

V I S I O N & A C T I O N P L A N F O R 2 0 3 0

GATEWAY PLAN | WEST



T U R T L E C R E E K T O W N S H I P | M I D D L E T O W N | M O N R O E

WCRPC



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Monroe City Council Resolution of Support

EMERGENCY RESOLUTION NO. 79-2014

A RESOLUTION ENDORSING AND EXPRESSING SUPPORT FOR WARREN COUNTY'S I-75 AREA PLAN AND DECLARING AN EMERGENCY.

WHEREAS, Franklin Township, Turtlecreek Township, the City of Middletown, the City of Monroe, and the Warren County Regional Planning Commission established a Citizens Advisory Committee and worked cooperatively to address issues along Interstate 75; and

WHEREAS, the City of Monroe's development staff provided assistance to the Citizens Advisory Committee; and

WHEREAS, area property owners, business owners, residents, and other stakeholders provided valuable input and guidance at community workshops, Citizen Advisory Committee meetings, and one-on-one meetings; and

WHEREAS, the draft "I-75 Area Plan" closely reflects the policies and plans outlined in the 2010 Monroe Comprehensive Plan Update; and

WHEREAS, the Citizens Advisory Committee and Warren County Planning Commission staff helped produce a clear set of goals, objectives, and strategies that fulfill the vision "to integrate a pleasant mix of vibrant business districts, quality industrial areas, comfortable/safe neighborhoods, and natural open spaces, forming regional destinations and strong communities."

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MONROE, STATE OF OHIO, THAT:

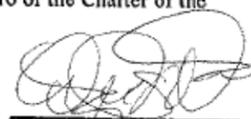
SECTION 1: Council hereby endorses and expresses support for Warren County's I-75 Area Plan.

SECTION 2: This measure is hereby declared to be an emergency measure necessary for the immediate preservation of the public peace, health, safety and welfare and further for the reason that Council desires to endorse and express its support at the earliest possible date to assist in the established vision and cooperation in addressing the issues surrounding I-75. Therefore, this measure shall take effect and be in full force from and after its passage.

PASSED: *November 11, 2014*

ATTEST:


 _____ of the City of
 Monroe, Ohio, Clerk of Council, hereby certifies that the foregoing
 (ordinance or resolution) was published as
 Required by Section 7.16 of the Charter of the
 City of Monroe.



 Clerk of Council

APPROVED:



 Mayor

This legislation was enacted in an open meeting
 pursuant to the terms and provisions of the Sunshine
 Law, Section 121.22 of the Ohio Revised Code.

Middletown City Council Resolution of Support

RESOLUTION NO. R2014-37

A RESOLUTION IN SUPPORT OF THE WARREN COUNTY I-75 PLAN.

WHEREAS, Franklin Township, Turtlecreek Township, the City of Middletown, the City of Monroe, and the Warren County Regional Planning Commission established a Citizens Advisory Committee and worked cooperatively to address issues along Interstate 75; and

WHEREAS, Middletown City zoning and economic development staff provided assistance to the Citizens Advisory Committee; and

WHEREAS, area property owners, business owners, residents, and other local stakeholders provided valuable input and guidance at community workshops, Citizen Advisory Committee Meetings, and one-on-one meetings; and

WHEREAS, The I-75 Corridor plan provides a unified vision for the four jurisdictions involved with the projects. The plan reflects plans already in place for the City of Middletown portion of the project and ties well with the surrounding jurisdictions. Every community is able to retain its unique identity and all contribute to the economic success of the I-75 corridor. With the continued growth of this critical area connecting the Dayton and Cincinnati metropolitan areas, it is important that the four jurisdictions involved share common goals and vision so that the future development adds to the economic success of the region.

WHEREAS, the draft "I-75 Area Plan" closely reflects the policies and plans outlined in the Middletown East End Master Plan adopted by the Middletown City Council in 2007; and

WHEREAS, the Citizens Advisory Committee and Warren County Planning Commission staff helped produced a clear set of goals, objectives, and strategies that fulfill the vision "to integrate a pleasant mix of vibrant business districts, quality industrial areas, comfortable/safe neighborhoods, and natural open spaces, forming regional destinations and strong communities;" and

NOW THEREFORE BE IT RESOLVED by the City Council of the City of Middletown, Butler and Warren Counties, Ohio, to support and endorse the "I-75 Area Plan" of the Warren County Commission.

This resolution shall be effective at the earliest time permitted by law.

/s/ Lawrence P. Mulligan, Jr.
 Lawrence P. Mulligan, Jr., Mayor



**RESOLUTION 14-09-10
TURTLE CREEK TOWNSHIP
WARREN COUNTY, OHIO**

**RESOLUTION OF THE TURTLE CREEK TOWNSHIP BOARD OF TRUSTEES,
WARREN COUNTY, OHIO FOR THE PURPOSE OF
SUPPORTING THE I75 AREA PLAN**

WHEREAS, the Turtlecreek Township Board of Trustees have received the final copy of the I75 Area Plan, and

WHEREAS, the Turtlecreek Township Board of Trustees have participated in the establishment and completion of the I75 Area Plan; and

WHEREAS; the Turtlecreek Township Board of Trustees are satisfied with the outcome of the I75 Area Plan;

THEREFORE BE IT RESOLVED, by the Turtlecreek Township Board of Trustees, that they support the I75 Area Plan as it has been completed and presented to the board.

Mr. Sams moved for adoption of the foregoing resolution, being seconded by Mr. VanDeGrift. All voiced a "YEA" vote and the resolution was passed.

Adopted this 30th day of September, 2014

Signed: [Signature]

"YEA"

[Signature]

"YEA"

Attest: [Signature]

Chief Fiscal Officer

Warren County RPC Recommendation

RESOLUTION No.04-15

ADOPTION OF GATEWAY PLAN-WEST

WHEREAS, according to Section 713.23 of the Ohio Revised Code (ORC), a regional planning commission may make studies, maps, plans, recommendations and reports concerning the physical environment, social, economic and governmental characteristics, functions, services and other aspects of the region; and

WHEREAS, Turtlecreek Township, the City of Middletown, the City of Monroe, and the Warren County Regional Planning Commission established a Citizens Advisory Committee (CAC) and worked cooperatively to address issues along the western gateway into Warren County; and

WHEREAS, the CAC met between May 2013 and January 2015, receiving and considering valuable input from government agencies, non-profit organizations, residents, property owners, and business owners; and

WHEREAS, throughout the process, the CAC has thoughtfully considered trends related to population growth and development activities; and

WHEREAS, the CAC and Warren County Regional Planning Commission staff helped produce a clear set of goals, objectives, and strategies that fulfill the vision "to integrate a pleasant mix of vibrant business districts, quality industrial areas, comfortable/safe neighborhoods, and natural open spaces, forming regional destinations and strong communities;" and

NOW THEREFORE BE IT RESOLVED that the RPC hereby recommends adoption of the "Gateway Plan - West" as an amendment to the Warren County Comprehensive Plan (including both the text and accompanying exhibits) to the Warren County Commissioners.

[Signature]

Stan Williams, AICP, Executive Director
Warren County RPC

[Signature] FOR BL

Brian Lazor, Chairman
Warren County RPC

Date: February 10, 2015

L:\Resolutions\2015\resolution040-15 Adoption of Gateway Plan-West

Turtlecreek Township Resolution of Support

**BOARD OF COUNTY COMMISSIONERS
WARREN COUNTY, OHIO**

Resolution

Number 15-0563

Adopted Date April 14, 2015

APPROVE AMENDMENT TO THE WARREN COUNTY COMPREHENSIVE PLAN TO ADOPT AND INCLUDE THE GATEWAY PLAN - WEST

WHEREAS, this Board met the 7th day of April, 2015 and again this 14th day of April, 2015, in the Commissioners' Meeting Room to consider an amendment to the Warren County Comprehensive Plan to adopt and include the Gateway Plan – West; and

WHEREAS, this Board has considered all testimony both in favor of and in opposition to said amendment; and

WHEREAS, during said public hearing, this Board determined to amend the proposed plan to include language to clarify that cul de sac subdivisions are not prohibited within the Gateway Plan – West area; and

NOW THEREFORE BE IT RESOLVED, to approve an amendment to the Warren County Comprehensive Plan to adopt and include the attached Gateway Plan – West.

Mrs. South moved for adoption of the foregoing resolution, being seconded by Mr. Grossmann. Upon call of the roll, the following vote resulted:

Mr. Young - yea
Mr. Grossmann - yea
Mrs. South - yea

Resolution adopted this 14th day of April 2015.

BOARD OF COUNTY COMMISSIONERS



Tina Osborne, Clerk

\tao

cc: RPC (file)
Public Hearing file

ACKNOWLEDGMENTS

The Warren County Regional Planning Commission gives a special thanks to the individuals and agencies listed below for their valuable input, guidance, and support in making this Plan possible. Numerous meetings and countless hours were spent developing a long-term vision, ambitious goals, and genuine strategies to make Warren County's western gateway the best that it can be moving forward.

CITIZENS ADVISORY COMMITTEE

Fred Bay

Warren County Parks Board

Tammy Boggs

Turtlecreek Township Fiscal Officer

Beth Callahan

Franklin Township Trustee

Kevin Chesar

Monroe Director of Development

Bob Fox

Warren County Tax Map Dept. Supervisor and
Franklin Township Resident

Homer Hendrickson

Turtlecreek Township Resident

Larry Hollingshead

Atrium Medical Center Board and Culture and Performing Arts
Board

Marty Kohler

Middletown Planning Director

Rob Noonan

Otterbein Vice President of Real Estate and Construction

Matt Obringer

Warren County Regional Planning Commission

Martin Russell

Warren County Economic Development Director

Jonathan Sams

Turtlecreek Township Trustee

Mike Shaffer

Turtlecreek Township Resident

Martha Shelby

Butler County Engineering & Construction Manager

Phil Smith

Warren County Convention & Visitors Bureau President & CEO

Kurt Weber

Warren County Chief Deputy Engineer

Stan Williams

Warren County Regional Planning Commission
Executive Director

Mike Yetter

Warren County Zoning Inspector

Joe Yurasek

Warren County Historical Society

HONORABLE MENTIONS

Don Adams, Megan Adams, Majtaba Ansari, Michael Berns, Caitlin Botschner, Steve Butt, Mark Carper, Mike Carroll, Brian Collins, Ashley Combs, Spence Cropper, Dan Cunningham, Amy Davis, Walt Davis, Mike DeCock, Tim DeHart, Charles Dilgard, Annalee Duganier, Larry Easterly, Rick Evans, Eric Fazzim, Matt Ference, Mary Fessler, Elizabeth Fields, Chris Frick, Jay Frick, June Frick, Doug Gallow, Sukirti Ghosh, Cindy Glorius, Trisha Hale, Corey Hamilton, Jack Hern, Walt Hibner, Allison Hodson, Nick Hoyng, Jill Hreben, John Huth, Dawn Johnson, Danny & Linda Jones, Jerry & Joann Katz, Todd Kinskey, Kohl Kirkland, Robert Koenke, Ally Kohler, Joe Kramer, Tammy Laine, Justin Lamorella, Brian Lazor, Sandy Likes, Travis Likes, Sarah Lilly, Chistine Maticic, Kendall Mays, Ted McClure, John McMinn, Talbot Moon, Staci Morris, Dean Morrissey, Beth Nagy, Fred & Billie Napier, Dean Niemeyer, Greg Orosz, Travis Owens, Martha Paige, Paul Pomeroy, Chris Porter, David Prytherch, Cheri Rekow, Paul Rodenbeck, Keith Rodenhauser, James Rubenstein, Janette Said, Eric Sauer, Matt Schnipke, Juliana Silveira, Calesto Smith, Brian Snyder, Pat South, Mike Stater, Lucy Stoll, Cy Sykes, Bob Turner, Jim VanDeGriff, Vince Vaske, Hayfaa Wadih, Mike Watkins, Tony Weissman, Diane Welling, David Welsh, Jon West, Sara Woolf, Lydia Yen, Rebecca Zhang, and John Zimkus

WARREN COUNTY REGIONAL PLANNING COMMISSION

Stan Williams | Bob Ware | Matt Obringer | Daniel Geroni | Elizabeth Ogg | Jonathan Kitts | Zach Moore | Delaney Bolger

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EXECUTIVE SUMMARY

INTRODUCTION

The western “gateway” into Warren County is situated along Interstate 75 between Dayton and Cincinnati, and is expected to grow significantly. For instance, it is estimated that from 2010 to 2030, over 7,000 additional people will be living in Turtlecreek Township, bringing the total population of the Township to 22,500 people. The study area, shown in Maps 1.1 and 1.2, also has several regional points of interest including Otterbein Retirement Community, Atrium Medical Center, Cincinnati Premium Outlets, and Miami Valley Gaming Racino. Additionally, there is the potential for a new sports complex, performing arts center, equestrian center, and much more. In response to growth trends and the potential for development within the western gateway, a Citizens Advisory Committee (CAC) was formed to develop a vision and plan for the area to address a wide range of topics including community design, parks, community facilities, transportation, utilities, and economic development. The “Gateway Plan – West” (herein referred to as the “Gateway Plan” or “the Plan”) is the result of the CAC’s efforts and dedication to make the area a viable, successful place for residents and businesses now and well into the future.

THE MISSION

The mission of this Plan is to 1) Establish a direction moving forward that all stakeholders can work towards, and 2) Establish an implementation tool with clear goals, objectives, and strategies. Furthermore, a good plan is like a roadmap; it shows the final destination and usually the best way to get there.¹

THE VISION

“Warren County’s western gateway integrates a pleasant mix of vibrant business districts, quality industrial areas, comfortable/safe neighborhoods, and natural open spaces that form regional destinations and strong communities.”

This is the 20-30 year Vision of the gateway corridor. More specific goals and recommendations are presented with each element of the Plan; community design, quality of life, transportation, utilities, and economic development.

¹ Quote from H. Stanley Judd

COMMUNITY DESIGN

Guiding Principle: A healthy variety of development consisting of unique places, signature buildings, landmarks, and gateways will all contribute to a positive community image.

Goals:

1. A land use pattern with distinct nodes of activity.
2. Seamless transitions between land use districts and jurisdictions.
3. Development that is integrated with the natural environment and incorporates open space that enhances value.
4. Buildings that are carefully designed with quality architecture.
5. A public realm that is beautifully decorated, creating a warm, cheerful, inviting atmosphere.

Key Recommendations

- Encourage mixed-use buildings and densities between four to eight units per acre around employment centers along Union Road and SR 63.
- Update the Warren County Comprehensive Plan to provide commercial land uses at major intersections along Union Road and incorporate other uses such as office, residential, and industrial in appropriate locations between major intersections (see Map 2.5 on page 16).
- Create a detailed area plan for the Greentree Road interchange.
- Create a redevelopment concept plan for the State Property to determine the best use of this land in the event that the correctional facilities are relocated.
- Discourage suburban-style strip centers and work closely with developers to come up with alternatives.
- Add a minimum density standard to Warren County Rural Zoning districts.
- Update the Warren County Zoning Code to offer a conservation design option for the R1 and R1B district.
- Form an architectural design board and community branding committee for Turtlecreek Township.
- Form a tree board to add landscaping at key intersections and within roundabouts, medians, and road right-of-way.

QUALITY OF LIFE

Guiding Principle: Areas of cultural significance will be established. Parks, open spaces, conservation areas, and trails will be well-integrated. Effective local services will be provided.

Goals:

1. Civic buildings and cultural icons that become defining features of the community.
2. A complete park system that better serves the needs of residents and neighborhoods.
3. An expansive trail network that will provide recreational routes to major destinations and adjacent communities.
4. Efficient and cost-effective public services.

Key Recommendations

- Update the philanthropic study previously conducted for the Warren County Arts & Culture Center and determine alternate funding sources to make this project a reality.
- Perform an economic impact study to determine the best possible location for the regional sports complex or if multiple sites are necessary.
- Concentrate indoor equestrian activities on the Otterbein property.
- Prepare a detailed concept plan for the Cincinnati Zoo properties in Turtlecreek Township to include graphics and specific locations for amenities.
- Preserve historical buildings and sites, such as Marble Hall and Dick's Creek Cemetery.
- Provide new parks for both active and passive recreational activities (see Map 3.3 on page 36).
- Explore methods of coordination and cooperation relating to the development and maintenance of park lands in Turtlecreek Township.
- Implement the bikeways & trails plan to link major points of interest within the area (see Map 3.3 on page 36).
- Build new fire station on Greentree Road in close proximity to Union Road.
- Consider building a new volunteer fire station along Hamilton Road near SR 741.
- Work with the Lebanon City School District to determine the best location for new school sites and upgrades.
- Help facilitate the establishment of new college campus by creating new partnerships with the County, the Zoo, Otterbein, Atrium Medical Center, and the Warren County Career Center.
- Evaluate the need for a new public library.
- Build a new federally qualified health center for outpatient care at Union Village.

TRANSPORTATION

Guiding Principle: A sophisticated, carefully designed roadway network, complete with bicycle and pedestrian access, safe crossings, roundabouts, and improved connectivity, will be provided to efficiently move goods and people while protecting the virtues of the community.

Goals:

1. A roadway network that alleviates traffic congestion and is better connected to collector and local roads.
2. Roadways that incorporate traffic calming techniques and are safe for both motorists and pedestrians.
3. Multi-modal transportation options that form complete streets.
4. Enhanced roadway aesthetics.

Key Recommendations

- Establish and utilize "Level of Service" standards to classify roadway conditions at peak travel times for major roads (collector and above).
- Update thoroughfare plans to show road classifications and improvements that are consistent with the suggestions of the Gateway Plan (see Map 4.2 on page 50).
- Add an internal road connectivity standard to the Mixed-Use and R1B zoning districts.
- Add new street cross-sections to the Warren County Thoroughfare Plan, which include narrower streets, parallel parking, alleys, and square curbs.
- Install roundabouts and landscaped medians at the intersections indicated in Map 4.2 on page 50.
- Consider the construction of a roundabout interchange or a single point urban interchange for Greentree Road.
- Form a transit committee charged with the task of identifying key points of interest, possible routes, funding opportunities, expenses, and bus stop designs.
- Promote and utilize parking garages and parallel parking as a means of shortening walking distances and reducing overall surface parking.

UTILITIES

Guiding Principle: Will be used as an economic development tool to accommodate growth in appropriate areas, providing reliable, effective, and efficient service to businesses, industrial districts, and neighborhoods.

Goals:

1. A “shovel ready” utilities plan.
2. Utilities that are installed with aesthetic consideration.
3. Utilities that are reliable, effective, and efficient.

Key Recommendations

- Utilize the Urban Service Boundaries (USB) as a clear delineation of where sewer service can be provided (see Map 5.1 on page 63).
- Provide developers with a checklist of permits and general requirements that will be needed with relevant contact information.
- Bury all utilities wherever possible.
- Utilize storm water management as a means of creating an aesthetically pleasing setting for development.
- House power substations along SR 63 inside of architecturally pleasing buildings.
- Design and decorate water towers to become interesting landmarks.
- Expand “Tier 3” fiber optics service along SR 63, SR 122, and Union Road (see Map 5.5 on page 67).
- Develop a regional stormwater management plan.
- Encourage wetland reclamation at the Cincinnati Zoo properties.

ECONOMIC DEVELOPMENT

Guiding Principle: Regional districts and hubs of activity will be established, providing new opportunities for high paying jobs in a variety of different concentrations to create a viable, sustainable business environment.

Goals:

1. Financially stable jurisdictions
2. Job creation.
3. An expedited development process.

Key Recommendations

- Establish Joint Economic Development Districts and New Community Authorities at planned business areas (see Map 6.4 on page 77).
- Use Tax Increment Financing (TIF) on all non-residential development wherever possible.
- Carefully monitor budgets and trends to better anticipate future costs.
- Utilize Ohio 629 (Roadwork Development) Grants and work with OKI, County, local jurisdictions, and businesses to secure funding for the new interchange.
- Monitor market trends and consider controlling residential growth to correspond with commercial and industrial growth.
- Promote the growth of high-tech, management, medical, education, and tourism industries.
- Create a detailed business recruitment package with socioeconomic data, applicable financial incentives (i.e. economic development toolkit), and relevant contact information.
- Incent job creation through the use of State programs such as the Job Creation Tax Credit Program, Economic Development Contingency Fund Grant Program, and the JobsOhio Workforce Grant.
- Utilize the Ohio Workforce Guarantee Program.
- Work with Middletown to implement the East End Master Plan.
- Work with Monroe to implement the Monroe Comprehensive Plan.
- Purchase property from the State to open up development opportunities for new businesses along SR 63.
- Establish public-private partnerships to acquire relevant permits (e.g. National Pollution Discharge Elimination Systems permits, Federal Aviation Administration permits, etc.) ahead of development.

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CHAPTER 1

INTRODUCTION

“A good plan is like a roadmap; it shows the final destination and usually the best way to get there.”

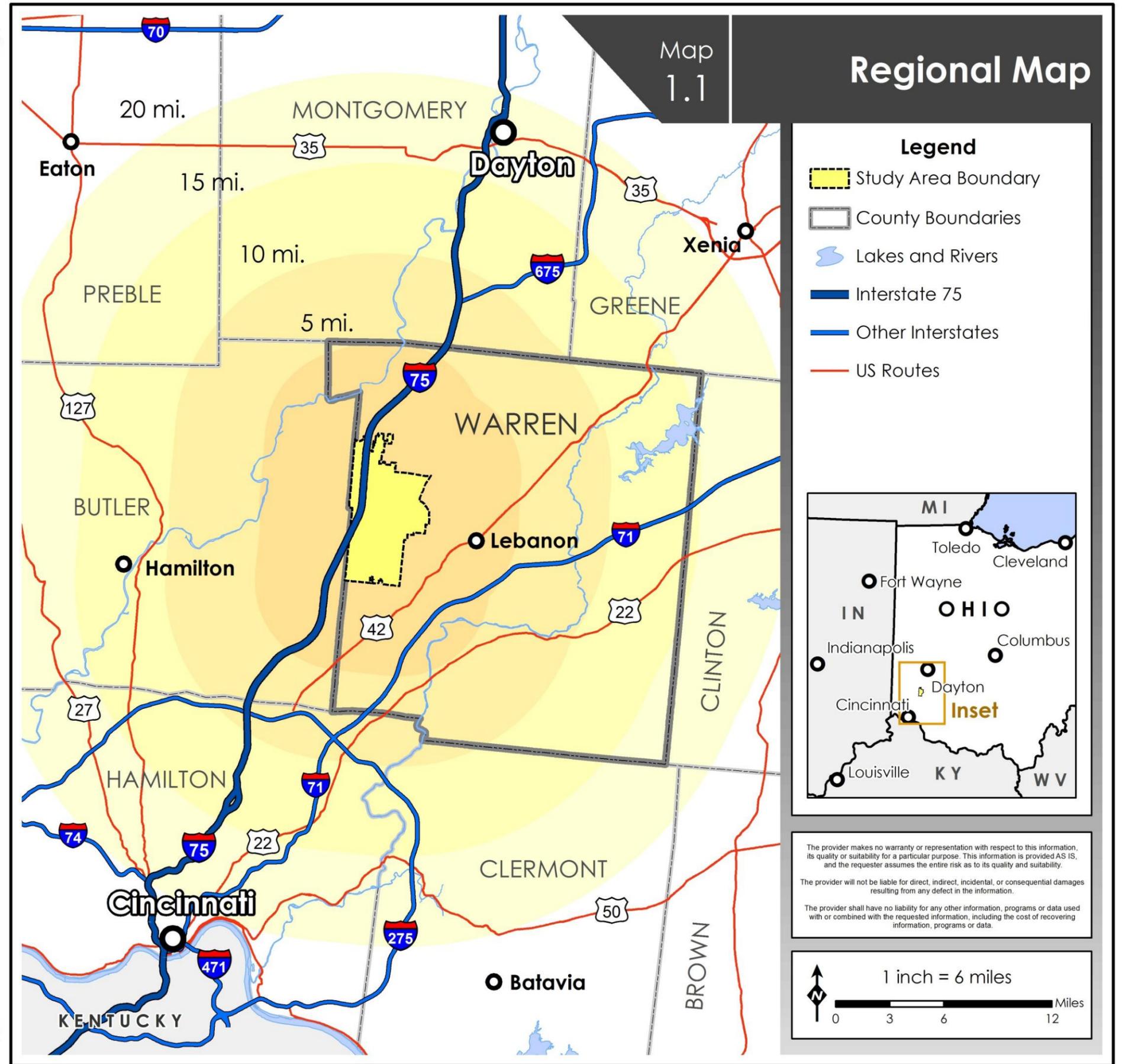
H. Stanley Judd

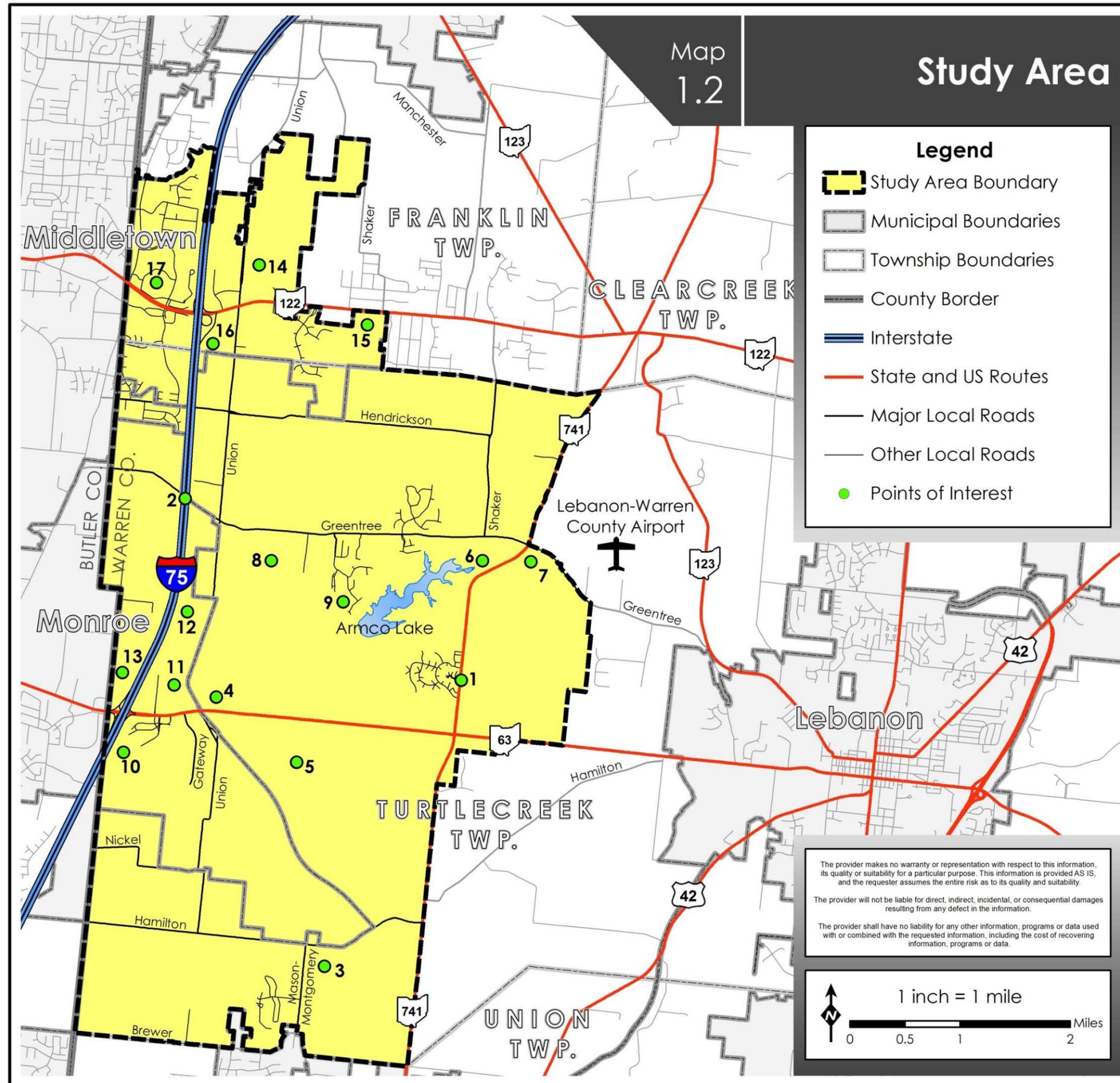
INTRODUCTION

The western "gateway" into Warren County is situated along Interstate 75 between Dayton and Cincinnati, and is expected to grow significantly. For instance, it is estimated that from 2010 to 2030, over 7,000 additional people will be living in Turtlecreek Township, bringing the total population of the Township to 22,500 people. The study area, shown in Maps 1.1 and 1.2, also has several regional points of interest including Otterbein Retirement Community, Atrium Medical Center, Cincinnati Premium Outlets, and Miami Valley Gaming Racino. Additionally, there is the potential for a new sports complex, performing arts center, equestrian center, and much more. In response to growth trends and the potential for development within the western gateway, a Citizens Advisory Committee (CAC) was formed to develop a vision and plan for the area to address a wide range of topics including community design, parks, community facilities, transportation, utilities, and economic development. The "Gateway Plan - West" (herein referred to as the "Gateway Plan" or "the Plan") is the result of the CAC's efforts and dedication to make the study area a viable, successful place for residents and businesses now and well into the future.

This chapter serves as an introduction by:

- 1) Identifying the study area,
- 2) Clearly stating the mission and purpose of the Plan,
- 3) Recapping the planning process,
- 4) Providing a demographic profile, and
- 5) Establishing "The Vision" or overall goal of the Plan.





THE STUDY AREA

The Gateway Plan contains the 17 points of interest listed below. Each represents a defining feature of the area it is located in and many are (or will be) important assets to the community that will be discussed in greater detail throughout the Plan.

Turtlecreek Township

1. Union Village/Otterbein
2. Potential Interchange at Greentree Rd.
3. Cincinnati Zoo
4. Racino
5. State Property
6. Armco Park
7. Turtlecreek Township Park
8. Greentree Golf Course
9. Shaker Run Golf Course

Monroe

10. Cincinnati Premium Outlets
11. Trader's World
12. Solid Rock Church
13. Treasure Aisles

Middletown

14. Atrium Medical Center
15. Bishop Fenwick High School
16. Middletown Christian School
17. Towne Mall

The study area contains 26 square miles across three jurisdictions; Turtlecreek Township, the City of Monroe, and the City of Middletown. The suggestions and recommendations of the Plan are largely tied to the Township; however, all three jurisdictions are vital to the success of Warren County's western gateway.

MISSION

The Gateway Plan is particularly important because the study area and surrounding geography has never truly been comprehensively planned in great detail. Multiple jurisdictions are situated within the corridor, each with its own separate plans including the Middletown East End/Renaissance Area Master Development Plan completed in 2007; the City of Monroe Comprehensive Plan updated in 2010; and the Warren County Comprehensive Land Use Plan of 2007, which includes Turtlecreek Township. Likewise, there are many other stakeholders including various County agencies and organizations, business owners, developers, property owners, and residents; each with their own separate goals and agendas.

The mission of this Plan is to 1) Establish a direction moving forward that all stakeholders can work towards, and 2) Establish an implementation tool with clear goals, objectives, and strategies. Furthermore, a good plan is like a roadmap; it shows the final destination and usually the best way to get there.²

PLANNING PROCESS

The Citizens Advisory Committee (CAC) was formed in May 2013 to help produce the "road map" (i.e. the Plan). The

CAC consisted of the following stakeholders:

- Turtlecreek Township
- Franklin Township
- City of Middletown
- City of Monroe
- Otterbein
- Warren County Economic Development Department & Port Authority
- Warren County Engineer's Office
- Warren County Zoning Department
- Butler County Water & Sewer Department
- Warren County Parks Board
- Warren County Convention & Visitors Bureau

Many business owners, property owners, developers, and residents from the area were also involved in this planning effort.

The CAC held regularly scheduled public meetings at the beginning of each month until Spring 2014, providing input and guidance on three key questions: 1) Where are we?, 2) Where do we want to go? and 3) How are we going to get there? The planning process consisted of five phases: 1) Reviewing existing conditions and meeting with key stakeholders, 2) Crafting a vision statement; 3) Identifying goals, objectives, and strategies, 4) Drafting the Plan document, and 5) Adopting the Plan (see Figure 1.1 below).

Throughout the process, several opportunities were presented to solicit public participation:

CAC Meetings – All CAC meetings were open to the public.

Website – A website was created, which contained all information given to CAC members and allowed the public to provide comments about the Plan.

SWOT Workshop – This event was used to gather input regarding the Strengths, Weaknesses, Opportunities, and Threats (S.W.O.T.) associated with the study area.

Charrette – This was an all-day event, co-hosted by the Cincinnati Section of the Ohio American Planning Association (APA) as a part of World Town Planning Day. Appendix A contains a summary report on the Charrette (Also see Box 1.1 on the following page).

Community Open House – A community open house was used to present the draft plan.

Without a solid planning process, community participation and support, the Gateway Plan would have little value or merit. Subsequent sections and chapters provide all information given to the CAC and the results of the planning process.

Figure 1.1 | Process Timeline



² Quote from H. Stanley Judd

Box 1.1 | What is a Charrette?

A charrette is a planning intensive event that is designed to solicit as much input as possible in a short amount of time. Charrettes usually place a large emphasis on drawings and visual concepts to help demonstrate possible solutions to key issues or to help visualize a community's desired future and goals.



DEMOGRAPHIC PROFILE

This section highlights the demographic trends of Turtlecreek Township to better understand the study area and how it is projected to change. When analyzing the data, three themes emerge. Figures 1-2, 1-3, and 1-4 demonstrate an aging population, a family-oriented population, and a growing population.

Aging Population – Figure 1-2 shows that between 2000 and 2010, the median age increased from 37 to 41 and the percentage of people over the age of 55 increased from 28% to 33% of the overall population. Likewise, the population

pyramid for the year 2010 (Figure 1-3) clearly shows a bulge in the population for ages 40 to 60.

Family Oriented Population – Figure 1-3 also illustrates the family oriented nature of those living along the gateway corridor in Warren County, with adolescents ages 19 and under representing the second largest population bulge in 2010.

Growing Population – Figure 1-4 shows the population growth trend of Turtlecreek Township (excluding the City of Lebanon). In 2010, Turtlecreek Township had a population of 15,143, which is expected to grow to 22,500 people by 2030; a percent increase of nearly 50% over a 20 year period.

Figure 1.2 | Age Trend

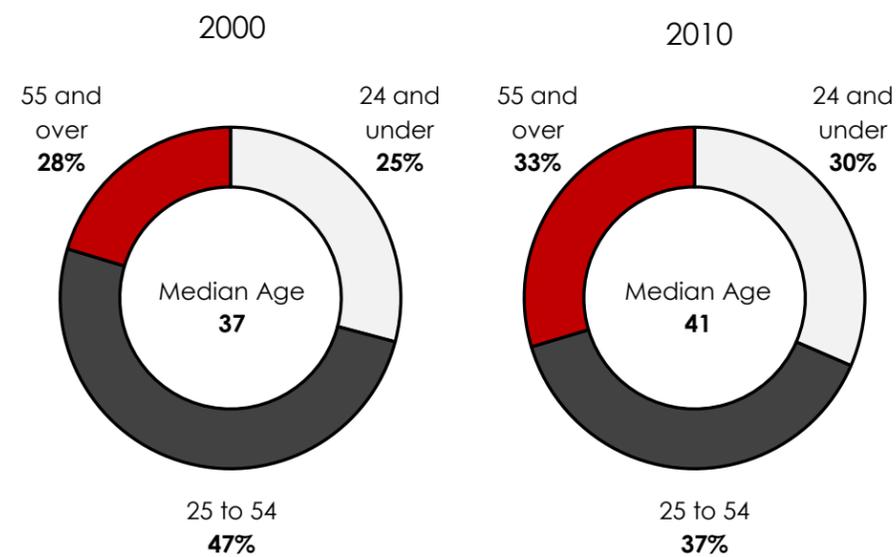
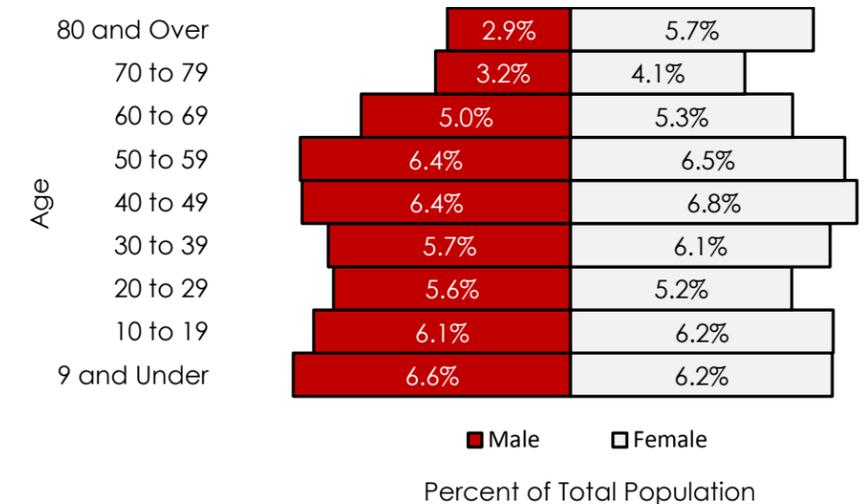


Figure 1.3 | Population Pyramid (2010)



Source (Fig 1.2 and 1.3): U.S. Census Bureau

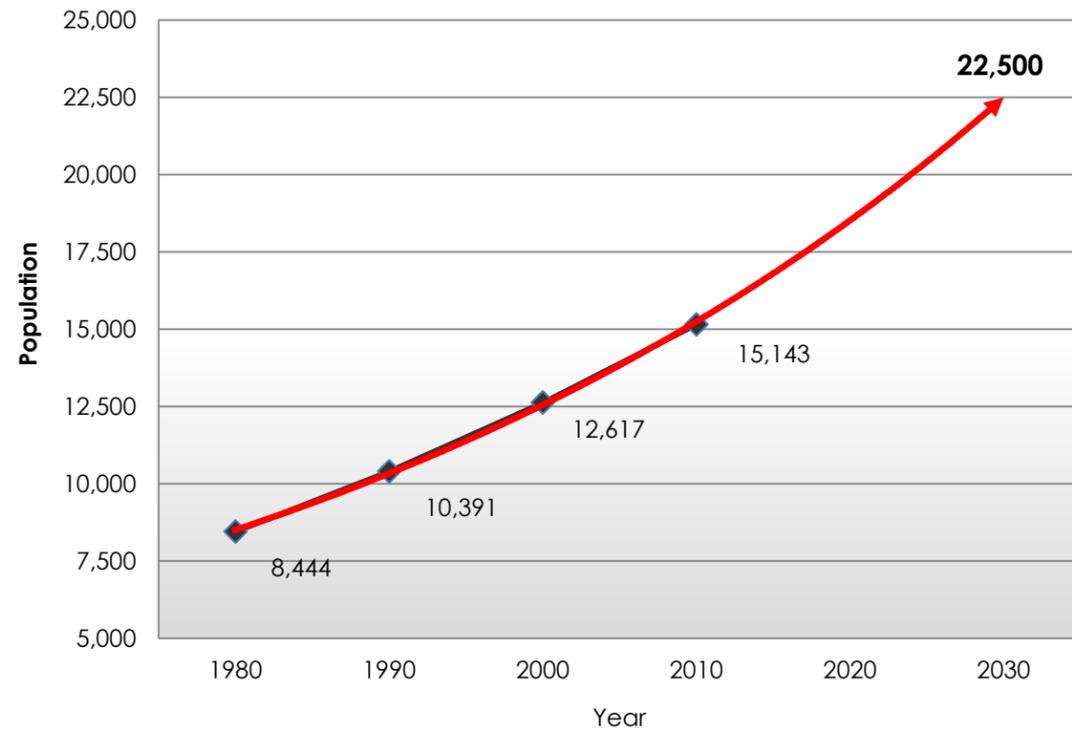
Official Adoption



Dec	Jan	Feb	Mar	Apr
	2	0	1	5

Figure 1.4 | Population Projection

Turtlecreek Township



Source: U.S. Census Bureau (Data excludes City of Lebanon)

THE VISION

The Vision is the foundation of the Plan. It states the community's aspirations and sets a "destination" to strive toward. The long-term Vision of the Gateway Plan is stated below:

“Warren County’s western gateway integrates a pleasant mix of vibrant business districts, quality industrial areas, comfortable/safe neighborhoods, and natural open spaces that form regional destinations and strong communities.”

The study area, consisting of 26 square miles, will contain a variety of different land uses and a desirable, pleasant mix of development types. For instance, Union Village will contain a mixture of single-family residences, townhomes, apartments, and businesses located along the same block or street. Vibrant business districts are also desired, rather than endless strips of shopping centers and big-box stores. Quality industrial areas with medical, high-tech, and light manufacturing jobs are encouraged. Neighborhoods should be comfortable and safe, while contributing to an overall sense of community. Open spaces should be carefully integrated within new subdivisions and development, as well. There is also great potential for new regional destinations such as Atrium Medical Center and Miami Valley Gaming Racino, which can benefit from the proximity to I-75, Dayton, and Cincinnati. Box 1.2 on the following page highlights some examples of desirable places that serve as an inspiration for the community's Vision.

In addition to the overall Vision expressed for the community, the following are supplemental guiding principles specific to each element of the Plan:

Community Design – A healthy variety of development consisting of unique places, signature buildings, landmarks, and gateways will all contribute to a positive community image.

Quality of Life – Areas of cultural significance will be established. Parks, open spaces, conservation areas, and trails will be well-integrated. Effective local services will be provided.

Transportation – A sophisticated, carefully designed roadway network, complete with bicycle and pedestrian access, safe crossings, roundabouts, and improved connectivity, will be provided to efficiently move goods and people while protecting the virtues of the community.

Utilities – Will be used as an economic development tool to accommodate growth in appropriate areas, providing reliable, effective, and efficient service to businesses, industrial districts, and neighborhoods.

Economic Development – Regional districts and hubs of activity will be established, providing new opportunities for high paying jobs in a variety of different concentrations to create a viable, sustainable business environment.

Specific goals and objectives for each element of the Plan are provided in subsequent chapters. The final chapter, "Implementation," provides a complete list of strategies on how to achieve the Vision.

Box 1.2 | Community Case Studies

During the planning process for the gateway corridor, the CAC identified several communities and associated themes that collectively exemplify the desired Vision. Some of the places and communities listed below are drastically different, but may be appropriate within certain sub-areas or districts along the corridor.



● **Norton Commons (Louisville, KY)**

A carefully designed, mixed-use community that epitomizes “New Urbanism,” Norton Commons contains a variety of housing types and compatible neighborhood businesses, collectively forming a strong, vibrant community that is walkable and unique.

Community branding, white picket fences, unified architecture, and open space all contribute to New Albany's upscale image. New Albany has also been successful in attracting corporate offices and high-paying jobs.



● **New Albany, OH**



● **Carmel, IN**

Located at the edge of the Indianapolis metropolitan area, the City of Carmel has focused heavily on the built environment. Cultural icons, landmarks, and “New Urbanism” make Carmel a desirable place to live and work.



● **Indian Hills, OH**

As a prestigious estates community, Indian Hills is known for being a quiet oasis on the outskirts of Cincinnati.



● **Lexington, KY:**

Lexington has preserved open space, agriculture, and its equestrian roots, making it the “Horse Capital of the World.” The City has a strong urban core as well as a clearly defined urban service boundary.



● **The Research Triangle, NC**

Research, technology, and quality business/industrial parks are defining characteristics of the “Research Triangle” in North Carolina. Located in proximity to the Cities of Raleigh, Durham, and Chapel Hill, the region is anchored by three major universities: Duke, North Carolina, and North Carolina State.

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CHAPTER 2

COMMUNITY DESIGN

Guiding Principle:

A complementary variety of land uses, unique places, signature buildings, landmarks, gateways, and boulevards that all contribute to a positive community image.

Goals:

1. A land use pattern with distinct nodes of activity.
2. Seamless transitions between land use districts and jurisdictions.
3. Development that is integrated with the natural environment and incorporates open space that enhances value.
4. Buildings that are carefully designed with quality architecture.
5. A public realm that is beautifully decorated, creating a warm, cheerful, inviting atmosphere.

INTRODUCTION

This chapter is primarily about "setting the tone" for the study area through the establishment of land use, zoning, and community design policies. Setting the tone for individual districts and the area is of particular importance because this sets the standard for future development and guides future growth in a unified direction, rather than allowing sprawl to continue. Recognizing that development is going to happen along the I-75 corridor, the desire is to plan something better than the status quo. The tone of the corridor will be established through a complementary variety of land uses, unique places, signature buildings, landmarks, gateways, and boulevards that all contribute to a positive community image. The goals of this chapter are to ensure new growth and development forms destinations; transitions well from district to district; incorporates "green-space;" contains quality architecture; and utilizes the public realm to form a warm, cheerful, inviting atmosphere.

ISSUES & OPPORTUNITIES

There are several challenges and obstacles to address before the vision for land use and community design is accomplished. Lack of identity, sprawl, and poor land use transitions pose the greatest threats to a quality community design. However, there are several strengths and opportunities to capitalize on to ensure future success and sustainability of the corridor; these include availability of land for development, the introduction of mixed-uses, the continued promotion of quality housing, community beautification, and open space preservation.

Issues

Lack of Identity:

Perhaps the biggest weakness of the study area is the lack of a pervasive identity. Motorists on I-75 and people who live in the region are more likely to refer to the study area as "the area between Cincinnati and Dayton" rather than Turtlecreek Township, Middletown, or Monroe. There are some landmarks along the highway such as billboards and high-rise signs, but these do not contribute to an overall sense of place that excites people the way iconic buildings, grand boulevards, and attractive green spaces do.

Sprawl:

Random development patterns and the inefficient use of land weaken the identity of an area. Endless strip-centers, vast parking lots, and poorly connected subdivisions should be avoided. Focusing development in nodes of activity contributes to a greater sense of community.

Poor Land Use Transitions:

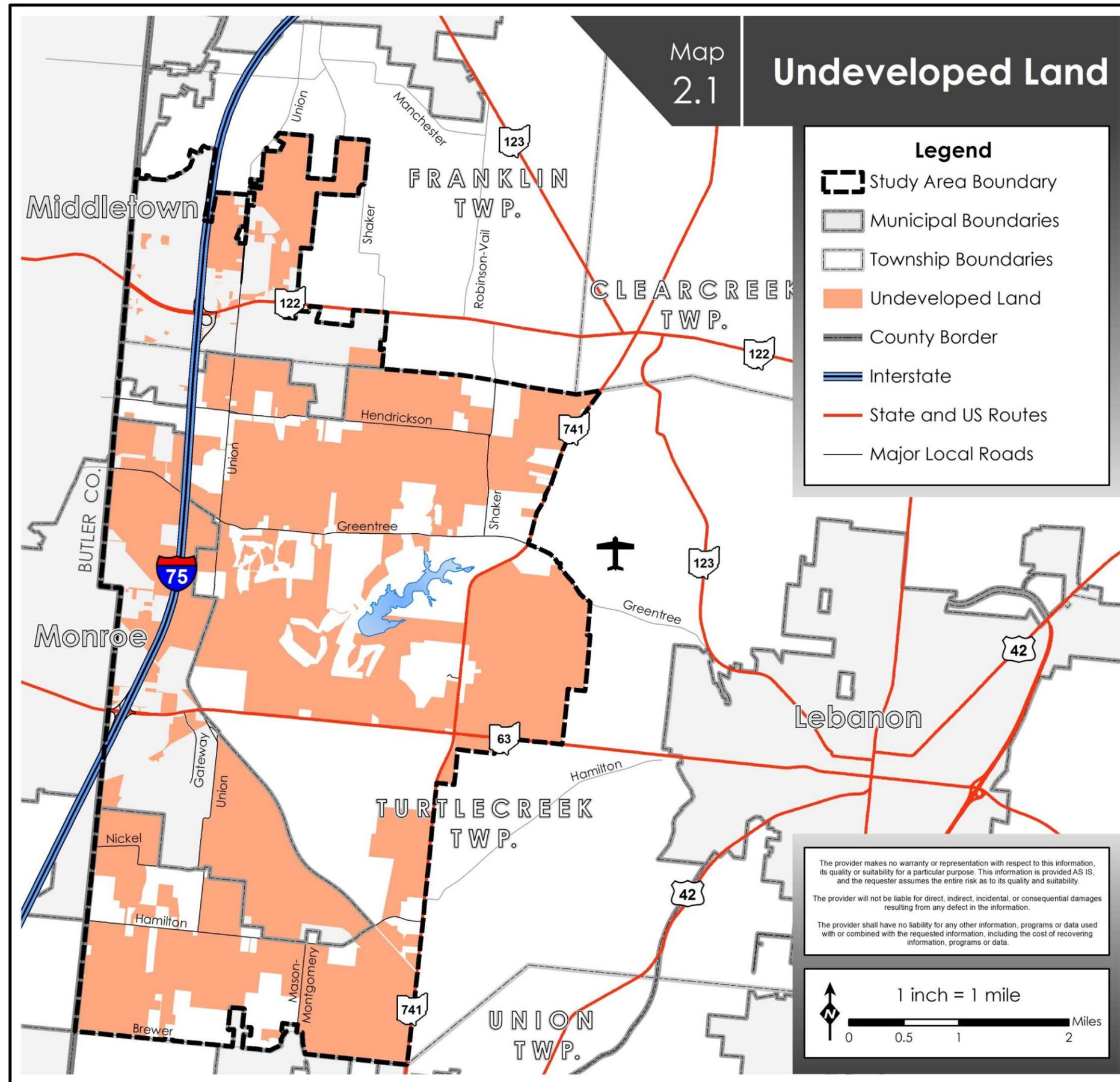
Incompatible land uses and districts may become a potential threat to property values and public health, especially where industrial zones abut residential areas. In some cases, buffers may be necessary. Likewise, severe variation in development intensity along a single stretch of road can appear disorderly and undesirable. The solution to this problem is to create a seamless development pattern between individual properties, subdivisions, and jurisdictions, with gradual transitions in intensity around activity nodes.

