON TO REMOVE MUD FROM VEHICLES. VEHICLES THAT ENTER AND LEAVE THE SITE SHALL BE RESTRICTED FROM MUDDY AREAS OR CLEANED BEFORE LEAVING SITE.

SEDIMENT TRAPS AND BASINS:

14. SEDIMENT TRAPS OR BASINS ARE NOT PERMITTED WITHIN TWENTY (20) FEET OR AND EXISTING OR PROPOSED FOUNDATION OR TRAFFIC AREA. NO STRUCTURE MAY BE CONSTRUCTED WITHIN TWENTY (20) FEET OF AN ACTIVE SEDIMENT TRAP OR BASIN.

15. SEDIMENT TRAPS AND BASINS MUST HAVE STABLE INFLOW AND OUTFLOW POINTS SO THAT WATER CAN DISCHARGE WITHOUT CAUSING EROSION.

16. SEDIMENT BASINS/TRAPS SHALL NOT BE GREATER THAN FOUR (4) FEET IN DEPTH.

17. SEDIMENT MUST BE CLEANED, AND THE TRAP/BASIN RESTORED TO ITS ORIGINAL DIMENSIONS, WHEN ACCUMULATION REACHES A HEIGHT HALF-WAY UP TO THE TOP OF THE DESIGNED HOLDING AREA.

18. SEDIMENT REMOVED FROM TRAPS AND BASINS SHALL BE PLACED AND STABILIZED IN APPROVED AREAS, BUT NOT WITHIN A FLOODPLAIN, WETLAND OR VEGETATION PRESERVATION AREA.

19. WHEN PUMPING SEDIMENT LADEN WATER, THE DISCHARGE MUST BE DIRECTED TO A SEDIMENT TRAPPING DEVICE PRIOR TO DISCHARGE TO A FUNCTIONAL STORM DRAIN SYSTEM, STABLE GROUND SURFACE, OR RELEASE FROM THE SITE.

20. SEDIMENT BASINS MUST BE REMOVED WITHIN THIRTY SIX (36) MONTHS AFTER THEIR CONSTRUCTION.

21. OHIO DAM SAFETY LAWS APPLY TO BASINS LARGER THAN FIFTEEN (15) ACRE-FEET (24,000 CY) AS MEASURED TO THE TOP OF THE HOLDING AREA.

TEMPORARY & PERMANENT STABILIZATION:

22. ALL CRITICAL SLOPES (3:1 OR STEEPER) SHALL BE STABILIZED WITH SOD OR SEED AS SOON AS POSSIBLE BUT NO LATER THAN SEVEN (7) CALENDAR DAYS AFTER ACHIEVING FINAL GRADE.

23. ALL AREAS NOT DRAINING TO A FUNCTIONING SEDIMENT BASIN MUST BE FINAL GRADED AND STABILIZED WITH SOD OR SEED WITHIN SEVEN (7) CALENDAR DAYS OF ACHIEVING FINAL GRADE.

24. ALL AREAS WITHIN FIFTY (50) FEET OF A STREAM MUST BE STABILIZED WITHIN TWO (2) CALENDAR DAYS OF ACHIEVING FINAL GRADE.

25. ALL AREAS THAT ARE TO REMAIN IDLE, INCLUDING STOCK PILES, FOR FOURTEEN (14) CALENDAR DAYS MUST BE STABILIZED WITH SEED OR SOD.

26. WHEN THE PROPERTY IS BROUGHT TO FINISHED GRADE DURING THE MONTHS OF NOVEMBER THROUGH FEBRUARY, AND PERMANENT STABILIZATION IS FOUND TO BE IMPRACTICAL, TEMPORARY SEED AND ANCHORED MULCH SHALL BE APPLIED TO ALL DISTURBED AREAS. THE FINAL PERMANENT STABILIZATION OF SUCH PROPERTY SHALL BE APPLIED BY MARCH 15 OR EARLIER IF GROUND AND WEATHER CONDITIONS ALLOW.

27. PERMANENT SWALES OR OTHER POINTS OF CONCENTRATED WATER FLOW SHALL BE STABILIZED WITH SOD OR SEED WITH AN APPROVED EROSION CONTROL MATTING, RIP-RAP, OR BY OTHER APPROVED STABILIZATION MEASURES WITHIN TWO (2) DAYS OF ACHIEVING FINAL GRADE.

28. TEMPORARY SEDIMENT CONTROL DEVICES MAY BE REMOVED, WITH PERMISSION OF AN SMU REPRESENTATIVE, THIRTY (30) CALENDAR DAYS FOLLOWING ESTABLISHMENT OF PERMANENT STABILIZATION IN ALL CONTRIBUTORY DRAINAGE AREAS.

29. STORMWATER MANAGEMENT STRUCTURES, USED TEMPORARILY FOR SEDIMENT CONTROL, SHALL BE CONVERTED TO THE PERMANENT CONFIGURATION THIRTY (30) CALENDAR DAYS FOLLOWING ESTABLISHMENT OF PERMANENT STABILIZATION IN ALL CONTRIBUTORY DRAINAGE AREAS.

30. FOR FINISHED GRADING, THE CONTRACTOR SHALL PROVIDE ADEQUATE GRADIENTS TO PREVENT WATER FROM PONDING FOR MORE THAN TWENTY FOUR (24) HOURS AFTER THE END OF A RAINFALL EVENT. DRAINAGE COURSES AND SWALE FLOW AREAS MAY TAKE AS LONG AS FORTY EIGHT (48) HOURS AFTER THE END OF A RAINFALL EVENT TO DRAIN. AREAS DESIGNED TO HAVE STANDING WATER (I.E. RETENTION PONDS) DO NOT HAVE TO MEET THIS REQUIREMENT.

31. ALL WASTE AND BORROW AREAS OFF-SITE MUST BE PROTECTED BY SEDIMENT CONTROL MEASURES AND STABILIZED.

OTHER:

32. NO SOLID OR LIQUID WASTE, INCLUDING BUILDING MATERIALS, SHALL BE DISCHARGED IN STORM WATER RUNOFF. THE CONTRACTOR MUST IMPLEMENT ALL NECESSARY CONTROL MEASURES TO PREVENT THE DISCHARGE OF POLLUTANTS TO THE DRAINAGE SYSTEM OF THE SITE OR SURFACE WATERS. UNDER NO CIRCUMSTANCE SHALL CONCRETE TRUCKS WASH OUT DIRECTLY INTO A DRAINAGE CHANNEL, STORM SEWER OR SURFACE WATER.

33. SEDIMENT MUST BE CLEANED FROM SILT FENCES AND MULCH BERMS WHEN ACCUMULATION REACHES A HEIGHT OF HALF-WAY UP TO THE TOP OF THE FENCE/BERM.

34. SEDIMENT REMOVED FROM SILT FENCES AND MULCH BERMS SHALL BE PLACED AND STABILIZED IN APPROVED AREAS, BUT NOT WITHIN A FLOODPLAIN, WETLAND OR VEGETATION PRESERVATION AREA.

35. ALL SLOPES STEEPER THAN 3:1 REQUIRED GRADE TREATMENT, EITHER STAIR-STEP GRADING, GROOVING, FURROWING, OR TRACKING IF THEY ARE TO BE STABILIZED WITH VEGETATION.

36. AREAS WITH GRADES LESS STEEP THAN 3:1 SHOULD HAVE THE SOIL SURFACE LIGHTLY ROUGHENED AND LOOSE TO A DEPTH OF TWO (2) TO FOUR (4) INCHES PRIOR TO SEEDING.

37. CONSTRUCTION AND DEMOLITION DEBRIS MUST BE DISPOSED OF IN ACCORDANCE WITH OHIO REVISED CODE, CHAPTER 3714.

ADDITIONAL STORMWATER POLLUTION PREVENTION NOTES:

UNLESS OTHERWISE NOTED, STANDARDS AND SPECIFICATIONS ESTABLISHED IN THE LATEST EDITION OF THE OHIO ENVIRONMENTAL PROTECTION AGENCY "RAINWATER AND LAND DEVELOPMENT" MANUAL, CURRENT EDITION, SHALL GOVERN THE EROSION AND SEDIMENT CONTROL INSTALLATIONS SPECIFIED ON THIS PLAN.

THE DEVELOPER AND CONTRACTOR SHALL ABIDE BY THE RULES AND REGULATIONS SET FORTH IN THE OHIO EPA PERMIT NO. OH0000005-"AUTHORIZATION FOR STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY UNDER THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES)."

CONTRACTOR SHALL REMOVE EXISTING GROUND COVER ONLY AS NECESSARY FOR THE PROJECT PHASE CURRENTLY UNDER CONSTRUCTION.

SEDIMENT CONTROL STRUCTURES SHALL BE FUNCTIONAL THROUGHOUT THE COURSE OF EARTH DISTURBING ACTIVITY. SEDIMENT BASINS AND PERIMETER SEDIMENT BARRIERS SHALL BE IMPLEMENTED PRIOR TO GRADING AND WITHIN SEVEN DAYS FROM THE START OF GRUBBING. THEY SHALL CONTINUE TO FUNCTION UNTIL THE UP SLOPE DEVELOPMENT AREA IS RE-STABILIZED. AS CONSTRUCTION PROGRESSES AND THE TOPOGRAPHY IS ALTERED, APPROPRIATE CONTROLS MUST BE CONSTRUCTED OR EXISTING CONTROLS ALTERED TO ADDRESS THE CHANGING DRAINAGE PATTERNS.

SOIL STOCKPILED MUST BE STABILIZED AND PROTECTED WITH SEDIMENT TRAPPING TO PREVENT SOIL LOSS.

SILT FENCES AND "INLET FILTERS" ARE TO BE CONTINUOUSLY MAINTAINED BY THE DEVELOPER AND/OR CONTRACTOR UNTIL ALL DANGER OF EROSION/SEDIMENTATION OCCURRING HAS BEEN ELIMINATED.

ALL GROUND SURFACE AREAS THAT HAVE BEEN EXPOSED OR LEFT BARE AS A RESULT OF CONSTRUCTION AND ARE TO FINAL GRADE AND ARE TO REMAIN SO, SHALL BE SEEDED AND MULCHED AS SOON AS PRACTICAL IN ACCORDANCE WITH STATE OF OHIO SPECIFICATION ITEM 659, AND PER TABLE LISTED ON THIS SHEET "STABILIZATION."

EXCAVATION CONTRACTOR SHALL TAKE EXTREME CARE TO PREVENT MUDS AND DEBRIS FROM ENTERING EXISTING STORM SEWERS AND WATER COURSES.

THE CONTRACTOR SHALL KEEP EXISTING PAVEMENT SURROUNDING THE SITE "BROOM CLEAN" AND FREE OF SOIL OR AGGREGATE THAT MIGHT BE BROUGHT OFF-SITE FROM THE LOT ONTO STREETS.

THE CONTRACTOR IS RESPONSIBLE FOR KEEPING THE STREET/PARKING LOT CLEAN BY PREVENTING DEBRIS, MUD, DIRT, ETC. FROM BEING TRACKED ONTO THE STREET/PARKING LOT. THE CONTRACTOR IS RESPONSIBLE FOR CLEANING DEBRIS, MUD, ETC. FROM THE STREET IMMEDIATELY WHEN IT OCCURS AND SHALL INSPECT THE STREET AT THE END OF EACH WORKING DAY.

THE DEVELOPER AND/OR CONTRACTOR SHALL PERFORM REGULAR STREET SWEEPING TO MINIMIZE SEDIMENTS TO THE PROPOSED STORM SEWER SYSTEM.

UPON REQUEST OF THE OHIO EPA, OR LOCAL JURISDICTION, THE CONTRACTOR SHALL PROVIDE ALL NPDES PERMIT REPORTS AND A COPY OF THE STORM WATER POLLUTION PREVENTION PLAN. THE CONTRACTOR SHALL ALLOW THE OHIO EPA, OR LOCAL JURISDICTION, TO ENTER THE SITE TO INSPECT AND MONITOR ALL EROSION CONTROL MEASURES.

DUMPSTERS AND PORT-O-LETS ARE NOT TO BE CLOSER THAN 20' FROM THE PROPERTY LINES.

TEMPORARY AND PERMANENT SEEDING:

1.1 SEEDBED PREPARATION

A. LIME (IN LIEU OF A SOIL TEST RECOMMENDATION) ON ACID SOIL (pH=5.5 OR LESS) AND SUBSOIL AT A RATE OF 100 POUNDS PER 1000 SF, OR TWO (2) TONS PER ACRE OF AGRICULTURAL GROUND LIMESTONE.

B. FERTILIZER (IN LIEU OF A SOILS TEST RECOMMENDATION) SHALL BE APPLIED AT A RATE OF 12-15 POUNDS (25 POUNDS FOR PERMANENT SEEDING) PER 1000 SF OF 10-10-10 OR 12-12-12 ANALYSIS OR EQUIVALENT.

1.2 SEEDING

1. TEMPORARY SEEDING MIXTURE

SEEDING PERIOD	TYPE	RATE (1000 SF)
SPRING AND SUMMER	1. OATS	3 LBS
	2. PEREN. RYEGRASS	1 LBS
	3. TALL FESCUE	1 LBS
FALL	1. PEREN. RYEGRASS	1 LBS
	2. RYE	3 LBS
	3. WHEAT	3 LBS
	4. TALL FESCUE	1 LBS

2. PERMANENT SEEDING MIXTURE

SEEDING PERIOD	TYPE	RATE (1000 SF)
SPRING, SUMMER, AND FALL	1. CREEPING RED FESCUE	0.5 LBS
	DOMESTIC RYEGRASS	0.25 LBS
	KENTUCKY BLUEGRASS	0.25 LBS
	2. TALL FESCUE	1 LBS
	3. DWARF FESCUE	1 LBS

2-1 SEEDING FOR STEEP BANKS OR CUTS

SPRING, SUMMER, AND FALL	1. TALL FESCUE	1 LBS
	2. CROWNVEITCH TALL FESCUE	0.25 LBS
	3. FLATPEA TALL FESCUE	0.50 LBS

2-2 SEEDING FOR WATERWAYS AND ROAD DITCHES

SPRING, SUMMER AND FALL	1. TALL FESCUE	1 LBS
-------------------------	----------------	-------

B. APPLY THE SEED UNIFORMLY WITH A CYCLONE SEEDER, DRILL, CULTIPACKER SEEDER, OR HYDROSEEDER (SLURRY MAY INCLUDE SEED AND FERTILIZER) PREFERABLY ON A FIRM, MOIST SEEDBED. SEED WHEAT OR RYE NO DEEPER THAN ONE (1) INCH. SEED RYEGRASS NO DEEPER THAN ONE QUARTER (1/4) OF AN INCH.

TEMPORARY AND PERMANENT SEEDING (CONT.)

C. WHEN FEASIBLE, EXCEPT WHERE A CULTIPACKER TYPE SEEDER IS USED, THE SEEDBED SHOULD BE FIRMLY FOLLOWING SEEDING OPERATIONS WITH A CULTIPACKER, ROLLER, OR LIGHT DRAG. ON SLOPING LAND SEEDING OPERATIONS SHOULD BE ON THE CONTOUR WHEREVER POSSIBLE.

D. OTHER SEEDING SPECIES MAY BE SUBSTITUTED FOR THESE MIXTURES.

E. THESE SEEDING RATES NEED TO BE INCREASED TWO TO THREE TIMES IF THEY ARE TO BE USED AS A LAWN.

2. DORMANT SEEDING

A. TEMPORARY SEEDING-AFTER NOVEMBER 1, USE MULCH ONLY.

B. PERMANENT SEEDING- SEEDINGS SHOULD NOT BE PLANTED FROM OCTOBER 1 THROUGH NOVEMBER 20. THE FOLLOWING METHODS MAY BE USED TO MAKE A "DORMANT SEEDING":

1. FROM OCT. 1 THROUGH NOV. 20, PREPARE THE SEEDBED, ADD THE REQUIRED AMOUNTS OF LIME AND FERTILIZER, THEN MULCH AND ANCHOR. AFTER NOV. 20, AND BEFORE MARCH 15, BROADCAST THE SELECTED SEED MIXTURE. INCREASE THE SEEDING RATES BY 50% FOR THIS TYPE OF SEEDING.

2. FROM NOV. 20 THROUGH MARCH 15, WHEN SOIL CONDITIONS PERMIT, PREPARE SEEDBED, LIME AND FERTILIZE, APPLY THE SELECTED SEED MIXTURE, AND MULCH AND ANCHOR. INCREASE THE SEEDING RATES BY 50% FOR THIS TYPE OF SEEDING.

3. MULCHING

A. MULCH SHALL CONSIST OF SMALL GRAIN STRAW (PREFERABLY WHEAT OR RYE) AND SHALL BE APPLIED AT THE RATE OF TWO TONS PER ACRE OR 100 POUNDS PER 1000 SF.

B. SPREAD THE MULCH UNIFORMLY BY HAND OR MECHANICALLY SO THE SOIL SURFACE IS COVERED.

C. MULCH ANCHORING METHODS:

1. MECHANICAL- USE A DISK, CRIMPER, OR SIMILAR TYPE TOOL SET STRAIGHT TO PUNCH OR ANCHOR THE MULCH INTO THE SOIL.

2. ASPHALT EMULSION-APPLY AT THE RATE OF 160 GALLONS PER ACRE INTO THE MULCH AS IT IS BEING APPLIED.

3. MULCH NETTING-USE ACCORDING TO THE MANUF. RECOMMENDATIONS.

4. IRRIGATION

SUPPLY NEW SEEDLINGS WITH ADEQUATE WATER FOR PLANT GROWTH UNTIL THEY ARE FIRMLY ESTABLISHED.

STABILIZATION:

DISTURBED AREAS MUST BE STABILIZED AS FOLLOWS:

PERMANENT STABILIZATION

Area requiring permanent stabilization	Time frame to apply erosion controls
Any area that will lie dormant for one year or more	Within seven days of the most recent disturbance
Any area within 50 feet of a stream and at final grade	Within two days of reaching final grade
All other areas at final grade	Within seven days of reaching final grade within that area

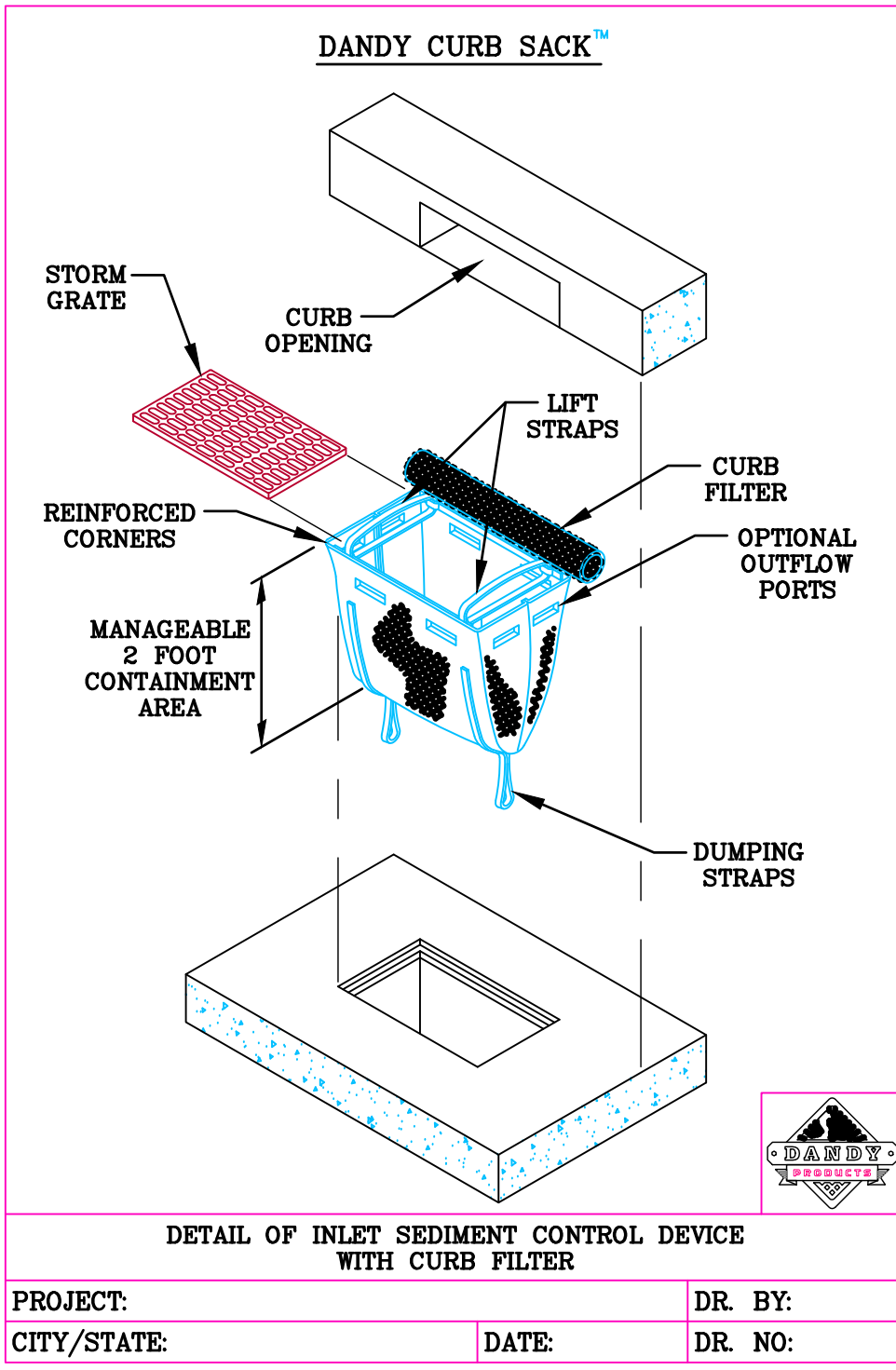
TEMPORARY STABILIZATION

Area requiring temporary stabilization	Time frame to apply erosion controls
Any disturbed areas within 50 feet of a stream and not at final grade	Within two days of the most recent disturbance if the area will lie dormant for more than 14 days
For all construction activities, any disturbed areas that will be dormant for more than 14 days but less than one year, and not within 50 feet of a stream	Within seven days of the most recent disturbance within the area
Disturbed areas that will be idle over winter	Prior to the onset of winter weather

CONSTRUCTION SEQUENCE:

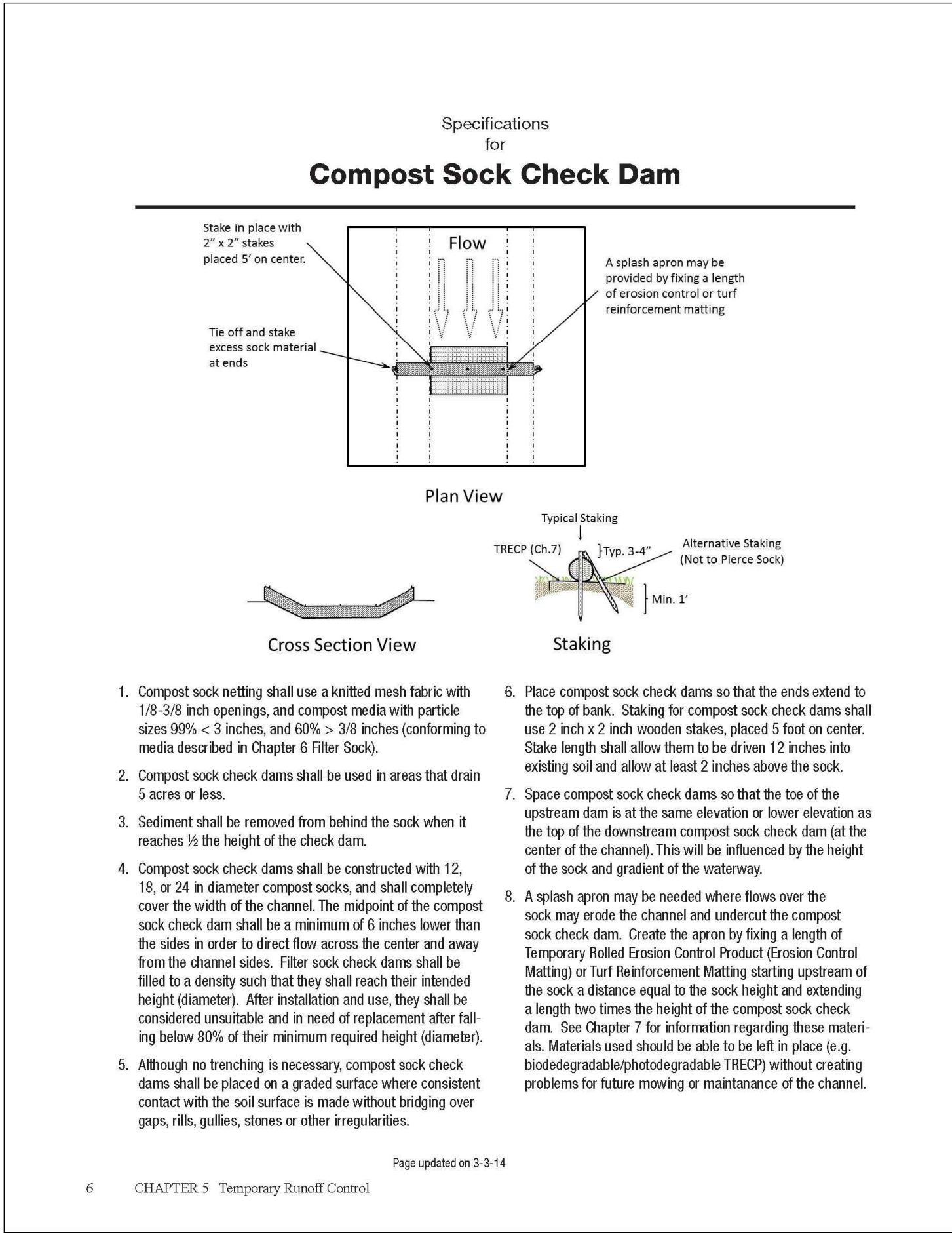
THE CONSTRUCTION SEQUENCING FOR SITE WORK SHOULD BE SIMILAR IN NATURE TO THE FOLLOWING:

- CLEARING AND GRUBBING FOR THOSE AREAS NECESSARY FOR THE INSTALLATION OF EROSION AND SEDIMENT PERIMETER CONTROL MEASURES.
- INSTALL EROSION AND SEDIMENT CONTROL MEASURES.
- GRADING AND STRIPPING OF THE REMAINING AREAS OF THE DEVELOPMENT SITE OR PROJECT AREA.
- DEMOLITION OF EXISTING FEATURES. (DEMOLITION UNDER SEP. PERMIT)
- INSTALL STORMWATER MANAGEMENT SYSTEMS.
- TEMPORARY VEGETATIVE STABILIZATION OR EROSION AND SEDIMENT CONTROL MEASURES.
- SITE CONSTRUCTION.
- FINAL GRADING, STABILIZATION, AND LANDSCAPING.
- REMOVAL OF EROSION AND SEDIMENT CONTROL MEASURES.

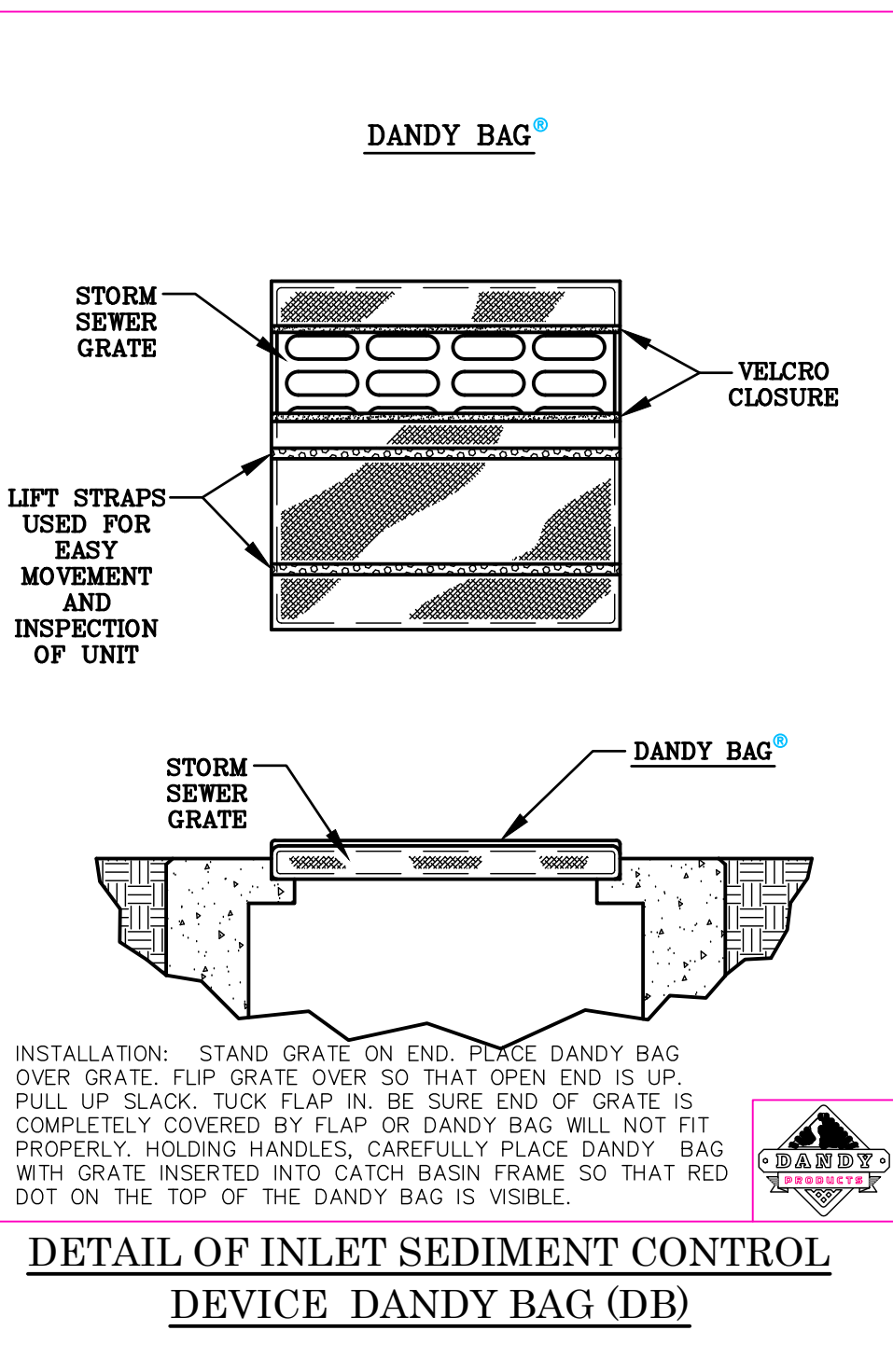


DANDY CURB SACK™ SPECIFICATIONS			
NOTE: THE DANDY CURB SACK™ WILL BE MANUFACTURED IN THE U.S.A. FROM A WOVEN MONOFILAMENT FABRIC THAT MEETS OR EXCEEDS THE FOLLOWING SPECIFICATIONS:			
REGULAR FLOW DANDY CURB SACK™ (BLACK)			
Mechanical Properties	Test Method	Units	MARV
Grab Tensile Strength	ASTM D 4632	lbf (kg)	1.78 (400) x 1.40 (315)
Grab Tensile Elongation	ASTM D 4632	%	15 x 15
Puncture Strength	ASTM D 4633	lbf (kg)	0.67 (150)
Mullen Burst Strength	ASTM D 3786	psi (kg)	8500 (650)
Trapezoid Tear Strength	ASTM D 4533	lbf (kg)	0.87 (150) x 0.73 (165)
UV Resistance	ASTM D 4355	%	90
Apparent Opening Size	ASTM D 4751	mm (US Std Sieve)	0.425 (40)
Flow Rate	ASTM D 4481	1/min/m² (gq/min/ft²)	2883 (120)
Permeability	ASTM D 4491	Sec	0.90
HI-FLOW DANDY CURB SACK™ (SAFETY ORANGE)			
Mechanical Properties	Test Method	Units	MARV
Grab Tensile Strength	ASTM D 4632	lbf (kg)	1.62 (365) x 0.89 (200)
Grab Tensile Elongation	ASTM D 4632	%	24 x 10
Puncture Strength	ASTM D 4633	lbf (kg)	0.40 (90)
Mullen Burst Strength	ASTM D 3786	psi (kg)	3087 (450)
Trapezoid Tear Strength	ASTM D 4533	lbf (kg)	0.51 (115) x 0.33 (75)
UV Resistance	ASTM D 4355	%	90
Apparent Opening Size	ASTM D 4751	mm (US Std Sieve)	0.425 (40)
Flow Rate	ASTM D 4481	1/min/m² (gq/min/ft²)	5807 (145)
Permeability	ASTM D 4491	Sec	2
*Note: All Dandy Sacks™ can be ordered with our optional oil absorbent pillows			

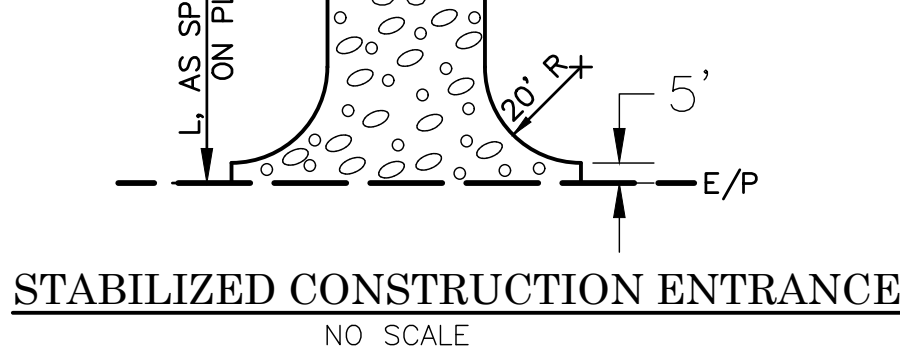
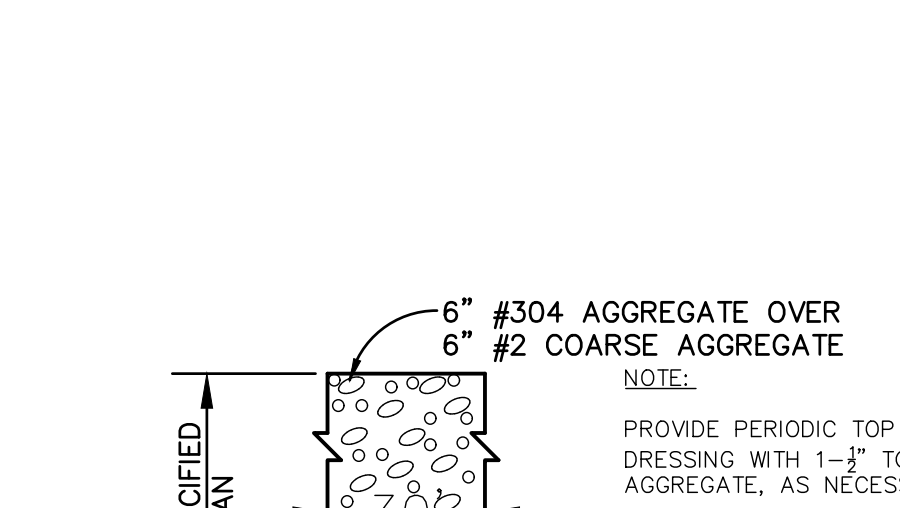
DETAIL OF INLET SEDIMENT CONTROL DEVICE DANDY CURB FILER BAG



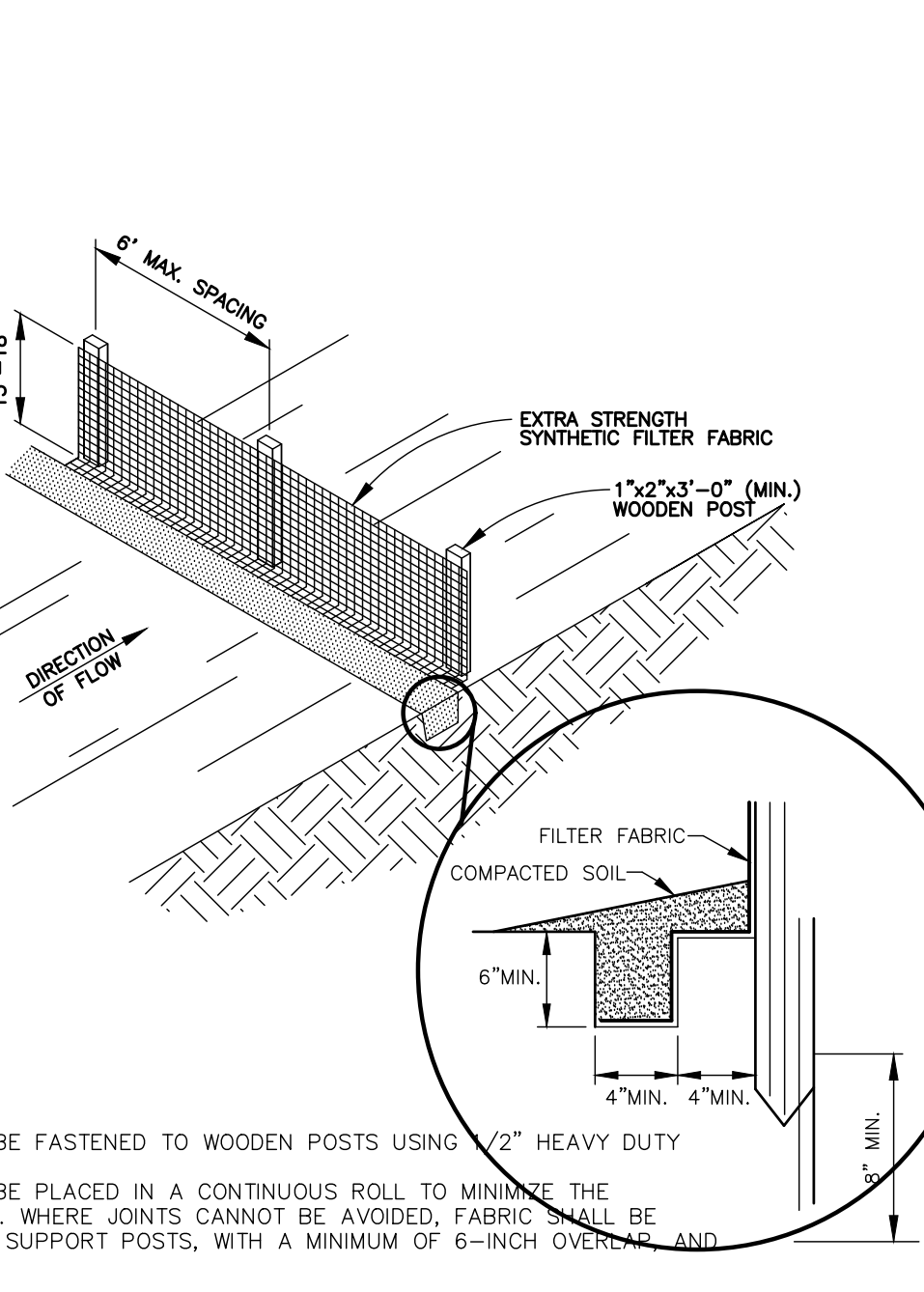
COMPOST SOCK CHECK DAM



DETAIL OF INLET SEDIMENT CONTROL DEVICE DANDY BAG (DB)



STABILIZED CONSTRUCTION ENTRANCE



SILT FENCE (SF) DETAIL



PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS	NO. & DESCRIPTION
BY	
DATE	

EVANS ENGINEERING
4240 AIRPORT ROAD, SUITE 2411
CINCINNATI, OHIO 45226
(513) 321-2168

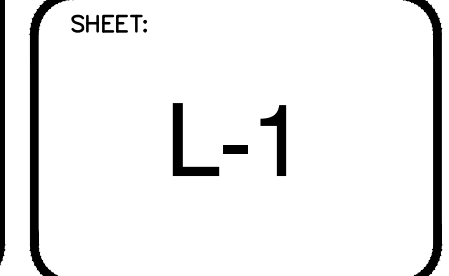


BROOKS-SR63 RETAIL CENTER
SWPPP PLAN
BROOKS RD.,
CITY OF MONROE, WARREN COUNTY, OHIO

SCALE:	HORIZ.	VERT.
	N/A	N/A
JOB NO.	21-167	
DATE	Jan. 18, 2022	

SHEET NO.

C-5.1



Proposed New Building For:
Brooks 63 Retail
Monroe, Ohio

REV. DATE CK'D

Drawn WNS Checked ByWNS
By:

Preliminary
Not For
Construction

Date:11.09.21 Job No21.035

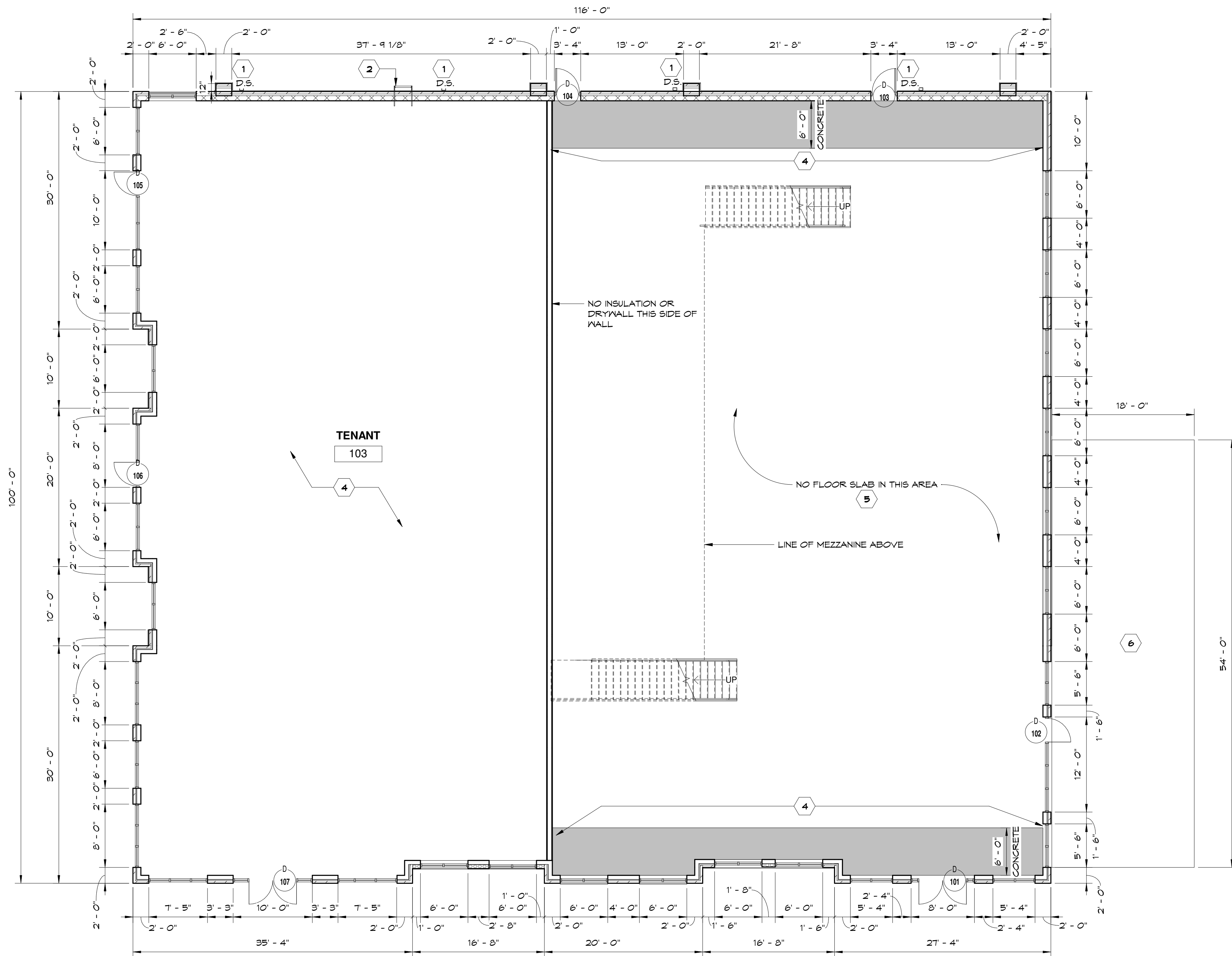
A1.1

GENERAL NOTES

- COORDINATE KNOX BOX LOCATION WITH FIRE DEPARTMENT
- BUILDING TO BE FULLY SPRINKLERED
- INSTALL GYPSUM WALL BOARD CONTROL JOINT AT 30'-0" MAX. SEE DETAILS 415 ON THIS SHEET

DRAWING NOTES

- 6X6 PREFINISHED METAL DOWNSPOUT
- ROOF ACCESS LADDER
- PROVIDE 5" GRAVEL BASE TO 4" BELOW FINISHED FLOOR FOR FUTURE TENANT SPACE FINISH. VAPOR BARRIER TO BE PROVIDED AT TENANT FINISH BUILD-OUT
- CONCRETE SLAB ON GRADE
- NO FLOOR SLAB THIS AREA. SLAB SHALL BE POURED AT TENANT FINISH BUILD-OUT.
- 18'-0" X 24'-0" CONCRETE PATIO



OVERALL FLOOR PLAN

SCALE: 1/8" = 1'-0"

1
A1.1



SOUTH ELEVATION		
FINISH	AREA (sf)	% ON ELEVATION
BRICK	553	19%
GLASS	702	25%
EIFS	1,584	56%
TOTAL WALL	2,839	100%

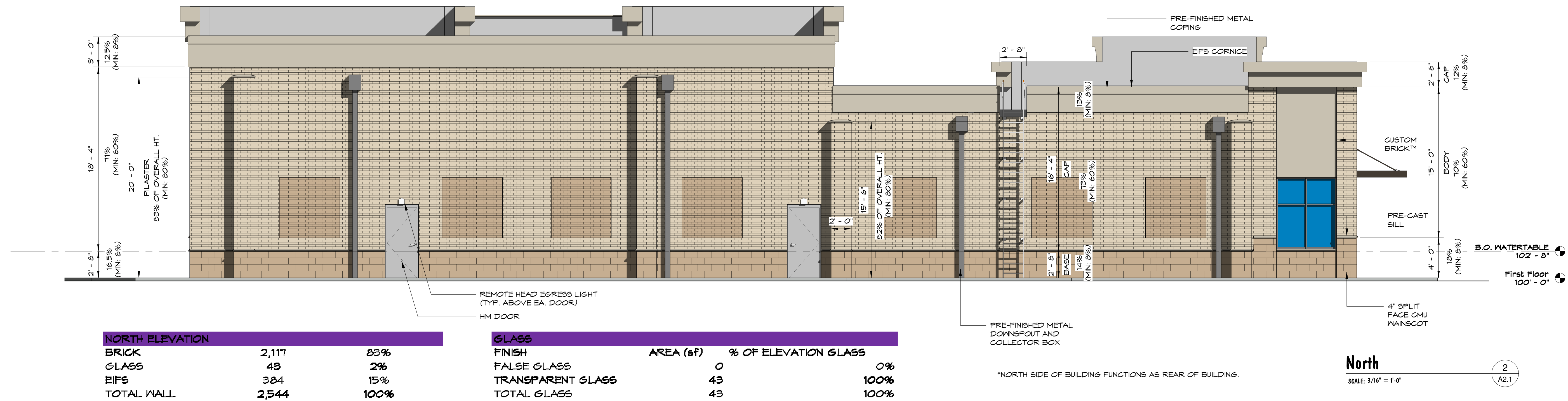
GLASS			
FINISH	AREA (sf)	% OF ELEVATION GLASS	
FALSE GLASS	0	0%	
TRANSPARENT GLASS	702	100%	
TOTAL GLASS	702	100%	

MIN. GLASS REQUIRED: 25%

South

SCALE: 3/16" = 1'-0"

1
A2.1



NORTH ELEVATION		
BRICK	2,117	83%
GLASS	43	2%
EIFS	384	15%
TOTAL WALL	2,544	100%

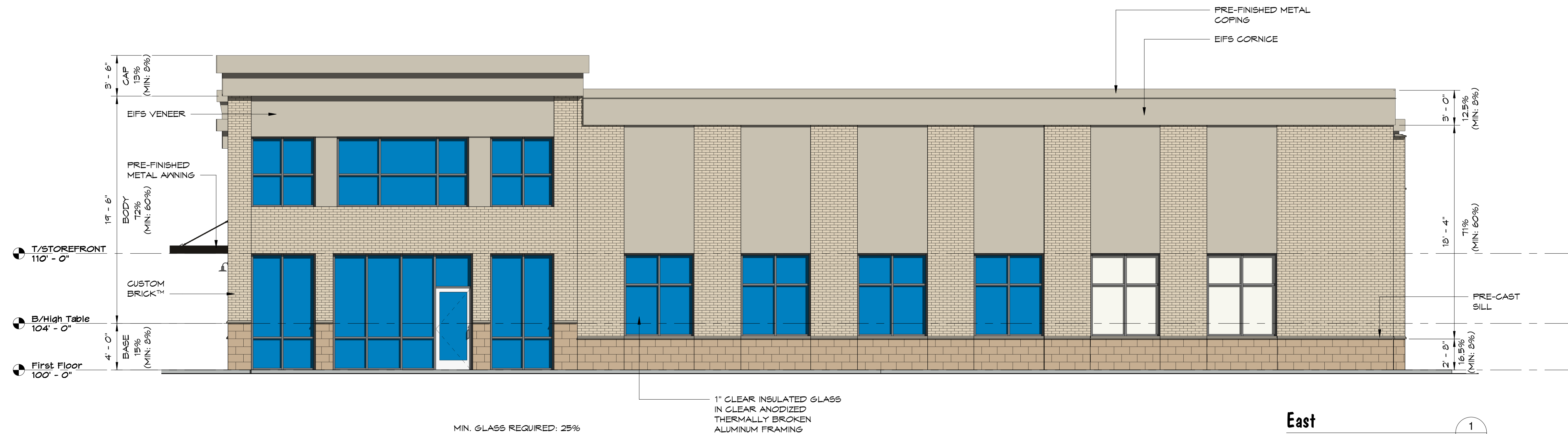
GLASS			
FINISH	AREA (sf)	% OF ELEVATION GLASS	
FALSE GLASS	0	0%	
TRANSPARENT GLASS	43	100%	
TOTAL GLASS	43	100%	

*NORTH SIDE OF BUILDING FUNCTIONS AS REAR OF BUILDING.

