



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

Call to Order

Roll Call

Approval of the Minutes – February 15, 2022

Old Business

Case No. 2022-2-4 (**TABLED 2/15/22**). 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.

New Business

Administrative Reports

Adjournment



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

Call to Order

Mr. Kirkpatrick, Chair, called the meeting to order at 6:01 p.m.

Roll Call

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

Staff members present: William J. Brock, City Manager; Kameryn Jones, Assistant Director of Development, and Jameson Cole, Planner.

Approval of the Minutes

Mr. Kirkpatrick move to approve the Planning Commission Minutes of October 28, 2021 and January 18, 2022; seconded by Mr. Pyron. Voice vote. Motion carried.

Old Business

None.

New Business

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

Mrs. Jones reported that Cincinnati Commercial Contracting has submitted a site plan for a commercial development. The applicant is proposing just shy of 12,000 square feet of commercial space with a little more than half of that being a restaurant use with the remainder being designated for future tenants. The site is approximately 2.38 acres currently zoned C-1 Highway Commercial with an anticipated Spring start date and completion in the Summertime. It is located at the corner of State Route 63 and Brooks Drive.

The Code requires a five-foot sidewalk along State Route 63, unless Planning Commission waives that requirement. There are several areas near the Interchange that do not have sidewalks along State Route 63. Based on the uses proposed a maximum of 94 parking spaces would be permitted and the applicant is proposing 98 parking spaces. Staff recommends that the number of spaces be reduced to comply with the Code. The site plan submitted reflects two islands that would be striped rather than islands with required landscaping. Typically, the street trees are required in the right-of-



way and the site plan does not reflect the required street trees or canopy trees along State Route 63. It does reflect the trees as part of what is required in the parking area; however, there still is not a sufficient amount of trees to provide for the required screening. The site plan also reflects a service structure that will have to be relocated on the site as it is not permitted in the front yard.

The rear of the structure does not have the minimum amount of windows and, as an alternative, staff suggests false windows, incorporation of awnings, utilizing brick inset detail work, or glass doors.

The Fire Department will reserve comments during their plan review and the Police Department had no comments. Public Works/Engineering did have several comments and their review is ongoing.

The minimum building height is 20 feet for commercial buildings and there are several portions of the building that exceed 20 feet, but there is one area that is 19 feet.

Mrs. McElfresh is aware of other projects with the false windows and asked if that would comply with the minimum standards. Mrs. Jones acknowledged it would satisfy the Code requirement.

Mr. Kirkpatrick pointed out that any rooftop equipment will probably show. Mrs. Jones explained it would be a matter of placement to make sure the visibility is not going to be there.

Mr. Richards asked if there were any other structures that didn't meet the 20 foot height requirement. Mrs. Jones replied there is one area that did not meet the 20 foot height requirement all the way across.

Mr. Kirkpatrick asked the applicant what is the estimated capacity of the restaurant.

A representative of Cincinnati Commercial Contracting (CCC) advised that they estimate it at 100 as the parking lots in the area fill up fast. With respect to the HVAC units on top of the building they are willing to work with the City in making sure they are properly screened.

In response to Mr. Pyron's question, the CCC representative advised it is planned to have brick detail work.

Mrs. McElfresh suggested that this project comply with the minimum standards and asked about the tinted or faux windows. Mrs. Jones advised that the brick detail work doesn't really meet the requirements. She referenced another development where that was permitted because it would be surrounded by other buildings; whereas, this particular development will not be. The CCC representative requested that this requirement be varied. Mrs. McElfresh reiterated that the minimum standards need to be met.



Mr. Pyron did not have a concern with waiving the sidewalk with the assumption that the City requires that it be installed at a later date at the owner's expense. He did not have an issue with the 19 foot versus 20 foot partial building height; however, he would like to have seen a better mockup of the awning if the developer is firm with not putting a window in.

Mr. Kirkpatrick would like to see at least the black out windows.

Mrs. Jones sought clarification if the Commission would be okay with all black out windows and no members were opposed to allow this.

A representative from CCC requested that some type of mix be permitted with respect to the windows as this would be a bar/restaurant.

Mr. Pyron moved to approve Case No. 2022-2-3- consideration of a site plan application for Brooks 63 Retail Center with the following conditions:

- Omitted parking islands be installed;
- The north end of the building be modified to meet the architectural window requirements
- Waive the five foot sidewalk along State Route 63 provided that should the City decide this is needed in the future it will be done at the owner's expense;
- The landscaping plan be revised to address the staff comments for landscaping, screening, and street trees;
- All landscaping must meet all minimum species and size requirements and be detailed appropriately on the plan;
- 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 the final plans compatible with City GIS submitted; and
- All other staff comments be met.

; seconded by Mrs. McElfresh. Roll call vote: five ayes. Motion carried.

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.



Mr. Kirkpatrick opened the public hearing for 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.

Mr. Kirkpatrick gave the following statement:

“This request will be presented by the Assistant Development Director. Following this presentation anyone wishing to speak in favor of this proposal will be given an opportunity to speak. After all proponents have spoken the opponents will be given an opportunity to present their case. Speakers are asked not to repeat the same ideas that have originally been presented, but indicate they agree with a previous speaker. All persons speaking will be subject to cross examination and must be sworn in. Planning Commission has the opportunity to question each speaker after they have given their presentation. Once the public hearing is closed individual speakers have no right to comment during Planning Commission’s discussion. Discussion shall be limited to three minutes per person.”

Having been sworn, Mrs. Jones reported that Park Place Development has submitted a request for rezoning and planned unit development for a project at Roden Park Drive and Crossings Boulevard. They are proposing a 101 unit attached single-family development with private streets on 20.91 acres currently zoned C-4 Gateway Commercial Planned Unit Development.

The current Planned Unit Development (PUD) governing this property is Shops of Monroe Crossings. The original vision in the 2006-2007 time-frame included from Crossings Boulevard to State Route 4 and intended for larger commercial and retail development. So far the only commercial construction in this area is Speedway.

With the current zoning no residential development of any kind is permitted. The purpose of the PUD is to offer a certain amount of flexibility with the Planning and Zoning Code to offer a certain amount of flexibility. Sometimes associated with the larger commercial developments and often times to encourage innovated design. The applicant is seeking to vary from current Code regulations for R-4 Multi-family developments for things like architectural standards, primarily the vinyl. Also, open space standards and subdivision design standards.

The current Code requirements are:

- 1) The front elevations must incorporate variation in mass through methods such as wall offsets, bay windows, façade color changes, use of columns, and roofline changes. Based on the elevations it appears they are meeting these requirements on the front side of the building.



- 2) Side and rear elevations are required a minimum of 50% brick or stone. It appears they are close, but not exactly 50%. They are doing the brick wrap on the first floor and asking for siding on the second floor on the sides and rear.
- 3) Buildings located on street corners they must include a minimum of three of the design elements:
 - a) Recessed entrance
 - b) Covered porches
 - c) Certain amount and kind of window
 - d) Parapet walls with some sort of articulation to avoid a blank façade for a private or public street.

The front elevation does appear to meet these, but we want to see the elevation options for those buildings that meet the requirements. Current Code currently prohibits vinyl and that is proposed for this development.

Bufferyard Type A is required adjacent to any residential use. The plan shows that buffer to be developed along its borders with existing single-family development on the east and west sides, but not the south side along Crossings Boulevard. They are meeting the formal and informal open space requirement. Staff would continue to work with the developer on the open space requirements.

The applicant requests to deviate from City standards required for the private streets. For example, the applicant requests to install sidewalk on one side of the street against the curb and typically, we require curb, tree lawn, and then sidewalk with trees behind the walk. They did increase the street width to 25 feet; however, the Code requires 28 feet.

Along Roden Park Drive, the five foot sidewalk shown along the site frontage ends short of its frontage on Cold Water Drive. The applicant has stated there is no room to complete the sidewalk due to the culvert. They are willing to put in a sidewalk on the south side.

The applicant has advised that no on-street parking will be permitted. There is no designated parking for visitors.

The Comprehensive Plan emphasizes connectivity. Staff recommends that sidewalks be installed on all of the streets. The future land use map reflects this site as mixed residential with a maximum density of four units per acre. The proposed development is 4.83 units per acre, which is a 20.75% increase in density above the Comprehensive Plan recommendation. Mrs. Jones noted the proposed density is less than the eight units per acre currently permitted by the Code for the R-4 zoning district. The Comprehensive Plan speaks to growth expectations, particularly as it impacts the school district. The applicant has indicated that this type of development tend to attract certain type of people and those seeking less maintenance associated with a single-family lot. In the first staff report, we anticipate over the next 25 years we will have over 6,000 more residents.



Mrs. Jones reported that this proposed project involves both a zoning map amendment and a PUD. 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 established 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 Comprehensive Plan designates this property as “Mixed Residential,” meaning a variety of lot sizes and housing types with a maximum density of four units/acre. The proposed development is 4.83 units/acre.

The Comprehensive Plan calls for 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 on 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.*



Shown in the 2019 Housing Study and the Comprehensive Plan adopted in the fall, Monroe is very homogenous in its housing stock but can support a variety of housing types.

Per the future land use map, areas have been designed for future residential to meet the stated population growth of about 6,000 people over the next 20 – 25 + years. This property being designed as Mixed Residential will help 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 State Route 4.

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

The proposed development is in the process of being reviewed to ensure it meets City safety standards. As an example, 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.*

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 State 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 State Route 4 and areas for



future development closer to the Butler Tech and Monroe Bicentennial Commons property.

The PUD criteria is specifically the product the applicant is proposing. 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.

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. 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 the Code, including but not limited to, architectural standards, off-street parking, signage, and landscaping.*

The plans are not consistent with all other applicable standards of the Code. As outlined in their request and the proposed PUD agreement, the applicant does not comply with 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 some potential adverse impacts.



Mrs. Jones presented the applications for the rezoning and PUD, applicable Code sections, public notifications, the notice given to surrounding property owners, staff report, and copies of the emails received.

Mrs. Jones informed Planning Commission they act 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 PUD agreement, staff would recommend incorporating the following conditions: 1) the application will provide elevation options for the sides of the buildings located on street corners to meet Code architectural standards; 2) discussion of the request to utilize vinyl on the second floor of the buildings; 3) a tree lawn and street trees every 40 feet on center be provide in the tree lawn as required by Code; 4) a five foot sidewalk be required on both sides of all internal/private streets; 5) the walk on the north side of Roden Park Drive (currently shown as a five foot concrete walk) be changed to a minimum eight foot wide asphalt or concrete multiuse path; and 6) the applicant install a public walk the full extent of their frontage on Roden Park Drive and Cold Water Drive.

Mr. Pyron stated they are requesting a rezoning which is no more than four units per acre. He asked if someone else could come in and request an apartment building that would allow up to eight units and rezoned differently. Mrs. Jones replied that the only zoning that would allow this type of zoning is R-4. The only way they can move forward with this type of project until the Code reflects the recommendations of the Comprehensive Plan is to request the PUD to allow for 4.83 units. Someone could come in and rezone to just R-4 and that would leave you at eight units per acre.

Mrs. Jones confirmed Mrs. McElfresh's understanding that this project, as presented, is still over density by the recommendation of the Comprehensive Plan.

Rick Broshear, attorney for the developer pointed out that this is a landominium, which is really a condominium. We are requesting the rezoning with the PUD overlay. The Comprehensive Plan is just a guideline. Because you have a PUD overlay you can have modifications and it is not a variance. The facts alone will establish whether or not the modifications we are requesting is mostly aesthetics. The developer wants these to be owner-occupied. The Shops of Monroe Crossings was approved at a very high density with an enormous amount of hard surface. Rooftops drive commercial, retail, and restaurants. The density of the proposed development is less than one unit per acre in the baseline in the Comprehensive Plan that you do not have to follow. The development is internal and would not affect Roden Park Drive and Crossings Boulevard. The units are setback 25 feet from the back of the curb and all of the open space, including the streets, would be maintained by the home owners association. He questioned what is considered a corner lot since these will be private streets.

Referencing the vinyl siding, it can be very aesthetically pleasing and there are homes in the area with vinyl. A single sidewalk on one side of the street does address connectivity



and breaks up the cement surface. The price point right now is approximately \$300,000 per unit.

The Planning Commission recessed at 7:31 p.m. and reconvened at 7:39 p.m.

Etta Reed of Bayer Baker Engineering advised she has been involved in Monroe Crossings Subdivision since it first started. Following the work session in October of 2021, we had additional meetings with staff. We did widen all of the streets to 25 feet and the Fire Department found that acceptable. All units have two-car garages and the driveways are wide enough to hold two cars. Each unit is a three-bedroom homes and one or two bedrooms could be offices as more people are working from home now. The first floor will consist of brick, stone, stucco drive materials. The second floor will be vinyl or cement siding. We have met and exceeded the Code requirements for open space. Along the west side of the property the mounding will remain and on the east side there is a mound and we will supplement both with the vegetation.

Ms. Reed addressed the five foot sidewalk to be constructed along the south side of Cold Water Drive and the culvert is large and we did not want to disturb the culvert or the creek by extending the walk over the culvert. With this connectivity plan it allows people to walk and enjoy the amenities. The only area that is a corner lot on public roads is at Roden Park Drive and Crossings Boulevard. The existing culvert is 48 feet by 11 feet and the installation of a sidewalk across this is very involved and very costly.

Mr. Kirkpatrick referenced the 25 foot streets and is concerned with the policing of parking on private streets. He asked if there will be a home owners association in place before anything on this project begins. The attorney for the applicant advised that would be finalized when the final plat is approved.

Proponents

Having been sworn, Marlene Mundy, 912 Riley Lane, current secretary of the home owners association of Monroe Crossings. She is a proponent to the rezoning; however, is an opponent to the PUD. She is concerned about where visitors will be parking and utilizing the existing green space that the existing homeowners are paying for.

Having been sworn, Robert Buskirk, Superintendent of the Monroe Local School District, is not really for or against the project. He welcomes any questions anyone would have on the impact this would have on the School District. While we are working on plans to expand over the next three to five years, but a development like this with any additional children is a strain on the School District.

Opponents

Having been sworn, Chris Haley, President of Monroe Crossings HOA, does have concerns. The use is an appropriate use, but is concerned with the density and the



capacity of our schools. Further, there is the additional strain of the HOA maintaining additional areas.

Having been sworn, Jose Danino of 2044 Bridgewater Lane, addressed the lack of commercial construction in the area and relates it to the recession. It is an unreasonable expectation to expect commercial development at this time. Monroe Crossings is about 70% complete and it will grow giving the opportunity to attract businesses there. He noted that this project does not meet many of the requirements of the City.

Having been sworn, Deborah Kiser of 418 Thomas Pointe Court expressed her opposition to the proposed development. She is specifically concerned about the vinyl and the parking.

Having been sworn, Danielle Johnson of 203 Scarlet Oak Drive, expressed her opposition to the volume of units proposed and parking.

Having been sworn, Michael Fiszlewicz of 69 Bayberry Lane expressed his opposition to the density, the sidewalks, and the capacity of the schools.

Having been sworn, Lesley Buchanan of 67 Bayberry Lane, thanked the School Superintendent on being here. She is concerned about the amount of parking.

Having been sworn, Marc Bellapianta of 66 Babbling Brook Drive, expressed his concern over the parking.

Having been sworn, Shannon Osterfed of 183 Shanda Drive, expressed her concern over the traffic.

Having been sworn, Joe Schwartz one of the developers for the project, nothing that will be developed will devalue anyone's property.

Mr. Kirkpatrick moved to accept the documents presented; seconded by Mr. Pyron. Voice vote. Motion carried.

Mr. Frye moved to close the public hearing; seconded by Mr. Richards. Voice vote. Motion carried.

Mrs. McElfresh is in favor of sticking with the standards of the Code. Mr. Pyron is not against vinyl, just a higher grade. Mrs. McElfresh questioned that if we do not support our standards then why do we have them. She asked the developer asked if they can or cannot meet the minimum standards of the Code. Mr. Pyron noted that when the standard was written he did not believe it took into consideration of this type of project.

Mrs. McElfresh does not think that having the smaller width streets is not a good idea.



Mr. Pyron preferred to go through one item at a time. We would like to see more elevations for the corner lots. Mr. Pyron asked the Commission members about the vinyl. Mrs. McElfresh is not in favor of vinyl. Mr. Frye stated that if we set a precedent for allowing vinyl we really need to set our standards of what we have and is not in favor of vinyl. Mr. Kirkpatrick and Mr. Pyron does not have a problem with vinyl. Mr. Richards is open to seeing the texture and quality of vinyl.

Mr. Pyron will default to what the Fire Department says about the street width. Mrs. Jones advised the Fire Department was okay with the width provided there is no off street parking.

Mrs. McElfresh noted if it was a public street we would be able to enforce the no parking. The issue is where will people park.

Ms. Reed explained to keep this layout and make the streets public we would need to have an exception of the right-of-way width of 60 feet.

Mr. Brock pointed out that Heritage Green and Easton Manor are private streets and we do not enforce on those roadways. He believes they would have the same issue whether it was 50 or 60 feet because of the setbacks.

Mr. Pyron brought up the sidewalk situation. There is only a 25 foot setback that doesn't give a lot of room. He believes there is enough connectivity. Mr. Pyron did not believe we should expect the developer put sidewalk over the culvert and tearing out the trees. Mr. Richards is okay without extending over the culvert to protect the green space. Mrs. McElfresh is not okay with having the sidewalk. Mr. Frye felt the connectivity is still happening and we are only talking about a small area.

Mrs. McElfresh would be okay with the sidewalk ending at the culvert and then picking it up on the other side of the culvert. Ms. Reed expressed her concern about utilizing the sidewalk and then having to cross the street and then back across the street to where the sidewalk would pick back up.

Mrs. Jones agreed that the culvert is a major undertaken.

Mrs. McElfresh felt that the sidewalks should be on both sides of the streets, the streets should be the minimum width, and with a curb.

Mr. Frye is okay with the sidewalk on one side.

Mr. Richards commented that he felt after hearing from the residents there is common ground that could be met. There didn't seem to be the project itself it is just the quality.

Mr. Pyron moved to table Case No. 2022-2-4; seconded by Mrs. McElfresh. Voice vote. Motion carried.



Mrs. Jones has a list of items that Planning Commission would like to see from the developer prior to making a decision.

Adjournment

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

The Planning Commission meeting adjourned at 9:45 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: March 15, 2022
RE: Information Packet for March 15, 2022 Planning Commission Meeting at 6:00 p.m.