Conventional Design



New Urbanism





Opportunities

Availability of Land:

Plenty of open land along the I-75 corridor is available for future development. Developers can easily select sites and develop them quickly, rather than tearing down or rehabbing old buildings and infrastructure. The large amount of open space for development, from a planning perspective, also presents a huge opportunity to greatly impact the management and coordination of growth with zoning and other regulatory strategies.

Mixed-Use:

The existing zoning code regulations, adopted in 2012, allow for mixed-use development. The combination of compatible land uses creates unique places to live and work, often promoting walkability, interesting architecture, and a mixture of housing options.

Quality Housing:

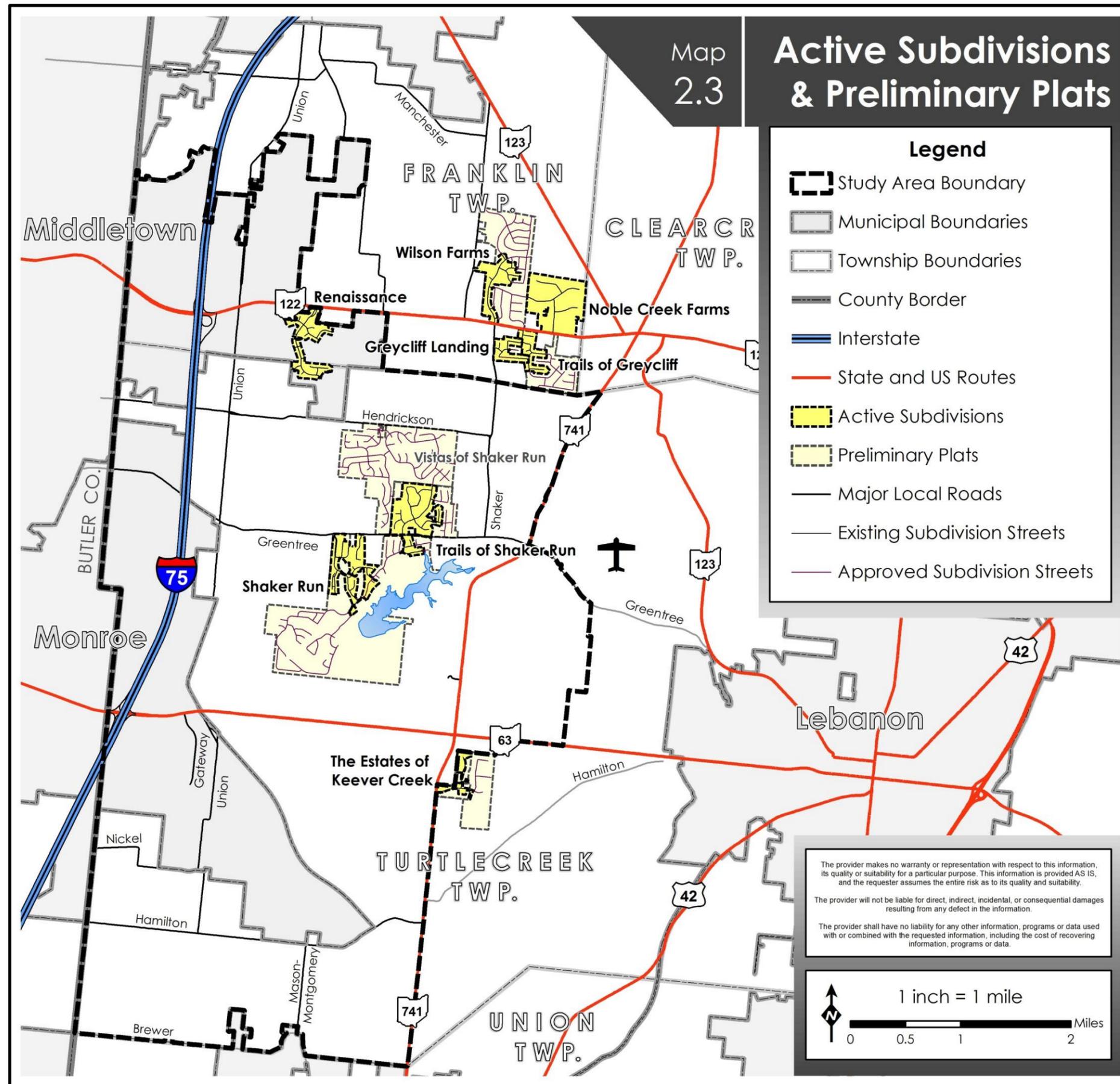
A major strength of the corridor is the existing housing stock. The continued promotion of quality housing and a high standard of living is another way of setting the tone for the area.

Beautification:

Aesthetic improvements such as landscaping, tree lined streets, boulevards, gateway signage, and civic landmarks can greatly enhance community image. These aesthetic elements are not only pleasing to the eye, but also announce arrival into a special place.

Open Space and Natural Resource Preservation:

Greenways, natural vegetation, open spaces, and viewsheds are important resources to protect and should not be taken for granted. A careful balance of the natural and built environments is essential to good community design.



Map 2.3

Active Subdivisions & Preliminary Plats

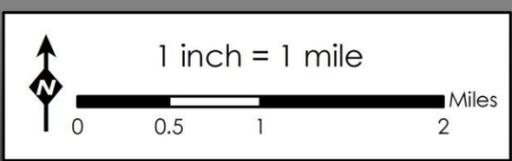
Legend

- Study Area Boundary
- Municipal Boundaries
- Township Boundaries
- County Border
- Interstate
- State and US Routes
- Active Subdivisions
- Preliminary Plats
- Major Local Roads
- Existing Subdivision Streets
- Approved Subdivision Streets

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Map 2.3 shows the location of all active and approved subdivisions within or near the study area. All major subdivisions within the unincorporated areas of Warren County must first obtain approval of a Preliminary Plat followed by the filing and recording of a Final Plat, which is typically a smaller section of the Preliminary Plat. Active subdivisions, such as Shaker Run, Wilson Farms, and Renaissance all have lots ready for sale within Final Plats (additional information is provided in Table 2.1).

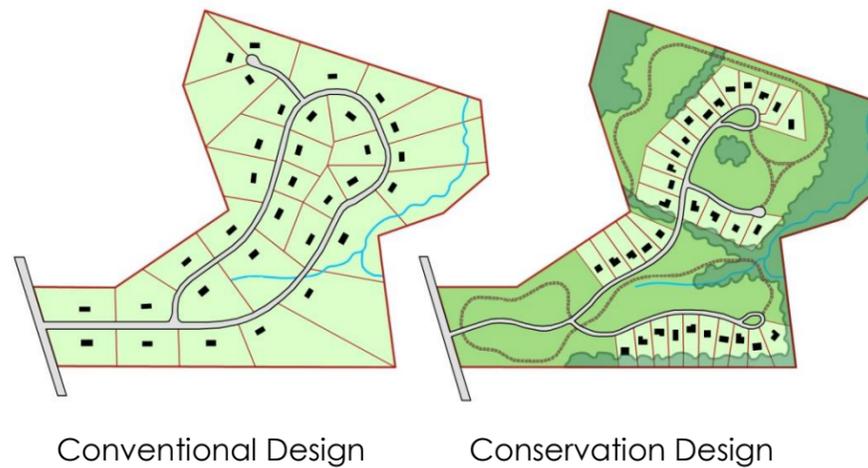
Table 2.1 Subdivision Inventory

Subdivision Name	Units (u)	Acres (ac)	Density (u/ac)
Estates of Keever Creek	95	146	0.7
Greycliff Landing	161	72	2.2
Noble Creek Farms	102	153	0.7
Renaissance	545	269	2
Shaker Run (PUD)	1,209	433	2.8
Trails of Greycliff	190	89	2.1
Trails of Shaker Run	387	168	2.3
Union Village (PUD)	4,500	1,125*	4.0
Vistas of Shaker Run	790	381	2.1
Wilson Farms	581	250	2.3
Totals & Avg. Density	8,560	3,378	2.0

* Does not include Special Districts 1, 3, 4, and 5 (see page 21)

The majority of the subdivisions listed in Table 2.1 are zoned single family residential (Zones R1 and R1B) or are Planned Unit Developments (PUDs) containing an approved total of 8,560 units with an average density of two units per acre. Most of these subdivisions were also not required to preserve common open space and natural features, developing lots “by right” in a conventional layout through zoning regulations. To preserve desired open space, “conservation design” should be utilized, allowing the same number of units, but with condensed lot sizes. Public servants should also work with developers and subdividers to preserve continuous greenways across property boundaries (see Map 3.3 - Parks, Trails, and Greenways on page 36).

Figure 2.2 | **Subdivision Design**



Existing Plans

To guide land use in a comprehensive, thoughtful manner, the City of Middletown, the City of Monroe, and the County have all developed future land use plans.

Warren County Comprehensive Plan (2011):

The two primary goals of the County's Future Land Use Plan are to 1) Establish a balance between growth and maintaining the desired character of the community, and 2) Provide a land use pattern capable of meeting the social, economic, and environmental needs of residents and local institutions.

Middletown East End Master Plan (2007):

The area of Middletown east of I-75 is envisioned to be a regional job creation node, functioning as a new downtown with a planned mix of uses including office use. Most of the recent development in this area has been in the healthcare field, anchored by Atrium Medical Center, Dayton Children's Medical Center, and Greentree Health Science Academy among others.

Monroe Comprehensive Plan (2010):

The City's general land use policy favors industrial and commercial development at a ratio of two to one over residential. The portion of Monroe east of I-75 is seen as a significant growth area for logistics and industrial uses. There is potential here for future industrial buildings totaling three million square feet in area.

Future Land Use Plan

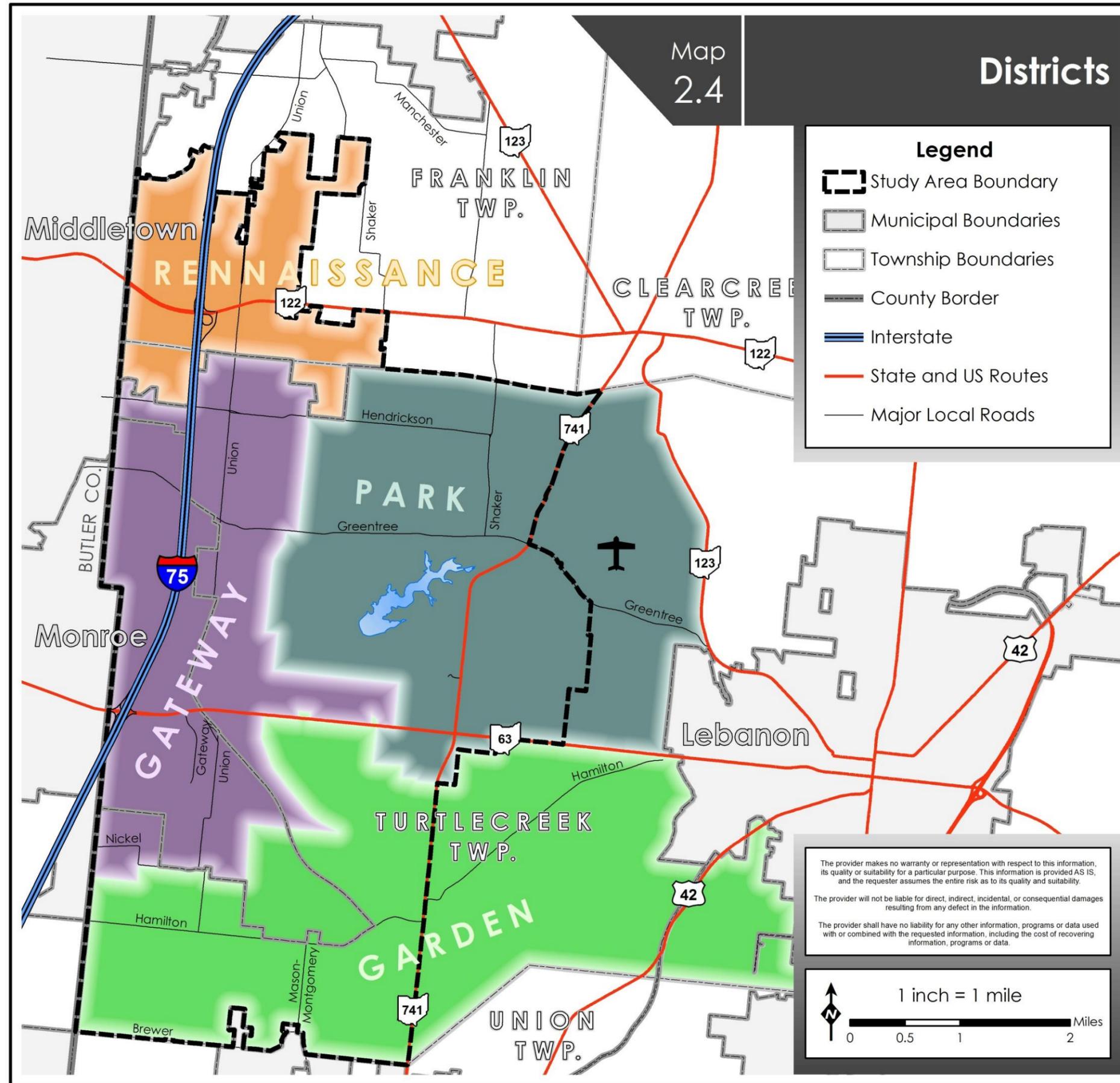
The Future Land Use Plan is divided into several districts (see Map 2.4), each with its own distinct character and vision. The Future Land Use Plan depicted in Map 2.5 is largely derived from the past plans mentioned above, but has been modified based on input received from the Citizens Advisory Committee and participants at the World Town Planning Day Charrette.

Renaissance District:

The Renaissance District in Middletown will contain a wide variety of uses. A new downtown feel is planned for the Union Road/SR 122 intersection and light industrial development north of Atrium Medical Center. There is a tremendous opportunity to build-off of the medical institutions that are currently located within this District. For instance, medical equipment could be manufactured within close proximity to the hospital. Medical research facilities and offices could also locate nearby. Highway commercial and restaurants are also envisioned close to the interstate west of Union Road. Additionally, there are opportunities to revitalize the Towne Mall area, as well. The Renaissance District serves as the gateway into Franklin Township and development should transition from commercial and light industrial in Middletown to residential and agricultural open space in the Township.

The Gateway District

The Gateway District, also known as the Commerce District, is envisioned to bring high-paying jobs to the area as it is reserved primarily for light industrial and commercial uses. Highway commercial, retail, logistics, and research businesses will likely locate at the SR 63 interchange in Monroe. The northern portion of the State Property (north of SR 63) is envisioned to be a quality business park setting, similar to the Research Triangle in North Carolina. However, this should not rule out the possibility for small urban centers, which may contain shops, restaurants, loft apartments or condos, and other amenities that District employees could benefit from. The Gateway District also contains Union Road and the potential location for a new I-75 interchange at Greentree Road. This could greatly impact the development potential of this area and properties like the Greentree Golf Course could be redeveloped into upscale mixed-use centers.



Park District:

Armco Park and Turtlecreek Township Park are the central features of the Park District and will be excellent amenities for Township residents. This district will be defined by dense, carefully planned neighborhoods as it contains Union Village, a new-urban style development. Union Village will be a cultural hub and the source of identity for Turtlecreek Township. The dense development within Union Village and the district will also help preserve agricultural land and open space elsewhere in the Township. Conservation design for new subdivisions can also help preserve and protect land within the district. Shaker Run, Trails of Shaker Run, and Vistas of Shaker Run (all named after the Shaker community that historically occupied this area of Warren County – see Box 2.1) are other notable existing or planned subdivisions located within the Park District.

Box 2.1 | Shaker History

Turtlecreek Township has a rich Shaker history. The Shakers were widely known for their lively dancing and “shaking” during their worship services. Shakers are also well known for their expert furniture-making skills. They even invented the flat-head broom.

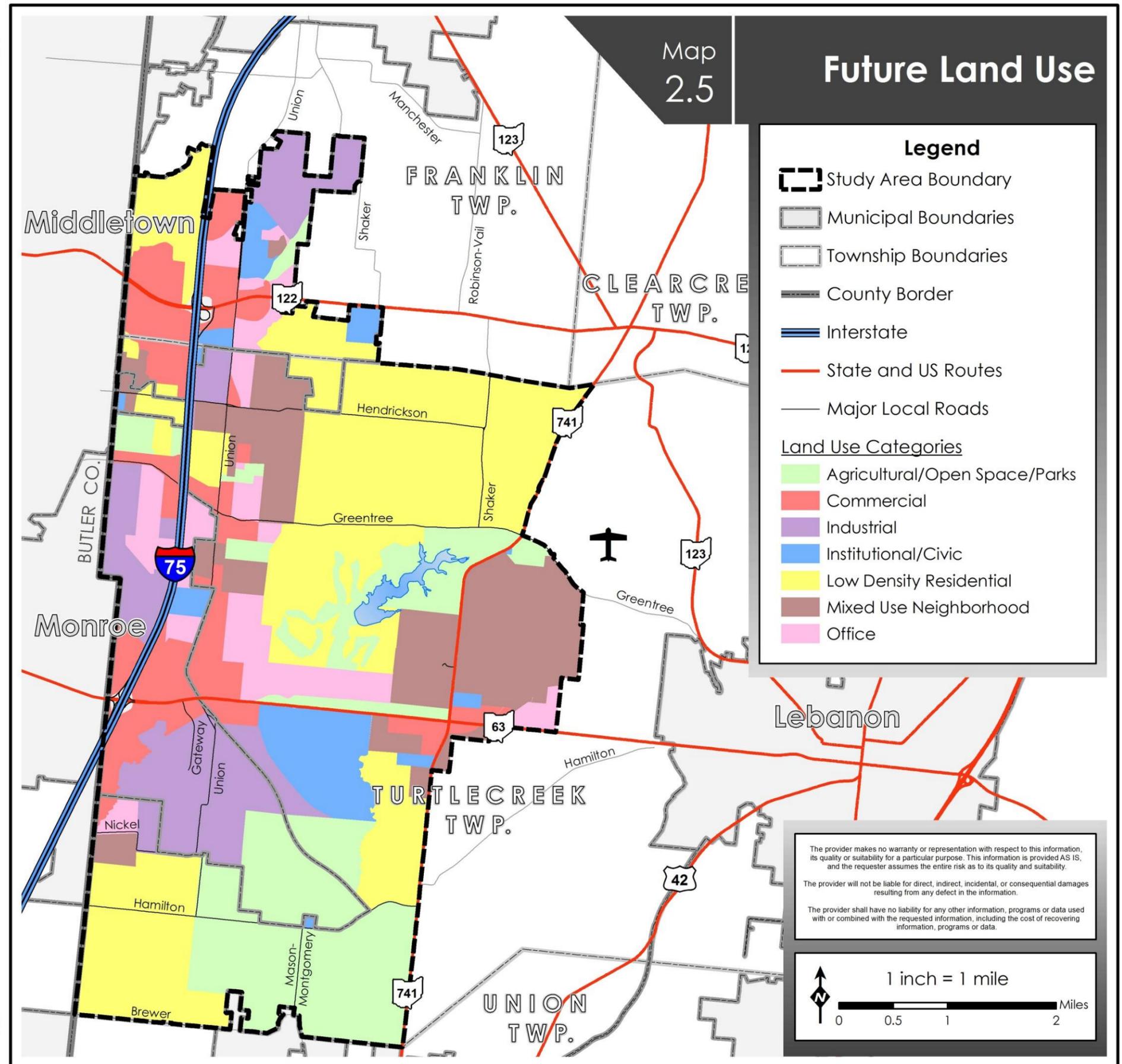
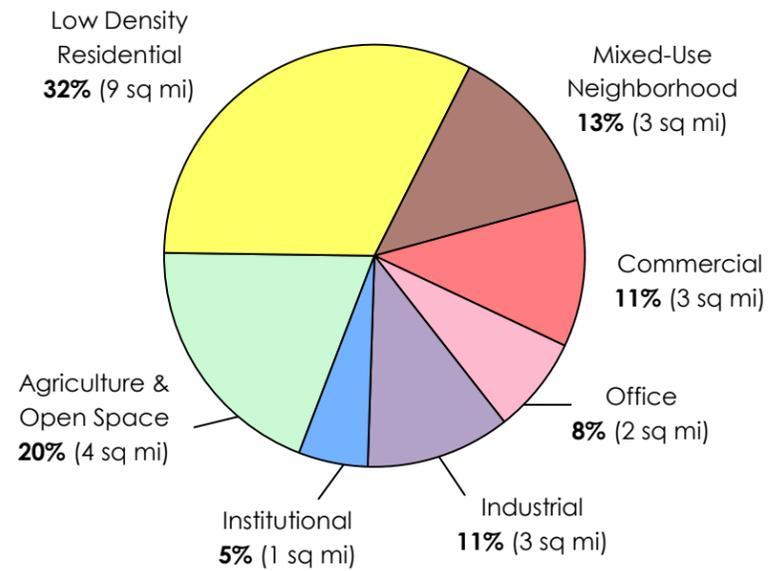
The creation of the Shaker community started with John Meacham, Benjamin S. Young, and Issachar Bates. They were invited to the community church and eventually converted the Turtlecreek congregation along with Rev. McNemar. Shortly after this large conversion, the Shaker Community was named “Union Village.” Over time Union Village grew and was the second largest Shaker Community in the 1830s. Years later on March 5, 1913, the Shakers sold their 4,005 acres to the Evangelical United Brethren Church. The Shakers’ history and heritage will continue to serve as a fascinating part of the Turtlecreek area.

Source: Warren County Historical Society

Garden District:

Located in the southwestern corner of Turtlecreek Township, this district contains rural residences, several farms, and the Cincinnati Zoo properties. Environmental constraints and limited sewer access inhibits intense development. Instead, tourism and recreational activities are envisioned with a continuation of rural development patterns. Denser single-family is possible close to Butler-Warren Road, transitioning to mixed-use near Nickel Road.

Figure 2.3 Future Land Use Percentages



ZONING

Land use categories described in a comprehensive plan are typically not the same as zones or districts described in the Zoning Code. Land use categories outline a long-term vision for physical development, while zoning is the legislative ordinance that regulates future development. Land use categories are usually broader than the districts outlined in a Zoning Code. Therefore, the comprehensive plan may outline fewer land use categories than there are zoning districts. The result is that each land use category may later be translated as multiple zones in the Zoning Code as described in greater detail in this subsection as well as in Maps 2.6 and 2.7.

Residential Zones:

- **R1** – Single-Family (2-acre density, Warren County)
- **R1B** – Single-Family (1-acre density, Warren County)
- **D-1** – Low Density Dwelling District (0.41 acre density, Middletown)
- **D-2** – Low Density Dwelling District (0.30 acre density, Middletown)

All residential zones listed above are designated for single-family dwellings and the intensity of each zone increases from top to bottom.

Community/General Commercial Zones:

- **B1** – Neighborhood Business (Warren County)
- **B2** – Community Business (Warren County)
- **C-2** – General Commercial District (Monroe)

The B1 Zone and regulations are for purposes of permitting development of a limited range of business establishments located near or adjacent to residential uses and is the least intensive commercial zone offered by the Warren County Rural Zoning Code. The B2 and C-2 zones are more intensive and allow a broader range of activities, encouraging business establishments in centralized locations and along major roadways that serve the needs of the community.

Highway Commercial Zones:

- **C-1** – Highway Commercial (Monroe)
- **C-2** – Roadside Commercial (Middletown)

The C-1 zone in Monroe and the C-2 zone in Middletown were established specifically for the SR 63/I-75 and SR 122/I-75 interchanges respectively, encouraging businesses such as restaurants, automotive services, and other retail establishments which tend to favor areas with a regional draw.

Downtown/Business Park Zones:

- **B-P** – Business Park (Monroe)
- **P-2** – Professional Services (Middletown)
- **BC** – Business Center (Middletown)

All three zones identified above encourage areas for large employment centers, more specifically offices, research facilities, professional services, and similar uses with limitations on retail, entertainment, and residential uses. The B-P zone in Monroe encourages more open space and development on streets with little traffic congestion, while the BC zone in Middletown is meant to function as a new downtown area. The P-2 zone in Middletown functions as a transition from the downtown area and is less intensive.

Industrial Zones:

- **I-1** – Light Industrial Manufacturing (Warren County)
- **L-1** – Light Industrial District (Monroe)
- **IPO** – Industrial Park Office District (Middletown)
- **H-1** – Heavy Industrial District (Monroe)

The Light Industrial zoning districts are established to accommodate certain office and light industrial uses, such as research and development and manufacturing or fabrication of products that have minimal off-site impacts. The only Heavy Industrial Zone, which is reserved for intensive manufacturing and processing, is located in Monroe and requires larger land areas and greater traffic volumes.

Mixed-Use Zones:

- **MXU-N** – Mixed-Use Neighborhood (Warren County)
- **MXU-C** – Mixed-Use Center (Warren County)

The mixed-use zoning districts provide for the development of structures which contain multiple uses. For example, residential dwelling units may be allowed in the same structure along with office, restaurant, retail, and similar non-residential uses. Mixed use sites may allow free-standing residential structures to be situated to the rear of commercial building frontages. The MXU-N Zone contains smaller-scale mixed-use and low-impact commercial buildings, while the MXU-C zone is more intensive.

Overlays Districts:

- **IHO** – Interstate Highway Overlay (Warren County)

The study area contains an Interstate Overlay District (a floating zone), applied to areas of the County appropriate for employment centers which can include industrial and commercial development. This district focuses on sustainable, high quality development that is designed in such a way so as to preserve the County's natural resources while simultaneously promoting economic development.

- **GP** – Groundwater Protection Overlay (Warren County)
- **DWP-O** – Delineated Wellhead Protection Overlay District (Monroe)

The purpose of these overlay regulations are to safeguard the health, safety, and general welfare of people in the County through the protection of the sole source aquifer from hazardous substances.

Other Districts:

- **AI** – Agricultural Zone (Warren County)
- **A-1** – Large-Scale Agricultural District (Monroe)
- **PI** – Public Institutional Zone (Warren County)
- **PR** – Public Recreation Zoning District (Warren County)

To fulfill the intent and suggestions of the Future Land Use Plan, several changes must be made to the Warren County Rural Zoning Code. These changes are indicated in Map 2.6 and are summarized below.

Proposed Zone Changes

Renaissance District:

The Renaissance District is located entirely within the City of Middletown and no zoning changes are proposed (see Map 2.7).

Gateway District:

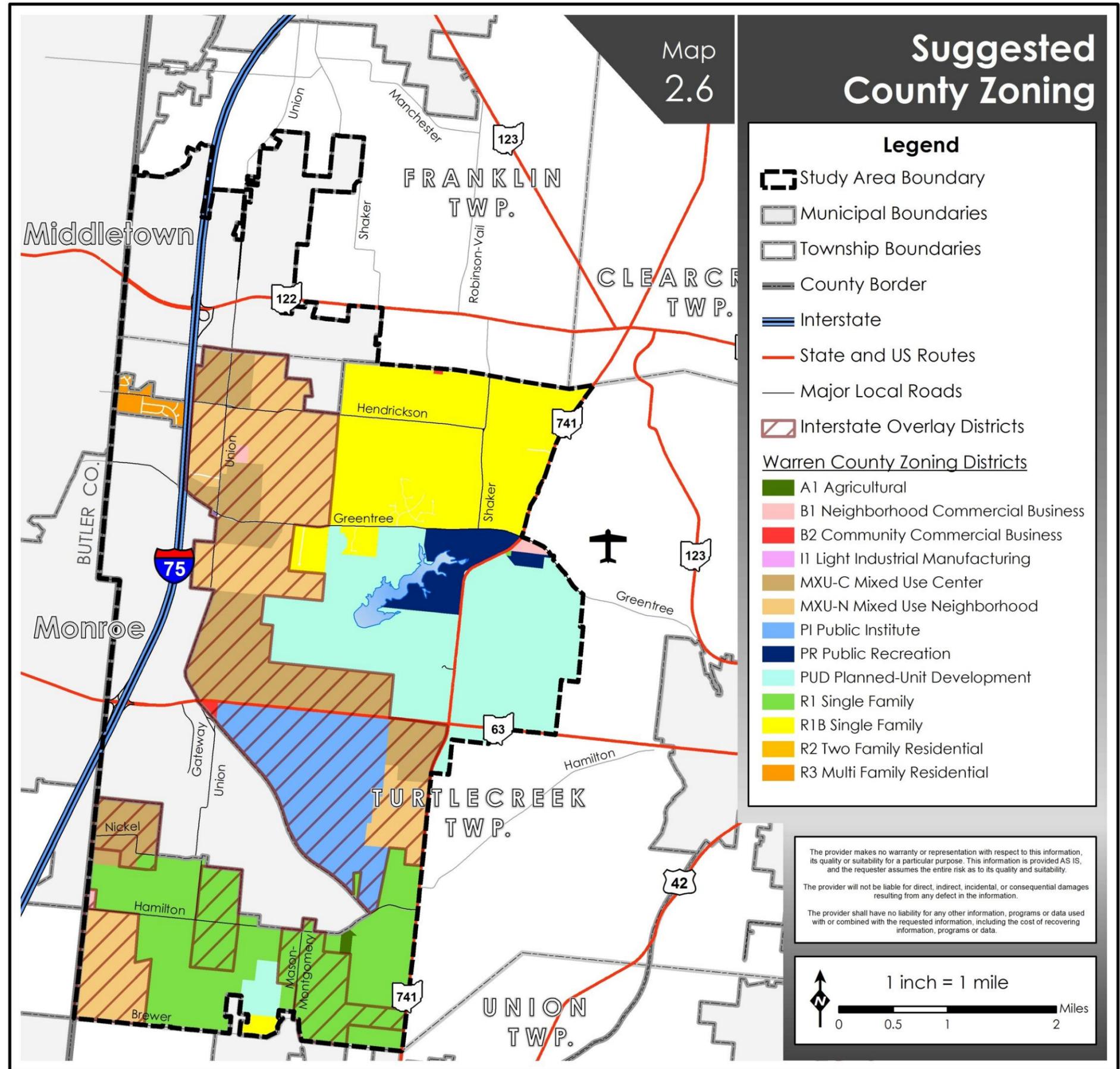
The Mixed-Use Center (MXU-C) zone at the intersection of Union Road and Greentree Road should be reduced and surrounded by Mixed-Use Neighborhood (MXU-N), to prevent the creation of an endless strip of commercial development. The properties along Nickel Road could also be rezoned to Mixed-Use Center, allowing for greater development intensities along Butler-Warren Road.

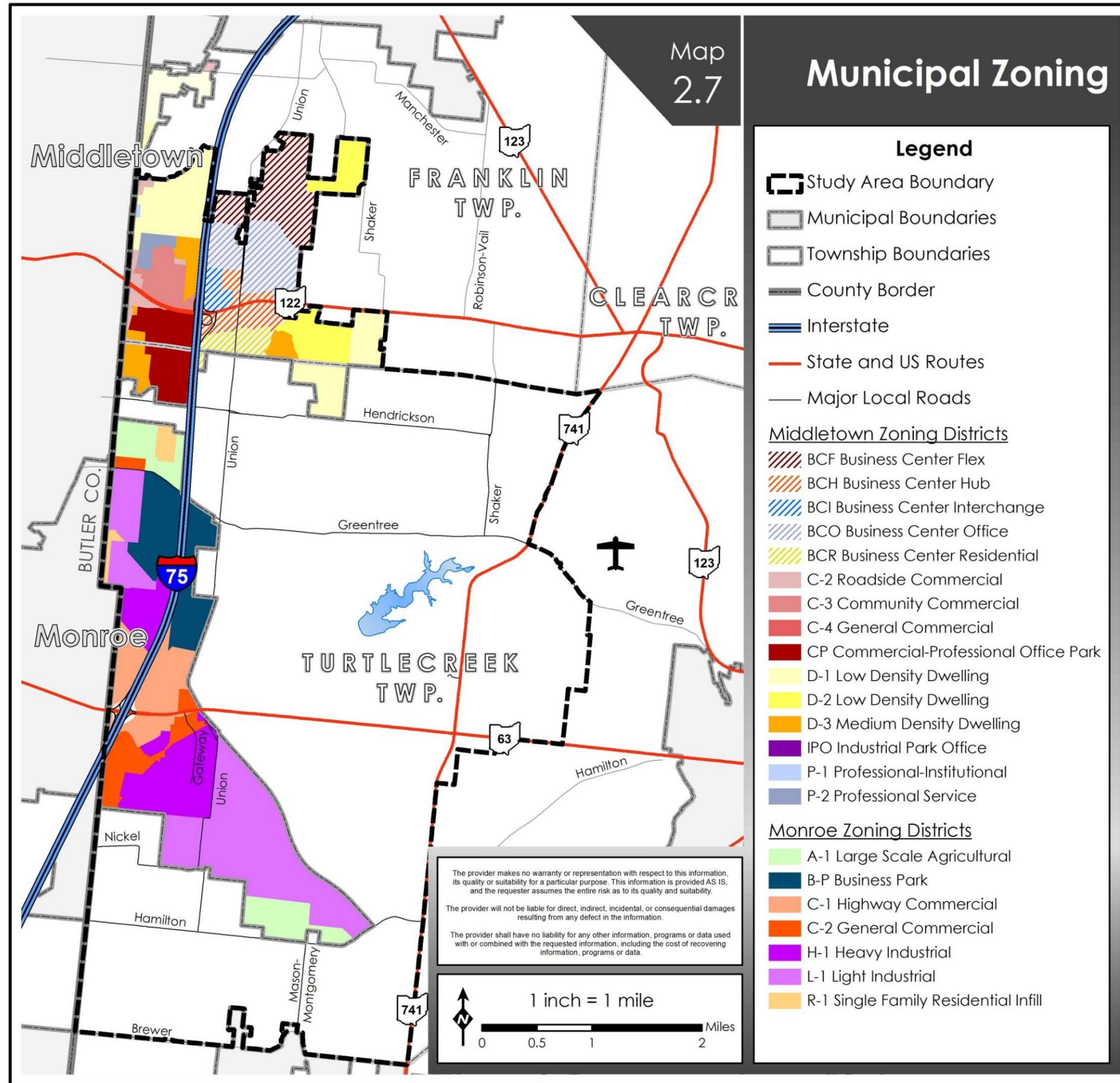
Park District:

The southwest corner of SR 63 and SR 741 should be rezoned to Mixed-Use Center (MXU-C) to compliment the Union Village PUD.

Garden District:

It is recommended to greatly reduce potential development intensity by rezoning the majority of the Garden District from Mixed-Use Neighborhood (MXU-N) to Single Family (R1 - 2 acre density). The Interstate Highway Overlay (IHO) will also be removed, except for properties along Butler-Warren Road and the Cincinnati Zoo properties.





Map 2.7 shows the zoning of Middletown and Monroe as of 2015. No changes are suggested in this Plan, however planning and zoning officials from each of these jurisdictions could update comprehensive plans and zoning districts as necessary to compliment the desired vision for each district.

DESIGN

To achieve the vision of integrating a pleasant mix of development that forms regional destinations and strong communities, the study area needs to be carefully planned and designed. A positive community image can be accomplished by encouraging new urbanism principles, establishing gateways, enhancing streetscapes, and implementing architectural design standards.

New Urbanism

Mixed-use development and new urbanism principles are encouraged or included within nearly all districts. New urbanism is simply the term used for new developments that mimic and resemble older cities and towns, borrowing ideas and designs from the past. There are many principles of new urbanism:

Mixed-use – shops, restaurants, offices, and homes may all be on the same block or street, or even in the same building.

Walkability – streetscapes are pedestrian friendly with several destinations within walking distance.

Connectivity – well-connected street networks, often with traditional grid patterns.

Mixed housing – people have a variety of housing types to choose from with different sizes and price ranges.

Front porches – less emphasis is placed on the car and the garage, making the front of the house more inviting and relaxing.

Quality architecture – the use of traditional buildings and architectural styles commonly found in older cities helps create a greater sense of place.

Increased density – bringing people closer together allows for the more efficient use of land, infrastructure, and public services. Densities of four to eight units per acre or more are recommended within mixed-use neighborhoods.

Community greens – most developments have at least one attractive common area used for events or leisure time.

Implementation of these design principles results in a place with an overall better quality of life that enriches lives and instills pride in the community. New urbanism also creates more sustainable environments with lasting value.

New urbanism and mixed-use developments will play a large role in the future of Warren County's western gateway, starting with the development of Union Village (see Box 2.2).

Transitions

Because there is a variety of land uses and intensities planned within the study area, development transitions will be necessary between jurisdictions and various zoning districts.

The most intense uses are planned at activity centers including the planned interchange at Greentree Road, which should transition outward into less intense areas. This can be accomplished by introducing minimum density standards to the Warren County zoning districts, which could be done as follows:

Mixed-Use Neighborhood (MXU-N) – 1-4 units/acre

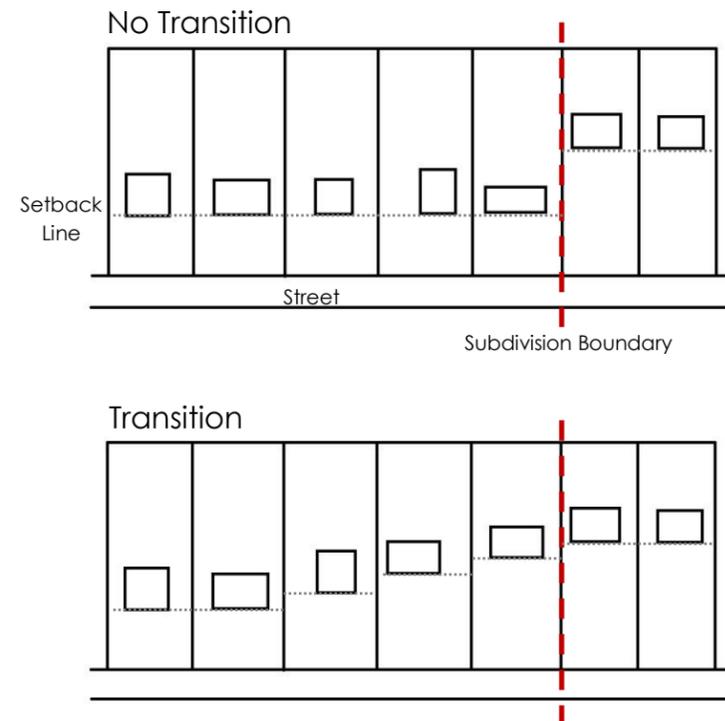
Single Family (R1B) – 0.33-1 units/acre (1-3 acre lots)

Single Family (R1) – 0.25-0.5 units/acre (2-4 acre lots)

This will help bring population volume to future activity centers, making future businesses more viable and sustainable. It also ensures a gradual change in character from area to area.

In addition to density transition requirements, the Warren County Rural Zoning Code should include a setback transition standard. This would be most useful for subdivision lots on streets connecting to adjacent subdivisions. For instance, an existing subdivision may have minimum setbacks of 40 feet and a proposed mixed-use development may have minimum setbacks of 20 feet. To avoid an abrupt setback change, setbacks could decrease at five foot intervals from lot to lot as shown below.

Figure 2.4 | **Setback Transitions**

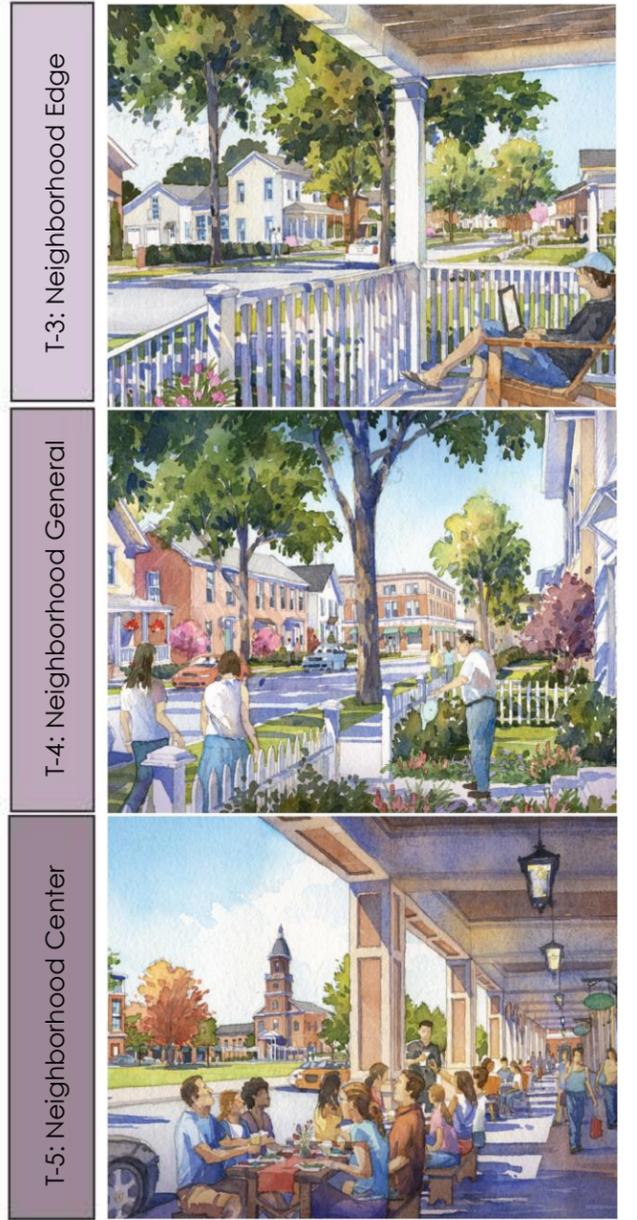


Box 2.2 | **Union Village - Otterbein**

The concept for Union Village at Otterbein is a prime example of New Urbanism. To achieve the vision for a walkable, mixed-use community, the master plan emphasizes form and design concepts through the creation of transect zones in a Planned Unit Development (PUD). The purple areas on the map indicate places for the built environment, ranging from light purple (Transect Zone T3), which is the least intense, to dark purple (Transect Zone T5), which is the most intense. The blue/grey areas on the map are designated for special districts, such as the existing retirement community and the potential college campus. The transect zones stipulate the creation of distinct activity centers, with restaurants, shops, businesses, and denser housing options that transition outward to quieter, less dense housing options. The look and feel of each transect zone is depicted to the right.

Other key features of Union Village include open space conservation, community parks, tree-lined streets, and areas dedicated for civic buildings (indicated in red). A new church, YMCA, school, and performing arts center are a few examples of the civic buildings that could locate there. The transect zones and key features identified above will all contribute to making Union Village a quality place with a unique identity.

This text box is continued on the following page. The summarized PUD zoning standards for Union Village are attached as Appendix B and additional information about this project is further discussed on pages 29 and 30.



Special Districts (SD – Blue/Grey Shaded Areas)

- 1. Existing Retirement Community
- 2. College Campus
- 3. Regional Commercial (Retail)
- 4. Regional Commercial (Offices)
- 5. Regional Sports Complex

SD 2, 4, and 5 have residential options.

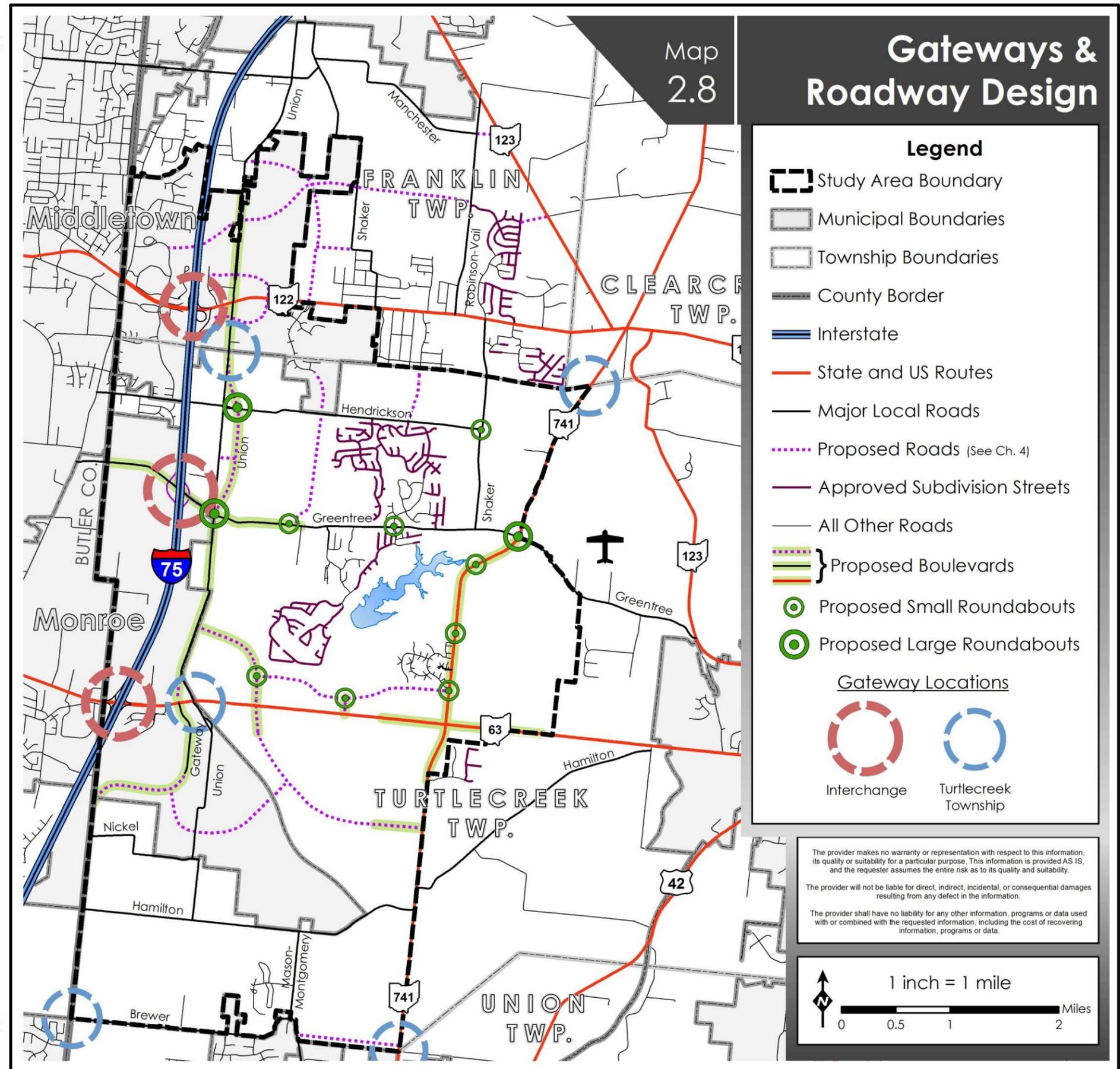
Gateways

Community branding is essential to setting the tone for the community as a desirable place to live, work, and play. A “gateway” is a common way to accomplish this. Typically located at entry points into a jurisdiction or place, gateways can comprise signage, landscaping, or a combination of both, but may also come in the form of landmarks, boulevards, and roundabouts. Proposed locations for each of these elements are provided in Map 2.8.

Streets represent a large portion of the public realm and can be a positive asset to a community if designed thoughtfully. Several types of attractive streetscapes and improvements are recommended for roads within the study area.

Urban streetscape:

Parallel parking is typical in an urban setting. This is an important design feature because it helps reduce the need for large, unsightly parking lots and it also creates a buffer between automobile traffic and the sidewalks, increasing pedestrians’ feelings of safety. Attractive urban streets are typically lined with trees and may have lampposts with flower baskets and/or banners. This type of streetscape will likely be found at Union Village and other future mixed-use developments. Many of these streetscape elements can also apply to suburban streets.



Boulevards:

For some of the larger thoroughfares such as Union Road, landscaped medians are desired. Boulevards are important because they supplement pavement with green space and increase property values. Medians can also form refuge islands for pedestrians crossing the street.

**Roundabouts:**

Roundabouts are a great way to break up the view along a monotonous roadway and they usually contain an interesting landmark feature such as the one pictured below. Roundabouts calm traffic and are quieter compared to normal intersections. They also move traffic more effectively and are safer as well.



To create a more detailed Gateway/Branding Plan, it is recommended that Turtlecreek Township establish a Community Branding Committee. The Gateway/Branding Plan should also be coordinated with Middletown and Monroe to ensure the best possible gateway designs for the potential interchange and the Union Road corridor.