North

SCALE: 3/16" = 1'-0"

2
A2.1



EAST ELEVATION		
BRICK	1,041	42%
GLASS	622	25%
EIFS	837	33%
TOTAL WALL	2,500	100%

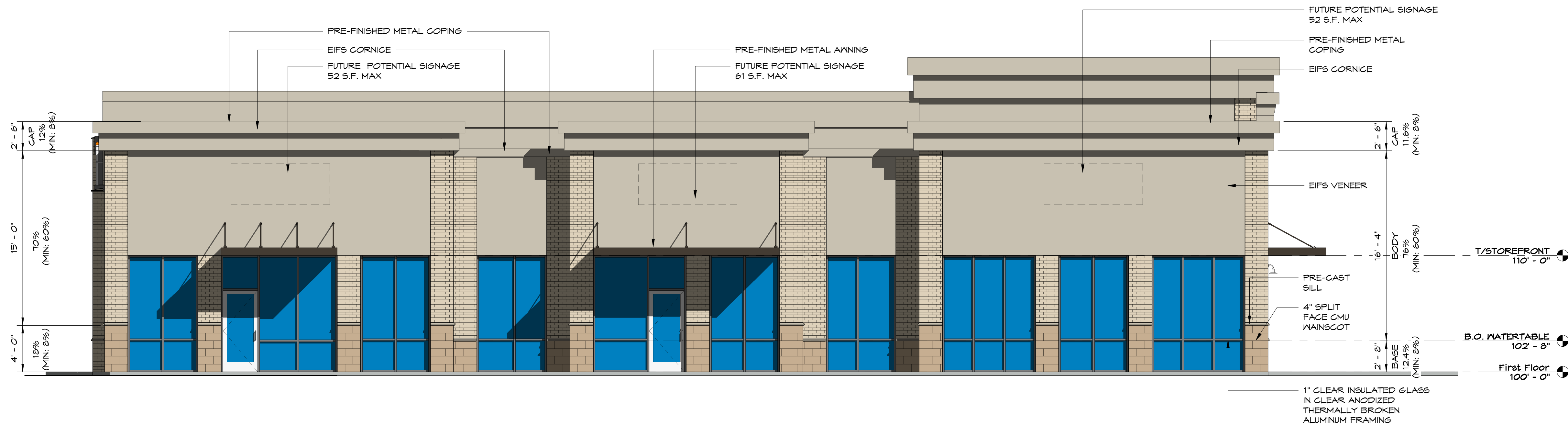
MIN. GLASS REQUIRED: 25%

GLASS			
FINISH	AREA (sf)	% OF ELEVATION GLASS	
FALSE GLASS	0	0%	
TRANSPARENT GLASS	622	100%	
TOTAL GLASS	622	100%	

East

SCALE: 3/16" = 1'-0"

1
A2.2



WEST ELEVATION		
BRICK	495	20%
GLASS	700	28%
EIFS	1,329	53%
TOTAL WALL	2,524	100%

MIN. GLASS REQUIRED: 25%

GLASS			
FINISH	AREA (sf)	% OF ELEVATION GLASS	
FALSE GLASS	0	0%	
TRANSPARENT GLASS	700	100%	
TOTAL GLASS	700	100%	

West

SCALE: 3/16" = 1'-0"

2
A2.2

K|B|A

K B A IncorporatedARCHITECTS
CINCINNATI OHAMA

29 HIGH STREET
Milford, Ohio 45150
513.752.7800
Fax: 513.752.7833
www.KBAinc.com

SHEET CONTENTS:
ELEVATIONS

CINCINNATI
COMMERCIAL
CONTRACTING
Your Choice for Quality
4779 Red Bank Expressway Cincinnati, Ohio 45227
phone (513) 561-6033 fax (513) 561-3554

Proposed New Building For:
Brooks 63 Retail
Monroe, Ohio

REV. DATE CK'D

Drawn By: Author Checked ByChecker

Preliminary
Not For
Construction

Date:11.09.21 Job No21.035

A2.2

January 28, 2022
Project No. 171962

William J. Brock, PE
City Manager
City of Monroe
233 S. Main Street
Monroe, OH 45050

**Brooks – SR 63 Retail Center Stormwater Management Plan
Stormwater Management Review**

Dear Mr. Brock,

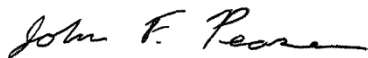
Fishbeck has completed our review of the *Brooks-SR63 Retail Center Plans* dated January 18, 2022, prepared by Evans Engineering. Our review looked for consistency with the City of Monroe *Code of Ordinances Chapter 1028* and the Ohio Environmental Protection Agency (OEPA) National Pollution Discharge Elimination System (NPDES) *General Permit No. OHC000005 Storm Water Discharges from Small and Large Construction Activities*. Our comments are as follows:

- **Fishbeck Comment No. 1** – Provide a tributary map for existing and proposed drainage areas.
- **Fishbeck Comment No. 2** – Stormwater Calculations shall be provided for Storm Sewers, Stormwater Detention and Water Quality features during construction. Calculations shall include calculation of the critical storm, sizing of the detention basin, and verification that the downstream storm sewer on Brooks Drive has sufficient capacity to receive stormwater from the proposed development.
- **Fishbeck Comment No. 3** – All sheets, some existing features are hard to read when printed less than full size. A slightly darker line style should be used.
- **Fishbeck Comment No. 4** – Multiple sheets, the sidewalk along SR 63 is labeled as future. If sidewalk and/or additional grading at the right-of-way is incorporated in the project, the plans should be updated, including the Stormwater Pollution and Prevention Plan. Additionally, if any off-site storage is utilized, that area should be included in the Stormwater Pollution and Prevention Plan as well.
- **Fishbeck Comment No. 5** – On Sheet C-1 or C-3.1, provide a specification and/or detail for the headwalls.
- **Fishbeck Comment No. 6** – On Sheet C-1.1, update the reference to the Ohio Department of Transportation Construction and Materials Specifications to the current version.
- **Fishbeck Comment No. 7** – On Sheet C-3 and 3.1, it appears that CB-3A is on the easement line for the 27-inch sanitary sewer along the east side of the site. Verify that it is outside of the easement.
- **Fishbeck Comment No. 8** – On Sheet C-3.1, for the proposed catch basin 3A (6), the elevation for the outlet pipe invert cannot be read because it is under the property boundary line. The text should be moved so that the elevation can be clearly seen.
- **Fishbeck Comment No. 9** – The top elevations of the outlet control structure in plan on sheet C-3.1 and Sheet C-4 need to match those shown on the detail on Sheet C-4.

- **Fishbeck Comment No. 10** – On Sheets C-4 and C-5, the prominent elevation 667.6 contour across the southern portion of the site should be identified as the FEMA 100-year flood elevation.
- **Fishbeck Comment No. 11** – On Sheet C-5, provide a concrete wash out location and detail.
- **Fishbeck Comment No. 12** – On Sheet C-5, it appears the construction entrance may be in conflict with constructing the building. Consider moving the construction entrance just north of the building.
- **Fishbeck Comment No. 13** – On Sheet C-5 inlets are labeled with “I.P.” but the legend shows dandy bag protection as a square labeled “D.B.”. The labels should be consistent.
- **Fishbeck Comment No. 14** – On Sheet C-5.1, the “Compost Sock Check Dam” shown on this sheet does not appear on Sheet C-5. Delete this item from Sheet C-5.1.
- **Fishbeck Comment No. 15** – Provide a maintenance schedule for the Stormwater Best Management Practices during construction.
- **Fishbeck Comment No. 16** – On Sheet C-5.1, text in the Stormwater Pollution Prevention Plan is difficult to read. Consider making the sheet 2 pages so that text height and resolution can be improved or submit a separate report.

If you have any questions or require additional information, please contact me at 513.247.8577 or jpease@fishbeck.com.

Sincerely,



John Pease, PE

Water & Wastewater Engineer

By email



Application for a Planned Unit Development (PUD)

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:

Planned Unit Development Review Information

1. The review procedure, review criteria, and standards for planned unit developments are established in Chapter 1206 of the Monroe Planning and Zoning Code.
2. The PUD review procedure is a two-step process. The first step is the review and approval of a preliminary PUD plan that results in a zoning map amendment and the second step is the review and approval of a final PUD plan. This form shall serve as the application for a PUD zoning map amendment.
3. A pre-application conference is required prior to submission of an application for a zoning map amendment unless the Code Enforcement Officer waives the requirement. Contact the Development Department to set up a time.
4. The applicant shall be responsible for contacting the Development Department to set up a pre-application conference in advance of submitting this form and related information.
5. Unless an alternative timeline is approved by the Planning Commission, a final PUD plan must be submitted to the Development Department within one year of the approval of the preliminary PUD plan approval or the preliminary PUD plan approval will expire. See Section 1206.04 for additional information on timelines.
6. City Council maintains the authority to revoke a final PUD plan approval if construction does not begin within one year of the Council's approval of the final PUD plan. City Council is required to hold a public hearing prior to any revocation. See Section 1206.07 for additional information.
7. The application fee is due at the time the application is submitted and shall be \$500 for the review of a planned unit development.

Basic Information

Project Address: Entire Lot 4599 and Pt. Lot 4600

County: ☒ Butler ☐ Warren Total Area of Rezoning: 21 acres

County Tax Parcel ID: Parcels C1800-016-000-019 and -030

Existing Zoning District: C-PUD with an underlying zoning district of C-4 Gateway Commercial

Proposed Zoning District: R-PUD with an underlying zoning district of R-4 Multi-Family Residential District

Applicant Information

Applicant Name: Park Place Development, LLC

Contact Person: Scott Willis

Contact Address: 5372 Cottage View Ct. Liberty Twp., Ohio 45011

Contact Phone Number: 513-675-6408

Contact Fax Number:

Contact E-Mail: kscottwillis30@gmail.com

Property Owner Name: Shops of Monroe Crossings, 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.

Project Address or Tax Parcel ID:

Planned Unit Development Information

1) Describe any change in conditions, trends, or other facts that necessitates the proposed zoning amendment. Furthermore, describe how the proposed zoning district will remedy the change in conditions, trends, or other issues.

Since the 2007 PUD approval for the Shops of Monroe Crossing Project, the original vision of the property, including retail and commercial, has not occurred. The addition of a higher density multi-family owner occupied project as proposed will provide needed residential traffic for the adjoining commercial PUD. In the overall development and land use context (as current and proposed), residential housing drives retail and retail typically drives commercial. The proposed project also gives the residents of Monroe additional housing options not found in Monroe.

2) Describe how the proposed amendment furthers the objectives of the comprehensive plan.

Since the 2007 PUD approval for the Shops of Monroe Crossing Project, the original vision of the property, including retail and commercial, has not occurred. The addition of a higher density multi-family owner occupied project as proposed will provide needed residential traffic for the adjoining commercial PUD. In the overall development and land use context (as current and proposed), residential housing drives retail and retail typically drives commercial. The proposed project also gives the residents of Monroe additional housing options not found in Monroe.

3) Provide any additional information necessary to document how the proposed plans meet the review criteria established for PUDs in Section 1206.05(C) of the Monroe Planning and Zoning Code.

Monroe needs diverse housing options to serve its residents. This will provide an attractive option to Monroe's residents, adjoining business owners and also new home buyers, all consistent with the new Monroe comprehensive plan. Additionally, the City of Monroe Comprehensive Housing Study states, "... the City should diversify its housing market in the form of higher-end single-family homes and upscale multi-unit housing." It goes on further to indicate "Higher end multi-unit housing and upscale single family homes, in particular have the potential to expand Monroe's tax base significantly without adding large numbers of school age children."

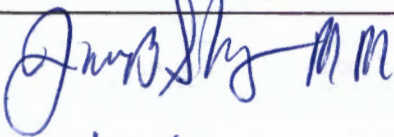
Project Address or Tax Parcel ID:

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 PUD application and any subsequent zoning permit or other review applications.

Print Name: Park Place Development, LLC

Signature:



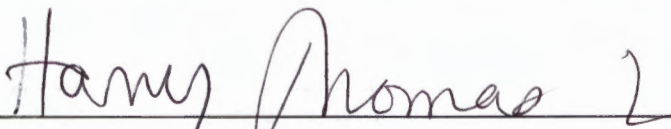
Date:

8/23/2021

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 proposed PUD affects multiple properties owned by different property owners, each property owner subject to the PUD review shall be required to sign this form acknowledging consents of this PUD request. Separate signature sheets or letters acknowledging such consent are acceptable.

Print Name: Shops of Monroe Crossings, LLC - By: Harry Thomas, Jr.

Signature:



Date:

8-23-21

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

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.

General Information

☐	Completion of required pre-application conference
☐	Planned Unit Development Review Application Form
☐	Application fee
☐	Copies of the plans and maps established below at a scale no smaller than 1 inch = 100 feet, unless otherwise noted
☐	Traffic impact study, if required. See Section 1211.04
☐	Any additional information determined to be necessary by the Development Department

Vicinity Map (Scale may be smaller than 1" = 100')

☐	Date, north arrow, scale, and a legend for all symbols
☐	Identification of properties subject to the proposed rezoning
☐	All surrounding properties, streets, and corporation limits within a minimum of 500' of the outer boundaries of the project site

Preliminary PUD Plan and Map Amendment

☐	The existing and proposed zoning for all properties that are a part of this application for a PUD. The map shall also identify the existing zoning for all surrounding properties
☐	Existing streets within 200' of site with names and centerlines
☐	Existing watercourses and bodies of water including any applicable flood hazard areas
☐	A development plan with an appropriate scale, illustrating the proposed streets, internal circulation, sidewalks and trails, open spaces and related improvements, lots, land uses and related densities, for the entire PUD, regardless if the PUD will be developed in phases.
☐	A proposed schedule for completion of the project, including any phasing schedule, for submitting the final PUD plan(s)
☐	General illustrations of building elevations to demonstrate an understanding of the applicable architectural standards

Final PUD Plan

☐	A plan with subdivision level details illustrating the final lot layout, street information (e.g., width and access), sidewalks and trails, building footprints, and other information necessary to demonstrate that the final plan is in compliance with the approved preliminary PUD plan
☐	A copy of any deed restrictions or covenants that will apply to development in the PUD. Note: This submittal shall in no way imply a requirement for the city to enforce any of these private agreements
☐	Final building elevations for all buildings to be constructed. The applicant may submit a series of elevations to illustrate the architectural character and materials for any residential product



Application for a Zoning Map Amendment

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

For Staff Use Only

Submittal Date:

Date Application Determined Complete:

Date of Planning Commission Review:

Fee Paid:

Staff Initials:

Application/Case Number:

Zoning Amendment Review Information

1. The zoning map amendment review procedure and review criteria are established in Section 1203.03 of the Monroe Planning and Zoning Code.
2. A pre-application conference is required prior to submission of an application for a zoning map amendment unless the Code Enforcement Officer waives the requirement. Contact the Development Department to set up a time.
3. The application fee for a zoning amendment is \$500, due at the time the application is submitted.

Basic Information

Project Address: Entire Lot 4599 and Pt. Lot 4600

County: ☒ Butler ☐ Warren Total Area of Rezoning: 21 acres

County Tax Parcel ID: Parcels C1800-016-000-019 and -030

Existing Zoning District: C-PUD with an underlying zoning district of C-4 Gateway Commercial

Proposed Zoning District: R-PUD with an underlying zoning district of R-4 Multi-Family Residential District

Applicant Information

Applicant Name: Park Place Development, LLC

Contact Person: Scott Willis

Contact Address: 5372 Cottage View Ct. Liberty Twp., Ohio 45011

Contact Phone Number: 513-675-6408

Contact Fax Number:

Contact E-Mail: kscottwillis30@gmail.com

Property Owner Name: Shops of Monroe Crossings, 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.

Zoning Map Amendment Information

1) Describe any change in conditions, trends, or other facts that necessitates the proposed zoning amendment. Furthermore, describe how the proposed zoning district will remedy the change in conditions, trends, or other issues.

Since the 2007 PUD approval for the Shops of Monroe Crossing Project, the original vision of the property, including retail and commercial, has not occurred. The addition of a higher density multi-family owner occupied project as proposed will provide needed residential traffic for the adjoining commercial PUD. In the overall development and land use context (as current and proposed), residential housing drives retail and retail typically drives commercial. The proposed project also gives the residents of Monroe additional housing options not found in Monroe.

Project Address or Tax Parcel ID:

Rezoning Information Continued

2) Describe how the proposed amendment furthers the objectives of the Comprehensive Plan.

The proposed project will offer additional economic development while encouraging new job growth within the commercial businesses and also should provide additional retail needs to serve the residents of the project as well as neighboring residents. Allowing the zone change to multi-family dwellings with the PUD overlay will be a more effective use of the land which currently has sat vacant for almost 15 years.

3) Provide any additional information necessary to document how the map amendment meets the review criteria established for zoning map amendments in Section 1203.03.

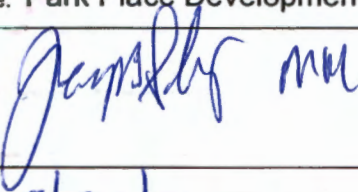
Monroe needs diverse housing options to serve its residents. This will provide an attractive option to Monroe's residents, adjoining business owners and also new home buyers, all consistent with the new Monroe comprehensive plan. Additionally, the City of Monroe Comprehensive Housing Study states, "... the City should diversify its housing market in the form of higher-end single-family homes and upscale multi-unit housing." It goes on further to indicate "Higher end multi-unit housing and upscale single family homes, in particular have the potential to expand Monroe's tax base significantly without adding large numbers of school age children."

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 zoning map amendment application and any subsequent zoning permit or other review applications.

Print Name: Park Place Development, LLC

Signature:



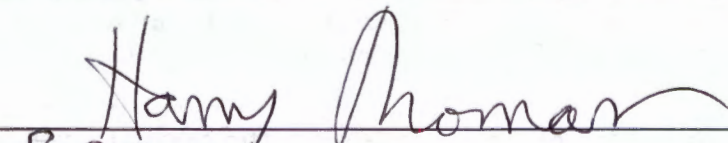
Date:

8/23/2021

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 proposed rezoning affects multiple properties owned by different property owners, each property owner subject to the rezoning shall be required to sign this form acknowledging consents of the rezoning request. Separate signature sheets or letters acknowledging such consent are acceptable.

Print Name: Shops of Monroe Crossings, LLC - By: Harry Thomas, Jr.

Signature:



Date:

8-23-21

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

General Information

☐	Completion of required pre-application conference
☐	Zoning Map Amendment Review application form
☐	Application fee
☐	Legal description of the parcels subject to the proposed rezoning.
☐	Sixteen copies of the plans and maps established below at a scale no smaller than 1 inch = 100 feet, unless otherwise noted – Eight of the copies shall be on pages with a minimum size of 24"x36" and the other eight copies shall be on pages with a minimum size of 11"x17". Additional copies may be required based on project specifics.
☐	Eight copies of the Traffic Impact Study, if required. See Section 1211.04
☐	Any additional information determined to be necessary by the Development Department

Vicinity Map (Scale may be smaller than 1" = 100')

☐	Date, north arrow, scale, and a legend for all symbols
☐	Boundary line of the land subject to the proposed rezoning
☐	All surrounding properties, streets, and corporation limits within a minimum of 500' of the outer boundaries of the project site

Proposed Zoning Map

☐	The existing and proposed zoning for all properties that are a part of this application for a zoning map amendment. The map shall also identify the existing zoning for all surrounding properties
☐	Existing parcel lines for the properties to be rezoned and all parcel lines within 200' of the site
☐	Existing streets within 200' of site with names and centerlines
☐	Existing watercourses and bodies of water including any applicable flood hazard areas



Application for a Planned Unit Development (PUD)

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

For Staff Use Only

Submittal Date:

Date Application Determined Complete:

Date of Planning Commission Review:

Fee Paid:

Staff Initials:

Application/Case Number:

Planned Unit Development Review Information

1. The review procedure, review criteria, and standards for planned unit developments are established in Chapter 1206 of the Monroe Planning and Zoning Code.
2. The PUD review procedure is a two-step process. The first step is the review and approval of a preliminary PUD plan that results in a zoning map amendment and the second step is the review and approval of a final PUD plan. This form shall serve as the application for a PUD zoning map amendment.
3. A pre-application conference is required prior to submission of an application for a zoning map amendment unless the Code Enforcement Officer waives the requirement. Contact the Development Department to set up a time.
4. The applicant shall be responsible for contacting the Development Department to set up a pre-application conference in advance of submitting this form and related information.
5. Unless an alternative timeline is approved by the Planning Commission, a final PUD plan must be submitted to the Development Department within one year of the approval of the preliminary PUD plan approval or the preliminary PUD plan approval will expire. See Section 1206.04 for additional information on timelines.
6. City Council maintains the authority to revoke a final PUD plan approval if construction does not begin within one year of the Council's approval of the final PUD plan. City Council is required to hold a public hearing prior to any revocation. See Section 1206.07 for additional information.
7. The application fee is due at the time the application is submitted and shall be \$500 for the review of a planned unit development.

Basic Information

Project Address: Entire Lot 4599 and Pt. Lot 4600

County: ☒ Butler ☐ Warren Total Area of Rezoning: 21 acres

County Tax Parcel ID: Parcels C1800-016-000-019 and -030

Existing Zoning District: C-PUD with an underlying zoning district of C-4 Gateway Commercial

Proposed Zoning District: R-PUD with an underlying zoning district of R-4 Multi-Family Residential District

Applicant Information

Applicant Name: Park Place Development, LLC

Contact Person: Scott Willis

Contact Address: 5372 Cottage View Ct. Liberty Twp., Ohio 45011

Contact Phone Number: 513-675-6408

Contact Fax Number:

Contact E-Mail: kscottwillis30@gmail.com

Property Owner Name: Shops of Monroe Crossings, 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.

Project Address or Tax Parcel ID:

Planned Unit Development Information

1) Describe any change in conditions, trends, or other facts that necessitates the proposed zoning amendment. Furthermore, describe how the proposed zoning district will remedy the change in conditions, trends, or other issues.

Since the 2007 PUD approval for the Shops of Monroe Crossing Project, the original vision of the property, including retail and commercial, has not occurred. The addition of a higher density multi-family owner occupied project as proposed will provide needed residential traffic for the adjoining commercial PUD. In the overall development and land use context (as current and proposed), residential housing drives retail and retail typically drives commercial. The proposed project also gives the residents of Monroe additional housing options not found in Monroe.

2) Describe how the proposed amendment furthers the objectives of the comprehensive plan.

Since the 2007 PUD approval for the Shops of Monroe Crossing Project, the original vision of the property, including retail and commercial, has not occurred. The addition of a higher density multi-family owner occupied project as proposed will provide needed residential traffic for the adjoining commercial PUD. In the overall development and land use context (as current and proposed), residential housing drives retail and retail typically drives commercial. The proposed project also gives the residents of Monroe additional housing options not found in Monroe.

3) Provide any additional information necessary to document how the proposed plans meet the review criteria established for PUDs in Section 1206.05(C) of the Monroe Planning and Zoning Code.

Monroe needs diverse housing options to serve its residents. This will provide an attractive option to Monroe's residents, adjoining business owners and also new home buyers, all consistent with the new Monroe comprehensive plan. Additionally, the City of Monroe Comprehensive Housing Study states, "... the City should diversify its housing market in the form of higher-end single-family homes and upscale multi-unit housing." It goes on further to indicate "Higher end multi-unit housing and upscale single family homes, in particular have the potential to expand Monroe's tax base significantly without adding large numbers of school age children."

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 PUD application and any subsequent zoning permit or other review applications.

Print Name: Park Place Development, LLC

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 proposed PUD affects multiple properties owned by different property owners, each property owner subject to the PUD review shall be required to sign this form acknowledging consents of this PUD request. Separate signature sheets or letters acknowledging such consent are acceptable.

Print Name: William J Brook City of Monroe

Signature:

Date: 8-25-21

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

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.

General Information

☐	Completion of required pre-application conference
☐	Planned Unit Development Review Application Form
☐	Application fee
☐	Copies of the plans and maps established below at a scale no smaller than 1 inch = 100 feet, unless otherwise noted
☐	Traffic impact study, if required. See Section 1211.04
☐	Any additional information determined to be necessary by the Development Department

Vicinity Map (Scale may be smaller than 1" = 100')

☐	Date, north arrow, scale, and a legend for all symbols
☐	Identification of properties subject to the proposed rezoning
☐	All surrounding properties, streets, and corporation limits within a minimum of 500' of the outer boundaries of the project site

Preliminary PUD Plan and Map Amendment

☐	The existing and proposed zoning for all properties that are a part of this application for a PUD. The map shall also identify the existing zoning for all surrounding properties
☐	Existing streets within 200' of site with names and centerlines
☐	Existing watercourses and bodies of water including any applicable flood hazard areas
☐	A development plan with an appropriate scale, illustrating the proposed streets, internal circulation, sidewalks and trails, open spaces and related improvements, lots, land uses and related densities, for the entire PUD, regardless if the PUD will be developed in phases.
☐	A proposed schedule for completion of the project, including any phasing schedule, for submitting the final PUD plan(s)
☐	General illustrations of building elevations to demonstrate an understanding of the applicable architectural standards

Final PUD Plan

☐	A plan with subdivision level details illustrating the final lot layout, street information (e.g., width and access), sidewalks and trails, building footprints, and other information necessary to demonstrate that the final plan is in compliance with the approved preliminary PUD plan
☐	A copy of any deed restrictions or covenants that will apply to development in the PUD. Note: This submittal shall in no way imply a requirement for the city to enforce any of these private agreements
☐	Final building elevations for all buildings to be constructed. The applicant may submit a series of elevations to illustrate the architectural character and materials for any residential product



Application for a Planned Unit Development (PUD)

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

For Staff Use Only

Submittal Date:

Date Application Determined Complete:

Date of Planning Commission Review:

Fee Paid:

Staff Initials:

Application/Case Number:

Planned Unit Development Review Information

1. The review procedure, review criteria, and standards for planned unit developments are established in Chapter 1206 of the Monroe Planning and Zoning Code.
2. The PUD review procedure is a two-step process. The first step is the review and approval of a preliminary PUD plan that results in a zoning map amendment and the second step is the review and approval of a final PUD plan. This form shall serve as the application for a PUD zoning map amendment.
3. A pre-application conference is required prior to submission of an application for a zoning map amendment unless the Code Enforcement Officer waives the requirement. Contact the Development Department to set up a time.
4. The applicant shall be responsible for contacting the Development Department to set up a pre-application conference in advance of submitting this form and related information.
5. Unless an alternative timeline is approved by the Planning Commission, a final PUD plan must be submitted to the Development Department within one year of the approval of the preliminary PUD plan approval or the preliminary PUD plan approval will expire. See Section 1206.04 for additional information on timelines.
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7. The application fee is due at the time the application is submitted and shall be \$500 for the review of a planned unit development.

Basic Information

Project Address: Entire Lot 4599 and Pt. Lot 4600

County: ☒ Butler ☐ Warren Total Area of Rezoning: 21 acres

County Tax Parcel ID: Parcels C1800-016-000-019 and -030

Existing Zoning District: C-PUD with an underlying zoning district of C-4 Gateway Commercial

Proposed Zoning District: R-PUD with an underlying zoning district of R-4 Multi-Family Residential District

Applicant Information

Applicant Name: Park Place Development, LLC

Contact Person: Scott Willis

Contact Address: 5372 Cottage View Ct. Liberty Twp., Ohio 45011

Contact Phone Number: 513-675-6408

Contact Fax Number:

Contact E-Mail: kscottwillis30@gmail.com

Property Owner Name: Shops of Monroe Crossings, 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.

Project Address or Tax Parcel ID:

Planned Unit Development Information

1) Describe any change in conditions, trends, or other facts that necessitates the proposed zoning amendment. Furthermore, describe how the proposed zoning district will remedy the change in conditions, trends, or other issues.

Since the 2007 PUD approval for the Shops of Monroe Crossing Project, the original vision of the property, including retail and commercial, has not occurred. The addition of a higher density multi-family owner occupied project as proposed will provide needed residential traffic for the adjoining commercial PUD. In the overall development and land use context (as current and proposed), residential housing drives retail and retail typically drives commercial. The proposed project also gives the residents of Monroe additional housing options not found in Monroe.

2) Describe how the proposed amendment furthers the objectives of the comprehensive plan.

Since the 2007 PUD approval for the Shops of Monroe Crossing Project, the original vision of the property, including retail and commercial, has not occurred. The addition of a higher density multi-family owner occupied project as proposed will provide needed residential traffic for the adjoining commercial PUD. In the overall development and land use context (as current and proposed), residential housing drives retail and retail typically drives commercial. The proposed project also gives the residents of Monroe additional housing options not found in Monroe.

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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 PUD application and any subsequent zoning permit or other review applications.

Print Name: Park Place Development, LLC

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 proposed PUD affects multiple properties owned by different property owners, each property owner subject to the PUD review shall be required to sign this form acknowledging consents of this PUD request. Separate signature sheets or letters acknowledging such consent are acceptable.

Print Name: Progressive Animal Welfare/Society Adoption Center, Inc.

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

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.

General Information

☐	Completion of required pre-application conference
☐	Planned Unit Development Review Application Form
☐	Application fee
☐	Copies of the plans and maps established below at a scale no smaller than 1 inch = 100 feet, unless otherwise noted
☐	Traffic impact study, if required. See Section 1211.04
☐	Any additional information determined to be necessary by the Development Department

Vicinity Map (Scale may be smaller than 1" = 100')

☐	Date, north arrow, scale, and a legend for all symbols
☐	Identification of properties subject to the proposed rezoning
☐	All surrounding properties, streets, and corporation limits within a minimum of 500' of the outer boundaries of the project site

Preliminary PUD Plan and Map Amendment

☐	The existing and proposed zoning for all properties that are a part of this application for a PUD. The map shall also identify the existing zoning for all surrounding properties
☐	Existing streets within 200' of site with names and centerlines
☐	Existing watercourses and bodies of water including any applicable flood hazard areas
☐	A development plan with an appropriate scale, illustrating the proposed streets, internal circulation, sidewalks and trails, open spaces and related improvements, lots, land uses and related densities, for the entire PUD, regardless if the PUD will be developed in phases.
☐	A proposed schedule for completion of the project, including any phasing schedule, for submitting the final PUD plan(s)
☐	General illustrations of building elevations to demonstrate an understanding of the applicable architectural standards

Final PUD Plan

☐	A plan with subdivision level details illustrating the final lot layout, street information (e.g., width and access), sidewalks and trails, building footprints, and other information necessary to demonstrate that the final plan is in compliance with the approved preliminary PUD plan
☐	A copy of any deed restrictions or covenants that will apply to development in the PUD. Note: This submittal shall in no way imply a requirement for the city to enforce any of these private agreements
☐	Final building elevations for all buildings to be constructed. The applicant may submit a series of elevations to illustrate the architectural character and materials for any residential product



Application for a Zoning Map Amendment

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

For Staff Use Only

Submittal Date:

Date Application Determined Complete:

Date of Planning Commission Review:

Fee Paid:

Staff Initials:

Application/Case Number:

Zoning Amendment Review Information

1. The zoning map amendment review procedure and review criteria are established in Section 1203.03 of the Monroe Planning and Zoning Code.
2. A pre-application conference is required prior to submission of an application for a zoning map amendment unless the Code Enforcement Officer waives the requirement. Contact the Development Department to set up a time.
3. The application fee for a zoning amendment is \$500, due at the time the application is submitted.

Basic Information

Project Address: Entire Lot 4599 and Pt. Lot 4600

County: ☒ Butler ☐ Warren Total Area of Rezoning: 21 acres

County Tax Parcel ID: Parcels C1800-016-000-019 and -030

Existing Zoning District: C-PUD with an underlying zoning district of C-4 Gateway Commercial

Proposed Zoning District: R-PUD with an underlying zoning district of R-4 Multi-Family Residential District

Applicant Information

Applicant Name: Park Place Development, LLC

Contact Person: Scott Willis

Contact Address: 5372 Cottage View Ct. Liberty Twp., Ohio 45011

Contact Phone Number: 513-675-6408

Contact Fax Number:

Contact E-Mail: kscottwillis30@gmail.com

Property Owner Name: Shops of Monroe Crossings, 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.

Zoning Map Amendment Information

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Project Address or Tax Parcel ID:

Rezoning Information Continued

2) Describe how the proposed amendment furthers the objectives of the Comprehensive Plan.

The proposed project will offer additional economic development while encouraging new job growth within the commercial businesses and also should provide additional retail needs to serve the residents of the project as well as neighboring residents. Allowing the zone change to multi-family dwellings with the PUD overlay will be a more effective use of the land which currently has sat vacant for almost 15 years.

3) Provide any additional information necessary to document how the map amendment meets the review criteria established for zoning map amendments in Section 1203.03.

Monroe needs diverse housing options to serve its residents. This will provide an attractive option to Monroe's residents, adjoining business owners and also new home buyers, all consistent with the new Monroe comprehensive plan. Additionally, the City of Monroe Comprehensive Housing Study states, "... the City should diversify its housing market in the form of higher-end single-family homes and upscale multi-unit housing." It goes on further to indicate "Higher end multi-unit housing and upscale single family homes, in particular have the potential to expand Monroe's tax base significantly without adding large numbers of school age children."

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 zoning map amendment application and any subsequent zoning permit or other review applications.

Print Name: Park Place Development, LLC

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 proposed rezoning affects multiple properties owned by different property owners, each property owner subject to the rezoning shall be required to sign this form acknowledging consents of the rezoning request. Separate signature sheets or letters acknowledging such consent are acceptable.

Print Name: Progressive Animal Welfare/Society Adoption Center, Inc.

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

General Information

☒	Completion of required pre-application conference
☒	Zoning Map Amendment Review application form
☒	Application fee
☒	Legal description of the parcels subject to the proposed rezoning.
☒	Sixteen copies of the plans and maps established below at a scale no smaller than 1 inch = 100 feet, unless otherwise noted – Eight of the copies shall be on pages with a minimum size of 24"x36" and the other eight copies shall be on pages with a minimum size of 11"x17". Additional copies may be required based on project specifics.
☒	Eight copies of the Traffic Impact Study, if required. See Section 1211.04
☒	Any additional information determined to be necessary by the Development Department

Vicinity Map (Scale may be smaller than 1" = 100')

☒	Date, north arrow, scale, and a legend for all symbols
☒	Boundary line of the land subject to the proposed rezoning
☒	All surrounding properties, streets, and corporation limits within a minimum of 500' of the outer boundaries of the project site

Proposed Zoning Map

☒	The existing and proposed zoning for all properties that are a part of this application for a zoning map amendment. The map shall also identify the existing zoning for all surrounding properties
☒	Existing parcel lines for the properties to be rezoned and all parcel lines within 200' of the site
☒	Existing streets within 200' of site with names and centerlines
☒	Existing watercourses and bodies of water including any applicable flood hazard areas



Application for a Planned Unit Development (PUD)

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:

Planned Unit Development Review Information

1. The review procedure, review criteria, and standards for planned unit developments are established in Chapter 1206 of the Monroe Planning and Zoning Code.
2. The PUD review procedure is a two-step process. The first step is the review and approval of a preliminary PUD plan that results in a zoning map amendment and the second step is the review and approval of a final PUD plan. This form shall serve as the application for a PUD zoning map amendment.
3. A pre-application conference is required prior to submission of an application for a zoning map amendment unless the Code Enforcement Officer waives the requirement. Contact the Development Department to set up a time.
4. The applicant shall be responsible for contacting the Development Department to set up a pre-application conference in advance of submitting this form and related information.
5. Unless an alternative timeline is approved by the Planning Commission, a final PUD plan must be submitted to the Development Department within one year of the approval of the preliminary PUD plan approval or the preliminary PUD plan approval will expire. See Section 1206.04 for additional information on timelines.
6. City Council maintains the authority to revoke a final PUD plan approval if construction does not begin within one year of the Council's approval of the final PUD plan. City Council is required to hold a public hearing prior to any revocation. See Section 1206.07 for additional information.
7. The application fee is due at the time the application is submitted and shall be \$500 for the review of a planned unit development.

Basic Information

Project Address: Entire Lot 4599 and Pt. Lot 4600

County: ☒ Butler ☐ Warren Total Area of Rezoning: 21 acres

County Tax Parcel ID: Parcels C1800-016-000-019 and -030

Existing Zoning District: C-PUD with an underlying zoning district of C-4 Gateway Commercial

Proposed Zoning District: R-PUD with an underlying zoning district of R-4 Multi-Family Residential District

Applicant Information

Applicant Name: Park Place Development, LLC

Contact Person: Scott Willis

Contact Address: 5372 Cottage View Ct. Liberty Twp., Ohio 45011

Contact Phone Number: 513-675-6408

Contact Fax Number:

Contact E-Mail: kscottwillis30@gmail.com

Property Owner Name: Shops of Monroe Crossings, 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.

Project Address or Tax Parcel ID:

Planned Unit Development Information

1) Describe any change in conditions, trends, or other facts that necessitates the proposed zoning amendment. Furthermore, describe how the proposed zoning district will remedy the change in conditions, trends, or other issues.

Since the 2007 PUD approval for the Shops of Monroe Crossing Project, the original vision of the property, including retail and commercial, has not occurred. The addition of a higher density multi-family owner occupied project as proposed will provide needed residential traffic for the adjoining commercial PUD. In the overall development and land use context (as current and proposed), residential housing drives retail and retail typically drives commercial. The proposed project also gives the residents of Monroe additional housing options not found in Monroe.

2) Describe how the proposed amendment furthers the objectives of the comprehensive plan.

Since the 2007 PUD approval for the Shops of Monroe Crossing Project, the original vision of the property, including retail and commercial, has not occurred. The addition of a higher density multi-family owner occupied project as proposed will provide needed residential traffic for the adjoining commercial PUD. In the overall development and land use context (as current and proposed), residential housing drives retail and retail typically drives commercial. The proposed project also gives the residents of Monroe additional housing options not found in Monroe.

3) Provide any additional information necessary to document how the proposed plans meet the review criteria established for PUDs in Section 1206.05(C) of the Monroe Planning and Zoning Code.

Monroe needs diverse housing options to serve its residents. This will provide an attractive option to Monroe's residents, adjoining business owners and also new home buyers, all consistent with the new Monroe comprehensive plan. Additionally, the City of Monroe Comprehensive Housing Study states, "... the City should diversify its housing market in the form of higher-end single-family homes and upscale multi-unit housing." It goes on further to indicate "Higher end multi-unit housing and upscale single family homes, in particular have the potential to expand Monroe's tax base significantly without adding large numbers of school age children."

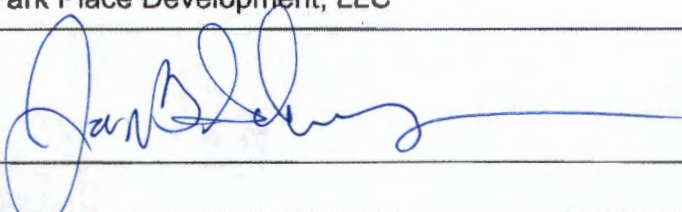
Project Address or Tax Parcel ID:

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 PUD application and any subsequent zoning permit or other review applications.

Print Name: Park Place Development, LLC

Signature:

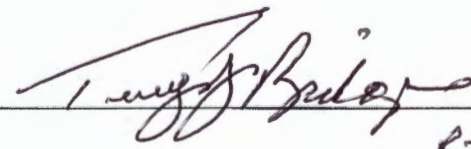


Date:

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 proposed PUD affects multiple properties owned by different property owners, each property owner subject to the PUD review shall be required to sign this form acknowledging consents of this PUD request. Separate signature sheets or letters acknowledging such consent are acceptable.

Print Name: Bridge Investments II, LLC

Signature:



Date:

8-18-21

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

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.

General Information

☐	Completion of required pre-application conference
☐	Planned Unit Development Review Application Form
☐	Application fee
☐	Copies of the plans and maps established below at a scale no smaller than 1 inch = 100 feet, unless otherwise noted
☐	Traffic impact study, if required. See Section 1211.04
☐	Any additional information determined to be necessary by the Development Department

Vicinity Map (Scale may be smaller than 1" = 100')

☐	Date, north arrow, scale, and a legend for all symbols
☐	Identification of properties subject to the proposed rezoning
☐	All surrounding properties, streets, and corporation limits within a minimum of 500' of the outer boundaries of the project site

Preliminary PUD Plan and Map Amendment

☐	The existing and proposed zoning for all properties that are a part of this application for a PUD. The map shall also identify the existing zoning for all surrounding properties
☐	Existing streets within 200' of site with names and centerlines
☐	Existing watercourses and bodies of water including any applicable flood hazard areas
☐	A development plan with an appropriate scale, illustrating the proposed streets, internal circulation, sidewalks and trails, open spaces and related improvements, lots, land uses and related densities, for the entire PUD, regardless if the PUD will be developed in phases.
☐	A proposed schedule for completion of the project, including any phasing schedule, for submitting the final PUD plan(s)
☐	General illustrations of building elevations to demonstrate an understanding of the applicable architectural standards

Final PUD Plan

☐	A plan with subdivision level details illustrating the final lot layout, street information (e.g., width and access), sidewalks and trails, building footprints, and other information necessary to demonstrate that the final plan is in compliance with the approved preliminary PUD plan
☐	A copy of any deed restrictions or covenants that will apply to development in the PUD. Note: This submittal shall in no way imply a requirement for the city to enforce any of these private agreements
☐	Final building elevations for all buildings to be constructed. The applicant may submit a series of elevations to illustrate the architectural character and materials for any residential product



Application for a Zoning Map Amendment

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

For Staff Use Only

Submittal Date:

Date Application Determined Complete:

Date of Planning Commission Review:

Fee Paid:

Staff Initials:

Application/Case Number:

Zoning Amendment Review Information

1. The zoning map amendment review procedure and review criteria are established in Section 1203.03 of the Monroe Planning and Zoning Code.
2. A pre-application conference is required prior to submission of an application for a zoning map amendment unless the Code Enforcement Officer waives the requirement. Contact the Development Department to set up a time.
3. The application fee for a zoning amendment is \$500, due at the time the application is submitted.