I. Case No. 2022-2-4 (TABLED) — 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.

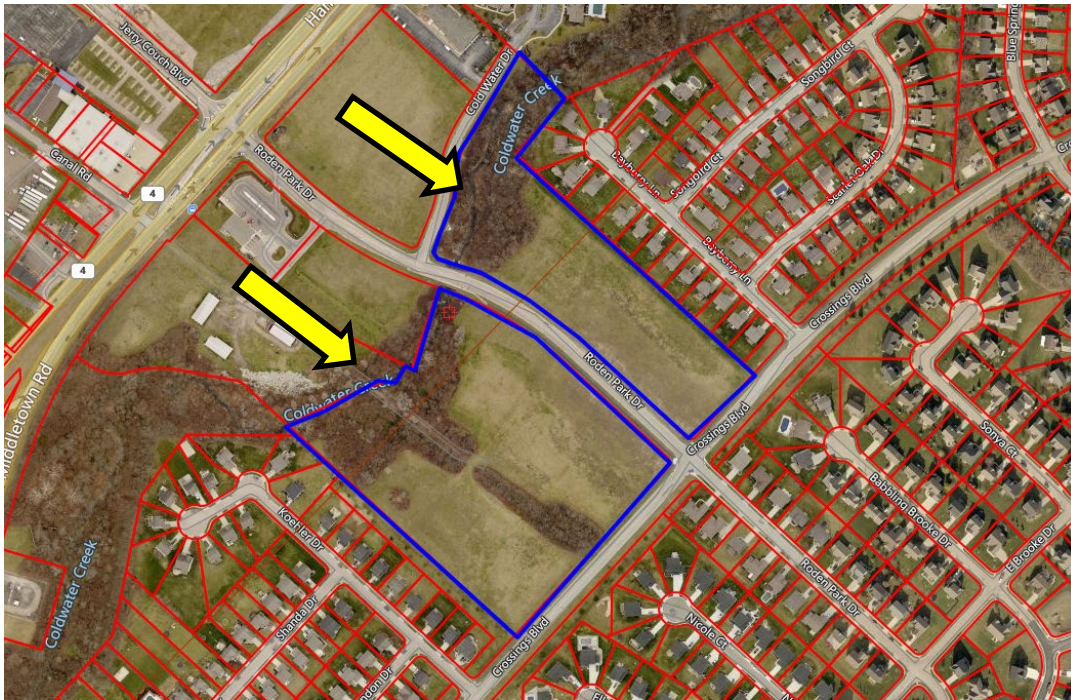
A. Updates since February 15 Planning Commission

- Staff (Fire, Engineering, and Development) met with the developer on March 3 to review items discussed at the February 15 Planning Commission meeting. Items of discussion included street width, connectivity, formal open space, architectural requirements, and parking requirements.
- The developer has provided updated plans. Of note are the following changes:
 - Formal open space has been further defined to show walking trails intermixed with landscaping and locations of benches, grills, and pavilion gathering spaces.
 - A total of 51 off-street parking spaces are required by code for R-4 development. The applicant has provided 26 off-street parking spaces and 34 on-street parking spaces. The landscape plan would need to be updated to incorporate required landscaping for parking areas, which would include a minimum 36" high screen of shrubs along the front of parking rows and landscape islands at the ends of each parking row.
 - Two portions on Kings Cross Lane have been widened from 25-feet to 28-feet wide to accommodate on-street parking. All other areas remain two-way 25-foot wide private streets. During that meeting, Fire stated they are satisfied with the road width for vehicle access.
 - Updated renderings have been provided that now show eaves and a varied siding material on the second floor. Code would require at least one more design element.
 - Vinyl samples have been provided by the applicant for Planning Commission's review.
 - While not included in any revised plans formally submitted to staff for Planning Commission, the applicant indicated at the 2/15 meeting during their presentation that they would be installing the 5-foot walk required along Cold Water Drive and changing the walk on Crossings Boulevard to an 8-foot multi-use path.
- Additional feedback from the public since the 2/15 meeting have been included in your packets.

****Below is the original report from the 2/15/22 Planning Commission meeting.****

B. 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

C. 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.

D. 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:



E. 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.

F. 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.

G. Department Comments

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

H. Public Comment

- Staff has received several emails (to Council) from the public regarding this project since the February 15 Planning Commission. These new email communications have been included in your packets.

II. 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.
- If Planning Commission wishes to recommend approval of this zoning map amendment and draft Planned Unit Development Agreement, Staff would recommend incorporating the following conditions:
 - The density be reduced to no more than 4 units per acre to better align with the density for this property as designated in the Comprehensive Plan Future Land Use Map.
 - The applicant will provide elevation options for the sides of buildings located on street corners to meet Code architectural standards as approved by Staff.
 - Discussion and recommendation of the request to utilize .44mm vinyl on the second floor of buildings.
 - In addition to the current plans provided, a minimum 5-foot wide sidewalk with tree lawn and street trees every 40 feet on center be provided on both sides of all internal/private streets.
 - In addition to the current plans provided, the applicant will revise the landscape plan to incorporate a solid screen of shrubs—minimum 36" height at installation—along parking rows and landscape islands—1 canopy tree and three shrubs per island—on the ends of each parking row.
 - The applicant will supply revised plans to show a 5-foot walk (as agreed to by the applicant) and associated street trees on Cold Water Drive.
 - 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 as agreed to by the applicant.
 - The applicant install a minimum 5-foot wide public walk the full extent of their frontage on Roden Park Drive and Cold Water Drive.

Current Code Standards		2/15 Planning Commission Meeting		3/3 Follow-Up Meeting	
Use Standards- 1204.04(B)(3)					
Units attached by common wall	Y	Meets requirement.	Y	Meets requirement.	
Each unit has separate entrance	Y	Meets requirement.	Y	Meets requirement.	
Max of 8 units per structure	Y	Meets requirement.	Y	Meets requirement.	
Units shall meet architectural standards	N	See notes below under Architectural Standards.	N	See notes under Architectural Standards.	
Architectural Standards- 1210.04(B)					
25% maximum siding on front elevation	Y	Meets requirement.	Y	Meets requirement.	
75% minimum brick/stone on front elevation	Y	Meets requirement.	Y	Meets requirement.	
No vinyl permitted	N	Applicant proposes to utilize .44 mm grade vinyl siding on the second floor only.	N	Applicant proposes to utilize .44 mm grade vinyl siding on the second floor only. Samples have been provided for Planning Commission's review.	
Variation through offsets, bay windows, façade color changes, columns, roofline changes on front elevation every 30 feet of façade frontage	Y	Meets requirement.	Y	Meets requirement.	
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.	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)	N	Applicant should provide elevation options for units that are located on street corners to ensure this requirement is met.	-	Applicant has provided updated side elevation renderings with a variation in siding on the second floor. However, the updated renderings only address 2 of the 3 required design elements. To date, the applicant has provided 1) multiple windows and 2) eaves with a minimum six inch projection from the facade plane. One more element (covered porch, recessed entrance, pillar/posts, bay window, etc.) must be incorporated.	
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.	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. However, in conversation at the 2/15 meeting, Planning Commission did state a preference for landscaping in this area to remain consistent with existing landscaping along Crossings Boulevard.
Minimum 1 acre formal open space required	-	Overall space has been designated. Refined plans should be provided to understand how space will be utilized.	-	More detailed plans have been provided to show the programming for these formal open space areas. Formal open space areas include walking paths, charcoal grills, benches, and pavilion space.
Minimum 3 acres open space required	Y	Meets requirement.	Y	Meets requirement.
Parking and Loading- 1211				
2.5 off-street parking spaces per dwelling unit. (101x2.5= 252.5, ~253 spaces required)	N	Each of the 101 units will include a private 2-car garage, equaling 202 off-street parking spaces. Driveway space does not count toward this requirement. 50.5 (51) total	N	Of the 50.5 (51) total off-street spaces would be required by code, the applicant is now providing 26 off-street parking spaces and 34 on-street parking spaces.
Subdivision Design Standards- 1208				
Street design standards	N	Applicant is proposing a 25-foot two way street, where th	N	Applicant has widened portions of Kings Cross Ln to 28-feet wide in areas where on-street parking is shown. All other areas remain 25-feet wide. While this is an improvement from the previous plan, it still does not meet the City standard of 28 feet. Fire appears satisfied with this layout from a safety services access perspective.
		Sidewalk is proposed directly against curb as opposed to c		Sidewalk is proposed directly against curb as opposed to curb-tree lawn-walk. This deviates from City standard for streets.
		Applicant may be proposing a non-standard curb.		Applicant may be proposing a non-standard curb.
Sidewalk requirement	N	Applicant is proposing a 5-foot walk behind curb on one side of the street on internal streets.	N	Applicant is proposing a 5-foot walk directly behind curb only on one side of the street on internal streets. This deviates from City standard for streets which would typically include 5-6 feet of tree lawn behind curb and a 5-foot walk behind the tree lawn.
		Applicant is not showing required walk on complete frontage on Roden Park Drive and Cold Water Drive.		At the 2/15 Planning Commission meeting, the applicant indicated a willingness to install the full length of sidewalk required on Cold Water Drive. However, there still remains a gap in the walk required on Roden Park Drive between Cold Water Drive and Enfield Lane.

Street tree requirement	N	Applicant is not currently proposing street trees as required in the tree lawn.	N	On the internal side of the development, the applicant is not currently proposing street trees as required in the tree lawn as there is no tree lawn. Along Roden Park Drive external to the development, canopy trees are shown behind the public walk, not in the right-of-way. Some but not all trees are spaced 40 feet on center.
		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		Applicant is proposing some trees in the front yards (behind walk) of units throughout the development but not necessarily every 40 feet on center and not on both sides of the street.



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."

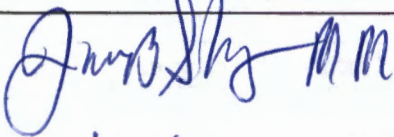
Project Address or Tax Parcel ID:

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:



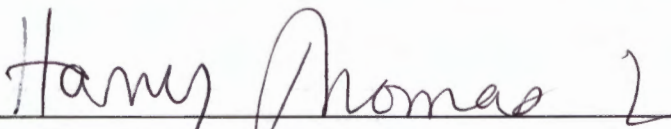
Date:

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.

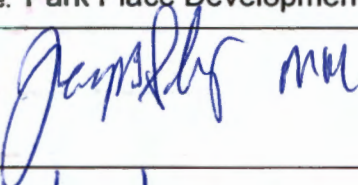
Monroe needs diverse housing options to serve its residents. This will provide an attractive option to Monroe's residents, adjoining business owners and also new home buyers, all consistent with the new Monroe comprehensive plan. Additionally, the City of Monroe Comprehensive Housing Study states, "... 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:



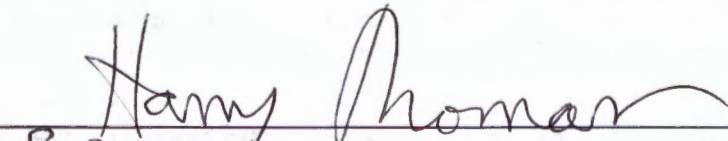
Date:

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

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.

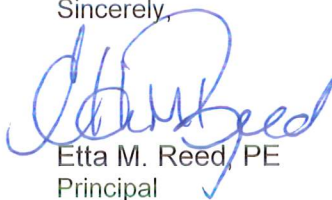
Landscaped mounds will be provided along Crossings Boulevard and Roden Park Drive to serve as a buffer for the development from the roadways. Additional landscaping will also be provided in front of each townhome. The existing buffer to the single family detached homes to the west will remain and additional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

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 $46^{\circ} 11' 58''$ East, 431.70 feet;

4) with a curve to the right, having a central angle of $90^{\circ} 00' 00''$, a radius of 20.00 feet, an arc length of 31.42 feet, and a chord bearing and distance of South $01^{\circ} 11' 58''$ 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 $43^{\circ} 48' 02''$ 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





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.
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."

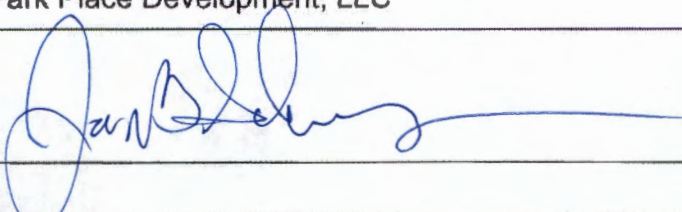
Project Address or Tax Parcel ID:

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:

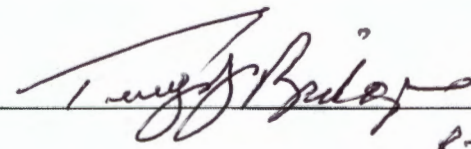


Date:

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.

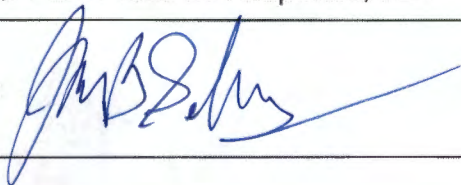
Monroe needs diverse housing options to serve its residents. This will provide an attractive option to Monroe's residents, adjoining business owners and also new home buyers, all consistent with the new Monroe comprehensive plan. Additionally, the City of Monroe Comprehensive Housing Study states, "... 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:

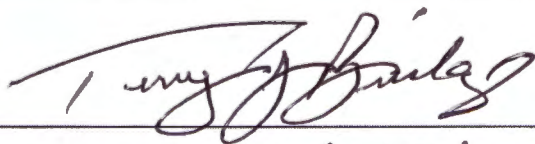


Date:

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



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: 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

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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.

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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

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☒	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

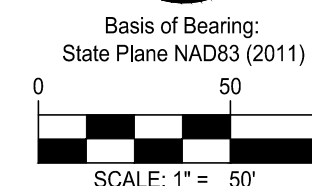
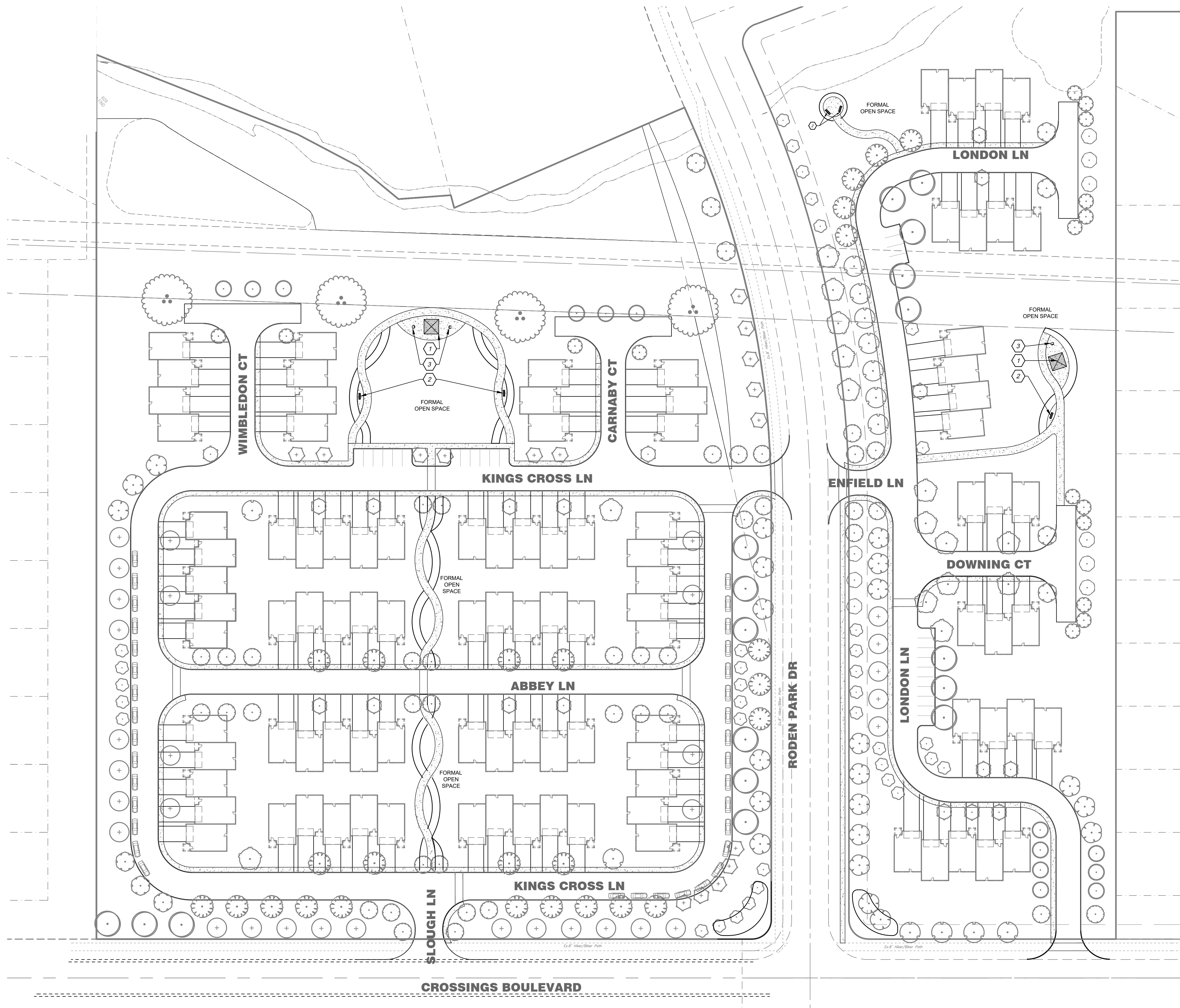
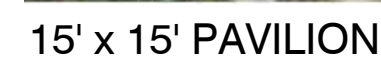
Vicinity Map (Scale may be smaller than 1" = 100')

☒	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

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☒	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

<u>SYMBOL</u>	<u>DESCRIPTION</u>
	15' x 15' Pavilion
	Generation 50 Bench from Landscape Forms
	Covered Charcoal Grill

[illegible]

HYDE PARK at THE CROSSINGS

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

OPEN SPACE SITE LAYOUT



Drawing:
21-0017 LA - SUPPLEMENTAL
Drawn by:

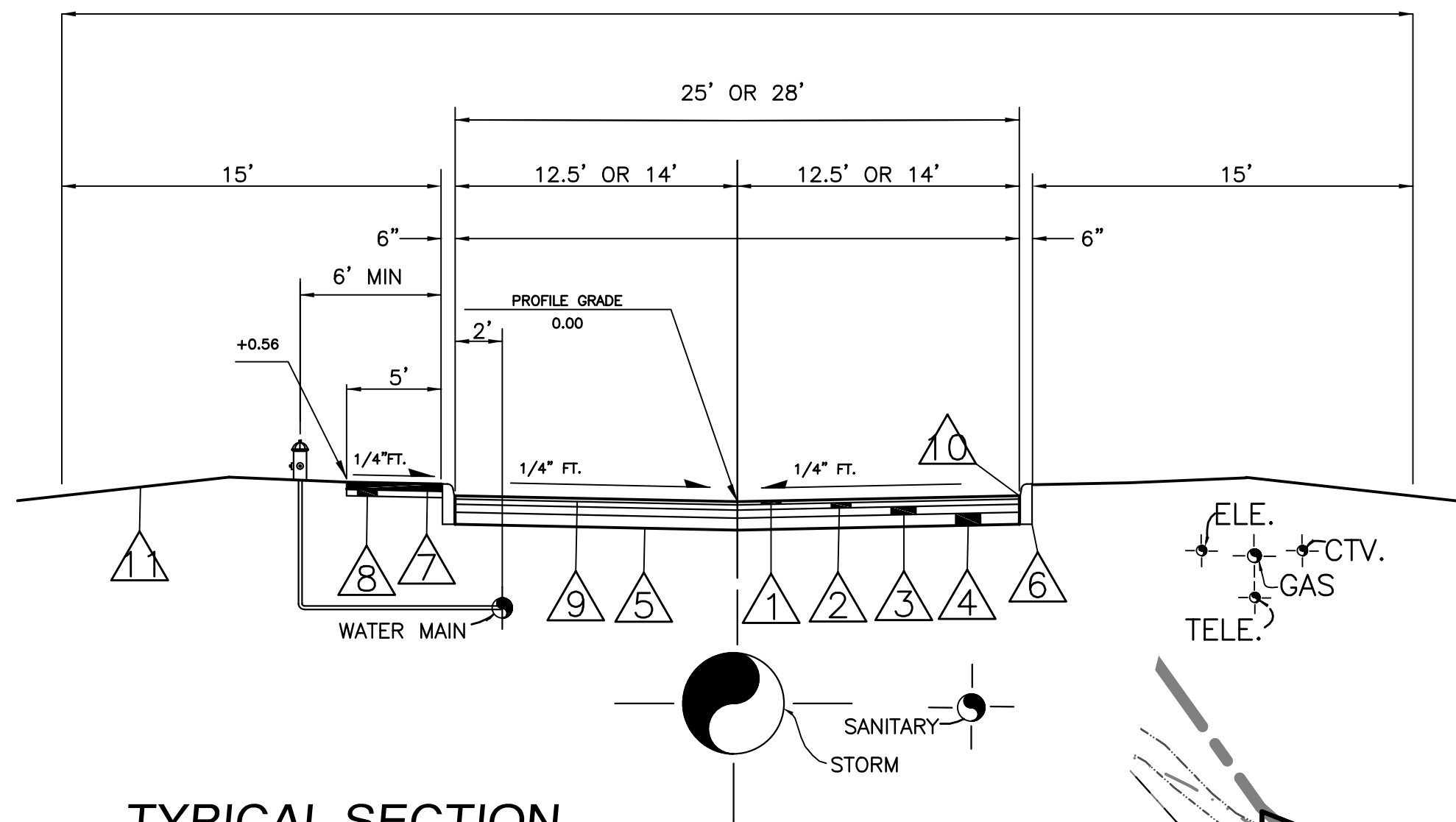
Checked By: _____

Issue Date: YY-YY-YYYY

Sheet:

4

56' or 59' Public Access and Utility E. & Varies



TYPICAL SECTION

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

OWNERS

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

APPLICANT

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

PROJECT SUMMARY:

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

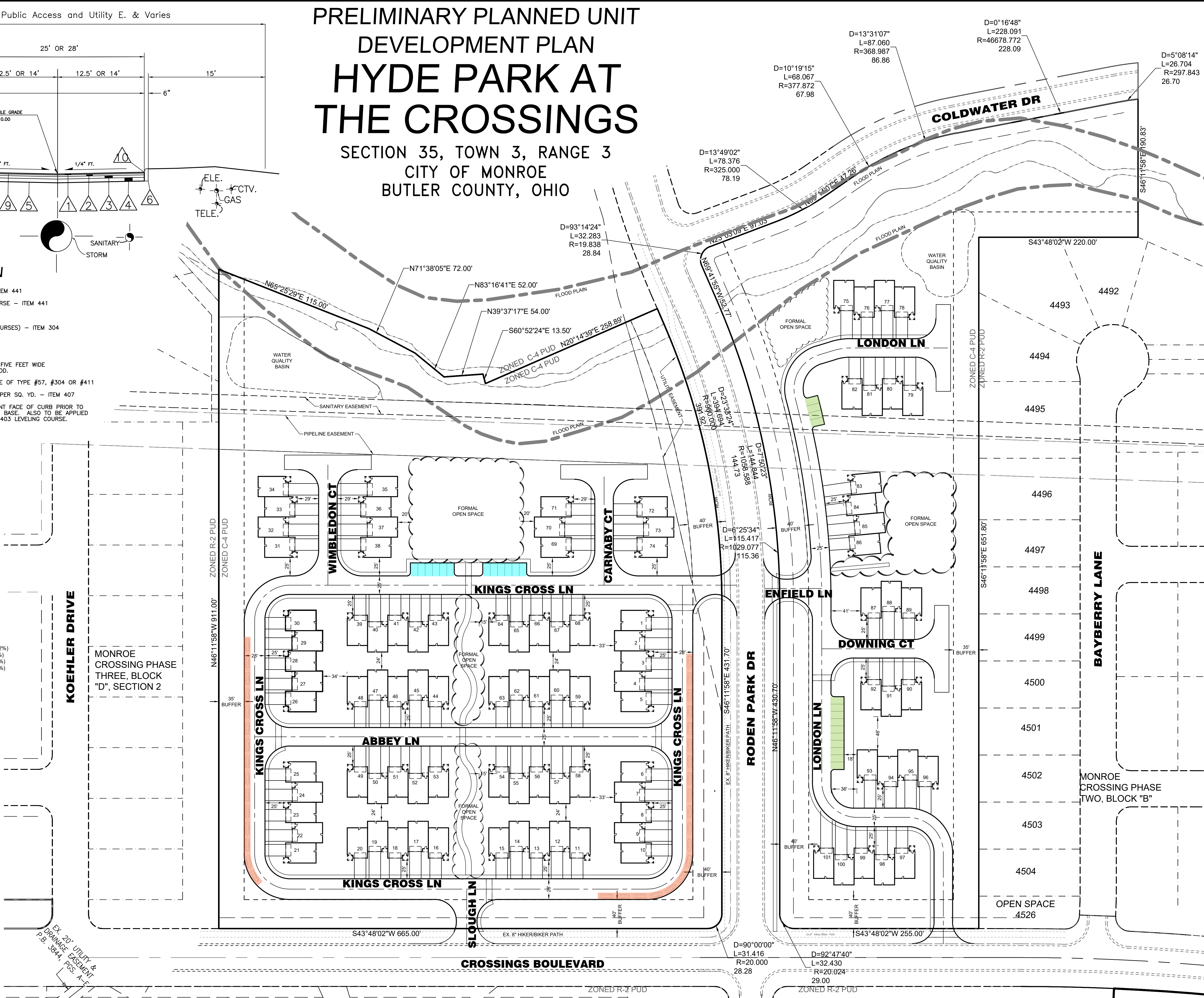
TOTAL SITE AREA	20.91	ACRES
OPEN SPACE PROVIDED	7.15	ACRES (34.2%)
OPEN SPACE REQUIRED	4.18	ACRES (20%)
FORMAL OPEN SPACE (WEST)	0.71	ACRES (5.5%)
FORMAL OPEN SPACE (EAST)	0.47	ACRES (5.9%)

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

- 34 ON STREET PARKING STALLS
(KINGS CROSS LN TO BE 28 FEET WIDE)
- 12 NOSE IN PARKING STALLS
- 14 NOSE IN PARKING STALLS

PRELIMINARY PLANNED UNIT DEVELOPMENT PLAN HYDE PARK AT THE CROSSINGS

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



Basis of Bearing:
State Plane NAD83 (2011)

SCALE: 1" = 60'

Date	Drawn	Check
02-18-22	AJB	EMR

Item	Revision Description
1	REVISED PER CITY COMMENTS ON PARKING

HYDE PARK at THE CROSSINGS

a Traditional Landonium Community

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

PRELIMINARY PUD PLAN

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

Drawing: 21-0017 PPD 220217
Drawn by: AMB
Checked by: EMR
Issue Date: 12-21-21

Sheet: 2

Plot time
Drawing

12" FLYRAFTERS



RIGHT ELEVATION

12" FLYRAFTERS



RIGHT ELEVATION

PERMIT #

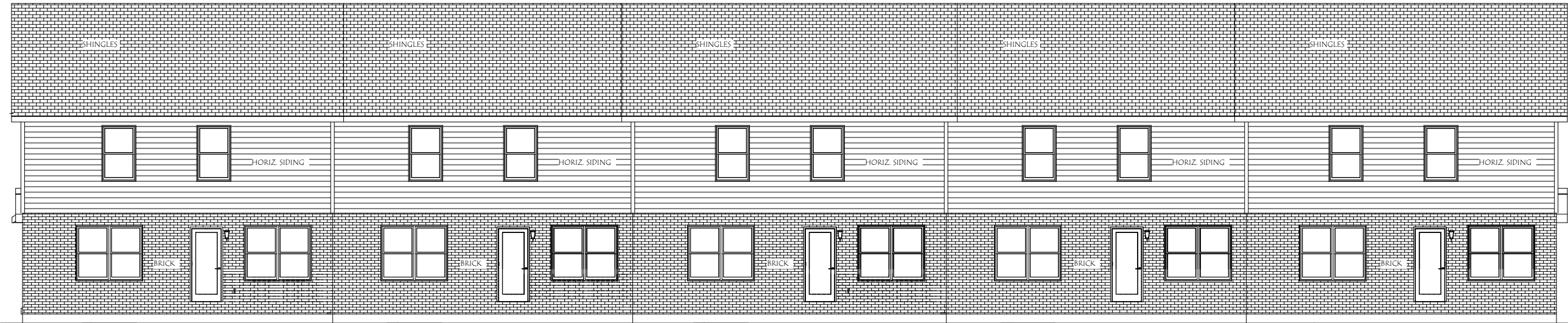
PROJECT: LOT #	ADDRESS
FLOOR AREA	SQ. FT.
DATE CHECKED:	

MODEL:	PLAN NAME
DRAWN BY: SAF	SHEET SIZE: 11 x 17
	SCALE: SEE PLANS
SHEET TITLE:	FOUNDATION

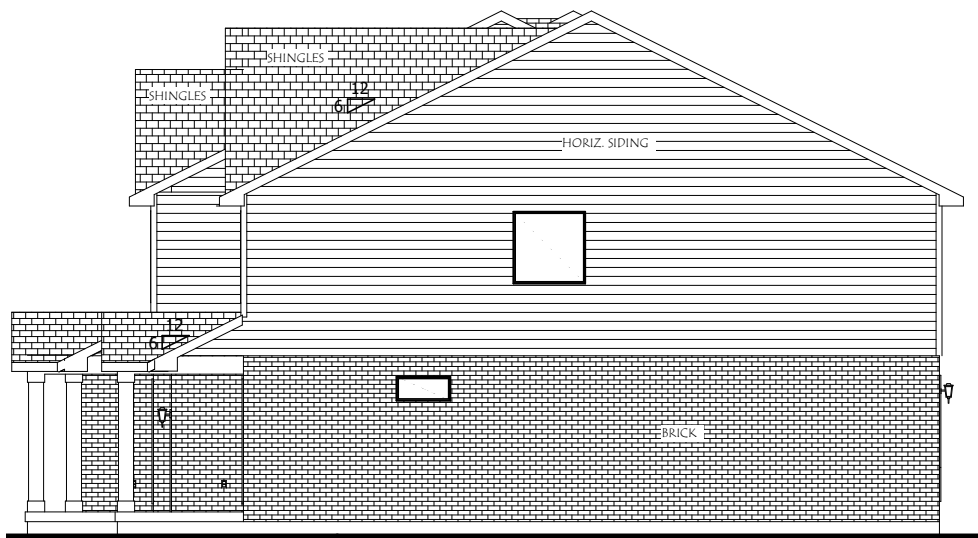


Dallis
Designer Homes
DallisDesignHomes.com
3895 WOODBRIDGE BLVD.
FAIRFIELD, OH 45014
P: 515-860-2800 F: 515-860-6565

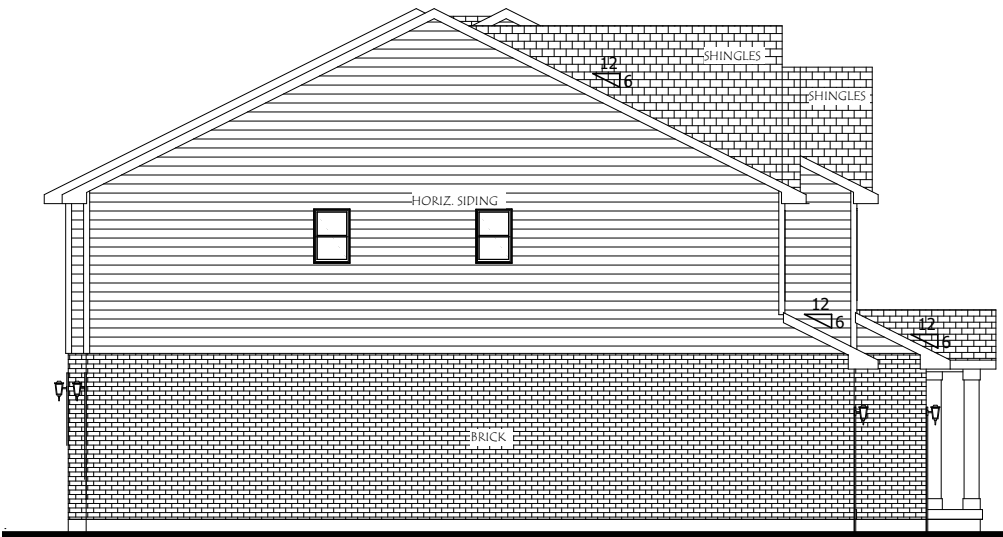
REVISIONS:
Thursday, March 10, 2022



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



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



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

REVISIONS:

MODEL: PLAN NAME

DRAWN BY: SAF SHEET SIZE: 11 x 17
SCALE: SEE PLANS

SHEET TITLE: FRONT ELEVATION & GEN. NOTES

PROJECT: LOT # ADDRESS

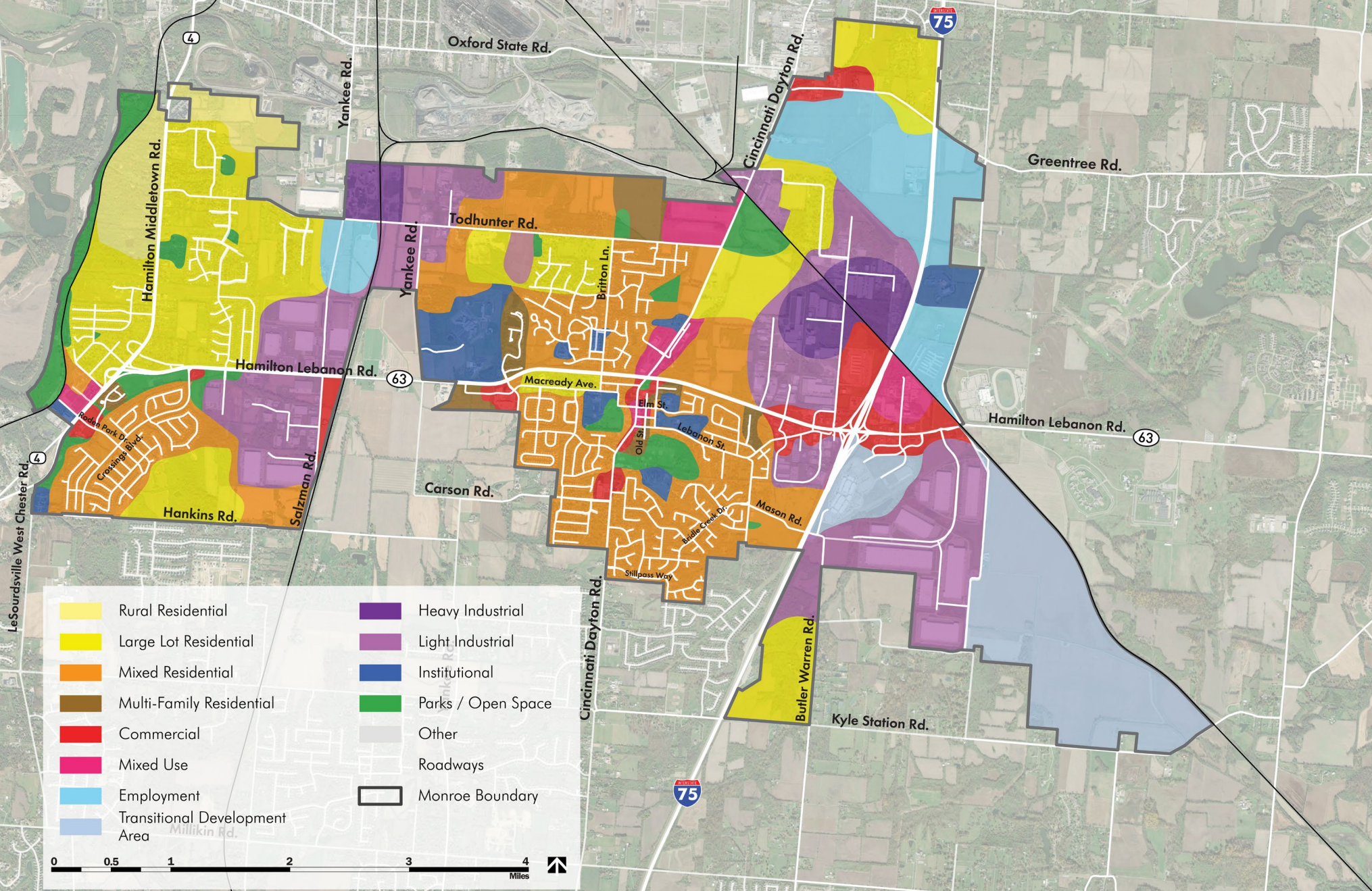
FLOOR AREA: SQ. FT.

DATE CHECKED:

PERMIT #



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.



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).





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

OWNERS

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

APPLICANT

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

PROJECT SUMMARY:

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

CROSSINGS BOULEVARD



[illegible]

HYDE PARK at THE CROSSINGS
a Traditional Landonium Community

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: AMD

REL	Checked By:	EMP

Issue Date: 12-21-21

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

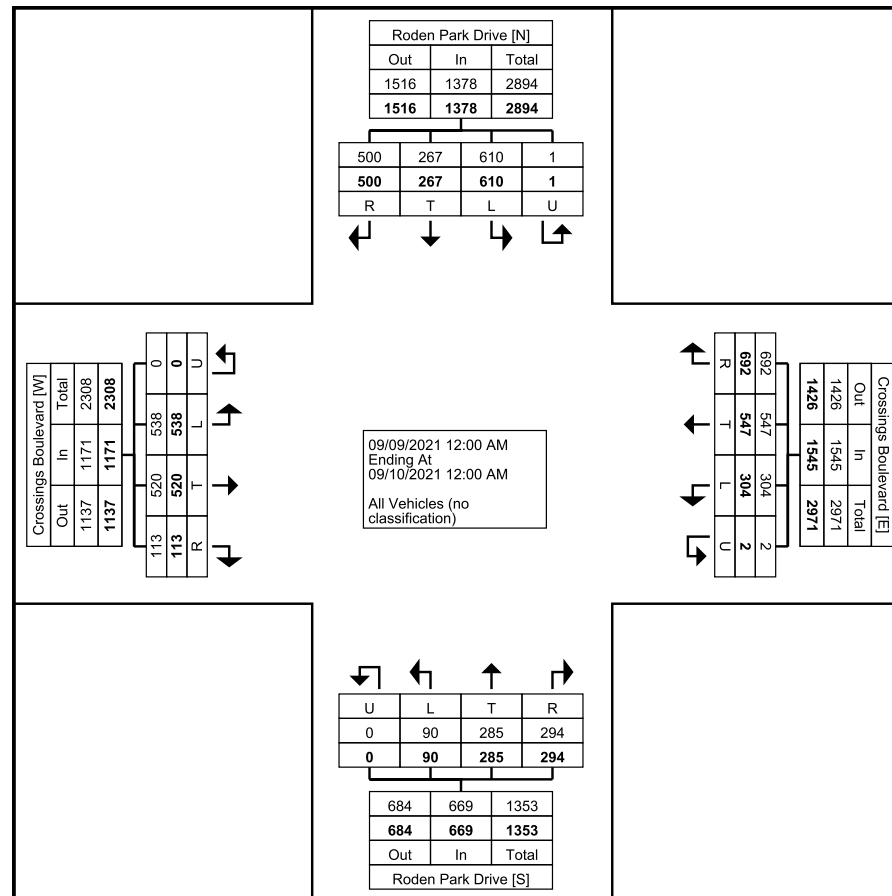
7:15 AM	11	2	5	0	18	19	12	3	0	34	8	7	5	0	20	1	13	9	0	23	95
7:30 AM	10	1	7	0	18	10	15	2	0	27	7	4	2	0	13	0	11	7	0	18	76
7:45 AM	14	2	7	0	23	15	9	5	0	29	5	3	3	0	11	1	9	10	0	20	83
Hourly Total	42	6	22	0	70	62	44	10	0	116	31	25	14	0	70	2	43	39	0	84	340
8:00 AM	7	4	4	0	15	10	6	2	0	18	12	10	1	0	23	1	3	13	0	17	73
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
10:00 AM	1	2	4	0	7	6	4	2	0	12	4	1	0	0	5	1	6	5	0	12	36
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
Hourly Total	19	10	32	0	61	32	29	12	0	73	15	19	4	0	38	10	32	24	0	66	238
1:00 PM	4	3	11	0	18	10	4	5	0	19	4	5	0	0	9	1	7	5	0	13	59
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:
Start Date: 09/09/2021
Page No: 4