The branding committee will need to work to establish a common theme for the Township. For instance, the committee will need to determine what the signage will look like and what materials will be used along with a landscaping preference. Collaboration with ODOT and the County Engineer's Office is recommended to determine what can and cannot be planted within road right-of-ways (ROW). A "tree board" (similar to OKI's³ "Taking Root" campaign) could also be formed to help raise money, propose plans, and plant and maintain landscaping improvements.

Architecture

Architectural design is yet another way of setting the tone for the community. Architectural character and landscape design are directly linked to the economic, social, historical, and cultural well-being of the community. Further, proper design will safeguard the community's sense of place, enhance property values, and frame future investment in the area.

To regulate architectural design and landscaping, Turtlecreek Township could establish an "Architectural Review Board" (ARB) with authorities and procedures outlined in the Warren County Rural Zoning Code. The board would serve in an advisory capacity, providing recommendations to the appropriate approving authority (i.e. County Commissioners, Rural Zoning Commission, or Regional Planning Commission).

However, before the ARB can be established, "architectural design committees" should be formed to identify specific criteria and design standards that must be met and followed by future developers and businesses. Typical regulations for architectural standards include:

- Site layout
- Building Orientation
- Signage
- Architectural Style
- Architectural Details
- Access
- Height, Width, Scale, and Proportion
- Accessory Structures
- Landscaping Design
- Building-Mounted Utilities
- Circulation
- Lighting
- Parking
- Loading Facilities

The architectural design committees are also recommended to identify specific overlay zoning districts where the design standards would apply. The Districts outlined in this Chapter (page 15) could be used as a base or the starting point for this discussion.

³ Ohio-Kentucky-Indiana Regional Council of Governments

GOALS, OBJECTIVES, & STRATEGIES

Guiding Principle

A complementary variety of land uses, unique places, signature buildings, landmarks, gateways, and boulevards that all contribute to a positive community image.

Goal 1

A land use pattern with distinct nodes of activity.

Objective 1.1:

Mixed-uses will create dynamic places to live, work, and play.

- Use and promote the Otterbein PUD zoning standards as an example for future PUD development proposals.
- Encourage mixed-use buildings and densities between four to eight units per acre around employment centers along Union Road and SR 63.
- Update the Warren County Comprehensive Plan to include areas for mixed-use neighborhoods (see Map 2.5).

Objective 1.2:

Employment centers and commercial development will be concentrated around interchanges and major road intersections, such as SR 63 and 741.

- Update the Warren County Comprehensive Plan to provide commercial land uses at major intersections along Union Road and incorporate other uses such as office, residential, and industrial in appropriate locations between major intersections (see Map 2.5).
- Create a detailed area plan for the Greentree Road interchange.
- Rezone the properties along Nickel Road to Mixed-Use Center (MXU-C).
- Rezone the corner of the State Property located south of Otterbein to Mixed-Use Center (MXU-C).

- Create a redevelopment concept plan for the State Property to determine the best use of this land in the event that the correctional facilities are relocated.
- Discourage suburban-style strip centers and work closely with developers to come up with alternatives.

Objective 1.3:

Light manufacturing, research, and technology based development will form industrial campuses with minimal adverse effects on surrounding districts.

- Update the Warren County Comprehensive Plan to add industrial along the railroad south of the Racino (see Map 2.5).
- Work with Middletown and Monroe to ensure proposed industrial projects honor setback requirements and other relevant zoning standards meant to buffer and mitigate adverse effects on surrounding residential districts.

Goal 2

Seamless transitions between land use districts and jurisdictions.

Objective 2.1:

Intensity and densities will dissipate outwards around activity nodes.

- Add a minimum density standard of one unit per acre to the Warren County Mixed-Use Neighborhood Zone (MXU-C).
- Add a minimum density standard to the Warren County R1B and R1 zoning districts.

Objective 2.2:

Building setbacks will have a gradual transition between development projects, subdivisions, and land uses.

- Add a setback transition standard to the Warren County Zoning Code.

Goal 3

Development that is integrated with the natural environment and incorporates open space that enhances value.

Objective 3.1:

Open space will be conserved.

- Update the Warren County Zoning Code to offer a conservation design option for the R1 and R1B district.
- Rezone portions of the Garden District from Mixed-Use Neighborhood to Single Family - R1 and remove the Interstate Highway Overlay.

Objective 3.2:

Open space will form greenways.

- Work with developers to preserve continuous open space corridors and significant views across property boundaries.

Goal 4

Buildings that are carefully designed with quality architecture.

Objective 4.1:

Architectural standards will be established.

- Form a Turtlecreek Township architectural design committee to create architectural design standards.
- Gather input from developers and property owners during the creation of the design standards.
- Identify Architecture Overlay District areas.

Objective 4.2:

Architectural standards will be enforced through architectural review boards.

- Form a Turtlecreek Township architectural review board.

Goal 5

A public realm that is beautifully decorated, creating a warm, cheerful, inviting atmosphere.

Objective 5.1:

The community will be branded with gateways, monuments, landmarks, and landscaping under a common theme or themes.

- Form the Turtlecreek Township Community Branding Committee to develop a detailed plan for gateway signage, monuments, landmarks, and landscaping.
- Coordinate the Township Branding Plan with Middletown and Monroe to include a detailed plan for the Union Road corridor and potential interchange.
- Hire professional landscaping consultants to finalize all branding/gateway plans, if necessary.
- Create a "Developer's Guidebook" that includes a "design toolkit" with visual examples on how to better include and decorate public spaces.

Objective 5.2:

Trees and landscaping will be strategically placed and become a signature feature of the community.

- Add landscaping at key intersections and within roundabouts, medians, and road ROW.
- Work with ODOT and the County Engineer's Office to determine what can be planted within Road ROW.
- Form a tree board to champion an effort to plant and maintain trees alongside roads and public spaces.

(Also see Chapter 4: Transportation Objective 4.1)

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CHAPTER 3

QUALITY OF LIFE

Guiding Principle:

Areas of cultural significance will be established. Parks, open spaces, conservation areas, and trails will be well-integrated. Effective local services will be provided.

Goals:

1. Civic buildings and cultural icons that become defining features of the community.
2. A complete park system that better serves the needs of residents and neighborhoods.
3. An expansive trail network that will provide recreational routes to major destinations and adjacent communities.
4. Efficient and cost-effective public services.

INTRODUCTION

Cultural icons, parks, open space, trails, and community facilities are all topics discussed in this chapter. Existing cultural amenities and points of interest include Otterbein, Miami Valley Gaming Racino, Atrium Medical Center, and Armco Park; however, opportunities are seemingly endless to build upon these or add new destinations and facilities. The natural environment, consisting of wooded areas, streams and gentle rolling hills, will also play a role in enriching the lives of those who reside in the area. The guiding principle for enhancing overall quality of life along the gateway corridor encompasses the following ideas:

- Areas of cultural significance will be established;
- Parks, open spaces, conservation areas, and an expansive multi-purpose trail network will be well-integrated with the community; and
- Effective local services for health, safety, and education will be provided.

ISSUES & OPPORTUNITIES

The lack of cultural facilities, a non-existent trail network, overcrowding schools, volunteer fire service, and the perception of crime are all of the major weaknesses and threats to the study area identified during the SWOT Workshop. There are opportunities to mitigate these weaknesses by planning for new facilities including schools, fire stations, and parks, building a trail network, and promoting existing resources, such as Otterbein and Atrium Medical Center.

Issues

Lack of Cultural Facilities:

Similar to the “lack of an identity” issue presented in Chapter 2, the lack of cultural facilities along the corridor does not inspire people and contribute to an overall sense of place. Fortunately, there are many opportunities to create future regional destinations or “cultural icons” such as a performing arts center, equestrian center, sports complex, and zoo among others.

Non-existent Trail Network:

The existing sidewalks and bike trails within the study area are not connected to major destinations and are of little value to the general community. As the area transitions from rural to urban, an expansive trail network will be necessary to provide recreational benefits and improved quality of life.

Overcrowding Schools:

The family-oriented nature of the study area, depicted in the Demographic Profile on page 5, is projected to continue as new single family homes are constructed. Expansion of school facilities will be necessary to combat overcrowding schools.

Volunteer Fire Service:

This was likely seen as weakness due to slower response times as only one township fire station services the 26 square mile study area (Middletown and Monroe service the incorporated areas separately). Demands for increased fire service will surely increase as the area continues to develop and people move in with urban expectations.

Perception of Crime:

Several participants at the SWOT Workshop identified crime as an issue or threat. Drug activity near interchanges, lack of law enforcement, and the perceived threat of increased crime associated with higher densities were all specific concerns. Conversely, many others said they felt safe and crime is a non-issue.

Opportunities

Park System:

The existing park system offers numerous amenities including ball fields and sporting activities, fishing, picnic shelters, playgrounds, and open space. New parks and amenities are planned, including an expansive multi-use trail network to link major recreational and cultural destinations, such as a new regional sports complex and a new equestrian center among others.

School System:

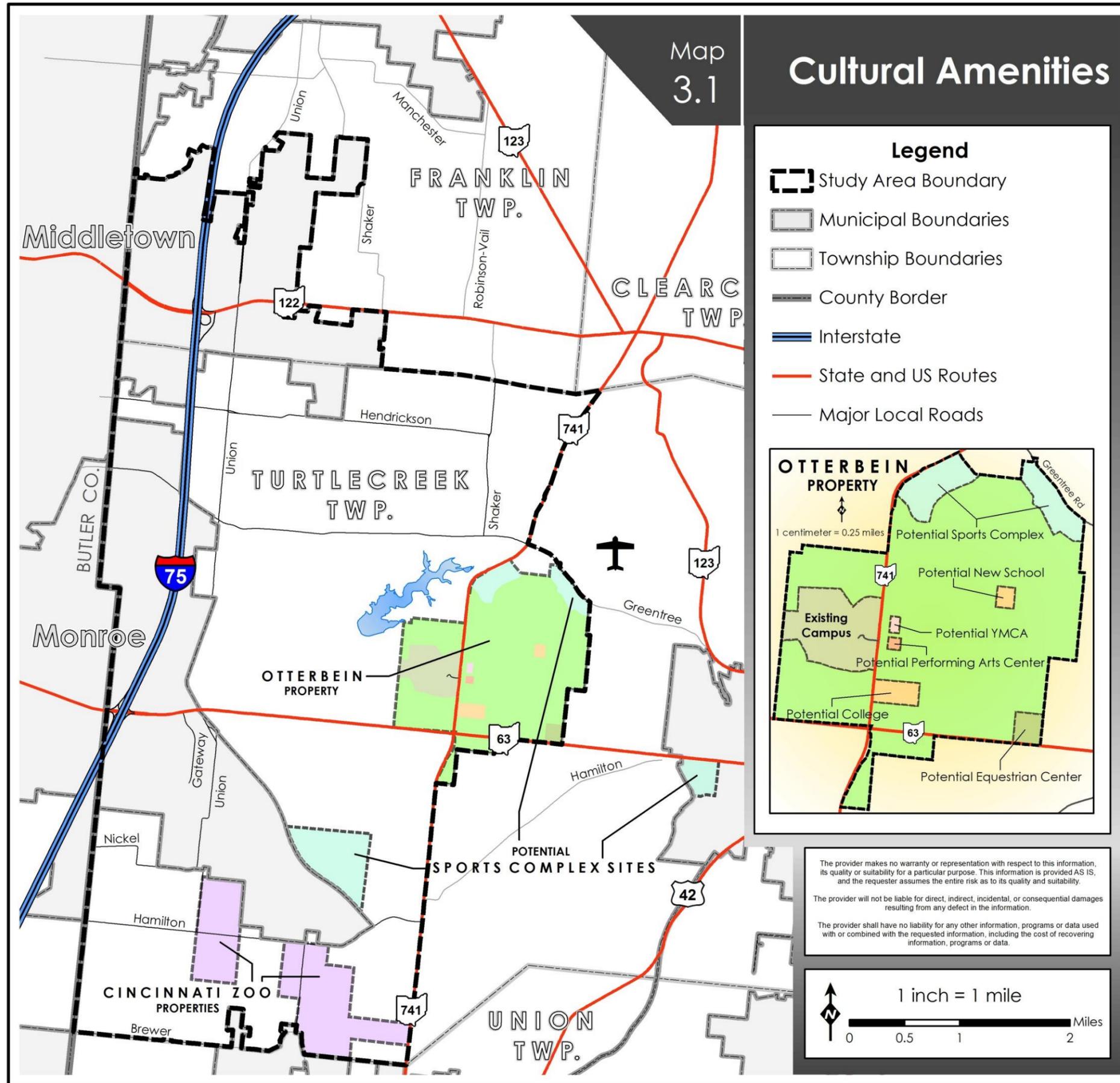
Overall, education is considered a strength of the study area, which falls mostly within the Lebanon City School District. Two private schools, Bishop Fenwick High School and Middletown Christian School, are also located in the study area. The biggest opportunity for education is the possible development of higher education programs and even a potential campus located at Union Village.

Access to Medical Facilities and Senior Services:

Access to essential community facilities is a major strength, especially as people within the study area continue to age (see Demographic Profile on page 5). The medical hub in Middletown, the retirement community at Otterbein, and other smaller nursing homes are important resources to the community and should be promoted as such.

Historical and Cultural Awareness:

The gateway corridor contains a rich history, especially in regards to the Shaker community that once resided in the area (see Box 2.1). There are also many historic cemeteries, such as Dick’s Creek Cemetery, where honorable Revolutionary and Civil War veterans rest eternally. The opportunity exists to raise awareness of these sites by identifying and preserving them, dedicating commemorative signs and plaques, and potentially organizing group tours.



CULTURAL ICONS

Otterbein

Otterbein exudes a major cultural presence in the community, housing over 800 residents and employing 150 people, making it the largest of Otterbein's 11 retirement communities in the State of Ohio. There are also buildings such as Marble Hall and Phillippi Memorial Hall that are unique and add a certain character to the area. Furthermore, there is plenty of room for expansion as the existing campus occupies 200 acres on a nearly 1,400 acre property. The opportunities are seemingly endless to build upon Otterbein's cultural presence in the community. Union Village (see Box 2.2 on page 20) could potentially include the amenities listed below.

The Village Center:

Located at the heart of Union Village directly east of the Otterbein retirement community, the "Village Center" will create a downtown atmosphere with unique shops and restaurants. A large central green framed with arcaded streets will also provide an attractive setting for lively community events and activities. Other cultural amenities like the Performing Arts Center, a YMCA, and church could also be located close to the Village Center.

College Campus:

Colleges and universities from the region could offer classes and programs to residents and nursing staff while utilizing existing buildings, which could eventually turn into a new college campus. A medical component to the potential college would be beneficial to Otterbein. Staff could more easily further their education and residents could have better access to other medical support facilities.

YMCA:

New multi-generational housing at Union Village and in the surrounding area will generate demand for new recreational amenities, including an indoor YMCA facility. This will be in addition to the Life Enrichment Center that will remain in use for Otterbein residents only.

Church:

An integral part of Otterbein's mission is to hold its United Methodist roots. A new ornate church could celebrate this culture.

School:

A new school would be ideal at Union Village, making it easy for children to walk or bike to school, limiting the need for buses. Bowman Primary in Lebanon is the next closest school for the Lebanon City School District.

Parks:

The compact neighborhood design of Union Village allows 385 acres or 27 percent of the total Otterbein property to be preserved for civic open space, consisting of parks, greens, squares, and plazas.

Additional information about Otterbein and Union Village is provided in following sub-sections.

The Village Center | View across SR 741 from Marble Hall



Marble Hall



Life Enrichment Center



The Palladium | Carmel, IN

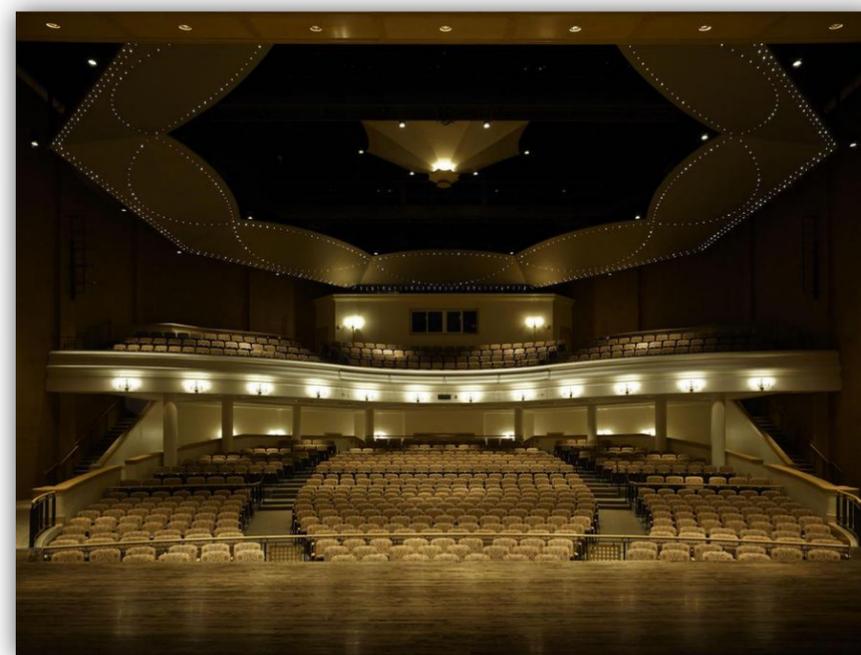
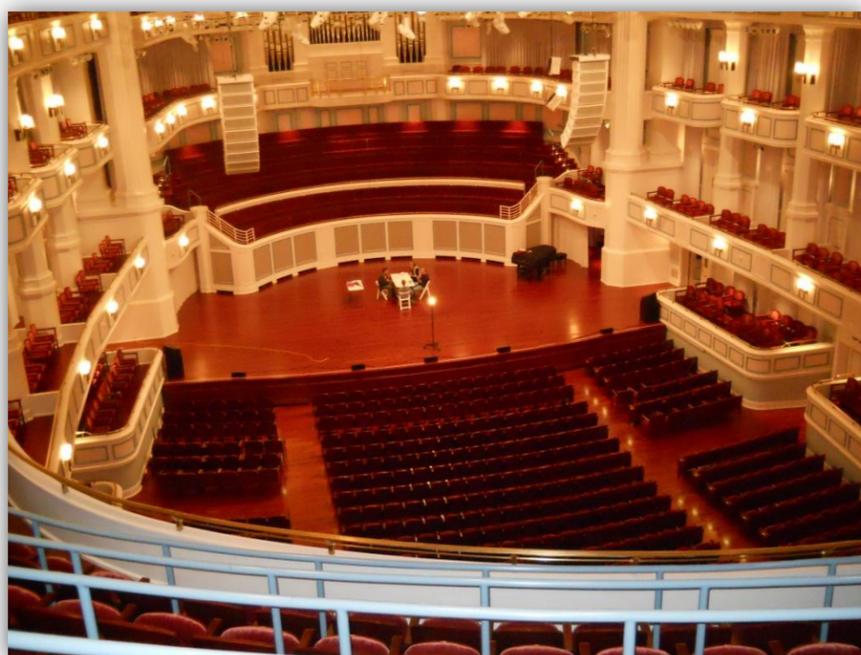


McCoy Community Center for the Arts | New Albany, OH



Performing Arts Center

The Warren County Arts & Culture Center (WCACC) has been a dream and concept since the Dillon Group prepared the original plan to develop the Otterbein property before the housing market crash of 2007. Fortunately, the Union Village plan has set aside space to keep the WCACC concept alive. Wherever it ends up being located, the WCACC will be a striking feature of regional significance, similar to the examples shown to the left. The McCoy Community Center for the Arts provides a more comparable scale to what could be built in Warren County. The WCACC will likely have several amenities including space for outdoor activities, gallery space for public art, and an auditorium for events, which could hold up to 350 to 400 people with possibilities for future expansion. Nonetheless, the WCACC will need to be a dynamic place that can host a variety of different events and activities throughout the year. Ideally, the college, YMCA, local schools, and other groups could use the facility to keep the building busy throughout the week.



Completion of the WCACC project is expected to cost a total of \$12-15 million. Another challenge is finding a way to make the WCACC a self-sustaining venture, while still providing reasonable ticket prices. Past market studies have shown that the WCACC cannot be self-sustaining; in fact, it is rare to find a performing arts center in the nation that is self-sustaining. Aside from imposing additional taxes, endowment funds and donations are a possible solution. Past philanthropic studies have not demonstrated the kind of support needed to bring the project to fruition; however, as the economy improves and more people choose to live in the area, the WCACC could be a reality. Strategies for the WCACC include updating past philanthropic studies and performing an economic impact study to determine if any new businesses and jobs would be attracted to the area as a result of the new facility being built.

Regional Sports Complex

The Warren County Convention and Visitors Bureau (WCCVB) has big plans to bolster the enormous tourism industry in Warren County. A 2012 economic impact study showed that tourism is a booming, billion dollar industry for the county, increasing 14.8 percent from 2009 to 2012 and supplying one out of every seven jobs. Sporting events in 2012 accounted for a nearly 40 million dollar economic impact; however, a potential of 17.5 million dollars were lost because sporting venues and facilities were not available to support the demand for events. The WCCVB will address this issue by building new sports complexes as funds become available. Possible locations are depicted in Map 3.1.

A new sports complex could bring an estimated 250,000 out-of-town visitors to the County each year, creating an economic spinoff of approximately 32 million dollars annually to local businesses. The Otterbein properties would be a great fit for the Sports Complex as the Union Village Master Plan has already designated 94 acres next to Armco Park and Turtlecreek Township Park for this specific use. This location would also be within walking distance of amenities and shops within Union Village.

The 54-acre site north of the Lebanon Sports Complex is another location that could be used for tournament level ball fields. The advantage of utilizing this site is that it would be closer to downtown Lebanon, where families can shop and eat after soccer games. Likewise, this location would still be close to Union Village and other attractions such as Kings Island and the Miami Valley Gaming Racino.

The southern portion of the State property could be used as a third possible location if the first two options do not work out or if the demand for ball fields exceeds the capacity of those complexes. Further, the State property could be used for other sports not offered at the other sports complexes. This location is also in close proximity to the Cincinnati Zoo properties and it would become an open space oasis amidst a backdrop of exciting new development along the gateway corridor. Future

economic impact studies could help determine the viability of this site. Collaboration between local jurisdictions, school districts, park boards, and WCCVB will be necessary as well.

In addition to picking the best location, the sports complex or complexes should be designed so that they create a unique destination, rather than a large, flat, open field with painted lines. The integration of tree groves and natural features can contribute to creating a unique setting for a sporting event. A special "championship" field also can create a unique and exciting setting. In addition, amenities such as gazebos, picnic shelters, walkways, and bleachers should have a common theme with the goal of enhancing the experience of visitors to the county.

Equestrian Center

As another tourism-based cultural icon, the equestrian center is meant to capitalize on the well-established horse industry in Warren County. According to the Equine Advisory Board (EAB) study of 2008, the County contains over 6,000 horses, over 70 stables, and more than 100 equine-related businesses, contributing over 24 million dollars annually to the economy. In response, the EAB has actively pursued establishing an equestrian center, formally called the "Cloverleaf Four Seasons Complex," at the Warren County Fairgrounds site with the option of building elsewhere in the County if necessary.

The vision is for the center to host prestigious, nationally recognized events, expositions, and competitions. During peak tourism season, it is estimated that the equestrian center could attract 750 to 900 visitors per weekend, resulting in a 17 million dollar annual economic impact. The center would also be versatile, supporting automotive expos, dog shows, ice skating, and much more.

Three locations for equestrian activities are possible. First and foremost, the County Fairgrounds (see Box 3.1) is recommended to be the primary site or hub for main events. As a secondary facility, an indoor equestrian center could be built at Union Village along SR 63. Lastly, the Garden District

may be suitable for bridle trails since it is envisioned to stay largely rural. Like the regional sports complex, partnerships with various stakeholders such as WCCVB, the Cincinnati Zoo, Miami Valley Gaming, park boards, etc. could be beneficial to make the equestrian projects a reality. The 2008 equestrian study could also be updated with an economic impact analysis to help justify future facilities.



Box 3.1 | Warren County Fairgrounds

The County has approximately six million dollars total from the State and Miami Valley Gaming to redevelop or renovate the Warren County Fairgrounds near downtown Lebanon. Early proposals included a Plan for a large sports complex and a separate plan for a new equestrian center. Another option was to relocate the Fairgrounds to open up land for new businesses. It was later determined that the Fairgrounds needed to stay at its current site and the money from the State and Miami Valley Gaming would be used to renovate the "grandstands" and possibly improve the streetscape along SR 48. This means that equestrian activities are likely to stay at this location, but the sports complex is no longer an option.

Sinclair Community College has also gained interest for creating a Vet Tech program on the site. They hope to work alongside the Warren County Career Center on this effort.

Cincinnati Zoo

The Cincinnati Zoo properties in Warren County, also known as the "Bowyer Farm" and "Bogen Farm," serve as a major point of interest within the gateway corridor because they could someday be yet another regional tourism destination. The properties total 621 acres⁴ and are currently used for agriculture and wetland reclamation, creating a haven for several species of water fowl and native animals. Additionally, several other ideas and possibilities have been conceived over the years to further the Zoo's mission of "creating adventure, conveying knowledge, conserving nature, and serving the community."

Cheetah Breeding:

If cheetah breeding ceases at the zoo property near Loveland, also known as the "Mass Farm," these activities could be moved to Bogen Farm. This would require only a small facility or two using under 20 acres of land.

"Hoof"-stock:

On occasion, the "downtown" Zoo will need a place to house animals in the event that one of the facilities at the Zoo is under renovation or if certain animals need separated from each other. For instance, male zebras (bulls) are known to be territorial and aggressive toward other males and often need separated. However, for breeding purposes, the bull is still valuable to keep, so it could be held at the hoof-stock area at Bowyer Farm or Bogen Farm.

Research Facility:

Scientific research and discoveries could take place here in Warren County. This could also compliment the potential college campus at Union Village if programs related to zoology, biology, and ecology are offered. Collectively, the facilities for cheetah breeding, hoof-stock, and research could give visitors a private, "behind-the-scenes" look at day-to-day zoo operations.

⁴ The Cincinnati "downtown" Zoo occupies approximately 65 acres.

Wetland Reclamation



Cheetah Breeding Opportunity



PARKS, GREENWAYS, & TRAILS

“The richness I achieve comes from Nature, the source of my inspiration.” Claude Monet

Recreational parks, open space, and trails are different types of cultural amenities that will inspire and enrich the community. The natural environment consisting of hills, wooded areas, and streams will be the starting point to decide the best location for new parks, conservation areas, and trails (see Maps 3.2 and 3.3). The key is linking isolated pockets of green space and areas considered non-conducive for development to form “greenways” and establish a more complete park system.

The Warren County Parks Plan

The County Parks Plan makes the following recommendations:

Turtlecreek Township Park:

Maintain as a passive park.

Armco Park:

This site should be used for active recreation and is suitable for a sports complex, a regional arts center, and rental pavilion.

Additional recommendations provided from representatives of the Warren County's Park Board include an open air amphitheater, children's “playscape,” and solar demonstration project at Armco Park, and the potential conversion of railroads into multi-use trails.

Table 3.1 below provides information about the existing parks and amenities currently offered within the study area.

Armco Park

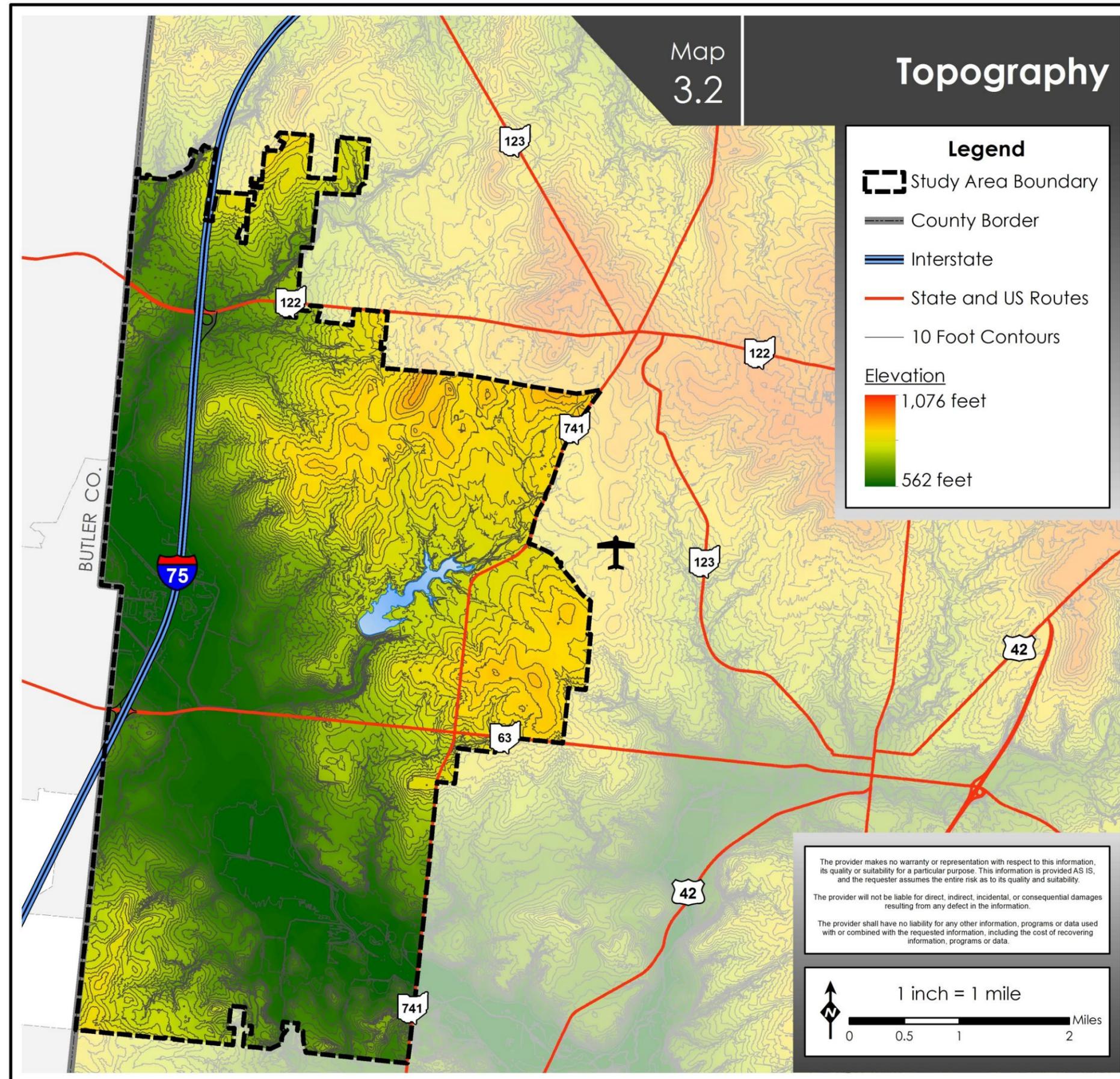


Turtlecreek Township Park



Table 3.1 | Parks Inventory

Park Name	Size (ac)	Amenities	Classification	Ownership
Armco Park	311	Softball fields, golf course, lake, tennis courts, sand volleyball court, basketball courts, picnic shelters, and concessions	Active Community Park	Warren County Parks Board
Turtlecreek Township Park	26	Frisbee golf, playground, and picnic shelter	Passive Community Park with a few amenities	Turtlecreek Township Trustees



Proposed Parks

In addition to the two existing parks, new park space will be needed, especially within the Gateway and Park Districts where the densest neighborhoods are envisioned. Map 3.3 shows ideal locations for potential parks and greenways based on locations of natural resources (Maps 3.2 and 3.3).

Gateway District:

- Union/Greentree intersection (north) – The large existing tree grove located on the northeastern portion of the Union Rd – Greentree Rd intersection would be an ideal setting for hiking trails and bike paths. The preservation of this space for a park would also help breakup an otherwise endless strip of commercial development along Union Road.
- Greentree Golf Course - The views and vistas on this site could be protected and offer an attractive focal point for new development. It is recommended to frame this park with mixed-use buildings and create a formal garden setting through careful maintenance of landscaping.
- State of Ohio Property (north of SR 63) – Several opportunities for parks exist on the state of Ohio property. A small passive park could be provided at the intersection of proposed bike paths to offer parking and restroom facilities. A linear park could also be provided along the north side of SR 63 to provide a buffer between new development and the correctional institutions across the road.

Park District:

- Union Village – The development plan includes 385 total acres of open space and parks to be privately owned and maintained by a combination of a New Community Authority (see Chapter 6) and a home owners association. The plan contains a variety of civic space inclusive of parks (PK), greens (GR), squares (SQ), pocket parks (PP), a playground (PG), a plaza (PZ), and a cemetery (CY), all shown in Figure 3.1.
- Several small, active parks will enhance residential development along Greentree Road and Hendrickson Road. The natural gas pipeline through this area also presents the opportunity to link new parks together with trails. Specific locations for these parks have not been identified; however, during the development review process local leaders can suggest that certain natural features be preserved or provide comments on active park locations and desired amenities.

Box 3.2 | Active vs. Passive Parks

Active open space and parks are designed to be improved and set aside for recreational facilities such as playgrounds, ball fields, picnic facilities, court games, etc. There are typically a variety of activities for families and children to do and the open space is “useable.”

Passive open space and parks are set aside and reserved for peaceful, quiet settings where people can enjoy nature. Passive parks are typically found in heavily wooded areas and may have hiking trails or multi-use paths.

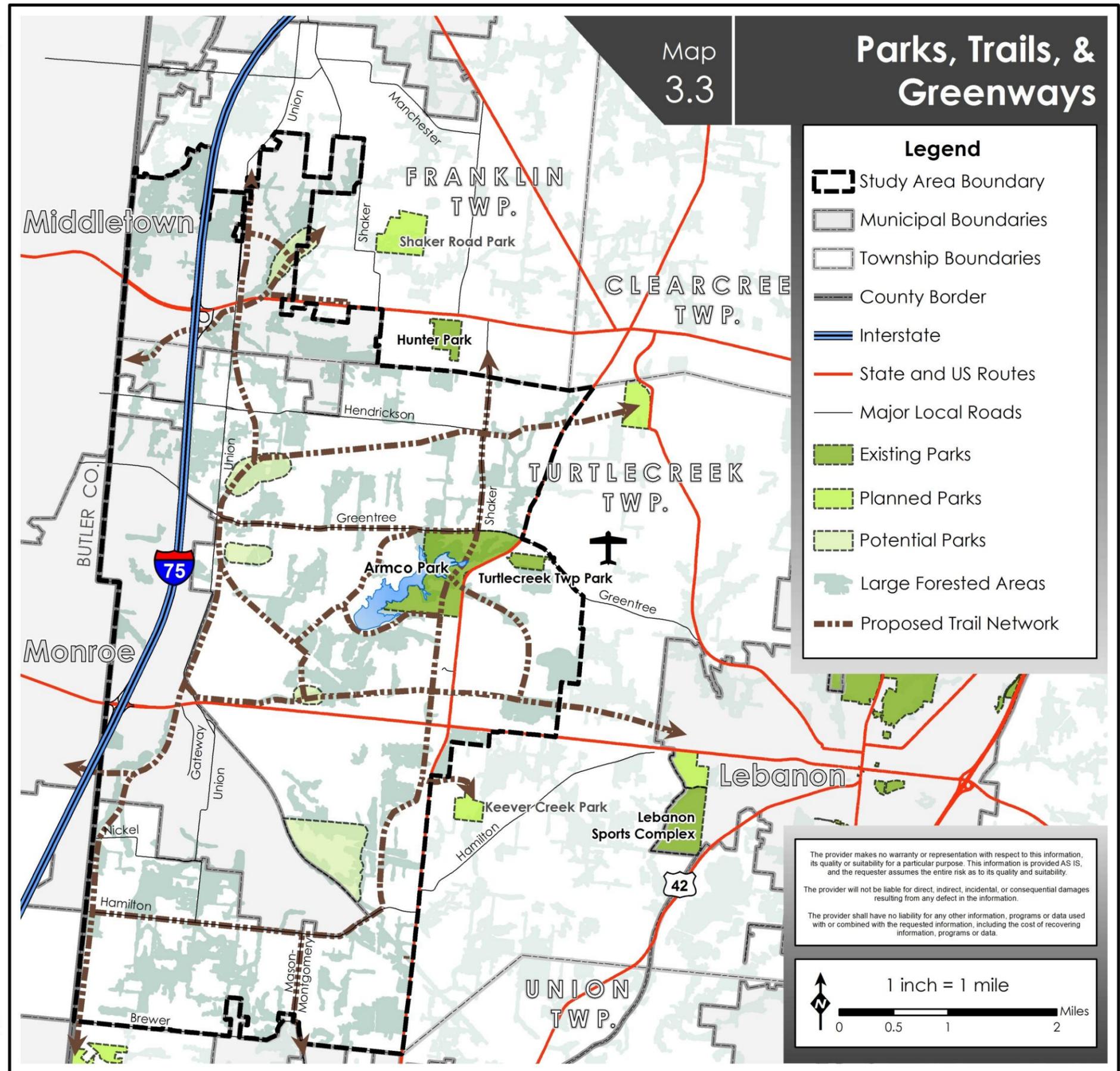


Figure 3.1 | Union Village Civic Space Plan



Renaissance District:

- Atrium Medical Center – The wooded area east of Atrium Medical Center should be preserved as passive open space providing a dense buffer for the Hunter unincorporated area in Franklin Township. Hiking trails and bike paths could be extended to this small preserve.
- Dick's Creek Cemetery – a mini park adjacent to Dick's Creek Cemetery could compliment this site of historical significance. This park could be used for a small memorial dedicated to those who served in the Revolutionary and Civil Wars.

Garden District:

- Community Sports Complex – The southern portion of the State Property has been selected as a good location for a long-range sports complex. This site would have great access to SR 741, yet it is still secluded enough where noise, lighting, and traffic would not adversely impact residential neighborhoods. The site may also serve as a future buffer or transition zone from development in the Gateway District. Also see page 32 for more information about the Regional Sports Complex.

Additional parks will mean added responsibilities for the Warren County Parks District, jurisdictions, and other stakeholders. Therefore, it is recommended to cautiously pursue the improvements identified above. A cost-benefit analysis should be done for each project to determine the financial feasibility and estimated usage for each improvement. To maintain and manage parks, it may be necessary to establish park districts with other local jurisdictions to combine services and facilities.

Existing Trail Plans

To link parks, open space, cultural amenities, and communities together, multi-use paths are planned.

Warren County Trails Plan:

The County's Trail Plan makes the recommendation to add several shared bike paths with the primary objective of connecting existing parks within the County. Primary routes include SR 123; SR 122 heading east of Hunter; and a connection linking the Lebanon Sports Complex, Armco Park, and Hunter Park. This plan also recommends that an equestrian trail network follow a loop around Lebanon while also utilizing the railroad right-of-way through the area.

OKI's Green Umbrella Trails Plan:

This plan provides trail recommendations across eight counties within the tri-state area. The Miami to Miami Connection is shown in the Plan as a missing link between two river corridors and could have a significant impact on the gateway corridor. This path is currently shown going through Mason, but should not be overlooked as a possibility further north.

Trails

Trails are an essential way to enhance quality of life, promoting healthy lifestyles and getting people more in tune with their surroundings. The proposed multi-use trail network is shown in Map 3.3, expanding the recommendations of past plans and

providing much needed linkages to major points of interest and cultural icons. Key features of the trails plan include the:

- Utilization of electric and natural gas pipeline easements (see Box 3.3).
- Installation of safe pedestrian and bicycle crossings, especially along state routes.
- Presentation of several options to travel north to south and east to west.
- Separation of trails from major thoroughfares, which allow more pleasant trips away from noise and air pollution associated with busy roads.
- Installation of bike racks and bike parking at proposed parks and locations along the trails.

Pedestrian and bicyclist safety is another priority. This would involve crosswalk improvements and traffic calming techniques, including but not limited to the installation of roundabouts, signalized intersections, and speed tables. It is highly recommended to provide safe crossings near Hunter Elementary, Bishop Fenwick High School, Middletown Christian, and any future schools. For wider four and five lane roads, pedestrian refuge islands should be incorporated with planned medians.

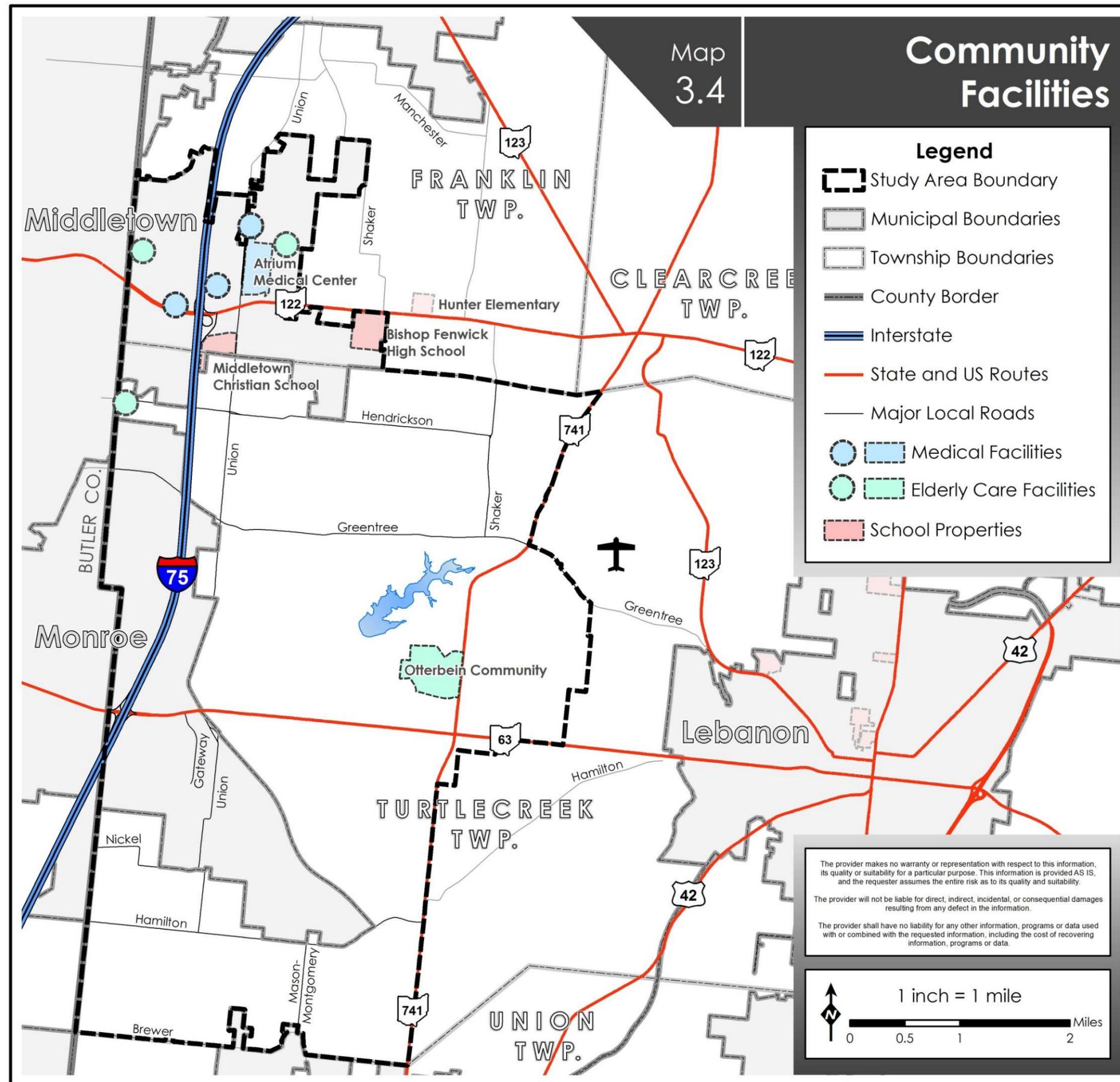
Implementation of the trails plan will be an expensive endeavor and a cost-benefit analysis will be needed, just as park improvements will be needed. Gaining support from private property owners and residents is also important. To keep the concepts of the trails plan alive, they must be presented to developers and property owners so that right-of-way is preserved whenever development projects are initiated. Local leaders may also need to prioritize certain routes and begin to purchase right-of-way where necessary. The trails plan can be incentivized by offering a density bonus to new development projects that incorporate multi-use paths.

Box 3.3 | Summarized Electric Transmission ROW Requirements



1. Trails may not exceed 12 feet in width
2. A minimum separation of 25 feet is required between the trail and its associated easement, to any electrical facility.
3. The owner of the trail is responsible for safety and liability of the trail.
4. Where trailheads connect with roads/streets, bollards shall be installed.
5. Culverts shall be installed where the trails cross creeks and ditches and shall be a minimum 20 ft wide.
6. Structures are prohibited.
7. Vegetation shall comply with all Duke Energy Right-of-Way (ROW) Restrictions Guidelines.
8. Duke Energy reserves the right to close all or a portion of the trail.
9. Prior to the installation of a trail, a "Trail Encroachment Agreement," which includes "hold harmless" language, shall be executed.
10. All other Duke Energy electric transmission ROW restrictions/guidelines shall apply.

Source: Duke Energy



COMMUNITY FACILITIES & SERVICES

The majority of issues identified at the beginning of this chapter pertain to community facilities and services; therefore this should be a high priority to address, especially as people continue to move to the area. All schools, retirement communities and nursing homes, and medical facilities are shown in Map 3.4.

Schools

The study area contains five school districts; however, only the Lebanon City School District (LCSD) will be discussed (see Map 3.5). The Lebanon City School District scores high on the performance index with over 85% of students passing the Ohio Graduation Test according to the district report card for the 2013-14 school year administered by the Ohio Department of Education. The graduation rate is also high at 97. The LCSD contains 5,447 students, but no schools are within the study area.

In addition to the public school system, Bishop Fenwick High School and Middletown Christian School are options for private schooling.

Bishop Fenwick High School:

Established in 1952, Bishop Fenwick is a Catholic school located on 64 acres on SR 122. The school has a football stadium and numerous other sporting facilities.

Middletown Christian School:

Associated with the Grace Baptist Church, Middletown Christian is for grades K through 12. It was established in 1971.

New Schools:

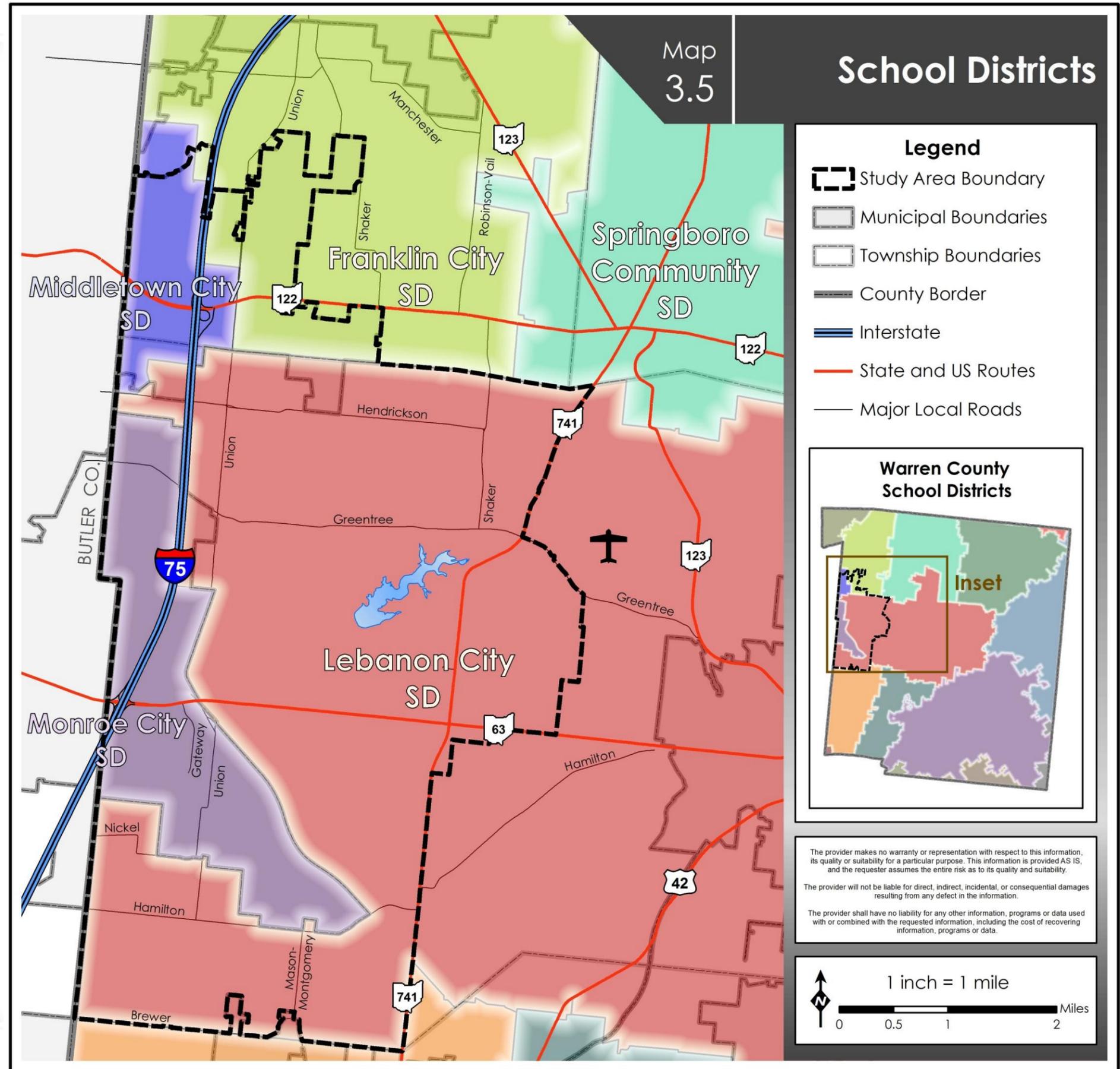
School overcrowding is a potential threat as residential growth is expected to continue within the study area. An estimated 2,000 to 3,000 school-aged children and teenagers are expected at Union Village at final build-out. In addition to the possible school site at Union Village, the school district and local leaders may need to identify additional sites or opportunities for expansion of existing schools, especially as the subdivisions located along Greentree Road and Hendrickson Road continue to fill up. The discussion for additional schools and expansions should take place during future planning processes for township-wide comprehensive plans.