Basic Information

Project Address: Entire Lot 4599 and Pt. Lot 4600

County: ☒ Butler ☐ Warren Total Area of Rezoning: 21 acres

County Tax Parcel ID: Parcels C1800-016-000-019 and -030

Existing Zoning District: C-PUD with an underlying zoning district of C-4 Gateway Commercial

Proposed Zoning District: R-PUD with an underlying zoning district of R-4 Multi-Family Residential District

Applicant Information

Applicant Name: Park Place Development, LLC

Contact Person: Scott Willis

Contact Address: 5372 Cottage View Ct. Liberty Twp., Ohio 45011

Contact Phone Number: 513-675-6408

Contact Fax Number:

Contact E-Mail: kscottwillis30@gmail.com

Property Owner Name: Shops of Monroe Crossings, 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.

Zoning Map Amendment Information

1) Describe any change in conditions, trends, or other facts that necessitates the proposed zoning amendment. Furthermore, describe how the proposed zoning district will remedy the change in conditions, trends, or other issues.

Since the 2007 PUD approval for the Shops of Monroe Crossing Project, the original vision of the property, including retail and commercial, has not occurred. The addition of a higher density multi-family owner occupied project as proposed will provide needed residential traffic for the adjoining commercial PUD. In the overall development and land use context (as current and proposed), residential housing drives retail and retail typically drives commercial. The proposed project also gives the residents of Monroe additional housing options not found in Monroe.

Project Address or Tax Parcel ID:

Rezoning Information Continued

2) Describe how the proposed amendment furthers the objectives of the Comprehensive Plan.

The proposed project will offer additional economic development while encouraging new job growth within the commercial businesses and also should provide additional retail needs to serve the residents of the project as well as neighboring residents. Allowing the zone change to multi-family dwellings with the PUD overlay will be a more effective use of the land which currently has sat vacant for almost 15 years.

3) Provide any additional information necessary to document how the map amendment meets the review criteria established for zoning map amendments in Section 1203.03.

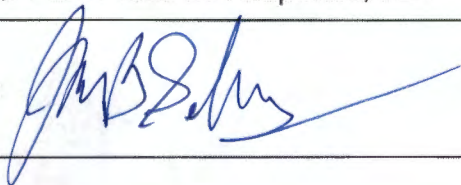
Monroe needs diverse housing options to serve its residents. This will provide an attractive option to Monroe's residents, adjoining business owners and also new home buyers, all consistent with the new Monroe comprehensive plan. Additionally, the City of Monroe Comprehensive Housing Study states, "... the City should diversify its housing market in the form of higher-end single-family homes and upscale multi-unit housing." It goes on further to indicate "Higher end multi-unit housing and upscale single family homes, in particular have the potential to expand Monroe's tax base significantly without adding large numbers of school age children."

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 zoning map amendment application and any subsequent zoning permit or other review applications.

Print Name: Park Place Development, LLC

Signature:

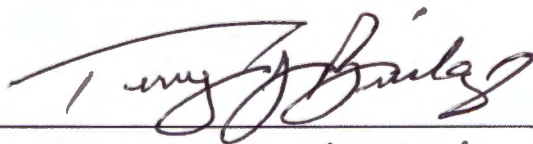


Date:

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 proposed rezoning affects multiple properties owned by different property owners, each property owner subject to the rezoning shall be required to sign this form acknowledging consents of the rezoning request. Separate signature sheets or letters acknowledging such consent are acceptable.

Print Name: Bridge Investments II, LLC

Signature:



Date:

8-18-21

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

General Information

☐	Completion of required pre-application conference
☐	Zoning Map Amendment Review application form
☐	Application fee
☐	Legal description of the parcels subject to the proposed rezoning.
☐	Sixteen copies of the plans and maps established below at a scale no smaller than 1 inch = 100 feet, unless otherwise noted – Eight of the copies shall be on pages with a minimum size of 24"x36" and the other eight copies shall be on pages with a minimum size of 11"x17". Additional copies may be required based on project specifics.
☐	Eight copies of the Traffic Impact Study, if required. See Section 1211.04
☐	Any additional information determined to be necessary by the Development Department

Vicinity Map (Scale may be smaller than 1" = 100')

☐	Date, north arrow, scale, and a legend for all symbols
☐	Boundary line of the land subject to the proposed rezoning
☐	All surrounding properties, streets, and corporation limits within a minimum of 500' of the outer boundaries of the project site

Proposed Zoning Map

☐	The existing and proposed zoning for all properties that are a part of this application for a zoning map amendment. The map shall also identify the existing zoning for all surrounding properties
☐	Existing parcel lines for the properties to be rezoned and all parcel lines within 200' of the site
☐	Existing streets within 200' of site with names and centerlines
☐	Existing watercourses and bodies of water including any applicable flood hazard areas

Date: December 17, 2021

Description: Lot #4599
7.9901 Acres
C-4 with C-PUD Overlay to
R-4 with R-PUD Overlay

Location: City of Monroe
Butler County, Ohio



Situated in the State of Ohio, Between the Miamis, Section 35, Town 3, Range 3, City of Monroe, Butler County and being entire Lot #4599 of Monroe Crossings, Phase One as recorded in Plat Envelope 3637, Pages A-C and being part of the lands of Shops of Monroe Crossings, LLC as recorded in Official Record 7944, Page 1527 of the Butler County, Ohio Recorder's Office and being further described as follows:

Beginning at the southwest corner of Lot #4526 of Monroe Crossings, Phase Two, Block B as recorded in Plat Envelope 3662, Pages A-B of the Butler County, Ohio Recorder's Office and being on the westerly right of way of Crossings Boulevard and being the **True Point of Beginning**;

thence, leaving the southwest corner of said Lot #4526 and with the westerly right of way of said Crossings Boulevard, South 43° 48' 02" West, 255.00 feet to the northerly right of way of Roden Park Drive;

thence, leaving the westerly right of way of said Crossings Boulevard and with the northerly right of way of said Roden Park Drive for the following five courses:

- 1) with a curve to the right, having a central angle of 90° 00' 00", a radius of 20.00 feet, an arc length of 31.42 feet, and a chord bearing and distance of South 88° 48' 02" West, 28.28 feet;
- 2) North 46° 11' 58" West, 431.70 feet;
- 3) with a curve to the left, having a central angle of 23° 33' 24", a radius of 1040.00 feet, an arc length of 427.58 feet, and a chord bearing and distance of North 57° 58' 39" West, 424.58 feet;
- 4) North 69° 45' 21" West, 41.70 feet;
- 5) with a curve to the right, having a central angle of 00° 32' 46", a radius of 1160.00 feet, an arc length of 11.06 feet, and a chord bearing and distance of North 69° 28' 58" West, 11.06 feet to the easterly right of way of Cold Water Drive;

thence, leaving the northerly right of way of said Roden Park Drive and with the easterly right of way of said Cold Water Drive for the following seven courses:

- 1) with a curve to the right, having a central angle of 92° 15' 44", a radius of 20.00 feet, an arc length of 32.21 feet, and a chord bearing and distance of North 23° 04' 43" West, 28.84 feet;
- 2) North 23° 03' 09" East, 97.03 feet;
- 3) with a curve to the left, having a central angle of 13° 49' 02", a radius of 325.00 feet, an arc length of 78.38 feet, and a chord bearing and distance of North 16° 08' 38" East, 78.19 feet;
- 4) North 09° 14' 07" East, 47.26 feet;
- 5) with a curve to the right, having a central angle of 23° 41' 58", a radius of 375.00 feet, an arc length of 155.11 feet, and a chord bearing and distance of North 21° 05' 06" East, 154.01 feet;
- 6) North 32° 56' 05" East, 228.09 feet;

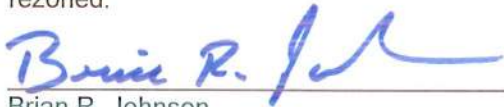
- 7) with a curve to the right, having a central angle of $04^{\circ} 51' 26''$, a radius of 315.00 feet, an arc length of 26.70 feet, and a chord bearing and distance of North $35^{\circ} 21' 47''$ East, 26.70 feet to the northerly terminus of said Cold Water Drive and being on the southerly boundary of Lot #4593 of said Monroe Crossings, Phase One;

thence, leaving the easterly right of way of said Cold Water Drive and with the southerly boundary of said Lot #4593, South $46^{\circ} 11' 58''$ East, 190.83 feet to the westerly boundary of said Monroe Crossings, Phase Two, Block B;

thence, leaving the southerly boundary of said Lot #4593 and with the westerly boundary of said Monroe Crossings, Phase Two, Block B for the following two courses:

- 1) South $43^{\circ} 48' 02''$ West, 220.00 feet;
- 2) South $46^{\circ} 11' 58''$ East, 955.28 feet to the True Point of Beginning containing 348,047 square feet or 7.9901 acres of land, more or less, to be rezoned.

I hereby certify that the above description is a complete, proper and legal description of the property to be rezoned.



Brian R. Johnson
Professional Surveyor #8484
In the State of Ohio



Date: December 17, 2021

Description: Pt. Lot #4600
12.9164 Acres
C-4 With C-PUD Overlay to
R-4 With R-PUD Overlay

Location: City of Monroe
Butler County, Ohio



Situated in the State of Ohio, Between the Miamis, Section 35, Town 3, Range 3, City of Monroe, Butler County and being part of Lot #4600 of Monroe Crossings, Phase One as recorded in Plat Envelope 3637, Pages A-C and being part of the lands of Shops of Monroe Crossings, LLC as recorded in Official Record 9415, Page 889 of the Butler County, Ohio Recorder's Office and being further described as follows:

Beginning at the northeast corner of Monroe Crossings, Phase Three, Block "D" as recorded in Official Record 8171, Page 1813 of the Butler County, Ohio Recorder's Office and being on the westerly right of way of Crossings Boulevard and being the **True Point of Beginning**;

thence, leaving the westerly right of way of said Crossings Boulevard and with the northerly boundary of said Monroe Crossings, Phase Three, Block "D", North 46° 11' 58" West, 911.00 feet to the southerly boundary of Part of Lot #4600 and being part of the lands of Shops of Monroe Crossings, LLC as recorded in Official Record 7944, Page 1527 of the Butler County, Ohio Recorder's Office;

thence, leaving the northerly boundary of said Monroe Crossings, Phase Three, Block "D" and with the southerly boundary of said part of Lot #4600 of said lands of Shops of Monroe Crossings, LLC as recorded in Official Record 7944, Page 1527 for the following five courses:

- 1) North 65° 21' 36" East, 108.00 feet;
- 2) North 65° 25' 29" East, 115.00 feet;
- 3) North 71° 38' 05" East, 72.00 feet;
- 4) North 83° 16' 41" East, 52.00 feet;
- 5) North 39° 37' 17" East, 54.00 feet to the southerly boundary of Part of Lot #4600 and being the lands of Bridge Investments II, LLC as recorded in Official Record 9083, Page 644 of the Butler County, Ohio Recorder's Office;

thence, with the southerly boundary of said part of Lot #4600 of said lands of Bridge Investments II, LLC, South 60° 52' 24" East, 13.50 feet;

thence, with the easterly boundary of said part of Lot #4600 of said lands of Bridge Investments II, LLC, North 20° 14' 39" East, 258.89 feet to the southerly right of way of Roden Park Drive;

thence, leaving the easterly boundary of said part of Lot #4600 of said lands of Bridge Investments II, LLC and with the southerly right of way of said Roden Park Drive for the following four courses:

- 1) South 69° 45' 21" East, 23.15 feet;
- 2) with a curve to the right, having a central angle of 23° 33' 24", a radius of 960.00 feet, an arc length of 394.69 feet, and a chord bearing and distance of South 57° 58' 39" East, 391.92 feet;

6900 Tylersville Road, Suite A 110 South College Ave, Suite 101 1404 Race Street, Suite 204
Mason, OH 45040 Oxford, OH 45056 Cincinnati, OH 45202
513-336-6600 513-523-4270 513-834-6151

209 Grandview Drive
Fort Mitchell, KY 41017
859-261-1113

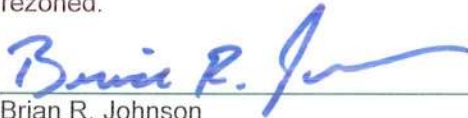
<http://www.bayerbecker.com>

3) South 46° 11' 58" East, 431.70 feet;

4) with a curve to the right, having a central angle of 90° 00' 00", a radius of 20.00 feet, an arc length of 31.42 feet, and a chord bearing and distance of South 01° 11' 58" East, 28.28 feet to the westerly right of way of said Crossings Boulevard;

thence, leaving the southerly right of way of said Roden Park Drive and with the westerly right of way of said Crossings Boulevard, South 43° 48' 02" West, 675.00 feet to the **True Point of Beginning** containing 562,640 square feet or 12.9164 acres of land, more or less, to be rezoned.

I hereby certify that the above description is a complete, proper and legal description of the property to be rezoned.



Brian R. Johnson
Professional Surveyor #8484
In the State of Ohio



December 21, 2021

Ms. Kameryn Jones
Assistant Development Director
City of Monroe
233 S. Main Street
Monroe, OH 45050

RE: Hyde Park at the Crossings
Rezoning and Planned Unit Development Submission

Dear Ms. Jones,

On behalf of Park Place Development LLC, enclosed please find the following information in support of a zoning map amendment and preliminary planned unit development submission for the properties located on the northwest and northeast corners of the Roden Park Drive and Crossings Boulevard intersection, within the Monroe Crossings development:

- 1) Executed Applications for Zoning Map Amendment. Separate applications have been provided from the following property owners: Shops of Monroe Crossings LLC, Bridge Investments II LLC, and Progressive Animal Welfare/Society Adoption Center Inc. An application executed by the owner of Parcel C1800016000023 will be provided separately.
- 2) A check in the amount of \$500.00 made payable to the *City of Monroe* to cover the application fee for the Zoning Map amendment.
- 3) Metes and bounds legal description of the properties to be rezoned.
- 4) 8 full size (24"x36") and 8 reduced size (11"x17") copies of a zoning map.
- 5) 8 copies of a Traffic Impact Study for the proposed development.
- 6) Executed Applications for Planned Unit Development. Separate applications have been provided from the following property owners: Shops of Monroe Crossings LLC, Bridge Investments II LLC, Progressive Animal Welfare/Society Adoption Center Inc., and City of Monroe. An application executed by the owner of Parcel C1800016000023 will be provided separately.
- 7) A check in the amount of \$500.00 made payable to the *City of Monroe* to cover the application fee for a Planned Unit Development.
- 8) 8 full size (24"x36") copies and 8 reduced size (11"x17") copies of each of the following:
 - a. Preliminary Planned Development Plan
 - b. Preliminary Landscape Plan
- 9) 16 copies of color building elevations for the proposed townhomes.
- 10) 16 copies of detailed building elevations for the proposed townhomes.
- 11) 16 copies of a proposed pavilion.
- 12) Flash drive containing electronic files of all the submitted documents.

Park Place Development LLC wishes to rezone the subject properties to allow for the development of Hyde Park at the Crossings – *A Townhouse Landominium Community*.

The property is currently zoned C-PUD with an underlying zoning district of C-4 Gateway Commercial. In order to develop the property as a townhouse landominium community, the underlying zoning district will need to be changed to R-4 Multi-Family Residential District and a Residential Planned Unit Development Plan will need to be approved.

Hyde Park at the Crossings will consist of 101 owner occupied townhome landminiums on 20.91 acres, with a density of 4.83 units/acre. A total of 7.32 acres (35%) of open space will be provided, with 1.18 acres (5.64%) to be developed as formal open space. The formal open space shall consist of walking trails, pavilions and charcoal grills.

Access to the development will be provided on both Crossings Boulevard and Roden Park Drive. All streets internal to the development will be private and maintained by the Homeowners Association. All streets will be 25 feet in width and be constructed of asphalt with curb and gutter. On-street parking will be prohibited. A 5 ft sidewalk will be constructed along 1 side of each street.

The proposed 2 story townhome landminiums will consist of 3 bedroom homes with attached 2 car garages. The entire first floor of the front, side and rear exterior walls shall be constructed of brick, stone, cultured stone, stucco and dryvit materials (as a complimentary or trim material). The front, side, and rear exterior walls of the second floor shall be permitted to contain fiber cement siding or vinyl siding that is a minimum .44 millimeter in width. All dwellings will be constructed with a minimum 4/12 pitched roof design.

A Homeowners Association will be created and all homeowners will be a member. The Homeowners Association will be responsible for the removal of snow on the private streets, as well as the maintenance of all open space, open space amenities, lawns, walk, pavement, water quality basins and landscaping.

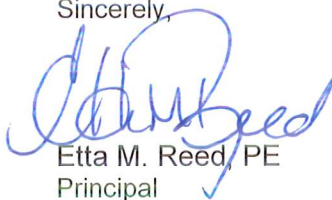
Landscaped mounds will be provided along Crossings Boulevard and Roden Park Drive to serve as a buffer for the development from the roadways. Additional landscaping will also be provided in front of each townhome. The existing buffer to the single family detached homes to the west will remain and additional landscaping will be provided. A landscaped buffer will be provided along the east property line to serve as a buffer for the single family detached homes.

The development will be constructed in multiple phases over a period of 5 years.

Please place this item on the January 18th Planning Commission agenda.

Should you have any questions or need any additional information, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Etta M. Reed'.

Etta M. Reed, PE
Principal

Enclosures

cc: Park Place Development LLC

HYDE PARK AT THE CROSSINGS
PLANNED UNIT DEVELOPMENT AGREEMENT

THIS PLANNED UNIT DEVELOPMENT AGREEMENT (the “Agreement”) is made and entered into as of this ____ day of _____, 2022, by and between Park Place Development, LLC, an Ohio limited liability company (“Park Place”) and **THE CITY OF MONROE, OHIO**, an Ohio Municipal Corporation (the “City”).

1. **Recitals.** This Agreement shall be considered a First Amendment to the Planned Unit Development Agreement by and between the Shops of Monroe Crossings, LLC and the City of Monroe dated July 31, 2007, and recorded in the Butler County Recorder’s office being Book 7944, Page 1530. Park Place, acting as agent for the property owners, proposed to develop 101 owner occupied townhome landominiums located on approximately 20.91 acres of the original area set forth in the Agreement further described in the Preliminary Development Plan known as Hyde Park at the Crossings (the “Project”) as submitted to the Monroe City Council. Park Place has further agreed to develop the Project according to the guidelines set forth in Monroe Zoning Ordinance Chapter 1206 “Planned Unit Developments.”

Park Place has agreed to develop the area subject to this Planned Unit Development Agreement (“PUD Agreement”) according to the guidelines set forth in the Monroe Planning and Zoning Code (the “Code”). 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 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 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 Planning and Zoning Code and all other applicable chapters contained within the Code unless any such site plan standards or other applicable zoning code regulations have been modified by the Final PUD Plan approvals by City Council.

3. **Conditions Specific to Hyde Park at the Crossings R-4 PUD Overlay Area.**

A. Land Use and Infrastructure Improvements

- a. Park Place shall construct all public and private infrastructure improvements as indicated on the approved Preliminary Development Plan and incorporating any modification, additions and conditions set forth in the construction drawing approval.
- b. Access to the Project area will be provided on both Crossings Boulevard and Roden Park Drive.
- c. All streets internal to the Project area will be private and maintained by a Homeowners Association (HOA).
- d. All streets will be two-way, 25 feet in width, and be constructed of asphalt with curb and gutter.
- e. On-street parking on private streets will be prohibited.
- f. A minimum, a five foot wide sidewalk shall be constructed along one side of each street.
- g. The maximum number of dwelling units constructed within the Project shall not exceed 101 units.
- h. The maximum density of units shall not exceed 4.83 units per acre.
- i. Park Place agrees to construct required buffer yard improvements meeting minimum Code requirements as determined by City Council along all property lines abutting single-family uses, to include the western property line abutting single-family homes on Koehler Drive, the eastern property line abutting single-family homes on Bayberry Lane, and southern property line against Crossings Boulevard.
- j. Park Place shall install adequate street trees along all proposed internal private roads as well as Roden Park Drive and Crossings Boulevard in accordance with Monroe Planning and Zoning Code Chapter 1212.06 Street Tree Requirements as determined by City Council.

B. Open Space and Recreation Amenities Provisions

- a. A total of 7.32 acres (35%) of open space will be provided, with 1.18 acres (5.64%) to be developed as formal open space in accordance with Monroe Planning and Zoning Code Chapter 1213. The formal open space shall consist of walking trails, pavilions and charcoal grills.
- b. All open space and multiuse paths or trails shall be wholly contained within either: 1) a properly recorded Easement, which title is vested in the HOA or 2) located within the public right-of-way. All maintenance burdens of said hiking/biking trail shall be borne by an HOA including any portions of the path or trail that encroaches upon the public right-of-way.
- c. All designated open space and formal open space outlined in the Preliminary Plan shall be owned and maintained by an HOA.

C. Sidewalk Provisions

- a. All private and public roadways part of the Project area shall conform to the sidewalk specifications of the City unless specifically included herein:
 - i. The Roden Park Drive required walk shall contain a minimum 10-foot wide asphalt or concrete paved path extending the full length of the property frontage on Roden Park Drive.

D. Conformance to R-4 Zoning Regulations

- a. The lots contained in the R-4 PUD development shall deviate from the R-4 zoning requirements as specifically described below:

- i. The minimum front yard building setback shall be twenty-five feet (25')
- ii. The minimum side yard building setback shall be 0' between individual residential units.
- iii. The minimum rear yard building separation between residential units shall be twenty-four feet (24')
- iv. All dwelling units shall consist of 1,800 square feet of livable floor area, with a minimum three bedroom and two bathrooms.
- v. All dwelling units shall have attached two car garages.
The entire first floor of the front, side and rear exterior walls shall be constructed of brick, stone, cultured stone, stucco and dryvit materials (as a complimentary or trim material).
- vi. The front side, and rear exterior walls of the second floor shall be permitted to contain fiber cement siding or vinyl siding that is a minimum .44 millimeter in width.
- vii. Front facades shall incorporate variation in mass through one or more of the following methods every 30 feet of façade frontage:
 1. Wall offsets in the form of projections and/or recesses in the façade plane; Wall offsets shall have a minimum depth of two feet;
 2. Bay windows;
 3. Façade color changes;
 4. Use of pilasters, columns, or other detailing to articulate the facades; or
 5. Roofline changes when coupled with correspondingly aligned façade material changes.
- viii. In addition to wall offsets, front facades and side facades on buildings located on the corners of streets shall provide a minimum of three of the following design features for each residential unit fronting onto the street:
 1. One or more dormer windows or cupolas;
 2. A recessed entrance;
 3. A covered porch;
 4. Pillars, posts, or pilasters;
 5. One or more bay windows with a minimum of 12 inch projection from the façade plane;
 6. Eaves with a minimum of six inch projection from the façade plane;

- 7. A parapet wall with an articulated design, which entails design variation rather than a simple rectilinear form; or
- 8. Multiple windows with a minimum of four inch wide trim.
- ix. All dwellings will be constructed with a minimum 4/12 pitched roof design.

E. Minor Changes

- a. Minor changes in an approved preliminary or final development plan may be approved by the Director of Development or designee if such changes are consistent with the purposes and general character of the approved PUD plans and do not increase density, decrease lot sizes, decrease the total amount of open space, or propose major deviations from other requirements of the Code. All other modifications, including extensions or revisions of the stage development schedule, shall be processed in the same manner as the original application and shall be subject to the same procedural requirements.

4. General Conditions Relating to the Overall Project.

- a. Compliance with all other applicable standards of the Code, all other terms, conditions, current applicable engineering, subdivision or zoning regulations not specifically modified by this PUD Agreement shall be in effect and enforced based on requirements that are vested at the time of application for construction drawings, final plat or site/plot plan approval. All other regulations contained in the PUD Agreement not expressly modified herein shall remain in full force and effect.
- b. Exhibit A, also known as, the Preliminary Development Plan for Hyde Park at the Crossings shall serve as the general layout plan for all lots, blocks, easements, streets, and open space requirements.
- c. All sign applications shall be reviewed and approved by the Zoning Enforcement Officer with strict conformance to the applicable sign code regulations.

- 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 Planning and Zoning Code Chapter 1206.06 "Compliance with Approved Plan and Modifications." Failure to comply with the Preliminary Development Plan or subsequently approved final development plans (i.e. site plans) shall initiate the enforcement actions set forth in Monroe Planning and Zoning Code Chapter 1206.07 "PUD Plan Revocation and Expiration" in addition to any other non-performance penalty provided for in this Agreement.

It is further agreed that Park Place shall cause this Agreement to be properly recorded with the Butler County Records Office upon the issuance of the Final PUD approval 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

PARK PLACE DEVELOPMENT, LLC

By: _____

Name: _____

Title: _____

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 _____ day of _____, 2005.

Notary Public

STATE OF OHIO)
)SS:
COUNTY OF BUTLER)

SWORN to and SUBSCRIBED in my presence by the said _____, _____ of Park Place Development, LLC, on this _____ day of _____, 2005.

Notary Public

THIS INSTRUMENT PREPARED BY: The City of Monroe, 233 South Main Street, Monroe,
Ohio 45050. 513-539-7374.

SECTION 35, TOWN 3, RANGE 3
CITY OF MONROE
BUTLER COUNTY, OHIO

SECTION 35, TOWN 3, RANGE 3
CITY OF MONROE
BUTLER COUNTY, OHIO

SHOPS OF MONROE
CROSSINGS L.L.C.
6515 WINFORD DR
HAMILTON, OHIO 45011
(513) 858-2555

PARK PLACE DEVELOPMENT, LLC
5372 COTTAGE VIEW CT.
LIBERTY TOWNSHIP, OHIO 45011
513-675-6408

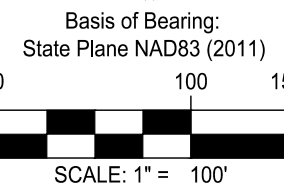
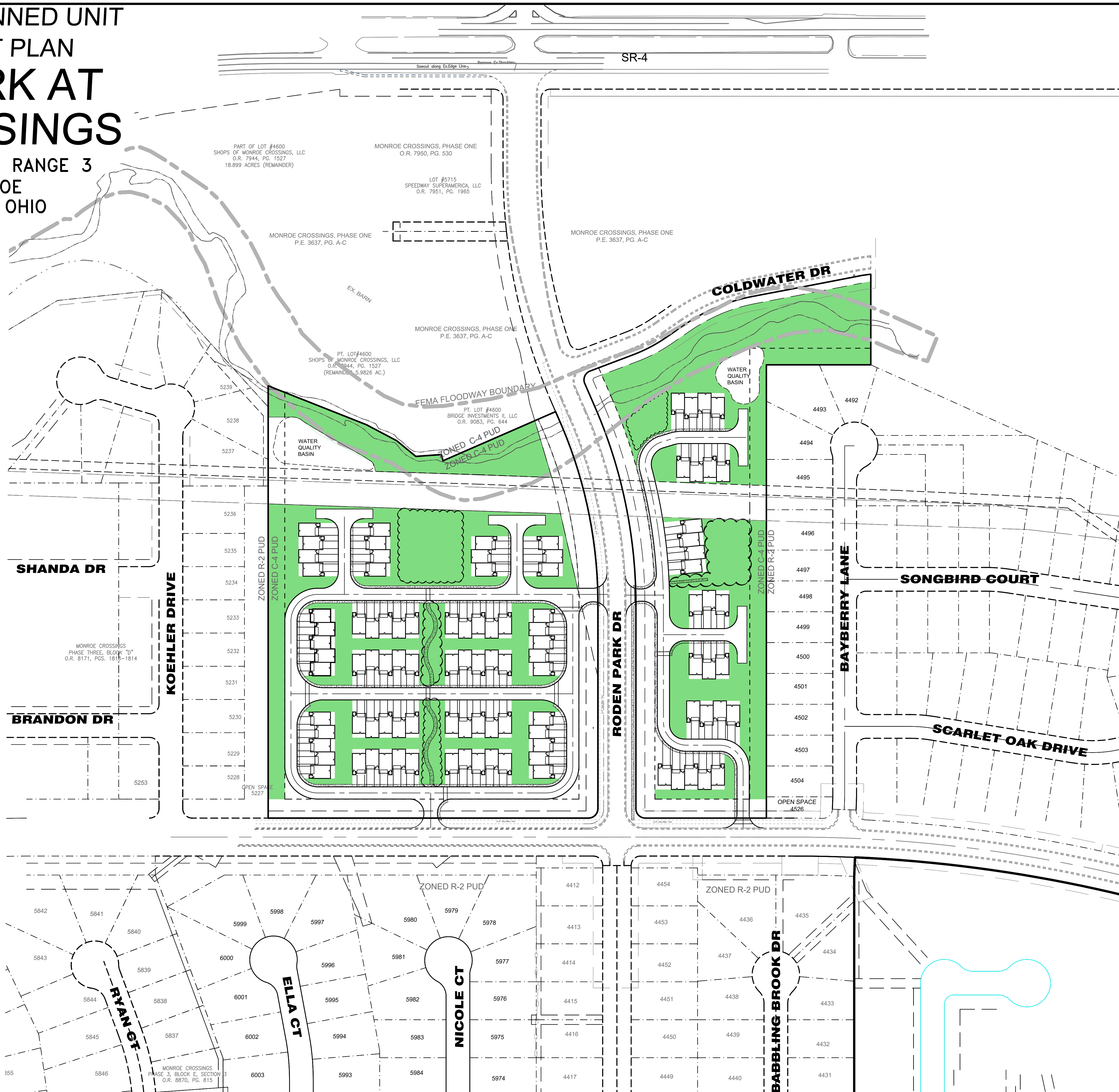
EXISTING ZONING: C-4 WITH PUD OVERLAY
PROPOSED ZONING: R-4 WITH PUD OVERLAY

TOTAL SITE AREA	20.91	ACRES
OPEN SPACE PROVIDED	7.32	ACRES (35%)
OPEN SPACE REQUIRED	4.18	ACRES (20%)
FORMAL OPEN SPACE (WEST)	0.71	ACRES (5.5%)
FORMAL OPEN SPACE (EAST)	0.47	ACRES (5.9%)

MULTI-FAMILY UNITS = 101 (4.83 D.U./ACRE)

 OPEN SPACE

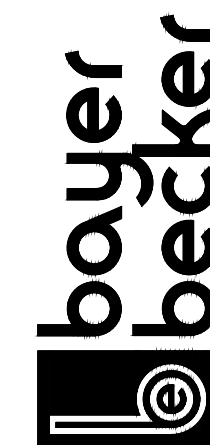
1	VICINITY MAP
2	PRELIMINARY PUD PLAN
3	PLANTING NOTES & DETAILS
4	LANDSCAPE PLAN
5	PERIMETER BUFFER PLANTING
6	PRELIMINARY TRAFFIC CONTROL PLAN

[illegible]

HYDE PARK at THE CROSSINGS

SECTION 35, TOWN 3, RANGE 3
CITY OF MONROE
BUTLER COUNTY, OHIO

VICINITY MAP



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

Drawing:	21-0017 PPUD
Drawn by:	AMB
Checked By:	EMR
Issue Date:	12-21-21

1

SECTION 35, TOWN 3, RANGE 3
CITY OF MONROE
BUTLER COUNTY, OHIO



1. 1-1/2" ASPHALT CONCRETE SURFACE COURSE - ITEM 441
2. 2" ASPHALT CONCRETE INTERMEDIATE LEVELING COURSE - ITEM 441
3. 4" BITUMINOUS AGGREGATE BASE - ITEM 301
4. 6" CRUSHED LIMESTONE AGGREGATE BASE (IN 2 COURSES) - ITEM 304
5. COMPACTED SUBGRADE - ITEM 204
6. ODOT TYPE 6 CURB
7. FOUR INCH THICK CLASS "C" CONCRETE SIDEWALK, FIVE FEET WIDE
ITEM 608 WALK TO BE 1/2" HIGHER THAN SOD.
8. 4" CRUSHED & COMPACTED AGGREGATE STONE BASE OF TYPE #57, #304 OR #411
9. TACK COAT TO BE APPLIED AT RATE OF 0.06 GAL. PER SQ. YD. - ITEM 407
10. TACK COAT - ITEM 407 - TO BE APPLIED TO FRONT FACE OF CURB PRIOR TO
INSTALLATION OF 301 BITUMINOUS AGGREGATE BASE. ALSO TO BE APPLIED
TO CURB JOINT AFTER THE INSTALLATION OF 403 LEVELING COURSE.
11. SEEDING AND MULCHING - ITEM 659

SHOPS OF MONROE
CROSSINGS L.L.C.
6515 WINFORD DR
HAMILTON, OHIO 45011
(513) 858-2555

PARK PLACE DEVELOPMENT, LLC
5372 COTTAGE VIEW CT.
LIBERTY TOWNSHIP, OHIO 45011
513-675-6408

EXISTING ZONING: C-4 WITH PUD OVERLAY
PROPOSED ZONING: R-4 WITH PUD OVERLAY

TOTAL SITE AREA	20.91	ACRES
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FORMAL OPEN SPACE (EAST)	0.47	ACRES (5.9%)

MULTI-FAMILY UNITS = 101 (4.83 D.U./ACRE)

OPEN SPACE

KOEHLER DRIVE

MONROE
CROSSING PHASE
THREE, BLOCK
"D", SECTION 2

BAYBERRY LANE

MONROE
CROSSING PHASE
TWO. BLOCK "B"

Basis of Bearing:
State Plane NAD83 (2011)

SCALE: 1" = 60'

[illegible]

HYDE PARK at THE CROSSINGS

SECTION 35, TOWN 3, RANGE 3

BUTLER COUNTY, OHIO

PRELIMINARY PLEDGE


**bayer
becker**

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

Drawing:

Drawn by: AMD

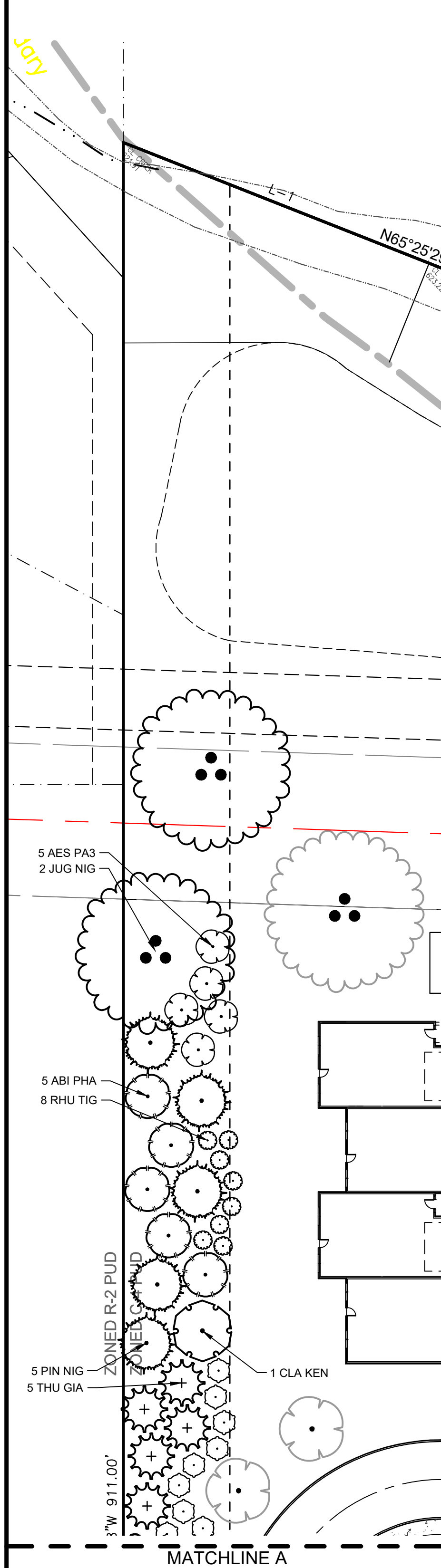
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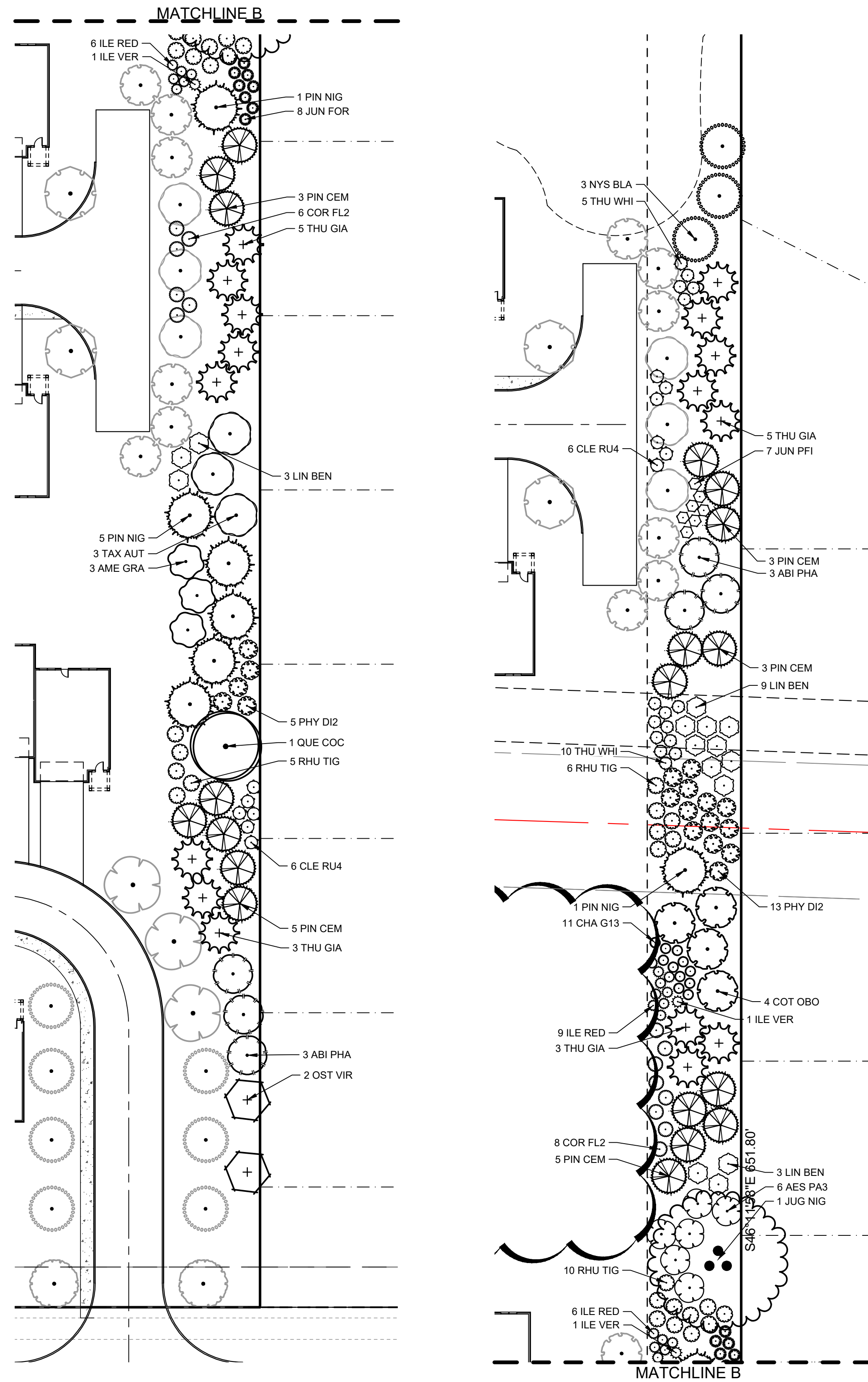
Sheet:

2

WEST BUFFER PLANTING PLAN



EAST BUFFER PLANTING PLAN



PLANT SCHEDULE WEST BUFFER					
DECIDUOUS TREES	QTY	BOTANICAL NAME	COMMON NAME	TYPE	MIN. SIZE
CLA KEN	2	Cladrastis kentukea	American Yellowwood	B & B	2.0" Cal
JUG NIG	2	Juglans nigra	Black Walnut	B & B	2.0" Cal
TAX AUT	5	Taxodium distichum 'Autumn Gold'	Autumn Gold Bald Cypress	B & B	2.0" Cal

EVERGREEN TREES	QTY	BOTANICAL NAME	COMMON NAME	TYPE	MIN. SIZE
ABI ALA	8	<i>Abies balsamea phanerolepis</i>	Canaan Balsam Fir	B & B	6' Ht.
CHY PHU	17	<i>Chamaecyparis lawsoniana 'Alumii'</i>	Lake Erie Blue False Cypress	B & B	6' Ht.
PIN CEM	11	<i>Pinus cembra</i>	Swiss Stone Pine	B & B	6' Ht.
PIN NIG	8	<i>Pinus nigra</i>	Austrian Black Pine	B & B	6' Ht.
THU GIA	9	<i>Thuja plicata 'Green Giant'</i>	Western Red Cedar	B & B	6' Ht.

DECIDUOUS SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	HEIGHT
AES PA3	5	Aesculus parviflora	Butterbrush Buckeye	5 gal	24" Ht.
CLE RL4	16	Clethra alnifolia 'Ruby Spice'	Ruby Spice Clethra	5 gal	24" Ht.
COR FL2	8	Cornus sericea 'Flaviramea'	Yellow Twig Dogwood	B & B	30" Ht.
ILE VER	3	Ilex verticillata 'Jim Dandy'	Jim Dandy Winterberry	B & B	30" Ht.
ILE RED	15	Ilex verticillata 'Red Sprite'	Red Sprite Winterberry	3 gal	18" Ht.
LIN BEN	12	Lindera benzoin	Spicebush	5 gal	30" Ht.
RHU TIG	11	Rhus typhina 'Tiger Eyes'	Tiger Eyes Sumac	5 gal	36" Ht.

EVERGREEN SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	HEIGHT
CHA G13	18	Chamaecyparis pisifera 'Golden Mop'	Golden Mop Threadleaf False Cypress	8' x 8'	24" Ht.
JUN PFI	14	Juniperus chinensis 'Kallays Compact'	Kallay Compact Pfitzer Juniper	8' x 8'	30" Ht.
JUN FOR	21	Juniperus chinensis 'Sea Green'	Sea Green Juniper	8' x 8'	30" Ht.
THU WHI	14	Thuja plicata 'Whipcord'	Whipcord Western Red Cedar	3 gal	15" Ht.

PLANT SCHEDULE EAST BUFFER					
DECIDUOUS TREES	QTY	BOTANICAL NAME	COMMON NAME	TYPE	MIN. SIZE
JUG NIG	1	Juglans nigra	Black Walnut	B & B	2.0" Cal
NYS BLA	3	Nyssa sylvatica 'Black Tupelo'	Sour Gum	B & B	2.0" Cal
OST VIR	2	Ostrya virginiana	American Hophornbeam	B & B	2.0" Cal
QUE COC	1	Quercus coccinea	Scarlet Oak	B & B	2.0" Cal
TAX AUT	3	Taxodium distichum 'Autumn Gold'	Swamp Bald Cypress	B & B	2.0" Cal

EVERGREEN TREES	QTY	BOTANICAL NAME	COMMON NAME	TYPE	MIN. SIZE
ABI PHA	6	<i>Abies balsamea phanerolepis</i>	Canaan Balsam Fir	B & B	6' Ht.
PIN CEM	19	<i>Pinus cembra</i>	Swiss Stone Pine	B & B	6' Ht.
PIN NIG	7	<i>Pinus nigra</i>	Austrian Black Pine	B & B	6' Ht.
THU GIA	16	<i>Thuja plicata 'Green Giant'</i>	Western Red Cedar	B & B	6' Ht.

ORNAMENTAL TREES	QTY	BOTANICAL NAME	COMMON NAME	TYPE	MIN. SIZE
AME GRA	3	Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Serviceberry Tree Form	B & B	2.0" Cal
COT OBO	4	Cotinus obovatus	American Smoke Tree	B & B	1.5" Cal

DECIDUOUS SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	HEIGHT
AES PIA3	6	Aesculus parviflora	Bottlebrush Buckeye	5 gal	24" HL
CLE FL4	12	Clethra alnifolia 'Ruby Spice'	Ruby Spice Clethra	5 gal	24" HL
COR FL2	14	Cornus sericea 'Flaviramea'	'Yellow Twig Dogwood	B & B	30" HL
ILE VER	2	Ilex verticillata 'Jim Dandy'	Jim Dandy Winterberry	B & B	30" HL
ILE RED	15	Ilex verticillata 'Red Sprite'	Red Sprite Winterberry	3 gal	18" HL
LIN BEN	15	Lindera benzoin	Spicebush	5 gal	30" HL
PHY D12	18	Physocarpus opulifolius 'Diablo'	Diablo Ninebark	B & B	30" HL
RHU D18	21	Rhus typhina 'Tiger Eyes'	Tiger Eyes Sumac	5 gal	36" HL

EVERGREEN SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	HEIGHT
CHA G13	11	Chamaecyparis pisifera 'Golden Mop'	Golden Mop Threadleaf False Cypress	B & B	24" Ht.
JUN PFI	7	Juniperus chinensis 'Kallays Compact'	Kallay Compact Pfitzer Juniper	B & B	30" Ht.
JUN FOR	8	Juniperus chinensis 'Sea Green'	Sea Green Juniper	B & B	30" Ht.
THU WHI	15	Thuja plicata 'Whipcord'	Whipcord Western Red Cedar	3 gal	15" Ht.