Turning Movement Data Plot



Bayer Becker
6900 Tylersville Road
Suite A
Mason, Ohio, United States 45040
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Count Name: Crossings Boulevard and Roden
Park Drive
Site Code:
Start Date: 09/09/2021
Page No: 5

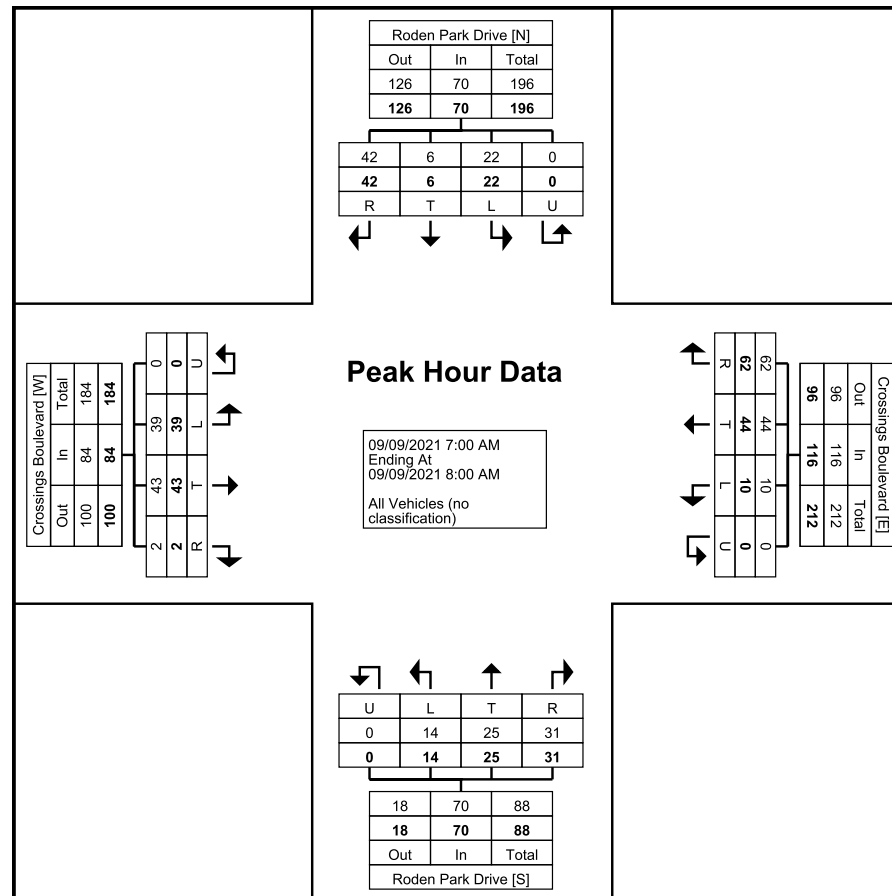
Turning Movement Peak Hour Data (7:00 AM)

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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513-336-6600

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Park Drive
Site Code:
Start Date: 09/09/2021
Page No: 6



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
Page No: 7

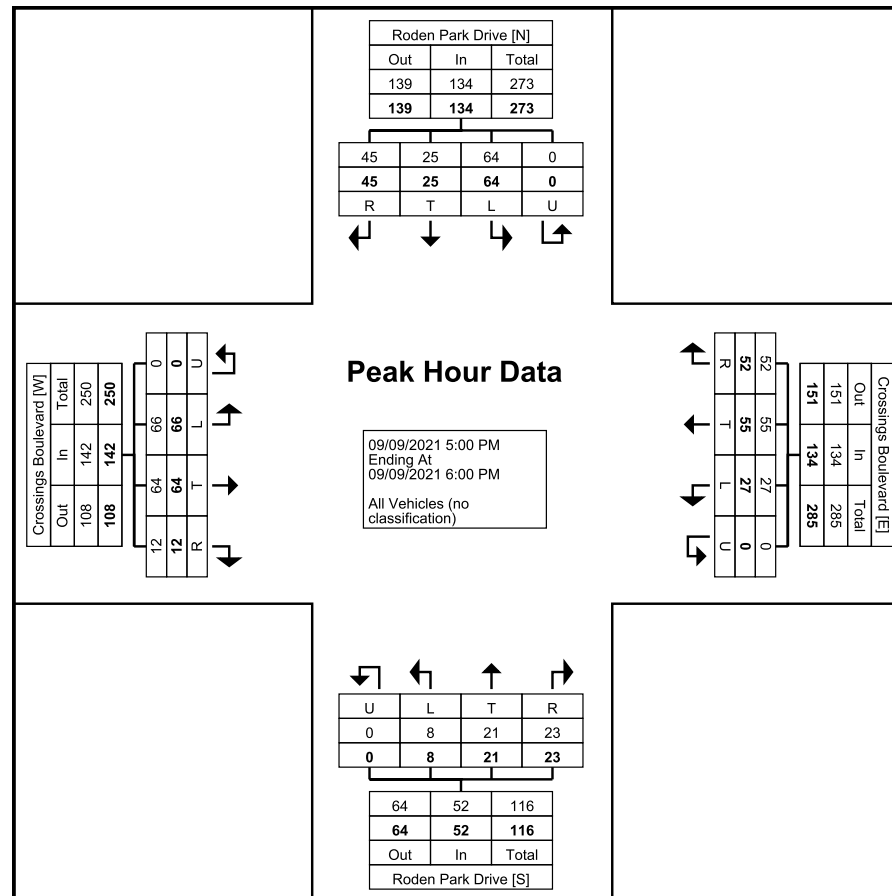
Turning Movement Peak Hour Data (5:00 PM)