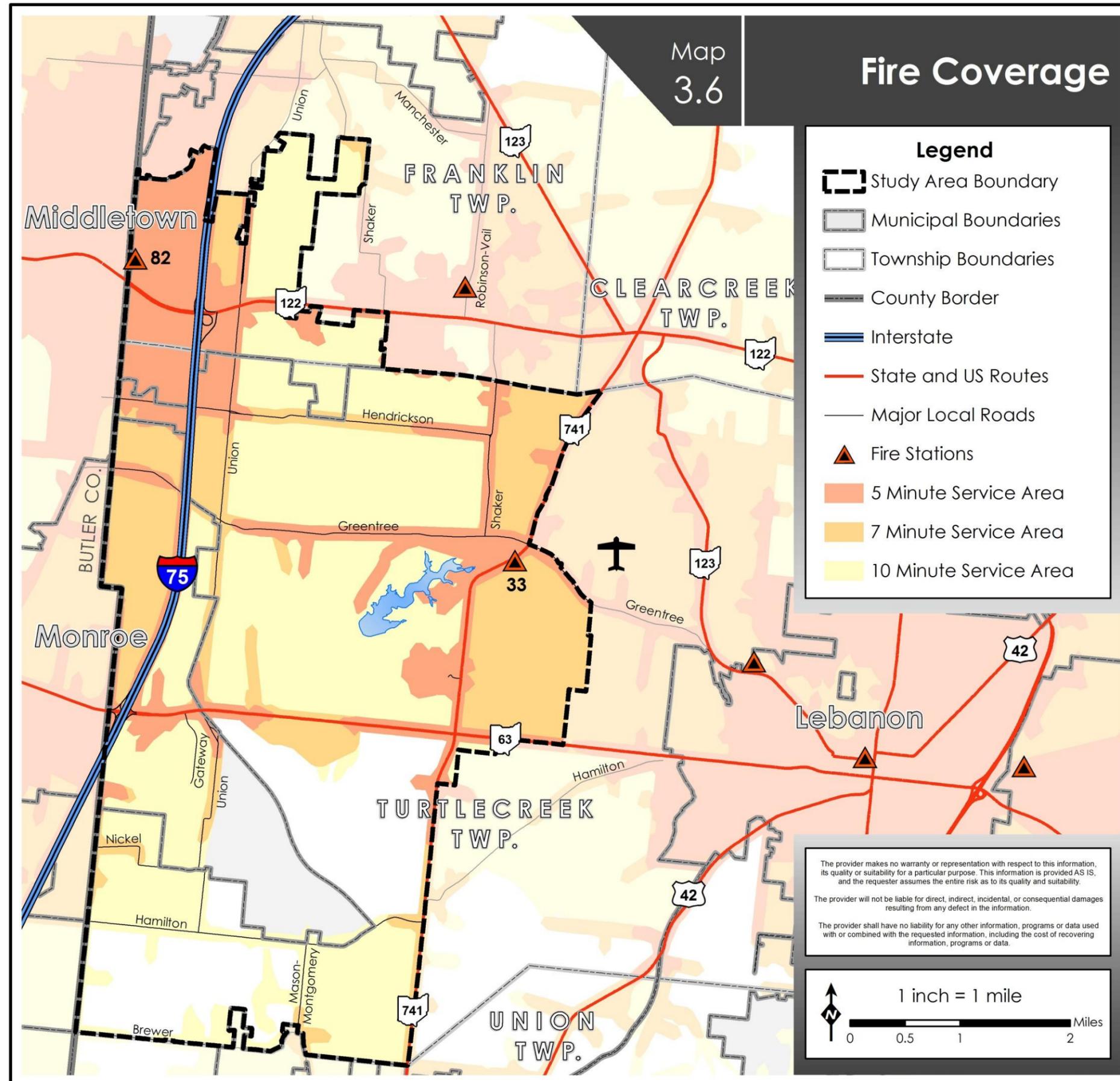
College Campus:

As previously mentioned on page 28, small college programs may be established at Otterbein, utilizing existing facilities to help nursing staff obtain or renew certifications or allow residents to take part in certain classes. Over time, as the programs grow, a permanent campus could be built to open new space for class rooms and additional programs. Potential partners include regional colleges and universities, the Warren County Career Center, Atrium Medical Center, Greentree Health Science Academy, and the Cincinnati Zoo among others.

Library:

A public library could be a pleasant component of the college campus or it could be located elsewhere within Union Village. Libraries are an important resource to the community because they are capable of providing a wealth of information for all age groups.





Fire/EMS Service

Station 33 – This Turtlecreek Township fire station located on SR 741 was established in 1977. The station houses two fire engines and a brush truck with volunteer staff.

Station 82 – Located on Dixie Highway near the Town Mall in Middletown, Station 82 was purchased from Franklin Township in 1997 and now has five full-time personnel. This location is temporary as Middletown plans to build a new fire station closer Union Road and SR 122.

Map 3.6 shows the approximate service area and estimated response times⁵ of all area fire stations, revealing that the Garden District is currently underserved. Therefore, a new station located near Hamilton Road should be considered. A new station on Greentree Road is another option that would effectively serve new development closer to the highway. Joint-fire services could provide cost savings as well.

Union Village is expected to contain 4,500 units and about 12,000 to 13,000 residents, which may mean upgrading Station 33 to include more fire apparatus and have full-time staff. Staff may also need extra training to handle fires in an urban environment with buildings that are greater than four stories. Likewise, Union Village and other future mixed-use developments will need to have streets and intersections with turning radii that can accommodate a 68-foot fire engine. The Turtlecreek Township fire chief should be greatly involved with all major development projects to safeguard future residents as much as possible because the fire chief can provide insight on additional concerns, such as where fire hydrants are needed and where access points need to be to maximize response times.

⁵ Source: ODOT Transportation Information Mapping System (TIMS)

Health

Atrium Medical Center represents a part of the largest healthcare system in southwest Ohio and is a major employer and point of interest for the study area. Their mission is, "To build healthier communities with others who share our commitment to provide high-quality, cost-competitive health care." It is also a priority of this Plan to build a healthier community. Every three years, a Community Health Needs Assessment and Community Health Improvement Plan (HIP) are produced through a collaborative effort of all hospitals in the region by the Greater Dayton Area Hospital Association and Wright State University. For Butler and Warren Counties, hypertension, breast cancer, and diabetes were identified as top priorities, all having higher rates compared to the State and Nation and/or are gradually increasing according to the Health Needs Assessment (see Table 3.2). Other medical priorities in the Health Improvement Plan include prenatal care and alcohol/drug prevention.

Additionally, there should be a focus on wellness, prevention, and outpatient care as strategies for a healthier community. Preventative health care in combination with healthy lifestyles can also be one of the most cost-effective ways of servicing the community and region. A new federally qualified health center for outpatient care would be beneficial to the study area. Currently, these facilities are located in Franklin and Lebanon; therefore, Union Village could be a good middle location between the two. Working with Otterbein to provide urgent care and access to medical specialists could also serve as another strategy.

Atrium Medical Center



Table 3.2 | Disease Rate Comparison

Disease	Warren/Butler Counties	Ohio	U.S.
Hypertension	33.8%	31.7%	28.7%
Breast Cancer	0.0229%		
Diabetes	12%	10.1%	8.7%

GOALS, OBJECTIVES, & STRATEGIES

Guiding Principle

Areas of cultural significance will be established. Parks, open spaces, conservation areas, and trails will be well-integrated. Effective local services will be provided.

Goal 1

Civic buildings and cultural icons that become defining features of the community.

Objective 1.1:

The Warren County Arts & Culture Center (WCACC) will host concerts, fine arts shows, and similar events and have strong patronage.

- Perform a study to determine the economic benefits that would result from the WCACC.
- Update the philanthropic study previously conducted and determine alternate funding sources.
- Work with WCCVB to market the WCACC after it is constructed and help schedule events.
- Work with local school districts, the college campus, Atrium Medical Center, the YMCA, and Otterbein to keep the WCACC facility active both throughout the week and throughout the year.

Objective 1.2:

The regional sports complex or complexes will contain tournament-level soccer and baseball fields and attract families from all over the Country.

- Perform an economic impact study to determine the best possible location for the regional sports complex or if multiple sites are necessary (see Map 3.1).
- Provide unique field(s) with permanent bleachers/seating for opening ceremonies and championship games.
- Frame fields with a combination of trees, landscaping, and attractive fencing.

- Establish partnerships with local jurisdictions, school districts, park boards, and Otterbein.

Objective 1.3:

The Equestrian Center will complement activities at the Warren County Fairgrounds and offer a different recreational benefit to Warren County.

- Update or perform an economic impact study to determine the economic benefits that would result from the Equestrian Center and supporting facilities.
- Concentrate indoor equestrian activities on the Otterbein property (See Map 3.1).
- Partner with the Cincinnati Zoo to build a smaller facility for recreational use and bridle trails.
- Establish partnerships with local jurisdictions, school districts, park boards, Otterbein, and other equestrian centers.

Objective 1.4:

The Cincinnati Zoo properties in Turtlecreek Township will become a tourist destination with a variety of recreational activities.

- Prepare a detailed concept plan to include graphics and specific locations for amenities.
- Concentrate tourist activities near SR 741 and Mason-Montgomery Road and place private, "behind the scenes" operations near Nickel Road.
- Acquire land through donations or purchase land if deemed absolutely necessary.
- Work with the WCCVB to advertise the amenities offered at the zoo.
- Create partnerships with Kings Island, the college, the Racino, the Greater Cincinnati Chinese Chamber of Commerce, the County, and Turtlecreek Township.

Objective 1.5:

Historical and cultural awareness of existing points of interest will be raised.

- Work with the Warren County Historical Society to document and map places of historical significance.

- Place plaques and signage on buildings and sites of historical significance.
- Organize tours of historic sites.
- Preserve historical buildings and sites, such as Marble Hall and Dick's Creek Cemetery.

Goal 2

A complete park system that better serves the needs of residents and neighborhoods (see Map 3.3).

Objective 2.1:

Residents and families will have places for active recreation.

- Install neighborhood parks within the Park District with new development proposals.
- Acquire the southern portion of the State Property for a new park.
- Incorporate mini-parks into new development proposals.
- Add amphitheater, "play-scape," and solar demonstration amenities to Armco Park.

Objective 2.2:

Passive Parks will be used to preserve open space and views of particular importance.

- Preserve the wooded area east of Atrium Medical Center and add hiking and/or multi-use trails.
- Reserve space along the north side of SR 63 for a linear park and provide a small park at the intersection of planned bike trails.
- Designate the wooded area on the northeastern side of the Union/Greentree intersection for passive open space and include a small network of hiking trails.
- Designate a small area around Dick's Creek Cemetery for a park.

Objective 2.3:

The park system will be well-maintained, coordinated, and operated.

- Perform a cost-benefit analysis to determine the fiscal sustainability of each new park and recreational improvement.

- Explore methods of coordination and cooperation relating to the development and maintenance of park lands in Turtlecreek Township.
- Work with the Warren County Parks Board to continue managing all existing and future County owned parks.

Goal 3

An expansive trail network that will provide recreational routes to major destinations and adjacent communities (see Map 3.3).

Objective 3.1:

Jurisdictions and major points of interest will be connected with multi-use paths.

- Implement the bikeways & trails plan (see Map 3.3 and Chapter 4: Transportation, Objective 3.2).
- Conduct an economic impact study to determine the best use of the rail right of way.
- Perform a cost-benefit analysis to determine the fiscal sustainability of each new pathway improvement.
- Work with adjacent jurisdictions, OKI, and developers to ensure trails are aligned and connected, forming regional networks.
- Install bike racks at key points of interest, such as parks, schools, YMCA, Otterbein, etc.
- Incentivize trails by offering a density bonus to development projects that incorporate multi-use paths.

Objective 3.2:

Pedestrians and bicyclists will have safe, designated street crossings.

- Provide safe street crossings along Union Road, SR 63, and SR 741.
- Ensure that major road intersections adequately accommodate pedestrians and bicyclists with clear crosswalk markings and signalization.
- Ensure that roundabouts provide safe crossings for pedestrian and bicyclists.
- Promote and utilize speed tables as a means of calming traffic within parking areas and driveways.

- Incorporate pedestrian refuge islands within roadway medians at crossings away from road intersections.

(Also see Chapter 4: Transportation, Objective 3.3)

Goal 4

Efficient and cost-effective public services.

Objective 4.1:

Fire service will be speedy, reliable, and able to handle fire emergencies in all types of situations and settings.

- Evaluate and assess the ability of Station 33 (Turtlecreek Township) to handle fire emergencies in buildings of greater than four stories.
- Upgrade each existing fire station with equipment as necessary.
- Train and hire new staff as necessary.
- Perform routine fire inspections.
- Involve the Township Fire Chief with all major development projects.
- Build new fire station on Greentree Road in close proximity to Union Road.
- Consider building a new volunteer fire station along Hamilton Road near SR 741.
- Work with surrounding jurisdictions to coordinate joint-fire services.

Objective 4.2:

Schools will accommodate future growth demands, maintain high standards, and offer opportunities for higher education.

- Work with the Lebanon School District to determine the best location for new school sites and upgrades.
- Help facilitate the establishment of new college campus by creating new partnerships with the County, the Zoo, Otterbein, Atrium Medical Center, and the Warren County Career Center.
- Evaluate the need for a new public library.

Objective 4.3:

Existing and future medical facilities will continue providing the highest quality healthcare services to the study area and surrounding region.

- Implement the 2014 (and future) Health Improvement Plans
- Include local leaders and the Regional Planning Commission in the planning processes for future Health Improvement Plans.
- Build a new federally qualified health center for outpatient care at Union Village.
- Provide better access to medical specialists and urgent care facilities at Otterbein.



CHAPTER 4

TRANSPORTATION

Guiding Principle:

A sophisticated, carefully designed roadway network, complete with bicycle and pedestrian access, safe crossings, roundabouts, and improved connectivity, will be provided to efficiently move goods and people while protecting the virtues of the community.

Goals:

1. A roadway network that alleviates traffic congestion and is better connected to collector and local roads.
2. Roadways that incorporate traffic calming techniques and are safe for both motorists and pedestrians.
3. Multi-modal transportation options that form complete streets.
4. Enhanced roadway aesthetics.

INTRODUCTION

This chapter is about roadways within the western gateway into Warren County. More specifically, the existing transportation network is analyzed followed by a synthesis of existing thoroughfare plans. The vision is for a sophisticated, carefully-designed roadway network, complete with bicycle and pedestrian access, safe crossings, roundabouts, and improved connectivity while protecting the virtues of the community. Goals include alleviating traffic congestion, calming traffic, providing “complete streets,” and enhancing roadway aesthetics.

ISSUES & OPPORTUNITIES

Issues for transportation pertain largely to congestion of major roads, contributing to unpleasant side-effects and concerns related to safety and pollution. Fortunately, there are ways to mitigate these issues through the introduction of roadway improvements, new streets, connectivity, and alternative transportation options.

Issues

Safety:

Busy roads, congested intersections, and high speed limits present several safety concerns for motorists and pedestrians. Automobiles often have a difficult time turning onto major roads such as SR 63, especially during rush hour, where there are no traffic signals. In some situations it is often dangerous for pedestrians to cross the street.

Pollution:

Air, noise, garbage, and storm-water pollution are all negative side effects associated with busy streets. Ozone is of particular concern since Warren County consistently contains higher

amounts than the desired national standard of 0.075 parts per million (ppm). According to the Hamilton County Department of Environmental Services, Ozone levels in Warren County were recorded at 0.078 ppm from 2009-11, 0.079 ppm from 2010-12, and 0.076 ppm from 2011-13.

Public Transit:

The lack of public transportation services and facilities was identified as an issue during the SWOT Workshop and throughout the rest of the planning process. Primary issues involve not only providing mobility for the elderly and disabled, but also providing access to jobs.

Opportunities

The Interstate:

I-75 is a vital artery regionally as well as nationally, providing access to major destinations and employment centers. A new interchange at Greentree Road will present new economic opportunities and help alleviate traffic congestion at the existing interchanges.

Road Improvements:

The opportunity exists to expand the road network with new streets and to widen existing roads to collectively improve connectivity and increase overall capacity of the system. There is also an opportunity to reroute some existing roads around existing residences and significant sites, helping to preserve the character of those areas.

Transportation Options:

Dependency on the automobile can be problematic, especially as oil and gas prices continue to increase, thus it is important to provide multiple modes of transportation including walking, bicycling, and public transit.

Conventional Streetscape | Union Road



Complete Street | Carmel, IN



EXISTING ROADWAYS

Existing thoroughfares within the study area consist primarily of rural, two-lane roads with high speed limits and side ditches. Collectively, these roads form a network designed to efficiently accommodate traffic flow. The network is best described as a hierarchy of road classifications arranged by the volumes and types of traffic each road is designed to handle in the future. More information about the existing roadways is provided in Table 4.1 and Map 4.1.

Road Classifications

Warren County has the following road designations:

Interstates:

Interstates contain the largest traffic volumes over the greatest distances with the greatest speeds. They accommodate uninterrupted traffic flow with multiple lanes, limited access points, and a divided median.

Primary Arterials:

State Route 63 is the study area's only primary arterial, providing a direct link from I-75 to the City of Lebanon. Primary arterials carry local, regional, and truck traffic over great distances and usually have limited direct access to businesses and land uses to keep traffic moving.

Secondary Arterials:

State routes that are not as frequently traveled, including SR 122 and SR 741, are considered secondary arterials. They are designed to carry traffic over great distances, often linking rural areas to towns, cities, and larger thoroughfares.

Major Collector/Distributors:

Union Road and Gateway Boulevard are the only roads within the study area with this classification. Major collectors/distributors carry moderate traffic volumes over moderate distances. These roads carry local thru-traffic, but may also handle increasing levels of truck traffic.

Table 4.1 Roadway Inventory

Classification	Road Name	Ownership	Study Area Length (mi)	Speed Limits	Lanes	Traffic Type	Thoroughfare Plan ROW Width
Interstate	I-75	ODOT ⁶	5.60	65	8	Freeway	Varies
Primary Arterial	SR 63	ODOT	4.15	55	2	Regional and Truck	66-105
Secondary Arterial	SR 122	ODOT	1.66	55	2-3	Regional and Truck	66-102
	SR 741	ODOT	6.62	45-55	2-3	Regional	66-102
Major Collector/Distributor	Butler-Warren Rd	County	2.22	55	2	Local	104-150
	Gateway Blvd	Monroe	0.69	35	5	Business Access	104-150
	Union Rd	County & Middletown	6.45	45 - 55	2-5	Local & Regional	104-150
Collector	Brewer Rd	County	3.30	55	2	Local	60-80
	Greentree Rd	County	4.76	55	2-3	Local	60-150
	Hamilton Rd	County	3.15	55	2	Local	60-80
	Hendrickson Rd	County	3.43	55	2	Local	60-80
	Mason-Montgomery Rd	County	1.02	55	2	Local	60-80
	Shaker Rd	County	1.41	55	2	Local	60-80

Union Road



⁶ Ohio Department of Transportation (ODOT)

Minor Collector Roads:

Manchester Road, Shaker Road, Greentree Road, and Hamilton Road are all examples of minor collectors. They provide a linkage between local roadways and higher order roads with increased traffic volumes. Collector roads are typically owned by the County.

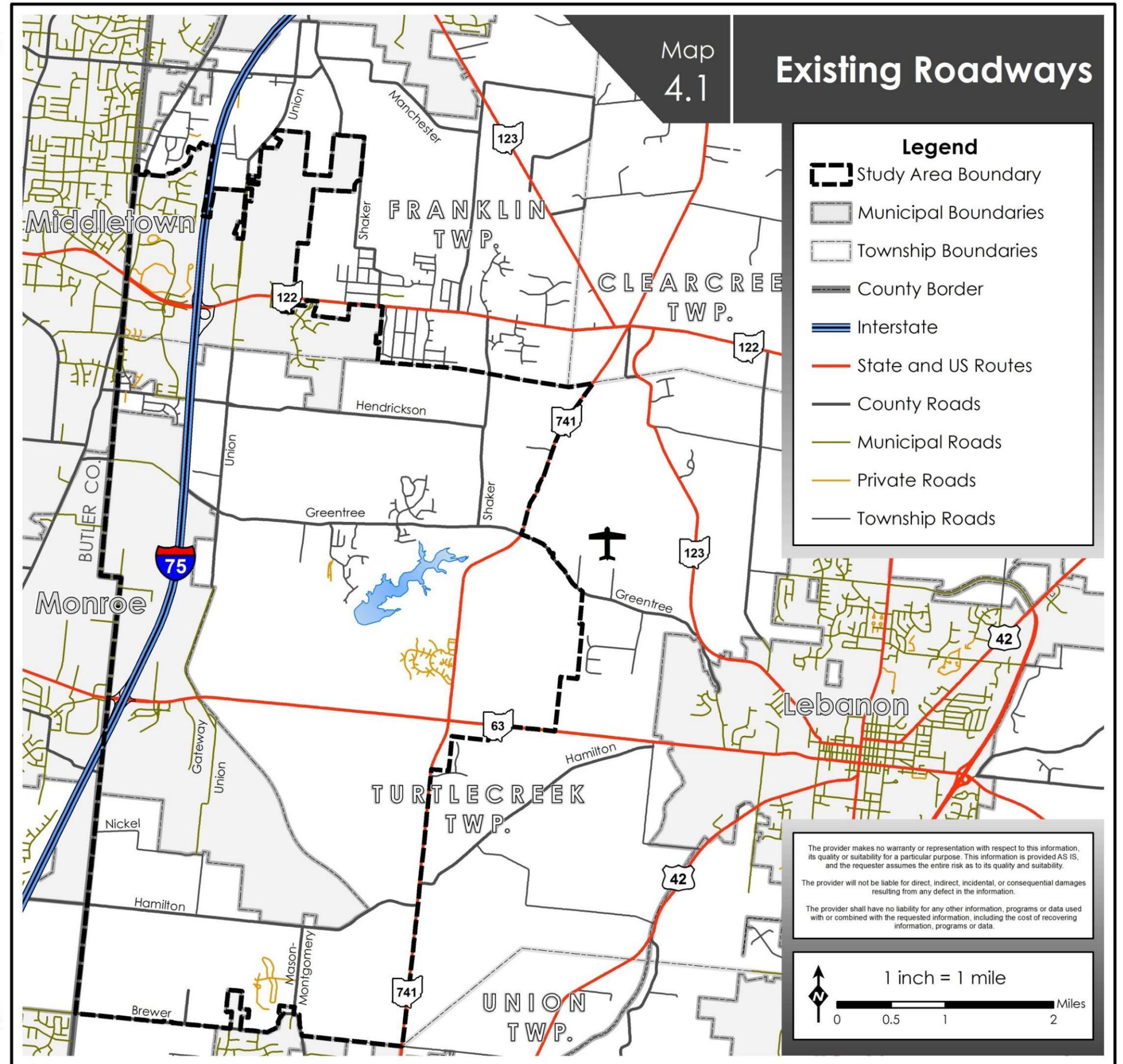
Greentree Road



Local Roads:

Shaker Run Boulevard, Barton Lane, Nickel Road, and Woodwind Court are all examples of local roads. Local roads are typically owned by the Townships in which they are located and carry the least amount of traffic comparatively. These roads are intended to provide direct access to residents and land uses, while generally limiting thru-traffic.

Nickel Road



EXISTING PLANS

Warren County Thoroughfare Plan

This Plan provides recommendations for the unincorporated areas of Warren County pertaining to existing and future transportation needs. Recommendations specific to the study area include the following:

- Extend Brewer Road east to Bunnell Road.
- Reroute Union Road to the east of existing rural residences between Middletown and Monroe.
- Connect Union Road to Gateway Boulevard.
- Extend Gateway Boulevard to Butler-Warren Road.
- Extend Renaissance Boulevard south to Greentree Road.
- Extend Greentree Meadows Drive north to Rose Marie Road.
- Extend Hendrickson Road east to Kirby Road.
- Reroute Shaker Road east to connect with Robinson-Vail Road, Wilson Farms Subdivision, and SR 123.

Middletown

East End Master Plan (2007) recommendations:

- Loop Atrium Blvd. around SR 122 and Union Rd intersection.
- Extend Central Ave across I-75 to form an outer loop around Atrium Medical Center connecting to Renaissance Boulevard.
- Extend Innovation Dr across I-75 to Towne Mall and northeast to Central Avenue extension.
- Extend Long Meadow Dr to Renaissance Blvd.
- Reroute Hendrickson Rd on the west side of I-75 north to the Towne Mall

The Renaissance District Transportation Study (2011) makes the following cost projections for major road improvements:

- Greentree Road Interchange: \$24,500,000-\$30,500,000
- Hendrickson Road Reroute/ Widening: \$14,800,000
- Central Avenue Extension & Overpass: \$14,200,000
- Towne Boulevard Extension & Overpass: \$12,800,000

If no improvements are made to the existing road network by year 2030, traffic volumes are expected to nearly double from 22,000 average daily trips (ADT) to 38,910 on SR 122 heading

Figure 4.1 | **Middletown East End Master Plan**



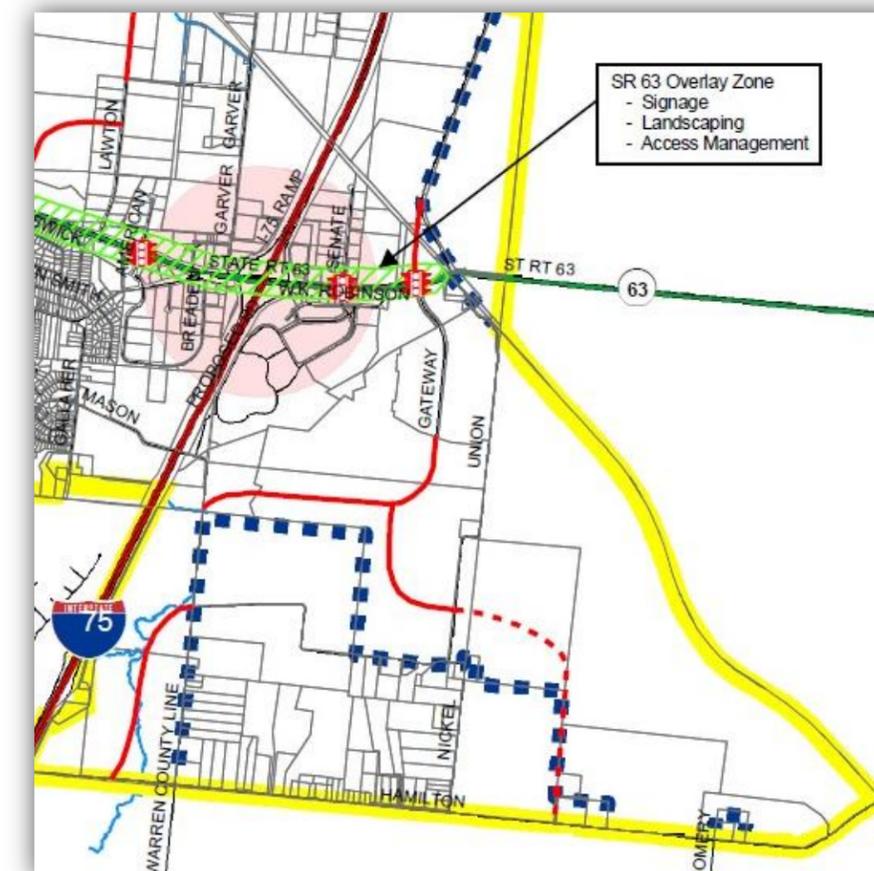
east from I-75. The Greentree interchange would have little to no impact on the Renaissance District.

Monroe

The Monroe Comprehensive Plan makes the following recommendations:

- Extend Gateway Blvd to Union Rd.
- Extend Gateway Blvd to Butler-Warren Rd and link to the Cox Rd Extension.
- Construct new road extending south from Gateway Blvd eventually reaching Hamilton Rd.

Figure 4.2 | **Monroe Transportation Plan**



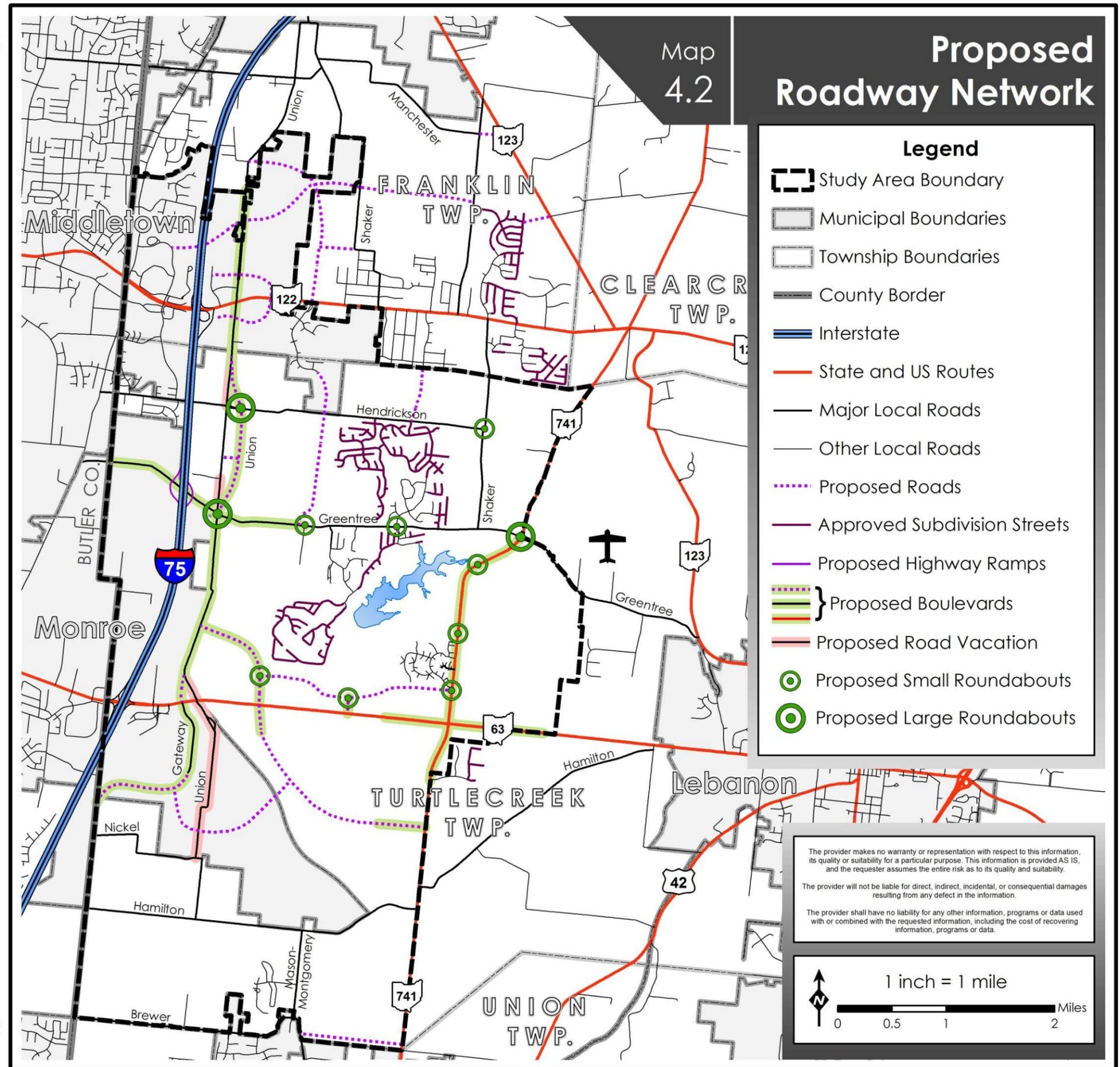
PROPOSED ROAD IMPROVEMENTS

The primary goal of this section is to discuss strategies for alleviating traffic congestion and improving traffic flow along existing roadways while also addressing future traffic demands. This can be accomplished through new access points to the interstate, road widening, reroutes, and realignments. Other improvements may be necessary to accommodate multi-modal transportation options. Another goal of this section is to discuss ways of enhancing the aesthetics of certain roadway corridors to enhance property values and the image of the community (see also Chapter 2).

Union Road

Union Road has the potential to be a locally and regionally significant road in the future because it parallels I-75. Expected development patterns and growth along the corridor in addition to the construction of a new interchange will greatly increase the usage and demand of Union Road. Many improvements are needed as existing conditions along this route vary, transitioning from a two-lane country road within Turtlecreek to a five-lane urban arterial in Middletown.

The connection of Union Road to Gateway Boulevard in Monroe is the first priority. This is important for several reasons. First, this will improve safety at the intersection of Union Road and SR 63. A traffic signal will be installed and the old Union Road connection will be closed, allowing for more efficient traffic flow. Second, Gateway Boulevard has already been established as a three-lane road with an attractive median and is much better suited to handle increased traffic volumes compared to old Union Road in Monroe. This is much cheaper than improving and widening old Union Road. The third and final advantage is that traffic, including trucks, would be rerouted away from residences in the southern portion of Turtlecreek Township.



The extension of Gateway Boulevard to Butler-Warren Road is the next priority and can happen concurrently with the extension to Union Road. This connection is significant because it would provide a direct link from Fields-Ertel Road through Deerfield Township and Mason to get to the study area, without using the interstate. Further, Gateway Boulevard could connect to Cox Road through Liberty Township as shown in the Liberty Township Comprehensive Plan.

The next step is to acquire right-of-way (ROW) for projects involving widening and/or rerouting of roads. Union Road is designated as a major collector/distributor on the Warren County Thoroughfare Plan, which means a minimum ROW of 104 feet is required. This provides adequate space for two

lanes in each direction with a boulevard and a middle turn lane. Additional ROW may be required if alternative street designs are desired. For instance, Shaker Creek presents a unique situation alongside Union Road north of SR 63. The image below demonstrates how the creek could be used as an attractive median and stormwater management tool, eliminating the need for side ditches.

Drainage-Way Median | Centerville, OH



The reroute of Union Road, primarily between Greentree Road and Hendrickson Road, will likely become a priority once the Greentree Interchange is constructed. Traffic to and from the interchange could then be redirected away from existing homes, while still opening up new development opportunities along the new road. Roundabouts at the Greentree/Union Rd intersection and the Hendrickson/Union Rd intersection should also be considered once the Greentree interchange is constructed (see Box 4.2).

Box 4.1 | Traders' World Entrance

As a result of Union Road's realignment with Gateway Boulevard, the entrance and signage for Traders' World will need to be relocated. This was seen as a significant issue throughout the planning process. Consequently, the City of Monroe and Turtlecreek Township should work together with the property owner(s) to determine a means of compensation. This could be in the form of a monetary contribution to reconstruct the new entrance, allowing a location for a sign visible from SR 63, or a combination of these. It should also be noted that the Union Road realignment should open up greater development potential at this intersection on SR 63.



Figure 4.3 | Union Road Improvements



Box 4.2 | Why a Roundabout?

Vehicle Safety

According to a study from Insurance Institute for Highway Safety (IIHS), roundabouts have been shown to reduce overall vehicle crashes by 39%, injury crashes by 76%, and fatal crashes by 89%. This is because motorists are forced to slow down and there are fewer points of contact compared to standard intersections (see diagram below). Rear end crashes are also less frequent because roundabouts are designed to keep vehicles moving.

Oversized & Emergency Vehicles

Roundabouts easily accommodate tractor-trailers, buses, fire engines, farm equipment and other large vehicles. The truck apron (or spillover lane) surrounding the center island, allows the rear wheels of vehicles and trailers with large turning radii to move through the intersection. Truck aprons are typically slightly elevated with roll-over curbs and contain materials such as brick or cobblestone to discourage other smaller vehicles from using the spillover lane.

Capacity

Roundabouts keep traffic flowing through the intersection, reducing the amount of vehicle stacking. A study from IIHS showed that roundabouts can reduce vehicle delays by 13 to 23 percent. Intersections with a high volume of left turns are also better handled by a roundabout compared to traffic signals.



Pedestrian Safety

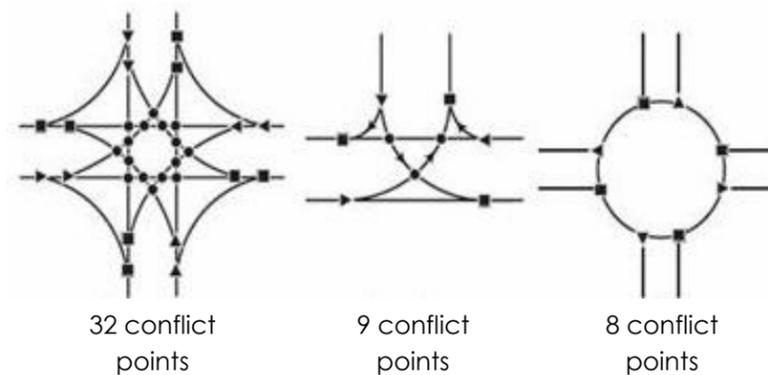
Roundabouts are typically safer for pedestrians because vehicles move at slower speeds (typically 20-25 mph) and pedestrians only need to cross one direction of traffic at a time. The splitter islands improve safety by providing a refuge point for pedestrians in the middle of the roadway.

Aesthetics

The center island provides an opportunity to provide attractive landscaping and landmarks, forming inviting gateways. Air pollution and harmful emissions are also reduced due to decreases in vehicle stacking and idling. Further, roundabouts are quieter by comparison because vehicles accelerate gradually upon exit of the intersection.

Maintenance

The upfront costs to build each roundabout will vary and in some instances may cost more than traditional intersections. However, overall maintenance and electricity costs can be reduced by an estimated \$5,000 annually per roundabout. Roundabouts also have a much longer service life; 25 years compared to 10 years for the traditional intersection.



Sources: The Insurance Institute for Highway Safety and roundaboutsusa.com

Greentree Road & Interchange

A new interchange at I-75 will be built on Greentree Road, greatly benefiting Turtlecreek Township, Monroe, and Middletown. Greentree Road will provide easy access to Union Road, and then serve primarily as a collector road for residences and residential subdivisions along the roadway with limited truck traffic.

To make the interchange a reality, local leaders and the private sector will need to actively pursue this improvement. The first step is to coordinate between ODOT and OKI to reopen the "North-South Initiative" to assess the need and impact of a new interchange. Detailed finance and economic strategies are provided in Chapter 6. Once this project comes to fruition it will need to be attractively landscaped and designed to form another "gateway" into Warren County. As depicted to the right, roundabout and single point

urban interchanges are two alternative designs and possibilities that could be considered.

The long-term vision for Greentree Road is a five-lane boulevard close to the interstate, which will transition to a three-lane boulevard to the east. The amount of ROW needed will vary between 80-150 feet total. This project can occur in separate phases depending on when new residential subdivisions are initiated and the new interchange is realized.

Other improvements that will be needed on a development by development basis will be the installation of roundabouts at key intersections and a multi-use path. The roundabouts are necessary to deter truck traffic to and from the interstate through residential areas east of the new interchange. A new bike path will offer a recreational route for residents to Armco Park, Union Village, and future businesses at the interchange.

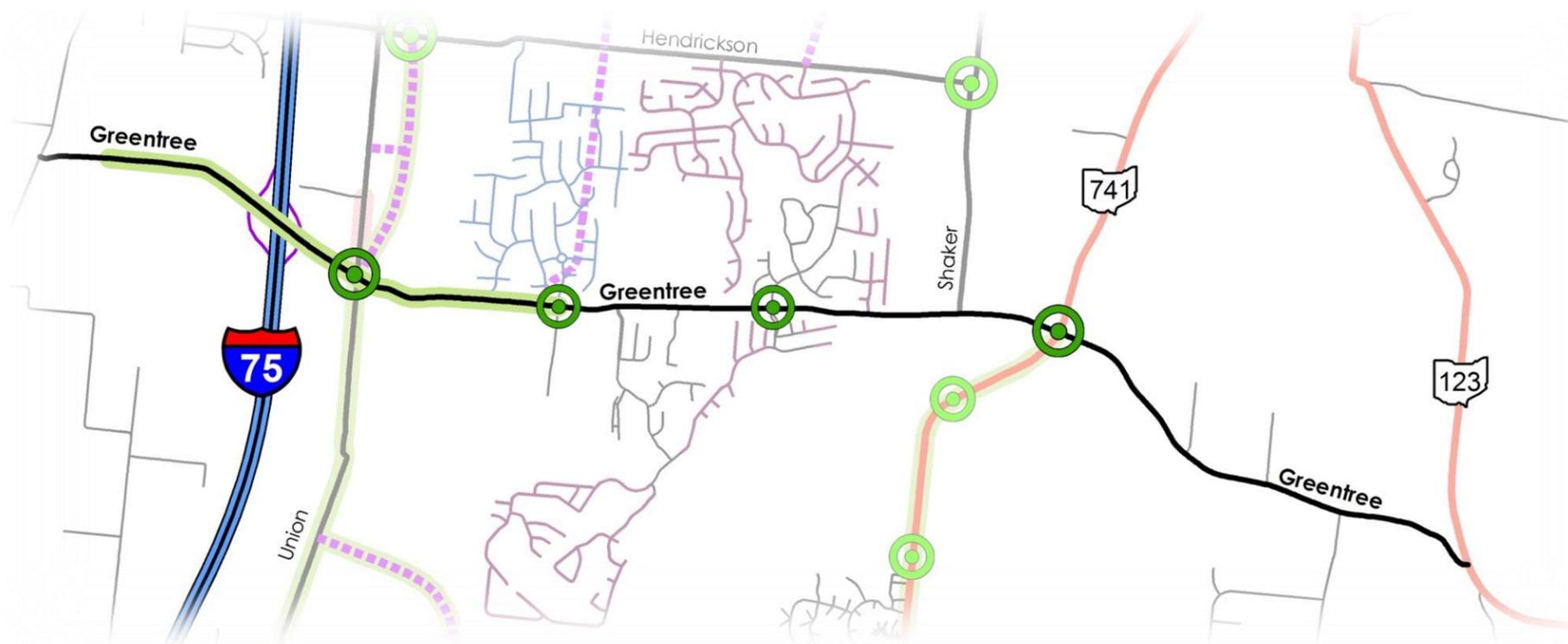
Roundabout Interchange | Carmel, IN



Single Point Urban Interchange (SPUI) | Monroe, OH



Figure 4.4 | Greentree Road Improvements



Renaissance District Roads

This section pertains to the roads proposed in Middletown's East End Master Plan and how they can be connected to roads planned in the Warren County Thoroughfare Plan.

Shaker Road will be rerouted around Hunter and provide a secondary route to future business areas in Middletown. The Towne Boulevard Extension could easily connect to the new Shaker Road reroute as shown in Figure 4.5. Shaker Road will likely vary between two to three lanes and could have a landscaped median in certain areas if desired. A minimum ROW of 80 feet should still be acquired along each segment of Shaker Road to accommodate three lanes of traffic regardless.

Middletown's Outer Loop Road is another road that is necessary to provide access to new development sites around the city and Hunter. This road connection would also likely help alleviate traffic pressure at the intersection of Union Road and SR 122.

Access to Atrium Medical Center should remain another top priority. Atrium Boulevard would provide a secondary entrance off of SR 122; however, this road is currently stubbed south of Dick's Creek due to limited funding for a new bridge. Middletown should work with Atrium Medical Center to work out a solution for this issue.

Brewer Road

Brewer Road may require widening and an extension to SR 741 if a new interchange at Millikin Road in Liberty Township is constructed. Brewer Road should connect to Bunnell Road as indicated in the Warren County Thoroughfare Plan and would most likely need widened to three lanes with the possibility of upgrades to five lanes close to Butler-Warren Road. These improvements would facilitate access to the Cincinnati Zoo properties and improve overall east-west connectivity.

Figure 4.5 Renaissance District Road Improvements



Figure 4.6 Brewer (Millikin) Road Improvements



State Property Roads

To improve connectivity, alleviate congestion, and improve access to future development sites near SR 63, the road network should be expanded, as illustrated in Figure 4.9. North of SR 63, a key recommendation is to include a collector road bypass around the Racino, reducing pressure at the intersection of Union Road and SR 63. A new east-west local or minor collector road is also recommended north of SR 63 with roundabouts at key intersections and attractive entryways.

The State Property could potentially be redeveloped someday in the distant future. In anticipation of this event, the bypass road around the Racino could be extended southeast to connect with SR 741. It is strongly recommended that this route not be connected to I-71; rather, it should only be used to facilitate access to I-75 and land uses in the immediate surrounding area.

One final recommendation is to improve connectivity to the Shaker Run Subdivision, which will have only two entrances for

more than 1,000 units if current plans do not change. A back entrance should be provided at the southern end of the development to connect with Union Village and/or SR 63.

State Routes

The study area contains three State Routes: SR 63, SR 741, and SR 122. All are owned and maintained by the Ohio Department of Transportation (ODOT). Improvements to these roads pertain largely to increasing capacity and enhancing aesthetics.

State Route 63:

A primary strategy is to widen State Route 63 to five lanes and install landscaped medians. Trees should also be planted alongside the road to soften the view of the correctional facilities and overhead utilities. To improve safety and visibility, hills should be removed or graded and developers should work with ODOT and the Warren County Engineer's Office to determine the best access points for new roads or businesses. Traffic signals at proposed intersections will also be necessary.

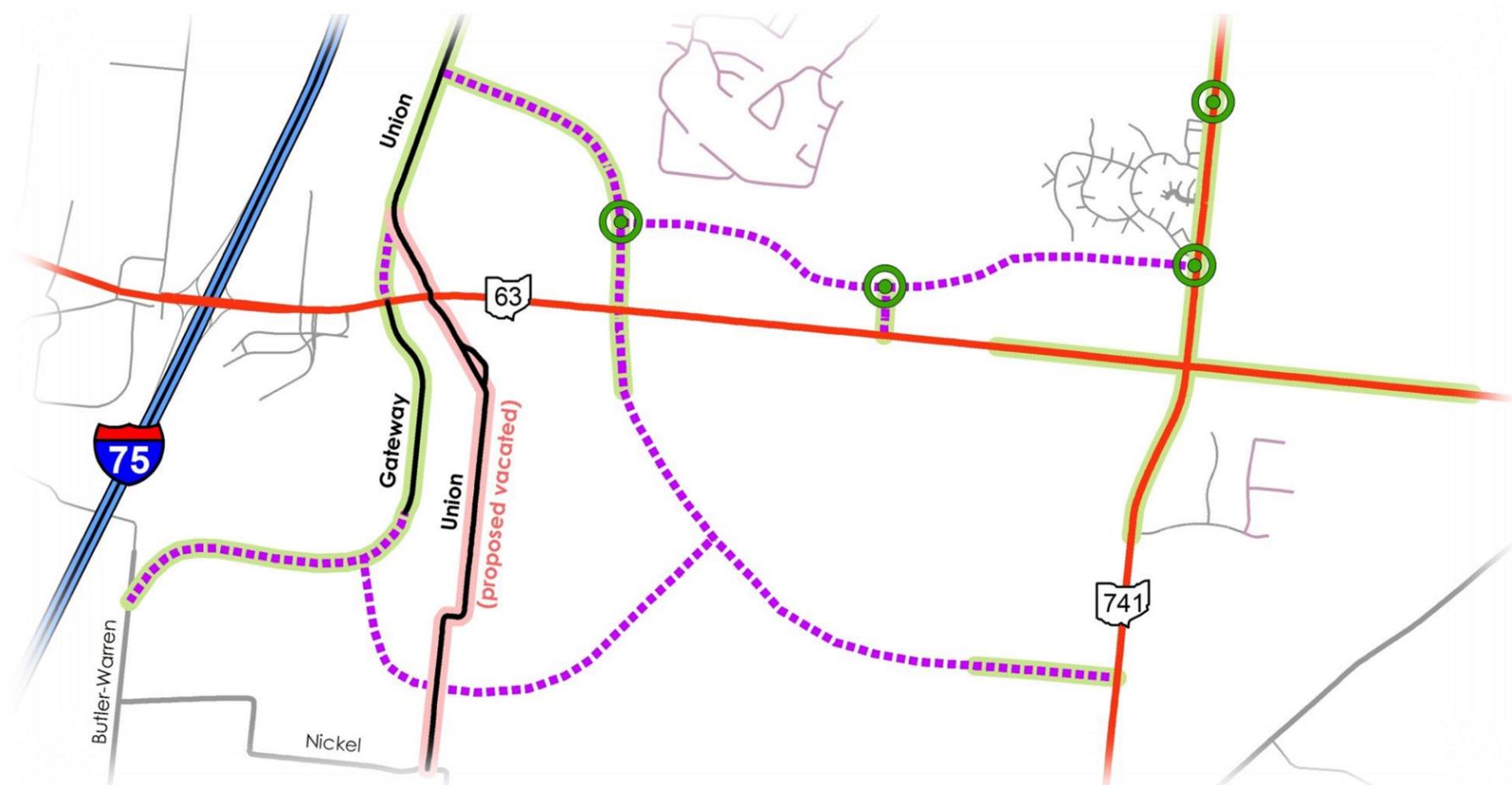
State Route 741:

State Route 741 should be widened to three lanes from Greentree Road to SR 63 with a landscaped median at select locations. To calm traffic, four roundabouts are desired between Greentree Road and SR 63. At the Village Center, parallel parking should be introduced. Several designated and well-marked crosswalks will need to be incorporated with the Union Village development as well.