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HYDE PARK at THE CROSSINGS
a Traditional Landminium Community

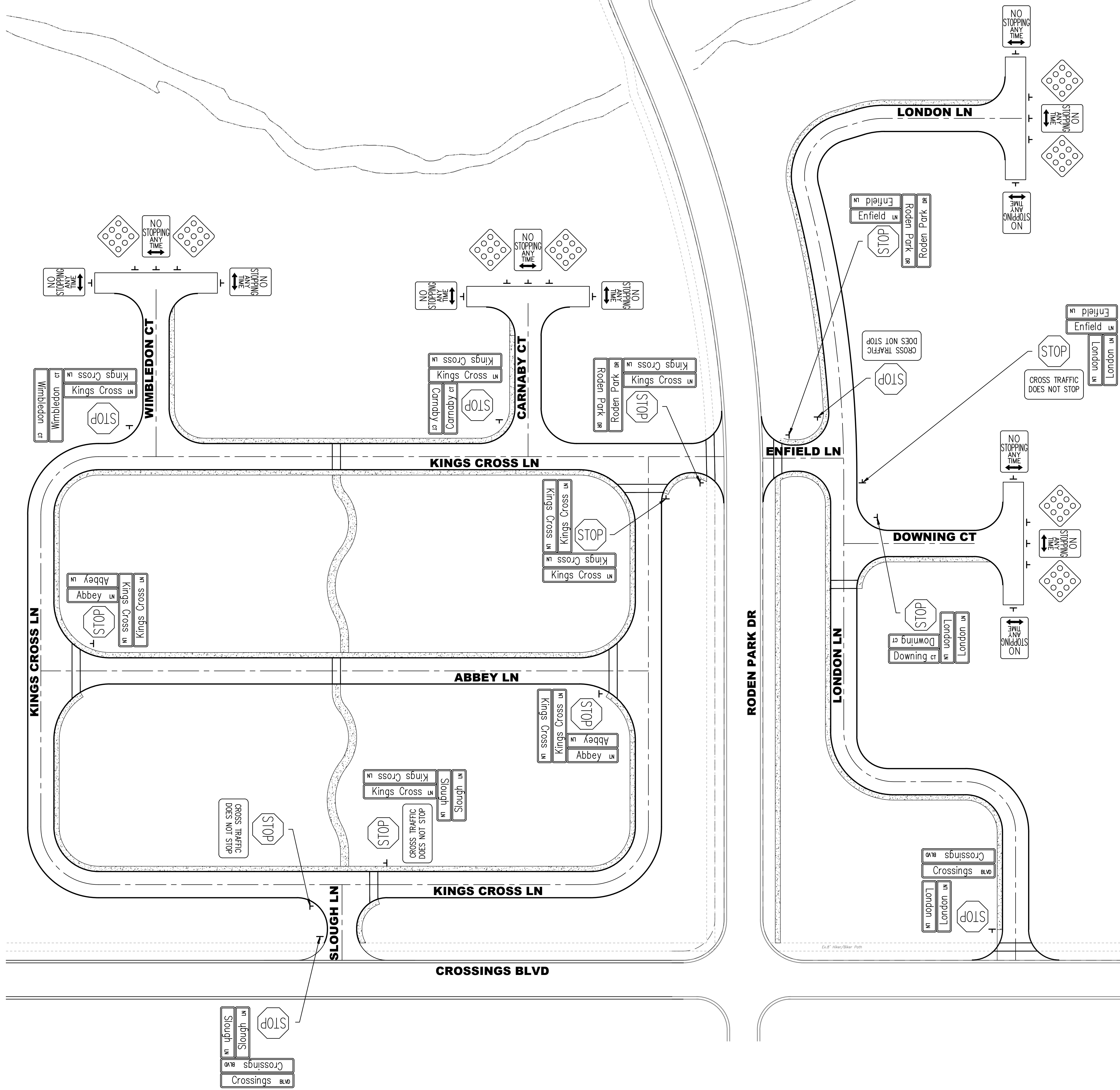
SECTION 35, TOWN 3, RANGE 3
CITY OF MONROE
BUTLER COUNTY, OHIO

PERIMETER BUFFER PLANTING

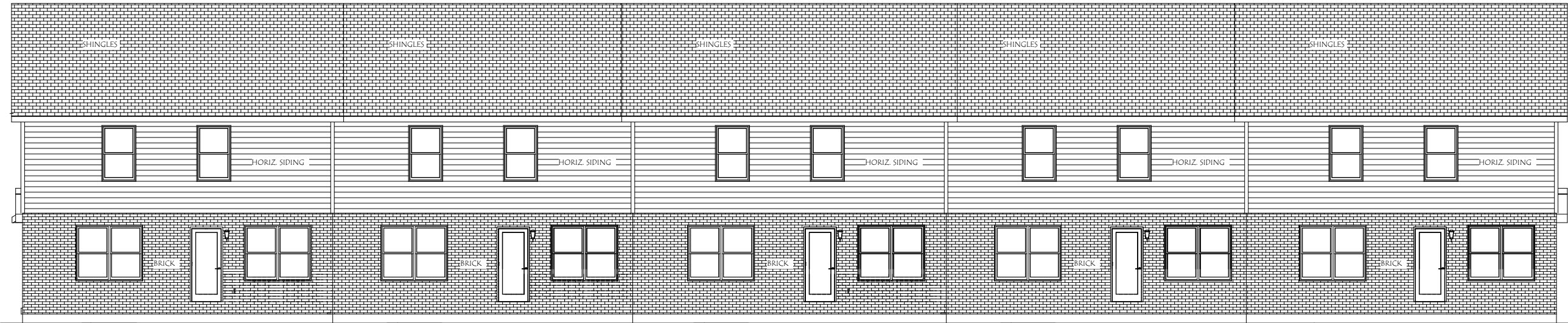
**bayer
becker**

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

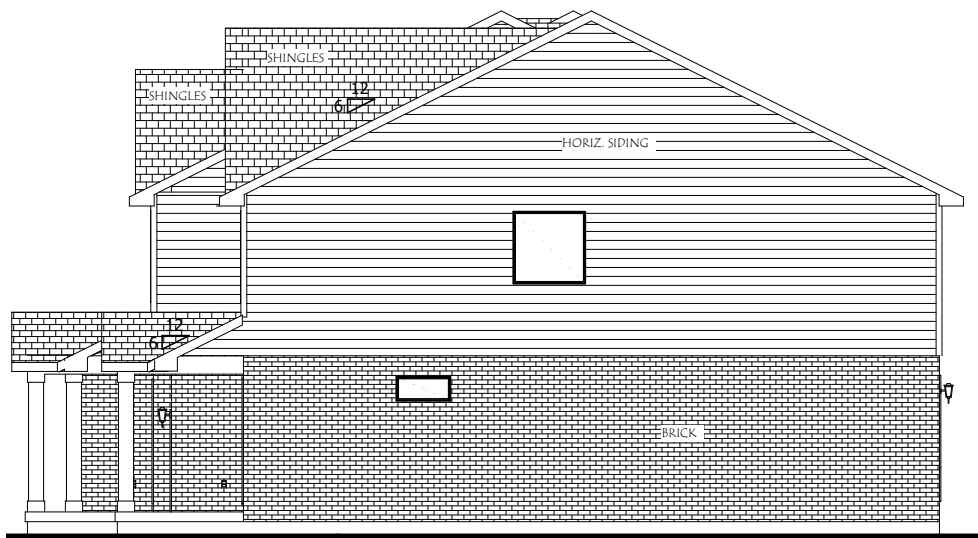
Drawing:	21-0017 LA - SUPPLEMENTAL
Drawn by:	ADH
Checked By:	JEC
Issue Date:	21-12-2021



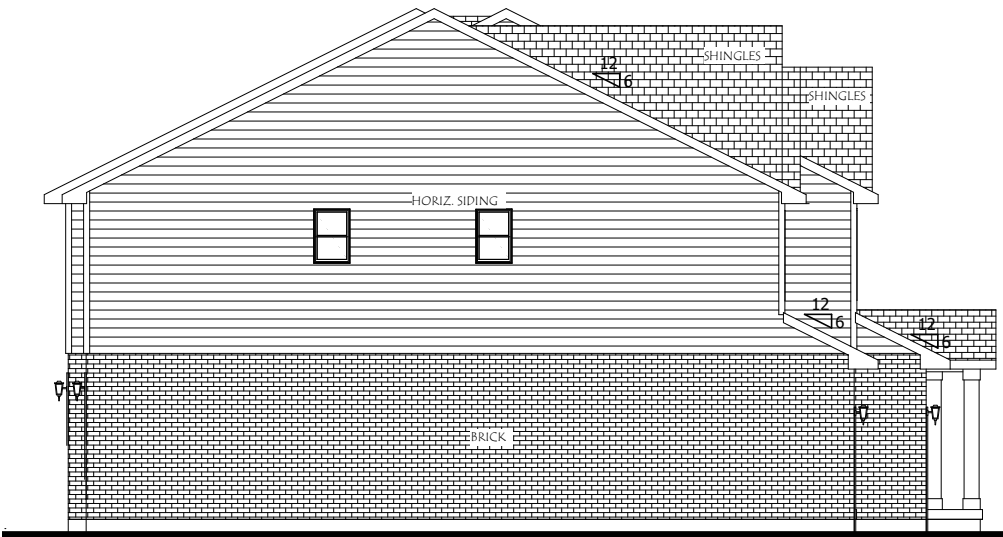




REAR ELEVATION
3/32" = 1'-0"



RIGHT ELEVATION
3/32" = 1'-0"



LEFT ELEVATION
3/32" = 1'-0"

REVISIONS:
Monday, November 8, 2021

MODEL:	PLAN NAME
DRAWN BY: SAF	SHEET SIZE: 11 x 17
SHEET TITLE:	SCALE: SEE PLANS
FRONT ELEVATION & GEN. NOTES	

PROJECT: LOT #	ADDRESS
FLOOR AREA:	SQ. FT.
DATE CHECKED:	

PERMIT #



Memorandum

Date: December 21, 2021

To: Paul Goodhue, P.E., PTOE
Consultant City Engineer, City of Monroe

cc: Joe Schwarz
Park Place Development LLC

From: Katie Dillenburger, P.E.
Bayer Becker

Subject: Hyde Park at the Crossings, Monroe Crossings Development
Traffic Evaluation

Hyde Park at the Crossings is a proposed multifamily residential development that is to be constructed within the Monroe Crossings community, which is to be located to the northwest of the Roden Park Drive and Crossings Boulevard intersection, in the City of Monroe, Butler County, Ohio.

Bayer Becker has discussed the project with the City of Monroe and as required, Bayer Becker has prepared the following Traffic Evaluation.

Proposed Development

Hyde Park at the Crossings is to consist of approximately 101 residential townhomes. Access is to be provided along Roden Park Drive and Crossings Boulevard. It is assumed that the proposed development will be constructed in multiple phases with an opening year of 2023 estimated and full build out expected in 2028.

A concept plan is provided by attachment.

Area Conditions

The study area of the Hyde Park at the Crossings proposed development Traffic Evaluation, as determined by the City, is to consist of the following key intersections:

- Roden Park Drive and Crossings Boulevard
- Roden Park Drive and Proposed Site Access #1
- Crossings Boulevard and Proposed Site Access #2 (west)
- Crossings Boulevard and Proposed Site Access #3 (east)

In the vicinity of the site, Roden Park Drive is a southeast to northwest roadway and Crossings Boulevard is a southwest to northeast roadway. For purposes of this evaluation, Roden Park Drive is assumed to run north-south and Crossings Boulevard as east-west. Both roadways have a posted speed limit of 35 miles per hour (mph). Neither Roden Park Drive nor Crossings Boulevard contain pavement markings; however, they consist of 33 feet of asphalt pavement width or 38 feet from back of curb to back of curb.

The intersection of Roden Park Drive and Crossings Boulevard is all-way stop-controlled.

To determine the existing traffic volumes at the intersection of Roden Park Drive and Crossings Boulevard and along Roden Park Drive and Crossings Boulevard, Bayer Becker conducted a 24-hour turning movement traffic count at the Roden Park Drive and Crossings Boulevard intersection on Thursday, September 9, 2021. The AM and PM peak hours were identified as 7:00 AM to 8:00 AM and 5:00 PM to 6:00 PM.

The complete traffic count information is provided by attachment. The 2021 AM and PM peak hour existing traffic volumes are presented in Figure 1 also attached.

Site Traffic

Trip generation for the Hyde Park at the Crossings proposed development was estimated using the data and methodology presented in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*.

As previously identified, the proposed development is to consist of approximately 101 townhomes. Roden Park Drive bisects the site with approximately 74 units positioned to the west and approximately 27 units to the east. Site trips were calculated accordingly, for the weekday AM and PM peak hours of adjacent street traffic, as presented in the table below.

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Multifamily Housing – West Property	220	74	Units	11	35	46	33	19	52
Multifamily Housing – East Property	220	27	Units	7	24	31	20	12	32

Trip generation rate information excerpted from ITE is attached for reference.

Site trips generated by the proposed development were distributed along Roden Park Drive and Crossings Boulevard and at the intersection of Roden Park Drive and Crossings Boulevard based on existing traffic patterns and based on the layout of the site. In general, about half of the site traffic for the west property is expected to use Proposed Site Access #1 along Roden Park Drive with the remaining half to use Proposed Site Access #2 along Crossings Boulevard. Similarly, for the east property, an approximate 50/50 split is also estimated for Proposed Site Access #1 at Roden Park Drive and for Proposed Site Access #3 at Crossings Boulevard.

Complete site trip distribution is presented in Figure 2 and Figure 3 and the resulting site trips generated by the proposed development are presented in Figure 4 and Figure 5.

No Build Traffic

To assess future impacts of the site traffic on the adjacent roadway, volumes for 2028, the estimated full build out year of the proposed development, were evaluated.

Growth associated with the Traffic Evaluation study area and within the Monroe Crossings development is expected including additional single-family residential homes within Section Five, which is positioned to the southeast of the Hyde Park at the Crossings site along Hankins Road, and several commercial/retail outlots located along SR 4 (Hamilton-Middletown Road) and Roden Park Drive, to the northwest of the Hyde Park at the Crossings site.

Bayer Becker previously prepared a memorandum dated January 15, 2021 that presented Section Five of the Monroe Crossings Development, approximately 183 single-family residential lots, and the associated trip generation and turn lane warrant analysis. A copy of the memorandum is attached for reference. Utilizing this information, traffic associated with a portion of the Section Five residential lots were estimated at the key intersections of this Traffic Evaluation, along Roden Park Drive and Crossings Boulevard and at the intersection of Roden Park Drive and Crossings Boulevard. A worksheet presenting the estimated traffic for Monroe Crossings Section Five, background traffic for the Hyde Park at the Crossings proposed development, is attached.

Additional information regarding the Monroe Crossings commercial/retail outlots is provided by attachment. In summary, based on the original development plan and incorporating more recent updated information, it is estimated that the available commercial/retail outlots are to consist of a self-storage facility, a general office building, a retail strip center, a high-turnover sit-down restaurant, and two fast-food restaurants with drive-through windows. Calculations and a worksheet presenting the estimated traffic for the commercial/retail outlots of Monroe Crossings, also background traffic for the Hyde Park at the Crossings proposed development, are attached.

The traffic volumes associated with the Section Five single-family residential lots and the commercial/retail outlots for the Monroe Crossings Development were added to the 2021 traffic volumes to estimate future 2028 no build, background traffic volumes. The 2028 no build traffic volumes are presented in Figure 6.

Total Traffic

The 2028 build traffic volumes were obtained by adding the proposed site traffic volumes to the 2028 no build traffic volumes. The 2028 build traffic volumes are presented in Figure 7.

Capacity and Level of Service

Level of Service (LOS), as defined in the *Highway Capacity Manual, 6th Edition (HCM 2016)*, is “a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.” LOS is a function of the control delay per vehicle and it is the standard used to evaluate traffic flow at an intersection.

According to the City of Monroe *Planning and Zoning Code*, the City’s goal for the operation of its roadways is to maintain the best level of service possible with an overall LOS of D as the minimum acceptable.

The LOS criteria for unsignalized intersections used by *HCM 2016* are provided in the table below.

Level of Service	Delay Range (sec/veh)	Expected Delay
A	< 10	Little or No Delay
B	> 10 and < 15	Short Traffic Delay
C	> 15 and < 25	Average Traffic Delay
D	> 25 and < 35	Long Traffic Delay
E	> 35 and < 50	Very long Traffic Delay
F	> 50	Excessive Traffic Delay

Capacity analysis was performed for the intersection of Roden Park Drive and Crossings Boulevard, for 2021 existing, 2028 no build, and 2028 build traffic volumes, AM and PM peak hours. The resulting LOS are presented in the following table.

		2021 Existing Traffic		2028 No Build Traffic		2028 Build Traffic	
		AM	PM	AM	PM	AM	PM
Roden Park Drive & Crossings Boulevard							
EB	LTR	A (8.1)	A (8.8)	A (8.5)	A (9.6)	A (8.7)	A (9.9)
	Approach	A (8.1)	A (8.8)	A (8.5)	A (9.6)	A (8.7)	A (9.9)
WB	LTR	A (7.8)	A (8.4)	A (8.3)	A (9.2)	A (8.5)	A (9.5)
	Approach	A (7.8)	A (8.4)	A (8.3)	A (9.2)	A (8.5)	A (9.5)
NB	LTR	A (7.7)	A (8.0)	A (8.4)	A (8.7)	A (8.6)	A (8.9)
	Approach	A (7.7)	A (8.0)	A (8.4)	A (8.7)	A (8.6)	A (8.9)
SB	LTR	A (7.6)	A (8.7)	A (8.0)	A (9.5)	A (8.2)	A (9.8)
	Approach	A (7.6)	A (8.7)	A (8.0)	A (9.5)	A (8.2)	A (9.8)
Overall Intersection		A (7.8)	A (8.6)	A (8.3)	A (9.3)	A (8.5)	A (9.6)

For complete capacity analysis, see attachments.

Based on the analysis completed for the intersection of Roden Park Drive and Crossings Boulevard, the overall LOS and the LOS for each movement are acceptable (i.e., LOS of D or better), during the AM and PM peak hours, for 2021 existing, 2028 no build, and 2028 build traffic volumes.

While the Roden Park Drive and Crossings Boulevard intersection functions adequately as an all-way stop-controlled intersection, per the City of Monroe requirements, the intersection was evaluated as a roundabout. The LOS are presented in the following table.

		2021 Existing Traffic		2028 No Build Traffic		2028 Build Traffic	
		AM	PM	AM	PM	AM	PM
Roden Park Drive & Crossings Boulevard							
EB	R	A (3.4)	A (4.2)	A (3.5)	A (4.7)	A (3.7)	A (4.8)
	Approach	A (3.4)	A (4.2)	A (3.5)	A (4.7)	A (3.7)	A (4.8)
WB	R	A (3.8)	A (4.0)	A (4.2)	A (4.4)	A (4.3)	A (4.6)
	Approach	A (3.8)	A (4.0)	A (4.2)	A (4.4)	A (4.3)	A (4.6)
NB	R	A (3.5)	A (3.8)	A (4.0)	A (4.2)	A (4.1)	A (4.3)
	Approach	A (3.5)	A (3.8)	A (4.0)	A (4.2)	A (4.1)	A (4.3)
SB	R	A (3.4)	A (4.0)	A (3.6)	A (4.4)	A (3.7)	A (4.6)
	Approach	A (3.4)	A (4.0)	A (3.6)	A (4.4)	A (3.7)	A (4.6)
Overall Intersection		A (3.5)	A (4.0)	A (3.9)	A (4.4)	A (4.0)	A (4.6)

LOS analysis reports are attached.

Capacity analysis was also performed for the key intersections of Roden Park Drive and Proposed Site Access #1, Crossings Boulevard and Proposed Site Access #2, and Crossings Boulevard and Proposed Site Access #3, for 2028 build traffic volumes, AM and PM peak hours. The resulting LOS are presented in the following tables.

		2028 Build Traffic	
		AM	PM
Roden Park Drive & Proposed Site Access #1			
EB	LTR	A (10.0)	B (10.5)
	Approach	A (10.0)	B (10.5)
WB	LTR	A (9.8)	B (10.4)
	Approach	A (9.8)	B (10.4)
NB	LTR	A (7.4)	A (7.6)
SB	LTR	A (7.6)	A (7.6)

For the intersection of Roden Park Drive and Proposed Site Access #1, the LOS for each movement are acceptable (i.e., LOS of D or better), for 2028 build traffic volumes, AM and PM peak hours.

		2028 Build Traffic				2028 Build Traffic	
		AM	PM			AM	PM
Crossings Boulevard & Proposed Site Access #2				Crossings Boulevard & Proposed Site Access #3			
EB	LT	A (7.5)	A (7.5)	EB	LT	A (7.5)	A (7.6)
SB	LR	A (9.6)	B (10.0)	SB	LR	A (9.7)	B (10.2)
	Approach	A (9.6)	B (10.0)		Approach	A (9.7)	B (10.2)

Based on the analysis completed for the intersections of Crossings Boulevard and Proposed Site Access #2 and Crossings Boulevard and Proposed Site Access #3, the LOS for each movement are acceptable (i.e., LOS of D or better), for 2028 build traffic volumes, AM and PM peak hours.

For complete capacity analysis, see attachments.

Turn Lane Warrant Analysis

The need for left turn lanes on the free-flow approach of Roden Park Drive at Proposed Site Access #1 and Crossings Boulevard at Proposed Site Access #2 and Proposed Site Access #3 were determined using the left turn lane warrant graphs from the Ohio Department of Transportation (ODOT) *Location and Design Manual, Volume 1*.

Based on the analysis provided by attachment, no left turn lanes are warranted for 2028 build volumes, AM or PM peak hours.

It is acknowledged that typically right turn lane warrants are also evaluated as part of a traffic study/evaluation prepared for a proposed development. However, based on information provided by the City of Monroe, right turn lanes are not expected to be warranted nor are right turn lanes desired by the City along Roden Park Drive and/or Crossings Boulevard. Therefore, right turn lane analysis was not a requirement of this Traffic Evaluation.

Speed Data Review

During initial project discussions with the City of Monroe, concerns regarding speeds along Crossings Boulevard were identified. As previously stated, Crossings Boulevard has a posted speed limit of 35 mph and while the roadway is not marked, it has a pavement width of 33 feet (38 feet from back of curb to back of curb).

To understand current corridor speeds, Bayer Becker collected 24 hours of speed data at two locations along Crossings Boulevard, to the east and to the west of Roden Park Drive, on Thursday, September 9, 2021.

Typically, travel speeds are considered safe and speed limits are set based on the 85th percentile speeds that are recorded. The Federal Highway Administration (FHWA) defines the 85th percentile speed as “the speed at or below which 85 percent of the drivers travel on a road segment.”

Based on the data collected, the 85th percentile speeds varied along Crossings Boulevard as follows.

	Crossings Boulevard West of Roden Park Drive	Crossings Boulevard East of Roden Park Drive
Westbound	42 mph	39 mph
Eastbound	40 mph	40 mph

It is noted that the majority of traffic, approximately 71%, drives within 5 mph of the 35 mph posted speed limit, with approximately 13% at 30 mph or less and approximately 16% at 41 mph or more.

Conclusions

The purpose of this Traffic Evaluation is to assess the traffic impacts that the Hyde Park at the Crossings proposed development will have on the adjacent roadway network and to determine off-site improvements, if any, that are needed to maintain satisfactory levels of service.

Based upon engineering judgment and the traffic analysis contained herein, no roadway improvements are recommended to accommodate the Hyde Park at the Crossings proposed development.

Furthermore, the Hyde Park at the Crossings proposed development will not significantly impact operations on the adjacent roadway network.

Please contact the author(s) of this memorandum with any questions or comments.

Attachments

21-0017 Hyde Park at the Crossings - Traffic Evaluation 211221.docx

Attachments

Concept Plan

SECTION 35, TOWN 3, RANGE 3
CITY OF MONROE
BUTLER COUNTY, OHIO



1. 1-1/2" ASPHALT CONCRETE SURFACE COURSE - ITEM 441
2. 2" ASPHALT CONCRETE INTERMEDIATE LEVELING COURSE - ITEM 441
3. 4" BITUMINOUS AGGREGATE BASE - ITEM 301
4. 6" CRUSHED LIMESTONE AGGREGATE BASE (IN 2 COURSES) - ITEM 304
5. COMPACTED SUBGRADE - ITEM 204
6. ODOT TYPE 6 CURB
7. FOUR INCH THICK CLASS "C" CONCRETE SIDEWALK, FIVE FEET WIDE
ITEM 608 WALK TO BE 1/2" HIGHER THAN SOD.
8. 4" CRUSHED & COMPACTED AGGREGATE STONE BASE OF TYPE #57, #304 OR #411
9. TACK COAT TO BE APPLIED AT RATE OF 0.06 GAL. PER SQ. YD. - ITEM 407
10. TACK COAT - ITEM 407 - TO BE APPLIED TO FRONT FACE OF CURB PRIOR TO
INSTALLATION OF 301 BITUMINOUS AGGREGATE BASE. ALSO TO BE APPLIED
TO CURB JOINT AFTER THE INSTALLATION OF 403 LEVELING COURSE.
11. SEEDING AND MULCHING - ITEM 659

SHOPS OF MONROE
CROSSINGS L.L.C.
6515 WINFORD DR
HAMILTON, OHIO 45011
(513) 858-2555

PARK PLACE DEVELOPMENT, LLC
5372 COTTAGE VIEW CT.
LIBERTY TOWNSHIP, OHIO 45011
513-675-6408

EXISTING ZONING: C-4 WITH PUD OVERLAY
PROPOSED ZONING: R-4 WITH PUD OVERLAY

TOTAL SITE AREA	20.91	ACRES
OPEN SPACE PROVIDED	7.32	ACRES (35%)
OPEN SPACE REQUIRED	4.18	ACRES (20%)
FORMAL OPEN SPACE (WEST)	0.71	ACRES (5.5%)
FORMAL OPEN SPACE (EAST)	0.47	ACRES (5.9%)

MULTI-FAMILY UNITS = 101 (4.83 D.U./ACRE)

OPEN SPACE

KOEHLER DRIVE

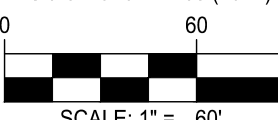
MONROE
CROSSING PHASE
THREE, BLOCK
"D", SECTION 2

BAYBERRY LANE

MONROE
CROSSING PHASE
TWO, BLOCK "B"

CROSSINGS BOULEVARD

Basis of Bearing:
State Plane NAD83 (2011)

[illegible]

HYDE PARK at THE CROSSINGS

SECTION 35, TOWN 3, RANGE 3
CITY OF MONROE
BUTLER COUNTY, OHIO

PRELIMINARY PUD PLAN


**bayer
becker**

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

Drawing:

Drawn by: AME

Checked By:	
-------------	--

Issue Date: _____

Sheet:

2

Traffic Count Data



Bayer Becker
6900 Tylersville Road
Suite A
Mason, Ohio, United States 45040
513-336-6600

Count Name: Crossings Boulevard and Roden
Park Drive
Site Code:
Start Date: 09/09/2021
Page No: 1

Turning Movement Data

Start Time	Roden Park Drive Southbound					Crossings Boulevard Westbound					Roden Park Drive Northbound					Crossings Boulevard Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
12:00 AM	2	0	0	0	2	4	0	0	0	4	1	0	0	0	1	0	0	1	0	1	8
12:15 AM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	1	0	0	1	5
12:30 AM	1	1	1	0	3	3	2	0	0	5	0	0	0	0	0	0	0	1	0	1	9
12:45 AM	2	0	1	0	3	1	0	0	0	1	0	0	0	0	0	1	1	1	0	3	7
Hourly Total	5	1	2	0	8	12	2	0	0	14	1	0	0	0	1	1	2	3	0	6	29
1:00 AM	0	1	1	0	2	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	5
1:15 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	3
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	2	2	0	4	2	0	0	0	2	1	1	1	0	3	0	1	0	0	1	10
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	3	0	4	6
2:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
2:30 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
2:45 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	5
Hourly Total	2	0	0	0	2	1	0	0	0	1	1	1	2	0	4	1	2	6	0	9	16
3:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
3:15 AM	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	4
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2
Hourly Total	0	0	2	0	2	1	0	2	0	3	0	0	1	0	1	0	1	2	0	3	9
4:00 AM	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	0	1	1	0	2	5
4:15 AM	3	0	0	0	3	0	0	0	0	0	2	1	0	0	3	0	1	0	0	1	7
4:30 AM	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
4:45 AM	1	0	0	0	1	2	1	0	0	3	0	0	0	0	0	0	0	1	0	1	5
Hourly Total	5	0	2	0	7	3	1	0	0	4	3	2	0	0	5	0	2	2	0	4	20
5:00 AM	1	0	0	0	1	2	1	0	0	3	0	1	0	0	1	0	1	0	0	1	6
5:15 AM	1	1	3	0	5	3	2	0	0	5	4	0	0	0	4	0	1	3	0	4	18
5:30 AM	6	1	0	0	7	4	4	1	0	9	1	3	0	0	4	0	1	2	0	3	23
5:45 AM	4	0	1	0	5	4	7	0	0	11	3	4	0	0	7	0	3	4	0	7	30
Hourly Total	12	2	4	0	18	13	14	1	0	28	8	8	0	0	16	0	6	9	0	15	77
6:00 AM	2	0	0	0	2	3	2	0	0	5	10	1	2	0	13	1	3	2	0	6	26
6:15 AM	8	0	4	0	12	8	5	0	0	13	1	6	2	0	9	0	3	4	0	7	41
6:30 AM	8	1	3	0	12	4	10	0	1	15	0	5	3	0	8	0	6	14	0	20	55
6:45 AM	12	3	5	0	20	9	5	1	0	15	5	5	7	0	17	2	4	13	0	19	71
Hourly Total	30	4	12	0	46	24	22	1	1	48	16	17	14	0	47	3	16	33	0	52	193
7:00 AM	7	1	3	0	11	18	8	0	0	26	11	11	4	0	26	0	10	13	0	23	86

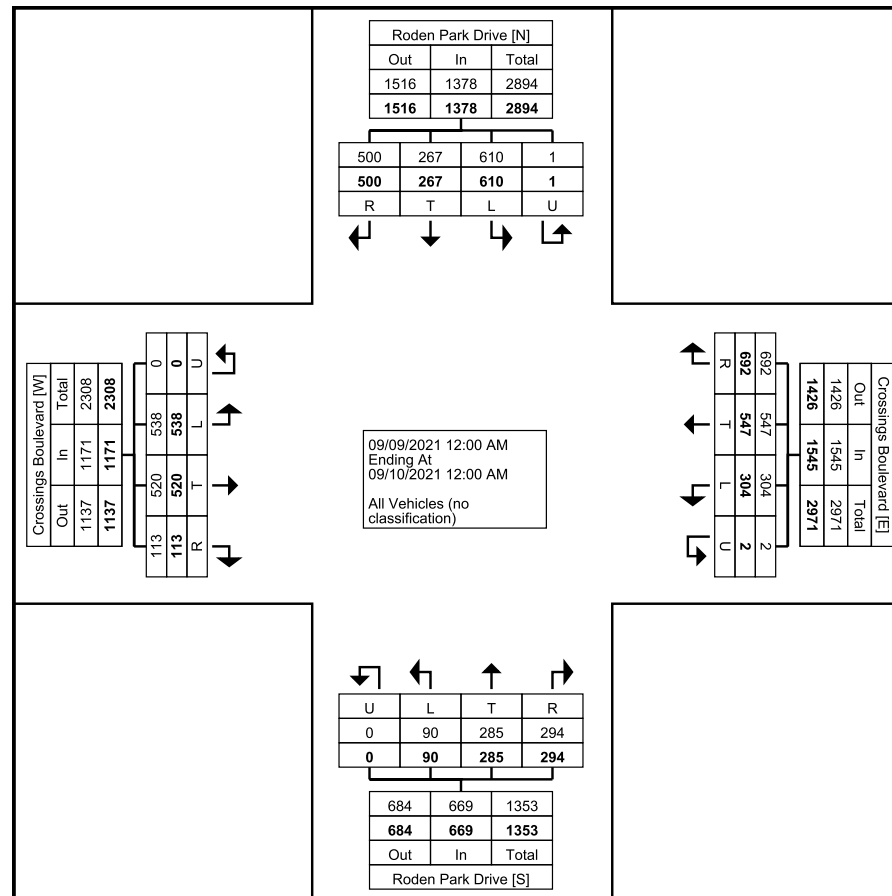
7:15 AM	11	2	5	0	18	19	12	3	0	34	8	7	5	0	20	1	13	9	0	23	95
7:30 AM	10	1	7	0	18	10	15	2	0	27	7	4	2	0	13	0	11	7	0	18	76
7:45 AM	14	2	7	0	23	15	9	5	0	29	5	3	3	0	11	1	9	10	0	20	83
Hourly Total	42	6	22	0	70	62	44	10	0	116	31	25	14	0	70	2	43	39	0	84	340
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8:15 AM	2	4	3	0	9	14	8	2	0	24	16	6	1	0	23	0	11	6	0	17	73
8:30 AM	6	3	10	0	19	9	8	4	0	21	12	0	0	0	12	1	5	6	0	12	64
8:45 AM	6	2	6	0	14	14	11	7	0	32	6	4	1	0	11	1	6	5	0	12	69
Hourly Total	21	13	23	0	57	47	33	15	0	95	46	20	3	0	69	3	25	30	0	58	279
9:00 AM	12	0	6	0	18	9	5	6	0	20	7	4	1	0	12	2	4	4	0	10	60
9:15 AM	7	2	4	0	13	8	3	3	0	14	3	1	1	0	5	0	5	6	0	11	43
9:30 AM	11	2	6	0	19	5	1	2	0	8	7	4	2	0	13	0	6	6	0	12	52
9:45 AM	5	3	4	0	12	6	0	2	0	8	7	4	2	0	13	2	7	2	0	11	44
Hourly Total	35	7	20	0	62	28	9	13	0	50	24	13	6	0	43	4	22	18	0	44	199
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10:15 AM	4	3	4	0	11	5	5	4	0	14	4	0	0	0	4	3	3	4	0	10	39
10:30 AM	4	5	3	0	12	4	5	2	0	11	5	6	0	0	11	1	5	5	0	11	45
10:45 AM	10	4	3	0	17	6	7	5	0	18	3	0	0	0	3	0	6	4	0	10	48
Hourly Total	19	14	14	0	47	21	21	13	0	55	16	7	0	0	23	5	20	18	0	43	168
11:00 AM	4	3	10	0	17	9	4	3	0	16	10	5	2	0	17	1	4	7	0	12	62
11:15 AM	7	3	5	0	15	6	7	1	0	14	5	3	0	0	8	2	4	1	0	7	44
11:30 AM	2	4	7	1	14	8	7	5	0	20	7	4	3	0	14	0	11	7	0	18	66
11:45 AM	4	8	8	0	20	8	9	1	0	18	3	3	2	0	8	2	8	9	0	19	65
Hourly Total	17	18	30	1	66	31	27	10	0	68	25	15	7	0	47	5	27	24	0	56	237
12:00 PM	4	3	7	0	14	9	7	2	0	18	2	7	2	0	11	1	7	6	0	14	57
12:15 PM	6	1	10	0	17	9	9	3	0	21	5	1	1	0	7	4	11	4	0	19	64
12:30 PM	5	5	3	0	13	9	8	3	0	20	4	4	1	0	9	0	11	8	0	19	61
12:45 PM	4	1	12	0	17	5	5	4	0	14	4	7	0	0	11	5	3	6	0	14	56
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1:15 PM	7	5	6	0	18	13	9	6	0	28	1	0	1	0	2	3	10	7	0	20	68
1:30 PM	8	5	8	0	21	6	3	2	0	11	4	4	1	0	9	2	7	4	0	13	54
1:45 PM	6	5	9	0	20	8	2	0	0	10	4	3	2	0	9	1	3	11	0	15	54
Hourly Total	25	18	34	0	77	37	18	13	0	68	13	12	4	0	29	7	27	27	0	61	235
2:00 PM	5	0	12	0	17	12	9	2	0	23	1	4	0	0	5	0	2	7	0	9	54
2:15 PM	4	1	7	0	12	8	2	4	0	14	2	8	1	0	11	2	8	10	0	20	57
2:30 PM	6	5	10	0	21	9	7	5	0	21	4	4	1	0	9	3	11	9	0	23	74
2:45 PM	10	4	7	0	21	9	8	5	0	22	1	3	0	0	4	2	2	3	0	7	54
Hourly Total	25	10	36	0	71	38	26	16	0	80	8	19	2	0	29	7	23	29	0	59	239
3:00 PM	11	3	9	0	23	11	13	6	0	30	3	6	1	0	10	0	10	6	0	16	79
3:15 PM	5	11	10	0	26	9	16	3	0	28	5	9	1	0	15	9	12	9	0	30	99
3:30 PM	10	7	9	0	26	7	1	1	0	9	4	6	2	0	12	1	15	10	0	26	73
3:45 PM	13	4	20	0	37	13	14	13	0	40	4	5	1	0	10	3	9	18	0	30	117
Hourly Total	39	25	48	0	112	40	44	23	0	107	16	26	5	0	47	13	46	43	0	102	368
4:00 PM	10	9	17	0	36	19	21	13	0	53	0	3	3	0	6	4	20	13	0	37	132
4:15 PM	12	6	10	0	28	15	11	3	0	29	3	4	1	0	8	4	8	15	0	27	92
4:30 PM	13	6	15	0	34	10	10	11	0	31	4	5	5	0	14	0	10	14	0	24	103
4:45 PM	11	6	13	0	30	8	13	11	0	32	2	7	2	0	11	2	9	11	0	22	95
Hourly Total	46	27	55	0	128	52	55	38	0	145	9	19	11	0	39	10	47	53	0	110	422
5:00 PM	11	6	14	0	31	13	20	7	0	40	3	4	1	0	8	2	18	23	0	43	122
5:15 PM	9	6	18	0	33	16	8	10	0	34	12	6	5	0	23	1	11	16	0	28	118
5:30 PM	12	6	15	0	33	12	11	5	0	28	3	5	2	0	10	6	16	14	0	36	107

5:45 PM	13	7	17	0	37	11	16	5	0	32	5	6	0	0	11	3	19	13	0	35	115
Hourly Total	45	25	64	0	134	52	55	27	0	134	23	21	8	0	52	12	64	66	0	142	462
6:00 PM	8	5	12	0	25	18	11	14	0	43	2	7	3	0	12	2	7	11	0	20	100
6:15 PM	3	7	12	0	22	3	12	10	0	25	5	7	0	0	12	6	7	8	0	21	80
6:30 PM	7	6	12	0	25	8	9	8	0	25	4	8	0	0	12	4	10	9	0	23	85
6:45 PM	4	4	14	0	22	13	20	7	0	40	6	5	0	0	11	0	9	13	0	22	95
Hourly Total	22	22	50	0	94	42	52	39	0	133	17	27	3	0	47	12	33	41	0	86	360
7:00 PM	8	4	12	0	24	11	8	10	0	29	3	3	0	0	6	5	5	6	0	16	75
7:15 PM	12	9	20	0	41	10	9	11	0	30	1	2	3	0	6	2	9	5	0	16	93
7:30 PM	9	5	11	0	25	15	7	8	0	30	5	4	1	0	10	2	11	7	0	20	85
7:45 PM	4	4	15	0	23	5	10	5	0	20	1	7	0	0	8	3	11	5	0	19	70
Hourly Total	33	22	58	0	113	41	34	34	0	109	10	16	4	0	30	12	36	23	0	71	323
8:00 PM	6	8	15	0	29	14	9	6	0	29	0	4	0	0	4	1	13	6	0	20	82
8:15 PM	11	8	10	0	29	22	11	1	0	34	1	1	0	0	2	2	4	7	0	13	78
8:30 PM	11	6	13	0	30	9	7	7	0	23	2	3	0	0	5	1	8	7	0	16	74
8:45 PM	3	4	7	0	14	11	8	2	0	21	1	1	0	0	2	0	3	4	0	7	44
Hourly Total	31	26	45	0	102	56	35	16	0	107	4	9	0	0	13	4	28	24	0	56	278
9:00 PM	4	2	9	0	15	1	1	5	0	7	1	0	0	0	1	0	2	5	0	7	30
9:15 PM	5	3	10	0	18	10	1	5	1	17	0	1	0	0	1	0	2	4	0	6	42
9:30 PM	3	1	10	0	14	3	2	3	0	8	0	2	0	0	2	0	2	4	0	6	30
9:45 PM	4	0	3	0	7	6	6	2	0	14	1	1	0	0	2	1	2	2	0	5	28
Hourly Total	16	6	32	0	54	20	10	15	1	46	2	4	0	0	6	1	8	15	0	24	130
10:00 PM	4	1	4	0	9	6	1	3	0	10	2	0	0	0	2	0	5	2	0	7	28
10:15 PM	3	2	4	0	9	3	9	1	0	13	0	1	0	0	1	0	0	2	0	2	25
10:30 PM	3	0	5	0	8	7	3	0	0	10	0	0	0	0	0	0	2	2	0	4	22
10:45 PM	0	2	0	0	2	4	0	0	0	4	1	0	0	0	1	0	0	2	0	2	9
Hourly Total	10	5	13	0	28	20	13	4	0	37	3	1	0	0	4	0	7	8	0	15	84
11:00 PM	1	1	1	0	3	5	1	0	0	6	1	3	0	0	4	0	0	0	0	0	13
11:15 PM	0	0	2	0	2	3	2	1	0	6	0	0	1	0	1	1	0	1	0	2	11
11:30 PM	0	2	5	0	7	8	0	0	0	8	0	0	0	0	0	0	1	0	0	1	16
11:45 PM	0	1	2	0	3	1	0	1	0	2	1	0	0	0	1	0	1	0	0	1	7
Hourly Total	1	4	10	0	15	17	3	2	0	22	2	3	1	0	6	1	2	1	0	4	47
Grand Total	500	267	610	1	1378	692	547	304	2	1545	294	285	90	0	669	113	520	538	0	1171	4763
Approach %	36.3	19.4	44.3	0.1	-	44.8	35.4	19.7	0.1	-	43.9	42.6	13.5	0.0	-	9.6	44.4	45.9	0.0	-	-
Total %	10.5	5.6	12.8	0.0	28.9	14.5	11.5	6.4	0.0	32.4	6.2	6.0	1.9	0.0	14.0	2.4	10.9	11.3	0.0	24.6	-
All Vehicles (no classification)	500	267	610	1	1378	692	547	304	2	1545	294	285	90	0	669	113	520	538	0	1171	4763
% All Vehicles (no classification)	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0



Bayer Becker
6900 Tylersville Road
Suite A
Mason, Ohio, United States 45040
513-336-6600

Count Name: Crossings Boulevard and Roden
Park Drive
Site Code:
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Turning Movement Data Plot



Bayer Becker
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513-336-6600

Count Name: Crossings Boulevard and Roden
Park Drive
Site Code:
Start Date: 09/09/2021
Page No: 5

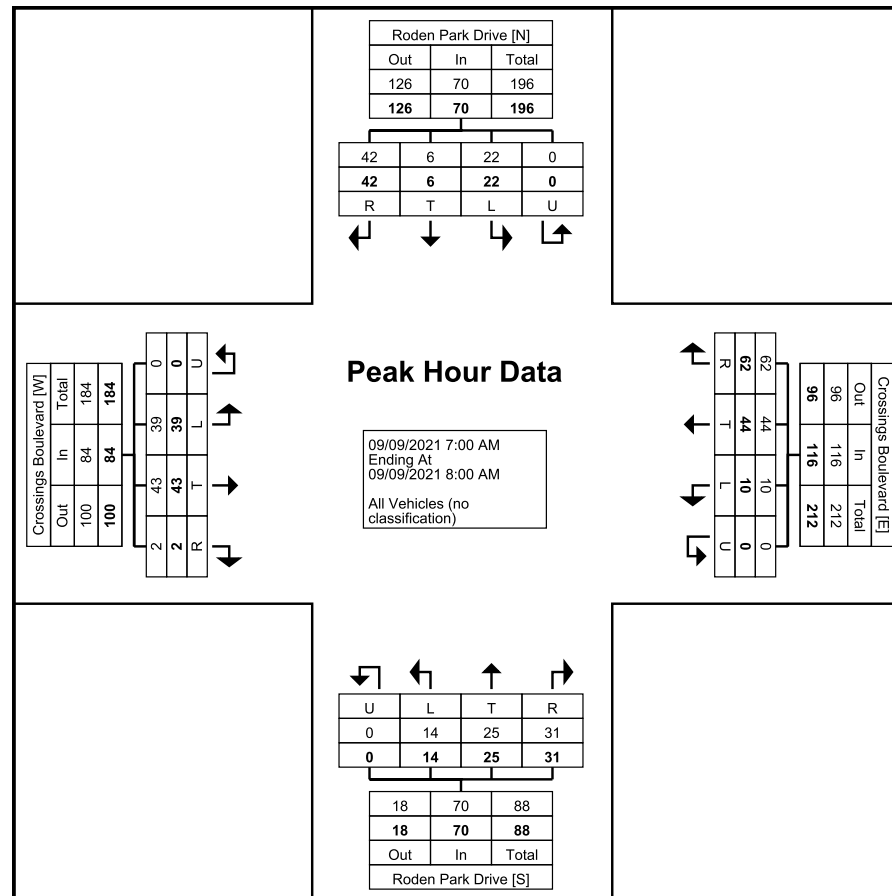
Turning Movement Peak Hour Data (7:00 AM)