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

Figures

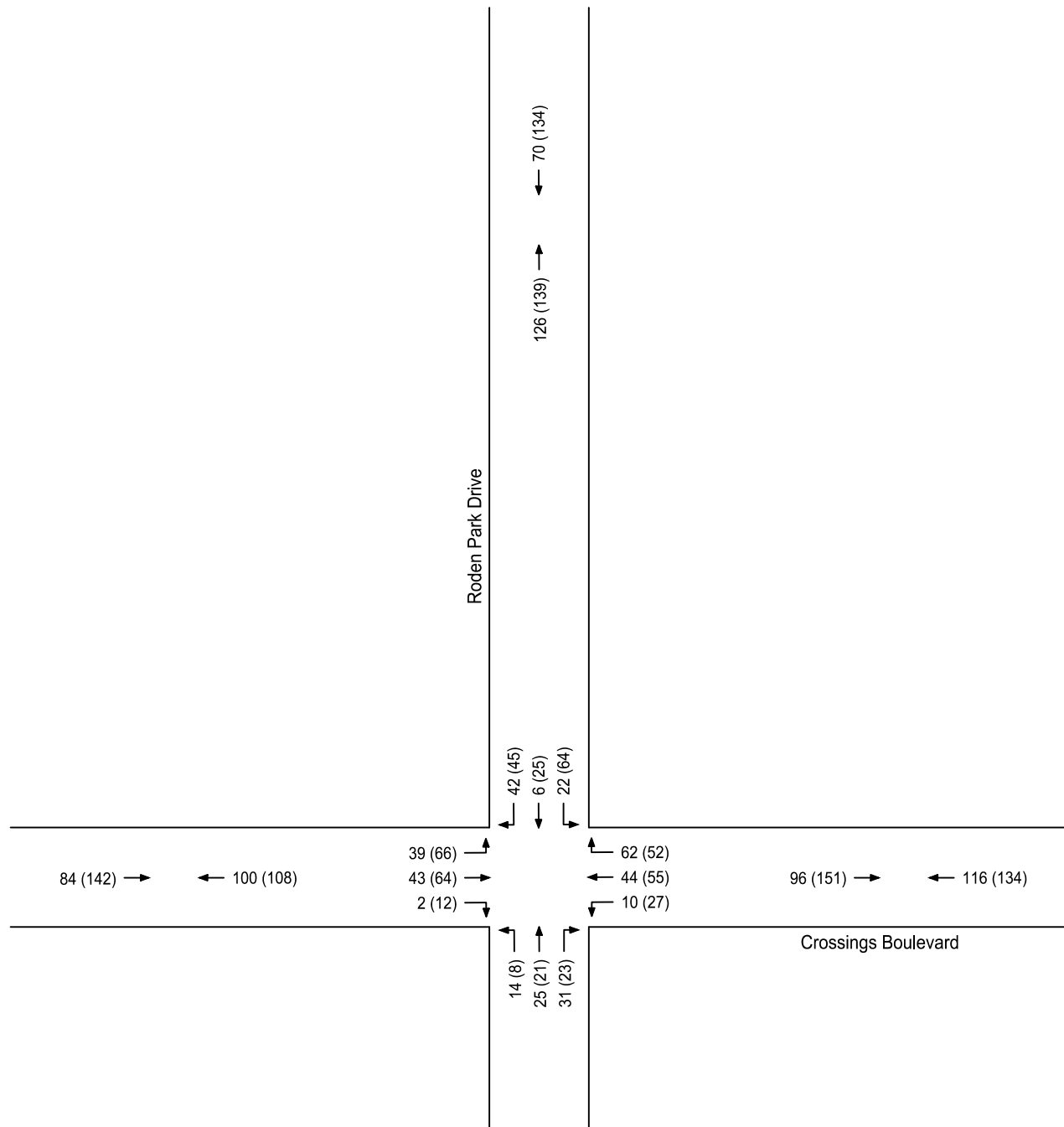


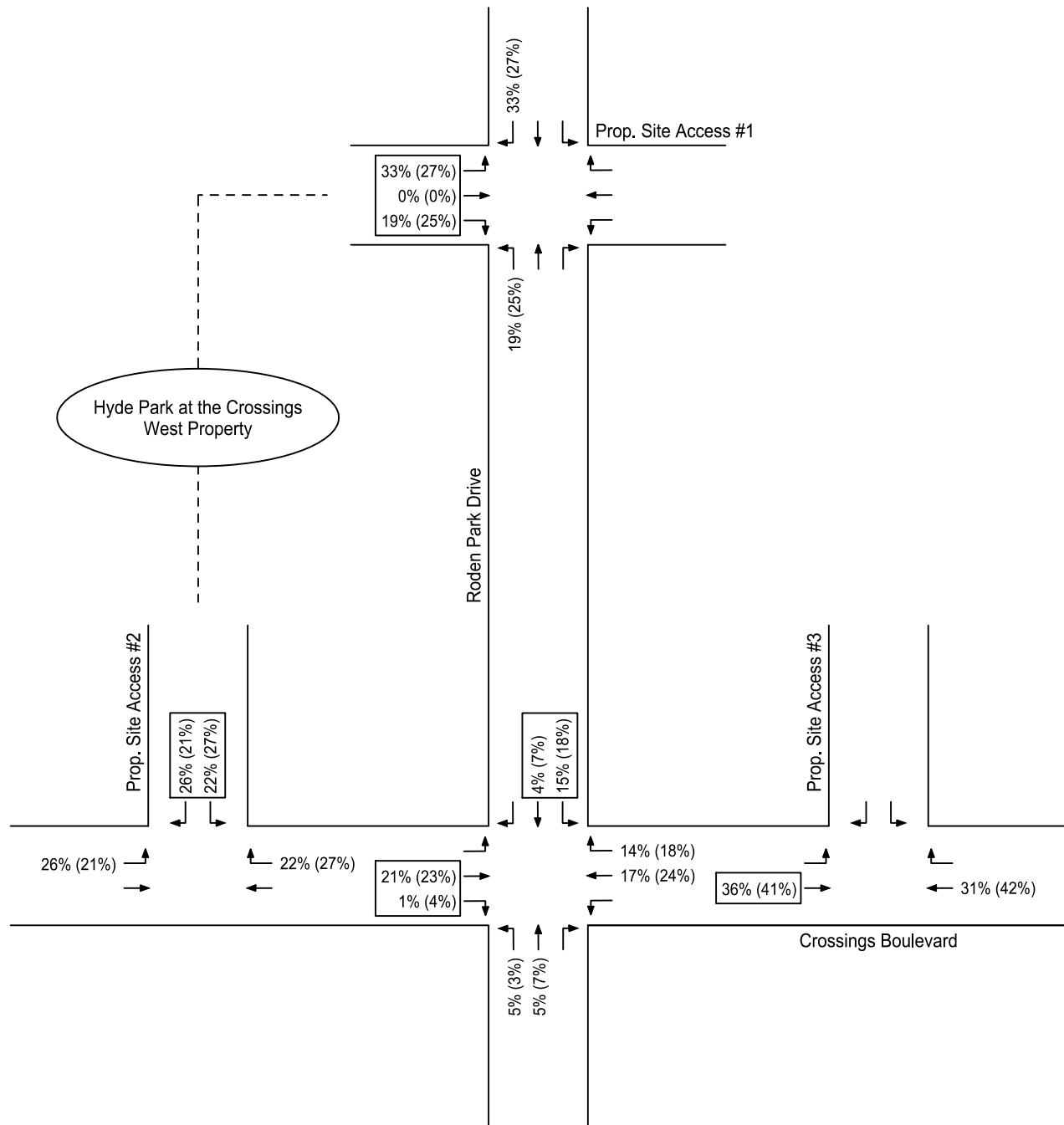
Figure 1

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

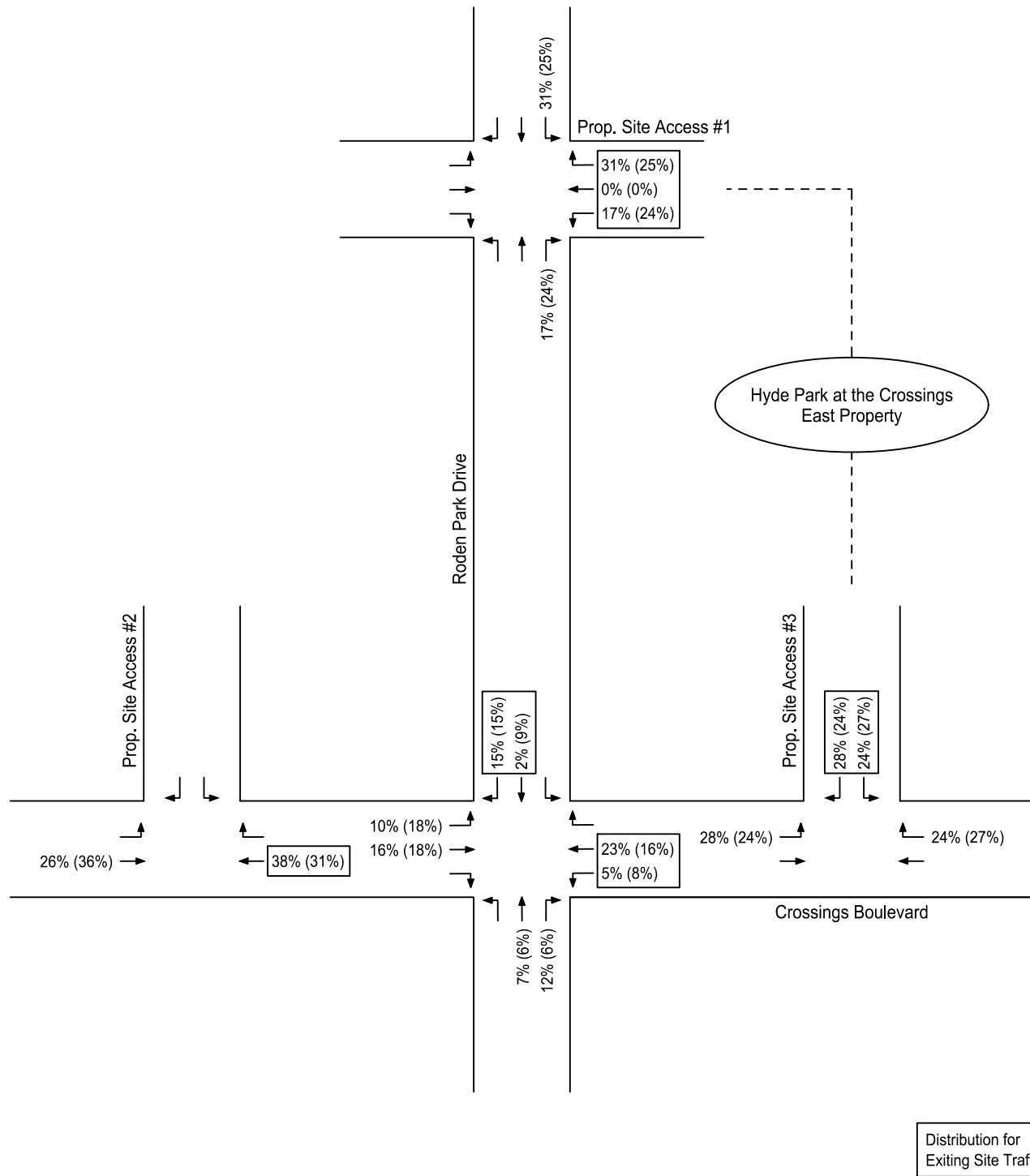


Figure 3

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

Site Traffic Distribution - East Property

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



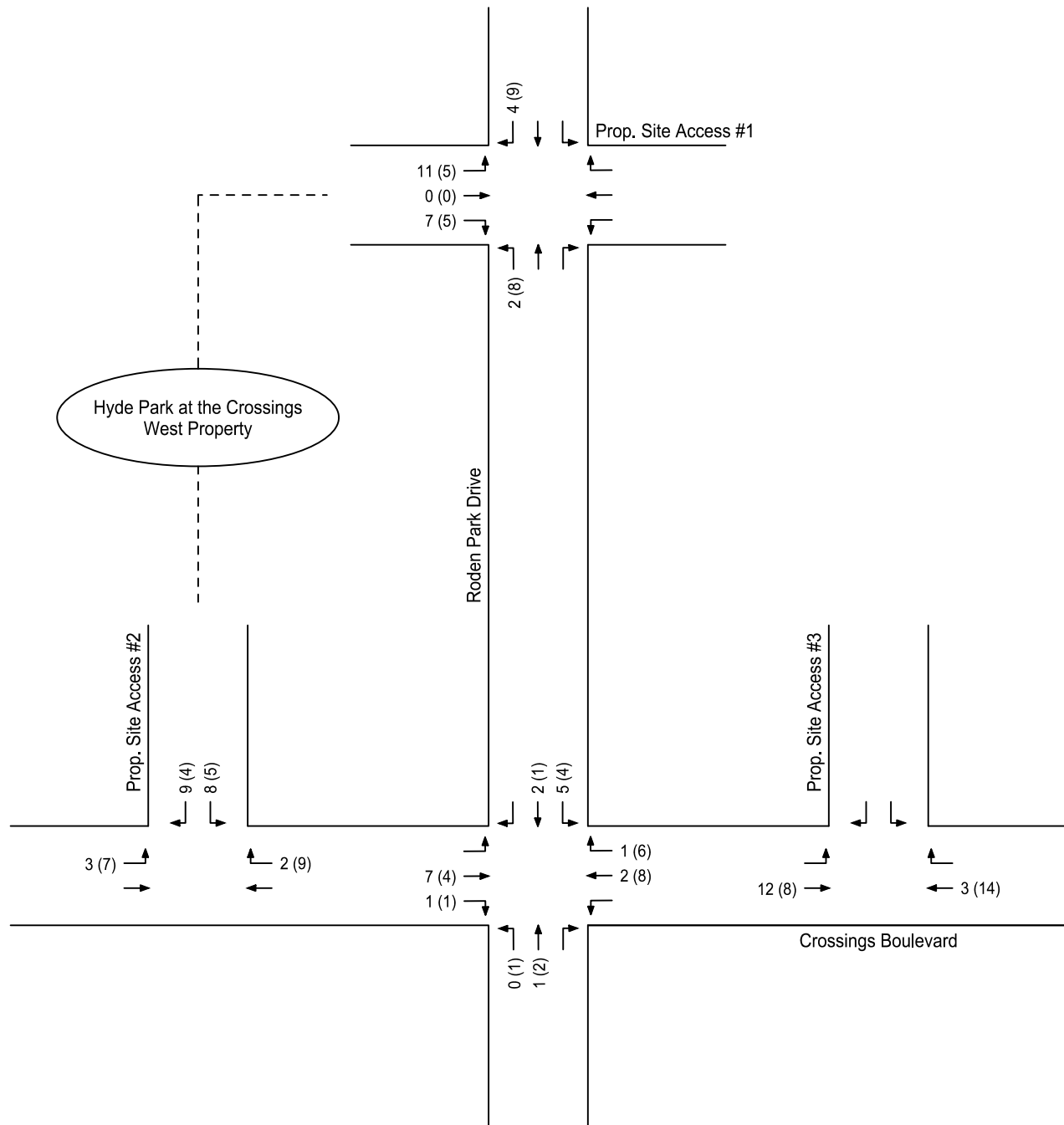


Figure 4

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

Site Traffic Volumes - West Property

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



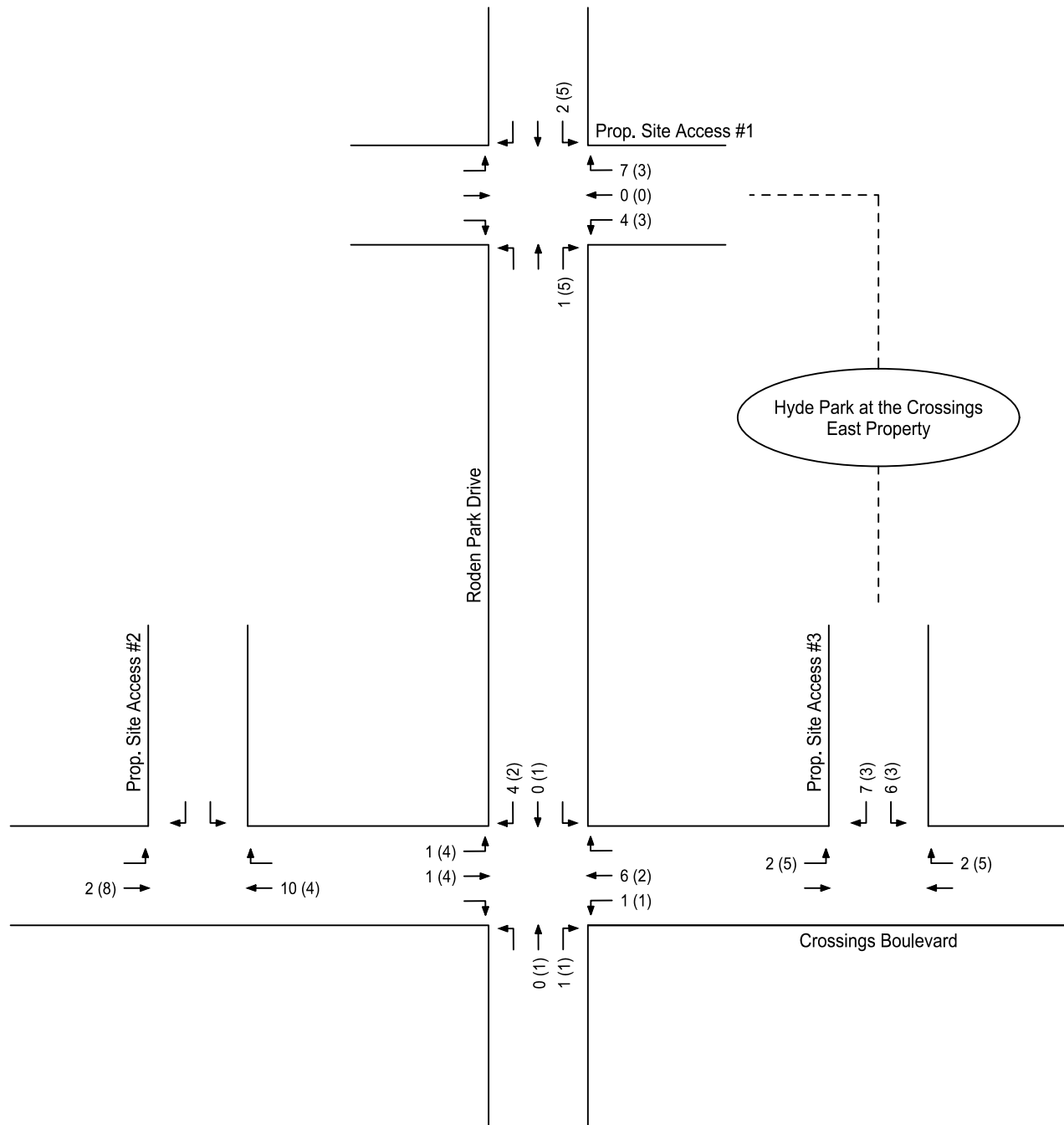


Figure 5

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

Site Traffic Volumes - East Property

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



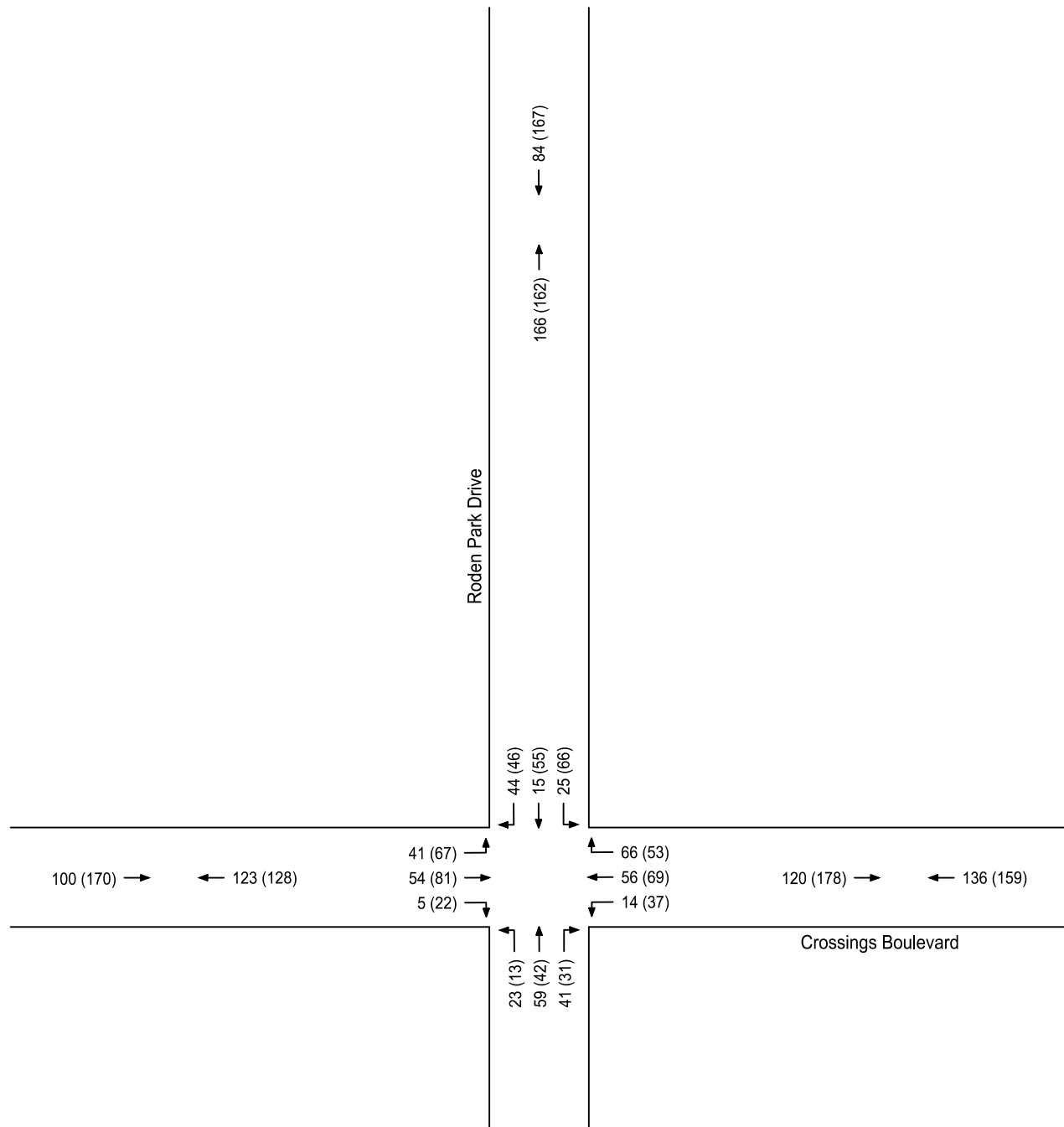


Figure 6

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

2028 No Build Traffic Volumes

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



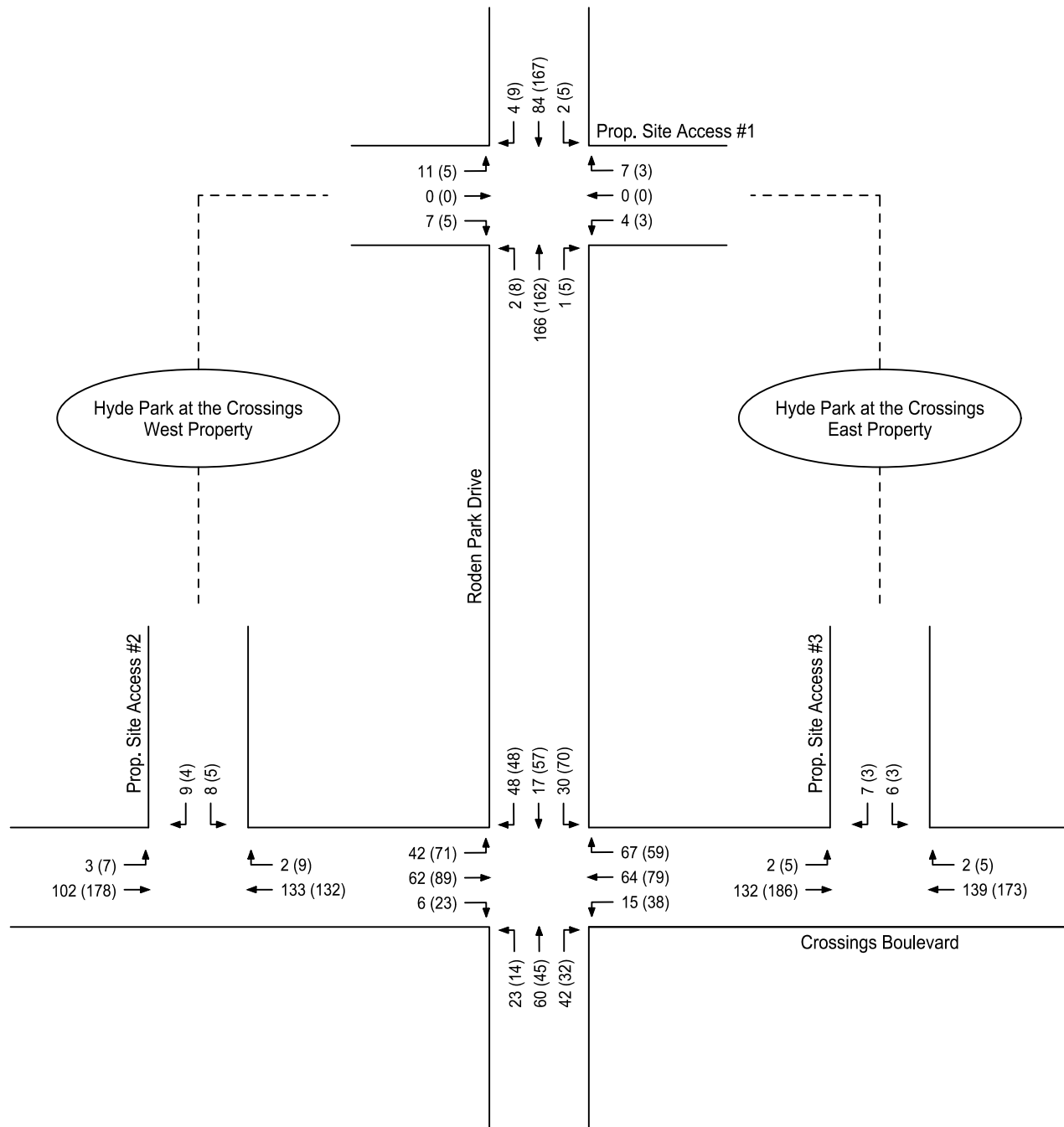


Figure 7

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

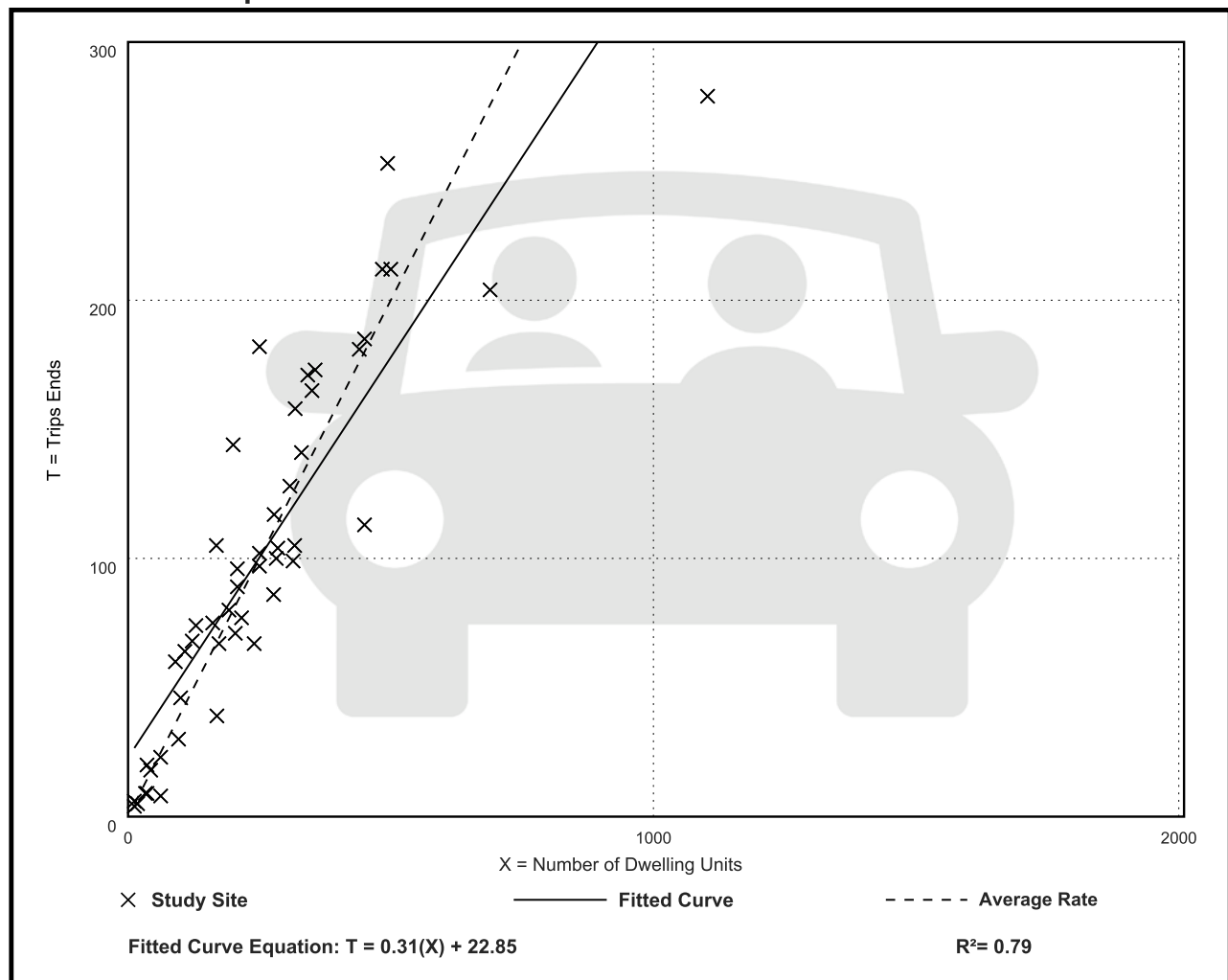
Avg. Num. of Dwelling Units: 249

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

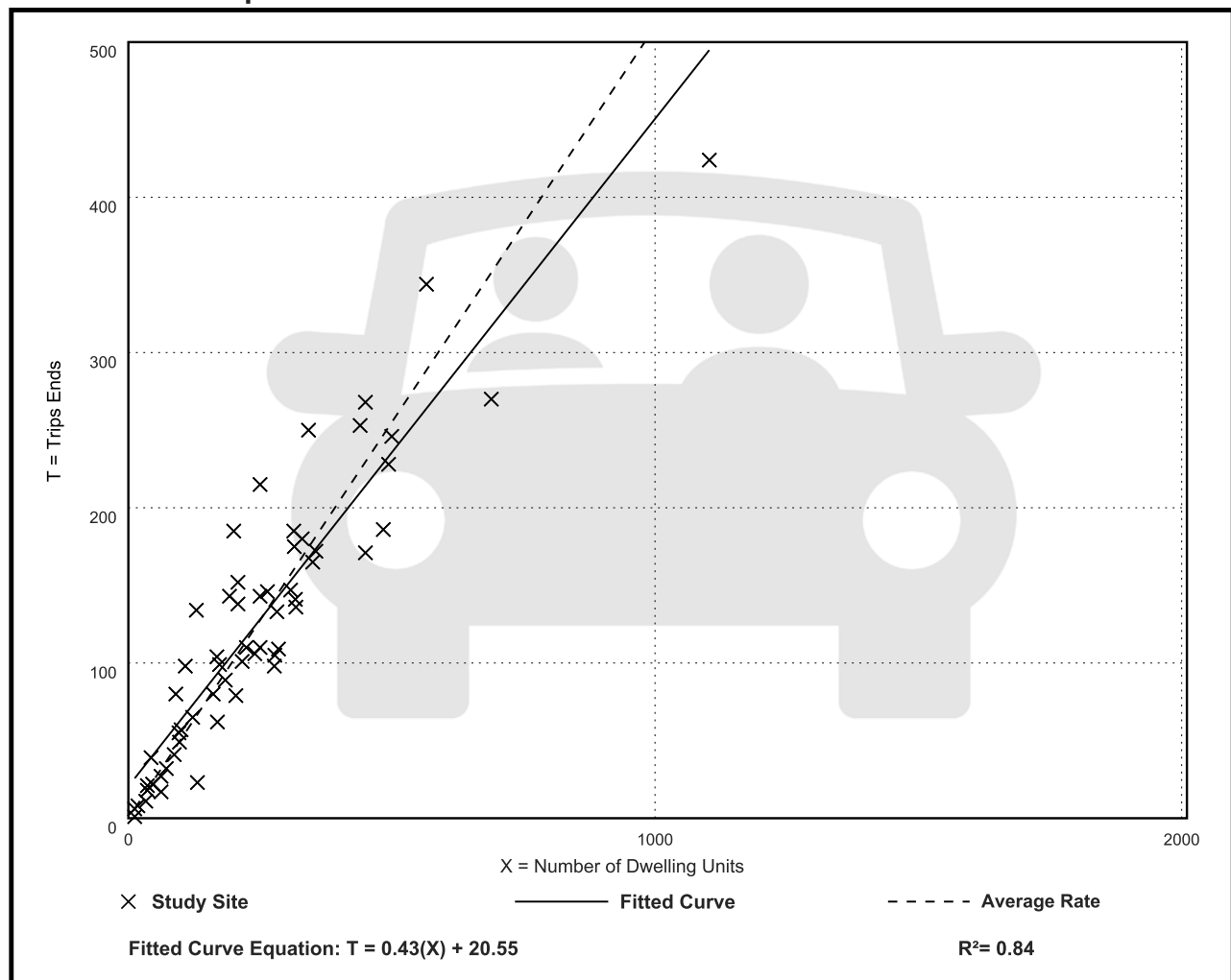
Avg. Num. of Dwelling Units: 241

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:

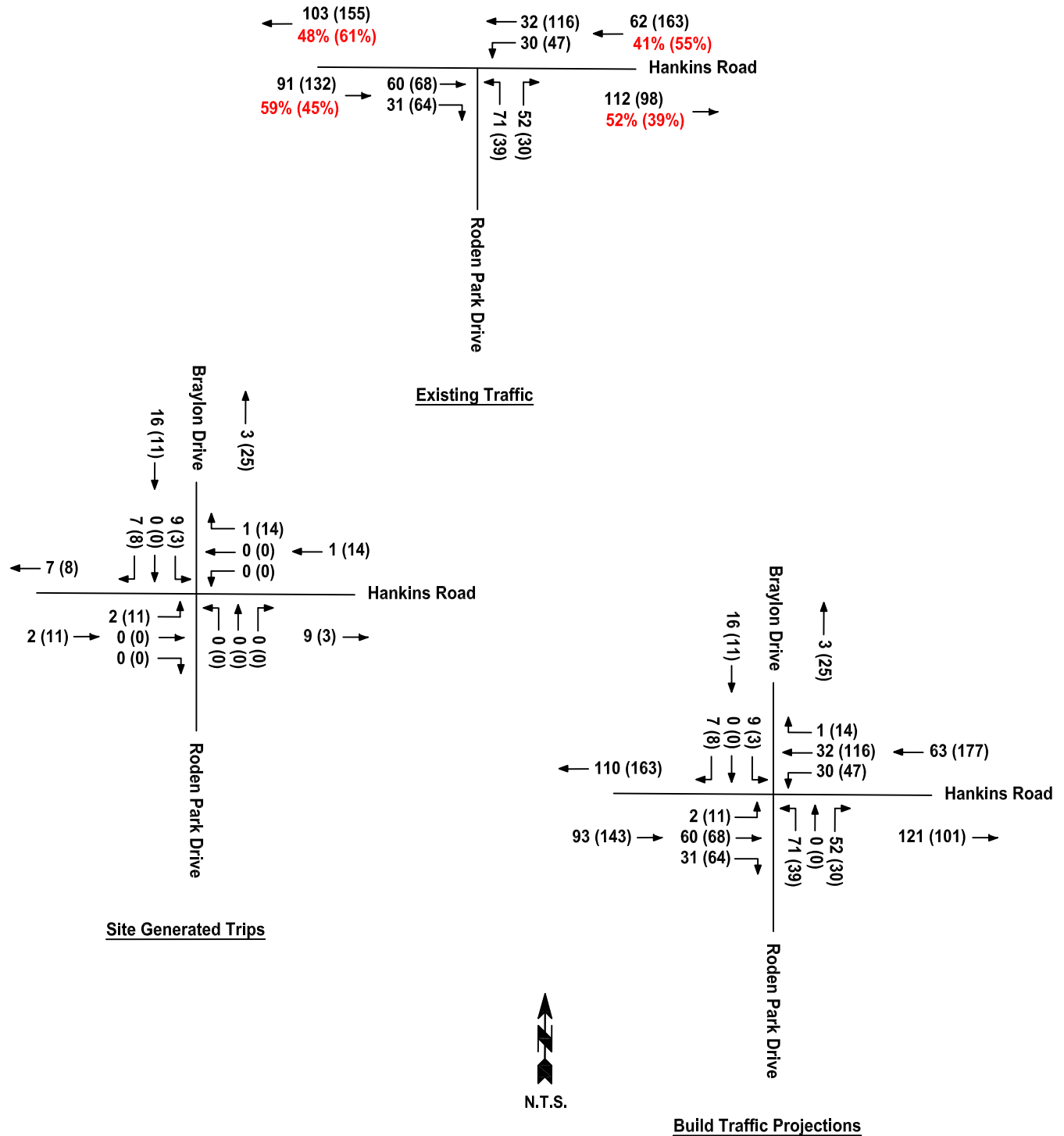
- An eastbound left-turn lane on Hankins Road at Roden Park Boulevard/Braylon Drive intersection is **not** warranted.
- A westbound right-turn lane on Hankins Road at Roden Park Boulevard/Braylon Drive intersection is **not** warranted.

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

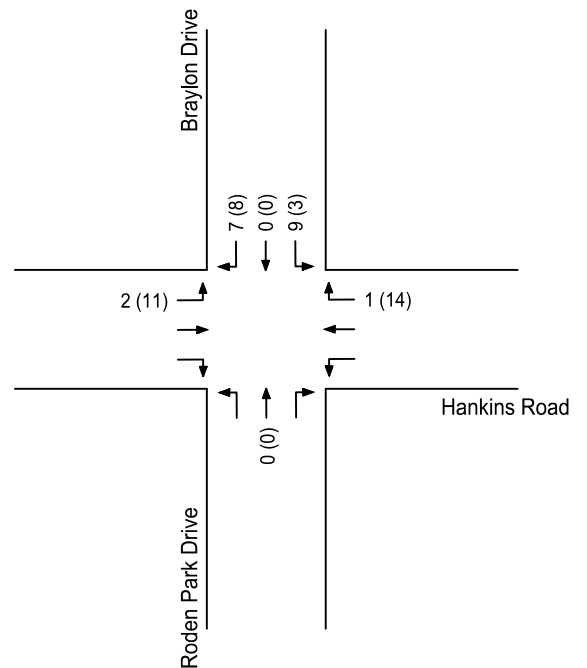
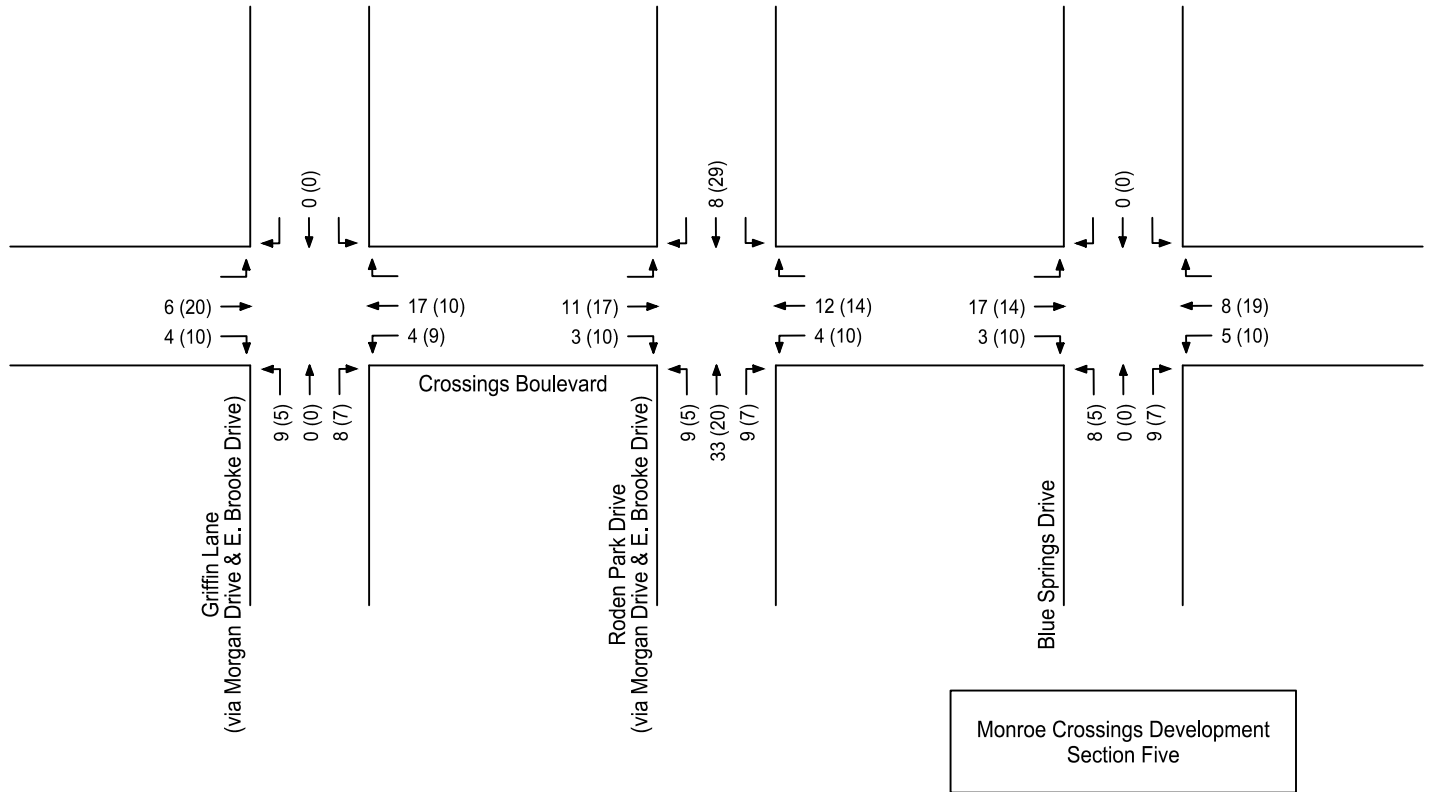
Monroe Crossings Development - Section Five
City of Monroe, Butler County, Ohio

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

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



www.bayerbecker.com
6900 Tylersville Road, Suite A
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).

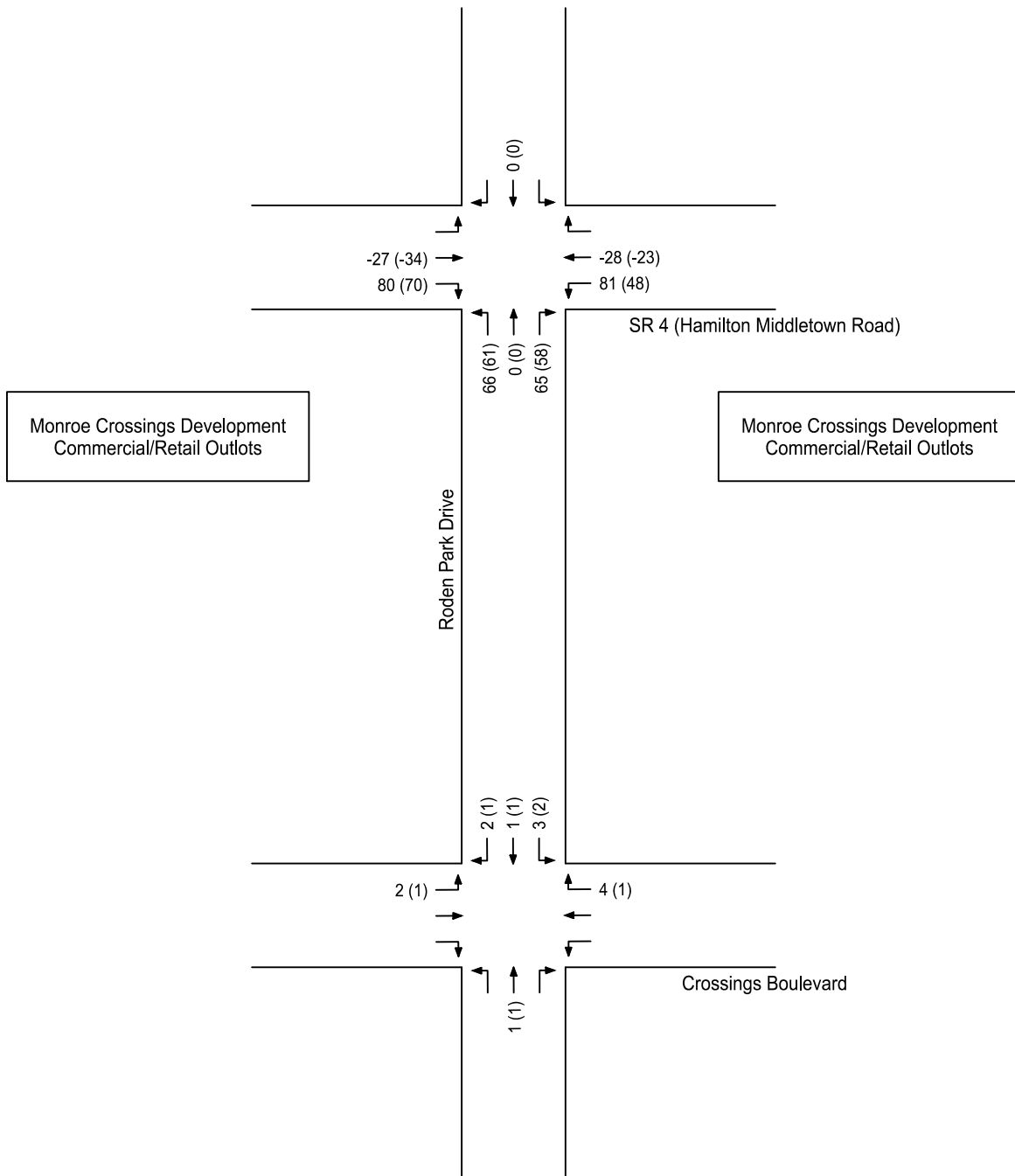
During the weekday PM peak hour, it is estimated that new trips will enter/exit the study area at:

- 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



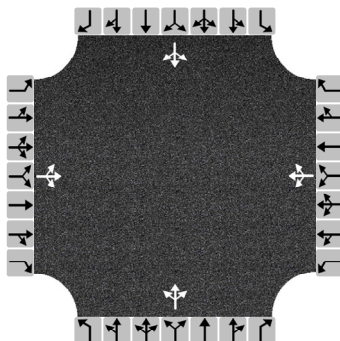
Capacity Analysis Reports

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

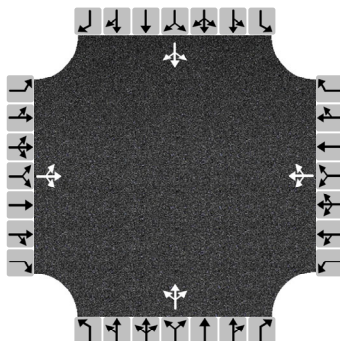
Flow Rate, v (veh/h)	93			129			78			78		
Capacity	801			881			839			853		
95% Queue Length, Q ₉₅ (veh)	0.4			0.5			0.3			0.3		
Control Delay (s/veh)	8.1			7.8			7.7			7.6		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	8.1			7.8			7.7			7.6		
Approach LOS	A			A			A			A		
Intersection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

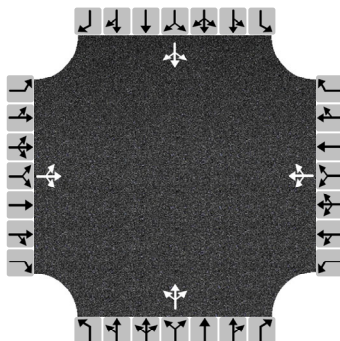
Flow Rate, v (veh/h)	158			149			58			149		
Capacity	774			812			780			778		
95% Queue Length, Q ₉₅ (veh)	0.8			0.7			0.2			0.7		
Control Delay (s/veh)	8.8			8.4			8.0			8.7		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	8.8			8.4			8.0			8.7		
Approach LOS	A			A			A			A		
Intersection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

HCS7 All-Way Stop Control Report

General Information

Analyst	KMD	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	No 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	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

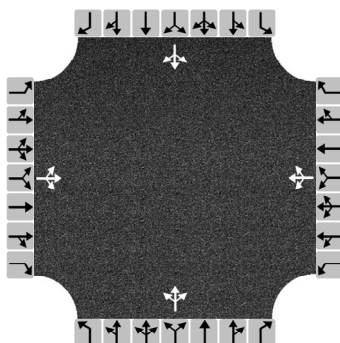
Flow Rate, v (veh/h)	111			151			137			93		
Capacity	766			829			800			807		
95% Queue Length, Q ₉₅ (veh)	0.5			0.7			0.6			0.4		
Control Delay (s/veh)	8.5			8.3			8.4			8.0		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	8.5			8.3			8.4			8.0		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	8.3						A					

HCS7 All-Way Stop Control Report

General Information

Analyst	KMD	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	No 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	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

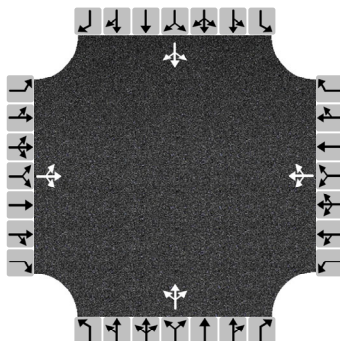
Flow Rate, v (veh/h)	189			177			96			186		
Capacity	737			758			732			737		
95% Queue Length, Q ₉₅ (veh)	1.0			0.9			0.4			1.0		
Control Delay (s/veh)	9.6			9.2			8.7			9.5		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	9.6			9.2			8.7			9.5		
Approach LOS	A			A			A			A		
Intersection 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

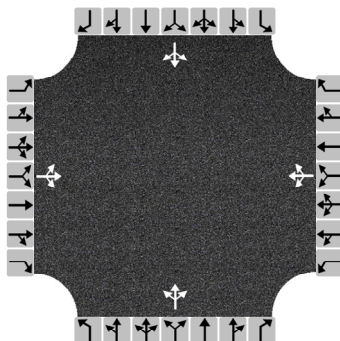
General Information

Analyst	KMD
Agency/Co.	Bayer Becker
Date Performed	11/23/2021
Analysis Year	2028
Analysis Time Period (hrs)	0.25
Time Analyzed	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	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		