State Route 122:

This route should be widened to a five-lane boulevard with safe, clearly defined crosswalks adjacent to schools. A wider median (15 to 20 feet) with parallel parking could slow traffic and enhance property values in Hunter. A bike path is also recommended on the south side of SR 122.

Figure 4.7 | State Property Road Improvements



TRAFFIC MITIGATION

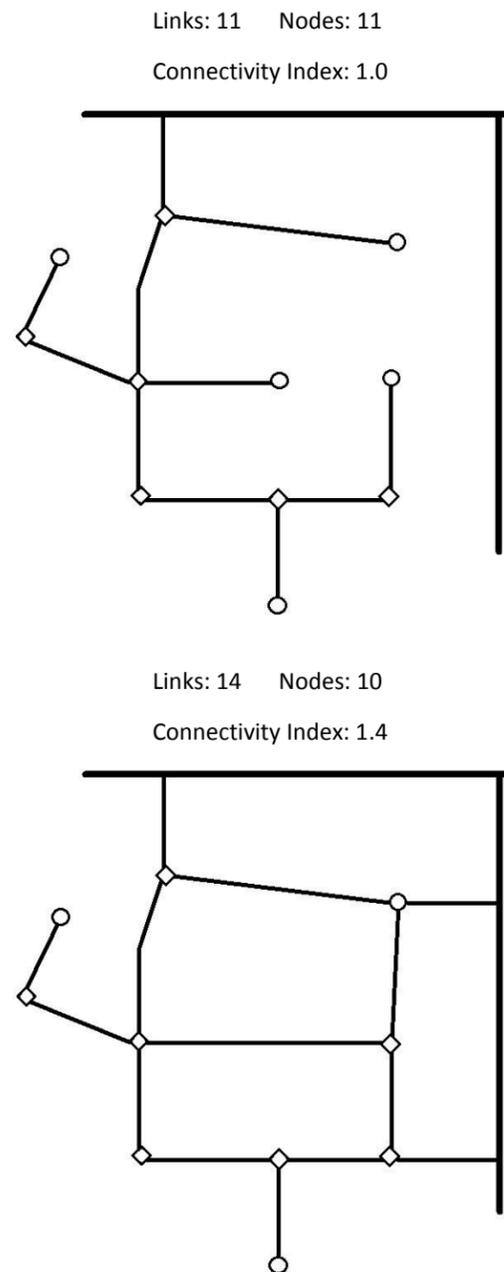
Poor roadway connectivity and population pressures have contributed to high volumes of traffic on major roadways, especially SR 63, SR 741, and Greentree Rd. To address this issue, it is recommended that ODOT and the County Engineer's Office carefully monitor and assess the road network. Traffic counts along major roads should be checked at the same locations on a biannual basis to track trends in commute patterns. Each location along the roadway would then be assessed with a grade according to a level of service (LOS) standard below:

- A = Free Flow
- B = Reasonably Free Flow
- C = Stable Flow
- D = Approaching Unstable Flow
- E = Unstable Flow or "At Full Capacity"
- F = Forced or Breakdown Flow

ODOT and the Engineer's Office will work to establish a set of criteria for each LOS based on traffic counts, average vehicle spacing, delays in traffic flow, etc. Road widening, realignments, and new roads shown on the County's thoroughfare plan would then be implemented once a roadway is determined to be operating a LOS "D" or lower.

Improved roadway connectivity should also be a high priority. In addition to implementing the proposed roadway network (Map 4.2), connectivity standards can be included in the County Subdivision Regulations. For example, the Kentucky Transportation Cabinet uses a connectivity index defined as: "The number of street links divided by the number of nodes and link ends, including cul-de-sacs and sharp curves with 15 mph design speed or lower" (see Figure 4.10). Likewise, during the development review process, the Regional Planning Commission should continue to encourage street connections to surrounding properties.

Figure 4.8 | Connectivity Index



URBAN STREET DESIGN, PARKING, & TRANSIT

The road network will need to accommodate a wide variety of development types. For instance, the mixed-use zoning districts offered in the County Zoning Code allow urban development types which will require uniquely designed streets. Planned Unit Developments (PUDs) like Union Village may also have increased densities if designed properly.

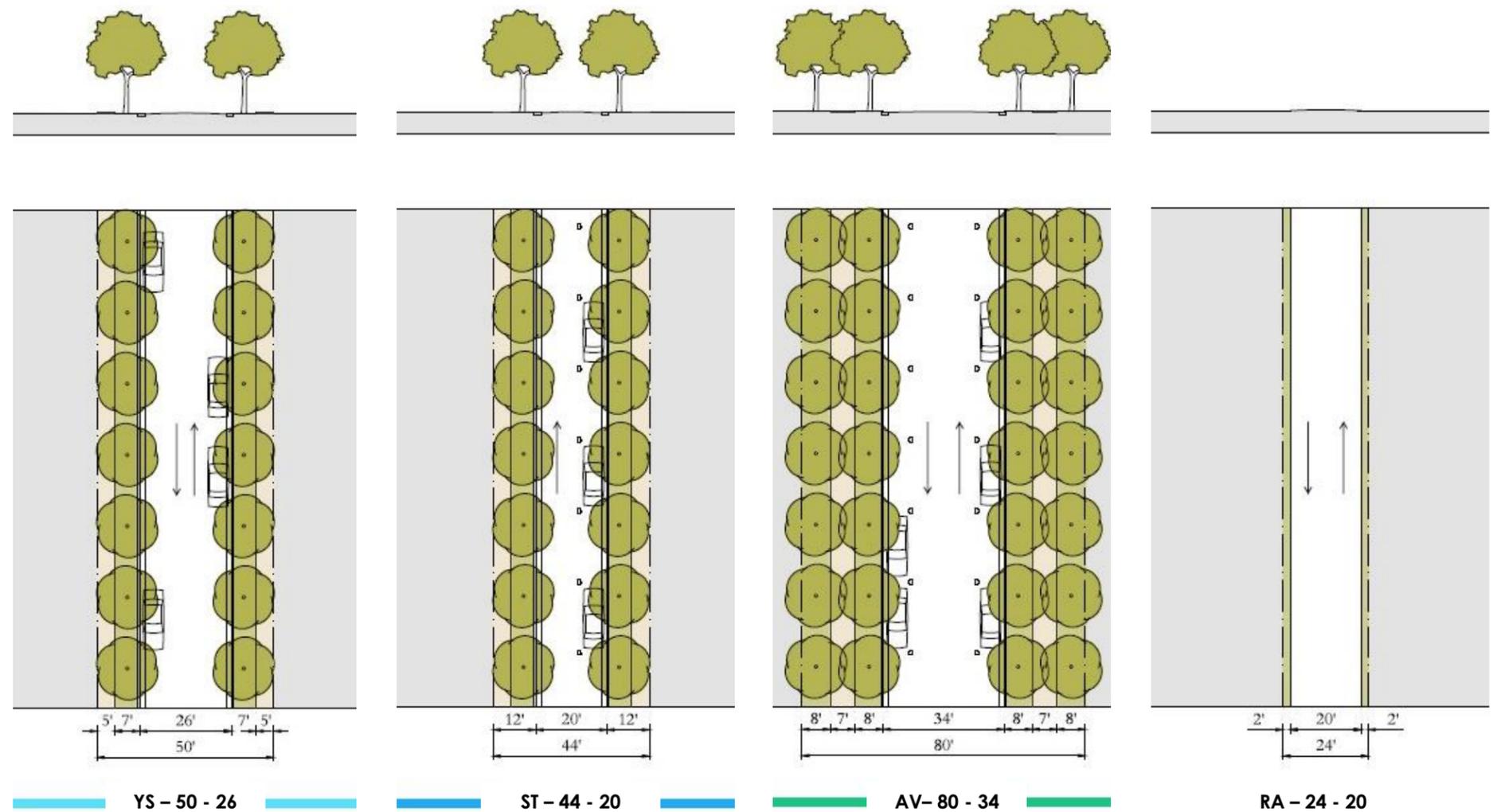
Union Village

To create a walkable, urban environment, the Union Village PUD contains 15 different road and street types that are currently not offered by the County Thoroughfare Plan (see Figure 4.11). Key elements to the street types include the availability of designated on-street parking, narrower street widths, wider sidewalks, and uniform planters, all of which are geared toward calming traffic and enhancing the experience of pedestrians.

Other key features of the Union Village street network include the use of yield streets and offset intersections, which force vehicular traffic to slow down. Alleyways keep garages at the backside of houses, promoting the use of front porches. Square curbs reinforce the urban character and separation from the sidewalk. The overall network also dissipates traffic efficiently through the use of a modified grid pattern.

The County Thoroughfare Plan should be updated to include new street cross-sections consistent with those used for Union Village. The Union Village cross-sections could also be used in future PUD proposals.

Figure 4.9 Union Village Street Cross-Sections



Thoroughfare Type
Right-of-way Width
Pavement Width
Movement
Walkway Type

Thoroughfare Type	Yield Street	One-Way Street	Avenue	Rear Alley
Right-of-way Width	50 ft ROW	44 ft ROW	80 ft ROW	24 ft ROW
Pavement Width	26 ft Pavement	20 ft Pavement	34 ft Pavement	20 ft Pavement
Movement	Yield Movement	Slow Movement	Fast Movement	Slow Movement
Walkway Type	5 ft Sidewalks	5 ft Sidewalk One Side	7 ft Sidewalks	No Sidewalks

Parking

Suburban, auto-oriented areas tend to favor large, conveniently placed parking lots at the front of strip shopping centers and businesses. This type of development pattern:

- 1) Pushes storefronts away from the street, reducing visibility to potential customers;
- 2) Discourages walking along the street to other destinations;
- 3) Diminishes open space and overall attractiveness of the business or site; and
- 4) Increases stormwater runoff.

The automobile will likely continue to be the number one form of transportation well into the future and people will need places to park. However, there are better ways to accommodate the needs of automobile travel. First and foremost, parallel parking can be utilized for improving walkability, creating a barrier between the road and sidewalk. This is usually a fairly inexpensive way to increase parking. Second, parking lots can be oriented toward the rear of buildings, enhancing the view from the street. Third, shared parking facilities can reduce the unnecessary duplication of parking spaces. For large-scale developments, the incorporation of parking garages can greatly increase the amount of usable space for additional buildings and provide additional areas to conserve as open space.

Public Transportation

As the area continues to urbanize, the need for public transportation expands. In fact, the Warren County Consolidated Plan (WCCP) approved in 2014 identified "affordable, practical transit" as a high priority. The lack of service was identified not only as a barrier to self-sufficiency for low to moderate income households, but also as a barrier to workforce training, acquiring/maintaining employment, and meeting basic daily needs.

Otterbein, Atrium Medical Center, the future college, and other local stakeholders could come together as a potential starting point to begin discussions about more reliable, fixed-route or flex-route services. A Transit Committee including area residents could be formed to determine bus stop locations and significant destinations, come up with preferred bus stop designs, determine estimated costs of fixed-route service, garner support from local jurisdictions and the County, and acquire grants.

Conventional Parking Lot Design



Enhanced Parking Lot Design | Carmel, IN



GOALS, OBJECTIVES, & STRATEGIES

Guiding Principle

A sophisticated, carefully designed roadway network, complete with bicycle and pedestrian access, safe crossings, roundabouts, and improved connectivity, will be provided to efficiently move goods and people while protecting the virtues of the community.

Goal 1

A roadway network that alleviates traffic congestion and is better connected to collector and local roads.

Objective 1.1:

Thoroughfares will be carefully monitored and assessed.

- Monitor traffic counts on a biannual basis at the same locations on major roads (collector and above) to track trends in traffic.

- Establish and utilize “Level of Service” standards to classify roadway conditions at peak travel times for major roads (collector and above).
- Reopen the “North-South Initiative Study” and/or perform proactive transportation studies for major transportation improvements projects including Union Road and Greentree Road/interchange.

Objective 1.2:

Roadways will be improved and widened as necessary to accommodate increased traffic volumes.

- Update thoroughfare plans to show road classifications and improvements that are consistent with the suggestions of the Gateway Plan - West (see Map 4.2).
- Acquire ROW for future road widening and improvements.

Objective 1.3:

Roads will be well connected between compatible land use districts and internally within subdivisions and development projects.

- Update thoroughfare plans to show the new roads suggested in the Gateway Plan - West (see Map 4.2).
- Add an internal road connectivity standard to the Mixed-Use and R1B zoning districts.
- Encourage connections to surrounding properties during the review process for new development proposals.

Goal 2

Roadways that incorporate traffic calming techniques and are safe for both motorists and pedestrians.

Objective 2.1:

Urban streetscapes will be incorporated with high density developments.

- Add new street cross-sections to the Warren County Thoroughfare Plan, which include narrower streets, parallel parking, alleys, and square curbs.
- Use and promote the Union Village PUD street cross-sections as an example for future PUD development proposals.

Objective 2.2:

Alternatives to standard road intersections will be utilized.

- Install roundabouts at the intersections indicated Map 4.2.
- Consider the construction of a roundabout interchange or a single point urban interchange for Greentree Road.
- Allow offset intersections within urban development proposals, such as Union Village.

(Also see Chapter 4: Transportation, Objective 4.1)

Goal 3

Multi-modal transportation options that form complete streets.

Objective 3.1:

Fixed-route transit services will be explored.

- Form a transit committee charged with the task of identifying key points of interest, possible routes, funding opportunities, expenses, and bus stop designs.
- Conduct a transit study to determine the potential economic impacts of establishing a fixed route transit service and the demand for transit services.
- Consider “park & ride” facilities and programs with transit discussions.

Objective 3.2:

Shared bike lanes will be added and incorporated on designated streets.

- Implement the multi-use trail plan (see Map 3.3).

(Also see Chapter 3: Quality of Life, Objective 3.1)

Objective 3.3:

Pedestrians will have adequate space to comfortably walk in more densely populated areas.

- Update the Warren County thoroughfare plan to offer street cross sections with sidewalks that are wider (between 8-12 feet wide) and immediately adjoin the street with designated space for planters and street trees.

- Promote and utilize parking garages and parallel parking as a means of shortening walking distances and reducing overall surface parking.

(Also see Chapter 3: Quality of Life, Objective 3.2)

Goal 4

Enhanced roadway aesthetics.

Objective 4.1:

The gateway corridor will have landscaped medians, roundabouts, and streets.

- Install landscaped medians at the suggested locations indicated in Map 4.2 (also see Chapter 4: Transportation Objective 2.2 and Chapter 2: Community Design Objective 5.1).
- Indicate in the County Thoroughfare Plan that median widths may vary dependent upon suggestions indicated in comprehensive plans.
- Work with ODOT to gain support of the roadway improvements and suggestions indicated in the Gateway Plan for State Routes.
- Utilize Transportation Improvement Districts to place maintenance responsibility and financing of medians, roundabouts, and related improvements on new developments.

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CHAPTER 5

UTILITIES

Guiding Principle:

Utilities will be used as an economic development tool to accommodate growth in appropriate areas, providing reliable, effective, and efficient service to businesses, industrial districts, and neighborhoods.

Goals:

1. A “shovel ready” utilities plan.
2. Utilities that are installed with aesthetic consideration.
3. Utilities that are reliable, effective, and efficient.

INTRODUCTION

Utilities represent the framework and foundation for development. Sewers, water, fiber optics, electric, and natural gas all play a major role in where businesses and industries locate. If carefully designed, stormwater management facilities can also benefit the area. The vision is to use utilities as an economic development tool to accommodate growth in appropriate areas, providing reliable, effective, efficient service to businesses, industrial districts, and neighborhoods. Specific goals include ensuring utility providers are “shovel ready” and prepared to accommodate expected growth, utilities are installed with aesthetic consideration, and utility services meet community expectations.

ISSUES & OPPORTUNITIES

Unsightly utility lines and related infrastructure are seen as a weakness of the study area. Aquifer contamination is also considered a major threat. However, utility providers and local leaders have the opportunity to plan ahead and mitigate these concerns moving forward. General access to urban utilities such as water, sewers, natural gas, and fiber optics will provide additional opportunities.

Issues

Unsightly Infrastructure:

Aboveground utility lines, cell towers, power sub-stations, and the like all detract from existing views and vistas. Many of the major roads in the area also function as major utility corridors, which can make for a visually unpleasant drive. Fortunately, utility infrastructure can be “dressed up” (see page 66) and utility lines can be buried.

Aquifer Pollution:

The Great Miami/Little Miami Buried Valley Sole Source Aquifer lies beneath a significant portion of the Gateway and Garden Districts. Industrial and commercial growth within these districts could pose a large threat to the groundwater if not properly addressed.

Opportunities

Plan Ahead:

Utility providers have the opportunity to strategically plan utility networks and expand capacity to accommodate expected growth along the gateway corridor. Utility providers can also work together to bundle utilities and lower costs.

Power Substation | SR 63



Utility Access:

Urban utility services are readily accessible to the study area and can easily be upgraded and extended to nearly all districts.

Fiber Optics:

Tier 3 fiber optic service (the internet highway) could attract high-tech, office development if extended into the study area.

Water:

The aquifer provides a plentiful, clean water supply and is a major advantage for the region since demand for water is increasingly on a national and global scale. Certain industries may be attracted to the area for this very reason.

URBAN SERVICE BOUNDARY

A top priority of the Gateway Plan is to provide information and strategies that will facilitate economic development and help make the study area “shovel ready.” Typically, at the beginning of the development process, developers and land owners need to know where utilities are located and who the service providers are. The “Urban Service Boundary” (USB) depicted in Map 5-1 will help convey this information and delineate where high intensity uses can and cannot be located. For instance, large commercial offices and compact, mixed-use neighborhoods cannot be supported outside of the USB, primarily due to sewer limitations. The expectation for growth and higher intensities within the USB can also give utility providers an opportunity to proactively plan utility extensions and capacity upgrades.

In addition to the USB, developers and land owners will need to know permit and bond requirements necessary for extending utilities to their site. To expedite this process, the County and local utility providers can work together to create a permit checklist with contact information for relevant departments and agencies that can be distributed to developers on an as-needed basis (see Table 5.1).

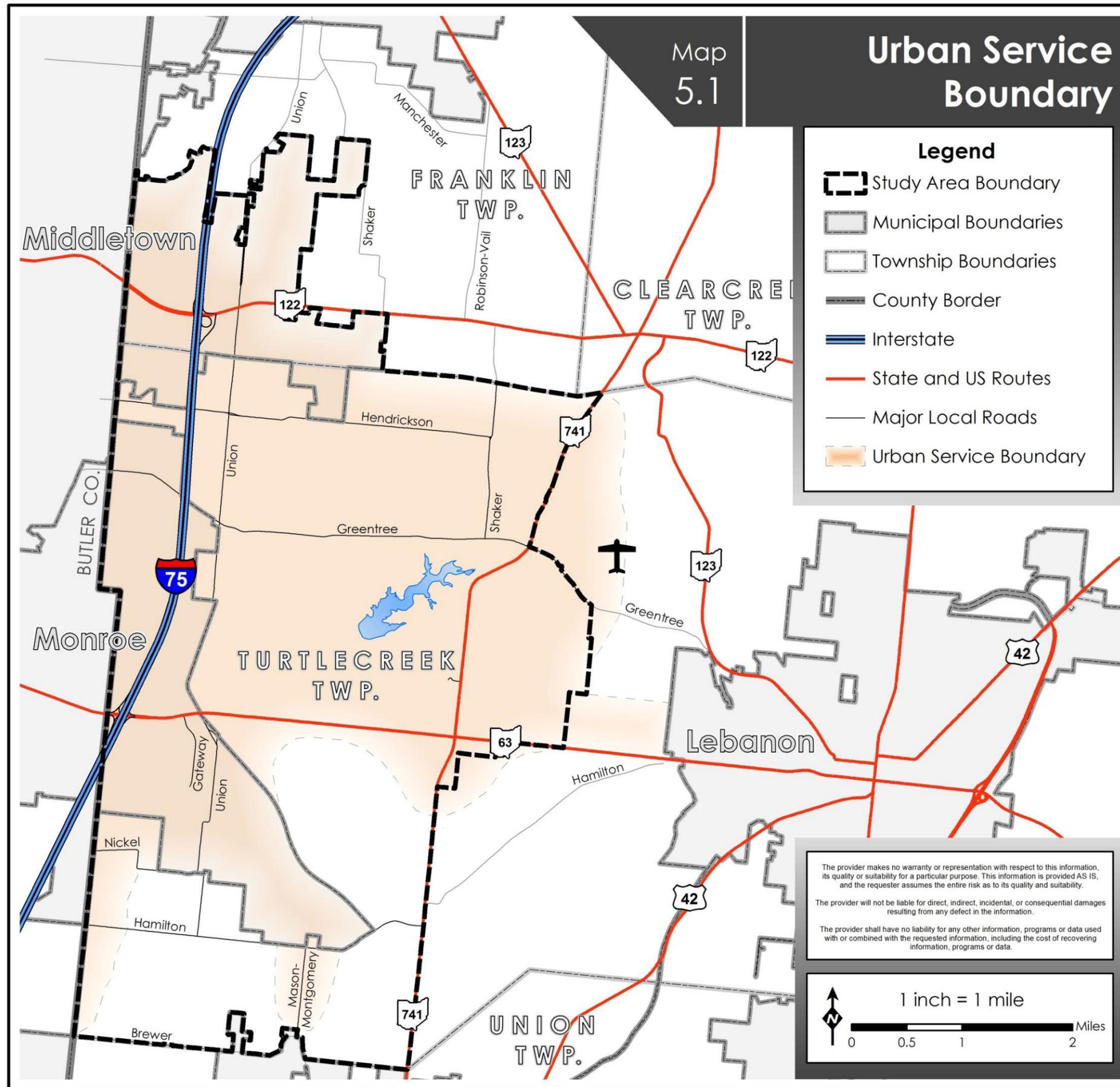


Table 5.1 | Utility Service Providers

	Utility Providers	Address	Phone
Sewers	Warren County Water & Sewer Dept.	406 Justice Dr. Lebanon, OH 45036	513-695-1377
	Butler County Water & Sewer Dept.	130 High St., Hamilton, OH 45011	513-424-5351
	Middletown	One Donham Plaza Middletown, OH 45042	513-425-1860
Water	Warren County Water & Sewer Dept.	406 Justice Dr. Lebanon, OH 45036	513-695-1377
Energy	Duke Energy	-	513-287-2407
Fiber Optics	NI Solutions	10401 N. Meridian St., Carmel, IN 46290	317-616-3301 513-330-9135
	CenturyLink	-	800-366-8201
	AT&T	-	844-288-3427
Stormwater	Warren County Engineer's Office	210 E. Main St., Lebanon, OH 45036	513-695-3309
	Warren County Soil & Water Conservation District	320 E. Silver St., Lebanon, OH 45036	513-695-1337
	Ohio Environmental Protection Agency	401 E. Fifth St., Dayton, OH 45402	937-285-6357

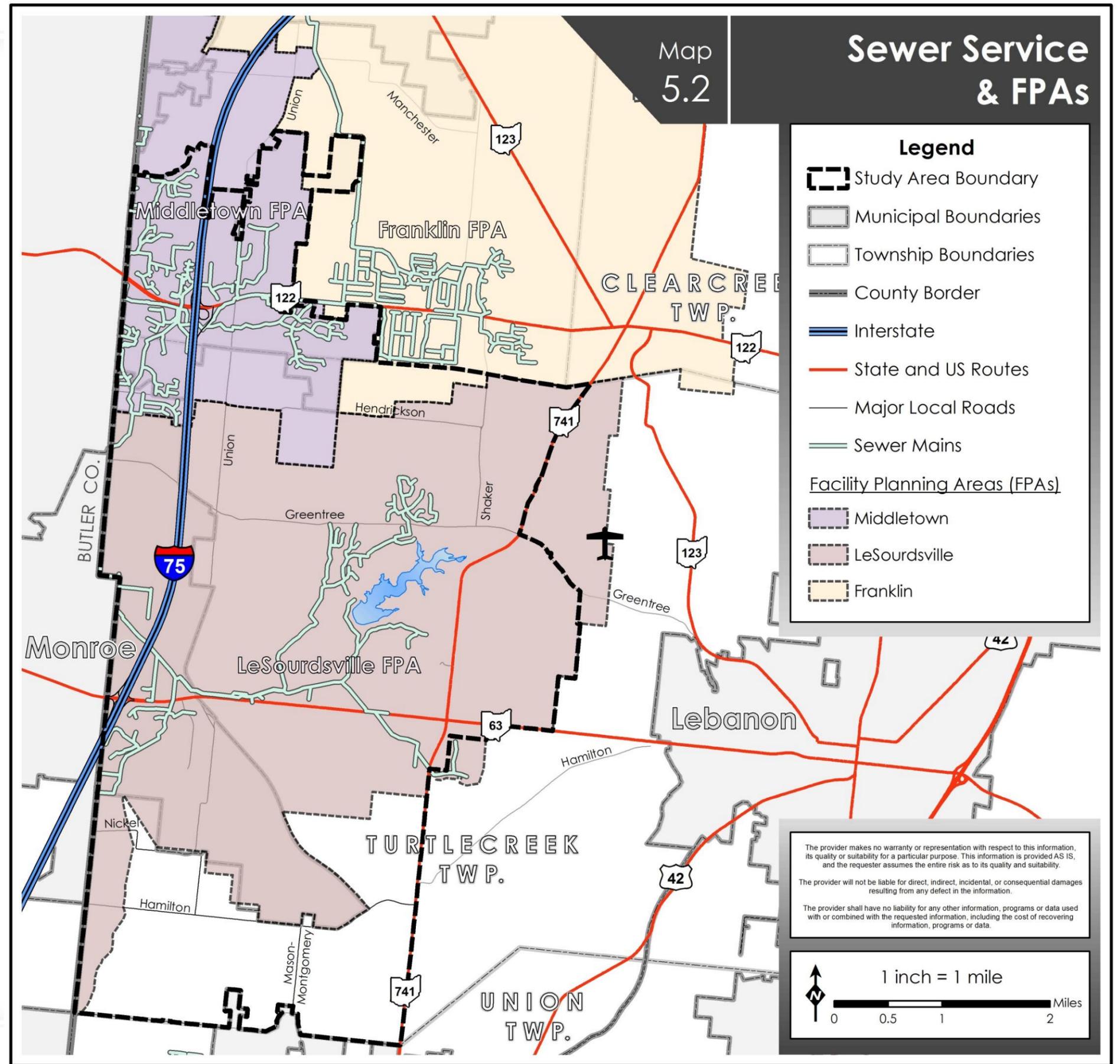
SEWERS

Sewers have a significant influence on growth and represent the largest determining factor in defining the USB. Middletown, Warren County, and Butler County are the sewer service providers for the study area, as shown in Map 5.2. The southern portion of the study area along Hamilton Road (the Garden District) represents the only area not released for sewer service. Lift stations, a costly infrastructure improvement, would be required to extend sewer lines to areas within the Garden District and are the primary reason that it has been left outside of the USB. If the State Property is ever redeveloped, OKI's 208 Plan will need to be amended to include the land between Monroe and SR 741.

Population projections and expectations for growth along the I-75 corridor will place particular importance on monitoring sewer capacity and anticipating future upgrades. For instance, according to OKI the LeSourdsville Facilities Planning Area (FPA), which contains large portions of the Gateway and Park Districts, is projected to gain nearly 30,000 people between 2010 and 2040. Sewer service providers will need to size sewer lines appropriately and expand waste water treatment facilities as needed to accommodate this growth.

Box 4.1 | The "208" Plan

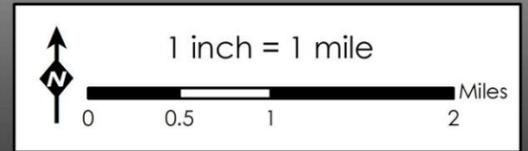
In 1972, the Clean Water Act was enacted to restore and maintain the chemical, physical, and biological integrity of the nation's waters. "Section 208" of the Clean Water Act requires that a water quality management plan be developed on a regional or area-wide basis. After being enacted, the Ohio-Kentucky-Indiana (OKI) Regional Council of Governments became the "keeper" of the water quality management plan, also known as the "208 Plan." The 208 Plan consists of several Facility Planning Areas (FPAs), and sewer lines are not allowed to extend beyond these designated areas unless there is an amendment to the Plan through OKI.

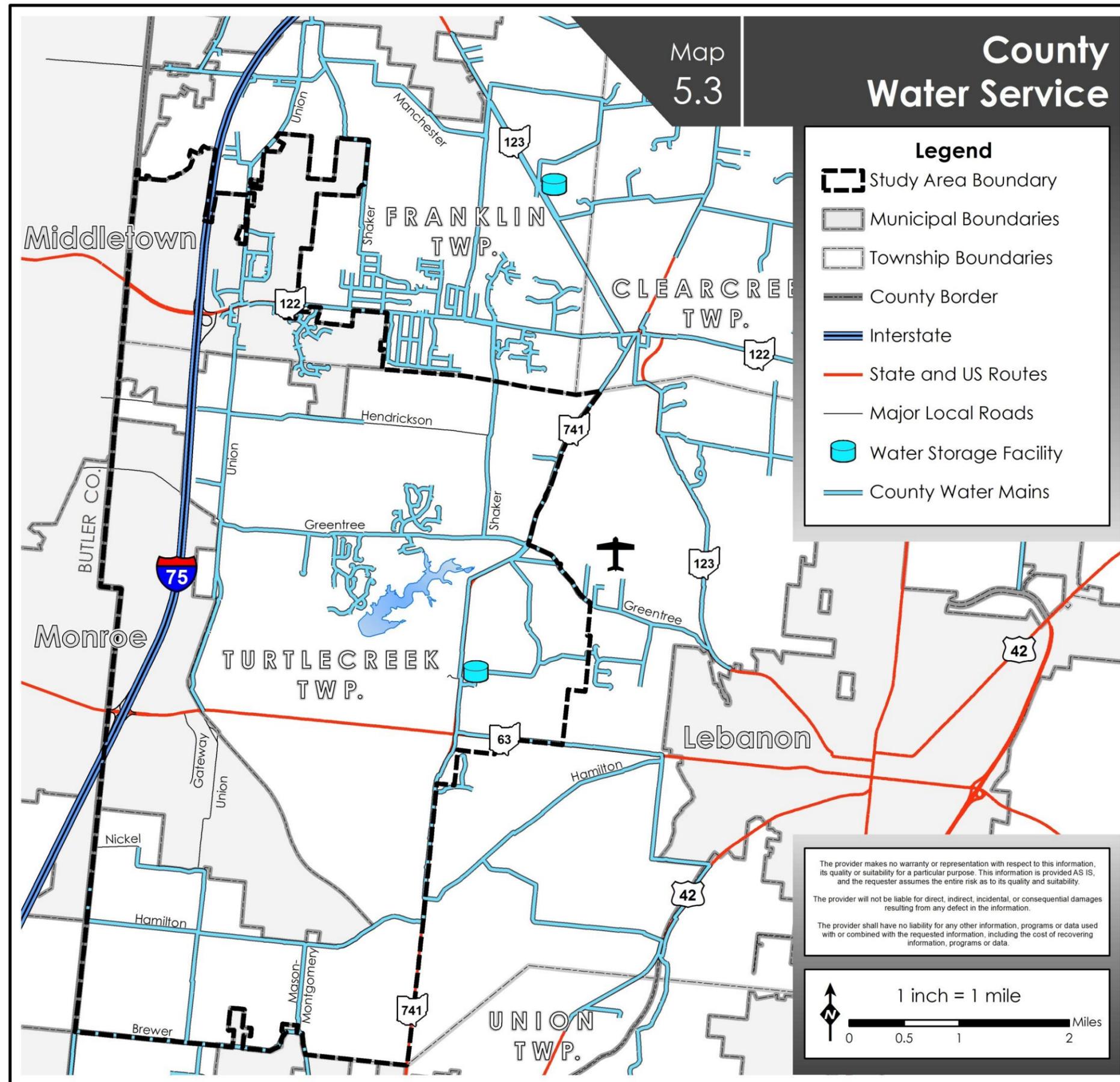


The provider makes no warranty or representation with respect to this information, its quality or suitability for a particular purpose. This information is provided AS IS, and the requester assumes the entire risk as to its quality and suitability.

The provider will not be liable for direct, indirect, incidental, or consequential damages resulting from any defect in the information.

The provider shall have no liability for any other information, programs or data used with or combined with the requested information, including the cost of recovering information, programs or data.





WATER

Warren County is the sole provider of water service to the study area. Water is plentiful and is pumped from the Great Miami/Little Miami Buried Valley Sole Source Aquifer, one of the largest and cleanest water sources in the world. The water is treated at the Franklin-Clearcreek Water Treatment Plant located near the confluence of the Great Miami River and Twin Creek, which is then stored in several water towers and distributed to customers through a network of water lines shown in Map 5.3. The water tower at Otterbein contains 1.5 million gallons and the water tower along SR 123 (see Map 5.3) contains one million gallons. This infrastructure will need expanded and upgraded as necessary to provide service to new users.

Water towers can be interesting landmarks for a community. Typically, they are painted with a jurisdiction's name or slogan, but a new water tower within an urban setting like Union Village could be unique and enthralling if designed with out-of-the-box thinking or if minor adjustments are made to standard designs. The image below shows an ambitious design for a future water tower in Carmel, Indiana. An improvement like this would enhance, rather than detract from the character of the urban setting.

Water Tower Concept | Carmel, IN

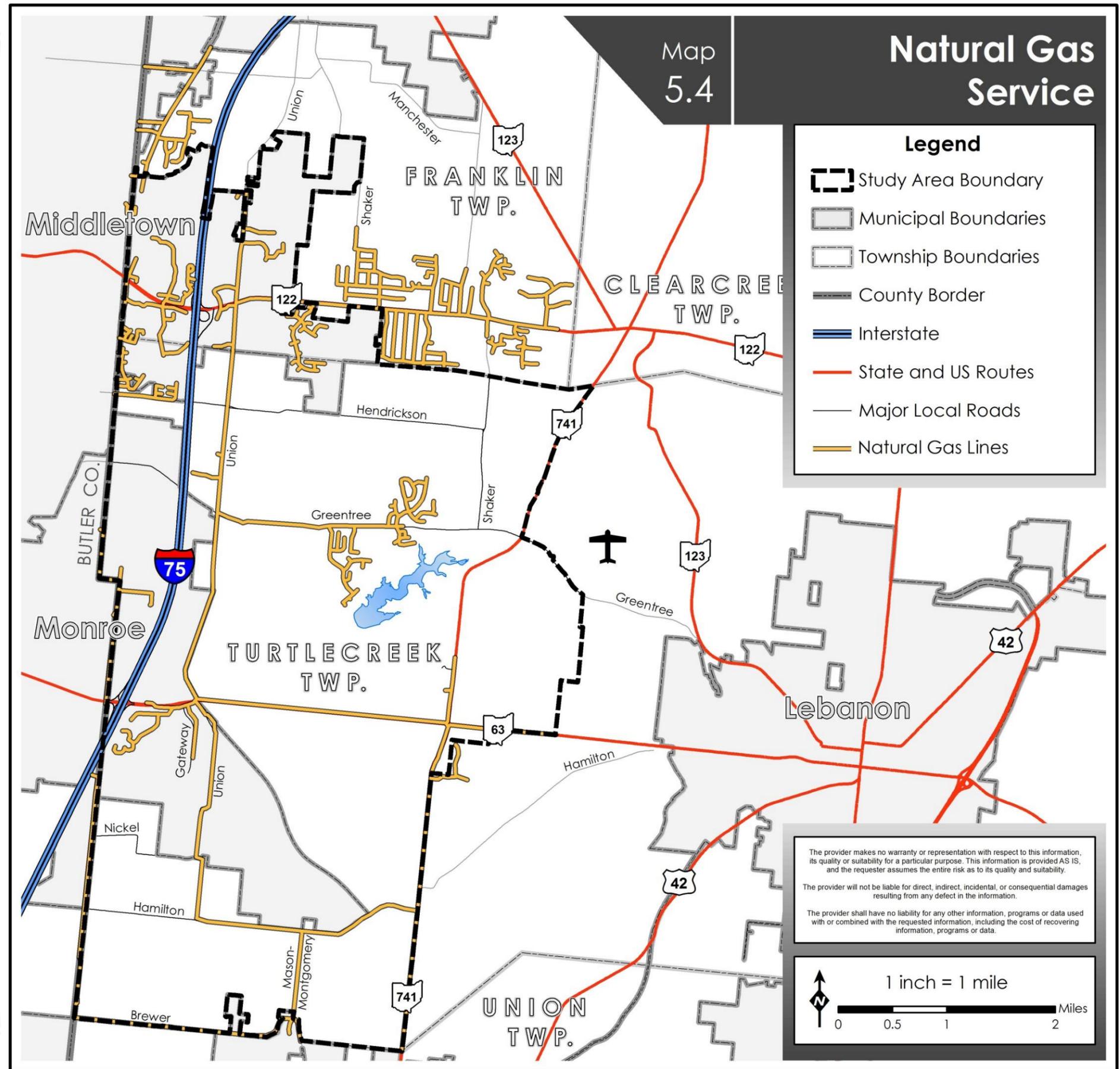


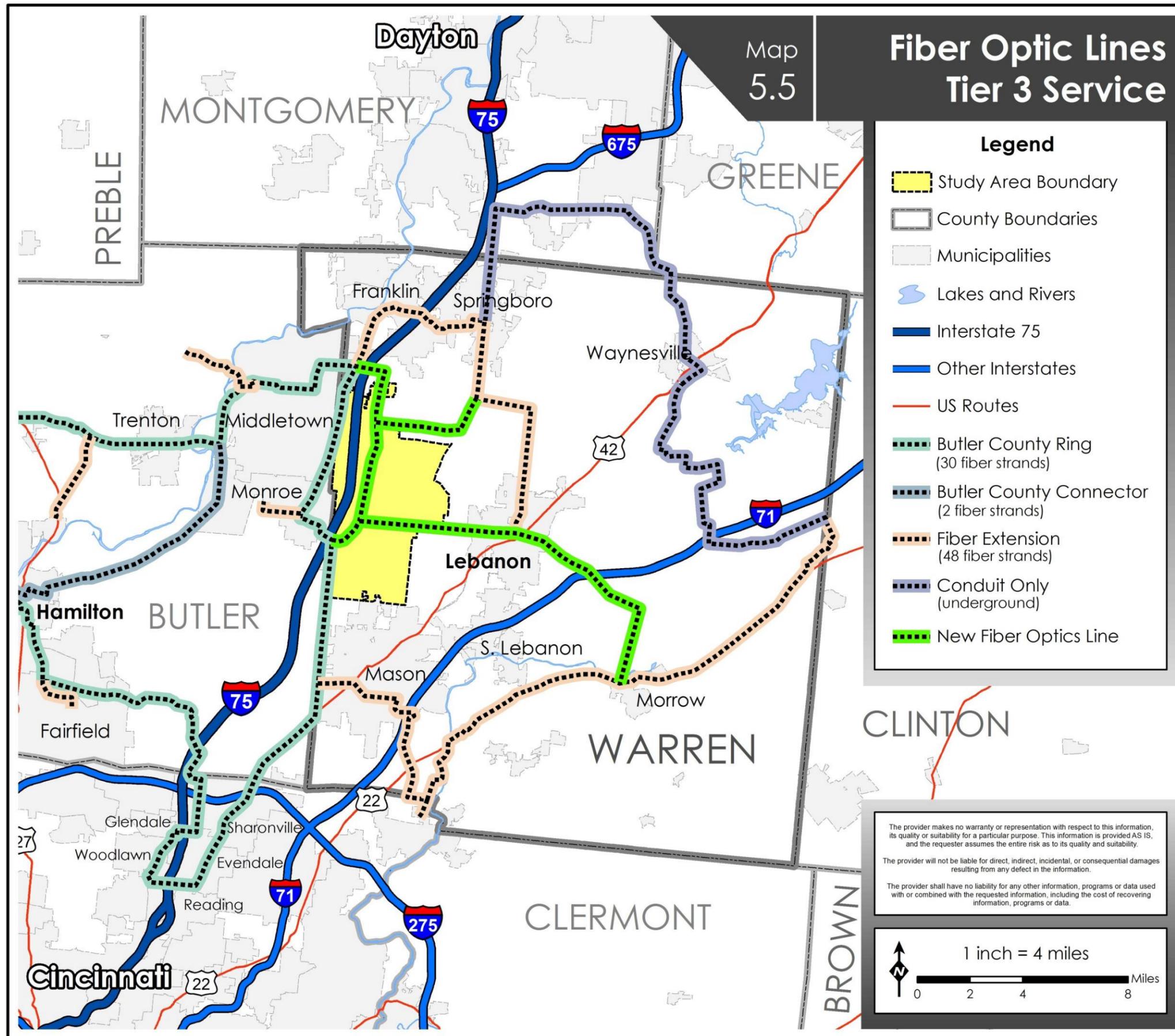
ENERGY

Electric and natural gas are easily accessible and are provided by Duke Energy (see Map 5.4). This infrastructure is already in place throughout much of the study area and will help attract quality businesses and jobs.

Duke Energy should be made aware of the vision for each district so that they may better plan and coordinate future improvements to the network and grid. A large part of the vision for each district is to maintain a quality image and to protect views and vistas. Utility lines and other types of infrastructure can sometimes hinder or detract from this aspiration. This Plan recommends that all utility lines be buried as much as possible. Another recommendation is to house power substations within architecturally pleasing buildings, as shown below. Public-private partnerships may need established to help fund these projects.

Camouflaged Power Substation | Washington Twp, Mont. Co.





FIBER OPTICS

Internet and fiber optic capabilities throughout the I-75 corridor have the potential to be a significant driver of desired growth in high-tech, management, medical, and education industries. Fiber optics and internet service can be provided to the area through a number of different "Tier 2" providers such as AT&T and CenturyLink. NI Solutions and Smart Connect Fiber Inc., a "Tier 3" (internet highway) service provider, is also working to expand their network throughout Butler and Warren County. Their company began by initially providing internet service to area universities and schools, but has since become an open, competitive network available for businesses and households. Public-private partnerships could be established to help expand Tier 3 fiber optics services along Union Road, State Route 63, and SR 122 to connect with new businesses, Atrium Medical Center, and a potential college campus at Union Village. Work should also be done to ensure data (network) loops are established to help prevent internet blackouts during storms (see Map 5.5).

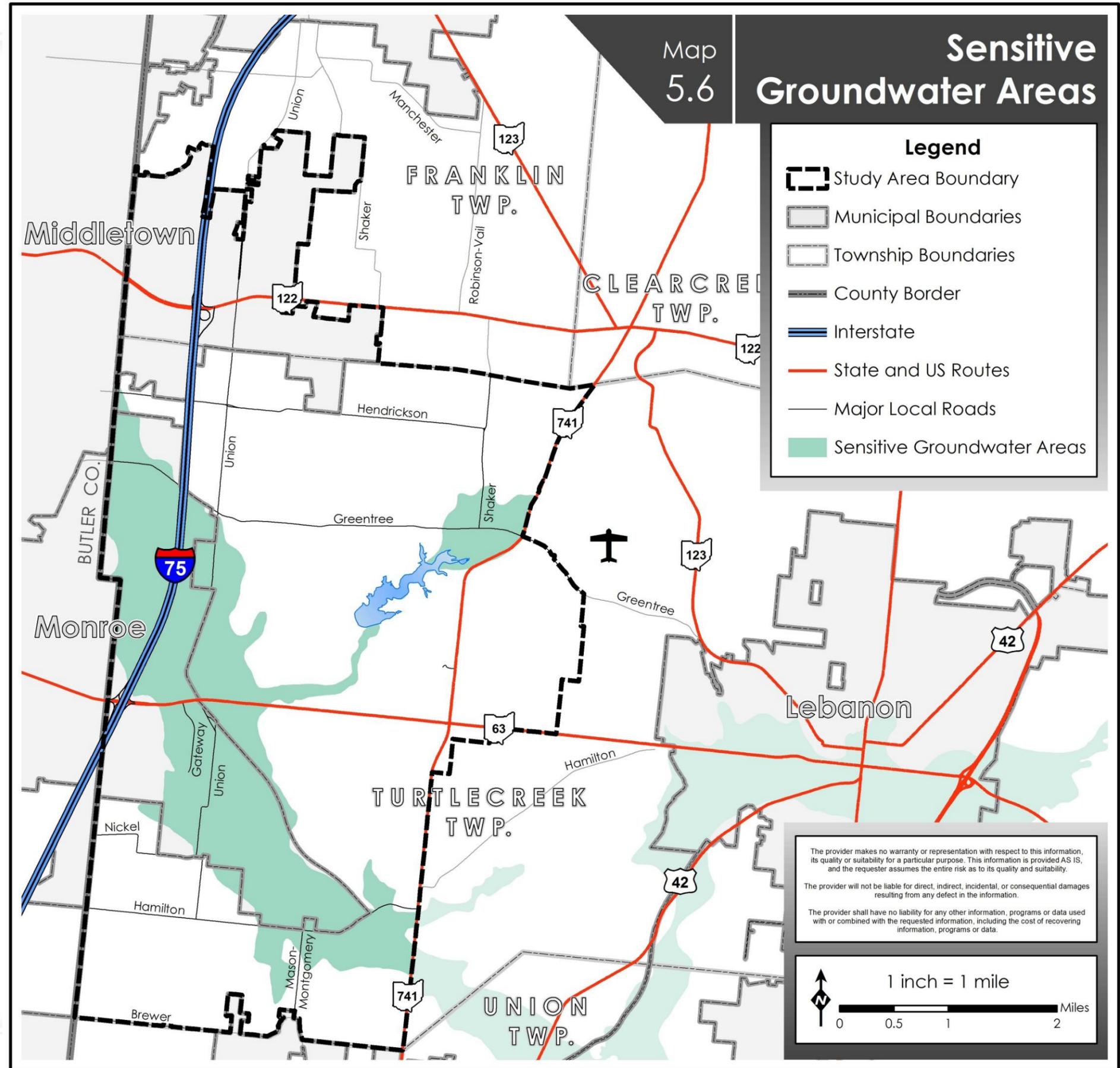
Several cost saving measures can also be utilized while expanding infrastructure. For instance, fiber conduits could potentially be "bundled" together with other utility extensions such as sewer lines. Likewise, while road improvements are made, empty conduits can be installed to allow future fiber extensions to cross underneath the roadway.