Start Time	Roden Park Drive Southbound					Crossings Boulevard Westbound					Roden Park Drive Northbound					Crossings Boulevard Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
7:00 AM	7	1	3	0	11	18	8	0	0	26	11	11	4	0	26	0	10	13	0	23	86
7:15 AM	11	2	5	0	18	19	12	3	0	34	8	7	5	0	20	1	13	9	0	23	95
7:30 AM	10	1	7	0	18	10	15	2	0	27	7	4	2	0	13	0	11	7	0	18	76
7:45 AM	14	2	7	0	23	15	9	5	0	29	5	3	3	0	11	1	9	10	0	20	83
Total	42	6	22	0	70	62	44	10	0	116	31	25	14	0	70	2	43	39	0	84	340
Approach %	60.0	8.6	31.4	0.0	-	53.4	37.9	8.6	0.0	-	44.3	35.7	20.0	0.0	-	2.4	51.2	46.4	0.0	-	-
Total %	12.4	1.8	6.5	0.0	20.6	18.2	12.9	2.9	0.0	34.1	9.1	7.4	4.1	0.0	20.6	0.6	12.6	11.5	0.0	24.7	-
PHF	0.750	0.750	0.786	0.000	0.761	0.816	0.733	0.500	0.000	0.853	0.705	0.568	0.700	0.000	0.673	0.500	0.827	0.750	0.000	0.913	0.895
All Vehicles (no classification)	42	6	22	0	70	62	44	10	0	116	31	25	14	0	70	2	43	39	0	84	340
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0



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Park Drive
Site Code:
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Turning Movement Peak Hour Data Plot (7:00 AM)



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Count Name: Crossings Boulevard and Roden
Park Drive
Site Code:
Start Date: 09/09/2021
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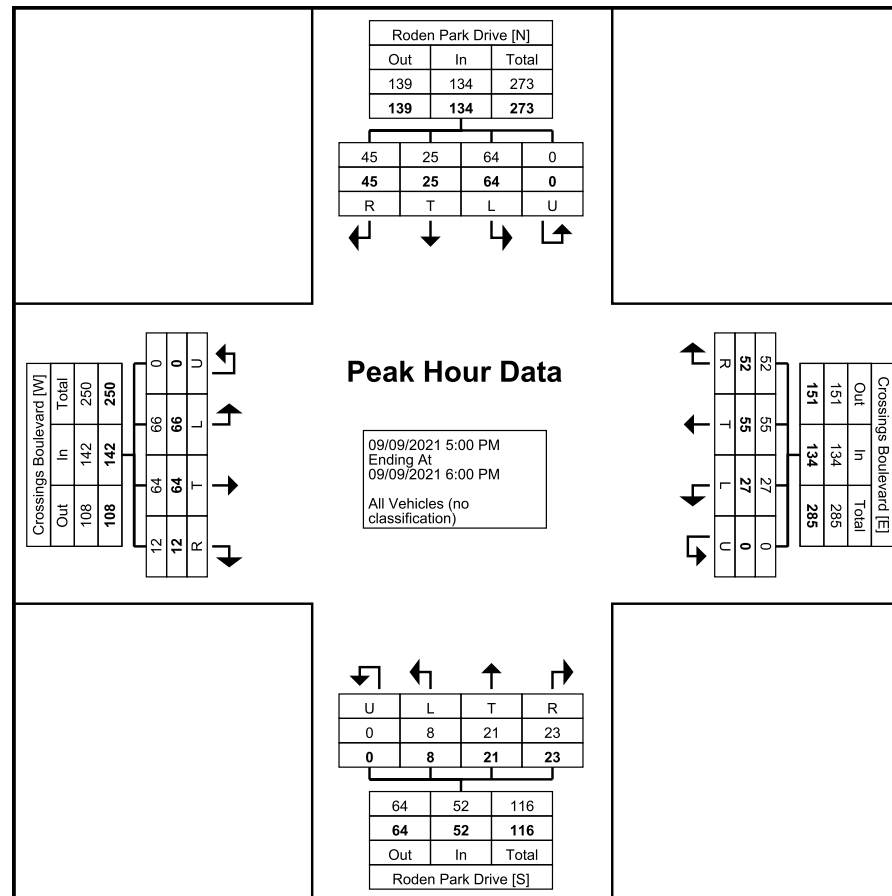
Turning Movement Peak Hour Data (5:00 PM)

Start Time	Roden Park Drive Southbound					Crossings Boulevard Westbound					Roden Park Drive Northbound					Crossings Boulevard Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
5:00 PM	11	6	14	0	31	13	20	7	0	40	3	4	1	0	8	2	18	23	0	43	122
5:15 PM	9	6	18	0	33	16	8	10	0	34	12	6	5	0	23	1	11	16	0	28	118
5:30 PM	12	6	15	0	33	12	11	5	0	28	3	5	2	0	10	6	16	14	0	36	107
5:45 PM	13	7	17	0	37	11	16	5	0	32	5	6	0	0	11	3	19	13	0	35	115
Total	45	25	64	0	134	52	55	27	0	134	23	21	8	0	52	12	64	66	0	142	462
Approach %	33.6	18.7	47.8	0.0	-	38.8	41.0	20.1	0.0	-	44.2	40.4	15.4	0.0	-	8.5	45.1	46.5	0.0	-	-
Total %	9.7	5.4	13.9	0.0	29.0	11.3	11.9	5.8	0.0	29.0	5.0	4.5	1.7	0.0	11.3	2.6	13.9	14.3	0.0	30.7	-
PHF	0.865	0.893	0.889	0.000	0.905	0.813	0.688	0.675	0.000	0.838	0.479	0.875	0.400	0.000	0.565	0.500	0.842	0.717	0.000	0.826	0.947
All Vehicles (no classification)	45	25	64	0	134	52	55	27	0	134	23	21	8	0	52	12	64	66	0	142	462
% All Vehicles (no classification)	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0



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Count Name: Crossings Boulevard and Roden
Park Drive
Site Code:
Start Date: 09/09/2021
Page No: 8



Turning Movement Peak Hour Data Plot (5:00 PM)

Figures

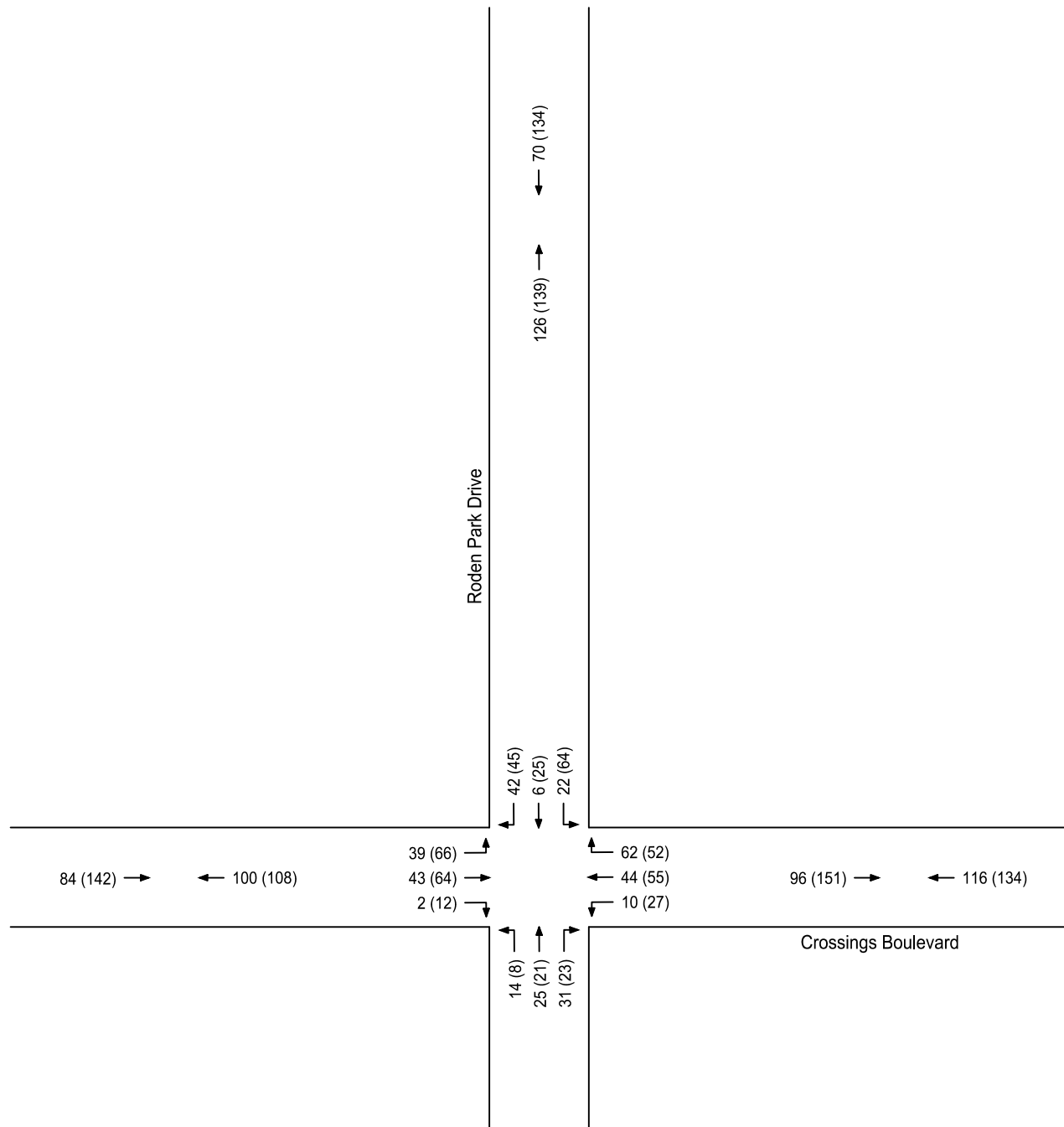


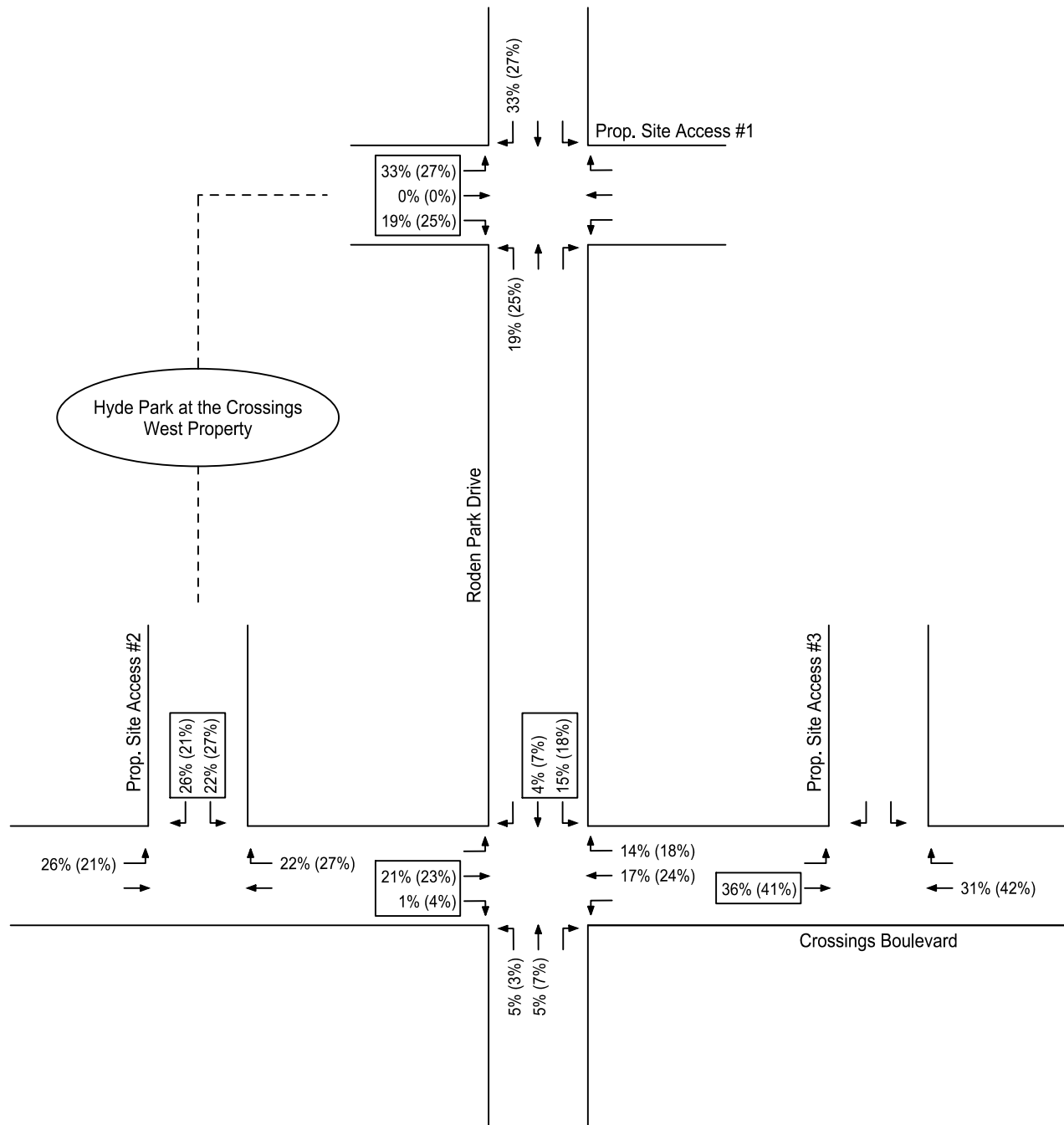
Figure 1

Hyde Park at the Crossings
City of Monroe, Butler County, Ohio

2021 Existing Traffic Volumes

xx - AM Peak Hour
(xx) - PM Peak Hour





Distribution for
Exiting Site Traffic

Figure 2

Hyde Park at the Crossings
City of Monroe, Butler County, Ohio

Site Traffic Distribution - West Property

xx - AM Peak Hour
(xx) - PM Peak Hour



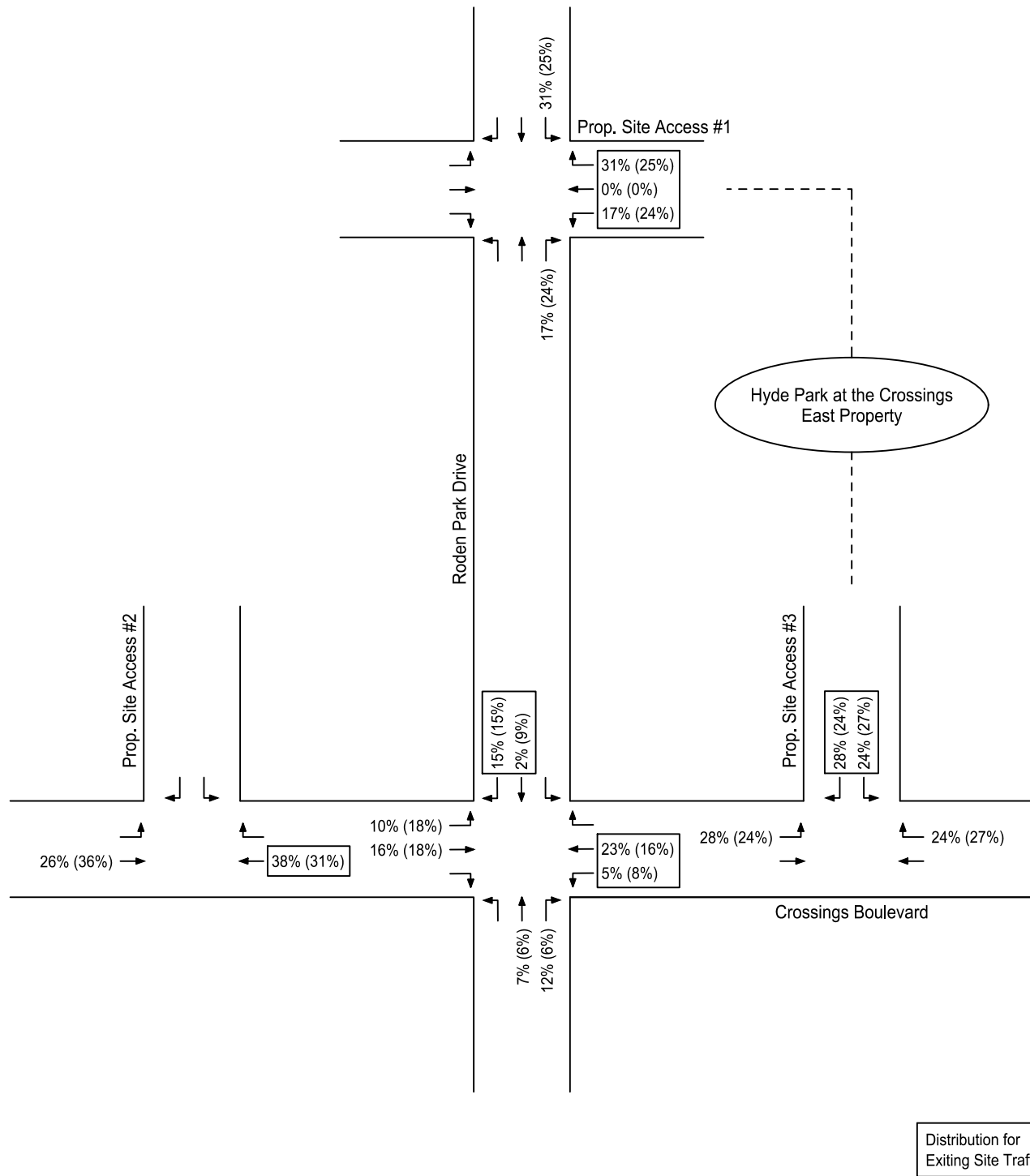


Figure 3

Hyde Park at the Crossings
City of Monroe, Butler County, Ohio

Site Traffic Distribution - East Property

xx - AM Peak Hour
(xx) - PM Peak Hour



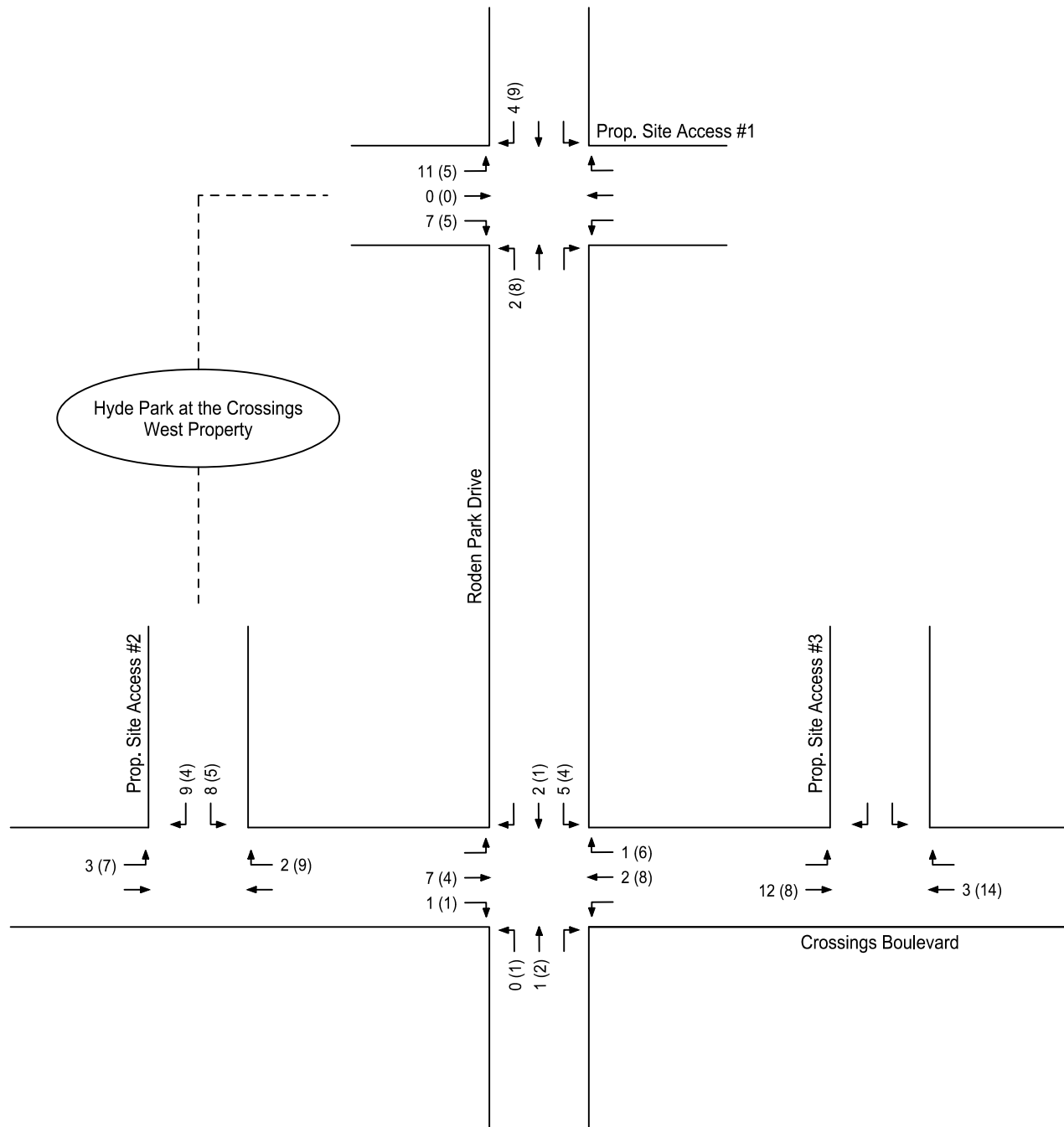


Figure 4

Hyde Park at the Crossings
City of Monroe, Butler County, Ohio

Site Traffic Volumes - West Property

xx - AM Peak Hour
(xx) - PM Peak Hour



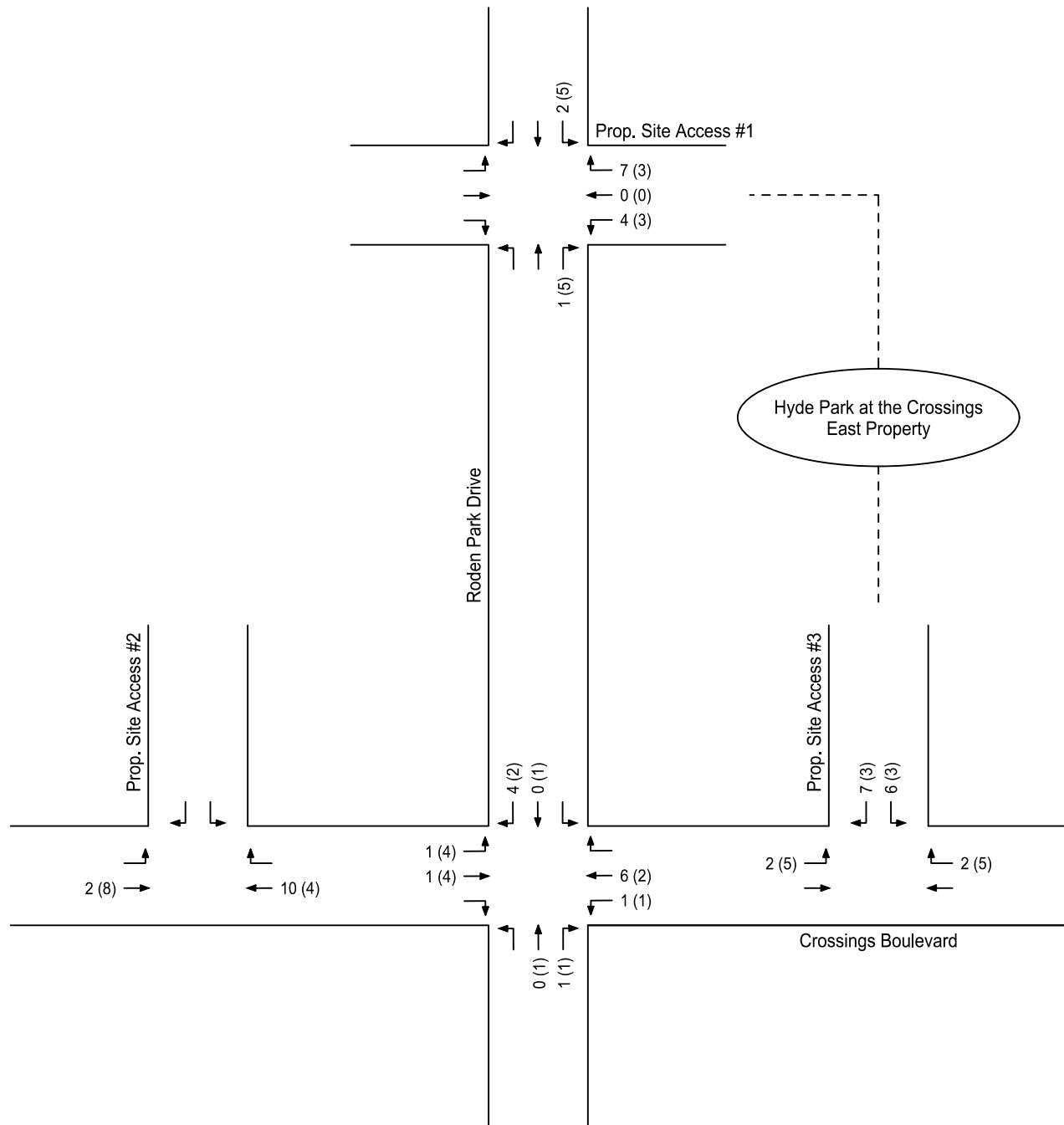


Figure 5

Hyde Park at the Crossings
City of Monroe, Butler County, Ohio

Site Traffic Volumes - East Property

xx - AM Peak Hour
(xx) - PM Peak Hour



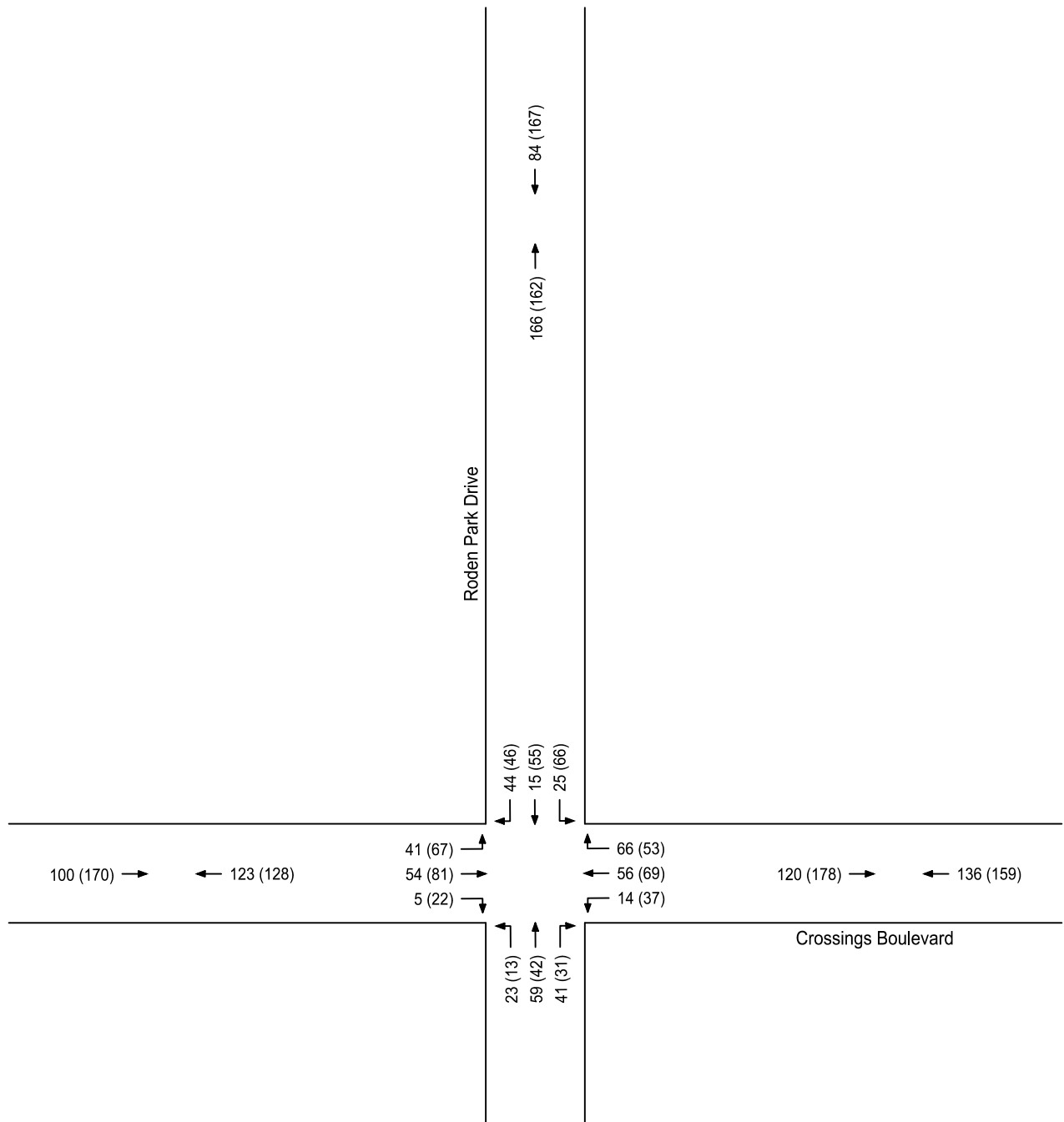


Figure 6

Hyde Park at the Crossings
City of Monroe, Butler County, Ohio

2028 No Build Traffic Volumes

xx - AM Peak Hour
(xx) - PM Peak Hour



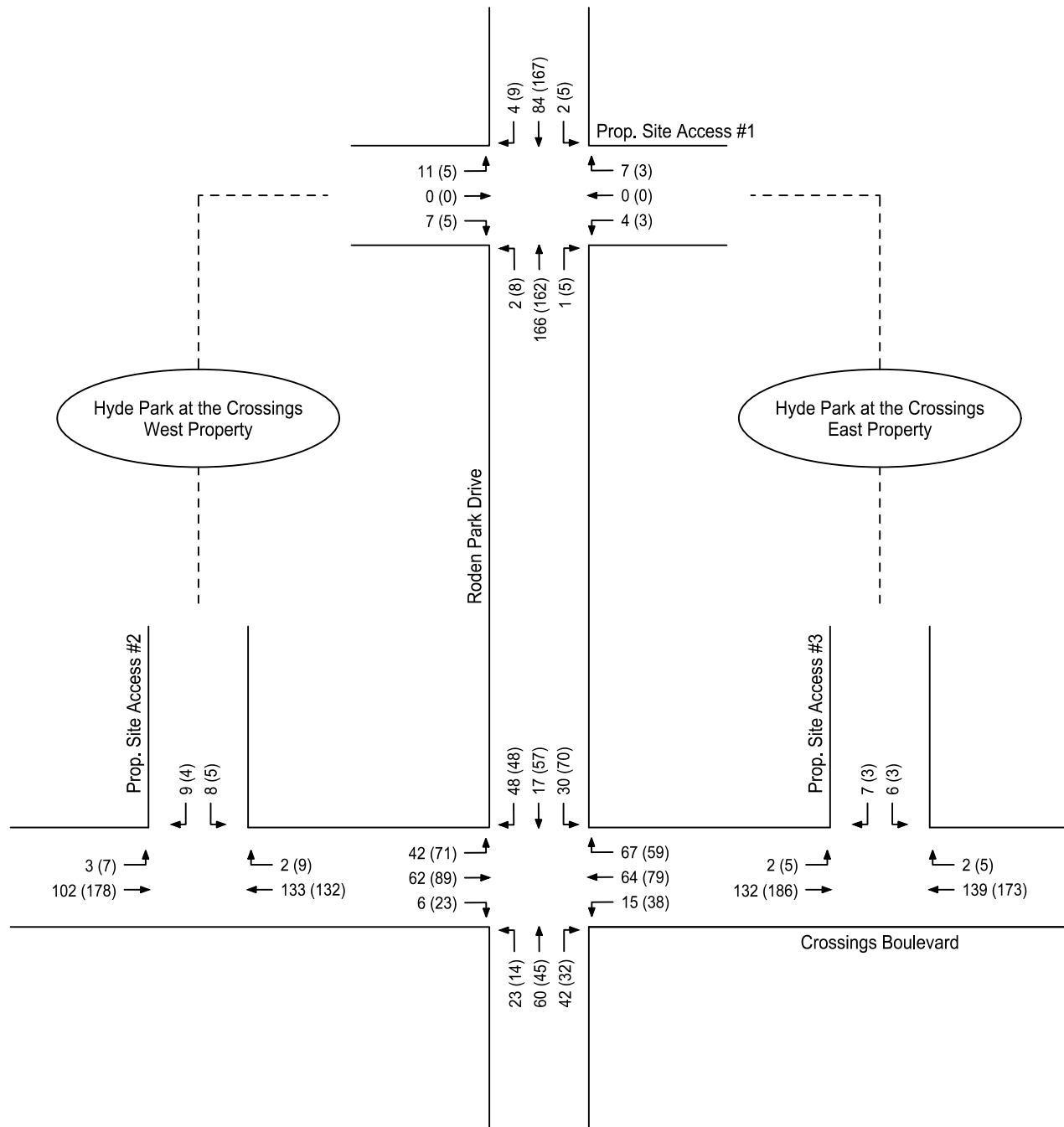


Figure 7

Hyde Park at the Crossings
City of Monroe, Butler County, Ohio

2028 Build Traffic Volumes

xx - AM Peak Hour
(xx) - PM Peak Hour



Trip Generation Excerpts

Land Use: 220

Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.
- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.
- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.
- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip

generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

Source Numbers

188, 204, 237, 300, 305, 306, 320, 321, 357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076

Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

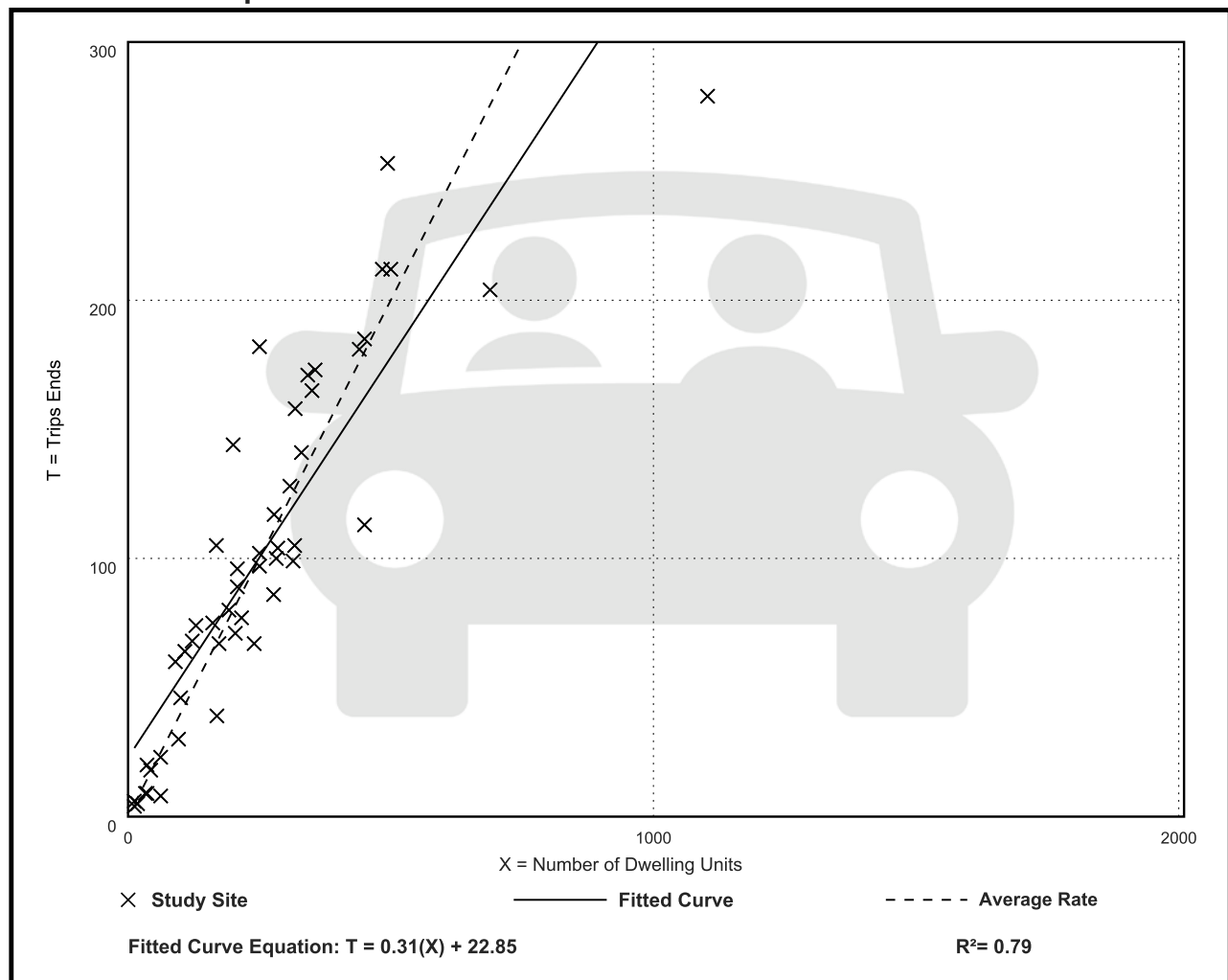
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 59

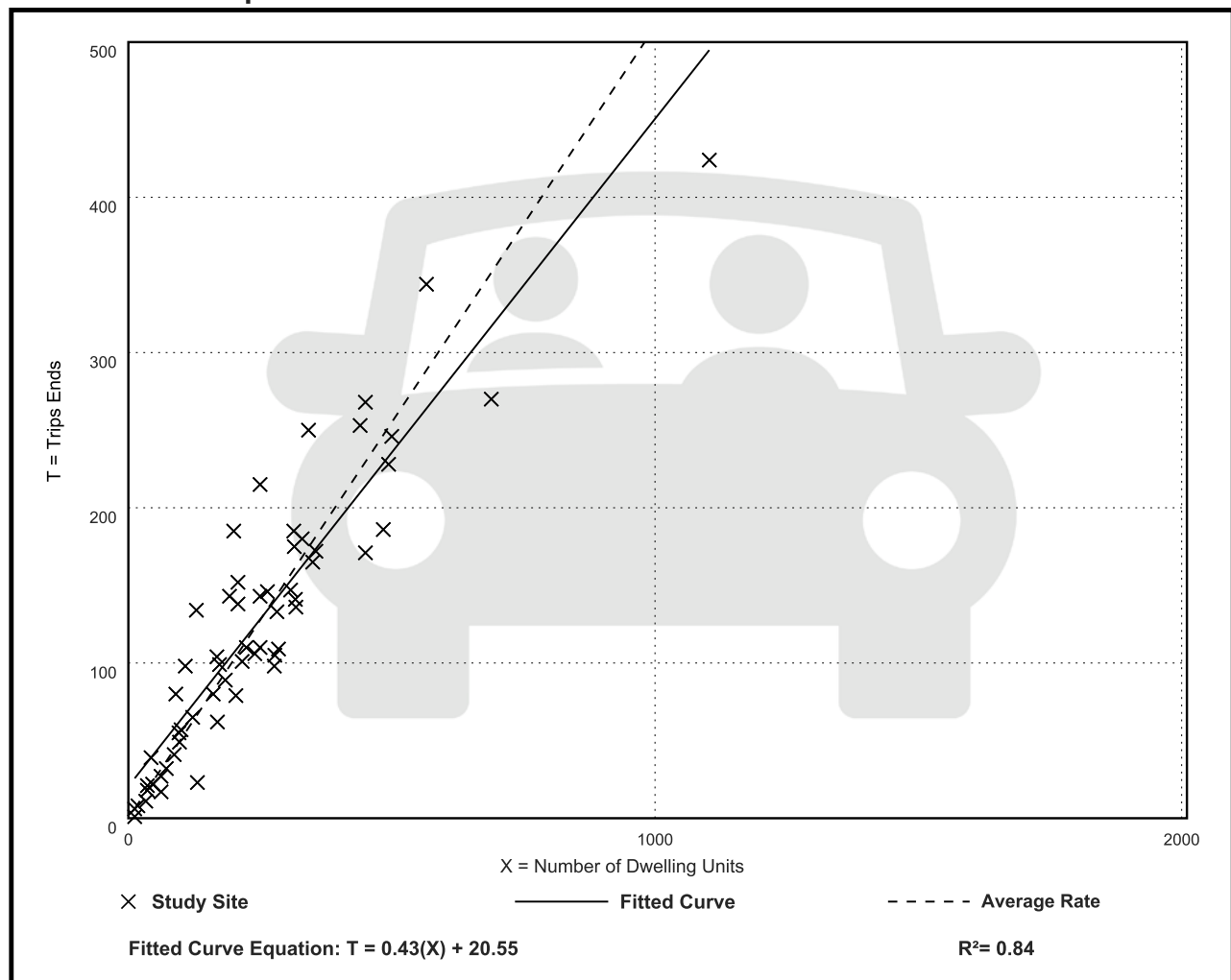
Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Background Traffic Information

Memorandum

Date: January 15, 2021

To: Mr. Bill Brock, P.E.
City of Monroe
City Engineer

cc: Mr. Joe Schwarz
Monroe Crossings II, LLC

From: Etta Reed, P.E., Bayer Becker
Wardell Wilcox, P.T.P., Bayer Becker

Subject: Monroe Crossings Development – Section Five
Trip Generation and Turn Lane Warrant Analysis

Bayer Becker (BB) has prepared the following Trip Generation and Turn Lane Warrant Analysis for the proposed Monroe Crossings Development – Section Five, located in the City of Monroe, Butler County, Ohio. The proposed section five of the Monroe Crossings Development will consist of 183 Single-Family residential units. One (1) additional access (Braylon Drive) to the Monroe Crossings Development is anticipated on Hankins Road directly opposite the intersection with Roden Park Boulevard. The construction of Braylon Drive opposite Roden Park Boulevard on Hankins Road will create a traditional four leg intersection with the existing Windsor Estates residential development, which is considered good engineering practice to align roadways where possible.

Currently, access to the existing Monroe Crossings Development is available on Hankins Road at the intersection with Crossings Boulevard, the S. R. 4 (Wright Brothers Memorial Highway) and Roden Park Drive and S. R. 63 (Hamilton-Lebanon Road) and Crossings Boulevard intersections. Access to the existing intersections for the proposed Monroe Crossings Development - Section Five will be provided to the west through the extension of Morgan Drive and to the north through the extension of Blue Springs Drive and Gabrielle Road.

The proposed Monroe Crossings Development – Section Five preliminary plat is provided as Attachment A.

Trip Generation and Trip Assignment

Based on the Institute of Transportation Engineering (ITE) *Trip Generation Manual* Land Use Category #210, the proposed Monroe Crossings Development – Section Five is expected to generate trips as follows in Table 1:

Table 1
Trip Generation - Monroe Crossings Development - Section Five

Land Use	ITE Code*	Size	Units	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Single Family Housing	210	183	DU's	34	101	135	114	67	181

* *Trip Generation Manual*, Institute of Transportation Engineers, 10th Edition. See Attachment B.

The portion of traffic expected to access the proposed Monroe Crossings Development – Section Five at the proposed Hankins Road and Roden Park Boulevard/Braylon Drive intersection was established as follows:

- Existing traffic counts were acquired at the Hankins Road and Crossings Boulevard intersection during the AM and PM Peak hour periods. The peak hour volumes entering and exiting on Hankins Road equal 36 vehicles (entering)/ 96 vehicles (exiting) in the AM Peak Hour and = 147 vehicles (entering)/ 81 vehicles (exiting) in the PM Peak Hour. The existing traffic volumes at the Hankins Road and Crossings Boulevard intersection are provided in Attachment C.

It should be noted that the existing S. R. 4 (Wright Brothers Memorial Highway) and Roden Park Drive and S. R. 63 (Hamilton-Lebanon Road) and Crossings Boulevard intersections were not counted as part of this evaluation.

2. Trips generated by the existing land uses within the Monroe Crossings development includes single family housing at 690 dwelling units, Speedway convenience mart at 12 gasoline pumps, daycare center at 12,528 square feet and multifamily housing at 150 dwelling units were estimated using the ITE Trip Generation Manual. The trip estimates were developed as follows in Table 2:

Table 2
Trip Generation – Existing Monroe Crossings Development

Land Use	ITE Code*	Size	Units	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Single Family Housing	210	690	DU's	124	371	495	409	240	649
Multifamily Housing (Low-Rise) – 1 or 2 floors	220	150	DU's	16	54	70	54	31	85
Day Care Center	565	12,528	SF	73	65	138	65	74	139
Convenience Mart w/Gasoline Pumps	853	12	Pumps	125	125	250	138	137	275
Total Trips				338	615	953	666	482	1,148

* *Trip Generation Manual*, Institute of Transportation Engineers, 10th Edition. See Attachment B.

It should be noted that the existing animal adoption center on Crossings Boulevard was not included in the trip generation calculation process due to the unavailability of sufficient trip generation data. Also, development of the remaining vacant parcels of the existing Monroe Crossings development were not considered in this evaluation.

