



**Planning Commission Work Session
Council Chambers
July 25, 2022 – 4:30 p.m.
233 South Main Street, Monroe, Ohio**

Call to Order

Roll Call

Approval of the Minutes

Old Business

New Business

Administrative Reports

Work Session regarding Hyde Park at the Crossings, a proposed residential development at Roden Park Drive and Crossing Boulevard.

Adjournment



CITY OF MONROE
Inter-Office Correspondence

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

DATE: July 25, 2022
RE: Information Packet for July 25, 2022 Planning Commission Work Session at 4:30 p.m.

I. Work Session regarding Hyde Park at the Crossings Development Proposal

A. Updates since March 15 Planning Commission Meeting

- Staff met with the developer in June to review items discussed both during the Planning Commission meetings in February and March.
- The developer has provided documentation summarizing updates made to previously submitted plans and has requested this work session with Planning Commission.
- The intent of the work session is to provide a less formal setting for the developer to present their current proposal and for Planning Commission to provide feedback so that the developer can better prepare to move forward through the approval process.



- Major points of discussion for this work session include:
 - Streets and Parking
 - Architectural Standards
 - Connectivity

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 original proposed development is 4.83 units per acre, which is 20.75% above the Comprehensive Plan recommendation but well below the 8 units per acre currently permitted by Code for the R-4 zoning district.
- **The new development proposal** is 3.97 units per acre, which both meets the density recommended as part of the Comprehensive Plan and is well under the maximum density permitted by Code in 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:



Townhomes in Saxony Village Neighborhood, Fishers, Indiana



Multi-unit housing development in Carmel, Indiana in Sunrise on the Monon Neighborhood

Hyde Park at the Crossings

PUD Townhome Development

PUD Project Features

- Development supports the 2021 City of Monroe Comprehensive Plan and 2018 Housing Study.
- 83 Townhome Dwellings = 3.97 units / acre density
- Minimum Dwelling Size = 1,800 sq. ft. (+ 500 sq. ft. finished basement)
- No vinyl siding permitted in the development.
- Internal roadways built to the City's public street design & construction standards.
- Upgraded architecture & exterior materials (metal roofs, brick/stone/cement siding)
- Upgraded screening, mounding and landscaping throughout the development.
- Active & Passive Open Spaces with upgraded pedestrian walking paths



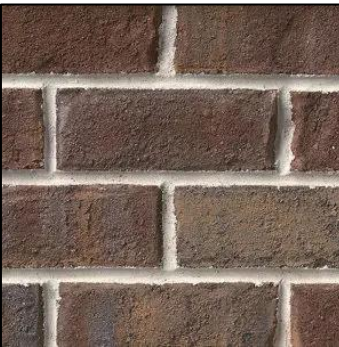
PUD Site Amenities

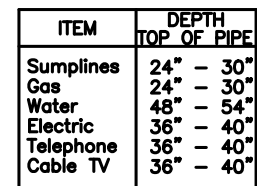


Extensive Mounding & Landscaping



Upgraded Townhome Architecture & Exterior Materials





NOTE: TYPICAL SECTION SHALL COMPLY WITH THE CITY SPECIFICATIONS AND STANDARDS IN PLACE AT THE TIME OF SUBMITTAL OF CONSTRUCTION DRAWINGS FOR EACH SECTION.

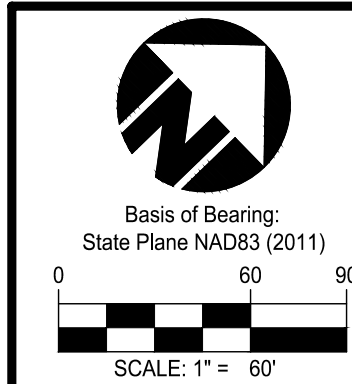
SHOPS OF MONROE
CROSSINGS L.L.C.
6515 WINFORD DR
HAMILTON, OHIO 45011
(513) 858-2555

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

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

TOTAL SITE AREA	20.91 ACRES
MULTI-FAMILY UNITS	83 (3.97 D.U./ACRE)
FRONT SETBACK (MIN)	25'
TOTAL SIDE SETBACK (MIN)	15' COMBINED

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

[illegible]

HYDE PARK at THE CROSSINGS

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

PRELIMINARY PUD PLAN



Drawing:
PUD 220518_CONCEPT B_V2

Drawn By: _____ AMB
Checked By: _____

Issue Date:	12-21-21
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Sheet:

Current Code Standards for R-4 Multi-Family Residential	2/15 Planning Commission Meeting	3/3 Follow-Up Meeting	7/25 Work Session
Use Standards- 1204.04(B)(3)			
Units attached by common wall	Y Meets requirement.	Y Meets requirement.	Y Meets requirement.
Each unit has separate entrance	Y Meets requirement.	Y Meets requirement.	Y Meets requirement.
Max of 8 units per structure	Y Meets requirement.	Y Meets requirement.	Y Meets requirement.
Units shall meet architectural standards	N See notes below under Architectural Standards.	N See notes under Architectural Standards.	Y See notes under Architectural Standards.
Architectural Standards- 1210.04(B)			
25% maximum siding on front elevation	Y Meets requirement.	Y Meets requirement.	Y Meets requirement.
75% minimum brick/stone on front elevation	Y Meets requirement.	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.	Y No vinyl proposed.
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.	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.	Y Appears it may meet requirement based on last elevation drawings provided.
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.	Y Appears to meet requirement based on last elevation drawings provided (bay window included).
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.	- 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 as shown by the applicant.
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.	Y More detailed plans have been provided to show the programming for these formal open space areas. Formal open space areas include walking paths, benches, and pavilion space.
Minimum 3 acres open space required	Y Meets requirement.	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 off-street spaces would be required by code.	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.	-	Based on 83 units, 207 off-street parking spaces are required. Driveway space does not count toward this requirement. With each unit containing a 2-car garage, 166 off-street spaces are provided. Though driveway space does not count toward this requirement in the R-4 zoning, an additional 166 driveway parking spots are provided. In addition, the applicant is now proposing streets to meet City specifications and is open to dedication of the roads so ample on-street parking would also be available.
Subdivision Design Standards- 1208						
Street design standards	N	Applicant is proposing a 25-foot two way street, where the minimum is 28 feet.	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.	Y	The applicant is now proposing roadways built to City public street design and construction standards. The applicant is open to dedicating the internal roadways.
		Sidewalk is proposed directly against curb as opposed to curb-tree lawn-walk.		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.	Y	Applicant shows a 5-foot sidewalk on both sides of the street on all internal streets.
		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.	N	There remains a gap in the walk/path required on Roden Park Drive between Cold Water Drive and Kings Cross Lane where the creek is located.
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.	Y	Based on the renderings provided, it now appears street trees are shown on all streets in the tree lawn as required.
		Applicant is proposing some trees in the front yards (behind walk) throughout the development but not necessarily every 40 feet on center and not on both sides of the street.		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.	-	A formalized landscape plan will provide more detail as to whether street trees are 40 FT on center as required.

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).



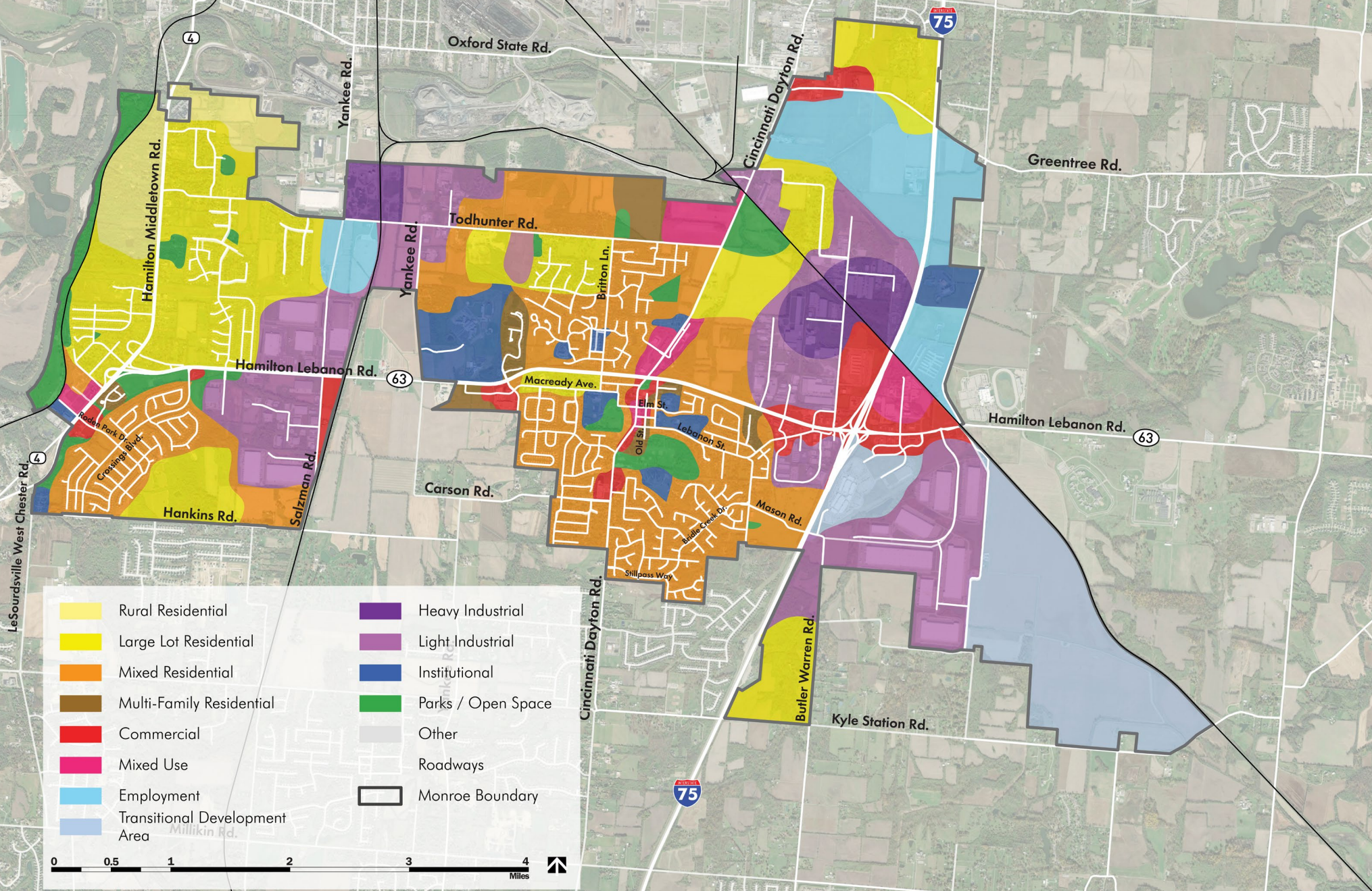


Apartment development in Saxony Village Neighborhood, Fishers, Indiana



Multi-unit housing development in Carmel, Indiana in Sunrise on the Monon Neighborhood

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.