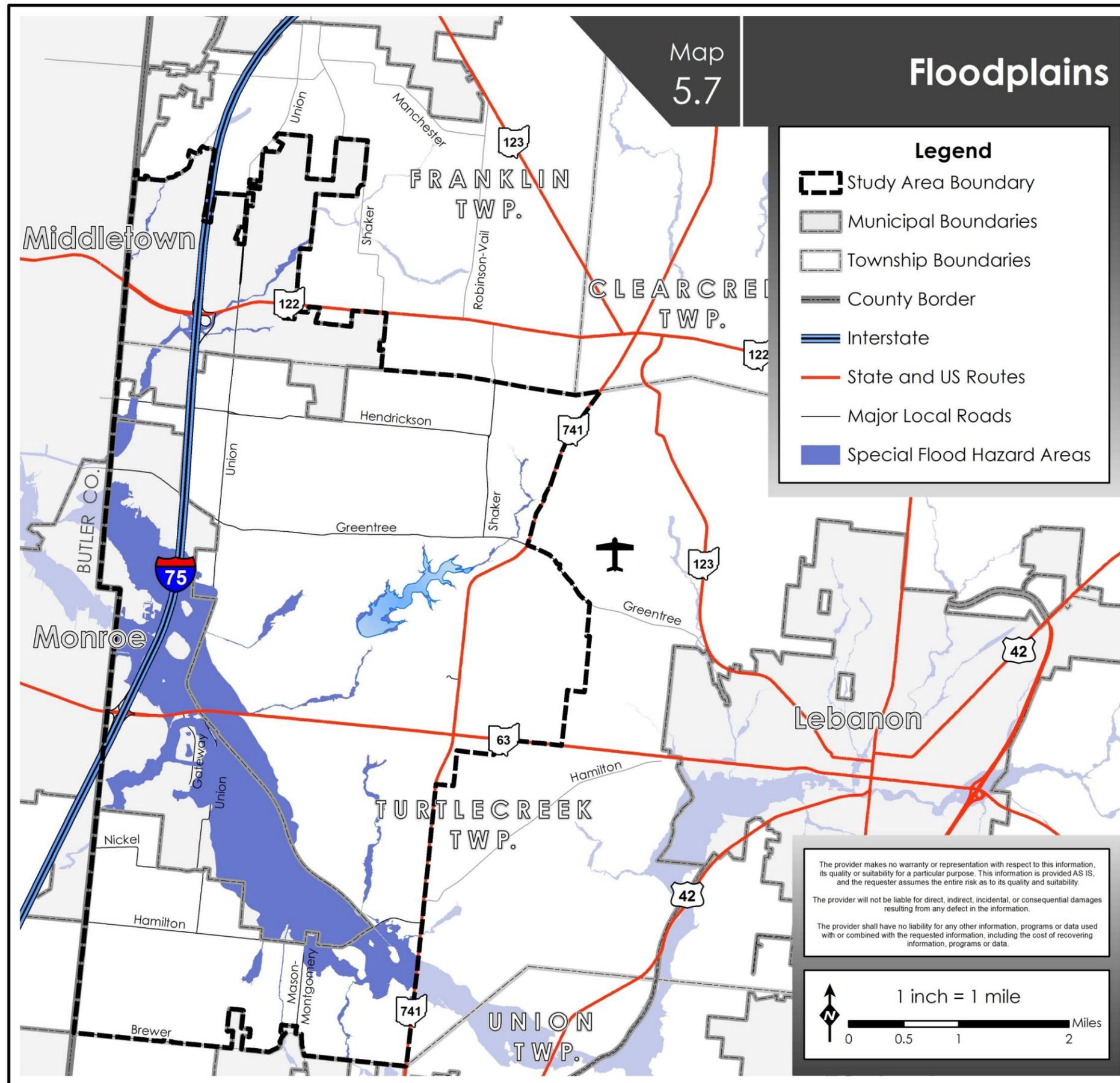
In addition to the fiber optics network, wireless infrastructure should be expanded and developed since technology is exponentially trending in this direction.

STORMWATER MANAGEMENT

As the area develops, impervious surfaces will increase and new facilities will be needed to manage stormwater runoff. In rural settings, drainage ditches are utilized and work effectively. However, the compact, urban settings that are envisioned within some of the Plan's Districts will require a more sophisticated network of curbs, gutters, and catch basins. Further, regional and master planned stormwater facilities can be advantageous from both an efficiency and aesthetic standpoint. Typically, stormwater management is addressed in a piecemeal fashion or site by site. However, the better approach is to coordinate where drainage swales and basins will be located across multiple property lines. For instance, a series of drainage swales could be combined or channeled into a large pond that could become a central feature and focal point for new development (see image below).

Stormwater Retention Pond | Avondale, GA





Protection of the sensitive groundwater and floodplain areas shown in Maps 5.6 and 5.7 should also be a high priority. The low-lying areas around Monroe and the Cincinnati Zoo properties offer opportunities for wetland reclamation to help filter potential pollutants from industrial development in the Gateway District. The Cincinnati Zoo has started this effort and should be encouraged to continue. The study area also contains many streams, such as Dick's Creek, Shaker Creek, and Little Muddy Creek, that will flood and gradually meander over time. The creek banks serve as a filtration system for pollutants and should be protected with the streamside setback regulations of the Zoning Code. The streamside setbacks are strictly voluntary, but should be encouraged. In more urbanized settings pervious pavers, rain gardens, and green roofs can also be utilized to protect groundwater.

Shaker Creek



GOALS, OBJECTIVES, & STRATEGIES

Guiding Principle

Utilities will be used as an economic development tool to accommodate growth in appropriate areas, providing reliable, effective, efficient service to businesses, industrial districts, and neighborhoods.

Goal 1

A “shovel ready” utilities plan.

Objective 1.1:

There will be a clear understanding of where existing and future utilities may be located.

- Utilize the Urban Service Boundaries (USB) as a clear delineation of where sewer service can be expected.
- Use the Gateway Plan to market the USB as the most practical area for new development and high intensity uses.
- Amend the LeSourdsville Facilities Planning Area to include the State Property if it is ever redeveloped.
- Work with utility providers to develop proactive plans for utility extensions.

Objective 1.2:

Awareness of utility requirements will be raised at the beginning of the development process.

- Provide developers with a checklist of permits and general requirements that will be needed with relevant contact information.
- Send a courtesy notification to all utility providers of new development projects as soon as possible.

Goal 2

Utilities that are installed with aesthetic consideration.

Objective 2.1:

Views and vistas will be protected and/or enhanced.

- Bury all utilities wherever possible.
- Utilize storm water management as a means of creating an aesthetically pleasing setting for development.
- House power substations along SR 63 inside of architecturally pleasing buildings.
- Design and decorate water towers to become interesting landmarks.

Goal 3

Utilities that are reliable, effective, and efficient.

Objective 3.1

Utility services will accommodate projected future growth within the USB.

- Conduct detailed water and sewer studies to periodically monitor capacity within the USB.
- Increase water and sewer capacity as needed.
- Expand “Tier 3” fiber optics service along SR 63, SR 122, and Union Road.
- Consider providing duplicative or “backup” utility lines (e.g. water lines and fiber optics loops) in commercial and industrial districts.
- Convey the vision of each District to Duke Energy to better plan and expand electric and natural gas service.

Objective 3.2:

Utility providers will seize opportunities for cost savings.

- Plan sewer lift stations at locations that will maximize return on investment.
- Utilize existing easements or ROW.
- Coordinate infrastructure improvements with other utility providers that may benefit by consolidating or bundling services together.
- Explore the possibility of including fiber conduits with all major utility extensions.
- Encourage the use of renewable energy resources, such as geo-thermal and solar energy.

Objective 3.3:

Stormwater and groundwater will be carefully managed, mitigating negative impacts on the environment and neighboring properties.

- Develop a regional stormwater management plan.
- Encourage wetland reclamation at the Cincinnati Zoo properties.
- Work with developers to honor streamside setback standards.
- Encourage the use of pervious pavers, rain gardens, and green roofs.



CHAPTER 6

ECONOMIC DEVELOPMENT

Guiding Principle:

Regional districts and hubs of activity will be established, providing new opportunities for high paying jobs in a variety of different concentrations to create a viable, sustainable business environment.

Goals:

1. Financially stable jurisdictions
2. Job creation.
3. An expedited development process.

INTRODUCTION

The potential for growth along the gateway corridor has been a consistent theme mentioned throughout this Plan, and is a force that cannot be ignored. This chapter will help prepare for this growth by offering strategies to finance new infrastructure projects and promote quality job creation. The vision for this chapter is to establish commercial and industrial hubs of activity that will provide new opportunities for high paying jobs in a variety of different concentrations to create financially sustainable jurisdictions. Further, the desire is to promote a “healthy” balance of development, consisting of lively mixed-use centers; campus-style corporate offices; and industrial parks for high-tech research and light manufacturing.

ISSUES & OPPORTUNITIES

Issues

Uncontrolled Growth:

Undesirable land uses and poor development patterns are typically the result of uncontrolled growth and pose one of the biggest threats to the study area. All strategies of the Plan are geared towards producing a positive growth scenario.

Corporate Office | Mason, OH



Economic Recession:

Current employment opportunities are limited and job creation has slowed down dramatically throughout the region. Fortunately, the economy is back on a positive trend and is expected to continue to grow.

Opportunities

Regional Context:

The study area is situated between two metro areas, Dayton and Cincinnati, and is also in close proximity to Columbus, Indianapolis, Louisville, and Lexington. The possibility for a new interchange along I-75 will also provide easier access to some of these markets.

New Jobs:

Areas for future industrial and commercial growth along Union Road and SR 63 have great potential for corporate offices and industrial campus-style development. The vision is for management and high-tech jobs similar to what is found within the Research Triangle in North Carolina.

“Clean” Industrial Building | New Albany, OH



Tourism:

Warren County, “Ohio’s largest playground,” boasts numerous tourist destinations, such as Kings Island, the Beach, and Miami Valley Gaming (Racino). The Cincinnati Zoo, Regional Sports Complex, Equestrian Center, and Culture & Performing Arts Center also have the potential to expand the tourism industry even more.

Health & Bioscience:

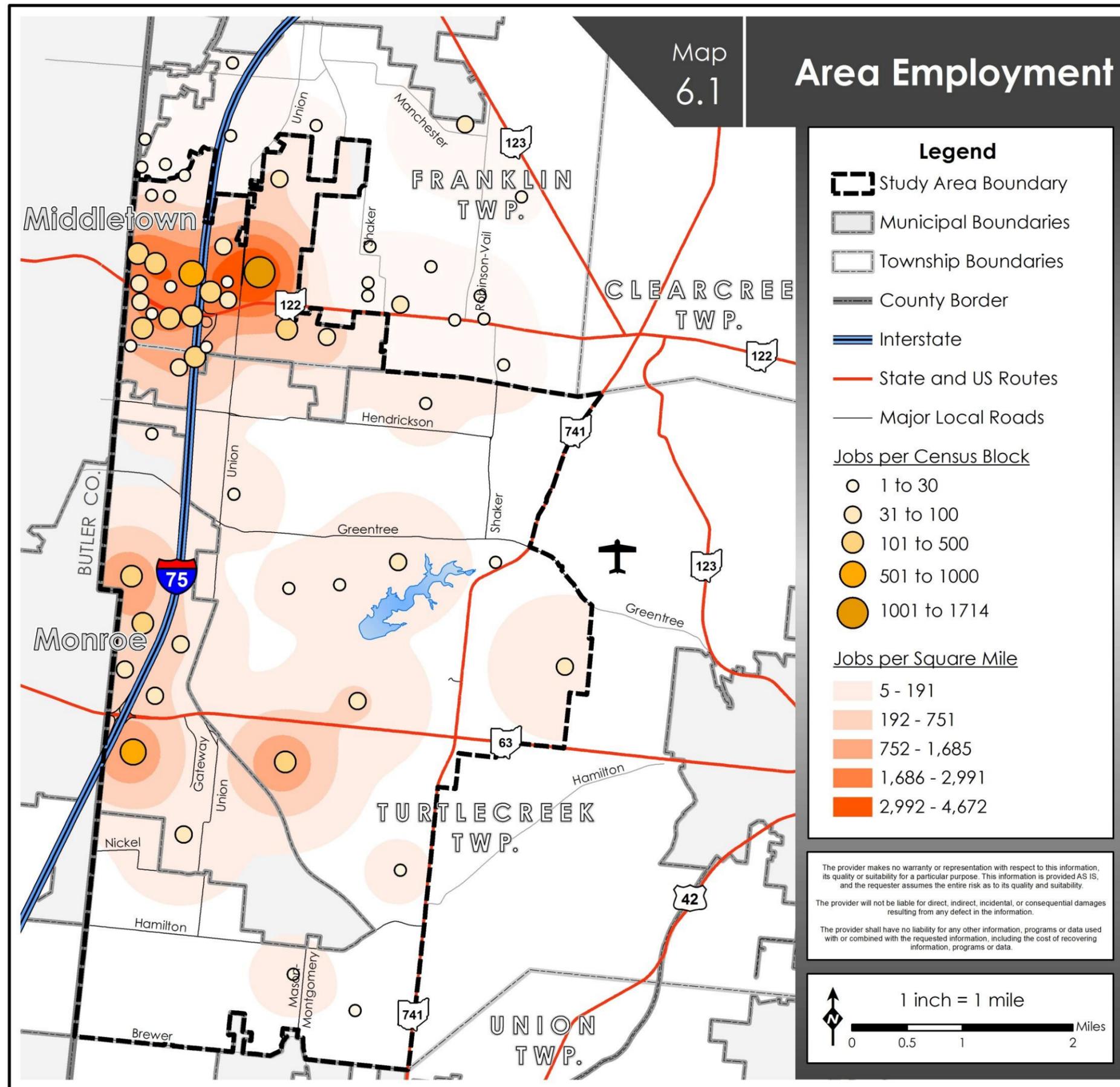
Opportunities exist to capitalize on the medical industry in Middletown, currently consisting of Atrium Medical Center, Greentree Health Science Academy, and Otterbein’s Avalon Community among others. Efforts should target growth in medical equipment manufacturing, medical research, and other complimentary uses.

Partnerships:

Cooperation between local governments, agencies, and businesses will create synergies and partnerships to move forward projects such as the Cincinnati Zoo and the Arts and Culture Center. The Warren County Port Authority is another potential partner and has the ability to leverage creative solutions to fund projects.

Tourism Destination | Turtlecreek Township

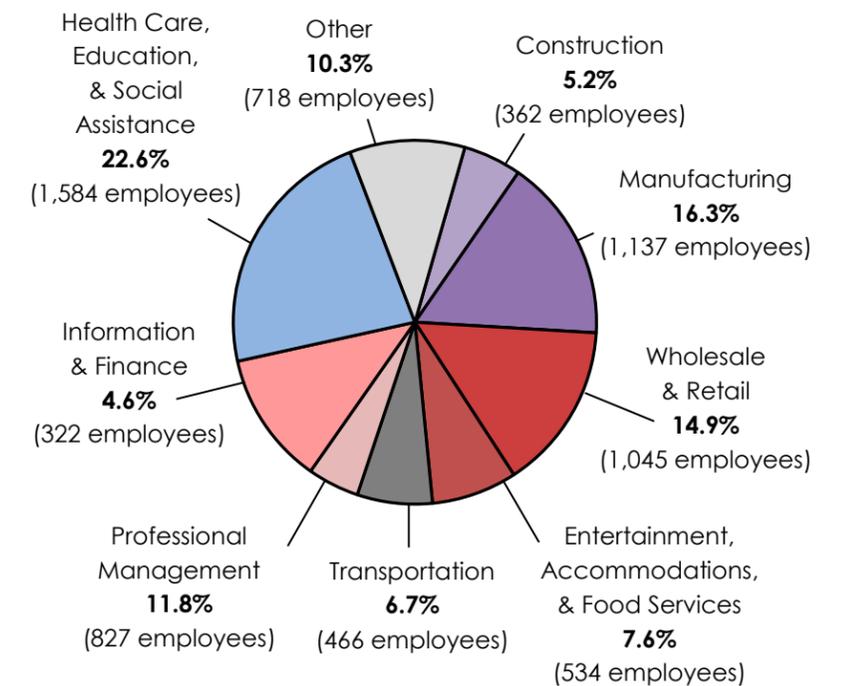




EMPLOYMENT

Quality job creation and new businesses are a top priority, which will ultimately expand the tax base for local jurisdictions. In 2014, Atrium Medical Center and Otterbein Retirement Community were a few of the top employers for the area, employing approximately 1,500 people and 150 people respectively. In fact, healthcare and social assistance is a top industry for the study area and represents 25% of the local economy (see Figure 6.1). Retail trade is another large industry for the local economy, representing 26% of total employment for the area. This is primarily due to the presence of Cincinnati Premium Outlets, the flea markets, and the Towne Mall. Current employment areas are depicted on Map 6.1.

Figure 6.1 | Employment by Industry



Source: American Community Survey (2013 5-year Avg.)

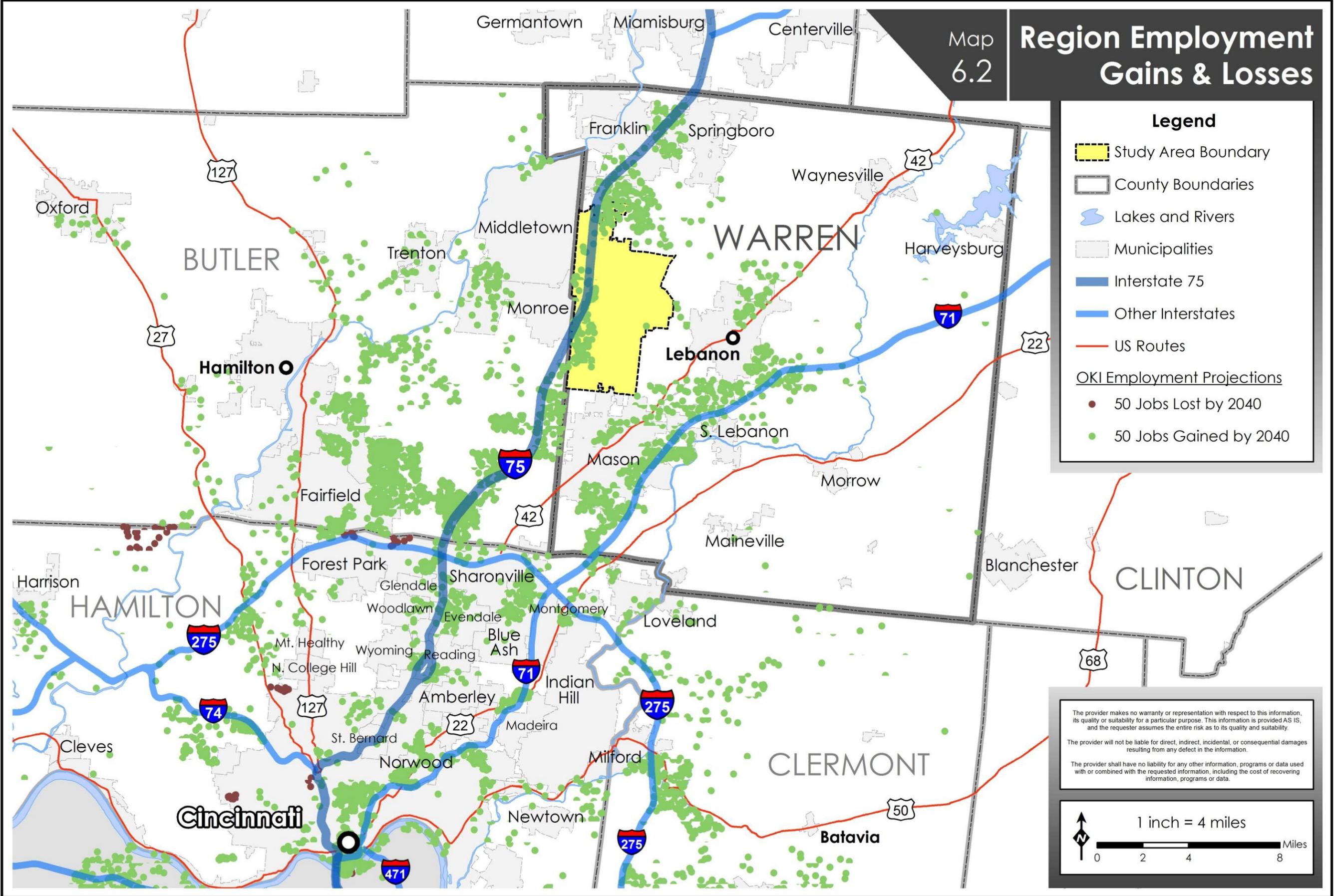
Region Employment Gains & Losses

Legend

- Study Area Boundary
- County Boundaries
- Lakes and Rivers
- Municipalities
- Interstate 75
- Other Interstates
- US Routes

OKI Employment Projections

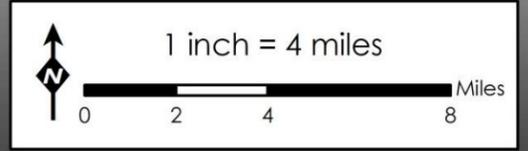
- 50 Jobs Lost by 2040
- 50 Jobs Gained by 2040



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The outlook for employment growth along the I-75 corridor is excellent according to OKI's projections shown on Map 6.2. However, this map does not account for growth at Union Village, development on the State property, and the potential interchange at Greentree. Map 6.3 on the following page shows areas of the Future Land Use Plan that represent additional areas of expected employment growth.

To ensure growth of quality employment opportunities, it is recommended that local jurisdictions and leaders promote the creation of high-tech, light manufacturing, research, and corporate management businesses. These businesses and industries are desired because they will offer high paying jobs and greater income taxes. Certain businesses can also create synergies with one another by capitalizing on what is already established in the area. For instance, light manufacturing of medical equipment and medical research operations would be well-suited in the Middletown area.

Education and job training should also be a high priority.

Existing colleges and career centers coupled with the possibility of a new college campus at Union Village could be a strong "selling point" for recruiting new businesses to area. The State also provides other options for improving worker skill levels including the "JobsOhio Workforce Grant" and the "Workforce Guarantee Program" (see Box 6.1).

Tourism is a one billion dollar industry for Warren County, "Ohio's largest playground." The Miami Valley Gaming Racino represents the newest entertainment destination as of 2014, but additional possibilities exist for the creation of a zoo, regional sports complex, arts and culture center, and equestrian activities among others. Tourism is highly coveted because of the amount of "out-of-town" visitors that are brought to the area, who in turn support local businesses and generate sales taxes for the County.

There are numerous strategies offered in this Plan to promote job creation and foster economic development. First, local leaders should work to understand the individual needs of

businesses in the area and region. Do they need better access to employees? Do they need assistance with workforce training and continuing education? Do they need better access to the Fiber optics network? Surveys could be useful to determine this information as well as determining businesses' plans to expand, contract, or relocate. It is also important to monitor market trends to ensure employment growth keeps pace with residential growth. Second, County Agencies such as the Economic Development Department and local chambers of commerce can work to develop a "business recruitment package" to help promote the area to businesses looking for a place to expand or relocate. The package would include relevant data about the population and socioeconomic characteristics of the area; financial tools and incentives that are available; and contact information of jurisdictional leaders and possible partners.

Box 6.1 | Job Creation and Workforce Toolkit

JobsOhio Workforce Grant:

This program promotes economic development by funding workforce training. Decisions are based on several factors including but not limited to job creation, additional payroll, fixed-asset investment commitment, project return on investment, and project location.

Workforce Guarantee Program:

Businesses may utilize this program to train employees in the following industries: advanced manufacturing, aerospace and aviation, agribusiness and food processing, automotive, bio-health, energy, financial services, information technology, polymers and chemicals, and business functions.

JobsOhio Growth Fund:

JobsOhio issues loans to companies that are growing and expanding, but do not have access to funding conventional, private sources of financing. Decisions are based on several factors including but not limited to job creation, additional payroll, fixed-asset investment commitment, project return on investment, and project location.

Ohio Job Creation Tax Credit Program (JCTC):

The Ohio Job Creation Tax Credit (JCTC) is a refundable tax credit provided to all companies generally creating at least 10 new jobs within a minimum annual payroll of \$660,000 that pay at least 150 percent of the federal minimum wage during the first three years of the project operations.

Ohio Home-Based Employee Job Creation Tax Credit Program (HBJCTC):

This program provides a refundable tax credit to companies that create jobs for Ohio residents that perform his/her services primarily from his/her Ohio residences.

Ohio Refundable Job Retention Tax Credit Program:

Companies who 1) retain at least 500 full-time equivalent jobs and maintain an annual payroll of at least \$20 million or 2) maintain an annual payroll of at least \$35 million in Ohio for the entire term of the credit may apply. Companies are also required to commit to a fixed-asset investment of \$5 million.

Ohio Non-Refundable Job Retention Tax Credit Program (non-refundable JRTC):

Companies who commit to retain at least 500 full-time equivalent jobs or maintain an annual payroll of at least \$35 million in Ohio may apply for this tax-credit program. Companies must also commit to a fixed-asset investment of \$50 million for manufacturing or \$20 million for corporate and professional service related companies.

Source: DevelopOhio Economic Incentives Toolkit

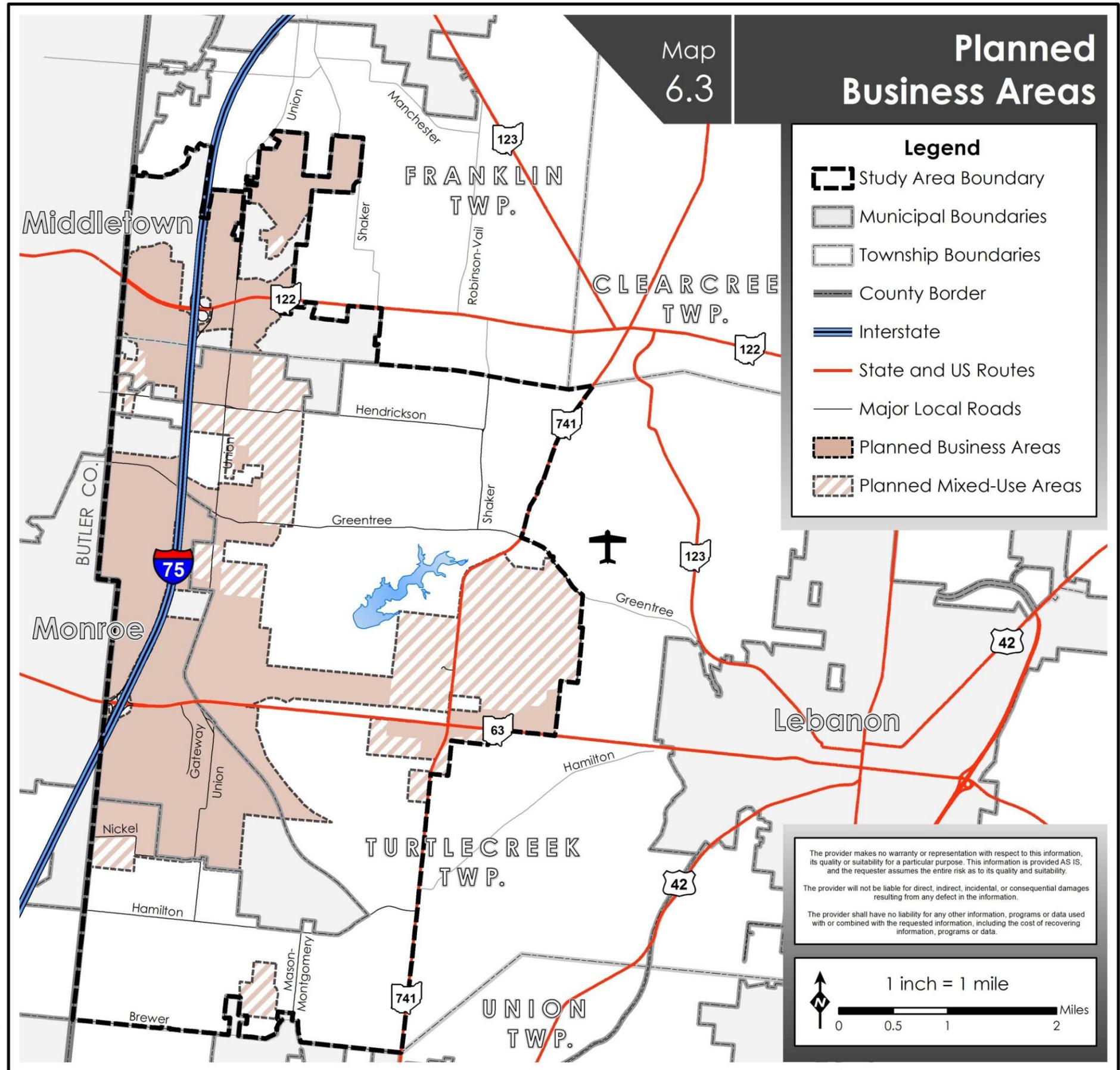
FINANCE

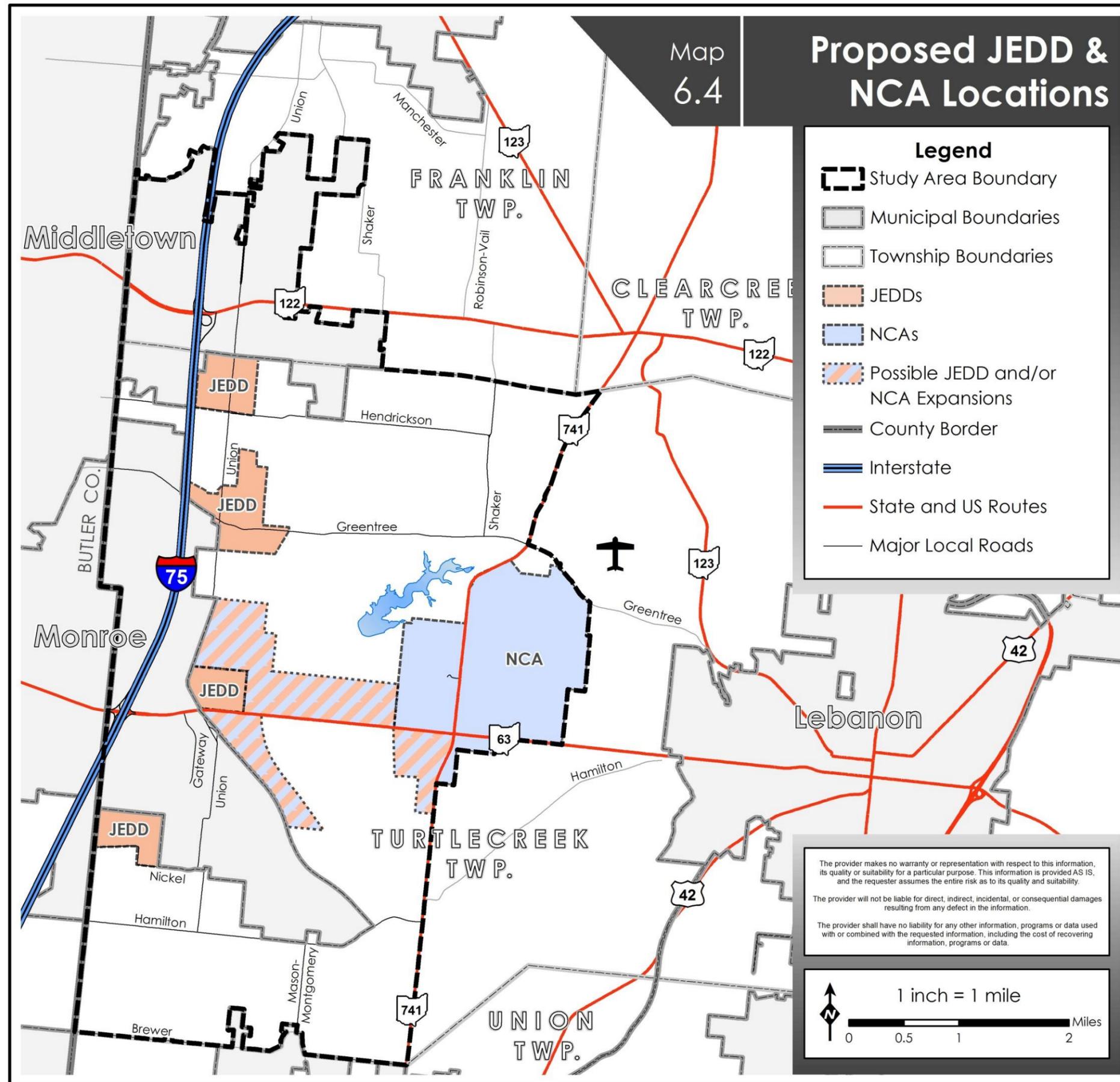
Infrastructure provides the framework and foundation for economic development, as businesses typically need great transportation access and access to utilities such as sewers, water, fiber optics, and power. Numerous road improvements are planned for the study area, including an interchange, new roadways, realignments of Union Road, and road widening projects (see Chapter 4). Additionally, utility networks and community services will need expanded to accommodate expected growth. All of these improvements and expansions carry a significant cost burden that can be financed in a variety of ways, including Joint Economic Development Districts (JEDD), New Community Authorities (NCA), Tax Increment Financing (TIF), grants, local contributions, and contributions from new developments.

Joint Economic Development Districts

Joint Economic Development Districts (JEDDs) offer a creative way to provide municipal services to townships without annexation. This is accomplished through a contractual agreement between two or more jurisdictions. JEDDs also allow the levy of an income tax to pay for infrastructure improvements and services within the district. For instance, the potential interchange at Greentree Road is an improvement that would directly benefit property owners and businesses in those areas and could partially be funded through the creation of a JEDD.

There are two methods of establishing a JEDD. They can be established by election at a general, primary, or special election or by a petition signed by a majority of property owners and business owners within the proposed district. The latter is outlined in section 715.72 through 715.81 of the Ohio Revised Code (ORC) and is





the process for establishing a JEDD at all locations identified on Map 6.4.

Each JEDD will need to include or establish the following:

- 1) Signed contract and district map
- 2) Detailed economic development plan with specified services, improvements, and income tax to be provided and levied.
- 3) Ordinances, resolutions, and certification of required public hearings.
- 4) Signed petition by majority of property owners and business owners.
- 5) JEDD "Board of Directors" with enumerated powers, duties, and functions identified.

New Community Authorities

The establishment of a New Community Authority (NCA) is ideal for large, planned developments such as Union Village. The "community authority" is a board of newly appointed trustees comparable to a large home owners association that governs and oversees community support facilities (like the arts & culture center and schools), common open space, and utility improvements. The primary purpose of the NCA is to ensure the development of an orderly, diversified, and economically stable community.

To establish an NCA, the developer must submit a signed petition to the Warren County Commissioners. Resolutions of endorsement from surrounding cities such as Lebanon, Mason, Middletown, and Monroe may also be included with the petition. The following items are required with the petition per ORC section 349.03:

- 1) Name of the NCA
- 2) Address where the primary NCA office will be located

- 3) A map with boundaries of the proposed district, which may not be less than 1,000 acres
- 4) Zoning regulations
- 5) Development Plan
- 6) Suggested number of members
 - a. Three to six citizen members⁷
 - b. One representative of local government
 - c. A number equal to citizen members to represent the developer
- 7) Economic feasibility analysis inclusive of:
 - a. Market demands
 - b. Present and future socio-economic conditions
 - c. Public service provisions
 - d. Financial plan
 - e. Developer's management capability
- 8) Statement that the development will comply with all environmental laws and regulations.

After the petition is filed, the County Commissioners shall hold a public hearing within 95-115 days.

Tax Increment Financing

One of the primary methods of funding infrastructure projects along the gateway corridor will be Tax Increment Financing (TIF). A TIF works by locking in the taxable worth of real property at the value it holds at the time the authorizing legislation was approved. Payments derived from the increased assessed value of any improvement to real property beyond that amount are directed towards a separate fund to finance the construction of public infrastructure defined within the TIF legislation. TIF funds may implement a number of infrastructure needs including water and sewer lines, public roads, service facilities, and storm water management infrastructure. It is recommended to place TIFs on all nonresidential development along the gateway corridor.

⁷ If the NCA is established before March 22, 2015, present and future employers may be included.

Special Improvement Districts (SID)

Also known as Business Improvement Districts, SIDs could be appropriate for certain areas that desire additional public improvements or services beyond what the local government can provide through general funds. They are created through a signed petition of business owners (or residents) that is forwarded to the local legislative authority. Upon creation of the SID, all property owners within the district are then assessed within a timeframe of up to ten years. Businesses and property owners along SR 122 and in Hunter may want to consider implementing a SID to fund improvements for lighting, signage, parking, holiday decorations, landscaping, and snow removal.

Ohio 629 Grants

Ohio 629 grants for transportation improvements are a possibility. These grants are typically awarded to projects that will create or retain jobs in manufacturing, research, high-tech, and corporate headquarters, which is envisioned for the study area. The Ohio Development Service Agency typically provides funding up to \$500,000 or 50% of eligible project costs, whichever is less. Grant money is allocated through OKI and is usually highly competitive to acquire. Local leaders will need to work with OKI to get many of the road improvements shown in this Plan on the Regional Long Range Plan. Priority levels of each improvement will also need justified based on projected traffic volumes.

Local Contributions

Donations and monetary contributions from local jurisdictions, developers, businesses, and property owners should not be overlooked as a strategy. In the interchange funding scenario, for instance, it is reasonable to consider monetary contributions from the townships, cities, county, developer, and perhaps large corporations in the area that would all benefit from increased access to I-75. Likewise, projects like the culture and performing arts center will likely require private donations to become a reality.

Maintenance

After new infrastructure is in place, it will age and eventually need replaced. Now is the time to carefully monitor budgets and plan ahead for these anticipated future costs. Local jurisdictions may want to establish a special infrastructure maintenance fund, separate from the general fund. Maintenance responsibilities should also be placed on new development projects through the use of "sinking funds" and other voluntary money contributions.

Box 6.2 | Development Finance Toolkit

Industrial Development Bonds (IDB):

IDBs are issued by a state or local political subdivision and empower these entities with the ability to issue tax-exempt or taxable bonds on behalf of a company. Bonds may be up to \$10 million and can be utilized for the financing of land, the expansion or construction of buildings, and the purchase of machinery and equipment for projects related to manufacturing, distribution, commercial, or research.

Ohio Enterprise Bond Fund (OEBF):

Up to 90 percent of allowable project costs can be financed with OEBF loans. Loans typically range in size between \$2 million to \$10 million. Eligible projects include land and/or building acquisition, machinery & equipment, construction, and leasehold improvements for activities related to industry, commerce, distribution, and research activities.

Economic Development (412) Grant Fund:

412 Grants are typically for manufacturing, research and development, technology, corporate headquarters, and distribution projects that will generate or retain a substantial amount of jobs. The money may be used for purchasing machinery and equipment, new building construction, building acquisition, infrastructure improvements, rail work, and other fixed asset investments.

Other tools include the 166 Direct Loan Program and Regional 166 Direct Loan Program, the 7(A) Loan Program, and the 504 Loan Program.

Source: DevelopOhio Economic Incentives Toolkit

DEVELOPMENT PROCESS

This section is focused primarily on time management for new development proposals. All development projects must first go through a review process, which varies depending on the jurisdiction in which it is located in and what type of development it is. The flow charts provided in Figures 6.2 and 6.3 describe the development review processes for Turtlecreek Township, which fall underneath the umbrella of the Warren County Rural Zoning Code and Warren County Subdivision Regulations. If existing zoning is utilized for a non-residential project, it will likely be reviewed under either the “conditional use” process or “site plan review” process, which each generally takes a month or two to complete.

Figure 6.2 | Straight Zoning Processes

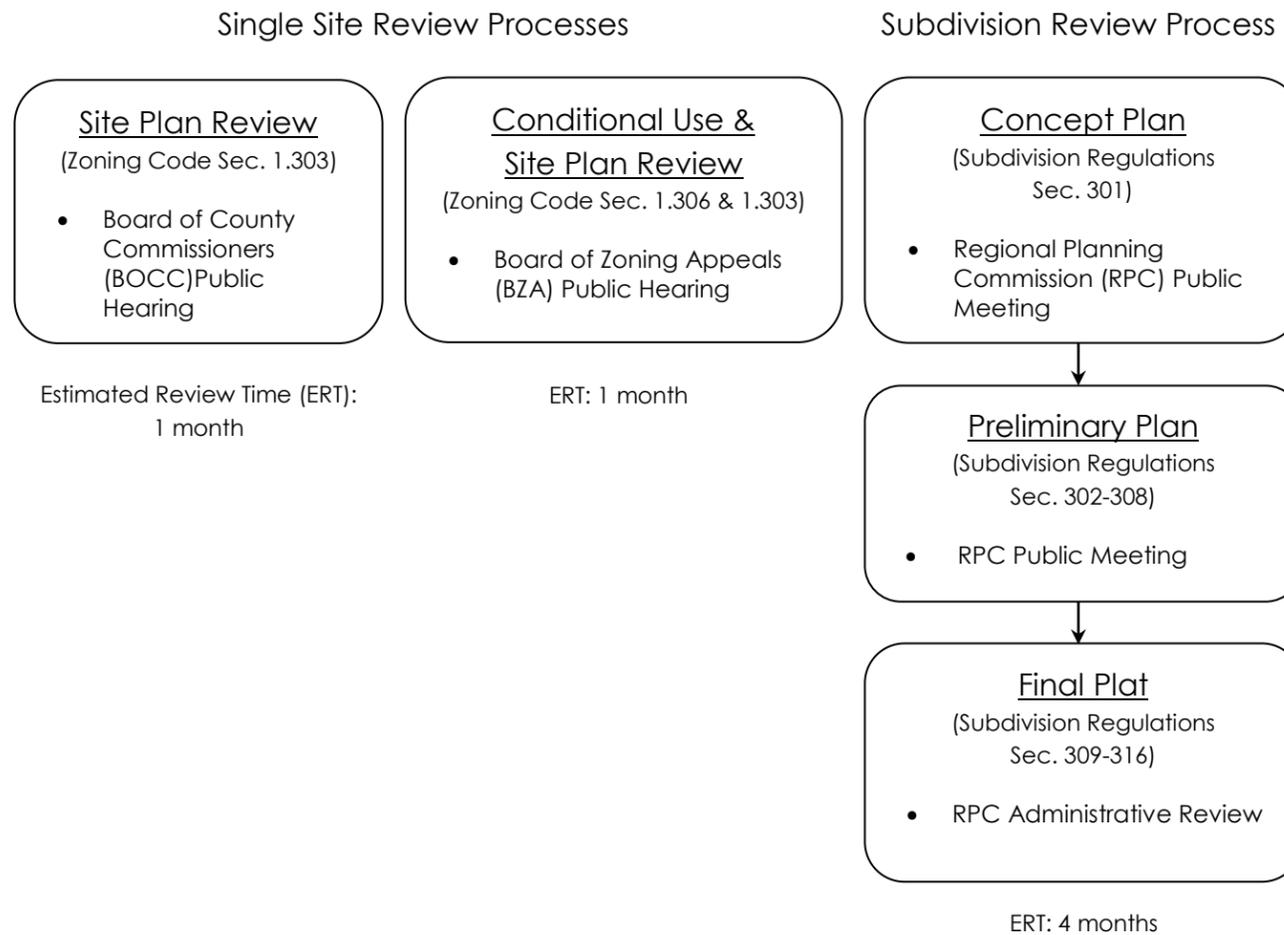
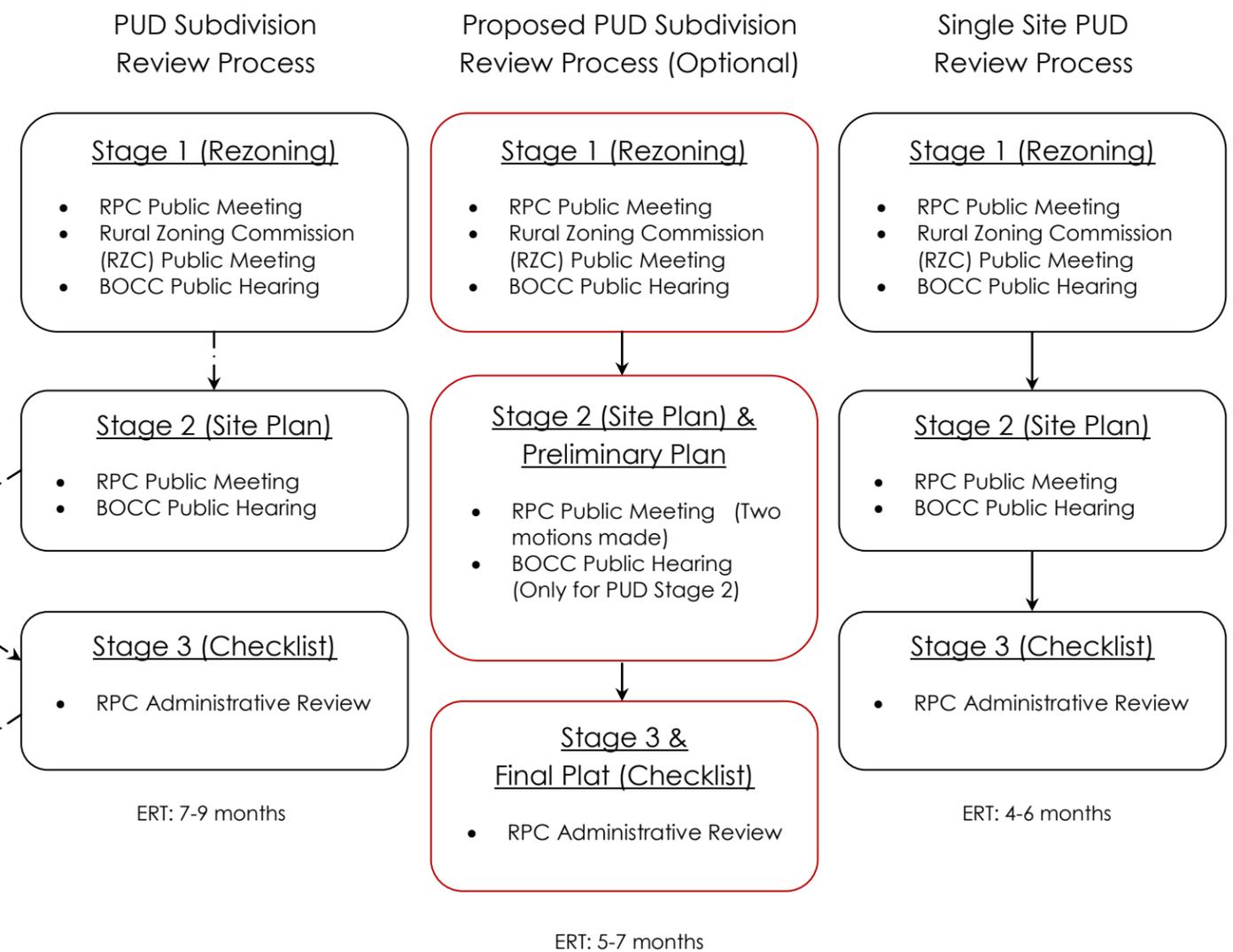


Figure 6.3 | Planned Unit Development (PUD) Processes
Zoning Code Sec. 1.305



Residential projects that involve new streets and separation of multiple lots are subject to the Warren County Subdivision Regulations, which may take approximately four months to completely review.

Figure 6.3 shows the Planned Unit Development (PUD) process and how it varies dependent upon the type of project that is proposed. PUDs are typically used as an alternative to existing zoning districts, offering flexibility to certain standards that are needed to make the project a reality. In turn, several review bodies such as the Regional Planning Commission (RPC), Rural Zoning Commission (RZC), and Board of County Commissioners (BOCC) provide comment and typically place conditions of approval on the project to ensure that it will not be detrimental to surrounding properties and will be environmentally and financially sustainable. This requires a much lengthier review time, especially when PUDs are proposed for residential subdivisions, which can take up to nine months or more to completely review. Many of the steps in the PUD subdivision review process are redundant and require the same information. For instance, the PUD Stage 2 Site Plan and Subdivision Preliminary Plan are typically the same plan submitted twice for review. To expedite the development review process, the two steps could be reviewed concurrently. This saves the developer time and money.

Another recommendation is to broaden the scope and application requirements for PUD Stage 1. The Zoning Code currently requires details that are consistent with the requirements for PUD Stage 2 Site Plan. Instead, developers should be able to submit a general concept plan showing general locations of proposed amenities, streets, open space, and buildable areas. This way, if any of the review bodies ask for a modification to the proposed Plan, they can be made more easily, saving additional time and money. This can also help avoid locking-in unnecessary details at PUD Stage 1, which the developer may need to ask for an amendment to at a later date. Before applications are submitted for a particular project, Regional Planning staff should continue to work with

developers ahead of time to provide clear instructions about the review processes and what is required to submit.

Shovel Ready Sites

After County review processes with RPC, RZC, and/or BOCC have been completed, developers almost always have additional steps to take before construction can begin. For instance, the Ohio Environmental Protection Agency has its own requirements and permitting processes. Likewise, due to proximity of the Lebanon-Warren County Airport, additional permitting could be necessary for certain properties. There are many other permits and agencies a developer must go through as well. This is where public-private partnerships could be established to acquire all necessary permits well in advance of proposed developments so that sites are as "shovel ready" as possible. The "SiteOhio Certification Program" is a tool that can be used to help market planned business areas and sites within the study area (see Box 6.3). The "Ohio Jobs Ready Sites Program" is another tool that can be used to prepare sites for development. Any property that is purchased from the State along SR 63 would present a good opportunity to implement these strategies.

Site Preparation | Monroe, OH



Box 6.3 | Site Preparation Toolkit

Ohio Job Ready Sites Program (JRS):

The purpose of this program is to offset costs traditionally incurred during site preparation and the initial phases for commercial and industrial development. Grants are capped at \$3 million for high-intensity development or \$750,000 for low intensity development.

SiteOhio Certification Program:

This designation is designed to ensure future investors that a particular site is suitable and marketable for commercial, industrial, and manufacturing. Applications are made to the DSA and are scored based on a set list of criteria.

Source: DevelopOhio Economic Incentives Toolkit

GOALS, OBJECTIVES, & STRATEGIES

Utilizing the given location of the study area between Cincinnati and Dayton, regional districts and hubs of activity will be established, providing new opportunities for high paying jobs in a variety of different concentrations to create a viable, sustainable business environment.

Goal 1

Financially stable jurisdictions.

Objective 1.1:

Taxing mechanisms will be utilized to support new development.

- Form a New Community Authority (NCA) and/or Joint Economic Development District (JEDD) for Union Village.
- Form an NCA and/or expand the Racino JEDD for new development on the State Property.
- Form a JEDD for the Greentree Interchange.
- Explore the possibility of a JEDD for non-residential development along Nickel Road.