3. The entering and exiting existing traffic acquired at the Hankins Road and Crossings Boulevard intersection, during the AM and PM Peak hour periods, were used to determine the percentage of traffic expected to enter and exit at the proposed Hankins Road at Roden Park Boulevard/Braylon Drive intersection. The proposed entering and exiting percentages were established by dividing the entering and exiting existing traffic on Crossings Boulevard at the Hankins Road intersection (Step 1) by the AM and PM Peak hour trips (Table 2) of the existing Monroe Crossings development. The result of the calculation process is as follows:
 - o AM Peak Entering = 36 entering vehicles/ 338 trips = 11%.
 - o AM Peak Exiting = 96 exiting vehicles/ 615 trips = 16%.
 - o PM Peak Entering = 147 entering vehicles/ 666 trips = 22%.
 - o PM Peak Exiting = 81 exiting vehicles/ 482 trips = 17%.
4. The percentages in Step 3 were applied to the trips to be generated by the proposed Monroe Crossings Development – Section Five (Table 1), during the AM and PM Peak hour periods. The generated trips for the proposed Monroe Crossings Development – Section Five were combined with the existing traffic at the Hankins Road and Roden Park Boulevard (see Attachment C) intersection to establish the Build Traffic Projections.

The results of the application process and development of the Site Generated Trips and Build Traffic Projections are provided graphically in Attachment D.

Turn Lane Warrant Analysis

Hankins Road is a two-lane major collector facility, with one (1) lane of travel in each direction. The posted speed limit on Hankins Road, in the vicinity of Roden Park Boulevard, is 45 MPH. The need for left and right-turn lanes, at the Hankins Road and Roden Park Boulevard/Braylon Drive unsignalized intersection, were determined using the auxiliary graphs contained in the ODOT *State Highway Access Management Manual (SHAMM)*. Based on the **Build Traffic Projections**, left and right-turn lanes were investigated as follows:

- Eastbound left-turn lane on Hankins Road at Roden Park Boulevard/Braylon Drive intersection.
- Westbound right-turn lane on Hankins Road at Roden Park Boulevard/Braylon Drive intersection.

Based on the turn lane warrant analysis, the unsignalized left-turn lane and right-turn lane warrant results are as follows:

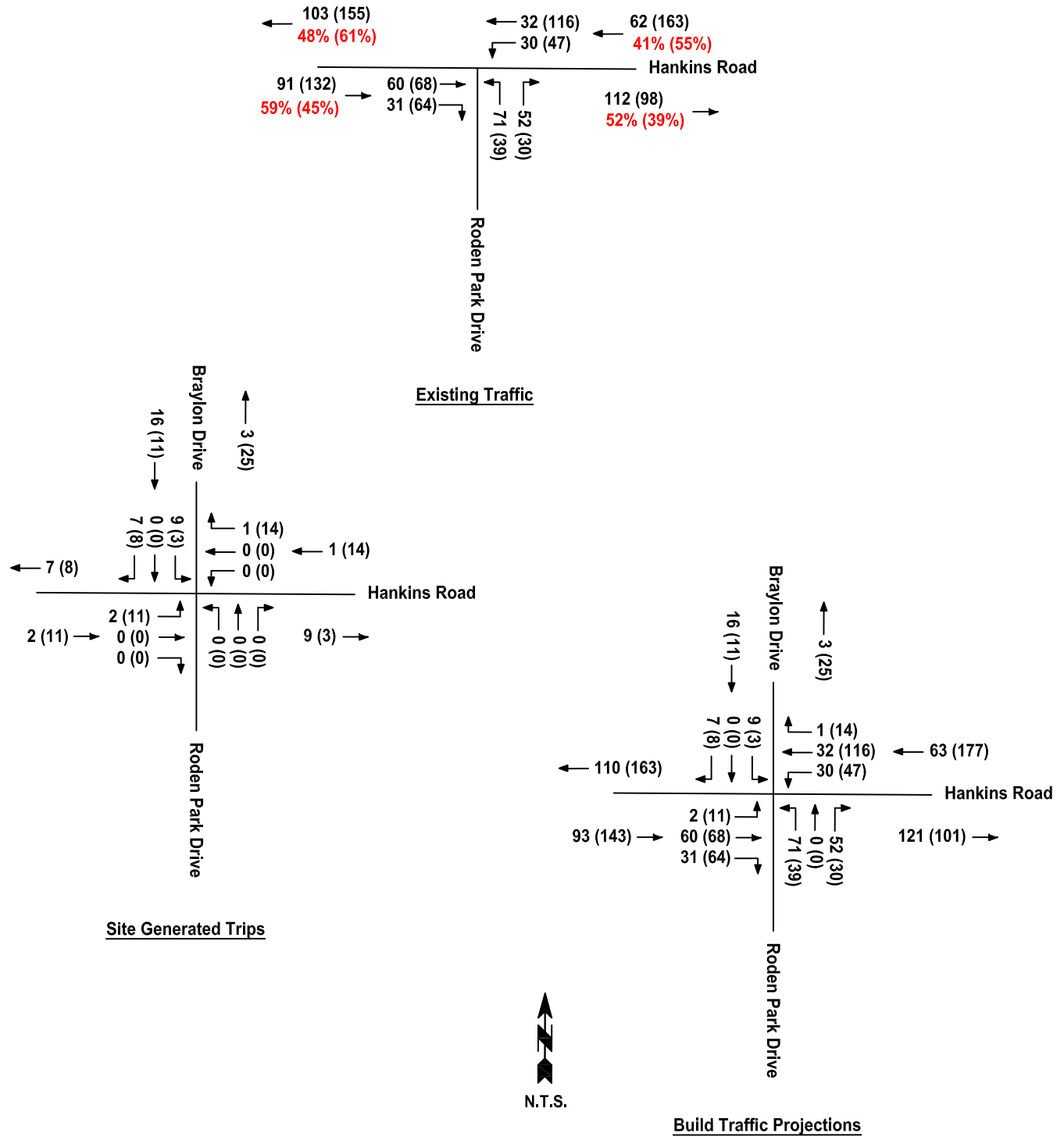
- An eastbound left-turn lane on Hankins Road at Roden Park Boulevard/Braylon Drive intersection is **not** warranted.
- A westbound right-turn lane on Hankins Road at Roden Park Boulevard/Braylon Drive intersection is **not** warranted.

The turn lane warrant results are provided in Attachment E.

Conclusions

Based upon the analysis contained herein and engineering judgment, no roadway improvements are warranted or recommended on Hankins Road at the Roden Park Boulevard/Braylon Drive intersection to accommodate the proposed Monroe Crossings Development - Section Five.

Feel free to contact us at 516-336-6600 with any questions.



Attachment D

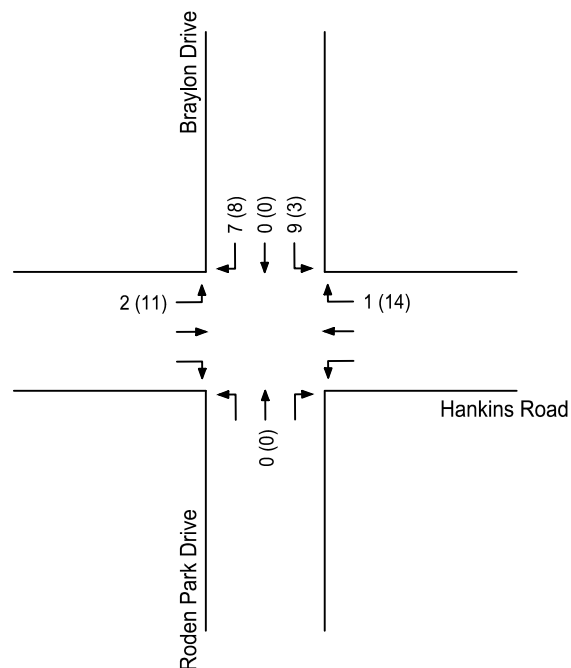
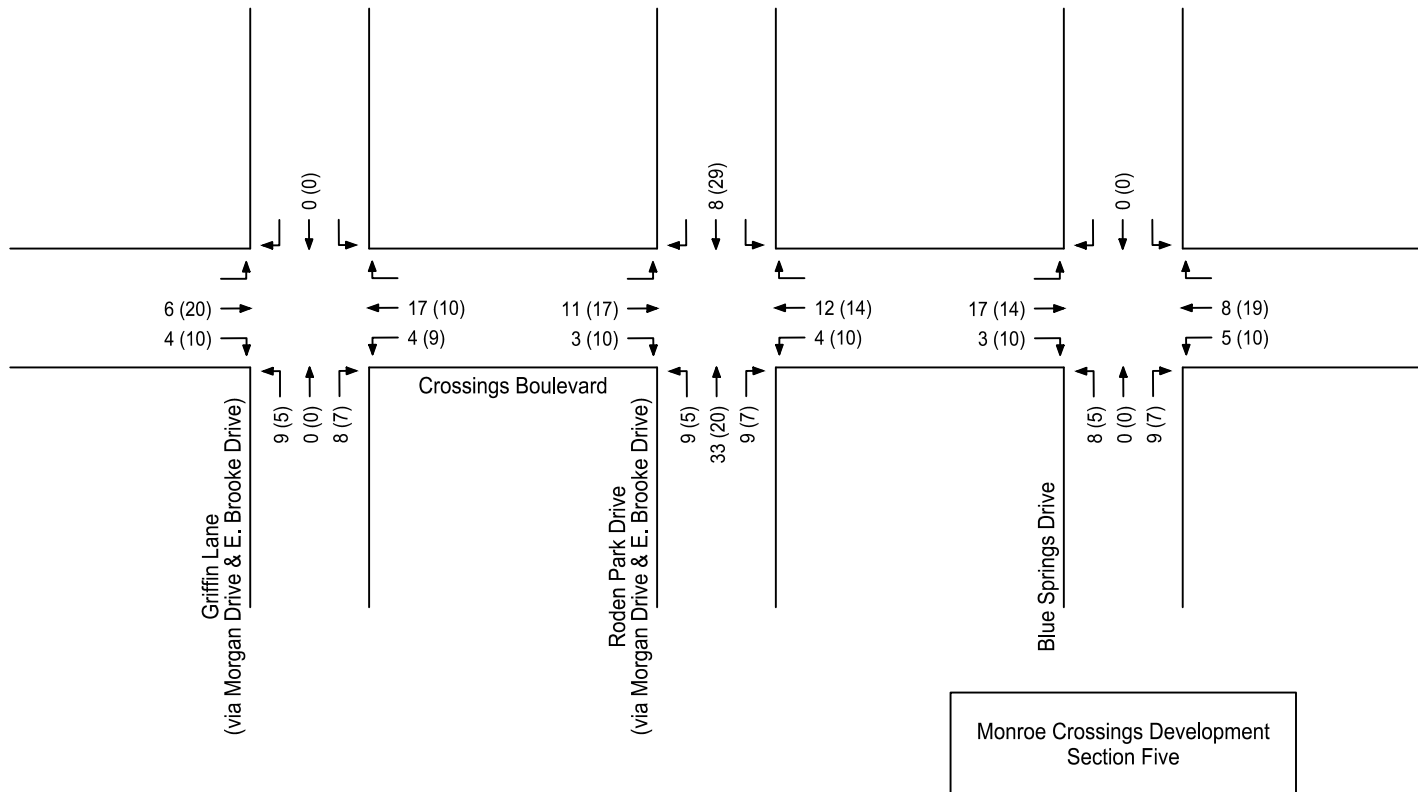
Monroe Crossings Development - Section Five
City of Monroe, Butler County, Ohio

2020 Existing Traffic and **Percentage Distribution**, Site Generated Trips
and Build Traffic Projections

xx - AM Peak Hour
(xx) - PM Peak Hour



www.bayerbecker.com
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Mason, OH 45040 - 513.336.6600



Monroe Crossings - Section Five

	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Single Family Housing 183 Dwelling Units	34	101	135	114	67	181
Site Traffic Utilizing Hankins Road	3	16	19	25	11	36
Site Traffic Utilizing Crossings Boulevard	31	85	116	89	56	145

Worksheet

Hyde Park at the Crossings
City of Monroe, Butler County, Ohio

Monroe Crossings Development - Section Five
Site Traffic Volumes

xx - AM Peak Hour
(xx) - PM Peak Hour



November 23, 2021

Monroe Crossings Development – Commercial/Retail Outlots Trip Generation Calculations

There are several Monroe Crossings Development commercial/retail outlots located along SR 4 (Hamilton-Middletown Road) and Roden Park Drive that are vacant/available.

Based on the original development plan and incorporating more recent updated information, it is estimated that the available commercial/retail portion of the development is to consist of the following:

- Self-Storage Facility at approximately 100,245 square feet
- General Office Building at approximately 8,500 square feet
- Retail Strip Center (approximately 11,400 square feet)
- High-Turnover Sit-Down Restaurant at approximately 4,000 square feet
- Fast-Food Restaurant with Drive-Through Window at approximately 2,500 square feet
- Fast-Food Restaurant with Drive-Through Window at approximately 2,500 square feet

Trip generation for the commercial/retail outlots was estimated using the data and methodology presented in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* with the following trips generated during the weekday AM and PM peak hours.

Land Use	ITE Code	Size	Units	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Mini-Warehouse	151	100.245	TSF	5	4	9	7	8	15
Office Building	710	8.500	TSF	18	2	20	3	18	21
After Internal Capture				14	1	15	1	14	15
Strip Retail Plaza	822	11.400	TSF	18	13	31	42	43	85
After Internal Capture				17	10	27	18	30	48
Pass-By Trips				0	0	0	7	12	19
High-Turnover Sit-Down Restaurant	932	4.000	TSF	21	17	38	22	14	36
After Internal Capture				21	16	37	19	11	30
Pass-By Trips				0	0	0	8	5	13
Fast-Food Restaurant w Drive-Thru	934	5.000	TSF	114	109	223	86	79	165
After Internal Capture				111	106	217	76	60	136
Pass-By Trips				55	53	108	42	33	75
Total Trips				176	145	321	160	162	322
Total External Trips				168	137	305	121	123	244
Total Pass-By Trips				55	53	108	57	50	107
Total New Trips				113	84	197	64	73	137

Trip generation rate information excerpted from ITE is attached for reference.

Peak hour trips generated by the commercial/retail outlots were distributed at the intersection of SR 4 (Hamilton Middletown Road) and Roden Park Drive and at the intersection of Roden Park Drive and Crossings Boulevard based on existing traffic patterns as estimated using 2017 historical traffic data of SR 4 (Hamilton Middletown Road), published by the Ohio Department of Transportation (ODOT), and the 2021 traffic data collected at the intersection of Roden Park Drive and Crossings Boulevard as part of the Hyde Park at the Crossings Traffic Evaluation.

During the weekday AM peak hour, it is estimated that new trips will enter/exit the study area at:

- 47% from/to the west on SR 4 (Hamilton Middletown Road)
- 47% from/to the east on SR 4 (Hamilton Middletown Road)
- 2% from/to the west on Crossings Boulevard
- 3% from/to the east on Crossings Boulevard
- 1% from/to the south on Roden Park Drive

AM peak hour pass-by trips are estimated at 50% entering from the west and exiting to the east on SR 4 (Hamilton Middletown Road) and 50% entering from the east and exiting to the west on SR 4 (Hamilton Middletown Road).

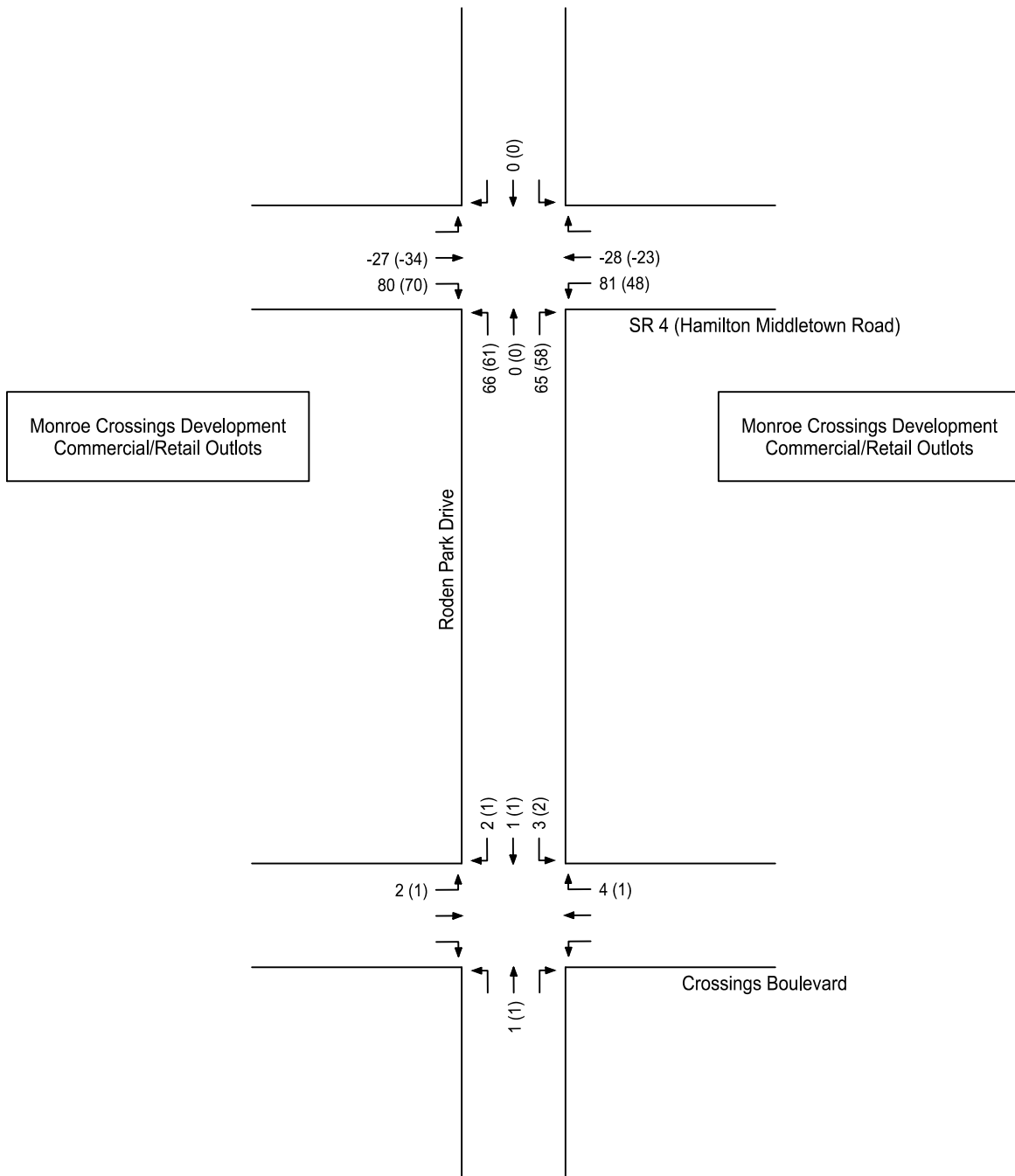
During the weekday PM peak hour, it is estimated that new trips will enter/exit the study area at:

- 56% from/to the west on SR 4 (Hamilton Middletown Road)
- 39% from/to the east on SR 4 (Hamilton Middletown Road)
- 2% from/to the west on Crossings Boulevard
- 2% from/to the east on Crossings Boulevard
- 1% from/to the south on Roden Park Drive

PM peak hour pass-by trips are estimated at 59% entering from the west and exiting to the east on SR 4 (Hamilton Middletown Road) and 41% entering from the east and exiting to the west on SR 4 (Hamilton Middletown Road).

Peak hour site traffic volumes for the Monroe Crossings Development commercial/retail outlots are presented in the attached worksheet.

21-0017 Monroe Crossings Commercial - Information & Worksheets.docx



Monroe Crossings - Commercial/Retail Outlots

Worksheet

Hyde Park at the Crossings
City of Monroe, Butler County, Ohio

Monroe Crossings Development - Commercial/
Retail Outlots - Site Traffic Volumes

xx - AM Peak Hour
(xx) - PM Peak Hour



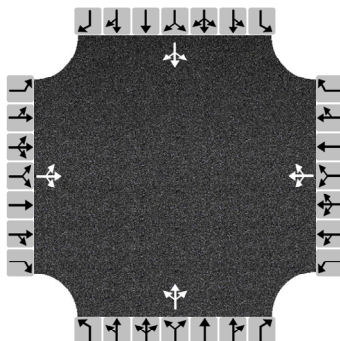
Capacity Analysis Reports

HCS7 All-Way Stop Control Report

General Information

Analyst	KMD	Intersection	Roden Park & Crossings
Agency/Co.	Bayer Becker	Jurisdiction	City of Monroe
Date Performed	11/23/2021	East/West Street	Crossings Boulevard
Analysis Year	2021	North/South Street	Roden Park Drive
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.90
Time Analyzed	Existing - AM Peak Hour		
Project Description	21-0017 - Hyde Park at the Crossings		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	39	43	2	10	44	62	14	25	31	22	6	42
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	93			129			78			78		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.083			0.115			0.069			0.069		
Final Departure Headway, hd (s)	4.50			4.09			4.29			4.22		
Final Degree of Utilization, x	0.117			0.146			0.093			0.091		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.50			2.09			2.29			2.22		

Capacity, Delay and Level of Service

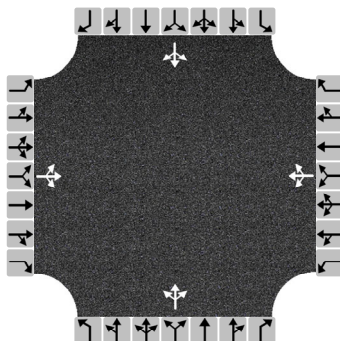
Flow Rate, v (veh/h)	93			129			78			78		
Capacity	801			881			839			853		
95% Queue Length, Q ₉₅ (veh)	0.4			0.5			0.3			0.3		
Control Delay (s/veh)	8.1			7.8			7.7			7.6		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	8.1			7.8			7.7			7.6		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	7.8						A					

HCS7 All-Way Stop Control Report

General Information

Analyst	KMD	Intersection	Roden Park & Crossings
Agency/Co.	Bayer Becker	Jurisdiction	City of Monroe
Date Performed	11/23/2021	East/West Street	Crossings Boulevard
Analysis Year	2021	North/South Street	Roden Park Drive
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.90
Time Analyzed	Existing - PM Peak Hour		
Project Description	21-0017 - Hyde Park at the Crossings		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	66	64	12	27	55	52	8	21	23	64	25	45
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	158			149			58			149		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.140			0.132			0.051			0.132		
Final Departure Headway, hd (s)	4.65			4.44			4.62			4.62		
Final Degree of Utilization, x	0.204			0.183			0.074			0.191		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.65			2.44			2.62			2.62		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	158			149			58			149		
Capacity	774			812			780			778		
95% Queue Length, Q ₉₅ (veh)	0.8			0.7			0.2			0.7		
Control Delay (s/veh)	8.8			8.4			8.0			8.7		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	8.8			8.4			8.0			8.7		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	8.6						A					

HCS7 All-Way Stop Control Report

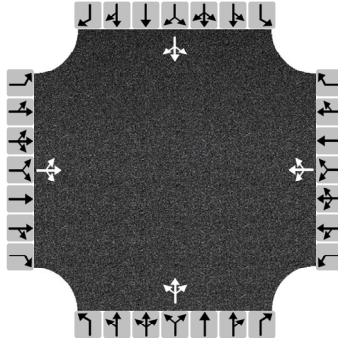
General Information

Analyst	KMD
Agency/Co.	Bayer Becker
Date Performed	11/23/2021
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	No Build - AM Peak Hour
Project Description	21-0017 - Hyde Park at the Crossings

Site Information

Intersection	Roden Park & Crossings
Jurisdiction	City of Monroe
East/West Street	Crossings Boulevard
North/South Street	Roden Park Drive
Peak Hour Factor	0.90

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	41	54	5	14	56	66	23	59	41	25	15	44
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	111			151			137			93		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.099			0.134			0.121			0.083		
Final Departure Headway, hd (s)	4.70			4.34			4.50			4.46		
Final Degree of Utilization, x	0.145			0.182			0.171			0.116		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.70			2.34			2.50			2.46		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	111			151			137			93		
Capacity	766			829			800			807		
95% Queue Length, Q ₉₅ (veh)	0.5			0.7			0.6			0.4		
Control Delay (s/veh)	8.5			8.3			8.4			8.0		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	8.5			8.3			8.4			8.0		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	8.3						A					

HCS7 All-Way Stop Control Report

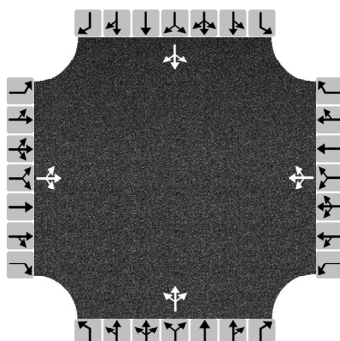
General Information

Analyst	KMD
Agency/Co.	Bayer Becker
Date Performed	11/23/2021
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	No Build - PM Peak Hour
Project Description	21-0017 - Hyde Park at the Crossings

Site Information

Intersection	Roden Park & Crossings
Jurisdiction	City of Monroe
East/West Street	Crossings Boulevard
North/South Street	Roden Park Drive
Peak Hour Factor	0.90

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	67	81	22	37	69	53	13	42	31	66	55	46
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	189			177			96			186		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.168			0.157			0.085			0.165		
Final Departure Headway, hd (s)	4.88			4.75			4.92			4.89		
Final Degree of Utilization, x	0.256			0.233			0.131			0.252		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.88			2.75			2.92			2.89		

Capacity, Delay and Level of Service

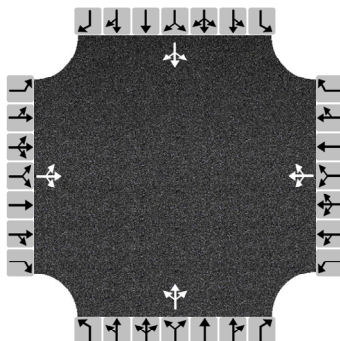
Flow Rate, v (veh/h)	189			177			96			186		
Capacity	737			758			732			737		
95% Queue Length, Q ₉₅ (veh)	1.0			0.9			0.4			1.0		
Control Delay (s/veh)	9.6			9.2			8.7			9.5		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	9.6			9.2			8.7			9.5		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	9.3						A					

HCS7 All-Way Stop Control Report

General Information

Analyst	KMD	Intersection	Roden Park & Crossings
Agency/Co.	Bayer Becker	Jurisdiction	City of Monroe
Date Performed	11/23/2021	East/West Street	Crossings Boulevard
Analysis Year	2028	North/South Street	Roden Park Drive
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.90
Time Analyzed	Build - AM Peak Hour		
Project Description	21-0017 - Hyde Park at the Crossings		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	42	62	6	15	64	67	23	60	42	30	17	48
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	122			162			139			106		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.109			0.144			0.123			0.094		
Final Departure Headway, hd (s)	4.75			4.42			4.57			4.54		
Final Degree of Utilization, x	0.161			0.199			0.176			0.133		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.75			2.42			2.57			2.54		

Capacity, Delay and Level of Service

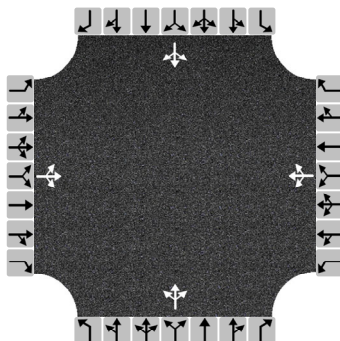
Flow Rate, v (veh/h)	122			162			139			106		
Capacity	757			815			787			793		
95% Queue Length, Q ₉₅ (veh)	0.6			0.7			0.6			0.5		
Control Delay (s/veh)	8.7			8.5			8.6			8.2		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	8.7			8.5			8.6			8.2		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	8.5						A					

HCS7 All-Way Stop Control Report

General Information

Analyst	KMD	Intersection	Roden Park & Crossings
Agency/Co.	Bayer Becker	Jurisdiction	City of Monroe
Date Performed	11/23/2021	East/West Street	Crossings Boulevard
Analysis Year	2028	North/South Street	Roden Park Drive
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.90
Time Analyzed	Build - PM Peak Hour		
Project Description	21-0017 - Hyde Park at the Crossings		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	71	89	23	38	79	59	14	45	32	70	57	48
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	203			196			101			194		
Percent Heavy Vehicles	2			2			2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.181			0.174			0.090			0.173		
Final Departure Headway, hd (s)	4.97			4.82			5.04			5.00		
Final Degree of Utilization, x	0.281			0.262			0.142			0.270		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.97			2.82			3.04			3.00		

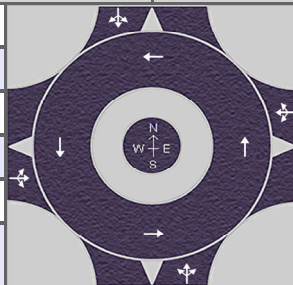
Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	203			196			101			194		
Capacity	725			746			714			721		
95% Queue Length, Q ₉₅ (veh)	1.1			1.0			0.5			1.1		
Control Delay (s/veh)	9.9			9.5			8.9			9.8		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	9.9			9.5			8.9			9.8		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	9.6						A					

HCS7 Roundabouts Report

General Information

Analyst	KMD
Agency or Co.	Bayer Becker
Date Performed	11/24/2021
Analysis Year	2021
Time Analyzed	Existing - AM Peak Hour
Project Description	21-0017 - Hyde Park at the...



Site Information

Intersection	Roden Park & Crossings
E/W Street Name	Crossings Boulevard
N/S Street Name	Roden Park Drive
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.90
Jurisdiction	City of Monroe

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	39	43	2	0	10	44	62	0	14	25	31	0	22	6	42
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (V_{PCE}), pc/h	0	44	49	2	0	11	50	70	0	16	28	35	0	25	7	48
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway (s)		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		95			131			79			80	
Entry Volume, veh/h		93			128			77			78	
Circulating Flow (v_c), pc/h	43			88			118			77		
Exiting Flow (v_{ex}), pc/h	109			114			142			20		
Capacity (C_{PCE}), pc/h		1321			1262			1224			1276	
Capacity (c), veh/h		1295			1237			1200			1251	
v/c Ratio (x)		0.07			0.10			0.06			0.06	

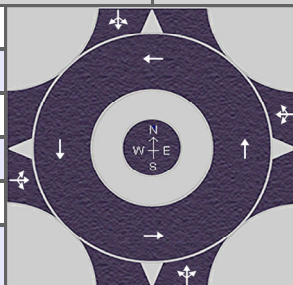
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		3.4			3.8			3.5			3.4	
Lane LOS		A			A			A			A	
95% Queue, veh		0.2			0.3			0.2			0.2	
Approach Delay, s/veh	3.4			3.8			3.5			3.4		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	3.5						A					

HCS7 Roundabouts Report

General Information

Analyst	KMD
Agency or Co.	Bayer Becker
Date Performed	11/24/2021
Analysis Year	2021
Time Analyzed	Existing - PM Peak Hour
Project Description	21-0017 - Hyde Park at the...



Site Information

Intersection	Roden Park & Crossings
E/W Street Name	Crossings Boulevard
N/S Street Name	Roden Park Drive
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.90
Jurisdiction	City of Monroe

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	66	64	12	0	27	55	52	0	8	21	23	0	64	25	45
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (V_{PCE}), pc/h	0	75	73	14	0	31	62	59	0	9	24	26	0	73	28	51
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway (s)		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		162			152			59			152	
Entry Volume, veh/h		159			149			58			149	
Circulating Flow (v_c), pc/h	132			108			221			102		
Exiting Flow (v_{ex}), pc/h	172			122			158			73		
Capacity (C_{PCE}), pc/h		1206			1236			1101			1244	
Capacity (c), veh/h		1183			1212			1080			1219	
v/c Ratio (x)		0.13			0.12			0.05			0.12	

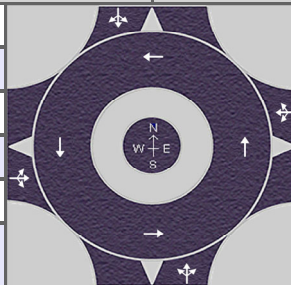
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.2			4.0			3.8			4.0	
Lane LOS		A			A			A			A	
95% Queue, veh		0.5			0.4			0.2			0.4	
Approach Delay, s/veh	4.2			4.0			3.8			4.0		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	4.0						A					

HCS7 Roundabouts Report

General Information

Analyst	KMD
Agency or Co.	Bayer Becker
Date Performed	11/24/2021
Analysis Year	2028
Time Analyzed	No Build - AM Peak Hour
Project Description	21-0017 - Hyde Park at the...



Site Information

Intersection	Roden Park & Crossings
E/W Street Name	Crossings Boulevard
N/S Street Name	Roden Park Drive
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.90
Jurisdiction	City of Monroe

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	41	54	5	0	14	56	66	0	23	59	41	0	25	15	44
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (V_{PCE}), pc/h	0	46	61	6	0	16	63	75	0	26	67	46	0	28	17	50
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway (s)		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		113			154			139			95	
Entry Volume, veh/h		111			151			136			93	
Circulating Flow (v_c), pc/h	61			139			135			105		
Exiting Flow (v_{ex}), pc/h	135			139			188			39		
Capacity (C_{PCE}), pc/h		1297			1198			1202			1240	
Capacity (c), veh/h		1271			1174			1179			1216	
v/c Ratio (x)		0.09			0.13			0.12			0.08	

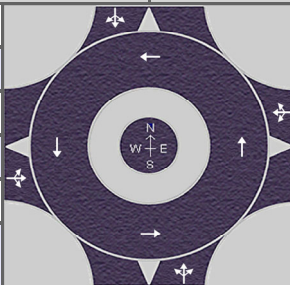
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		3.5			4.2			4.0			3.6	
Lane LOS		A			A			A			A	
95% Queue, veh		0.3			0.4			0.4			0.2	
Approach Delay, s/veh	3.5			4.2			4.0			3.6		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	3.9						A					

HCS7 Roundabouts Report

General Information

Analyst	KMD
Agency or Co.	Bayer Becker
Date Performed	11/24/2021
Analysis Year	2028
Time Analyzed	No Build - PM Peak Hour
Project Description	21-0017 - Hyde Park at the...



Site Information

Intersection	Roden Park & Crossings
E/W Street Name	Crossings Boulevard
N/S Street Name	Roden Park Drive
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.90
Jurisdiction	City of Monroe

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	67	81	22	0	37	69	53	0	13	42	31	0	66	55	46
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (V_{PCE}), pc/h	0	76	92	25	0	42	78	60	0	15	48	35	0	75	62	52
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway (s)		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		193			180			98			189	
Entry Volume, veh/h		189			176			96			185	
Circulating Flow (v_c), pc/h	179			139			243			135		
Exiting Flow (v_{ex}), pc/h	202			145			184			129		
Capacity (C_{PCE}), pc/h		1150			1198			1077			1202	
Capacity (c), veh/h		1127			1174			1056			1179	
v/c Ratio (x)		0.17			0.15			0.09			0.16	

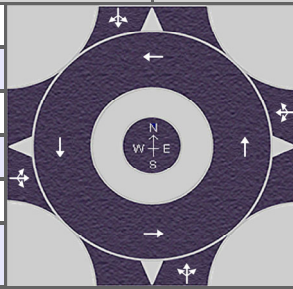
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.7			4.4			4.2			4.4	
Lane LOS		A			A			A			A	
95% Queue, veh		0.6			0.5			0.3			0.6	
Approach Delay, s/veh	4.7			4.4			4.2			4.4		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	4.4						A					

HCS7 Roundabouts Report

General Information

Analyst	KMD
Agency or Co.	Bayer Becker
Date Performed	11/24/2021
Analysis Year	2028
Time Analyzed	Build - AM Peak Hour
Project Description	21-0017 - Hyde Park at the...



Site Information

Intersection	Roden Park & Crossings
E/W Street Name	Crossings Boulevard
N/S Street Name	Roden Park Drive
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.90
Jurisdiction	City of Monroe

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	42	62	6	0	15	64	67	0	23	60	42	0	30	17	48
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (V_{PCE}), pc/h	0	48	70	7	0	17	73	76	0	26	68	48	0	34	19	54
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway (s)		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		125			166			142			107	
Entry Volume, veh/h		123			163			139			105	
Circulating Flow (v_c), pc/h	70			142			152			116		
Exiting Flow (v_{ex}), pc/h	152			153			192			43		
Capacity (C_{PCE}), pc/h		1285			1194			1182			1226	
Capacity (c), veh/h		1260			1171			1159			1202	
v/c Ratio (x)		0.10			0.14			0.12			0.09	

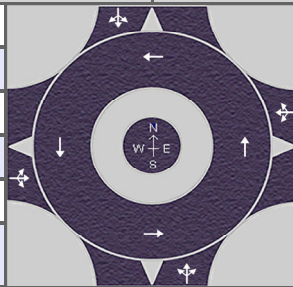
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		3.7			4.3			4.1			3.7	
Lane LOS		A			A			A			A	
95% Queue, veh		0.3			0.5			0.4			0.3	
Approach Delay, s/veh	3.7			4.3			4.1			3.7		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	4.0						A					

HCS7 Roundabouts Report

General Information

Analyst	KMD
Agency or Co.	Bayer Becker
Date Performed	11/24/2021
Analysis Year	2028
Time Analyzed	Build - PM Peak Hour
Project Description	21-0017 - Hyde Park at the...



Site Information

Intersection	Roden Park & Crossings
E/W Street Name	Crossings Boulevard
N/S Street Name	Roden Park Drive
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.90
Jurisdiction	City of Monroe

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	71	89	23	0	38	79	59	0	14	45	32	0	70	57	48
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (V_{PCE}), pc/h	0	80	101	26	0	43	90	67	0	16	51	36	0	79	65	54
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway (s)		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		207			200			103			198	
Entry Volume, veh/h		203			196			101			194	
Circulating Flow (v_c), pc/h	187			147			260			149		
Exiting Flow (v_{ex}), pc/h	216			160			198			134		
Capacity (C_{PCE}), pc/h		1140			1188			1059			1185	
Capacity (c), veh/h		1118			1165			1038			1162	
v/c Ratio (x)		0.18			0.17			0.10			0.17	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.8			4.6			4.3			4.6	
Lane LOS		A			A			A			A	
95% Queue, veh		0.7			0.6			0.3			0.6	
Approach Delay, s/veh	4.8			4.6			4.3			4.6		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	4.6						A					

HCS7 Two-Way Stop-Control Report

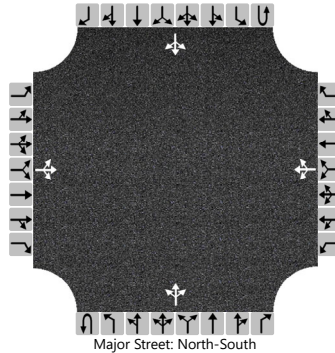
General Information

Analyst	KMD
Agency/Co.	Bayer Becker
Date Performed	11/24/2021
Analysis Year	2028
Time Analyzed	Build - AM Peak Hour
Intersection Orientation	North-South
Project Description	21-0017 - Hyde Park at the Crossings

Site Information

Intersection	Roden Park & Access #1
Jurisdiction	City of Monroe
East/West Street	Prop. Site Access #1
North/South Street	Roden Park Drive
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		11	0	7		4	0	7		2	166	1		2	84	4
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			20				12			2				2		
Capacity, c (veh/h)			745				769			1495				1389		
v/c Ratio			0.03				0.02			0.00				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1				0.0			0.0				0.0		
Control Delay (s/veh)			10.0				9.8			7.4				7.6		
Level of Service (LOS)			A				A			A				A		
Approach Delay (s/veh)	10.0				9.8				0.1				0.2			
Approach LOS	A				A											

HCS7 Two-Way Stop-Control Report

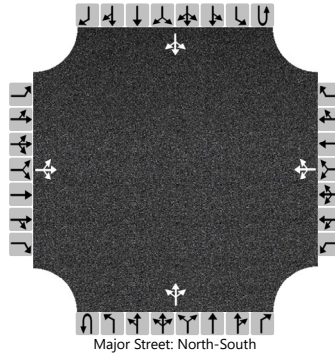
General Information

Analyst	KMD
Agency/Co.	Bayer Becker
Date Performed	11/24/2021
Analysis Year	2028
Time Analyzed	Build - PM Peak Hour
Intersection Orientation	North-South
Project Description	21-0017 - Hyde Park at the Crossings

Site Information

Intersection	Roden Park & Access #1
Jurisdiction	City of Monroe
East/West Street	Prop. Site Access #1
North/South Street	Roden Park Drive
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		5	0	5		3	0	3		8	162	5		5	167	9
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			11				7			9				6		
Capacity, c (veh/h)			668				669			1377				1389		
v/c Ratio			0.02				0.01			0.01				0.00		
95% Queue Length, Q ₉₅ (veh)			0.1				0.0			0.0				0.0		
Control Delay (s/veh)			10.5				10.4			7.6				7.6		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)	10.5				10.4				0.4				0.2			
Approach LOS	B				B											

HCS7 Two-Way Stop-Control Report

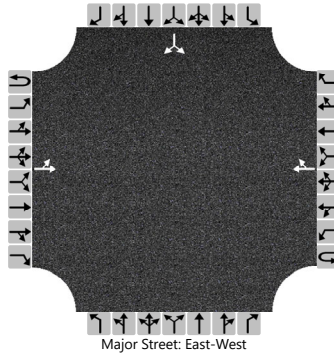
General Information

Analyst	KMD
Agency/Co.	Bayer Becker
Date Performed	11/24/2021
Analysis Year	2028
Time Analyzed	Build - AM Peak Hour
Intersection Orientation	East-West
Project Description	21-0017 - Hyde Park at the Crossings

Site Information

Intersection	Crossings & Access #2
Jurisdiction	City of Monroe
East/West Street	Crossings Boulevard
North/South Street	Prop. Site Access #2
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		3	102				133	2						8		9
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.12												6.42		6.22
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

Delay, Queue Length, and Level of Service

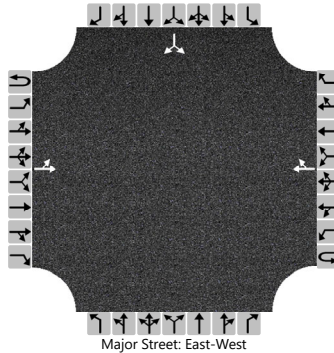
Flow Rate, v (veh/h)		3													19	
Capacity, c (veh/h)		1431													803	
v/c Ratio		0.00													0.02	
95% Queue Length, Q ₉₅ (veh)		0.0													0.1	
Control Delay (s/veh)		7.5													9.6	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	0.2												9.6			
Approach LOS													A			

HCS7 Two-Way Stop-Control Report

General Information

Analyst	KMD	Intersection	Crossings & Access #2
Agency/Co.	Bayer Becker	Jurisdiction	City of Monroe
Date Performed	11/24/2021	East/West Street	Crossings Boulevard
Analysis Year	2028	North/South Street	Prop. Site Access #2
Time Analyzed	Build - PM Peak Hour	Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	21-0017 - Hyde Park at the Crossings		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		7	178				132	9						5		4
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.12												6.42		6.22
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8													10	
Capacity, c (veh/h)		1423													726	
v/c Ratio		0.01													0.01	
95% Queue Length, Q ₉₅ (veh)		0.0													0.0	
Control Delay (s/veh)		7.5													10.0	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.3												10.0			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

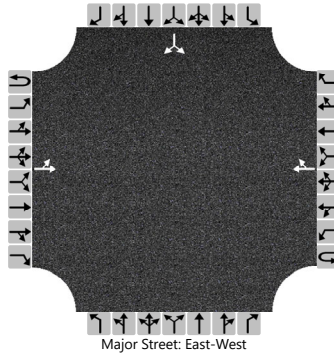
General Information

Analyst	KMD
Agency/Co.	Bayer Becker
Date Performed	11/24/2021
Analysis Year	2028
Time Analyzed	Build - AM Peak Hour
Intersection Orientation	East-West
Project Description	21-0017 - Hyde Park at the Crossings

Site Information

Intersection	Crossings & Access #3
Jurisdiction	City of Monroe
East/West Street	Crossings Boulevard
North/South Street	Prop. Site Access #3
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		2	132				139	2						6		7
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.12												6.42		6.22
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

Delay, Queue Length, and Level of Service

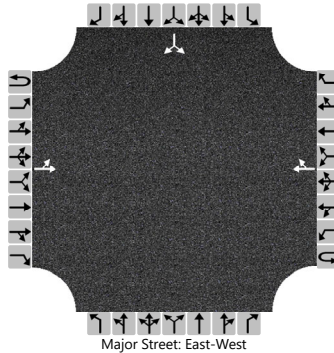
Flow Rate, v (veh/h)		2													14	
Capacity, c (veh/h)		1423													782	
v/c Ratio		0.00													0.02	
95% Queue Length, Q ₉₅ (veh)		0.0													0.1	
Control Delay (s/veh)		7.5													9.7	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	0.1												9.7			
Approach LOS													A			

HCS7 Two-Way Stop-Control Report

General Information

Analyst	KMD	Intersection	Crossings & Access #3
Agency/Co.	Bayer Becker	Jurisdiction	City of Monroe
Date Performed	11/24/2021	East/West Street	Crossings Boulevard
Analysis Year	2028	North/South Street	Prop. Site Access #3
Time Analyzed	Build - PM Peak Hour	Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	21-0017 - Hyde Park at the Crossings		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		5	186				173	5						3		3
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