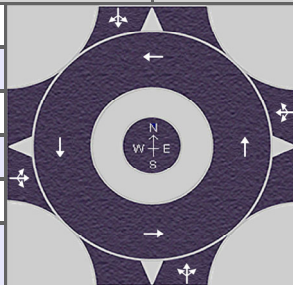
Capacity, Delay and Level of Service

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	

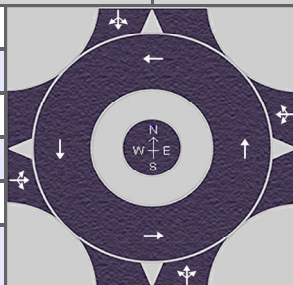
Delay and Level of Service

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	

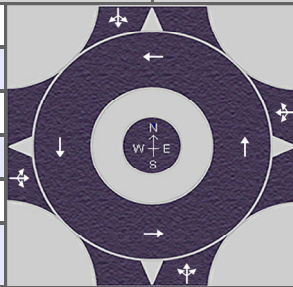
Delay and Level of Service

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	

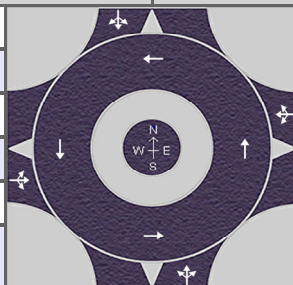
Delay and Level of Service

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	

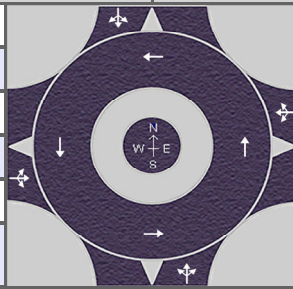
Delay and Level of Service

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	

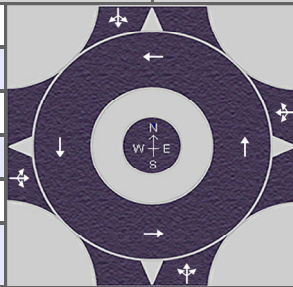
Delay and Level of Service

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

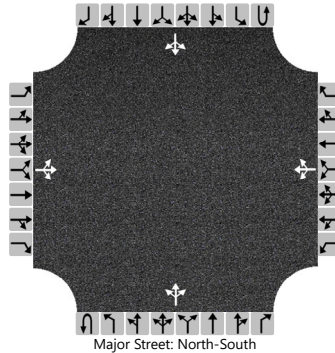
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.8			4.6			4.3			4.6	
Lane LOS		A			A			A			A	
95% Queue, veh		0.7			0.6			0.3			0.6	
Approach Delay, s/veh	4.8			4.6			4.3			4.6		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	4.6						A					

HCS7 Two-Way Stop-Control Report

General Information

Analyst	KMD	Intersection	Roden Park & Access #1
Agency/Co.	Bayer Becker	Jurisdiction	City of Monroe
Date Performed	11/24/2021	East/West Street	Prop. Site Access #1
Analysis Year	2028	North/South Street	Roden Park Drive
Time Analyzed	Build - AM Peak Hour	Peak Hour Factor	0.90
Intersection Orientation	North-South	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		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

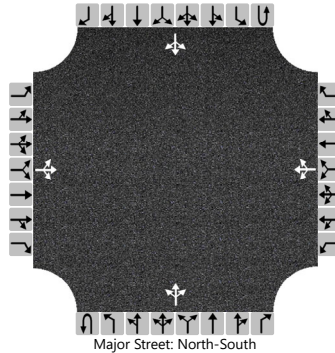
General Information

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

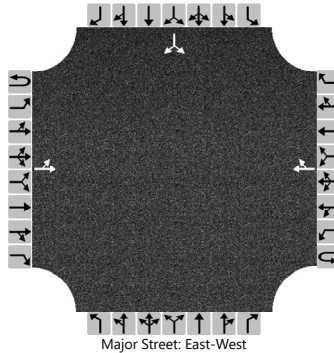
Flow Rate, v (veh/h)			11				7				9				6	
Capacity, c (veh/h)			668				669				1377				1389	
v/c Ratio			0.02				0.01				0.01				0.00	
95% Queue Length, Q ₉₅ (veh)			0.1				0.0				0.0				0.0	
Control Delay (s/veh)			10.5				10.4				7.6				7.6	
Level of Service (LOS)			B				B				A				A	
Approach Delay (s/veh)	10.5				10.4				0.4				0.2			
Approach LOS	B				B											

HCS7 Two-Way Stop-Control Report

General Information

Analyst	KMD	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 - AM 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)		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

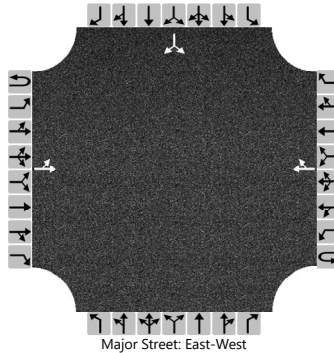
General Information

Analyst	KMD
Agency/Co.	Bayer Becker
Date Performed	11/24/2021
Analysis Year	2028
Time Analyzed	Build - PM 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)		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

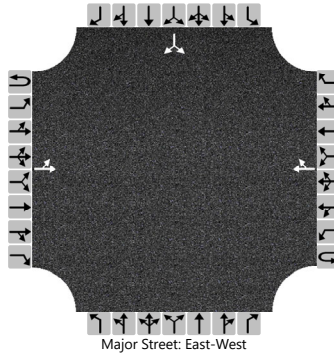
General Information

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

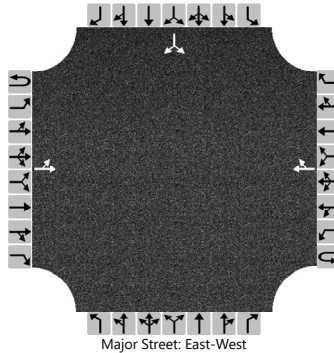
Flow Rate, v (veh/h)		2													14	
Capacity, c (veh/h)		1423													782	
v/c Ratio		0.00													0.02	
95% Queue Length, Q ₉₅ (veh)		0.0													0.1	
Control Delay (s/veh)		7.5													9.7	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	0.1												9.7			
Approach 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

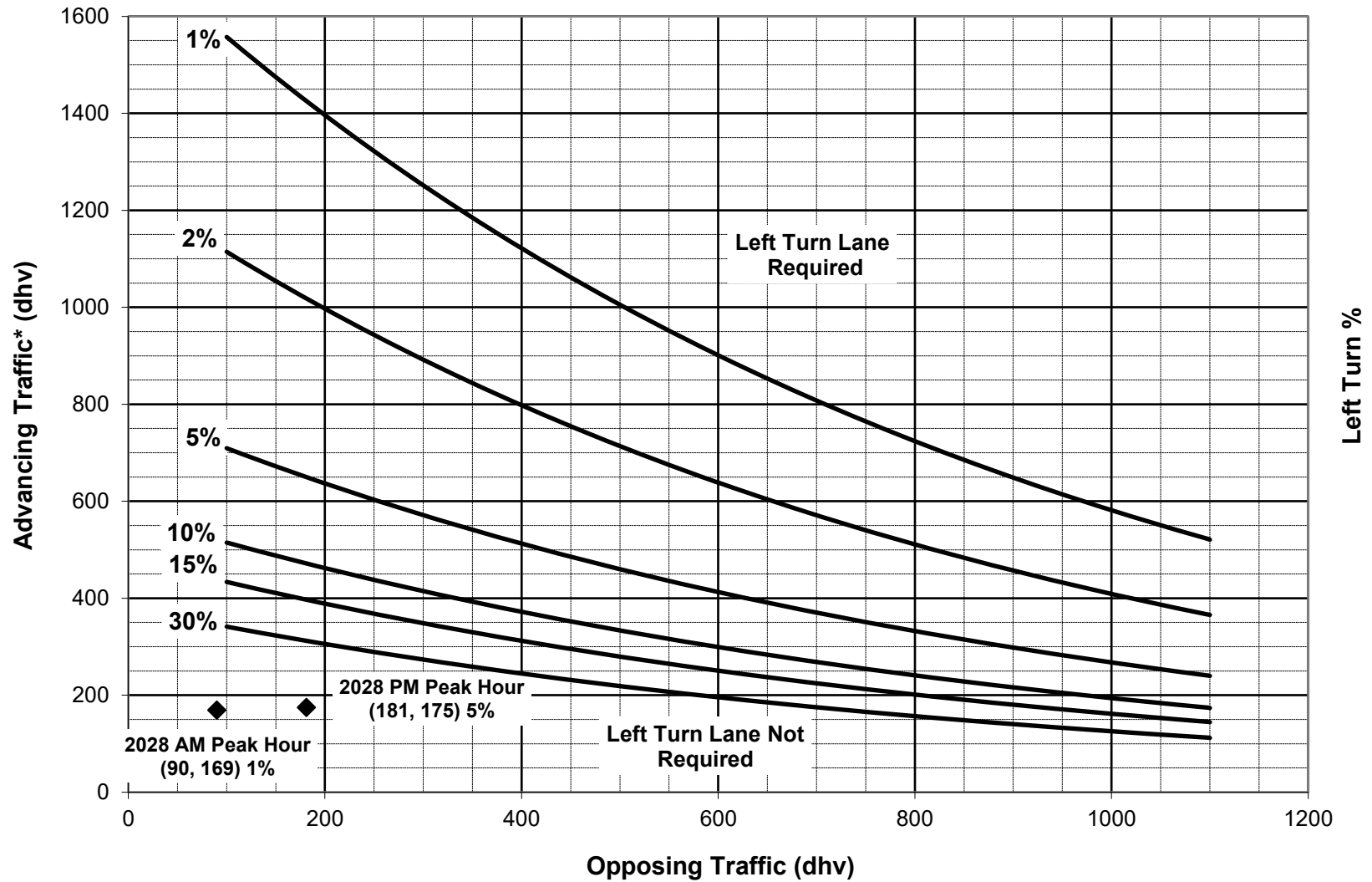
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.12												6.42		6.22
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

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			

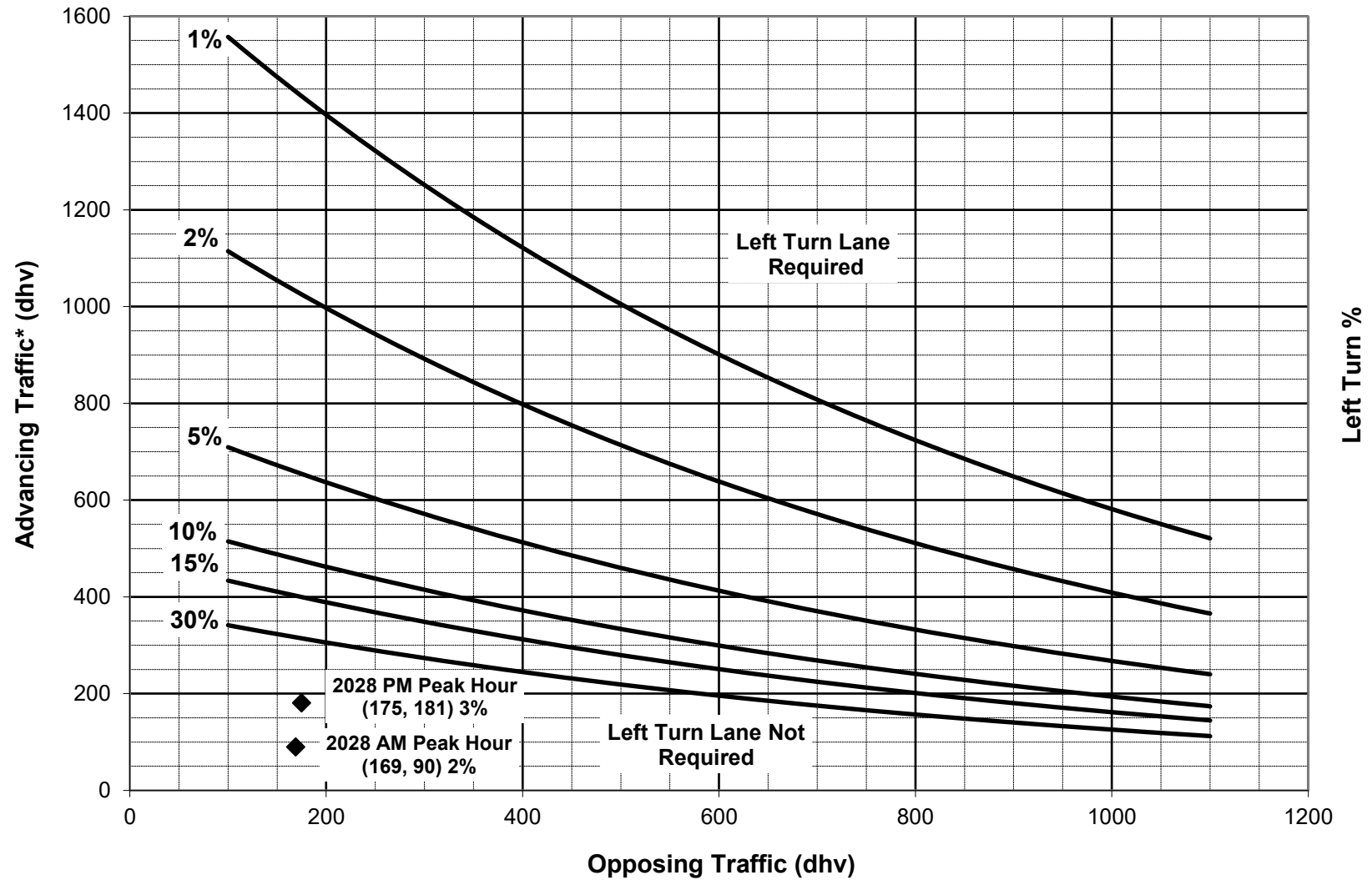
Turn Lane Warrant Analysis

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)



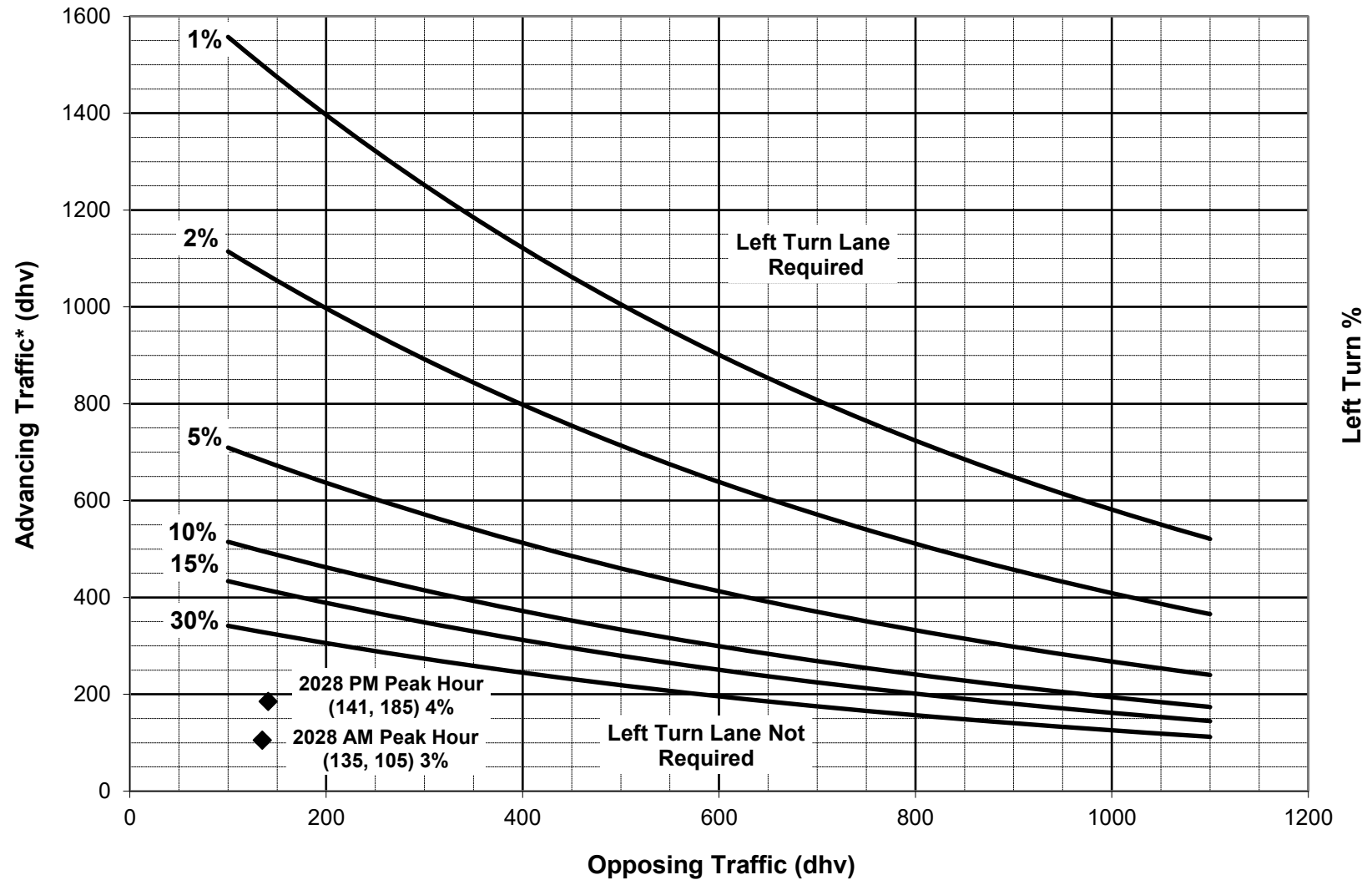
* Includes Left Turns

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)



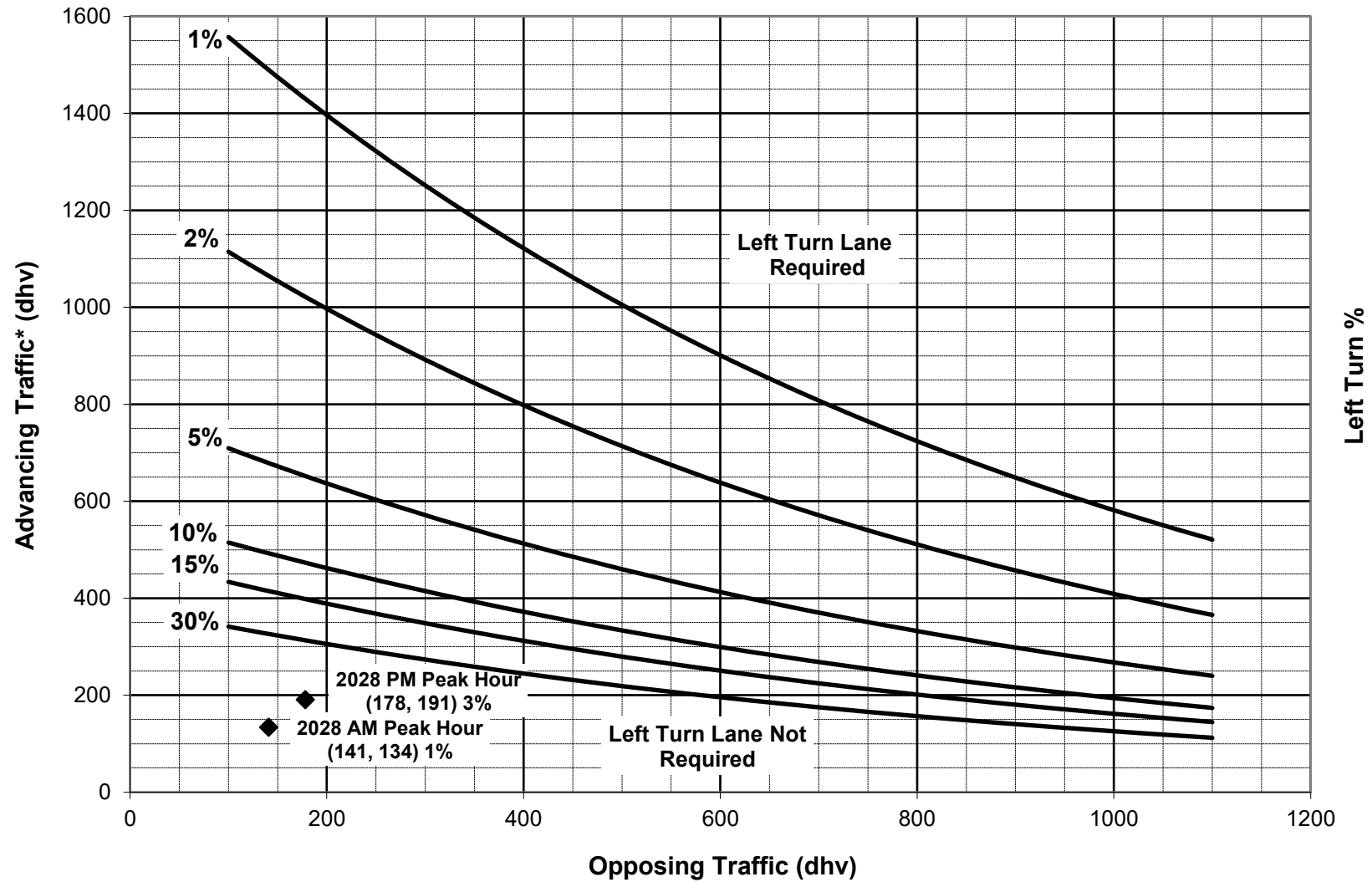
* Includes Left Turns

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
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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
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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
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04:15	0	0	0	0	0	2	2	0	0	0	0	4
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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
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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
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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
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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
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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
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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
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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%

From: [Danielle Johnson](#)
To: [Council](#); [Kameryn Jones](#)
Subject: [External Sender] Fwd: Landominium proposal for Monroe Crossings
Date: Monday, March 7, 2022 10:54:30 AM

WARNING - This email originated from an EXTERNAL SOURCE. Do not click any links or open attachments unless you can confirm the sender.