- Form a JEDD for non-residential development along Union Road between Middletown and Hendrickson Road.
- Use Tax Increment Financing (TIF) on all non-residential development wherever possible.
- Consider the use of Special Improvement Districts (SID) for unique circumstances related to infrastructure or services for nonresidential development.
- Carefully monitor budgets and trends to better anticipate future costs.
- Establish an infrastructure maintenance fund (separate from the general fund) for future infrastructure replacement projects.

Objective 1.2:

New development projects will help support infrastructure costs.

- Work closely with developers to ensure new infrastructure projects are adequately funded through monetary contributions and/or "fees in-lieu of" (e.g. Roadway Mitigation Plan).
- Use "sinking funds" to support maintenance of stormwater facilities.
- Continue to require Home Owners Associations for all major residential projects to financially support and maintain all common areas within the development.
- Follow through on updates to the County subdivision regulations for Performance and Maintenance Bonds.

Objective 1.3:

Other funding sources will be considered for infrastructure improvements.

- Explore and utilize Ohio 629 (Roadwork Development) Grants.
- Work with OKI, County, local jurisdictions, and businesses to secure funding for the new interchange.

Objective 1.4:

A sustainable balance of development will be achieved.

- Use "CommunityViz" or related software to assess the economic impacts of the Future Land Use Plan and update the Plan as necessary.
- Monitor market trends and consider controlling residential growth to correspond with commercial and industrial growth.
- Promote the growth of high-tech, management, medical, education, and tourism industries.
- Promote mixed-use development for active, more sustainable activity centers (see Chapter 2: Community Design, Obj. 1.1).

Goal 2:

Job creation.

Objective 2.1:

New businesses will be established.

- Create a detailed business recruitment package with socioeconomic data, applicable financial incentives (i.e. economic development toolkit), and relevant contact information.
- Survey local and regional businesses to monitor plans to contract, expand, or relocate and to find out their business needs.
- Incent job creation through the use of State programs such as the Job Creation Tax Credit Program, Economic Development Contingency Fund Grant Program, and the JobsOhio Workforce Grant.

Objective 2.2:

A highly skilled workforce will entice new business growth.

- Utilize the Ohio Investment in Training Program.
- Work to establish the college campus at Union Village.

Objective 2.3:

New partnerships will create local synergies that turn economic opportunities into realities.

- Establish public-private partnerships.
- Work with the Cincinnati Zoo, Culture and Performing Arts Center Board, Equine Board, Kings Island, and Warren County Convention & Visitors Bureau to bolster the area's tourism industry.
- Work with Atrium Medical Center, Otterbein, and local universities, colleges, and career centers to boost the area's medical industry.
- Work with the Warren County Area Progress Council and local Chambers of Commerce.
- Work with culture and performing arts organizations in Cincinnati, Dayton, and Middletown to help promote the establishment of the Culture and Performing Arts Center in Warren County.
- Work with Middletown to implement the East End Master Plan.
- Work with Monroe to implement the Monroe Comprehensive Plan.

(Also see Chapter 3: Quality of Life, Goal 1)

Goal 3:

An expedited development process.

Objective 3.1:

Sites will be "shovel ready."

- Purchase property from the State to open up development opportunities for new businesses.
- Establish public-private partnerships to acquire relevant permits (e.g. National Pollution Discharge Elimination Systems permits, Federal Aviation Administration permits, etc.) ahead of development.
- Utilize the Warren County Port Authority to facilitate new development projects.

Objective 3.2:

The County review process will be expedited and more tailored to project needs.

- Allow the subdivision and PUD review processes to run concurrently.
- Modify the PUD process to require less detail for large subdivision projects.
- Continue to work with developers well in advance of application submittal to review application requirements and provide initial feedback on projects.



CHAPTER 7

IMPLEMENTATION

"A good idea is about ten percent and implementation, hard work, and luck is 90 percent."

Guy Kawasaki

INTRODUCTION

The implementation chapter of the Gateway Plan provides the framework necessary to achieve the vision for a quality mix of development, natural open spaces, regional destinations, and strong communities. The tables provided on the following pages identify specific action items that will take place over the next 15 years or more.

How to Read the Tables

The text boxes below offer a guide for sifting through the implementation tables. Implementation actions are organized according to goals and objectives. Additional information is also provided for each action to specify the area where it applies, who is responsible for carrying out the action, and approximately when it should be carried out.

Policy Terms

The implementation tables are organized by goals, objectives, and strategies (or actions) that have been identified for each element of the Plan.

Goal: a goal is a broad policy statement expressing a desired outcome.

Objective: a refinement of the goal. It gives a more detailed policy direction to implement the goal.

Action: a specific strategy, program, project, or policy necessary to initiate and complete an objective.

Timeframe

A general estimate of time period needed to initiate each action item is provided here.

Short-term: 1-5 years

Mid-term: 6-10 years

Long-term: 11 years or more

Ongoing: A policy or action that requires short term action and continuous involvement or enforcement thereafter.

Abbreviations & Acronyms

Abbreviations

- Dept. Department
- Dev. Development
- T'creek Turtlecreek
- Twp Township

Acronyms

- BC Butler County
- BOCC Board of County Commissioners
- CD Community Design
- ED Economic Development
- LM&M Lebanon-Mason-Monroe
- ODOT Ohio Department of Transportation
- OKI Ohio-Kentucky-Indiana Regional Council of Governments
- P&Z Planning & Zoning
- QOL Quality of Life
- RZC Rural Zoning Commission
- TR Transportation
- UT Utilities
- WC Warren County
- WCCVB Warren County Convention & Visitors Bureau
- WCEDD Warren County Economic Development Department
- WCEO Warren County Engineer's Office
- WCRPC Warren County Regional Planning Commission
- WCSWCD Warren County Soil & Water Conservation District
- WSD Water & Sewer Department

IMPLEMENTATION ACTION	DISTRICT	RESPONSIBILITY	TIMEFRAME	NOTES
Goal 1: A "shovel ready" utilities plan.				
Objective 1.1: There will be a clear understanding of where existing and future utilities may be located.				
1.1.1: Utilize the Urban Service Boundaries (USB) as a clear delineation of where utilities will be provided.	All	WCRPC T'creek Twp	Ongoing	See Map 5.1. Also see UT 1.1.2.

District

The area(s) where the implementation action applies is indicated here. See Map 2.4 on page 15 to view District boundaries.

Responsibility

The Gateway Plan will be implemented by a variety of different entities. The lead organization(s) responsible for each action are listed first in bold followed by supporting organizations.

Notes

Miscellaneous notes and references to maps, figures, boxes, and other relevant action items are provided here.

COMMUNITY DESIGN

		IMPLEMENTATION ACTION	DISTRICT	RESPONSIBILITY	TIMEFRAME	NOTES	
Goal 1: A land use pattern with distinct nodes of activity.							
COMMUNITY DESIGN	GOAL 1	Objective 1.1: Mixed-uses will create dynamic places to live, work, and play.					
		Obj. 1.1	1.1.1: Use and promote the Otterbein PUD zoning standards as an example for future PUD development proposals.	All	WCRPC WC Zoning Dept. Middletown P&Z Monroe Dev. Dept.	Ongoing	See Appendix B
			1.1.2: Encourage mixed-use buildings and densities between four to eight units per acre around employment centers along Union Road and SR 63.	Gateway Park Renaissance	WCRPC WC Zoning Dept. T'creek Twp	Ongoing	-
			1.1.3: Update the Warren County Comprehensive Plan to include areas for mixed-use neighborhoods.	Garden Gateway Park	WCRPC	Short-term	See Map 2.5 . Also see CD 1.2.1 and CD 1.3.1.
	Objective 1.2: Employment centers and commercial development will be concentrated around interchanges and major road intersections, such as SR 63 and 741.						
		1.2.1: Update the Warren County Comprehensive Plan to provide commercial land uses at major intersections along Union Road and incorporate other uses such as office, residential, and industrial in appropriate locations between major intersections.	Garden Gateway Park	WCRPC	Short-term	See Map 2.5 . Also see CD 1.1.3 and CD 1.3.1.	
	Obj. 1.2	1.2.2: Create a detailed area plan for the Greentree Road interchange.	Gateway	WCRPC T'creek Twp Monroe	Short-term	The Greentree Interchange could also be readdressed in the Turtlecreek Twp Comp. Plan.	
		1.2.3: Rezone the properties along Nickel Road to Mixed-Use Center (MXU-C).	Garden	WC Zoning Dept. RZC BOCC	Short-term	See Map 2.6 . Also see CD 1.2.4, CD 1.2.5, and CD 3.1.2.	
		1.2.4: Rezone the corner of the State Property located south of Otterbein to Mixed-Use Center (MXU-C).	Park	WC Zoning Dept. RZC BOCC	Short-term	See Map 2.6 . Also see CD 1.2.3, CD 1.2.5, and CD 3.1.2.	

		IMPLEMENTATION ACTION	DISTRICT	RESPONSIBILITY	TIMEFRAME	NOTES		
COMMUNITY DESIGN	GOAL 1	1.2.5: Rezone the corner of the State Property located south of Otterbein to Mixed-Use Center (MXU-C).	Park	WC Zoning Dept. RZC BOCC	Short-term	See Map 2.6 . Also see CD 1.2.3, CD 1.2.4, and CD 3.1.2.		
		1.2.6: Create a redevelopment concept plan for the State Property to determine the best use of this land in the event that the correctional facilities are relocated.	Garden Gateway Park	WCRPC T'creek Township	Short-term	Also see QOL 3.1.2.		
		1.2.7: Discourage suburban-style strip centers and work closely with developers to come up with alternatives.	All	WCRPC Middletown P&Z Monroe Dev. Dept.	Ongoing	-		
	Objective 1.3: Light manufacturing, research, and technology based development will form industrial campuses with minimal adverse effects on surrounding districts.							
	GOAL 1	Obj. 1.3	1.3.1: Update the Warren County Comprehensive Plan to add industrial along the railroad south of Miami Valley Gaming.	Gateway	WCRPC	Short-term	See Map 2.5 . Also see CD 1.1.3 and CD 1.2.1.	
			1.3.2: Work with Middletown and Monroe to ensure proposed industrial projects honor setback requirements and other relevant zoning standards meant to buffer and mitigate adverse effects on surrounding residential districts.	All	WC Zoning Dept. Monroe Dev. Dept. Middletown P&Z	Ongoing	-	
	Goal 2: Seamless transitions between land use districts and jurisdictions.							
	GOAL 2	Objective 2.1: Intensity and densities will dissipate outwards around activity nodes.						
		GOAL 2	Obj. 2.1	2.1.1: Add a minimum density standard of one unit per acre to the Warren County Mixed-Use Neighborhood Zone (MXU-C).	Garden Gateway Park	WCRPC WC Zoning Dept. RZC BOCC	Short-term	Also see CD 2.1.2, CD 2.2.1, and CD 3.1.1.
				2.1.2: Add a minimum density standard to the Warren County R1B and R1 zoning districts.	Garden Park	WCRPC WC Zoning Dept. RZC BOCC	Short-term	Also see CD 2.1.1, CD 2.2.1, and CD 3.1.1.
Objective 2.2: Building setbacks will have a gradual transition between development projects, subdivisions, and land uses.								
GOAL 2	Obj. 2.2	2.2.1: Add a setback transition standard to the Warren County Zoning Code.	Garden Gateway Park	WCRPC WC Zoning Dept. RZC BOCC	Short-term	Also see CD 2.1.1, CD 2.1.2, and CD 3.1.1.		

		IMPLEMENTATION ACTION	DISTRICT	RESPONSIBILITY	TIMEFRAME	NOTES	
Goal 3: Development that is integrated with the natural environment and incorporates open space that enhances value.							
COMMUNITY DESIGN	GOAL 3	Objective 3.1: Open space will be conserved.					
		Obj. 3.1	3.1.1: Update the Warren County Zoning Code to offer a conservation design option for the R1 and R1B district.	Garden Park	WCRPC WC Zoning Dept. RZC BOCC	Short-term	Also see CD 2.1.1, CD 2.1.2, and CD 2.2.1.
			3.1.2: Rezone portions of the Garden District from Mixed-Use Neighborhood to Single Family - R1 and remove the Interstate Highway Overlay.	Garden	WC Zoning Dept. RZC BOCC	Short-term	See Map 2.6 . Also see CD 1.2.3, CD 1.2.4, and CD 1.2.5.
	Objective 3.2: Open space will form greenways.						
	Obj. 3.2	3.2.1: Work with developers to preserve continuous open space corridors and significant views across property boundaries.	All	WCRPC Monroe Dev. Dept. Middletown P&Z	Ongoing	See Map 3.3 .	
Goal 4: Buildings that are carefully designed with quality architecture.							
	GOAL 4	Objective 4.1: Architectural standards will be established.					
		Obj. 4.1	4.1.1: Form a Turtlecreek Township architectural design committee to create architectural design standards.	Garden Gateway Park	T'creek Twp WCRPC	Short-term	See Union Village Architectural Standards. Also see CD 4.1.2 and CD 4.2.1.
			4.1.2: Gather input from developers and property owners during the creation of the design standards.	N/A	T'creek Twp WCRPC	Short-term	Also see 4.1.1.
			4.1.3: Identify Architecture Overlay District areas.	Garden Gateway Park	T'creek Twp WCRPC	Short-term	See Map 2.4 .
	Objective 4.2: Architectural standards will be enforced through architectural review boards.						
Obj. 4.2	4.2.1: Form a Turtlecreek Township architectural review board.	Garden Gateway Park	T'creek Twp WCRPC	Short to Mid-term	Also see CD 4.1.		

		IMPLEMENTATION ACTION	DISTRICT	RESPONSIBILITY	TIMEFRAME	NOTES	
Goal 5: A public realm that is beautifully decorated, creating a warm, cheerful, inviting atmosphere.							
Objective 5.1: The community will be branded with gateways, monuments, landmarks, and landscaping under a common theme or themes.							
COMMUNITY DESIGN	GOAL 5	Obj. 5.1	5.1.1: Form a Turtlecreek Township Community Branding Committee to develop a detailed plan for gateway signage, monuments, landmarks, and landscaping.	Garden Gateway Park	T'creek Twp WCCVB WCRPC	Short to Mid-term	See Map 2.8 . Also see CD 5.1.2 and CD 5.1.3.
			5.1.2: Coordinate the Township Branding Plan with Middletown and Monroe to include a detailed plan for the Union Road corridor and potential interchange.	All	T'creek Twp Middletown P&Z Monroe Dev. Dept. WCCVB	Short to Mid-term	Also see CD 5.1.1.
			5.1.3: Hire professional landscaping consultants to finalize all branding/gateway plans, if necessary.	All	T'creek Twp	Short to Mid-term	Also see CD 5.1.1 and CD 5.1.2
			5.1.4: Create a "Developer's Guidebook" that includes a "design toolkit" with visual examples on how to better include and decorate public spaces.	All	WCRPC	Mid-term	-
Objective 5.2: Trees and landscaping will be strategically placed and become a signature feature of the community.							
COMMUNITY DESIGN	GOAL 5	Obj. 5.2	5.2.1: Work with ODOT and the County Engineer's Office to determine what can be planted within Road ROW.	All	T'creek Twp Middletown Monroe WCEO ODOT	Short-term	-
			5.2.2: Form a tree board to champion an effort to plant and maintain trees alongside roads and public spaces.	All	T'creek Twp Otterbein OKI WCSWCD	Mid-term	Look at OKI's "Taking Root" program.
			5.2.3: Add landscaping at key intersections and within roundabouts, medians, and road right-of-way.	All	T'creek Twp Middletown Monroe WCEO ODOT	Ongoing	-

QUALITY OF LIFE

		IMPLEMENTATION ACTION	DISTRICT	RESPONSIBILITY	TIMEFRAME	NOTES
Goal 1: Civic buildings and cultural icons that become defining features of the community.						
Objective 1.1: The Warren County Arts & Culture Center (WCACC) will host concerts, fine arts shows, and similar events and have strong patronage.						
Obj. 1.1	1.1.1:	Perform a study to determine the economic benefits that would result from the WCACC.	Park	WCACCB WCEDD	Short-term	Also see QOL 1.1.2.
	1.1.2:	Update the philanthropic study previously conducted and determine alternate funding sources.	Park	WCACCB WCEDD WCCVB	Short-term	Also see QOL 1.1.1.
	1.1.3:	Work with WCCVB to market the WCACC after it is constructed and help schedule events.	Park	WCACCB WCCVB	Mid to Long-term	-
	1.1.4:	Work with local school districts, the college campus, Atrium Medical Center, the YMCA, and Otterbein to keep the WCACC facility active both throughout the week and throughout the year.	All	WCACCB	Mid to Long-term	-
Objective 1.2: The regional sports complex or complexes will contain tournament-level soccer and baseball fields and attract families from all over the Country.						
Obj. 1.2	1.2.1:	Perform an economic impact study to determine the best possible location for the regional sports complex or if multiple sites are necessary.	Garden Park	WCCVB WCEDD	Mid-term	See Map 3.1 .
	1.2.2:	Provide unique field(s) with permanent bleachers/seating for opening ceremonies and championship games.	Garden Park	WCCVB WC Parks Board	Ongoing	Also see QOL 1.2.3.
	1.2.3:	Frame fields with a combination of trees, landscaping, and attractive fencing.	Garden Park	WCCVB WC Parks Board	Ongoing	Also see QOL 1.2.2.
	1.2.4:	Establish partnerships with local jurisdictions, school districts, park boards, and Otterbein.	All	WCCVB	Ongoing	-
Objective 1.3: The Equestrian Center will complement activities at the Warren County Fairgrounds and offer a different recreational benefit to Warren County.						
Obj. 1.3	1.3.1:	Update or perform an economic impact study to determine the economic benefits that would result from the Equestrian Center and supporting facilities.	Garden Park	WC Equine Board WCEDD	Short-term	-

QUALITY OF LIFE

GOAL 1

		IMPLEMENTATION ACTION	DISTRICT	RESPONSIBILITY	TIMEFRAME	NOTES	
QUALITY OF LIFE	GOAL 1	Obj. 1.3	1.3.2: Concentrate indoor equestrian activities on the Otterbein property.	Park	WC Equine Board	Ongoing	See Map 3.1 .
			1.3.3: Partner with the Cincinnati Zoo to build a smaller facility for recreational use and bridle trails.	Garden	WC Equine Board Cincinnati Zoo	Long-term	Also see QOL 1.4.1.
			1.3.4: Establish partnerships with local jurisdictions, school districts, park boards, Otterbein, and other equestrian centers.	All	WC Equine Board	Ongoing	-
	Objective 1.4: The Cincinnati Zoo properties in Turtlecreek Township will become a tourist destination with a variety of recreational activities.						
	Obj. 1.4	1.4.1: Prepare a detailed concept plan to include graphics and specific locations for amenities.	Garden	WCRPC Cincinnati Zoo T'creek Twp	Short-term	Also see QOL 1.4.2.	
		1.4.2: Concentrate tourist activities near SR 741 and Mason-Montgomery Road and place private, "behind the scenes" operations near Nickel Road.	Garden	Cincinnati Zoo	Ongoing	Also see QOL 1.4.1.	
		1.4.3: Acquire land through donations or purchase land if deemed absolutely necessary.	Garden	Cincinnati Zoo	Ongoing	-	
		1.4.4: Work with the WCCVB to advertise the amenities offered at the zoo.	Garden	Cincinnati Zoo WCCVB	Ongoing	-	
		1.4.5: Create partnerships with Kings Island, the college, the Racino, the Greater Cincinnati Chinese Chamber of Commerce, the County, and Turtlecreek Township.	All	Cincinnati Zoo	Ongoing	-	
	Objective 1.5: Historical and cultural awareness of existing points of interest will be raised.						
	Obj. 1.5	1.5.1: Work with the Warren County Historical Society to document and map places of historical significance.	All	WC Historical Society WC Parks Board WCRPC	Ongoing	-	
		1.5.2: Place plaques and signage on buildings and sites of historical significance.	All	WC Historical Society	Ongoing	-	
		1.5.3: Organize tours of historic sites.	All	WC Historical Society	Mid-term	-	
		1.5.4: Preserve historical buildings and sites, such as Marble Hall and Dick's Creek Cemetery.	All	WC Grants Dept. WCRPC WC Historical Society	Ongoing	-	

		IMPLEMENTATION ACTION	DISTRICT	RESPONSIBILITY	TIMEFRAME	NOTES	
Goal 2: A complete park system that better serves the needs of residents and neighborhoods.							
QUALITY OF LIFE	GOAL 2	Objective 2.1: Residents and families will have places for active recreation.					
		Obj. 2.1	2.1.1: Install neighborhood parks within the Park District with new development proposals.	Park	T'creek Twp WC Parks Board WCRPC	Ongoing	-
			2.1.2: Acquire the southern portion of the State Property for a new park.	Garden	WCCVB WC Parks Board T'creek Twp	Long-term	See Map 3.3.
			2.1.3: Incorporate mini-parks into new development proposals.	All	T'creek Twp WC Parks Board	Ongoing	-
	2.1.4: Add amphitheater, "play-scape," and solar demonstration amenities to Armco Park.		Park	WC Parks Board Otterbein T'creek Twp	Short-term	-	
	Objective 2.2: Passive Parks will be used to preserve open space and views of particular importance.						
	Obj. 2.2	2.2.1: Preserve the wooded area east of Atrium Medical Center and add hiking and/or multi-use trails.	Renaissance	Middletown P&Z WC Parks Board Atrium Medical Center	Ongoing	See Map 3.3.	
		2.2.2: Reserve space along the north side of SR 63 for a linear park and provide a small park at the intersection of planned bike trails.	Gateway	T'creek Twp WC Parks Board	Ongoing	See Map 3.3.	
		2.2.3: Designate the wooded area on the northeastern side of the Union/Greentree intersection for passive open space and include a small network of hiking trails.	Gateway	T'creek Twp WC Parks Board	Ongoing	See Map 3.3.	
		2.2.4: Designate a small area around Dick's Creek Cemetery for a park.	Renaissance	Middletown P&Z	Short-term	-	
	Objective 2.3: The park system will be well-maintained, coordinated, and operated.						
	Obj. 2.3	2.3.1: Perform a cost-benefit analysis to determine the fiscal sustainability of each new park and recreational improvement.	All	WC Parks Board T'creek Twp WCCVB	Ongoing	-	
2.3.2: Explore methods of coordination and cooperation relating to the development and maintenance of park lands.		Garden Gateway Park	T'creek Twp Lebanon	Short to Mid-term	-		

		IMPLEMENTATION ACTION	DISTRICT	RESPONSIBILITY	TIMEFRAME	NOTES	
QUALITY OF LIFE	GOAL 2	Obj. 2.3 2.3.3: Work with the Warren County Parks Board to continue managing all existing and future County owned parks.	Garden Gateway Park	T'creek Twp	Ongoing	Also see QOL 2.3.2.	
	Goal 3: An expansive trail network that will provide recreational routes to major destinations and adjacent communities.						
	GOAL 3	Objective 3.1: Jurisdictions and major points of interest will be connected with multi-use paths.					
		Obj. 3.1	3.1.1: Implement the bikeways & trails plan.	All	WCRPC WC Parks Board OKI Green Umbrella T'creek Twp Middletown P&Z Monroe Dev. Dept.	Ongoing	See Map 3.3. Also see TR 3.2.
			3.1.2: Conduct an economic impact study to determine the best use of the rail ROW.	Gateway Garden	WCEDD WCCVB LM&M Railroad	Short-term	-
			3.1.3: Perform a cost-benefit analysis to determine the fiscal sustainability of each new pathway improvement.	All	WC Parks Board T'creek Twp Middletown P&Z Monroe Dev. Dept.	Ongoing	-
			3.1.4: Work with adjacent jurisdictions, OKI, and developers to ensure trails are aligned and connected, forming regional networks.	All	WCRPC	Ongoing	-
			3.1.5: Install bike racks at key points of interest, such as parks, schools, YMCA, Otterbein, etc.	All	WC Parks Board T'creek Twp Middletown P&Z Monroe Dev. Dept.	Ongoing	-
3.1.6: Incentivize trails by offering a density bonus to development projects that incorporate multi-use paths.	Garden Gateway Park		WCRPC WC Zoning Dept. Middletown P&Z	Ongoing	-		

		IMPLEMENTATION ACTION	DISTRICT	RESPONSIBILITY	TIMEFRAME	NOTES	
QUALITY OF LIFE	GOAL 3	Objective 3.2: Pedestrians and bicyclists will have safe, designated street crossings.					
		Obj. 3.2	3.2.1: Provide safe street crossings along SR 63.	Gateway Park	ODOT T'creek Twp Otterbein	Long-term	-
			3.2.2: Ensure that major road intersections adequately accommodate pedestrians and bicyclists with clear crosswalk markings and signalization.	All	ODOT WCEO	Ongoing	-
			3.2.3: Ensure that roundabouts provide safe crossings for pedestrian and bicyclists.	Gateway Park	WCEO ODOT	Ongoing	See Map 4.2 .
			3.2.4: Promote and utilize speed tables as a means of calming traffic within parking areas and driveways.	All	WCRPC Businesses and Developers	Ongoing	Incorporate with Developers guidebook (see CD 5.1.4).
			3.2.5: Incorporate pedestrian refuge islands within roadway medians at crossings away from road intersections.	All	WCEO ODOT	Ongoing	Incorporate with Developers guidebook (see CD 5.1.4).
	Goal 4: Efficient and cost-effective public services.						
	GOAL 4	Objective 4.1: Fire service will be speedy, reliable, and able to handle fire emergencies in all types of situations and settings.					
		Obj. 4.1	4.1.1: Evaluate and assess the ability of Station 33 (Turtlecreek Township) to handle fire emergencies in buildings of greater than four stories.	Park	T'creek Twp Fire Dept.	Short-term	-
			4.1.2: Upgrade each existing fire station with equipment as necessary.	Park Renaissance	All fire departments	Ongoing	Also see QOL 4.1.3.
			4.1.3: Train and hire new staff as necessary.	Park Renaissance	All fire departments	Ongoing	Also see QOL 4.1.2.
4.1.4: Perform routine fire inspections.			All	All fire departments	Ongoing	-	
4.1.5: Involve the Township Fire Chief with all major development projects.			Garden Gateway Park	WCRPC WC Zoning Dept.	Ongoing	-	
4.1.6: Build new fire station on Greentree Road in close proximity to Union Road.			Park	T'creek Twp	Short-term	-	

		IMPLEMENTATION ACTION	DISTRICT	RESPONSIBILITY	TIMEFRAME	NOTES	
QUALITY OF LIFE	GOAL 4	Obj. 4.1	4.1.7: Consider building a new volunteer fire station along Hamilton Road near SR 741.	Garden	T'creek Twp	Long-term	-
		4.1.8: Work with surrounding jurisdictions to coordinate joint-fire services.	All	T'creek Twp Middletown Monroe	Ongoing	-	
	Objective 4.2: Schools will accommodate future growth demands, maintain high standards, and offer opportunities for higher education.						
	Obj. 4.2	4.2.1: Work with the Lebanon School District to determine the best location for new school sites and upgrades.	Garden Gateway Park	T'creek Twp	Ongoing	-	
		4.2.2: Help facilitate the establishment of new college campus by creating new partnerships with the County, the Zoo, Otterbein, Atrium Medical Center, and the Warren County Career Center.	Park	T'creek Twp	Ongoing	-	
		4.2.3: Evaluate the need for a new public library.	Park	T'creek Twp Local School Districts	Mid-term	-	
	Objective 4.3: Existing and future medical facilities will continue providing the highest quality healthcare services to the study area and surrounding region.						
	Obj. 4.3	4.3.1: Implement the 2014 (and future) Health Improvement Plans	Renaissance	Atrium Medical Center	Ongoing	-	
		4.3.2: Include local leaders and the Regional Planning Commission in the planning processes for future Health Improvement Plans.	Renaissance	Atrium Medical Center	Ongoing	-	
		4.3.3: Build a new federally qualified health center for outpatient care at Union Village.	Park	Atrium Medical Center Otterbein	Mid-term	-	
		4.3.4: Provide better access to medical specialists and urgent care facilities at Otterbein.	Park	Otterbein Atrium Medical Center	Short-term	-	

TRANSPORTATION

		IMPLEMENTATION ACTION	DISTRICT	RESPONSIBILITY	TIMEFRAME	NOTES	
Goal 1: A roadway network that alleviates traffic congestion and is better connected to collector and local roads.							
TRANSPORTATION	GOAL 1	Objective 1.1: Thoroughfares will be carefully monitored and assessed.					
		Obj. 1.1	1.1.1: Monitor traffic counts on a biannual basis at the same locations on major roads (collector and above) to track trends in traffic.	All	WCEO ODOT	Ongoing	-
			1.1.2: Establish and utilize "Level of Service" standards to classify roadway conditions at peak travel times for major roads (collector and above).	All	WCEO	Short-term	-
			1.1.3: Reopen the "North-South Initiative Study" and/or perform proactive transportation studies for major transportation improvements projects including Union Road and Greentree Road/interchange.	All	WCEO	Short-term	Justification will be needed for potential interchanges and Union Rd improvements.
		Objective 1.2: Roadways will be improved and widened as necessary to accommodate increased traffic volumes.					
		Obj. 1.2	1.2.1: Update thoroughfare plans to show road classifications and improvements that are consistent with the suggestions of the Gateway Plan - West.	All	WCRPC WCEO	Short-term	See Map 4.2 . Also see TR 1.3.1, TR 2.1.1, TR 3.3.1, and TR 4.1.2.
			1.2.2: Acquire ROW for future road widening and improvements.	All	WCEO ODOT WCRPC	Ongoing	-
		Objective 1.3: Roads will be well connected between compatible land use districts and internally within subdivisions and development projects.					
		Obj. 1.3	1.3.1: Update thoroughfare plans to show the new roads suggested in the Gateway Plan - West.	All	WCRPC WCEO	Short-term	See Map 4.2 . Also see TR 1.2.1, TR 2.1.1, TR 3.3.1, and TR 4.1.2.
	1.3.2: Add an internal road connectivity standard to the Mixed-Use and R1B zoning districts.		Renaissance Garden Park Union Village	WC Zoning Dept. WCRPC	Short-term	-	
	1.3.3: Encourage connections to surrounding properties during the review process for new development proposals.		All	WCRPC WC Zoning Dept. WCEO	Ongoing	-	

		IMPLEMENTATION ACTION	DISTRICT	RESPONSIBILITY	TIMEFRAME	NOTES	
TRANSPORTATION	Goal 2: Roadways that incorporate traffic calming techniques and are safe for both motorists and pedestrians.						
	GOAL 2	Objective 2.1: Urban streetscapes will be incorporated with high density developments.					
		Obj. 2.1	2.1.1: Add new street cross-sections to the Warren County Thoroughfare Plan, which include narrower streets, parallel parking, alleys, and square curbs.	Garden Gateway Park	WCRPC WCEO	Short-term	See Appendix B. Also see TR 1.2.1, TR 1.3.1, TR 3.3.1, and TR 4.1.2.
			2.1.2: Use and promote the Union Village PUD street cross-sections as an example for future PUD development proposals.	Garden Gateway Park	WCRPC WC Zoning Dept. WCEO	Ongoing	See Appendix B.
		Objective 2.2: Alternatives to standard road intersections will be utilized.					
		Obj. 2.2	2.2.1: Install roundabouts at the intersections indicated in Map 4.2.	Gateway Park	WCEO ODOT	Ongoing	See Map 4.2 .
			2.2.2: Consider the construction of a roundabout interchange or a single point urban interchange for Greentree Road.	Gateway	ODOT T'creek Twp Monroe Middletown	Ongoing	Determine the volume of traffic a roundabout interchange can handle.
	2.2.3: Allow offset intersections within urban development proposals, such as Union Village.		All	WCEO WCRPC	Ongoing	Offset intersections can be effective in calming traffic.	
	Goal 3: Multi-modal transportation options that form complete streets.						
	GOAL 3	Objective 3.1: Fixed-route transit services will be explored.					
Obj. 3.1		3.1.1: Form a transit committee charged with the task of identifying key points of interest, possible routes, funding opportunities, expenses, and bus stop designs.	All	WCRPC WC Grants Dept. Local Jurisdictions WCEO Otterbein	Mid-term	See Warren County Consolidated Plan.	
		3.1.2: Conduct a transit study to determine the potential economic impacts of establishing a fixed route transit service and the demand for transit services.	All	WCRPC or Consultants	Mid-term	-	
		3.1.3: Consider "park & ride" facilities and programs with transit discussions.	All	WCRPC WC Grants Dept.	Mid-term	-	

		IMPLEMENTATION ACTION	DISTRICT	RESPONSIBILITY	TIMEFRAME	NOTES	
TRANSPORTATION	GOAL 3	Objective 3.2: Shared bike lanes will be added and incorporated on designated streets.					
		Obj. 3.2	3.2.1: Implement the multi-use trail plan.	All	WCRPC WC Parks Board Local Jurisdictions OKI Green Umbrella	Ongoing	See Map 3.3 . Also see QOL 3.1.1.
		Objective 3.3: Pedestrians will have adequate space to comfortably walk in more densely populated areas.					
	Obj. 3.3	3.3.1: Update the Warren County thoroughfare plan to offer street cross sections with sidewalks that are wider (between 8-12 feet wide) and immediately adjoin the street with designated space for planters and street trees.	All	WCRPC WCEO	Short-term	Also see TR 1.2.1, TR 2.1.1, and TR 1.3.1.	
		3.3.2: Promote and utilize parking garages and parallel parking as a means of shortening walking distances and reducing overall surface parking.	Gateway Park Renaissance	WCRPC WCEO	Ongoing	Include in Developer's Guidebook (see CD 5.1.4).	
	Goal 4: Enhanced roadway aesthetics.						
	GOAL 4	Objective 4.1: The gateway corridor will have landscaped medians, roundabouts, and streets.					
Obj. 4.1		4.1.1: Install landscaped medians at the suggested locations indicated in Map 4.2.	All	WCEO ODOT	Ongoing	See Map 4.2 . Also see TR 2.2 and CD 5.1.	
		4.1.2: Indicate in the County Thoroughfare Plan that median widths may vary dependent upon suggestions indicated in comprehensive plans.	Garden Gateway Park	WCRPC WCEO	Short-term	Also see TR 1.2.1, TR 1.3.1, TR 2.1.1, and TR 3.3.1.	
		4.1.3: Work with ODOT to gain support of the roadway improvements and suggestions indicated in the Gateway Plan for State Routes.	All	WCRPC T'creek Twp	Ongoing	-	
		4.1.4: Utilize Transportation Improvement Districts to place maintenance responsibility and financing of medians, roundabouts, and related improvements on new developments.	All	WCEO	Ongoing	-	

UTILITIES

		IMPLEMENTATION ACTION	DISTRICT	RESPONSIBILITY	TIMEFRAME	NOTES	
Goal 1: A “shovel ready” utilities plan.							
UTILITIES	GOAL 1	Objective 1.1: There will be a clear understanding of where existing and future utilities may be located.					
		Obj. 1.1	1.1.1: Utilize the Urban Service Boundaries (USB) as a clear delineation of where sewer service can be expected.	All	WCRPC T'creek Twp	Ongoing	See Map 5.1 . Also see UT 1.1.2.
			1.1.2: Use the Gateway Plan to market the USB as the most practical area for new development and high intensity uses.	All	WCRPC WCEDD T'creek Twp	Ongoing	Also see UT 1.1.1.
			1.1.3: Amend the LeSourdsville Facilities Planning Area to include the State Property if it is ever redeveloped.	Garden	BCWSD T'creek Twp	Long-term	See Map 5.2 .
			1.1.4: Work with utility providers to develop proactive plans for utility extensions.	All	WCRPC T'creek Twp	Short-term	-
	Objective 1.2: Awareness of utility requirements will be raised at the beginning of the development process.						
	Obj. 1.2	1.2.1: Provide developers with a checklist of permits and general requirements that will be needed with relevant contact information.	All	WCRPC WC Zoning Dept. WC Building Dept.	Ongoing	-	
		1.2.2: Send a courtesy notification to all utility providers of new development projects as soon as possible.	All	WCRPC WC Zoning Dept.	Ongoing	-	
	Goal 2: Utilities that are installed with aesthetic consideration.						
	GOAL 2	Objective 2.1: Views and vistas will be protected and/or enhanced.					
Obj. 2.1		2.1.1: Bury all utilities wherever possible.	All	Utility providers	Ongoing	-	

		IMPLEMENTATION ACTION	DISTRICT	RESPONSIBILITY	TIMEFRAME	NOTES	
GOAL 2	Obj. 2.1	2.1.2: Utilize storm water management as a means of creating an aesthetically pleasing setting for development.	All	Developers WCRPC Turtlecreek Twp	Ongoing	Also see UT 3.3.1.	
		2.1.3: House power substations along SR 63 inside of architecturally pleasing buildings.	All	Duke Energy WCRPC Turtlecreek Twp	Mid to Long-term	-	
		2.1.4: Design and decorate water towers to become interesting landmarks.	Gateway Park	WCWSD WCCVB Otterbein	Mid to Long-term	-	
Goal 3: Utilities that are reliable, effective, and efficient.							
UTILITIES	GOAL 3	Objective 3.1: Utility services will accommodate projected future growth within the USB.					
		Obj. 3.1	3.1.1: Conduct detailed water and sewer studies to periodically monitor capacity within the USB.	All	WCWSD BCWSD	Ongoing	-
			3.1.2: Increase water and sewer capacity as needed.	All	WCWSD BCWSD	Ongoing	-
			3.1.3: Expand "Tier 3" fiber optics service along SR 63, SR 122, and Union Road.	Gateway Park Renaissance	Fiber-optics providers; NI Solutions	Short to Mid-term	See Map 5.5.
			3.1.4: Consider providing duplicative or "backup" utility lines (e.g. water lines and fiber optics loops) in commercial and industrial districts.	Gateway Park Renaissance	All utility providers	Ongoing	-
	3.1.5: Convey the vision of each District to Duke Energy to better plan and expand electric and natural gas service.		All	WCRPC WCEDD Turtlecreek Twp	Ongoing	-	
	Objective 3.2: Utility providers will seize opportunities for cost savings.						
Obj. 3.2	3.2.1: Plan sewer lift-stations at locations that will maximize return on investment.	All	BCWSD WCWSD Middletown WSD Monroe WSD	Ongoing	-		

		IMPLEMENTATION ACTION	DISTRICT	RESPONSIBILITY	TIMEFRAME	NOTES	
UTILITIES	GOAL 3	Obj. 3.2	3.2.2: Utilize existing easements or ROW.	All	All utility providers	Ongoing	-
			3.2.3: Coordinate infrastructure improvements with other utility providers that may benefit by consolidating or “bundling” services together.	All	All utility providers	Ongoing	-
			3.2.4: Explore the possibility of including fiber conduits with all major utility extensions.	All	All utility providers	Ongoing	-
			3.2.5: Encourage the use of renewable energy resources, such as geo-thermal and solar energy.	All	WCSWCD Duke Energy	Ongoing	-
	Objective 3.3: Stormwater and groundwater will be carefully managed, mitigating negative impacts on the environment and neighboring properties.						
	Obj. 3.3	3.3.1: Develop a regional stormwater management plan.	All	WCEO WCRPC WCSWCD Local Jurisdictions	Mid-term	Also see UT 2.1.2.	
		3.3.2: Encourage wetland reclamation at the Cincinnati Zoo properties.	Garden	Cincinnati Zoo T'creek Twp WCRPC	Ongoing	See Map 5.6. Also see QOL 1.4.1.	
		3.3.3: Work with developers to honor streamside setback standards.	All	WCRPC WC Zoning Dept.	Ongoing	-	
		3.3.4: Encourage the use of pervious pavers, rain gardens, and green-roofs.	All	WCSWCD WCRPC	Ongoing	-	

ECONOMIC DEVELOPMENT

		IMPLEMENTATION ACTION	DISTRICT	RESPONSIBILITY	TIMEFRAME	NOTES
		Goal 1: Financially stable jurisdictions.				
ECONOMIC DEVELOPMENT	GOAL 1	Objective 1.1: Taxing mechanisms will be utilized to support new development.				
		1.1.1: Form a New Community Authority (NCA) and/or Joint Economic Development District (JEDD) for Union Village.	Park	T'creek Twp Otterbein WCEDD Lebanon	Short-term	See Map 6.4.
		1.1.2: Form an NCA and/or expand the Racino JEDD for new development on the State Property.	Gateway	T'creek Twp Monroe WCEDD	Mid-term	See Map 6.4.
		1.1.3: Form a JEDD for the Greentree Interchange.	Park	T'creek Twp Monroe Middletown WCEDD	Mid-term	See Map 6.4.
		1.1.4: Explore the possibility of a JEDD for non-residential development along Nickel Road.	Garden	T'creek Twp Monroe WCEDD	Short to Mid-term	See Map 6.4.
		1.1.5: Form a JEDD for non-residential development along Union Road between Middletown and Hendrickson Road.	Gateway	T'creek Twp Middletown WCEDD	Short to Mid-term	See Map 6.4.
		1.1.6: Use Tax Increment Financing (TIF) on all non-residential development wherever possible.	All	All local jurisdictions WCEDD/Port Authority	Ongoing	-
		1.1.7: Consider the use of Special Improvement Districts (SID) for unique circumstances related to infrastructure or services for nonresidential development.	All	WCEDD/Port Authority	Ongoing	-

		IMPLEMENTATION ACTION	DISTRICT	RESPONSIBILITY	TIMEFRAME	NOTES		
ECONOMIC DEVELOPMENT	GOAL 1	Obj. 1.1	1.1.8: Carefully monitor budgets and trends to better anticipate future costs.	All	All local jurisdictions	Ongoing	-	
			1.1.9: Establish an infrastructure maintenance fund (separate from the general fund) for future infrastructure replacement projects.	All	All local jurisdictions	Short-term	-	
		Objective 1.2: New development projects will help support infrastructure costs.						
		Obj. 1.2	1.2.1: Work closely with developers to ensure new infrastructure projects are adequately funded through monetary contributions and/or "fees in-lieu of" (e.g. Roadway Mitigation Plan).	All	All local jurisdictions WCEDD WCRPC	Ongoing	-	
			1.2.2: Use "sinking funds" to support maintenance of stormwater facilities.	All	All local jurisdictions WCEDD	Ongoing	-	
			1.2.3: Continue to require Home Owners Associations for all major residential projects to financially support and maintain all common areas within the development.	Garden Gateway Park	WCRPC All local jurisdictions	Ongoing	-	
			1.2.4: Follow through on updates to the County subdivision regulations for Performance and Maintenance Bonds.	Garden Gateway Park	WCEO	Short-term	-	
		Objective 1.3: Other funding sources will be considered for infrastructure improvements.						
		Obj. 1.3	1.3.1: Explore and utilize Ohio 629 (Roadwork Development) Grants.	All	WCEO ODOT All local jurisdictions WC Grants Dept.	Ongoing	-	
			1.3.2: Work with OKI, County, local jurisdictions, and businesses to secure funding for the new interchange.	Gateway	WCEDD/Port Authority T'creek Twp	Ongoing	Also see TR 1.1.3 and TR 2.2.2.	
		Objective 1.4: A sustainable balance of development will be achieved.						
		Obj. 1.4	1.4.1: Use "CommunityViz" or related software to assess the economic impacts of the Future Land Use Plan and update the Plan as necessary.	All	WCRPC WCEDD	Mid-term	-	
			1.4.2: Monitor market trends and consider controlling residential growth to correspond with commercial and industrial growth.	All	WCEDD T'creek Twp	Ongoing	-	

		IMPLEMENTATION ACTION	DISTRICT	RESPONSIBILITY	TIMEFRAME	NOTES
GOAL 1	Obj. 1.4	1.4.3: Promote the growth of high-tech, management, medical, education, and tourism industries.	All	WCEDD T'creek Twp Middletown Monroe	Ongoing	-
		1.4.4: Promote mixed-use development for active, more sustainable activity centers.	All	WCRPC Middletown P&Z Monroe Dev. Dept.	Ongoing	Also see CD 1.1.
Goal 2: Job creation.						
Objective 2.1: New businesses will be established.						
GOAL 2	Obj. 2.1	2.1.1: Create a detailed business recruitment package with socioeconomic data, applicable financial incentives (i.e. economic development toolkit), and relevant contact information.	All	WCEDD	Short-term	-
		2.1.2: Survey local and regional businesses to monitor plans to contract, expand, or relocate and to find out their business needs.	All	WCEDD	Ongoing	-
		2.1.3: Incent job creation through the use of State programs such as the Job Creation Tax Credit Program, Economic Development Contingency Fund Grant Program, and the JobsOhio Workforce Grant.	All	WCEDD T'creek Twp	Ongoing	See Box 6.1.
Objective 2.2: A highly skilled workforce will entice new business growth.						
GOAL 2	Obj. 2.2	2.2.1: Utilize the Ohio Workforce Guarantee Program.	All	WCEDD T'creek Twp	Ongoing	See Box 6.1.
		2.2.2: Work to establish the college campus at Union Village.	Park	Otterbein T'creek Twp	Short-term	Also see QOL 4.2.2.
Objective 2.3: New partnerships will create local synergies that turn economic opportunities into realities.						
GOAL 2	Obj. 2.3	2.3.1: Work with the Cincinnati Zoo, Culture and Performing Arts Center Board, Equine Board, Kings Island, and Warren County Convention & Visitors Bureau to bolster the area's tourism industry.	Garden	WCCVB T'creek Twp WCEDD	Ongoing	Also see QOL 1.1-1.4.
		2.3.2: Work with Atrium Medical Center, Otterbein, and local universities, colleges, and career centers to boost the area's medical industry.	Park Renaissance	T'creek Twp WCEDD	Ongoing	Also see QOL 4.3.

		IMPLEMENTATION ACTION	DISTRICT	RESPONSIBILITY	TIMEFRAME	NOTES	
ECONOMIC DEVELOPMENT	GOAL 2	Obj. 2.3	2.3.3: Work with the Warren County Area Progress Council and local Chambers of Commerce.	All	WCEDD T'creek Twp	Ongoing	-
			2.3.4: Work with culture and performing arts organizations in Cincinnati, Dayton, and Middletown to help promote the establishment of the Culture and Performing Arts Center in Warren County.	Park	WCAACB WCEDD T'creek Twp WCCVB	Ongoing	Also see QOL 1.1.
			2.3.5: Work with Middletown to implement the East End Master Plan.	Renaissance	WCRPC T'creek Twp	Ongoing	-
			2.3.6: Work with Monroe to implement the Monroe Comprehensive Plan.	Gateway	T'creek Twp WCRPC	Ongoing	-
	Goal 3: An expedited development process.						
	Objective 3.1: Sites will be "shovel ready."						
	GOAL 3	Obj. 3.1	3.1.1: Purchase property from the State to open up development opportunities for new businesses.	Gateway	T'creek Twp WCEDD/Port Authority	Mid-term	Also see CD 1.2.5.
			3.1.2: Establish public-private partnerships to acquire relevant permits (e.g. National Pollution Discharge Elimination Systems permits, Federal Aviation Administration permits, etc.) ahead of development.	All	T'creek Twp WCEDD/Port Authority	Short-term	-
			3.1.3: Utilize the Warren County Port Authority to facilitate new development projects.	All	T'creek Twp Middletown Monroe	Ongoing	-
		Objective 3.2: The County review process will be expedited and more tailored to project needs.					
Obj. 3.2		3.2.1: Allow the subdivision and PUD review processes to run concurrently.	Garden Gateway Park	WCRPC	Ongoing	See Figures 6.2 and 6.3.	
		3.2.2: Modify the PUD process to require less detail for large subdivision projects.	Garden Gateway Park	WCRPC WC Zoning Dept.	Short-term	-	
	3.2.3: Continue to work with developers well in advance of application submittal to review application requirements and provide initial feedback on projects.	Garden Gateway Park	WCRPC WC Zoning Dept.	Ongoing	-		

APPENDICES

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APPENDIX A: WORLD TOWN PLANNING DAY CHARRETTE

I-75 AREA PLAN

WORLD TOWN PLANNING DAY CHARRETTE



APA Ohio –
Cincinnati Section

Warren County
Regional Planning Commission

November 8th, 2013



WORLD TOWN PLANNING DAY 2013: I-75 AREA PLAN

ACKNOWLEDGEMENTS

Thanks to all who participated in the World Town Planning Day Charrette for the I-75 corridor in Warren County. A special thanks to the Ohio APA – Cincinnati Section and the Hamilton County Regional Planning Commission for allowing this event to take place in Warren County for the first time ever. A special thanks also goes out to the University of Cincinnati and Miami University for supporting this event.