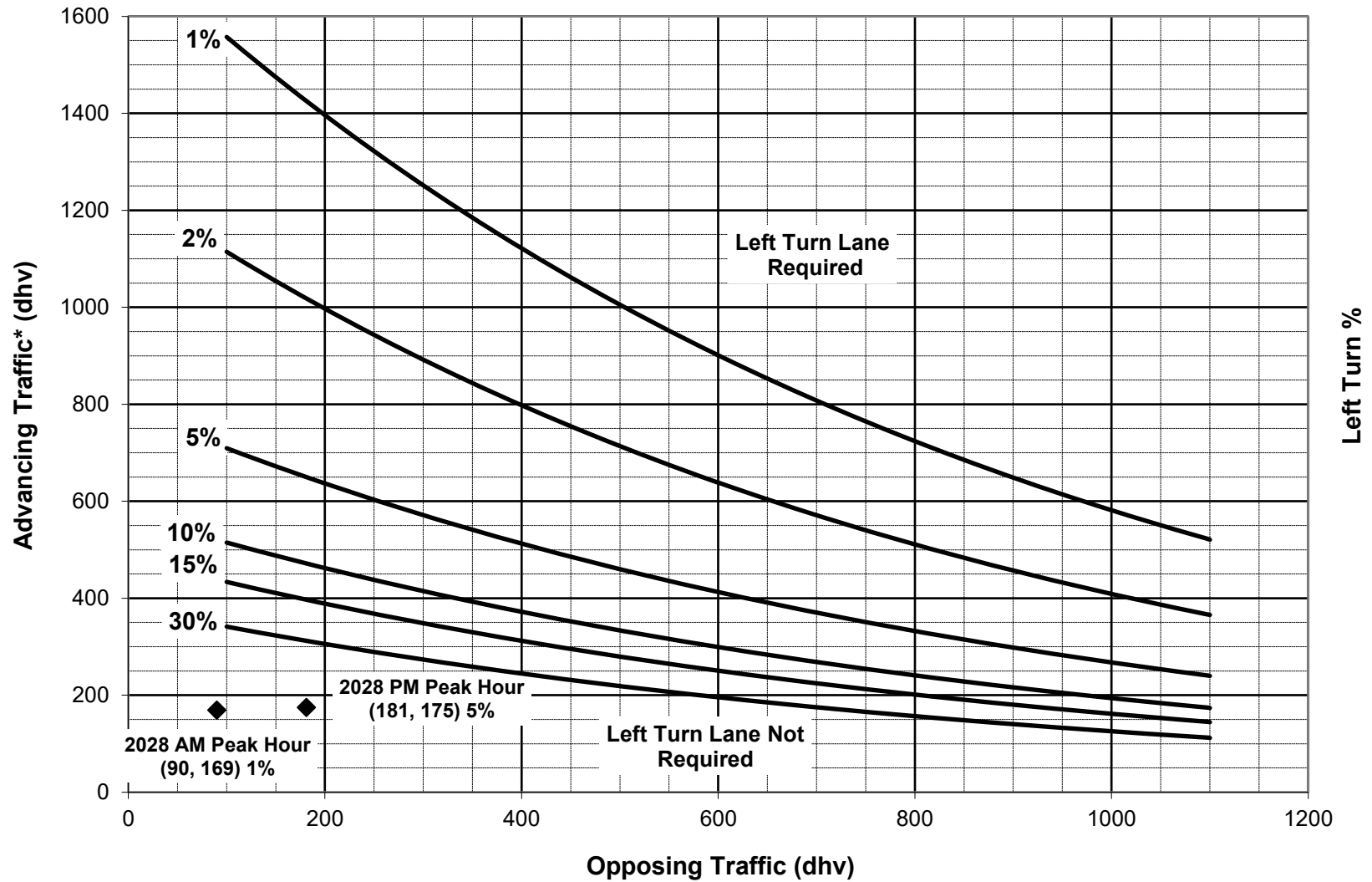
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.12												6.42		6.22
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		6													7	
Capacity, c (veh/h)		1375													697	
v/c Ratio		0.00													0.01	
95% Queue Length, Q ₉₅ (veh)		0.0													0.0	
Control Delay (s/veh)		7.6													10.2	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.2												10.2			
Approach LOS													B			

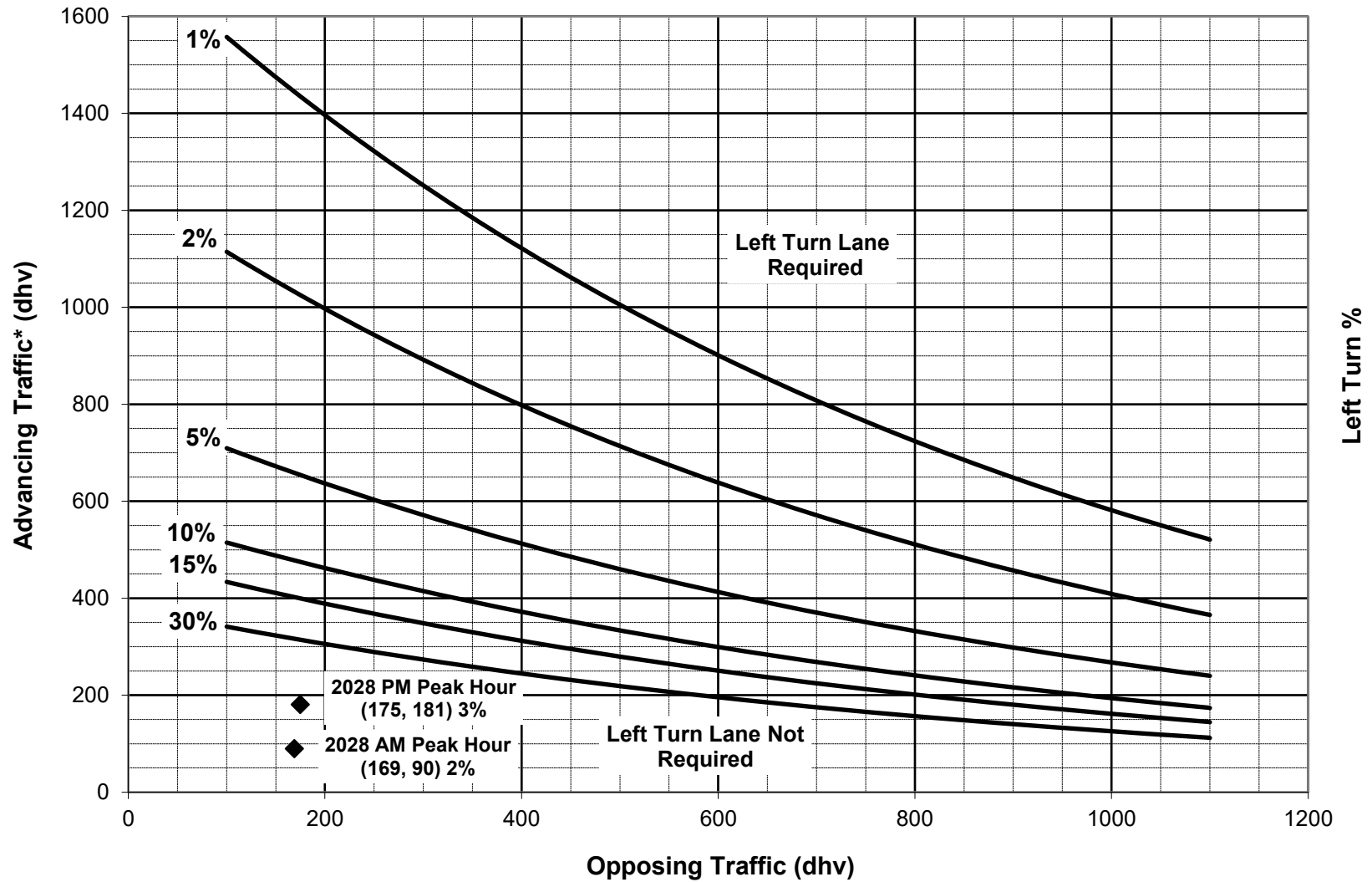
Turn Lane Warrant Analysis

Northbound Roden Park Drive @ Prop. Site Access #1 - 2028 Build Conditions
2-Lane Highway Left Turn Lane Warrant
(=< 40 mph or 70 kph Posted Speed)



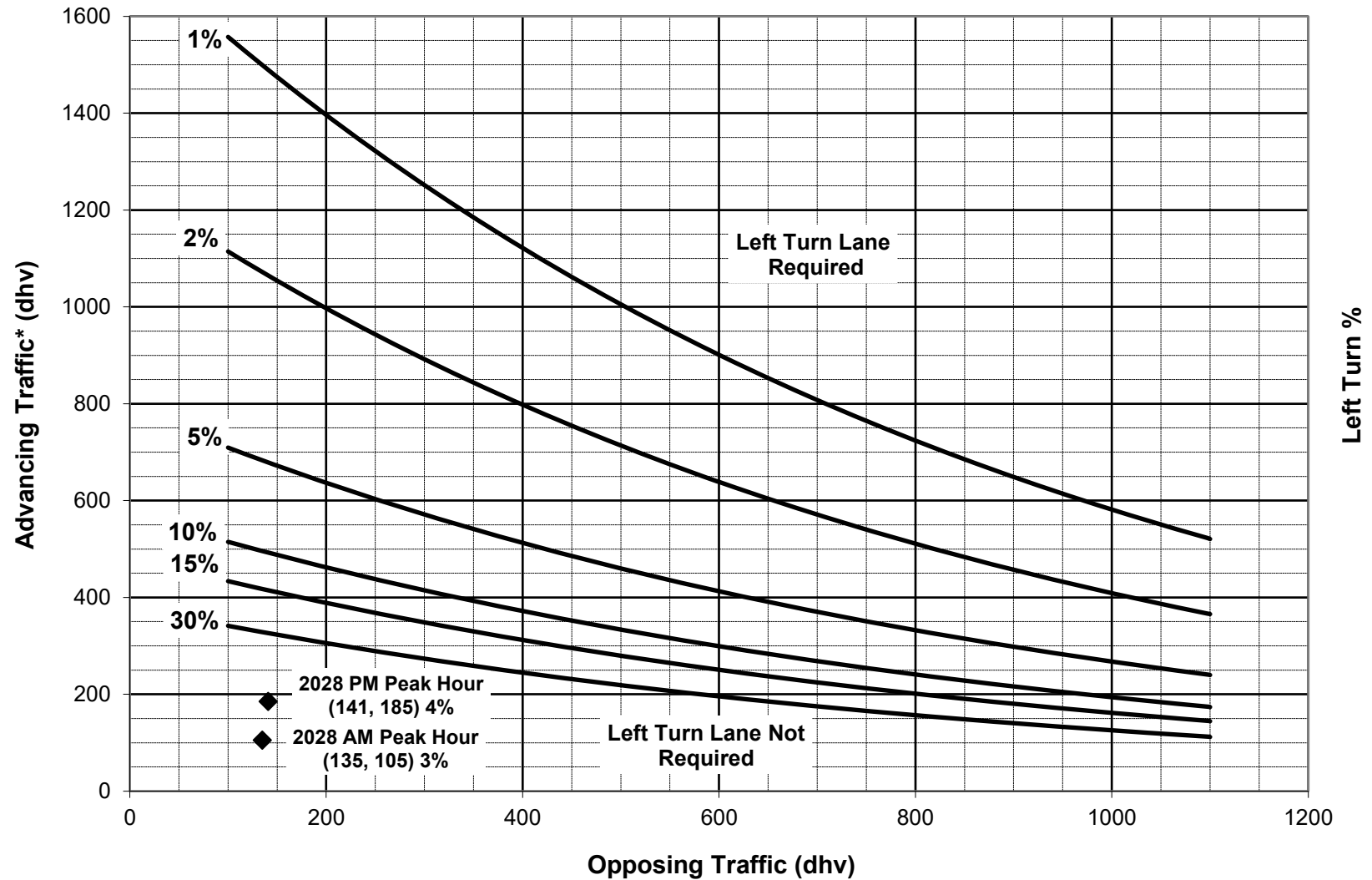
* Includes Left Turns

Southbound Roden Park Drive @ Prop. Site Access #1 - 2028 Build Conditions
2-Lane Highway Left Turn Lane Warrant
(= < 40 mph or 70 kph Posted Speed)



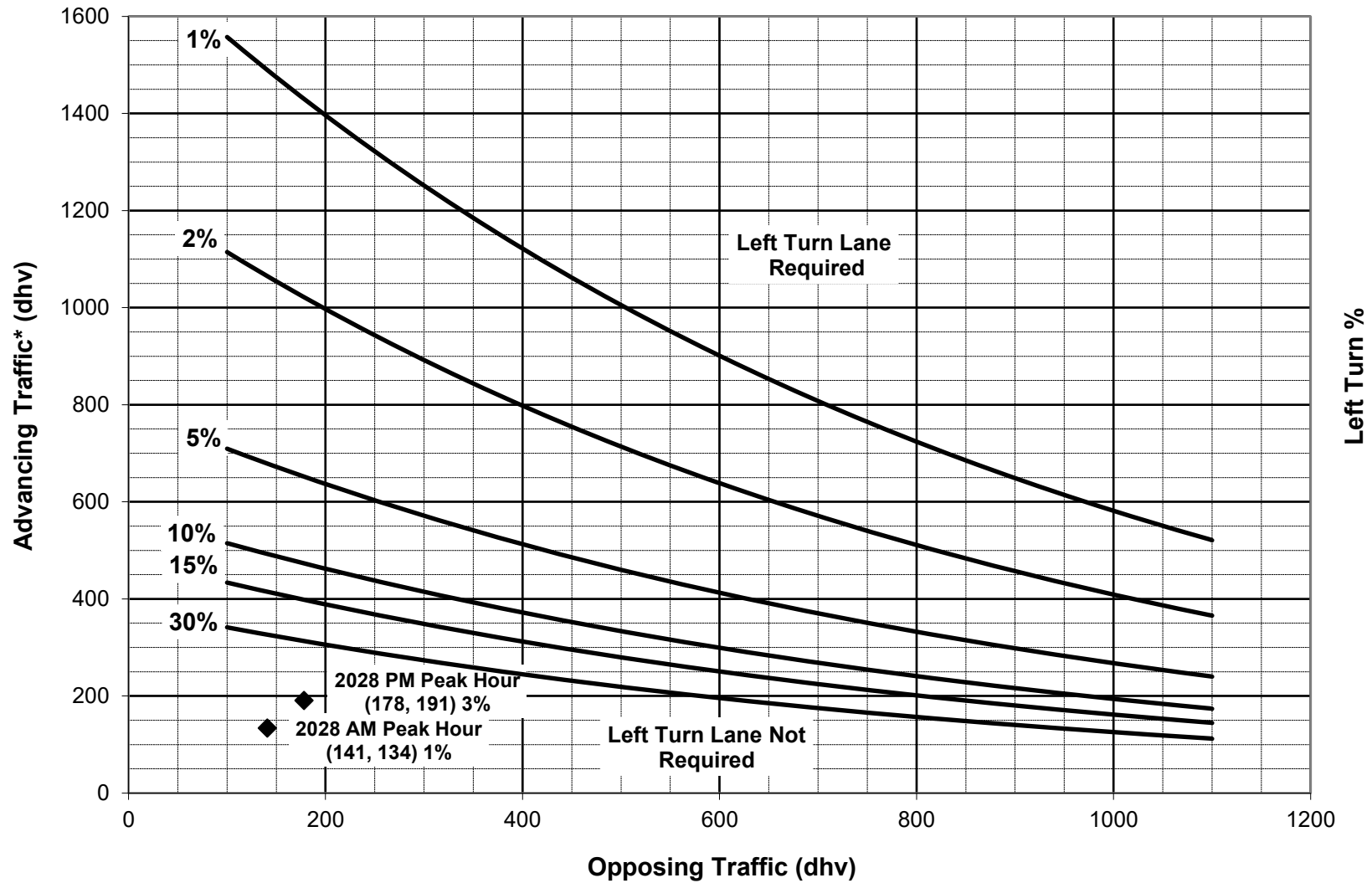
* Includes Left Turns

Eastbound Crossings Boulevard @ Prop. Site Access #2 - 2028 Build Conditions
2-Lane Highway Left Turn Lane Warrant
(=< 40 mph or 70 kph Posted Speed)



* Includes Left Turns

Eastbound Crossings Boulevard @ Prop. Site Access #3 - 2028 Build Conditions
2-Lane Highway Left Turn Lane Warrant
(=< 40 mph or 70 kph Posted Speed)



* Includes Left Turns

Speed Data

Bayer Becker
6900 Tylersville Road, Suite A
Mason, OH 45040

21-0017
Crossings Boulevard -
West of Roden Park Drive
Westbound

Start	1	16	21	26	31	36	41	46	51	56	61	Total
Time	15	20	25	30	35	40	45	50	55	60	65	
09/09/21	0	0	0	0	0	3	0	0	0	0	0	3
00:15	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	1	2	0	0	0	0	0	3
00:45	0	0	0	0	0	1	0	0	0	0	0	1
	0	0	0	0	1	6	0	0	0	0	0	7
01:00	0	0	0	0	0	0	1	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	1	0	0	0	0	1
02:00	0	0	0	0	0	2	0	0	0	0	0	2
02:15	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	1	0	0	0	0	0	1
02:45	0	0	0	0	1	0	0	0	0	0	0	1
	0	0	0	0	1	3	0	0	0	0	0	4
03:00	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	2	1	0	0	0	0	3
04:30	0	0	0	0	0	0	1	0	0	0	0	1
04:45	0	0	0	0	0	1	0	1	0	0	0	2
	0	0	0	0	0	3	2	1	0	0	0	6
05:00	0	0	0	1	0	1	0	0	0	0	0	2
05:15	0	0	0	0	0	1	3	0	0	0	0	4
05:30	0	0	0	1	0	3	4	1	0	0	0	9
05:45	0	0	0	0	1	5	5	1	0	0	0	12
	0	0	0	2	1	10	12	2	0	0	0	27
06:00	0	0	0	0	3	1	1	0	1	0	0	6
06:15	0	0	0	0	3	4	7	2	0	0	0	16
06:30	0	0	0	0	6	6	5	1	0	0	0	18
06:45	0	0	1	0	7	11	4	0	0	0	0	23
	0	0	1	0	19	22	17	3	1	0	0	63
07:00	0	0	0	0	4	9	6	0	0	0	0	19
07:15	0	0	0	1	1	18	3	5	1	0	0	29
07:30	0	0	0	0	4	16	5	0	0	0	0	25
07:45	0	0	0	0	11	9	2	1	0	0	0	23
	0	0	0	1	20	52	16	6	1	0	0	96
08:00	0	0	1	1	2	6	4	1	0	0	0	15
08:15	0	0	0	0	0	6	4	1	0	0	0	11
08:30	0	0	0	0	3	5	4	0	0	0	0	12
08:45	1	0	0	1	3	7	5	1	0	0	0	18
	1	0	1	2	8	24	17	3	0	0	0	56
09:00	0	0	0	1	2	7	5	1	1	0	0	17
09:15	0	0	0	0	2	7	1	1	0	0	0	11
09:30	1	0	0	0	7	3	4	1	0	0	0	16
09:45	0	0	0	1	1	0	4	0	0	0	0	6
	1	0	0	2	12	17	14	3	1	0	0	50
10:00	0	0	0	0	3	0	0	1	0	0	0	4
10:15	0	0	0	0	2	5	1	0	0	0	0	8
10:30	0	0	0	0	1	5	0	1	0	0	0	7
10:45	0	0	0	1	5	4	1	0	0	0	0	11
	0	0	0	1	11	14	2	2	0	0	0	30
11:00	0	0	0	1	1	3	2	2	0	0	0	9
11:15	0	0	0	2	3	10	3	0	0	0	0	18
11:30	1	0	0	0	4	4	2	1	0	0	0	12
11:45	0	1	0	0	4	6	1	0	0	0	0	12
	1	1	0	3	12	23	8	3	0	0	0	51
Total	3	1	2	11	85	174	89	23	3	0	0	391

Bayer Becker
6900 Tylersville Road, Suite A
Mason, OH 45040

21-0017
Crossings Boulevard -
West of Roden Park Drive
Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	Total
12 PM	1	0	0	3	5	3	0	1	0	0	0	13
12:15	0	0	0	2	4	6	2	0	0	0	0	14
12:30	0	0	0	0	1	3	2	0	0	0	0	6
12:45	0	0	0	1	1	6	1	0	0	0	0	9
13:00	1	0	0	6	11	18	5	1	0	0	0	42
13:15	0	0	0	1	3	5	0	0	0	0	0	9
13:30	0	0	0	0	3	7	5	0	0	0	0	15
13:45	1	0	0	2	5	3	2	0	0	0	0	13
14:00	0	0	0	2	2	2	6	0	0	0	0	12
14:15	1	0	0	5	13	17	13	0	0	0	0	49
14:30	0	0	0	2	3	6	2	1	0	0	0	14
14:45	0	0	1	0	2	4	0	0	0	0	0	7
15:00	0	0	0	0	1	7	2	1	0	0	0	11
15:15	1	0	0	3	6	10	1	0	0	0	0	21
15:30	1	0	1	5	12	27	5	2	0	0	0	53
15:45	0	0	0	3	9	7	1	1	0	0	0	21
16:00	0	0	0	0	7	6	2	2	0	0	0	17
16:15	0	0	0	1	7	4	2	0	0	0	0	14
16:30	1	0	0	0	5	7	6	3	0	0	0	22
16:45	1	0	0	4	28	24	11	6	0	0	0	74
17:00	2	0	0	3	8	10	5	0	0	0	0	28
17:15	0	0	0	1	11	9	1	0	0	0	0	22
17:30	1	0	0	0	7	12	6	2	0	0	0	28
17:45	0	0	0	1	6	10	6	1	0	0	0	24
18:00	3	0	0	5	32	41	18	3	0	0	0	102
18:15	1	0	0	2	8	11	4	0	0	0	0	26
18:30	0	0	0	0	4	8	5	1	0	0	0	18
18:45	0	0	0	0	7	9	2	1	0	0	0	19
19:00	0	0	0	1	4	11	7	2	1	0	0	26
19:15	1	0	0	3	23	39	18	4	1	0	0	89
19:30	0	0	0	0	4	6	7	1	0	0	0	18
19:45	0	0	1	1	3	4	3	0	0	0	0	12
20:00	1	0	0	2	8	3	2	1	0	0	0	17
20:15	0	0	1	1	8	9	2	1	0	0	0	22
20:30	1	0	2	4	23	22	14	3	0	0	0	69
20:45	0	0	0	1	5	5	1	2	0	0	0	14
21:00	0	1	1	2	6	5	1	6	0	0	0	22
21:15	0	0	0	0	7	6	0	0	0	0	0	13
21:30	0	1	0	1	6	2	3	1	0	0	0	14
21:45	0	2	1	4	24	18	5	9	0	0	0	63
22:00	0	0	0	0	2	4	2	0	0	0	0	8
22:15	0	0	0	2	8	2	2	0	0	0	0	14
22:30	0	0	0	0	6	6	3	0	0	0	0	15
22:45	0	0	0	0	3	6	1	0	0	0	0	10
23:00	0	0	0	2	19	18	8	0	0	0	0	47
23:15	0	0	0	0	3	0	0	0	0	0	0	3
23:30	0	0	0	0	2	1	1	0	0	0	0	4
23:45	0	0	0	0	1	0	2	0	0	0	0	3
24:00	0	0	1	0	4	3	2	0	0	0	0	10
24:15	0	0	1	0	10	4	5	0	0	0	0	20
24:30	0	0	1	2	0	1	1	0	0	0	0	5
24:45	0	0	0	0	5	4	1	0	0	0	0	10
25:00	0	0	0	0	2	3	0	1	0	0	0	6
25:15	0	0	0	0	0	0	0	0	0	0	0	0
25:30	0	0	1	2	7	8	2	1	0	0	0	21
25:45	0	0	0	1	0	0	0	0	0	0	0	1
26:00	0	0	0	0	0	2	1	0	0	0	0	3
26:15	0	0	0	0	0	0	0	0	0	0	0	0
26:30	0	0	0	0	0	0	0	0	0	0	0	0
26:45	0	0	0	0	0	0	0	0	0	0	0	0
27:00	0	0	1	0	0	2	1	0	0	0	0	4
Total	9	2	6	41	202	238	105	29	1	0	0	633
Grand Total Stats	12	3	8	52	287	412	194	52	4	0	0	1024
15th Percentile :												31 MPH
50th Percentile :												36 MPH
85th Percentile :												42 MPH
95th Percentile :												45 MPH
Mean Speed(Average) :												37 MPH
10 MPH Pace Speed :												32-41 MPH
Number in Pace :												655
Percent in Pace :												64.0%
Number of Vehicles > 35 MPH :												662
Percent of Vehicles > 35 MPH :												64.6%

Bayer Becker
6900 Tylersville Road, Suite A
Mason, OH 45040

21-0017
Crossings Boulevard -
West of Roden Park Drive
Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	Total
09/09/21	0	0	0	0	1	0	0	0	0	0	0	1
00:15	0	0	0	1	1	0	0	0	0	0	0	2
00:30	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	1	2	0	0	0	0	0	3
	0	0	0	1	3	2	0	0	0	0	0	6
01:00	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	1	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	1	0	0	0	0	1
02:00	0	0	0	0	2	2	0	0	0	0	0	4
02:15	0	0	0	0	0	0	1	0	0	0	0	1
02:30	0	0	0	0	0	1	0	0	0	0	0	1
02:45	0	0	0	0	0	2	0	0	0	0	0	2
	0	0	0	0	2	5	1	0	0	0	0	8
03:00	0	0	0	0	1	0	0	0	0	0	0	1
03:15	0	0	0	0	1	0	0	0	0	0	0	1
03:30	0	0	0	0	1	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	3	0	0	0	0	0	0	3
04:00	0	0	0	0	1	1	0	0	0	0	0	2
04:15	0	0	0	0	0	1	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	1	2	0	0	0	0	0	3
05:00	0	0	0	0	0	1	0	0	0	0	0	1
05:15	0	0	0	1	0	2	0	0	0	0	0	3
05:30	0	0	0	0	1	1	0	0	0	0	0	2
05:45	0	0	0	1	3	2	0	0	0	0	0	6
	0	0	0	2	4	6	0	0	0	0	0	12
06:00	0	0	0	0	3	1	0	0	0	0	0	4
06:15	0	0	0	1	3	0	0	0	0	0	0	4
06:30	0	2	0	2	2	5	0	0	0	0	0	11
06:45	0	0	0	1	5	9	1	0	0	0	0	16
	0	2	0	4	13	15	1	0	0	0	0	35
07:00	0	0	0	5	6	7	1	0	0	0	0	19
07:15	0	0	0	1	8	6	4	2	0	0	0	21
07:30	0	0	0	2	5	5	1	0	0	0	0	13
07:45	0	0	0	4	8	6	1	1	0	0	0	20
	0	0	0	12	27	24	7	3	0	0	0	73
08:00	0	0	0	2	2	3	0	2	1	0	0	10
08:15	0	0	0	1	6	5	2	0	0	0	0	14
08:30	0	0	0	0	4	8	1	0	0	0	0	13
08:45	0	0	0	1	4	4	2	0	0	0	0	11
	0	0	0	4	16	20	5	2	1	0	0	48
09:00	0	0	0	0	4	0	2	0	0	0	0	6
09:15	0	0	0	1	4	3	1	0	0	0	0	9
09:30	0	0	0	0	5	2	2	0	0	0	0	9
09:45	0	0	0	0	1	5	2	0	0	0	0	8
	0	0	0	1	14	10	7	0	0	0	0	32
10:00	0	0	1	2	3	3	3	0	0	0	0	12
10:15	0	0	1	0	1	2	4	0	0	0	0	8
10:30	0	0	1	1	2	3	1	0	0	0	0	8
10:45	0	0	1	1	1	4	2	1	0	0	0	10
	0	0	4	4	7	12	10	1	0	0	0	38
11:00	0	0	1	1	3	2	0	1	0	0	0	8
11:15	0	0	0	1	2	2	0	0	0	0	0	5
11:30	0	0	0	6	6	3	3	1	0	0	0	19
11:45	0	0	0	1	5	6	3	1	0	0	0	16
	0	0	1	9	16	13	6	3	0	0	0	48
Total	0	2	5	37	106	109	38	9	1	0	0	307

Bayer Becker
6900 Tylersville Road, Suite A
Mason, OH 45040

21-0017
Crossings Boulevard -
West of Roden Park Drive
Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	Total
12 PM	0	0	0	3	4	5	2	0	0	0	0	14
12:15	0	0	0	0	3	11	1	1	0	0	0	16
12:30	0	0	0	0	6	7	4	0	0	0	0	17
12:45	0	0	0	2	7	2	1	0	0	0	0	12
	0	0	0	5	20	25	8	1	0	0	0	59
13:00	0	1	0	0	8	5	1	0	0	0	0	15
13:15	0	0	0	1	10	6	1	0	0	0	0	18
13:30	1	0	0	1	5	5	2	0	0	0	0	14
13:45	0	0	0	0	6	4	1	0	0	0	0	11
	1	1	0	2	29	20	5	0	0	0	0	58
14:00	0	0	0	1	2	4	2	0	0	0	0	9
14:15	0	0	0	1	11	3	0	2	0	0	0	17
14:30	0	0	0	7	6	7	2	0	0	0	0	22
14:45	0	0	0	0	2	6	0	1	0	0	0	9
	0	0	0	9	21	20	4	3	0	0	0	57
15:00	0	0	0	1	7	3	2	0	0	0	0	13
15:15	0	0	0	4	8	11	3	0	0	0	0	26
15:30	0	0	0	2	5	12	4	1	0	0	0	24
15:45	1	0	1	2	13	9	3	1	0	0	0	30
	1	0	1	9	33	35	12	2	0	0	0	93
16:00	2	0	2	3	9	15	1	0	0	0	0	32
16:15	0	0	0	3	5	15	2	0	0	0	0	25
16:30	0	0	0	1	8	6	6	0	0	0	0	21
16:45	0	0	0	0	6	9	6	1	0	0	0	22
	2	0	2	7	28	45	15	1	0	0	0	100
17:00	0	0	1	1	7	19	6	2	0	0	0	36
17:15	0	0	0	0	7	14	2	0	0	0	0	23
17:30	0	0	0	0	4	16	10	1	0	0	0	31
17:45	0	0	0	1	4	25	3	0	0	0	0	33
	0	0	1	2	22	74	21	3	0	0	0	123
18:00	0	0	0	1	2	12	4	1	0	0	0	20
18:15	0	0	0	4	2	10	5	0	0	0	0	21
18:30	1	0	0	0	11	9	2	0	0	0	0	23
18:45	0	0	1	2	4	10	3	0	0	0	0	20
	1	0	1	7	19	41	14	1	0	0	0	84
19:00	0	0	0	2	12	4	1	0	0	0	0	19
19:15	1	0	0	2	7	4	2	0	0	0	0	16
19:30	0	0	0	1	6	6	2	1	0	0	0	16
19:45	0	0	0	2	6	8	2	0	0	0	0	18
	1	0	0	7	31	22	7	1	0	0	0	69
20:00	0	0	0	0	11	6	0	0	0	0	0	17
20:15	0	0	0	0	5	5	1	0	0	0	0	11
20:30	0	0	0	1	7	2	2	0	0	0	0	12
20:45	0	0	0	1	4	2	1	0	0	0	0	8
	0	0	0	2	27	15	4	0	0	0	0	48
21:00	0	0	0	1	3	3	0	0	0	0	0	7
21:15	0	0	0	0	4	3	0	0	0	0	0	7
21:30	0	0	0	1	1	3	1	0	0	0	0	6
21:45	0	0	0	1	2	0	1	0	0	0	0	4
	0	0	0	3	10	9	2	0	0	0	0	24
22:00	0	0	0	1	1	0	2	0	0	0	0	4
22:15	0	0	0	1	0	1	0	0	0	0	0	2
22:30	0	0	0	1	1	2	0	0	0	0	0	4
22:45	0	0	0	0	1	1	0	0	0	0	0	2
	0	0	0	3	3	4	2	0	0	0	0	12
23:00	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	1	1	0	0	0	0	0	2
23:30	0	0	0	0	0	0	1	0	0	0	0	1
23:45	0	0	0	0	1	0	0	0	0	0	0	1
	0	0	0	0	2	1	1	0	0	0	0	4
Total	6	1	5	56	245	311	95	12	0	0	0	731
Grand Total Stats	6	3	10	93	351	420	133	21	1	0	0	1038
15th Percentile :												30 MPH
50th Percentile :												35 MPH
85th Percentile :												40 MPH
95th Percentile :												44 MPH
Mean Speed(Average) :												36 MPH
10 MPH Pace Speed :												32-41 MPH
Number in Pace :												701
Percent in Pace :												67.5%
Number of Vehicles > 35 MPH :												575
Percent of Vehicles > 35 MPH :												55.4%

Bayer Becker
6900 Tylersville Road, Suite A
Mason, OH 45040

21-0017
Crossings Boulevard -
East of Roden Park Drive
Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	Total
09/09/21	0	0	0	0	1	5	0	0	0	0	0	6
00:15	0	0	0	0	1	2	0	0	0	0	0	3
00:30	0	0	0	0	4	1	0	0	0	0	0	5
00:45	0	0	0	0	0	1	0	0	0	0	0	1
	0	0	0	0	6	9	0	0	0	0	0	15
01:00	0	0	0	0	0	2	0	0	0	0	0	2
01:15	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	1	0	0	0	0	0	1
	0	0	0	0	0	3	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	1	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	1	0	0	0	0	0	0	1
	0	0	0	0	1	1	0	0	0	0	0	2
03:00	0	0	0	0	1	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	1	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	1	0	0	0	0	0	0	0	0	1
	0	0	1	0	1	0	1	0	0	0	0	3
04:00	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	2	0	0	0	0	0	2
04:45	0	0	0	0	1	0	0	0	0	0	0	1
	0	0	0	0	1	2	0	0	0	0	0	3
05:00	0	0	1	1	1	0	0	0	0	0	0	3
05:15	0	0	0	0	2	0	0	0	0	0	0	2
05:30	0	0	0	5	0	3	1	0	0	0	0	9
05:45	0	0	0	0	6	1	0	1	0	0	0	8
	0	0	1	6	9	4	1	1	0	0	0	22
06:00	0	0	0	0	2	1	0	0	0	0	0	3
06:15	0	0	0	1	7	2	0	1	0	0	0	11
06:30	0	0	0	5	8	2	0	0	0	0	0	15
06:45	0	0	2	1	6	1	1	0	0	0	0	11
	0	0	2	7	23	6	1	1	0	0	0	40
07:00	1	0	0	7	6	5	1	0	1	0	0	21
07:15	0	0	0	1	14	9	1	1	0	0	0	26
07:30	0	0	0	2	8	9	2	0	0	0	0	21
07:45	0	0	0	2	16	4	4	0	0	0	0	26
	1	0	0	12	44	27	8	1	1	0	0	94
08:00	0	0	2	3	6	2	2	1	0	0	0	16
08:15	1	0	0	4	13	5	1	0	0	0	0	24
08:30	0	0	1	2	6	10	3	1	1	0	0	24
08:45	0	0	0	3	13	14	1	1	0	0	0	32
	1	0	3	12	38	31	7	3	1	0	0	96
09:00	0	0	0	3	5	7	2	0	0	0	0	17
09:15	0	0	1	0	6	4	1	0	0	0	0	12
09:30	0	0	0	0	4	2	3	0	0	0	0	9
09:45	0	0	1	0	3	3	1	0	0	0	0	8
	0	0	2	3	18	16	7	0	0	0	0	46
10:00	0	0	0	3	3	5	1	0	0	0	0	12
10:15	1	0	1	1	6	5	0	0	0	0	0	14
10:30	0	0	0	0	3	8	2	0	0	0	0	13
10:45	0	0	0	5	4	5	2	3	0	0	0	19
	1	0	1	9	16	23	5	3	0	0	0	58
11:00	0	0	0	0	5	8	2	0	0	0	0	15
11:15	0	0	0	2	8	4	1	0	0	0	0	15
11:30	0	0	0	2	9	6	2	0	1	0	0	20
11:45	0	0	0	3	8	3	2	0	0	0	0	16
	0	0	0	7	30	21	7	0	1	0	0	66
Total	3	0	10	56	187	143	37	9	3	0	0	448

Bayer Becker
6900 Tylersville Road, Suite A
Mason, OH 45040

21-0017
Crossings Boulevard -
East of Roden Park Drive
Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	Total
12 PM	0	0	1	4	6	8	0	0	0	0	0	19
12:15	0	0	0	3	9	5	2	0	0	0	0	19
12:30	1	0	0	2	8	8	2	0	0	0	0	21
12:45	0	0	0	2	4	6	3	1	0	0	0	16
	1	0	1	11	27	27	7	1	0	0	0	75
13:00	0	0	1	2	6	5	3	0	0	0	0	17
13:15	1	0	1	3	12	4	3	1	0	0	0	25
13:30	0	0	1	3	4	4	1	0	0	0	0	13
13:45	0	0	0	0	6	2	1	0	0	0	0	9
	1	0	3	8	28	15	8	1	0	0	0	64
14:00	1	1	0	4	9	8	2	0	0	0	0	25
14:15	0	0	2	2	3	4	1	0	0	0	0	12
14:30	0	0	0	0	10	4	8	0	0	0	0	22
14:45	0	0	0	1	7	13	2	0	0	0	0	23
	1	1	2	7	29	29	13	0	0	0	0	82
15:00	1	0	0	4	19	7	3	1	0	0	0	35
15:15	2	0	0	4	10	7	1	3	1	0	0	28
15:30	0	0	0	1	3	3	3	0	0	0	0	10
15:45	4	0	0	1	18	11	10	0	0	0	0	44
	7	0	0	10	50	28	17	4	1	0	0	117
16:00	1	0	1	7	25	15	2	0	0	0	0	51
16:15	0	0	2	7	8	5	4	0	0	0	0	26
16:30	0	0	2	2	12	18	4	0	0	0	0	38
16:45	2	0	2	2	8	10	10	0	0	0	0	34
	3	0	7	18	53	48	20	0	0	0	0	149
17:00	1	0	0	4	18	14	1	0	0	0	0	38
17:15	2	1	1	4	14	16	0	0	0	0	0	38
17:30	1	0	0	2	11	8	6	0	0	0	0	28
17:45	1	0	0	1	12	12	5	1	0	0	0	32
	5	1	1	11	55	50	12	1	0	0	0	136
18:00	2	0	0	4	9	18	6	0	0	0	0	39
18:15	6	0	0	1	7	9	4	0	0	0	0	27
18:30	1	0	2	4	14	9	0	0	0	0	0	30
18:45	0	1	0	6	18	9	2	0	0	0	0	36
	9	1	2	15	48	45	12	0	0	0	0	132
19:00	1	0	1	6	14	8	0	2	0	0	0	32
19:15	0	0	1	5	11	9	2	0	0	0	0	28
19:30	1	0	1	11	11	7	0	1	0	0	0	32
19:45	1	0	0	5	10	3	2	0	0	0	0	21
	3	0	3	27	46	27	4	3	0	0	0	113
20:00	0	1	1	10	10	7	2	0	0	0	0	31
20:15	0	0	1	2	18	10	2	1	0	0	0	34
20:30	0	0	2	1	15	8	1	0	0	0	0	27
20:45	0	0	0	1	11	6	1	0	0	0	0	19
	0	1	4	14	54	31	6	1	0	0	0	111
21:00	0	0	0	1	4	2	1	0	0	0	0	8
21:15	0	0	0	1	4	12	2	0	0	0	0	19
21:30	0	0	0	1	2	3	1	1	0	0	0	8
21:45	1	0	1	1	1	11	1	0	0	0	0	16
	1	0	1	4	11	28	5	1	0	0	0	51
22:00	1	0	0	1	4	5	1	0	0	0	0	12
22:15	0	0	0	1	5	2	6	0	0	0	0	14
22:30	0	0	1	2	2	3	0	0	0	0	0	8
22:45	1	0	0	2	1	3	0	0	0	0	0	7
	2	0	1	6	12	13	7	0	0	0	0	41
23:00	0	0	0	0	2	0	3	0	0	0	0	5
23:15	1	0	0	1	3	2	0	0	0	0	0	7
23:30	0	0	0	0	2	5	1	0	0	0	0	8
23:45	0	0	0	0	1	1	0	0	0	0	0	2
	1	0	0	1	8	8	4	0	0	0	0	22
Total	34	4	25	132	421	349	115	12	1	0	0	1093
Grand Total Stats	37	4	35	188	608	492	152	21	4	0	0	1541
15th Percentile :												28 MPH
50th Percentile :												34 MPH
85th Percentile :												39 MPH
95th Percentile :												43 MPH
Mean Speed(Average) :												34 MPH
10 MPH Pace Speed :												30-39 MPH
Number in Pace :												989
Percent in Pace :												64.2%
Number of Vehicles > 35 MPH :												669
Percent of Vehicles > 35 MPH :												43.4%

Bayer Becker
6900 Tylersville Road, Suite A
Mason, OH 45040

21-0017
Crossings Boulevard -
East of Roden Park Drive
Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	Total
09/09/21	0	0	0	0	1	0	0	0	0	0	0	1
00:15	0	0	0	0	0	1	0	0	0	0	0	1
00:30	0	0	0	0	0	0	1	0	0	0	0	1
00:45	0	0	0	0	1	1	0	0	0	0	0	2
	0	0	0	0	2	2	1	0	0	0	0	5
01:00	0	0	0	2	0	0	0	0	0	0	0	2
01:15	0	0	0	1	1	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	1	0	0	0	0	1
	0	0	0	3	1	0	1	0	0	0	0	5
02:00	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	1	0	1	0	0	0	0	2
02:30	0	0	0	0	1	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	2	0	1	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	2	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	2	0	0	0	0	0	0	2
04:00	0	0	0	0	1	0	2	0	0	0	0	3
04:15	0	0	0	0	0	2	2	0	0	0	0	4
04:30	0	0	0	0	1	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	2	2	4	0	0	0	0	8
05:00	0	0	0	0	0	1	0	0	0	0	0	1
05:15	0	0	0	1	3	5	0	0	0	0	0	9
05:30	0	0	0	0	1	1	2	0	0	0	0	4
05:45	0	0	0	0	0	6	4	0	0	0	0	10
	0	0	0	1	4	13	6	0	0	0	0	24
06:00	0	0	0	0	1	8	3	1	0	0	0	13
06:15	0	0	0	2	5	3	0	1	0	0	0	11
06:30	0	0	2	0	1	5	2	1	0	0	0	11
06:45	0	0	0	2	6	5	2	1	0	0	0	16
	0	0	2	4	13	21	7	4	0	0	0	51
07:00	1	0	0	0	11	12	8	0	0	0	0	32
07:15	0	0	0	0	9	16	6	0	0	0	0	31
07:30	1	0	0	1	7	10	8	2	0	0	0	29
07:45	0	0	0	3	4	9	4	1	0	0	0	21
	2	0	0	4	31	47	26	3	0	0	0	113
08:00	0	0	0	0	7	9	4	0	1	0	0	21
08:15	0	0	0	3	8	13	9	1	0	0	0	34
08:30	0	0	0	1	4	15	7	3	0	0	1	31
08:45	0	0	0	0	7	6	5	0	0	0	0	18
	0	0	0	4	26	43	25	4	1	0	1	104
09:00	0	0	0	1	5	6	3	1	0	0	0	16
09:15	0	0	0	0	7	6	2	0	0	0	0	15
09:30	0	0	0	1	5	8	3	0	0	0	0	17
09:45	0	0	0	3	4	6	4	0	0	0	0	17
	0	0	0	5	21	26	12	1	0	0	0	65
10:00	0	0	0	1	3	5	3	0	0	0	0	12
10:15	0	0	1	2	2	1	5	0	0	0	0	11
10:30	0	0	0	0	8	4	0	0	0	0	0	12
10:45	0	0	0	2	6	3	0	0	0	0	0	11
	0	0	1	5	19	13	8	0	0	0	0	46
11:00	0	0	0	0	8	15	5	1	0	0	0	29
11:15	0	0	0	0	0	12	1	0	0	0	0	13
11:30	0	0	0	2	6	11	2	1	1	0	0	23
11:45	1	0	1	3	0	11	4	1	0	0	0	21
	1	0	1	5	14	49	12	3	1	0	0	86
Total	3	0	4	31	137	216	103	15	2	0	1	512

Bayer Becker
6900 Tylersville Road, Suite A
Mason, OH 45040

21-0017
Crossings Boulevard -
East of Roden Park Drive
Eastbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	Total
12 PM	1	0	0	1	0	11	4	0	0	0	0	17
12:15	0	0	0	5	13	8	3	0	0	0	0	29
12:30	0	0	0	2	4	11	0	0	0	0	0	17
12:45	0	0	0	2	8	7	4	0	0	0	0	21
	1	0	0	10	25	37	11	0	0	0	0	84
13:00	0	0	5	1	6	6	1	2	0	0	0	21
13:15	0	0	0	2	9	3	2	0	0	0	0	16
13:30	0	0	0	5	6	5	0	0	0	0	0	16
13:45	0	0	0	1	9	12	0	0	0	0	0	22
	0	0	5	9	30	26	3	2	0	0	0	75
14:00	0	0	0	1	4	9	3	0	0	0	0	17
14:15	0	0	0	1	11	2	1	1	0	0	0	16
14:30	0	0	0	3	8	9	5	0	0	0	0	25
14:45	0	0	0	2	2	6	4	0	0	0	0	14
	0	0	0	7	25	26	13	1	0	0	0	72
15:00	0	0	0	2	13	8	2	0	0	0	0	25
15:15	1	0	0	2	11	8	6	1	0	0	0	29
15:30	0	0	0	1	9	16	7	0	0	0	0	33
15:45	1	0	0	2	12	13	6	0	0	0	0	34
	2	0	0	7	45	45	21	1	0	0	0	121
16:00	1	1	0	5	11	10	3	1	0	0	0	32
16:15	2	0	0	4	11	4	5	0	0	0	0	26
16:30	0	0	0	0	8	9	7	0	0	0	0	24
16:45	0	0	0	3	8	11	4	2	0	0	0	28
	3	1	0	12	38	34	19	3	0	0	0	110
17:00	1	0	1	4	15	7	3	0	0	0	0	31
17:15	1	0	0	0	21	15	3	0	0	0	0	40
17:30	1	0	0	1	8	17	2	0	0	0	0	29
17:45	0	0	1	4	14	11	1	0	0	0	0	31
	3	0	2	9	58	50	9	0	0	0	0	131
18:00	1	1	0	5	7	10	1	1	0	0	0	26
18:15	1	0	3	3	12	12	2	0	0	0	0	33
18:30	0	0	0	5	9	9	1	1	0	0	0	25
18:45	0	0	1	4	11	13	1	0	0	0	1	31
	2	1	4	17	39	44	5	2	0	0	1	115
19:00	0	0	1	3	10	8	0	0	0	0	0	22
19:15	0	0	0	10	9	10	2	0	0	0	0	31
19:30	1	0	2	1	16	7	0	0	0	0	0	27
19:45	3	0	0	5	14	4	0	1	0	0	0	27
	4	0	3	19	49	29	2	1	0	0	0	107
20:00	0	0	0	7	15	6	0	0	0	0	0	28
20:15	1	0	0	3	9	1	0	0	0	0	0	14
20:30	0	1	1	4	7	3	3	0	0	0	0	19
20:45	0	0	1	2	6	2	0	0	0	0	0	11
	1	1	2	16	37	12	3	0	0	0	0	72
21:00	0	0	0	0	4	5	1	0	0	0	0	10
21:15	0	0	0	1	4	5	0	1	0	0	0	11
21:30	0	0	0	3	4	3	1	0	0	0	0	11
21:45	0	0	0	0	2	3	1	0	0	0	0	6
	0	0	0	4	14	16	3	1	0	0	0	38
22:00	0	0	0	2	2	4	1	0	0	0	0	9
22:15	0	0	0	0	1	1	2	0	0	0	0	4
22:30	0	0	0	1	1	4	0	0	0	0	0	6
22:45	0	0	0	0	0	0	1	0	0	0	0	1
	0	0	0	3	4	9	4	0	0	0	0	20
23:00	0	0	0	0	1	1	0	0	0	0	0	2
23:15	1	0	0	2	0	0	0	0	0	0	0	3
23:30	0	0	0	0	1	3	0	0	0	0	0	4
23:45	0	0	0	0	3	0	0	0	0	0	0	3
	1	0	0	2	5	4	0	0	0	0	0	12
Total	17	3	16	115	369	332	93	11	0	0	1	957
Grand Total Stats	20	3	20	146	506	548	196	26	2	0	2	1469
15th Percentile :												29 MPH
50th Percentile :												35 MPH
85th Percentile :												40 MPH
95th Percentile :												43 MPH
Mean Speed(Average) :												35 MPH
10 MPH Pace Speed :												31-40 MPH
Number in Pace :												957
Percent in Pace :												65.2%
Number of Vehicles > 35 MPH :												774
Percent of Vehicles > 35 MPH :												52.8%

Current Code	Hyde Park at the Crossings	
Use Standards- 1204.04(B)(3)		
Units attached by common wall	Y	
Each unit has separate entrance	Y	
Max of 8 units per structure	Y	
Units shall meet architectural standards	N	See notes under Architectural Standards
Architectural Standards- 1210.04(B)		
25% maximum siding on front elevation	Y	
75% minimum brick/stone on front elevation	Y	
No vinyl permitted	N	Applicant proposes to utilize .44 mm grade vinyl siding on the second floor only.
Variation through offsets, bay windows, façade color changes, columns, roofline changes on front elevation every 30 feet of façade frontage	Y	
50% minimum brick or stone on side and rear elevations	N	Though percentages have not been provided, it appears siding may comprise more than 50% of the façade particularly on side facades.
Design elements such as covered porches, dormer windows/cupolas, recessed entrances, pillars/posts, bay windows, multiple windows with trim required on front and side elevations on corner property (minimum of 3)	-	Applicant should provide elevation options for units that are located on street corners to ensure this requirement is met.
Open Space Standards- 1213		
Buffer Type A required adjacent to R-2 zoning	N	Buffer Type A is required along the eastern edge of the development fronting Crossings Boulevard as there is R-2 zoned property on that side.
Minimum 1 acre formal open space required	-	Overall space has been designated. Refined plans should be provided to understand how space will be utilized.
Minimum 3 acres open space required	Y	
Subdivision Design Standards- 1208		
Street design standards	N	Applicant is proposing a 25-foot two way street, where the minimum is 28 feet.
		Sidewalk is proposed directly against curb as opposed to curb-tree lawn-walk.
Sidewalk requirement	N	Applicant is proposing a 5-foot walk behind curb on one side of the street on internal streets.
		Applicant is not showing required walk on complete frontage on Roden Park Drive and Cold Water Drive.
Street tree requirement	N	Applicant is not currently proposing street trees as required in the tree lawn.
		Applicant is proposing some trees in the front yards (behind walk) throughout the development but not necessarily every 40 feet on center and not on both sides of the street.