Good morning,

I would like to once again forward my opposition the proposed Hyde Park at Monroe Crossings development to the members of Monroe City Council and the members of the Planning Commission. I appreciate the Planning Commission for the opportunity the residents of Monroe Crossings were given to speak at the public hearing last month. As I stated then, while I and others are not opposed to changing the zoning to residential (or to that residential being condos or patio homes of some kind), this project as proposed is not a good fit for this space. Please note my points listed in the email below (as sent back on November 1).

In summary, it comes down to the following:

- Density - Far too many homes fit in far too small of an area.
- Safety - Additional traffic congestion; lack of ample parking within this proposed development for its residence; addition of roads/intersections in much too close proximity to the Roden Park & Crossings intersection; roadways cutting into the walking path which our residents use daily.
- Schools - Our superintendent spoke on the overcrowding issues in our schools. Adding another housing development with no current plan to add any additional space to accommodate the new students it has the potential to bring is irresponsible.
- Property value - This development is asking for quite a few accommodations to our city's comprehensive plan, and to our current high building standards. These standards are here for a reason, and if a proposed development does not adhere to those guidelines, and does not fit within the city's comprehensive plan, it should not be approved. The residents of Monroe Crossings have invested too much into their homes to allow this development to be approved, knowing the damage it may do to our property value.

Thank you all for your time and consideration.
Danielle Johnson

----- Forwarded message -----

From: **Danielle Johnson** <danijohnson1216@gmail.com>
Date: Mon, Nov 1, 2021 at 1:53 PM
Subject: Landominium proposal for Monroe Crossings
To: <council@monroeohio.org>, <jonesk@monroeohio.org>

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 landominium 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, upkept 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 landominiums 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. Landominiums 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

From: [Ashley Wilson](#)
To: [Council](#)
Cc: [Kameryn Jones](#)
Subject: [External Sender] Monroe Crossings Development Concerns
Date: Wednesday, March 9, 2022 10:09:13 AM

WARNING - This email originated from an EXTERNAL SOURCE. Do not click any links or open attachments unless you can confirm the sender.

As a resident of Monroe Crossings (Koehler Dr.) I am writing to add my opinion to those of the vast majority of the neighborhood in that I am vehemently opposed to the developer's proposed exemptions to the established city regulations and the approved Comprehensive Plan. The current proposal would have many negative effects on our neighborhood, including causing issues with parking and decreasing home values. In addition, as a teacher in Monroe Local Schools, the schools can not handle the increase in population this crowded development would cause, which I believe you are already aware of.

I ask that whoever buys and develops this land follow the previously established rules to maintain the integrity of the neighborhood I moved into (and the school where I work). The developer should have to adhere to the established city rules and regulations so they will be forced to have 28 foot roads with onstreet parking. That would eliminate the overflow parking on Crossings, Roden, Bayberry and Koehler and reduce the chances of children running in between parked cars and getting hit! They should also be required to have curbs and sewers as we have in our neighborhood and required to have city roads, not private ones that will never be maintained properly.

In addition, they should be required to have adequate dedicated green space where they could have their own playgrounds and not add more wear and tear on ours. They should also be required to have a less densely populated area and the structures should be required to comply with existing city architectural requirements to avoid issues with overcrowding and being an unsightly addition to our town and neighborhood.

Please stand with the citizens of Monroe and the Monroe Crossings neighborhood and deny ANY AND ALL PUD exemptions for this developer.

Thank you for your time.
Ashley Wilson

From: [Brenda Gehm](#)
To: [Council](#)
Cc: [Kameryn Jones](#)
Subject: [External Sender] Monroe Crossings landominium development
Date: Wednesday, March 9, 2022 10:41:08 AM

WARNING - This email originated from an EXTERNAL SOURCE. Do not click any links or open attachments unless you can confirm the sender.

As a resident of Monroe Crossings (Riley Ln.) I am writing to add my opinion to those of the vast majority of the neighborhood in that I am **vehemently** opposed to the developer's proposed exemptions to the established city regulations and the approved Comprehensive Plan. The current proposal would have many negative effects on our neighborhood, including causing issues with parking and decreasing home values. In addition, as a retired teacher from Monroe Local Schools, the schools can not handle the increase in population this crowded development would cause. The schools are already overcrowded and need to build a new primary building.

I ask that whoever buys and develops this land follow the previously established rules to maintain the integrity of the neighborhood where I built a home. The developer should have to adhere to the established city rules and regulations so they will be forced to have 28 foot roads with onstreet parking. That would eliminate the overflow parking on Crossings, Roden, Bayberry and Koehler and reduce the chances of children running in between parked cars and getting hit! They should also be required to have curbs and sewers as we have in our neighborhood and required to have city roads, not private ones that will never be maintained properly.

In addition, they should be required to have adequate dedicated green space where they could have their own playgrounds and not add more wear and tear on ours. They should also be required to have a less densely populated area and the structures should be required to comply with existing city architectural requirements to avoid issues with overcrowding and being an unsightly addition to our town and neighborhood.

Please stand with the citizens of Monroe and the Monroe Crossings neighborhood and deny ANY AND ALL PUD exemptions for this developer.
Thank you for your time.

Brenda Gehm
Sent from my iPad

From: [Melissa Jones](#)
To: [Kameryn Jones](#); [Council](#)
Subject: [External Sender] Monroe Crossings- oppose the
Date: Wednesday, March 9, 2022 9:44:34 AM

WARNING - This email originated from an EXTERNAL SOURCE. Do not click any links or open attachments unless you can confirm the sender.

Good morning,

To the Planning Commission and the City Counsel I am adding our household opinion that we are opposed to the developer's proposed exemptions to the established city regulations and the approved Comprehensive Plan.

For Monroe Crossings we must insure the safety and well being of all our residents, protect our home values and maintain the integrity of our schools and community!

- 1) The developer MUST adhere to the established city rules and regulations so they will be forced to have 28 foot roads with onstreet parking. That would eliminate the overflow parking on Crossings, Roden, Bayberry and Koehler and reduce the chances of children running in between parked cars and getting hit! I believe they should also be required to have curbs and sewers as we have in our neighborhood. I would personally prefer to see them required to have city roads, not private ones that will never be maintained properly!
- 2) They should be required to have adequate dedicated green space where they could have their own playgrounds and not add more wear and tear on ours.
- 3) They should be required to have a less densely populated area and the structures should be required to comply with existing city architectural requirements.

We have lived in and enjoyed this neighborhood for almost 12 years and to hear the proposed development has been extremely disappointing . I hope you all hear the voices of the residents- the ones who will be impacted by your decision!

Thank you,
Melissa and Milton Jones

From: [Brian E](#)
To: [Council](#); [Kameryn Jones](#)
Subject: [External Sender] Proposed 101 Monroe Crossings Unit
Date: Thursday, March 10, 2022 11:51:25 AM

WARNING - This email originated from an EXTERNAL SOURCE. Do not click any links or open attachments unless you can confirm the sender.

City Council and Planning Commission -

It is with great concern that I write another email stating the negative effects of cramming 101 cheaply built units in Monroe Crossings. I watched the planning meeting a couple of weeks ago and I heard one commissioner state that he didn't hear anyone state they were against the development. I am not sure if he read all the emails or listened but the people of Monroe Crossings are 100% against a cheaply built 101 units in which the developer is trying to skirt past all our building codes. This should be a major red flag when a developer wants to come into our town, build a poorly built community and leave with no repercussions. On that note, I ask all of you to drive past this builders Overlook Landominiums he built. Very disturbing to see if it was to be built in a community with 400-500k homes. Below is a list of simple concerns for this planned development.

1. Roads- In no way shape or form do we need to shrink the roads and not have sidewalks on both sides to accommodate cramming in 101 homes. Also, I don't see any parking for their cars which will end up on Crossings Boulevard which is already a race track. The one side of the proposed land would need a sidewalk built over the river for access to Bicentennial Park which the developer is trying to skirt past as well.
2. Green Space - I see very little green space and I do not see a dedicated playground for their community. We have multiple parks in our neighborhood which are maintained by the residents. This planned community will not be a part of our community so what playground would they use.
3. Too Many homes- We are fully aware something will be built there and the owner of the land wants to sell. In this case, changing all of Monroes building standards to cram in 101 homes is unacceptable.
4. Rentals- One thing I didn't hear is what is the rule on rentals. A proposed townhome or cluster home community in any community should have a strict rule in place that no rentals are allowed for any reason.

This is just a list of some of the concerns. I simply ask that we do not allow our growing community to be affected by cheaply built rental townhomes. We already have an apartment complex right beside it. I would like to thank each and every one of you for what you do and I hope that our voices are heard.

Thanks,
Brian Ermlich (Monroe Crossings Resident)

From: [Elizabeth Benson](#)
To: [Kameryn Jones](#); [Council](#)
Subject: [External Sender] Proposed development in Monroe Crossings
Date: Wednesday, March 9, 2022 10:18:05 AM

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To whom it may concern,

My husband and I chose to build in Monroe Crossings 7 years ago because of the family feeling of the neighborhood and the dedicated green space within the neighborhood. I am writing this email to express my extreme displeasure with a potential builders plans for the space on Roden and Monroe Crossing Blvd in MC and a request for exemptions to the established city regulations and comprehensive plan. Rules are put in place to protect the city, citizen and environment we live in. Monroe's city council and planning commission should put their citizens first and stop this from builder destroying our neighborhood. The builder does not care about Monroe Crossings, property values or the families that live here. The builder only cares about maximizing its profit and destroying a neighborhood. Rules are rules and as a voting citizen, I expect my elected officials to stick to the rules. I realize this land needs to be developed but force them to stick to the rules. This protects everyone!

Sincerely,

Elizabeth Benson

2048 Bridgewater Lane

From: [Mary Ann Helton](#)
To: [Council](#)
Cc: [Kameryn Jones](#)
Subject: [External Sender] Proposed landminium development @ Roden Park & Crossings Boulevard
Date: Wednesday, March 9, 2022 9:44:45 PM

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March 10, 2022

Dear City of Monroe council members:

We are residents of Monroe Crossings for about six years and are very concerned about the proposed landminium development at Roden Park and Crossings Boulevard. We strongly reject any allowance to deviation to the city regulations and building codes, which are put in place to ensure proper construction and property layout. At the time that we built our homes, our builders and ourselves were held to the building codes that were set up by the city to ensure consistent high standards and quality. We now request that the council and planning commission deny ANY and ALL PUD exemptions for this development. It appears that this developer is proposing deviations from the current standards set for this area for the sole purpose of building something cheap at the highest profit.

Sincerely,
Gary & Mary Ann Helton
2050 Bridgewater LN

cc: Kameryn Jones, Department of Development

From: [Erenea Villanueva](#)
To: [Council](#)
Cc: [Kameryn Jones](#)
Subject: [External Sender] Proposed landminium
Date: Thursday, March 10, 2022 10:12:26 PM

*** 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 say NO to the developers, I want to keep our beautiful and peaceful community the way it is.

Sincerely,
Irene Villanueva

Monroe Crossings Home Owner

Sent from my iPhone

From: [Angela Wasson](#)
To: [dbwaterhead](#); [Council](#)
Cc: [Kameryn Jones](#)
Subject: RE: [External Sender] 101 unit landominium
Date: Thursday, March 10, 2022 3:52:19 PM

Devin,

Thank you for reaching out to City Council with your concerns of the proposed development in the Monroe Crossings Subdivision.

Angela S. Wasson, MMC

Clerk of Council/Master Municipal Clerk
Assistant to the City Manager
Ohio Municipal Clerks Association Past President
City of Monroe
233 South Main Street
P. O. Box 330
Monroe, Ohio 45050-0330
513-539-7374 extension 1012
Fax: 513-360-2231
www.monroeohio.org

From: dbwaterhead <dbwaterhead@yahoo.com>
Sent: Thursday, March 10, 2022 1:41 PM
To: Council <Council@monroeohio.org>
Subject: [External Sender] 101 unit landominium

WARNING - This email originated from an EXTERNAL SOURCE. Do not click any links or open attachments unless you can confirm the sender.

Monroe City council,

I am against letting this 101 unit housing complex to be allowed at Crossings Blvd and roden Dr. This is to many units for that small space. I originally moved here for the country like feel. I do not feel this is going to help our city's over crowding in school. It is also going to bring down the property value of the home owners of Monroe Crossings.

Respectfully
Devin Brandt

Sent from my Verizon, Samsung Galaxy smartphone

From: [Angela Wasson](#)
To: [Danielle Ward](#); [Council](#)
Cc: [Kameryn Jones](#)
Subject: RE: [External Sender] 101-Unit Landominium
Date: Friday, March 11, 2022 9:40:08 AM
Attachments: [image002.png](#)
[image003.png](#)
[image006.png](#)
[image007.png](#)

Danielle,

On behalf of City Council this reply confirms receipt of your email. Please note that all of City Council reads these emails and appreciates hearing from the residents.

Thank you for contacting the City of Monroe.

Angela S. Wasson, MMC
Assistant to the City Manager
Clerk of Council/Master Municipal Clerk
Ohio Municipal Clerks Association Past President
Office: 513.539.7374 x 1012
Fax: 513.360.2231
www.monroeohio.org



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From: Danielle Ward <danielleward2424@gmail.com>
Sent: Thursday, March 10, 2022 10:48 PM
To: Council <Council@monroeohio.org>
Subject: [External Sender] 101-Unit Landominium

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Good evening,

I am a resident of Monroe Crossings & wanted to voice my strong opposition to the proposed plan of building the 101 units.

We take our move to Monroe, then to Monroe Crossings specifically, very serious due to what this neighborhood embodied.

We are 100 percent against this plan & wanted to make our voices heard.

Thank you so much,

Danielle Ward

From: [Christina McElfresh](#)
To: [chris gillespie](#)
Cc: [Kameryn Jones](#)
Subject: Re: [External Sender] Hyde Park Monroe Crossings addition
Date: Friday, March 11, 2022 1:19:57 PM

Mr. Gillespie:

Thank you for reaching out with your comments. Your communication will be forwarded on to the members of the Planning Commission prior to the March 15th meeting.

Once Planning Commission votes, this will move forward to City Council. Prior to City Council's final vote, there will be another Public Hearing. I encourage you to attend and express your thoughts and feelings at that final Public Hearing.

Once again I appreciate your comments and your time.

Christina McElfresh
Vice Mayor
City of Monroe
Cell: (513) 502-1142
Email: mcelfreshc@monroeohio.org

On Mar 11, 2022, at 11:08 AM, chris gillespie <cmgillespie67@gmail.com> wrote:

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confirm the sender.**

To whom it may concern:

Hello my name is Chris Gillespie and I have been a Monroe resident for 6 years. I would like to start this email with a thank you. I appreciate the service the city council brings to our city. For this development to not be immediately approved and moving forward shows your understanding of the concerns this community has.

Growing up in Mason I enjoyed the benefits of a small town similar to Monroe. As a kid I enjoyed seeing the same friends in class as I saw on the soccer fields, basketball courts, and other activities. As Mason grew and developed into what it is now, I enjoyed the benefits of a large community as well. Those benefits were working opportunities for our eligible youth, amenities such as the community center, and a great education with abundant after school programs and curriculum classes outside of the standard. Attending the new high school in 2006 I thoroughly enjoyed that Mason had an actual CAD/CAM program with an in-

classroom CNC machine for woodworking.

I understand that all these benefits require an income from the community for our city to further develop. This brings me to my concern for the proposed addition to Monroe Crossings which is simply over developing such a small area. Land available for development in Monroe is sparse but coming from a resident of the neighborhood, our small area is becoming over populated within the neighborhood. I am very concerned with the amount of traffic this development could bring. I was overwhelmed with joy seeing the weather change and the amount of people enjoying the outdoors. From running, biking, playing basketball and walking to our many parks our small neighborhood utilizes its many outdoor opportunities.

We also have to keep in mind the several hundred homes yet to be built in the 4 new phases of Monroe Estates which will only add to the congestion and safety issues within the community.

I believe that development is essential to any community but it needs to be for the benefit of the community and not the developer. If this development were to move forward I would like an official statement from the council describing its benefits monetarily to our city as well as its plan for the increased income, impact on schools, traffic and safety.

Thank you again for your services and taking the time for hearing my concerns.

Chris Gillespie

From: [Angela Wasson](#)
To: [Erenea Villanueva](#); [Council](#)
Cc: [Kameryn Jones](#)
Subject: RE: [External Sender] Proposed landminium
Date: Friday, March 11, 2022 9:41:50 AM

Irene,

Thank you for reaching out to City Council regarding the proposed development in the Monroe Crossings Subdivision.

City Council appreciates hearing from the residents.

Angela S. Wasson, MMC
Assistant to the City Manager
Clerk of Council/Master Municipal Clerk
Ohio Municipal Clerks Association Past President
Office: 513.539.7374 x 1012
Fax: 513.360.2231
www.monroeohio.org

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-----Original Message-----

From: Erenea Villanueva <irenev24@icloud.com>
Sent: Thursday, March 10, 2022 10:12 PM
To: Council <Council@monroeohio.org>
Cc: Kameryn Jones <jonesk@monroeohio.org>
Subject: [External Sender] Proposed landminium

*** 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 say NO to the developers, I want to keep our beautiful and peaceful community the way it is.

Sincerely,
Irene Villanueva

Monroe Crossings Home Owner

Sent from my iPhone

From: [Angela Wasson](#)
To: [Debby Tatro](#); [Council](#)
Cc: [Kameryn Jones](#)
Subject: RE: [External Sender] Proposed landminiums @ Monroe Crossings
Date: Friday, March 11, 2022 9:42:45 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Debby,

Thank you for taking the time to reach out to City Council about the proposed development in the Monroe Crossings Subdivision.

Sincerely,

Angela S. Wasson, MMC
Assistant to the City Manager
Clerk of Council/Master Municipal Clerk
Ohio Municipal Clerks Association Past President
Office: 513.539.7374 x 1012
Fax: 513.360.2231
www.monroeohio.org



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From: Debby Tatro <debby_tatro@yahoo.com>
Sent: Thursday, March 10, 2022 9:41 PM
To: Council <Council@monroeohio.org>
Subject: [External Sender] Proposed landminiums @ Monroe Crossings

WARNING - This email originated from an EXTERNAL SOURCE. Do not click any links or open attachments unless you can confirm the sender.

I do not live in the Monroe Crossings neighborhood; however, I am very opposed to the proposed development of landminiums in that location.

Debby Tatro
805 Tam-O-Shanter Way
Monroe, OH 4505p

[Sent from Yahoo Mail on Android](#)