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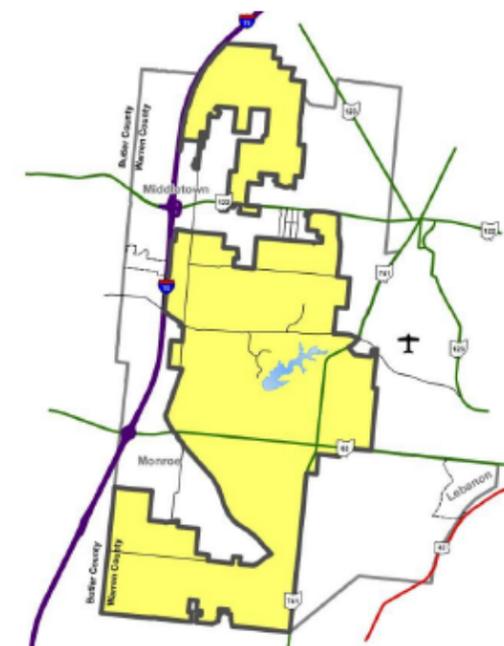
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INTRODUCTION

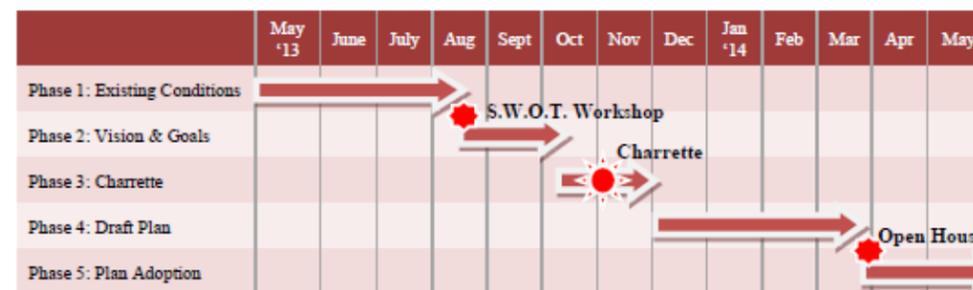
The I-75 corridor, situated between Dayton and Cincinnati, is expected to grow significantly within the next 20-30 years; during the past decade (2000-10) the area grew at a rate of 19%. The area also has several regional “points of interest” including Otterbein Retirement Community, Atrium Medical Center, Cincinnati Premium Outlets, a Racino, and Solid Rock Church. In response to recent growth trends, the I-75 Citizens Advisory Committee was formed this past spring (2013) to develop a vision and plan for the area that will address a wide range of topics including community design, parks, community facilities, transportation, utilities, and economic development. The November 8th Charrette was used to help bring some of the Committee’s ideas to life through the creation of detailed concept plans and visuals aimed at fulfilling the vision statement (see page 2).

Figure 1: I-75 Study Area



PLANNING PROCESS

The planning process is summarized in the chart below. Since May of 2013, the I-75 Citizens Advisory Committee has met once a month to review the existing conditions of the area and existing plans, establish a vision statement, and develop strategies to achieve the long term vision. The World Town Planning Day Charrette was the first time concepts and ideas were drawn on paper. These concepts will later be refined and finalized in the official I-75 Area Plan, which is expected to be adopted in 2014.



CHARGE

During the Charrette, participants were split into four groups; one group for each sub area identified below. Each group was “charged” with the task of creating a development scenario aimed at fulfilling the plan’s vision statement. Furthermore, each group was asked to comprehensively plan their designated sub-area and to discuss community design, quality of life, infrastructure, and economic development opportunities. Final products included streetscape drawings, development transects, maps, and other graphics that illustrate the group’s ideals and aspirations.

VISION STATEMENT

“The I-75 corridor integrates a pleasant mix of vibrant business districts, quality industrial areas, comfortable/safe neighborhoods, and natural open spaces that form regional destinations and strong communities.”

Figure 2: Group Sub-Areas

- Group 1: North Sub-Area
- Group 2: Union Road Sub-Area
- Group 3: Central Sub-Area
- Group 4: South Sub-Area



GROUP 1: NORTH SUB-AREA

The “North Sub-Area” consists of southern Franklin Township in close proximity to Middletown. Growth trends have been slower in this sub-area comparatively. Franklin Township is expected to grow 1.6% within the next 20 years, which translates into an increase of 495 people by 2030. However, there is plenty of undeveloped land in this area and a new Manchester Road interchange could change this trend dramatically. Other things Group 1 had to consider included Franklin’s industrial district, which borders the sub-area to the north, and Middletown’s medical/office district, which borders the sub-area to the west. Hunter (unincorporated) also plays a significant role in how this area will ultimately develop. Group 1’s goals and recommendations for the North Sub-Area are provided below.



Goals

- I. Conservation Areas (agriculture and open/green space)
- II. Quality of Life (Streetscapes, walkability, and recreation)
- III. Gateway Enhancement
- IV. Opportunity Sites
 - a. Hospital District (office, retail, and mixed use)
 - b. Light Industrial Development
- V. Neighborhoods
 - a. Renaissance
 - b. Hunter
 - c. New Park – Mixed residential neighborhood

Recommendations

Community Design/Land Use:

- ❖ Boulevard treatment on Union Rd and SR 122
- ❖ Conservation design subdivisions north of Hunter
- ❖ Wildlife conservation areas
 - Between Atrium and Hunter
 - Southwest corner of Union/Manchester Rd intersection
- ❖ Agricultural buffers between Industrial and residential development
- ❖ Mixed-use centers at Union Rd/SR 122 intersection and along northern side of SR 122 west of Hunter
- ❖ Office, retail, and services on western side of Union Rd south of Middletown Christian School
- ❖ Multi-family housing on the western side of the Renaissance development

Economic Development:

- ❖ Tall campus-style corporate offices with a banquet facility west of Atrium Medical Center
- ❖ Highway commercial and restaurants close to SR 122 interchange
- ❖ Light industrial district north of Atrium

Transportation:

- ❖ Loop road around Union Rd/SR 122 intersection
- ❖ New road that parallels and connects to Union Road around Atrium Medical Center (Central Avenue extension)
- ❖ New road connecting the Renaissance subdivision to Shaker Rd north of Hunter

Quality of Life

- ❖ Improve walkability
 - Mixed-uses that are connected with trail system
 - Add sidewalks within Hunter
 - Multi-use trail connections between Hunter and Atrium through conservation areas

❖ New Park with the following amenities:

1. Centralized Gazebo
2. Water feature/fountains
3. Dog Park
4. Playground
5. Basketball Courts
6. Disk (Frisbee) Golf

Figure 3: 91 Acre Undeveloped Park North of Hunter

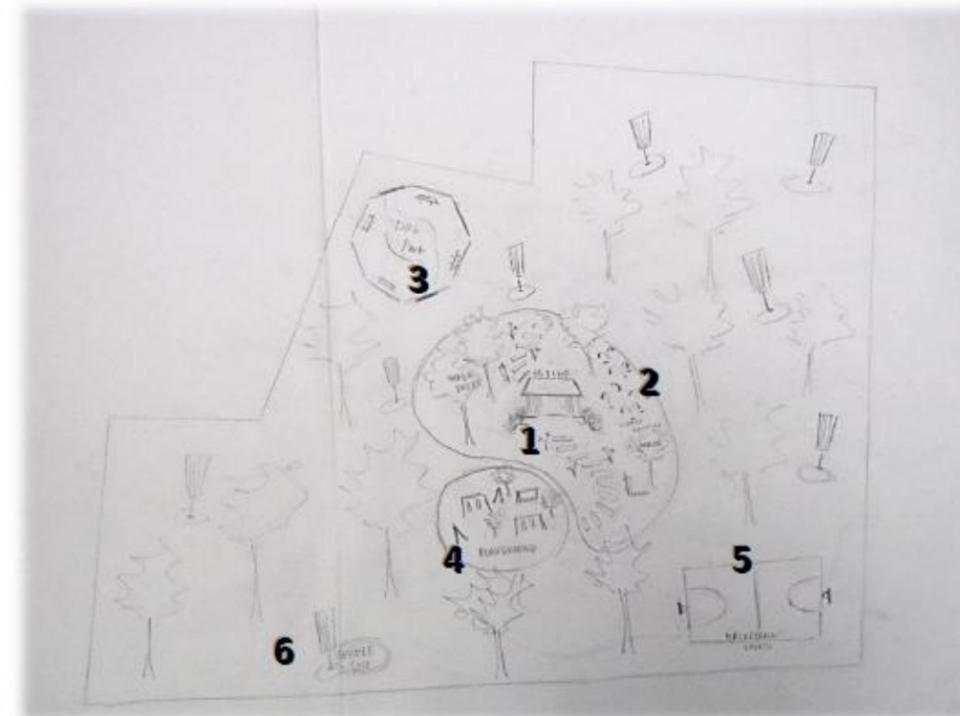


Figure 4: North Sub-Area Development Concept



GROUP 2: UNION ROAD SUB-AREA

Union Road, which parallels the eastern side of I-75, is of particular importance to the I-75 area because it traverses several jurisdictions (two townships and two cities) and is expected to contain multiple nodes of activity. The City of Monroe has established a hub for industrial uses, logistics, and retail; the City of Middletown has developed an environment conducive to medical/office uses; and there is the potential for two new interchanges in close proximity to Union Road. Group 2's recommendations for the Union Road corridor are listed below.



Recommendations

Community Design/Land Use:

- ❖ More intensive commercial along Union Road with some industrial uses and mixed-use centers
- ❖ Mixed-use centers
 - Around Cincinnati Premium Outlets
 - State prison property north of SR 63
 - Greentree Golf Course
- ❖ Multi-family housing along western edge of the Union Rd reroute between Greentree Rd and Hendrickson Rd
- ❖ Agriculture on western side of Butler-Warren Road
- ❖ Conserve natural, wooded areas

Economic Development:

- ❖ Utilize interchanges for commercial/mixed-use development
- ❖ Industrial Districts
 - Monroe
 - On both sides of Union Rd in Middletown near Atrium Medical Center

WORLD TOWN PLANNING DAY 2013: I-75 AREA PLAN

Transportation:

- ❖ Tight diamond interchange at Greentree Rd
- ❖ Reroute Union Rd between Greentree Rd and Hendrickson Rd
- ❖ Connect Greentree Rd with Oxford State Rd
- ❖ Traffic circles
 - Manchester/Shaker/Union Rd intersection (see Fig. 5)
 - Greentree/Union Rd intersection (Fig. 6)
 - Hendrickson/Union Rd intersection (Fig. 6)
- ❖ Connect Union Rd to Gateway Boulevard and then to Butler-Warren Rd (Fig. 7)

Figure 5: Manchester/Shaker/Union Rd Intersection

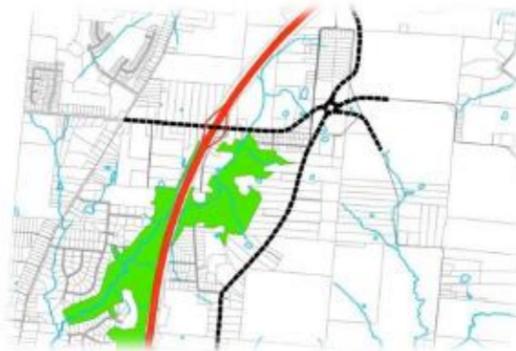


Figure 6: Union Road Reroute between Greentree Rd and Hendrickson Rd



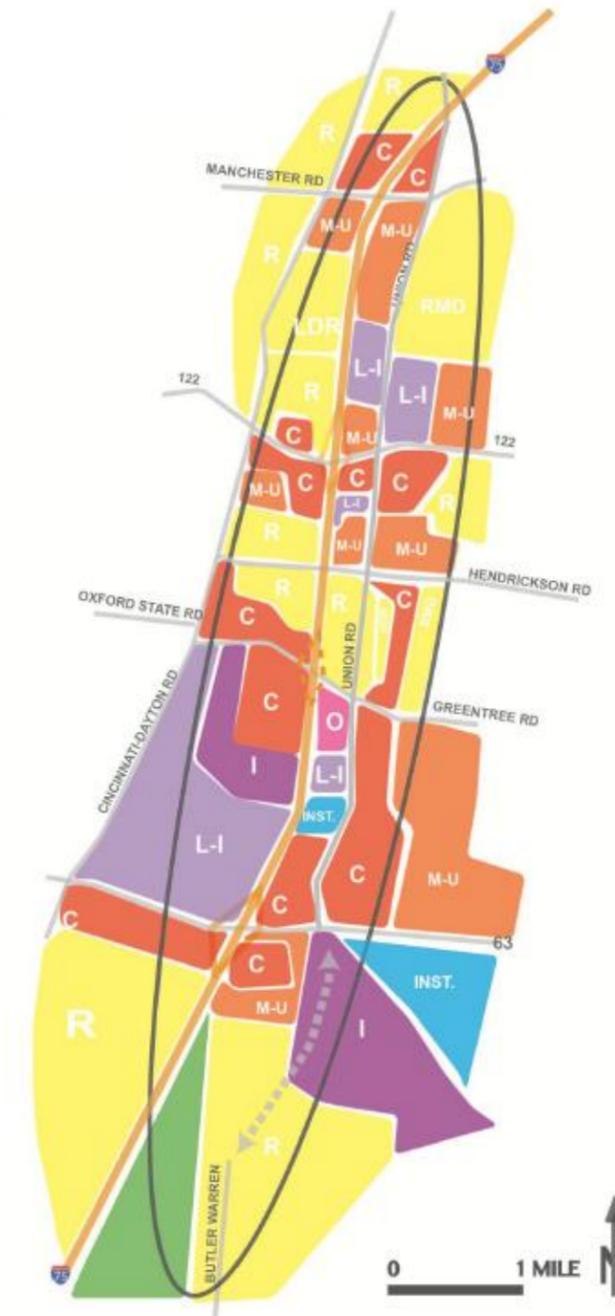
Figure 7: Preferred Union/Gateway Rd Connection



WORLD TOWN PLANNING DAY 2013: I-75 AREA PLAN

Figure 8: Union Road Sub-Area Development Concept

- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- LIGHT INDUSTRIAL
- MIXED USE
- OFFICE
- INSTITUTIONAL
- AGRICULTURAL



GROUP 3: CENTRAL SUB-AREA

The Otterbein Retirement Community and surrounding area was a major point of interest for Group 3. Otterbein owns a significant amount of undeveloped land (approx. 1,200 acres) in Turtlecreek Township and the previous master plan for the property included a performing arts center, a small college campus, a commercial/medical campus, an elementary school, and residential expansion. New urbanism concepts are also an integral part of the old master plan and future plans for this site. Group 3 also needed to focus on the possibility for a new interchange on Greentree Road and how this could positively impact the surrounding area. Recommendations from Group 3 are provided below.



Recommendations

Community Design/Land Use:

- ❖ Otterbein
 - New urbanism and mixed-use development
 - Cultural/regional destination
- ❖ Other mixed-use centers
 - Greentree/Union Rd ntersection
 - Hendrickson/Union Rd Intersection
- ❖ Attractive multi-family housing on Greentree Golf Course property
- ❖ Conservation/cluster design subdivisions Along Greentree Rd and Hendrickson Rd
- ❖ Conservation of wooded areas, open spaces, and view-sheds.
- ❖ Gateway signage and community branding (see Fig. 9)

Figure 9: Gateway Signage



Economic Development:

- ❖ Establish a “New Community Authority” on the State of Ohio property north of SR 63
 - High quality corporate offices, and
 - Other uses that would complement the Racino such as a Hotel and/or Jungle Jim’s

Transportation:

- ❖ Traffic circles at key intersections
 - Greentree/Union Rd intersection
 - Hendrickson/Union Rd intersection
 - Greentree/SR 741 Intersection
 - Major subdivision entrances
- ❖ Provide a tunnel under SR 741 for a multi-use trail
- ❖ Widen Union Rd to a five-lane boulevard
- ❖ Widen Greentree Rd to a three-lane boulevard

Quality of Life:

- ❖ Multi-use trail network
 - Locate trail on existing gas easements
 - Provide trails along Greentree Rd, Union Rd, Hendrickson Rd, and SR 741
- ❖ Equestrian trails
 - Around Armco Lake
 - Connections to Racino, Otterbein community, and Cincinnati Zoo properties
- ❖ Otterbein
 - Regional sports complex
 - Equestrian center
 - Educational campus
- ❖ A new fire station on Greentree Rd; paid for with Tax Increment Financing (TIF) funds generated from Racino

Figure 10: Central Sub-Area Development Concept



GROUP 4: SOUTH SUB-AREA

The “South Sub-Area” presents several unique challenges and opportunities. This area is projected to have the least amount of development potential compared to the other sub-areas, due to its poor access to utilities (especially centralized sewers) and community facilities (schools, fire/EMS, etc.). However, the reroute of Union Road to Butler-Warren Road on the western edge of this sub-area could be a major opportunity for future development. Another point of interest is the Cincinnati Zoo properties located along Mason-Montgomery Road, which could be tourist destination in the future. The South Sub-Area could also be a prime location for a future equestrian center. Group 4’s recommendations are provided below.



Vision & Goals

- I. Connect & preserve greenspace and provide mixed-use trails, which incorporate pedestrian, bike & equestrian uses
- II. Maintain rural character
- III. Develop mixed-use, conservation and/or equestrian developments

Recommendations

Community Design:

- ❖ Mixed-use centers
 - South of Cincinnati Outlet Mall and Home Depot Distribution Center
 - Southwest corner of SR 62/SR 741 intersection to compliment Otterbein (see Fig. 11)
- ❖ Acquire portions of State of Ohio property to reserve for agricultural use and equestrian activities
- ❖ Large lot residential and cluster design subdivisions east of Butler-Warren Rd

WORLD TOWN PLANNING DAY 2013: I-75 AREA PLAN

Figure 11: Mixed-Use Development Concept at SR 63/SR 741 Intersection



Economic Development:

- ❖ Keep light industrial development close to Gateway Blvd
- ❖ Light industrial and commercial development west of Butler-Warren Rd

Transportation:

- ❖ Connect Union Rd to Gateway Blvd and Butler-Warren Rd
- ❖ Road connection from existing Gateway Blvd to industrial area in Monroe
- ❖ Limit/prevent connectivity from industrial to residential areas

Quality of Life:

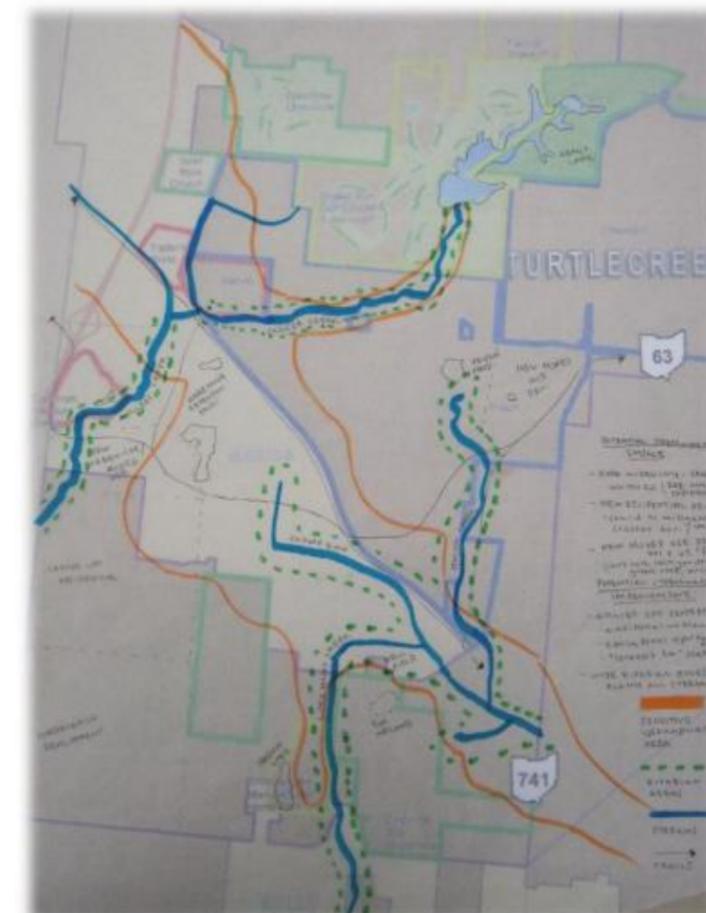
- ❖ Multi-use trail network
 - Provide trail on eastern side of Butler-Warren Rd to create a buffer from more intense development across the street
 - Trail connection from Outlet Mall to Otterbein, which would eventually lead to the Little Miami River trail system
 - A trail that parallels the existing railroad line that would lead to the G.M. bike trail
 - North-south trail from Armco park to Cincinnati Zoo properties.
- ❖ Expand/link the Cincinnati Zoo properties together

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Storm Water Management:

- ❖ Utilize Cincinnati Zoo properties
 - Provide additional wetlands
 - Educational opportunities
- ❖ Protect riparian zones along all streams
- ❖ Use rain gardens, green roofs, and pervious pavers when possible
- ❖ Cluster design subdivisions
- ❖ Require swales or infiltration trenches with road widening projects

Figure 12: Stream Protection Areas



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APPENDIX B: SUMMARIZED UNION VILLAGE P.U.D. ZONING STANDARDS



PROGRAM *These residential numbers may increase or decrease by as much as 20% with the understanding that the total will not exceed 4500 units. Total commercial, retail, and manufacturing (excluding live-work units) for the entire PUD shall not exceed a maximum of 1 million square feet. The number of residential units in for the residential options for the SD2, SD4 and SD5 sites are shown in the SD2, SD4 and SD5 rows.

Union Village Neighborhoods						
Number of Residential Units						
Density	1,121*	1,421*	1,215*			
Sq. Ft. of Commercial	1 u/a min. - 10 u/a max.	1 u/a min. - 30 u/a max.	1 u/a min. - 30 u/a max.			
Union Village Special Districts						
SD1: Senior Campus						See D 27
SD2a: College, Housing						356
SD2b: College, Other					OR	As required
SD3: (Regional) Commercial		152* (res. option)				400,000 s.f. net max.
SD4: (Regional) Commercial		76* (res. option)			OR	300,000 s.f. net max.
SD5: Sports and Rec. Complex		163* (res. option)	129* (res. option)	129* (res. option)		
Civic						Civic Building sq.ft. is in addition to Commercial sq.ft.

THOROUGHFARES (D.19)

Road	permitted				
Street	permitted	permitted	permitted	permitted	permitted
Avenue	permitted	permitted	permitted	permitted	permitted
Boulevard	permitted	permitted	permitted	permitted	permitted
Commercial Street					
Arcaded Street					
Rear Lane	permitted	permitted	permitted	permitted	permitted
Rear Alley					
Access Drive, 1-way					required
Access Drive, 2-way					permitted
Path	permitted	permitted	permitted	permitted	permitted
Passage	permitted	permitted	permitted	permitted	permitted

CIVIC SPACES (D.15-D.16)

Park	permitted				
Green	permitted	permitted	permitted	permitted	permitted
Square	permitted	permitted	permitted	permitted	permitted
Plaza					
Playground	permitted	permitted	permitted	permitted	permitted
Pocket Park	permitted	permitted	permitted	permitted	permitted
Cemetery	permitted	permitted	permitted	permitted	permitted

BUILDING TYPES (D.17)

Mansion	permitted				
Large House	permitted				
House	permitted	permitted	permitted	permitted	permitted
Small House	permitted	permitted	permitted	permitted	permitted
Cottage	permitted	permitted	permitted	permitted	permitted
Odd Lot	permitted	permitted	permitted	permitted	permitted
Duplex	permitted	permitted	permitted	permitted	permitted
Townhouse	permitted	permitted	permitted	permitted	permitted
Multi-Family House	permitted	permitted	permitted	permitted	permitted
Multi-Family Building	permitted	permitted	permitted	permitted	permitted
Live-Work Unit	permitted	permitted	permitted	permitted	permitted
Mixed-Use Building	permitted	permitted	permitted	permitted	permitted

FRONTAGE TYPES (D.18)

Common Lawn	permitted				
Porch & Fence	permitted	permitted	permitted	permitted	permitted
Terrace & Light Court	permitted	permitted	permitted	permitted	permitted
Forecourt					
Stoop	permitted	permitted	permitted	permitted	permitted
Shopfront & Awning					
Gallery	permitted	permitted	permitted	permitted	permitted
Arcade					

USE (D.19)

Residential	restricted use	limited use	limited use	open use	open use
Lodging	restricted use	restricted use	restricted use	open use	open use
Office	restricted use	restricted use	restricted use	open use	open use
Retail	restricted use	restricted use	restricted use	open use	open use
Manufacturing	restricted use	restricted use	restricted use	open use	open use
Civic	restricted use	restricted use	restricted use	open use	open use
Institutional	restricted use	restricted use	restricted use	open use	open use

UNION VILLAGE
PUD ZONING STANDARDS
SUMMARY

"SD5" Special District 5: The SD5 portion of the regulating master plan as illustrated on page D5 shall be implemented unless Owner does not transfer title to the SD5 area to the Warren County Convention and Visitors Bureau (CVB) on or before November 1, 2017 due to a failure of contingencies in the contract between the Owner and CVB. Should the title to the SD5 area not be timely transferred, the SD5 (residential alternative) plan as illustrated on page D6 of this document will become the plan of record that shall be implemented.



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UNION VILLAGE

PUD ZONING STANDARDS REGULATING PLAN - ZONING MAP

Transect Zones

-  T3 Neighborhood Edge Zone
-  T4 Neighborhood General Zone
-  T5 Neighborhood Center Zone

Civic Spaces & Buildings

-  Civic Space
note: Civic Spaces may include tree stands, ponds, trails, recreation fields, buildings, cemeteries, playgrounds, pavilions, recreation related structures, and the like.
-  Civic Buildings
note: Civic Buildings may include premises available for not-for-profit organizations dedicated to religion, arts and culture, education (including schools), government, social service, transit, post offices, and the like.

Special Districts

-  SD1: Otterbein Campus
-  SD2a: College Campus, Housing
(See next page for alternative zoning)
-  SD2b: College Campus, Other
(See next page for alternative zoning)
-  SD3: (Regional) Commercial
-  SD4: (Regional) Commercial
(See next page for alternative zoning)
-  SD5: Sports and Recreation Complex
(See next page for alternative zoning)

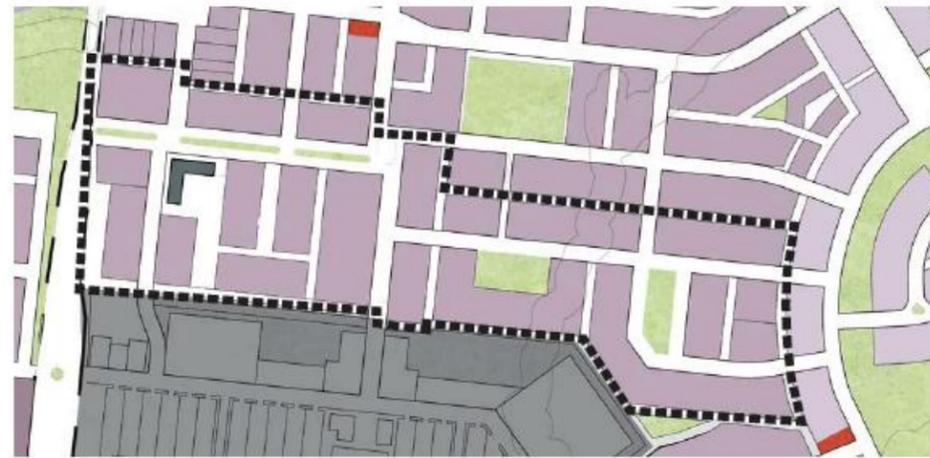
Special Requirements

(to be added at Stage 1 and/or Site Plan Review)

-  Required Storefront Frontage
-  Recommended Storefront Frontage
-  Common Lawn Frontage
-  Required Terminated Vista
-  Recommended Terminated Vista

Thoroughfares

See Thoroughfares (D.9-D.14)



SD2a & 2b: College Campus, Residential Alternative

152 Total Dwelling Units
30.5 Acres (6,340 Lineal Feet of Frontage)



SD4: Regional Commercial, Residential Alternative

76 Total Dwelling Units
36.6 Acres (5,390 Lineal Feet of Frontage)



SD5: Sports and Recreation Complex, Residential Alternative

418 Total Dwelling Units
93.6 Acres (18,440 Lineal Feet of Frontage)

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UNION VILLAGE

**PUD ZONING STANDARDS
REGULATING PLAN - ZONING MAP ALTS.**

Transect Zones

-  T3 Neighborhood Edge Zone
-  T4 Neighborhood General Zone
-  T5 Neighborhood Center Zone

Civic Spaces & Buildings

-  Civic Space
note: Civic Spaces may include tree stands, ponds, trails, recreation fields, buildings, cemeteries, playgrounds, pavilions, recreation related structures, and the like.
-  Civic Buildings
note: Civic Buildings may include premises available for not-for-profit organizations dedicated to religion, arts and culture, education (including schools), government, social service, transit, post offices, and the like.

Special Requirements

(to be added with each phase submission)

-  Required Storefront Frontage
-  Recommended Storefront Frontage
-  Common Lawn Frontage
-  Required Terminated Vista
-  Recommended Terminated Vista

Thoroughfares

See Thoroughfares (D.9-D.14)



Thoroughfares with speeds of 30 m.p.h. or less, may have offset intersections, or, occur at angles as means of calming traffic as shown in this example in Kentlands, Gaithersburg, Md.

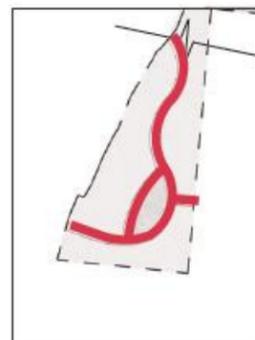
The Engineer's Office, Turtlecreek Township Trustees, County Sheriff, relevant fire department, and RPC shall approve all street sections, ROW widths, one way streets, street stubs, roundabouts, access points, turning radii, and internal circulation.

The Warren County Engineer, Township Trustees, County Sheriff, and relevant fire department shall determine on street parking restrictions and location of "no parking" signs throughout the development.

A Roadway Mitigation Plan (Sub. Regs Section 403) shall be provided for necessary offsite roadway improvements following the completion of a Traffic Impact Study for Greentree Road, SR 741, and SR 63.

Rear lanes (RL), rear alleys (RA), and access drives (AD) shall be privately owned and maintained, or as determined at Stage 2.

Roundabout and traffic signal locations along SR 741 shall be determined at Stage 2 and are subject to approval by ODOT.



See inset at left



UNION VILLAGE

PUD ZONING STANDARDS THOROUGHFARES

THOROUGHFARE TYPES PLAN

		T3	T4	T5
RD - 60 - 20		X		
RD - 44 - 20		X	X	
RD - 50 - 26		X	X	
YS - 50 - 26		X	X	X
ST - 44 - 20		X	X	X
ST - 50 - 26			X	X
ST - 60 - 32			X	X
AV - 80 - 34			X	X
BV - 120 - 20/20			X	X
CS - 70 - 34				X
AS - 64 - 28				X
AS - 70 - 34				X
RL - 24 - 12		X	X	X
RA - 24 - 20				X
AD - 10 - 10			X	X
AD - 24 - 24			X	X
PT - 12 - 5		X	X	
PS - 24 - 10				X

<table border="0"> <tr> <td>—</td> <td>Pavement Width</td> </tr> <tr> <td>—</td> <td>Right-of-Way Width</td> </tr> </table>	—	Pavement Width	—	Right-of-Way Width	<table border="0"> <tr> <td>RD</td> <td>Road</td> <td>AS</td> <td>Arcaded Street</td> </tr> <tr> <td>YS</td> <td>Yield St.</td> <td>RL</td> <td>Rear Lane</td> </tr> <tr> <td>ST</td> <td>Street</td> <td>RA</td> <td>Rear Alley</td> </tr> <tr> <td>AV</td> <td>Avenue</td> <td>AD</td> <td>Access Drive</td> </tr> <tr> <td>BV</td> <td>Boulevard</td> <td>PT</td> <td>Path</td> </tr> <tr> <td>CS</td> <td>Commercial St.</td> <td>PS</td> <td>Passage</td> </tr> </table>	RD	Road	AS	Arcaded Street	YS	Yield St.	RL	Rear Lane	ST	Street	RA	Rear Alley	AV	Avenue	AD	Access Drive	BV	Boulevard	PT	Path	CS	Commercial St.	PS	Passage
—	Pavement Width																												
—	Right-of-Way Width																												
RD	Road	AS	Arcaded Street																										
YS	Yield St.	RL	Rear Lane																										
ST	Street	RA	Rear Alley																										
AV	Avenue	AD	Access Drive																										
BV	Boulevard	PT	Path																										
CS	Commercial St.	PS	Passage																										

As a Thoroughfare passes through a transect zone, its character may adjust to that of the transect zone, while its capacity (number and width of travel lanes) will likely remain the same.

Specification of which thoroughfare is which thoroughfare type is subject to refinement at the time of Stage 2 submittal.

Landscaping, lighting and signage designs for the 741 and 63 corridors will be included in the Stage 2 submittal for the adjacent property, if not sooner.

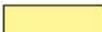
Changes and refinement to the Thoroughfare Types may be warranted by:

- Unusual site conditions such as topography or existing trees.
- The intent to slow vehicular traffic.
- The intent to facilitate pedestrian traffic.
- Specialized uses,
- and the like.

UNION VILLAGE

PUD ZONING STANDARDS
CIVIC SPACES & CIVIC BUILDINGS

CIVIC SPACE TYPE PLAN

	T3	T4	T5
 PK Park	×		
 GR Green	×	×	×
 SQ Square		×	×
 PZ Plaza			×
 PG Playground	×	×	×
 PP Pocket Park	×	×	×
 CY Cemetery	×	×	×

Greens, squares, plazas, playgrounds, and pocket parks will be completed simultaneously with the phase in which they are located. The much larger park or open space system may be completed in larger segments simultaneous with the completion of the last adjacent phase.

Civic space (parks, greens, squares, plazas, playgrounds, and pocket parks) shall be incorporated into neighborhood designs at Stage 2.

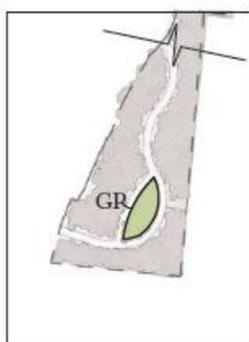
Civic Space Types shown at represent the likely type for each Civic Space, however, the assignment of a Civic Space Type to each Civic Space will occur at Stage 2 submittal. Exact location site and shape of each Civic Space will be determined at that time as well.

Parks will include trails and paths. In order to be woven into the landscapes as sensitively and usefully as possible, their exact location will be determined as Stage 2 submittal.

The Civic Spaces in the plan at left represent approximately 385.1 acres* of the 1417.2 acre site, or, 27.2% of the site. As plans are verified in future submittals, this percentage may decrease. Should the Ballfields from SD5 be built, they shall count as Civic Space. **[A minimum of 20% excluding Civic Building footprints of the site will remain Civic Space.]**

Regional bike paths (or multi-purpose trails) shall be incorporated within the development in accordance with the concepts shown in the I-75 Area Plan. Changes and amendments to the Union Village thoroughfare plan and types may be made at Stage 2 to incorporate shared bike lanes and trails, subject to approval by the Warren County Engineer's Office.

D.15



See inset at left

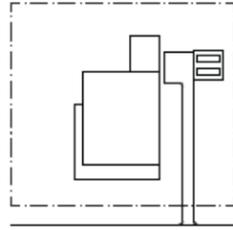
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UNION VILLAGE

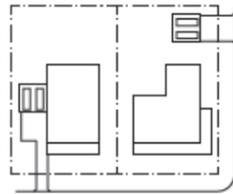
PUD ZONING STANDARDS
URBAN STANDARDS

BUILDING TYPES

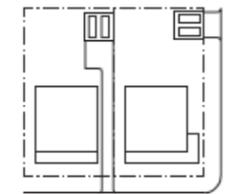
Mansion: A detached single-family dwelling on a very large lot that must be shared with one or more Outbuildings.



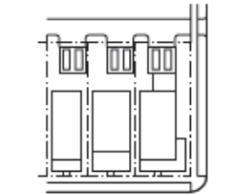
Large House: A detached single-family dwelling on a large lot that may be shared by one or more Outbuildings.



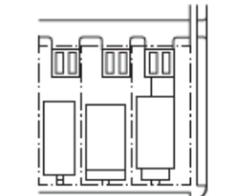
House: A detached single-family dwelling on an average-sized lot that may be shared with an Outbuilding.



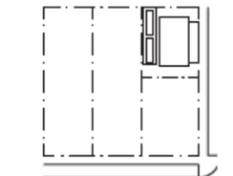
Small House: A detached single-family dwelling on a small lot that may be shared with an Outbuilding.



Cottage: A one- or one and a half-story detached single-family dwelling on a small lot that may be shared with an Outbuilding.



“Odd” Lots: A detached single-family dwelling on a small, atypical lot.

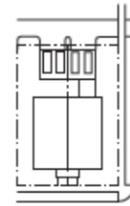


T3 Neighborhood Edge Zone

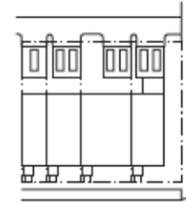
T4 Neighborhood General Zone

T5 Neighborhood Center Zone

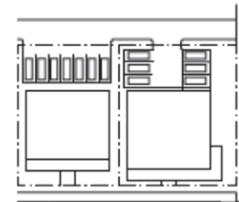
Duplex: A two-family dwelling with a common wall on one side lot line, often with the facades forming a single continuous frontage line. A duplex may have an Outbuilding.



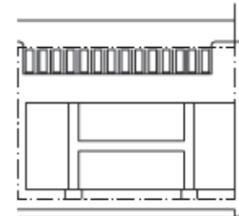
Townhouse: An attached single family dwelling with common walls on the side lot lines, typically with the facades forming a continuous frontage line. A townhouse may have an Outbuilding.



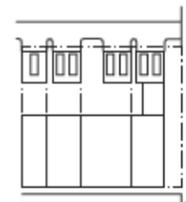
Multi-Family House: A large residential building type accommodating multiple dwellings disposed above/below and/or beside each other, sharing a common entry. They may be condominiums or rental units. A multi-family house may have one or more Outbuildings.



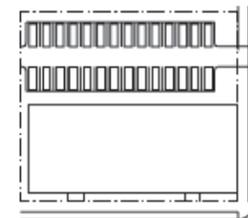
Multi-Family Building: A large residential building type accommodating multiple dwellings disposed above/below and/or beside each other, sharing a common entry and hallway. They may be condominiums or rental units. A multi-family building may have one or more Outbuildings.



Live-Work Unit: A mixed-use building type with one dwelling above or behind a commercial space. A live-work may have an Outbuilding.



Mixed-Use Building: A flexible building type, often with commercial on the ground floor and office or residential on upper floors. In some locations, buildings may be entirely office; in other locations, they may be required to have retail frontage on the ground floor. A mixed-use building may have one or more Outbuildings.



T4 Neighborhood General Zone

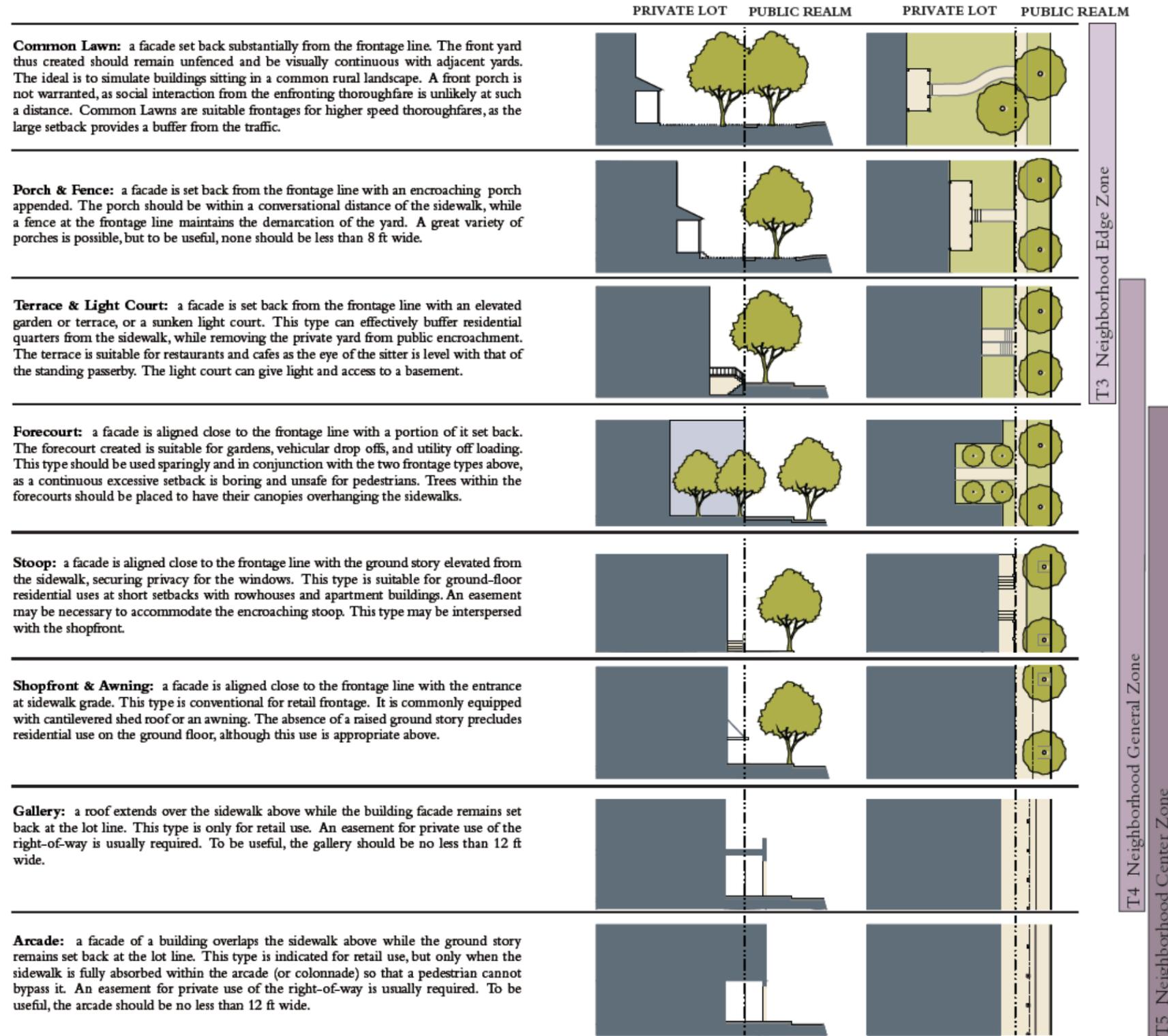
T5 Neighborhood Center Zone

UNION VILLAGE

PUD ZONING STANDARDS
URBAN STANDARDS

FRONTAGE TYPES

Frontage is the privately held layer between the facade of a building and the lot line. The variables of frontage are the dimensional depth of the front yard and the combination of architectural elements such as fences, stoops, porches, and colonnades. The combination of the private frontage, the public streetscape and the types of thoroughfare defines the character of the majority of the public realm. The combination of elements constitutes the layer between the private realm of buildings. It ranges in character from urban to rural as a function of the composition of their elements. These elements influence social behavior.



T3 Neighborhood Edge Zone
T4 Neighborhood General Zone
T5 Neighborhood Center Zone

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USE TYPES USE CATEGORIES:

RESIDENTIAL: premises available for long-term human habitation by means of ownership and rental, but excluding short-term letting of less than a month's duration.

LODGING: premises available for short-term human habitation, including daily and weekly letting.

OFFICE: premises available for the transaction of general business, but excluding retail sales and manufacturing.

RETAIL: premises available for the commercial sale of merchandise and prepared foods, but excluding manufacturing.

MANUFACTURING: premises available for the creation, assemblage, and repair of artifacts including their retail sale except when such activity creates adverse impacts.

CIVIC: a building operated by organizations dedicated to arts, culture, religion, education, health, recreation, government, transit, municipal parking, institutional uses, or for use approved by the legislative body.

INSTITUTIONAL: A use of land thereon owned, occupied, and used for the benefit of members inclusive of, but not limited to nursing homes, assisted living, senior centers, adult day care, hospice, physical therapy, hospitals, emergency care, physician services, home health, or for use approved by the legislative body.

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T3 Neighborhood Edge Zone

RESTRICTED

Restricted Residential: the number of dwellings on each lot is restricted to one within a principal building and one Accessory Unit, and by the requirement of 1.5 assigned or adjacent on-street parking spaces for each. Both dwellings shall be under single ownership (e.g.: houses & cottages).

Restricted Lodging: the number of bedrooms available for lodging is restricted by the requirement of 1.0 assigned or adjacent on-street parking space for each bedroom, up to five, in addition to the parking requirement for the dwelling. Food service may be provided only in the morning. The maximum length of stay shall not exceed ten days. (e.g.: bed & breakfast inn).

Restricted Office: the area available for office use is restricted to the first story of the Principal Building or an Outbuilding, and by the requirement of 2.0 assigned or adjacent on-street parking places per 1000 square feet of gross office space, in addition to the parking requirement for each dwelling (e.g.: home occupation).

Restricted Retail: The building area available for Retail use is restricted to one Block corner location at the first story and by the requirement of 4.0 assigned or adjacent on-street parking places per 1000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 20.

Restricted Manufacturing: the area available for manufacturing use is limited to 600 sq ft within an Outbuilding. Artifacts shall not be stored in the yard. There shall be no parking requirement assigned to this use (e.g.: home workshop, artist studio, woodcraft, furniture refinishing, bicycle).

Restricted Civic: civic uses are permitted.

Restricted Institutional: limited to Residential style Nursing/Geriatric care homes.

T4 Neighborhood General Zone

LIMITED

Limited Residential: the number of dwellings on each lot is limited by the requirement of 1.0 assigned or adjacent on-street parking space for each dwelling, a ratio which may be reduced according to the shared parking standard (e.g.: apartment buildings & rowhouses).

Limited Lodging: the number of bedrooms available for lodging is limited by the requirement of 1.0 assigned or adjacent on-street parking space for each bedroom, up to twelve, in addition to the parking requirement for the dwelling. Food service may be provided only in the morning. The maximum length of stay shall not exceed ten days. (e.g.: bed & breakfast inn).

Limited Office: the area available for office use is limited to the first story of the Principal Building and/or an Outbuilding, and by the requirement of 2.0 assigned or adjacent on-street parking places per 1000 square feet of gross office space, in addition to the parking requirement for each dwelling (e.g.: home office).

Limited Retail: The building area available for Retail use is limited to the first story of buildings at corner locations and by the requirement of 4.0 assigned or adjacent on-street parking places per 1000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 40.

Limited Manufacturing: the area available for manufacturing use is limited to 600 sq ft within the first story of a Live-Work or an Outbuilding. Artifacts shall not be stored in the yard. There shall be no parking requirement assigned to this use (e.g.: home workshop, artist studio, woodcraft, furniture refinishing, bicycle).

Limited Civic: civic uses are permitted.

Limited Institutional: inclusive but not limited to nursing /Geriatric homes, assisted living, senior centers, adult day care, hospice, physical therapy, physician services, home health, or for use approved by a legislative body.

T5 Neighborhood Center Zone

OPEN

Open Residential: the number of dwellings on each lot is limited by the requirement of 1.0 assigned or adjacent on-street parking space for each dwelling, a ratio which may be reduced according to the shared parking standard (e.g.: apartment buildings & rowhouses).

Open Lodging: the number of bedrooms available for lodging is limited by the requirement of 1.0 assigned or adjacent on-street parking space for each bedroom, a ratio which may be reduced according to the shared parking standards. Food service may be provided at all times. The area allocated for food service shall be calculated and provided with parking according to Retail Use. The maximum length of stay shall not exceed 90 days. (e.g.: boarding house or hotel).

Open Office: the area available for office use is limited by the requirement of 2.0 assigned or adjacent on-street parking places per 1000 square feet of gross office space, a ratio which may be reduced according to the shared parking standards (e.g.: corporate office).

Open Retail: The building area available for Retail use is limited by the requirement of 3.0 assigned or adjacent on-street parking places per 1000 square feet of net Retail space. Retail spaces under 1500 square feet are exempt from parking requirements.

Open Manufacturing: the area available for manufacturing use is limited to the building and a contiguous yard to its rear circumscribed by a solid masonry wall no less than 8 ft high and by the requirement of 3.0 assigned or adjacent on-street parking places per 1000 square feet of net Manufacturing space. Manufacturing spaces under 1500 square feet are exempt from parking requirements.

Open Civic: civic uses are permitted.

Open Institutional: inclusive but not limited to nursing homes, assisted living, senior centers, adult day care, hospice, physical therapy, hospitals, emergency care, physician services, home health, or for use approved by a legislative body.

UNION VILLAGE

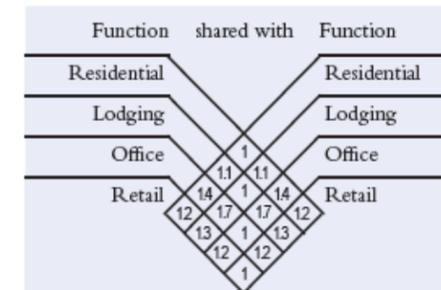
PUD ZONING STANDARDS URBAN STANDARDS

USE

Traditional Neighborhood Development (TND) zoning categories enable a broad range of activity throughout the urban fabric. This is in contrast to the zoning of Conventional Suburban Development (CSD) that assigns different uses to sectors, at the minimum separating dwellings from shopping and from workplaces. While this is justified for certain categories of noxious activities, the absolutism of this technique is usually unwarranted.

Mixed-use, while permeating the TND, is subtly variegated. This is in response to desired lifestyles ranging from isolated to socialized, all of which should be accommodated within the neighborhood structure. Accordingly, the PUD Zoning Standards incorporate a system for grading the intensity of mixed use using the three categories of Restricted, Limited, and Open for buildings and lots held in private ownership.

SHARED PARKING FACTOR



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