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.





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.



Townhomes in Saxony Village Neighborhood, Fishers, Indiana

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.

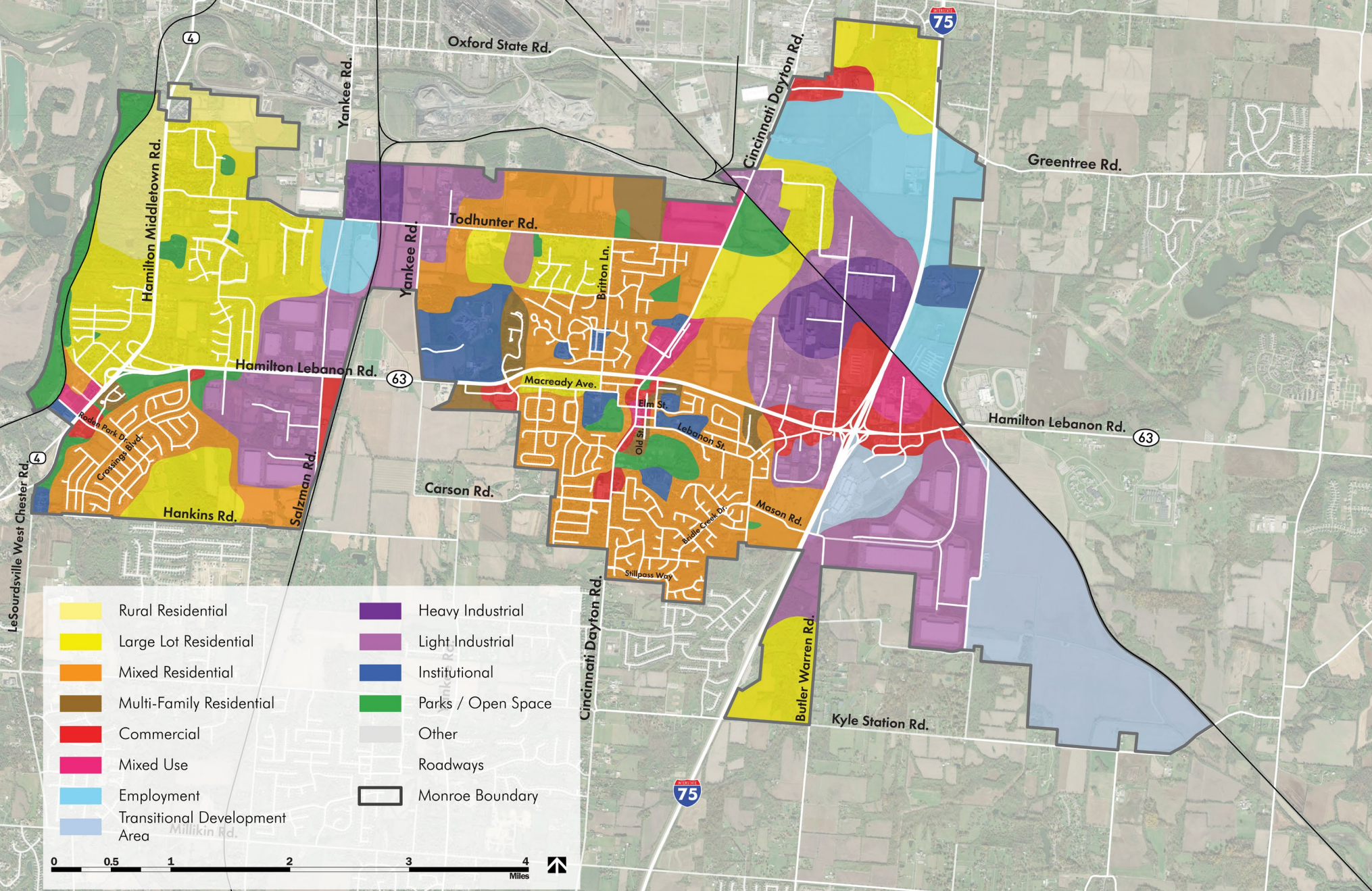
These developments should include sidewalks, open space, and should be built with pedestrian, bicyclist, and vehicular access in mind. Apartments and condominiums should be designed with complimentary and contrasting elements and built facing the street.

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).





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.



From: [Bill Brock](#)
To: [Kameryn Jones](#)
Subject: Fw: [External Sender] Monroe crossings development
Date: Tuesday, February 8, 2022 8:17:55 AM

FYI

William Brock, PE
City Manager/City Engineer
Office: 513.360.2200
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.

From: Allison Lucero <allisonlucero87@gmail.com>
Sent: Monday, February 7, 2022 7:16 PM
To: Council <Council@monroeohio.org>
Subject: [External Sender] Monroe crossings development

WARNING - This email originated from an EXTERNAL SOURCE. Do not click any links or open attachments unless you can confirm the sender.

To whom it may concern...

I am a resident of Monroe Crossings neighborhood and my home backs immediately up to the proposed location of the condo development. The situation in our neighborhood is already dangerous at the stop sign with people cutting through from route 4, adding 100+ families with potentially multiple cars only adds to the problem. On any day from the start of spring until it's too cold in the fall, many families walk the walking trail through our neighborhood. This walking trail was a huge selling point for our family as we are very active. This development would interrupt this walking path and make taking a stroll in our own neighborhood, dangerous. The current view out my back window and back yard is beautiful. I see wildlife and trees and open spaces. The possibility of looking out back and seeing condos crammed in to every available inch of that property is very upsetting. In addition to seeing them, people would be able to look off their condo balcony and see directly into my back yard. The secluded nature of this neighborhood was a big attraction for many people. Our schools are already pushed beyond what is comfortable with students. Our buses are bursting at the seams. We have no active plans to address the over crowding, overflowing classrooms and lack of space on school transportation. Other developments are still being constructed that will tax our overburdened schools even more yet council is considering adding 100+ more homes which could mean hundreds more students in need of schooling.

This city has allowed warehouse after warehouse to be built, some even right against established neighborhoods. I can only imagine the damage this did to their property values. Traffic on 63 has become a major issue and has even been fatal. Please do not rezone this area to allow for this monstrosity of a development. Monroe cannot accommodate this and our community does not want it!

The accommodations the developer is asking for (siding, curbs, road width, sidewalks at) are

completely inconsistent with the standards of our neighborhood. Not to mention the issue of trash and clutter on balconies. Residents of Monroe Crossings pay a lot for homes and pay HOA dues to maintain our community standards. Adding a housing development like this will destroy what our neighborhood has worked so hard to preserve.

Please do not re-zone this area. Vote against this. The neighborhood is watching.

From: [Bill Brock](#)
To: [Kameryn Jones](#)
Subject: Fw: Failure Notice
Date: Saturday, October 30, 2021 12:04:35 PM

William Brock, PE
City Manager/City Engineer
Office: 513.360.2200
www.monroeohio.org

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From: Jeff Heard <jheard2020@yahoo.com>
Sent: Friday, October 29, 2021 5:01 PM
To: Council <Council@monroeohio.org>
Subject: Fw: Failure Notice

[Sent from Yahoo Mail on Android](#)

----- Forwarded Message -----

From: "MAILER-DAEMON@yahoo.com" <MAILER-DAEMON@yahoo.com>
To: "jheard2020@yahoo.com" <jheard2020@yahoo.com>
Sent: Fri, Oct 29, 2021 at 4:44 PM
Subject: Failure Notice

Sorry, we were unable to deliver your message to the following address.

<council@monroeohio.rg>:

No mx record found for domain=monroeohio.rg

----- Forwarded message -----

All,

My name is Jeff Heard and I reside at 726 Sonya Ct. in Monroe Crossings. I just wanted to express my opinion on the proposed development of a large residential condo community in Monroe Crossings. I am strongly opposed to this as is every single person I have talked to that lives in the crossings. The proposed plan has too many units and I fear what it will become 5-10 years down the road. This area would be much better suited for retail (coffee shop, bar, restaurant s, etc.) If this isn't a done deal I think there should be something sent out to the residents of the crossings asking their opinion of this.

Thanks,

Jeff Heard

[Sent from Yahoo Mail on Android](#)

From: [Bill Brock](#)
To: [Kameryn Jones](#)
Subject: Fw: Monroe Crossing Development Proposal
Date: Saturday, October 30, 2021 12:04:06 PM

William Brock, PE
City Manager/City Engineer
Office: 513.360.2200
www.monroeohio.org

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From: Ashley Wilson <ashley.e.wilson17@gmail.com>
Sent: Friday, October 29, 2021 5:12 PM
To: Council <Council@monroeohio.org>
Subject: Monroe Crossing Development Proposal

To whom it may concern,
Please also add me to the majority of homeowners in Monroe Crossing against this proposal of the 100+ condo development in our neighborhood.

We also bought in this community because of the small town feel and the possibility of small shops in the proposed location.

Our house on Koehler would be directly adversely affected by this development. As a teacher at Monroe Local Schools, I would love to remain living in Monroe and supporting our town, but this would completely change all the reasons we chose and purchased our house on this lot in this neighborhood.

Please do not re-zone this area. Vote against this. The vast majority of the neighborhood is united on this and watching for your support.

Ashley Wilson

From: [Bill Brock](#)
To: [Kameryn Jones](#)
Subject: Fw: Monroe Crossings condo proposal
Date: Friday, November 5, 2021 8:28:11 AM

I think we already got one from this person.

William Brock, PE
City Manager/City Engineer
Office: 513.360.2200
www.monroeohio.org

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From: wmichaelwilson2@gmail.com <wmichaelwilson2@gmail.com>
Sent: Thursday, November 4, 2021 6:09 PM
To: Council <Council@monroeohio.org>
Subject: Monroe Crossings condo proposal

To whom it may concern,

Please also add me to the majority of homeowners in Monroe Crossing against this proposal of the 100+ condo development in our neighborhood.

We also bought in this community because of the small town feel and the possibility of small shops in the proposed location.

Our house on Koehler would be directly adversely affected by this development. As a husband to a teacher at Monroe Local Schools, I would love to remain living in Monroe and supporting our town, but this would completely change all the reasons we chose and purchased our house on this lot in this neighborhood. We chose to buy our home based on the specific lot we are at. Our home butts up against woods and a creek which gives it a very private feel while still having plenty of neighbors for our son and future kids to play and grow up with. The outlined area shows that it will take away the woods behind my house, and literally no one wants that. I also have a pregnant wife and our second child is due in April and I do not want the constant sound of construction and trees being ripped from the ground, trees that were the main reason for us buying the house in the first place, to be the soundtrack of his childhood. These condos are completely unnecessary, the schools are bursting at the seams as it is right now. Please do not allow this to happen.

Please do not re-zone this area. Vote against this. The vast majority of the neighborhood is united on this and watching for your support.

Michael Wilson

From: [Bill Brock](#)
To: [Kameryn Jones](#)
Subject: Fw: Monroe Crossings Condo proposal
Date: Saturday, October 30, 2021 12:02:52 PM

William Brock, PE
City Manager/City Engineer
Office: 513.360.2200
www.monroeohio.org

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From: Andrea Stapleton <miandrea00@gmail.com>
Sent: Friday, October 29, 2021 5:34 PM
To: Council <Council@monroeohio.org>
Subject: Monroe Crossings Condo proposal

To whom it may concern,
Add me to the majority of homeowners in Monroe Crossing against this proposal.
We bought in this community because of the small town feel and the possibility of small shops in the proposed location.
Our schools are already so overcrowded!
Now, you propose more traffic to the area with 100+ families moving into our neighborhood.

Please do not re-zone this area.

Andrea Stapleton
513-305-6946

From: [Bill Brock](#)
To: [Kameryn Jones](#)
Subject: Fw: Monroe Crossings Condos
Date: Saturday, October 30, 2021 12:03:21 PM

William Brock, PE
City Manager/City Engineer
Office: 513.360.2200
www.monroeohio.org

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From: Allison Lucero <allisonlucero87@gmail.com>
Sent: Friday, October 29, 2021 5:16 PM
To: Council <Council@monroeohio.org>
Subject: Monroe Crossings Condos

To whom it may concern...

I am a resident of Monroe Crossings neighborhood and my home backs immediately up to the proposed location of the condo development. The situation in our neighborhood is already dangerous at the stop sign with people cutting through from route 4, adding 100+ families with potentially multiple cars only adds to the problem. On any day from the start of spring until it's too cold in the fall, many families walk the walking trail through our neighborhood. This walking trail was a huge selling point for our family as we are very active. This development would interrupt this walking path and make taking a stroll in our own neighborhood, dangerous. The current view out my back window and back yard is beautiful. I see wildlife and trees and open spaces. The possibility of looking out back and seeing condos crammed in to every available inch of that property is very upsetting. In addition to seeing them, people would be able to look off their condo balcony and see directly into my back yard. The secluded nature of this neighborhood was a big attraction for many people. Our schools are already pushed beyond what is comfortable with students. Our buses are bursting at the seams. We have no active plans to address the over crowding, overflowing classrooms and lack of space on school transportation. Other developments are still being constructed that will tax our overburdened schools even more yet council is considering adding 100+ more homes which could mean hundreds more students in need of schooling.

This city has allowed warehouse after warehouse to be built, some even right against established neighborhoods. I can only imagine the damage this did to their property values. Traffic on 63 has become a major issue and has even been fatal. Please do not rezone this area to allow for this monstrosity of a development. Monroe cannot accommodate this and our community does not want it!

Please do not re-zone this area. Vote against this. The neighborhood is watching.

Allison Lucero

114 Koehler Drive

From: [Bill Brock](#)
To: [Kameryn Jones](#)
Subject: Fw: Monroe Crossings Condos
Date: Saturday, October 30, 2021 11:59:02 AM

William Brock, PE
City Manager/City Engineer
Office: 513.360.2200
www.monroeohio.org

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From: Brenda Gehm <brendagehm@icloud.com>
Sent: Friday, October 29, 2021 9:21 PM
To: Council <Council@monroeohio.org>
Subject: Monroe Crossings Condos

To whom it may concern,
Please add me to the majority of homeowners in Monroe Crossing that are against this proposal of the 100+ condo development in our neighborhood.

I retired from Monroe Local Schools after 35 years and chose to retire in Monroe because of the community. We also built in Monroe Crossings because of the small town feel and the possibility of small shops and restaurants in the proposed location.

Monroe Schools are already overcrowded and cannot handle the number of children from 100+ condos. This will affect the education of all of Monroe's children!

Please do not re-zone this area. Vote against this. The vast majority of the neighborhood is united on this and watching for your support.

Brenda Gehm
Sent from my iPad

From: [Bill Brock](#)
To: [Kameryn Jones](#)
Subject: Fw: Monroe crossings condos
Date: Saturday, October 30, 2021 11:58:37 AM

William Brock, PE
City Manager/City Engineer
Office: 513.360.2200
www.monroeohio.org

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From: Caitlin Bowdle <caitlin92.cb@gmail.com>
Sent: Friday, October 29, 2021 9:37 PM
To: Council <Council@monroeohio.org>
Subject: Monroe crossings condos

Hello, I am a resident of monroe crossings and I am contacting in regards to the proposal of condos being placed in our route 4 entrance. I think this is a poor use of that land and will cause more traffic issues at these intersections where we already have problems, running stop signs and speeding for instance. I think this would over populate the area and that the space could be better used to benefit the current residents such as a community center for events. Thank you for your time

Sent from my iPhone

From: [Bill Brock](#)
To: [Kameryn Jones](#)
Subject: Fw: Monroe crossings land proposal
Date: Saturday, October 30, 2021 12:01:40 PM

William Brock, PE
City Manager/City Engineer
Office: 513.360.2200
www.monroeohio.org

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From: Kristen Tefft <kristen.tefft@gmail.com>
Sent: Friday, October 29, 2021 6:27 PM
To: Council <Council@monroeohio.org>
Subject: Monroe crossings land proposal

I am sure you will receive a handful of these emails based on social media.

I am **not** in favor of adding more condos to the open land in Monroe crossings. The schools are already crowded and bringing more families in is not going to assist with this problem. The park is going across the street and they are building up over by Kroger- small businesses would thrive here. I am positive families will move out of crossings if this is going to be the case. We all moved here bc of the small town atmosphere and it's already a large community with no amenities for us.

Sent from my iPhone

From: [Bill Brock](#)
To: [Kameryn Jones](#)
Subject: Fw: Monroe Crossings Proposed plan
Date: Saturday, October 30, 2021 12:00:24 PM

William Brock, PE
City Manager/City Engineer
Office: 513.360.2200
www.monroeohio.org

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From: Christy Mersch <christy.mersch@gmail.com>
Sent: Friday, October 29, 2021 7:05 PM
To: Council <Council@monroeohio.org>
Subject: Monroe Crossings Proposed plan
To whom it may concern,

As a resident of Monroe Crossings I am concerned with and **oppose** the current proposal for the condo/apartments at Roden Park and Crossings Blvd. The sheer number of homes is alarming. At the suggested price point the builders can call them “high end” all they want but they would be competing with single family homes at the same price point with more land. I fear for the 10 year impact this will have for not only property value but the city of Monroe. Additionally, Monroe School District and city infrastructure are already exceeding capacity and overburdened. Please do not approve this plan.

Sincerely
Eric and Christy Mersch

Sent from my iPhone

From: [Bill Brock](#)
To: [Kameryn Jones](#)
Subject: Fw: Monroe Crossings re-zone-NO
Date: Saturday, October 30, 2021 12:03:47 PM

William Brock, PE
City Manager/City Engineer
Office: 513.360.2200
www.monroeohio.org

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From: wmichaelwilson2@gmail.com <wmichaelwilson2@gmail.com>
Sent: Friday, October 29, 2021 5:16 PM
To: Council <Council@monroeohio.org>
Subject: Monroe Crossings re-zone-NO

To whom it may concern,
Please also add me to the majority of homeowners in Monroe Crossing against this proposal of the 100+ condo development in our neighborhood.

We also bought in this community because of the small town feel and the possibility of small shops in the proposed location.

Our house on Koehler would be directly adversely affected by this development. As a husband to a teacher at Monroe Local Schools, I would love to remain living in Monroe and supporting our town, but this would completely change all the reasons we chose and purchased our house on this lot in this neighborhood.

Please do not re-zone this area. Vote against this. The vast majority of the neighborhood is united on this and watching for your support.

Michael Wilson

From: [Bill Brock](#)
To: [Kameryn Jones](#)
Subject: Fw: Monroe Landing zoning proposal
Date: Saturday, October 30, 2021 12:00:03 PM

William Brock, PE
City Manager/City Engineer
Office: 513.360.2200
www.monroeohio.org

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From: Krysten Chaney <krysten.chaney7@gmail.com>
Sent: Friday, October 29, 2021 8:29 PM
To: Council <Council@monroeohio.org>
Subject: Monroe Landing zoning proposal
To whom it may concern,

As a resident of Monroe Crossings I am concerned with and oppose the current proposal for the condo/apartments at Roden Park and Crossings Blvd. The sheer number of homes is alarming. At the suggested price point the builders can call them "high end" all they want but they would be competing with single family homes at the same price point with more land. I fear for the 10 year impact this will have for not only property value but the city of Monroe. Additionally, Monroe School District and city infrastructure are already exceeding capacity and overburdened. Please do not re-zone this area. Vote against it.

Krysten Begley
Monroe Crossings Resident

From: [Bill Brock](#)
To: [Kameryn Jones](#)
Subject: Fw: No Condos in Monroe Crossings
Date: Saturday, October 30, 2021 11:56:18 AM

William Brock, PE
City Manager/City Engineer
Office: 513.360.2200
www.monroeohio.org

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From: brittd_03@yahoo.com <brittd_03@yahoo.com>
Sent: Saturday, October 30, 2021 8:26 AM
To: Council <Council@monroeohio.org>
Subject: No Condos in Monroe Crossings

Dear council members,

I'm writing today to voice my concern over the proposal of adding condominiums to the corner of Roden Park and Crossings Boulevard. I, like most all neighbors I've talked to in Monroe Crossings, am strongly against this proposal. Adding that many people to such a small area will add nothing of value to our community and will create a more dangerous intersection in our neighborhood. When we moved to the crossings, I had been very hopeful that this space would be turned into a mixed commercial area with the possibility of some shops and/or restaurants. Please turn down this proposal. It will not be good for our community.

Thank you,
Brittney Browne
610 Babbling Brooke Dr
Monroe, OH

Sent from my iPhone

From: [Bill Brock](#)
To: [Kameryn Jones](#)
Subject: Fw: NO to "Monroe Landing"
Date: Saturday, October 30, 2021 12:02:20 PM

William Brock, PE
City Manager/City Engineer
Office: 513.360.2200
www.monroeohio.org

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From: Danielle Ward <danielleward2424@gmail.com>
Sent: Friday, October 29, 2021 5:36 PM
To: Council <Council@monroeohio.org>
Subject: NO to "Monroe Landing"
To whom it may concern:

Add me to the majority of homeowners in Monroe Crossing against this proposal.
We bought in this community because of the small town feel and the possibility of small shops in the proposed location.
Now, you propose more traffic to the area with 100+ families moving into our neighborhood??
Please, please explain your thought behind this? The pros to something like this?
Our schools are so over-populated it's scary, yet your steps are to consider more housing?

There is no logic in making this decision. There is no consideration to the homeowners in this development.
This is a poorly thought out plan.

Please do not re-zone this area. Vote against this. The neighborhood is watching.

Thank you,
Danielle Ward

From: [Bill Brock](#)
To: [Kameryn Jones](#)
Subject: Fw: Opposed to condos !
Date: Saturday, October 30, 2021 12:02:11 PM

William Brock, PE
City Manager/City Engineer
Office: 513.360.2200
www.monroeohio.org

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From: Melissa Jones <melissatj77@gmail.com>
Sent: Friday, October 29, 2021 5:46 PM
To: Council <Council@monroeohio.org>
Subject: Opposed to condos !

To whom it may concern,
Add me to the majority of homeowners in Monroe Crossing against the condo proposal.
We bought in this community because of the small town feel and the possibility of small shops, restaurants in the proposed location.

Traffic will be a huge issue as the intersection of Roden and Crossings is already a danger to walkers on the path, and now, you propose more traffic to the area with 100+ families moving into our neighborhood. Our schools are already heavily overcrowded and this would lead to more issues to students!

Please do not re-zone this area. Please Vote against this!

Jones family
MC resident for 11 years

From: [Bill Brock](#)
To: [Kameryn Jones](#)
Subject: Fw: Potential Condos and Apartments in Crossings
Date: Saturday, October 30, 2021 12:01:14 PM

William Brock, PE
City Manager/City Engineer
Office: 513.360.2200
www.monroeohio.org

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From: thomas Eppley <thomas.eppley.te@gmail.com>
Sent: Friday, October 29, 2021 6:38 PM
To: Council <Council@monroeohio.org>
Subject: Potential Condos and Apartments in Crossings
To city council members,

I wanted to send a note that I do not wish to have condos or Apartments at the entrance of Crossings off Roden Drive.

The first concern is what it may do to property values for all the single homes across the crossings neighborhood, not to mention visually what that would entail as it sounds like many units will be going in a fairly small space.

My next concern is the traffic increase at the corresponding intersections. There are many families that walk and ride bikes around the area and it will become more congested going in and out of our neighborhood. Safety will become a bigger concern.

This may be a much larger question with 100's of homes going up over the last 5 years in Monroe and with this potential expansion of over 100 condos, but as we continue to add homes/condos/Apartments is there a concern for our schooling and overcrowding?

I know this may already be in motion but wanted to make sure someone was aware there are concerns. I was told to email the city council as many families are concerned with this potential issue.

Thank you for your time.

Tom Eppley

From: [Bill Brock](#)
To: [Kameryn Jones](#)
Subject: Fw: Proposal of land at Roden and crossings
Date: Saturday, October 30, 2021 11:56:51 AM

William Brock, PE
City Manager/City Engineer
Office: 513.360.2200
www.monroeohio.org

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From: sarah huffman <s.huffman313@gmail.com>
Sent: Saturday, October 30, 2021 1:30 AM
To: Council <Council@monroeohio.org>
Subject: Proposal of land at Roden and crossings

I'm a resident in Monroe crossings, this proposal is absolutely ridiculous. No one likes it ! When we moved in 13 years ago we was told there was to be shops and restaurants, that has been a lie ! There is so many people living here now the last thing we need is condos ! This would be so tacky and definitely take value from the homes here ! I'm totally against this . COMPLETE FAILURE!

Sent from my iPhone

From: [Bill Brock](#)
To: [Kameryn Jones](#)
Subject: Fw: Proposed development in Monroe Crossings
Date: Saturday, October 30, 2021 12:03:04 PM

William Brock, PE
City Manager/City Engineer
Office: 513.360.2200
www.monroeohio.org

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From: LISA BURKE <lisaburke719@gmail.com>
Sent: Friday, October 29, 2021 5:22 PM
To: Council <Council@monroeohio.org>
Subject: Proposed development in Monroe Crossings

I live in Monroe Crossings and received information from the recent Planning Commission meeting. In my opinion the proposed 101 condo units is too many units for the small area located at Rodent Park and Crossings.

Additional research should be done to estimate possible traffic problems and/or other issues that could arise.

Thank you for your time,
Lisa Burke

To whom it may concern,
Add me to the majority of homeowners in Monroe Crossing against this proposal.
We bought in this community because of the small town feel and the possibility of small shops in the proposed location.
Since that time, we have watched in horror as Monroe decided that warehouses as near as possible to large subdivisions was a great idea. Traffic has become unbearable due to the volume of workers and semi trucks, and has made 63 an Interstate with frequent accidents. Now, you propose more traffic to the area with 100+ families moving into our neighborhood.

Please do not re-zone this area. Vote against this. The neighborhood is watching.

From: [Bill Brock](#)
To: [Kameryn Jones](#)
Subject: Fw: Shops of Monroe Crossings Condo Proposal.
Date: Saturday, October 30, 2021 12:00:09 PM

William Brock, PE
City Manager/City Engineer
Office: 513.360.2200
www.monroeohio.org

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From: Gary Manas <gmanas2000@gmail.com>
Sent: Friday, October 29, 2021 8:03 PM
To: Council <Council@monroeohio.org>
Subject: Shops of Monroe Crossings Condo Proposal.

To whom it may concern,
Add me to the majority of homeowners in Monroe Crossing against this proposal.
We bought in this community because of the small town feel and the possibility of small shops in the proposed location.
Since that time, we have watched in horror as Monroe decided that warehouses as near as possible to large subdivisions was a great idea. Traffic has become unbearable due to the volume of workers and semi trucks, and has made 63 an Interstate.
Now, you propose more traffic to the area with 100+ families moving into our neighborhood.

Please do not re-zone this area. Vote against this. The neighborhood is watching.

As a resident of Monroe Crossings I am concerned with and oppose the current proposal for the condo/apartments at Roden Park and Crossings Blvd. The sheer number of homes is alarming. At the suggested price point the builders can call them "high end" all they want but they would be competing with single family homes at the same price point with more land. I fear for the 10 year impact this will have for not only property value but the city of Monroe. Additionally, Monroe School District and city infrastructure are already exceeding capacity and overburdened.

Please do not re-zone this area. Vote against it.

Thank you
Gary Manas
49 Kameron Dr, Monroe, OH 45050
513-378-3055

From: [Bill Brock](#)
To: [Kameryn Jones](#)
Subject: Fw: Shops of Monroe crossings
Date: Friday, October 29, 2021 3:42:23 PM

FYI

William Brock, PE
City Manager/City Engineer
Office: 513.360.2200
www.monroeohio.org

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From: Nate Goforth <nategoforth@yahoo.com>
Sent: Friday, October 29, 2021 3:38 PM
To: Council <Council@monroeohio.org>
Subject: Shops of Monroe crossings

I am a resident of Monroe Crossings and I am writing to let you know that I DO NOT support the proposal for condos in Monroe crossings. I hope all the members of council vote to not let this move forward.
Thank you.

Nate Goforth

From: [Bill Brock](#)
To: [Kameryn Jones](#)
Subject: Fw: The proposed condo development at Monroe Crossing
Date: Monday, November 8, 2021 2:42:20 PM

William Brock, PE
City Manager/City Engineer
Office: 513.360.2200
www.monroeohio.org

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From: Tim Brannon <tbrannon@andvre.com>
Sent: Friday, October 29, 2021 4:14 PM
To: Council <Council@monroeohio.org>
Subject: The proposed condo development at Monroe Crossing

To whom it may concern,
Add me to the majority of homeowners in Monroe Crossing against this proposal.
We bought in this community because of the small town feel and the possibility of small shops in the proposed location.
Since that time, we have watched in horror as Monroe decided that warehouses as near as possible to large subdivisions was a great idea. Traffic has become unbearable due to the volume of workers and semi trucks, and has made 63 an Interstate.
Now, you propose more traffic to the area with 100+ families moving into our neighborhood.

Please do not re-zone this area. Vote against this. The neighborhood is watching.

Regards,

Tim Brannon
Business Development Manager
Anderson & Vreeland, Inc.
Tbrannon@andvre.com
513-550-1117 cell
419-636-5002 Home office

From: [Bill Brock](#)
To: [Kameryn Jones](#)
Subject: Fw: Vote against rezone
Date: Saturday, October 30, 2021 11:57:05 AM

William Brock, PE
City Manager/City Engineer
Office: 513.360.2200
www.monroeohio.org

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From: Harsimran Singh <singh.unitedstates@gmail.com>
Sent: Friday, October 29, 2021 10:21 PM
To: Council <Council@monroeohio.org>
Subject: Vote against rezone

To whom it may concern,

As a resident of Monroe Crossings I am concerned with and oppose the current proposal for the condo/apartments at Roden Park and Crossings Blvd. The sheer number of homes is alarming. At the suggested price point the builders can call them "high end" all they want but they would be competing with single family homes at the same price point with more land. I fear for the 10 year impact this will have for not only property value but the city of Monroe. Additionally, Monroe School District and city infrastructure are already exceeding capacity and overburdened.

Add me to the majority of homeowners in Monroe Crossing against this proposal.

We bought in this community because of the small town feel and the possibility of small shops in the proposed location.

Since that time, we have watched in horror as Monroe decided that warehouses as near as possible to large subdivisions was a great idea. Traffic has become unbearable due to the volume of workers and semi trucks, and has made 63 an Interstate.

Now, you propose more traffic to the area with 100+ families moving into our neighborhood.

Please do not re-zone this area. Not only me , the whole crossings community Vote against this.

Sent from my iPhone

From: [Bill Brock](#)
To: [Kameryn Jones](#)
Subject: Fwd: Against condos at Roden and Crossings
Date: Friday, October 29, 2021 4:40:07 PM

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From: Crystal Broshear <cbroshear@gmail.com>

Sent: Friday, October 29, 2021 4:33:11 PM

To: Council <Council@monroeohio.org>

Subject: Against condos at Roden and Crossings

Please vote against condos at Roden and Crossings. Our school district could not handle that, along with all the houses in the works at the back of Monroe Crossings.

My family loves living here, and we love the school district, but if this is approved, my husband and I have already agreed to move out of Monroe as soon as possible. I know we are not the only family that will do that.

Thank you for your time,

Crystal Broshear
513-652-0668

From: [Bill Brock](#)
To: [Kameryn Jones](#)
Subject: Fwd: Monroe Crossings Concerns
Date: Friday, October 29, 2021 4:39:34 PM

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From: Julia Nuzzo <julialnuzzo@gmail.com>
Sent: Friday, October 29, 2021 4:31:33 PM
To: Council <Council@monroeohio.org>
Subject: Monroe Crossings Concerns
To whom it may concern:

Add me to the list of residents against the proposal of town homes/condos off Roden park.

Adding a large number of homes into that area will be congested. That intersection alone is already a dangerous area due to high traffic, people who don't live in the area taking "short cuts" above the speed limit, and the obvious, when people are running stop signs. Adding more volume will increase risk for other drives as well as the large number of residents who walk on the sidewalks!

In attempts to make these concerns "resolved" speed limit changes and stop lights would not change a thing. (Ex: the issues of route 63)

When we moved here we fell in love with the open area which made it feel less of a suburb.

Please do not progress with this proposal as it will cause issues now and later and upset many of the current residents of Monroe Crossings.

Thank you for your time and consideration

The Nuzzo's

From: [Bill Brock](#)
To: [Kameryn Jones](#)
Subject: Fwd: Monroe Crossings multi-family proposal
Date: Friday, October 29, 2021 4:56:43 PM

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From: Tim Carpenter <tcarpenter@monroelocalschools.com>

Sent: Friday, October 29, 2021 4:46:13 PM

To: Council <Council@monroeohio.org>

Cc: Dave Grant <dgrant@monroelocalschools.com>

Subject: Monroe Crossings multi-family proposal

Good evening Council,

It has been brought to my attention that there was a Planning Commission meeting this week and a topic of discussion was 101 multi-family residential units to be added in Monroe Crossing instead of the planned commercial development. As a member of the board of education I strongly urge you to not approve this proposed housing plan. With these units having a target price range to attract families with kids, the school district would be in increased risk of not being able to place these children into a proper classroom. With our current capacity issues, our capped foundation funding, and our bond issue being at least one year out, this new housing development could have a very negative impact on our schools, our neighborhoods, and our city.

Please feel free to contact me if you have any questions or to discuss further. You can reach me via email or phone at 513-310-2249.

Also, I look forward to our future joint meeting! It's been too long since we have all sat down and worked together for the benefit of the City and School! Have a great Halloween weekend.

Best regards,
Tim Carpenter

--

Tim Carpenter
Vice President
Board of Education
Monroe Local School District

T: +1 513 310 2249

E: tcarpenter@monroelocalschools.com

Motivating, Leading, and Succeeding

From: [Bill Brock](#)
To: [Kamervyn Jones](#)
Subject: Fwd: Monroe Crossings
Date: Friday, October 29, 2021 4:11:39 PM

I am just sending these so you are aware.

Get [Outlook for Android](#)

From: Dsell 95 <douglas.sellman@gmail.com>

Sent: Friday, October 29, 2021 4:01:19 PM

To: Council <Council@monroeohio.org>

Subject: Monroe Crossings

To whom it may concern,

As a Monroe resident and one that has been in Monroe Crossings for 15 years, the current plan for the undeveloped area at Roden and Crossings is very disappointing.

A better suggestion would be for small shops, pizza .. ice cream small pub, family restaurant...ect instead of the proposed condos.

Another option/suggestion would be to use the area for A large community recreation park/pool/ clubhouse for the residents in the neighborhood.and surrounding areas.

Make it a nice green space, community garden and take the money/time/effort and put it toward the schools ... that would be an even better option for us in Monroe.

Thank you for taking the time to read this and please consider these and the many other options before making a final decision.

-A concerned citizen

From: [Bill Brock](#)
To: [Kameryn Jones](#)
Subject: Fwd: Planned Monroe Crossings
Date: Friday, October 29, 2021 4:10:55 PM

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From: Brian E <brianermlich@gmail.com>

Sent: Friday, October 29, 2021 4:05:03 PM

To: Council <Council@monroeohio.org>

Subject: Planned Monroe Crossings

City Council - I write this letter in asking that you please do not approve cramming 100 rental townhomes into our beautiful community. Our schools are overcrowded and we value our property values. These will immediately turn into rental homes as we already have an apartment complex in the neighborhood. Please let us know every step of the process so we can get the petition going to stop this from going forward. Again, thank you for all you do but a 100 homes in such a small area is not the right thing for Monroe Crossings.

Thank You,
Brian Ermlich

From: [Danielle Johnson](#)
To: [Council](#); [Kameryn Jones](#)
Subject: Landminium proposal for Monroe Crossings
Date: Monday, November 1, 2021 1:53:41 PM

Attn: Monroe City Council, members of the Monroe Planning Commission, and members of the Monroe Board of Zoning Appeals

Good afternoon,

I am a 16-year resident of the Monroe Crossings neighborhood, and as a long-time resident of this neighborhood, I feel I need to voice multiple concerns over the proposed landminium development at Crossings Blvd. and Roden Park Dr. (outlined below):

1) Traffic congestion/safety:

- The intersection of Crossings & Roden Park is already a busy intersection. Not only is Crossings Blvd. traveled by residents, but many use it as a cut-through from Rt. 63 to Rt. 4 or to Hankins Rd.
- It is also a regular occurrence for drivers to run through the 4-way stop at that intersection (and travel at speeds well exceeding the speed limit).
- The proposal will add FOUR additional roadways/entrances into this new development, at very close proximity to this main 4-way intersection. It can already be difficult to pull out of side streets (such as Bayberry Lane) onto Crossings Blvd. during peak traffic hours. Adding those additional roadways, not to mention as many as 200 additional vehicles belonging to these new residents will greatly exacerbate this issue, creating a potentially hazardous situation.
- We also recently have developed at high volume of semi-trucks cutting through Monroe Crossings via Crossings and Roden Park on a daily basis. This is an issue within itself which I feel needs to be addressed. Adding to it another 200+ vehicles in that space is too much for the intersection to accommodate. The volume in this space is just too much.
- **Before this project would move ahead any farther, I feel a full traffic study would need to be conducted to determine the safety of adding this many homes in that space.**
 - For the safety of the residents, I believe adding crosswalks with signage, 3-way and 4-way stops at additional intersections on Crossings, and perhaps even a roundabout at Crossings and Roden Park may be required (all at a cost to the city).

2) Hiker/biker path:

- The residents of Monroe Crossings pay HOA dues for the upkeep of a nicely maintained walking path. Many of us use it daily (adults and children alike). It can already be a safety concern during peak times of day, as motorists do not obey stop signs, do not yield to pedestrians, and do not obey the posted speed limit. I personally am already extremely careful crossing at the 4-way stop at Crossings & Roden Park, due to these concerns. Adding additional roadways for this new development, cutting into our path and creating multiple more locations along the path in which pedestrians need to watch for vehicles in order to cross safely, is a concern for the residents who pay for and use this path every day.

3) The current proposal/architectural standards:

- When purchasing our home here 16 years ago, we were one of the very first families here. At that time, we were promised many things in regard to what this neighborhood would be on completion. One of those promises was in regard to what the land in question would be developed into. I know myself and other residents were excited about the idea of having a neighborhood restaurant to walk to, maybe a coffee shop, grocer, shops/boutiques. While I understand that things change, and I am not opposed to residential development in that space, I do expect that if that were to happen this new development should be held to the same standard as the homes surrounding it.
- 16 years ago, we were promised standards such as brick wrap/no vinyl, full basements, landscaping, upkeep amenities such as the walking path, pocket parks, and HOA guidelines to ensure property is maintained to that standard. We purchased and invested here based on these standards/promises.
- According to the current proposal, the developer is asking for waivers to be made to the current high Monroe architectural standards. **Please DO NOT back down from these standards and allow this developer to put in below-standard housing in this space.**
 - No vinyl. Full sidewalks. Full-size streets/roadways. Curbs. Landscaping. And a reasonable ratio of residential density. These things should NOT be compromised.
 - Cheapening these standards is a recipe for these landowners to fall into disrepair/lose value and ultimately hurt the property value of those of us who already live here and have invested in this community.
- There is a similar development (which has already broken ground) nearby in Liberty Township, less than a 5 minute drive from Monroe Crossings. Landowners in this development will be selling for a similar starting price. Do we have a high enough demand for this number of homes of this kind in such a small area?
<https://www.cincinnati.com/story/news/2021/06/02/new-liberty-twp-development-include-homes-townhouses-and-duplexes/7519343002/>

4) Overcrowded schools:

- Everyone is well aware that our schools are overcrowded, and we are in desperate need of a new building. This has been needed for years, with no idea when this may come to fruition. It is still likely years away, and with other new residential development already underway, I believe adding another 100+ 3-bedroom, single-family homes, which could be largely occupied by young families, is irresponsible and an unfair strain on our school district, which is already bursting at the seams.

5) Bicentennial Commons:

- Bicentennial Commons park is an exciting project, happening just across Rt. 4 from us here in Monroe Crossings. Our family is so excited about the potential of all that could be there in the future, in just a few minutes walk from our front door.
- With an amphitheater and the bike trail on the river, that park is going to be a destination for Monroe and the surrounding area.
- This park is going to make the land in question, at the main entrance to Monroe Crossings, prime real estate. The sky's the limit as far as what it could become once the

park is complete.

- I understand the land owner wants to sell his property, but truly feel that approving this project would be a short-sighted decision. Think of what that space could mean for Monroe in the future (versus looking at what it could sell as right NOW). This could be something truly special if planned strategically.

In closing, I wish to implore the city of Monroe to deny this zoning change. Do not allow this proposed development to move forward. However, if this development must move forward, **please DO NOT compromise on the high architectural standards which the City of Monroe has traditionally demanded of residential development** (including the surrounding homes in Monroe Crossings). The residents here have invested too much in this neighborhood and this city.

I invite any member of City Council, the Planning Commission, and the Board of Zoning Appeals to come and take a look at the site of the proposal. Imagine that number of homes in proposed space. Imagine where these additional roads will be added, and please think about these questions. Thank you for your time and consideration.

Sincerely,
Danielle Johnson
203 Scarlet Oak Dr., Monroe Crossings