

## **EXECUTIVE SUMMARY**

This 2010 Comprehensive Plan updates the City of Monroe's 2004 document and its completion comes at a time when the City is experiencing tremendous economic growth. This document will help guide future development over the next 5 to 10 years and assist the administration and Council with land use, transportation, and zoning decisions.

### **Plan Boundaries**

The plan includes an additional  $\pm 2,900$  acres of land extending into Lemon, Madison and Turtle Creek Townships for a total plan area of  $\pm 12,300$  acres (approximately 19 square miles).

### **Growth**

Monroe has grown from a village of 4,490 in 1990 to a City of 12,178 in 2008 (Census projection 2008), a 163% increase. The projected 2012 population is 13,151 and for the year 2025 approximately 18,000. Monroe has also grown geographically, from 9.3 square miles in 1990 to 16 square miles. With the major widening of I-75 and the completion of the Cincinnati Premium Outlet Mall, Monroe will no doubt experience continued growth in the future.

### **Land Use**

#### ***Residential***

The Plan calls for the City to preserve its existing residential neighborhoods located along the west side of the community and in the north and south central parts of the City. Some of the newer subdivisions have yet to be built out, in part due to the current downturn in the real estate industry. Overall, it is the City's desire to not introduce new residential areas, due to the current abundance. However, the long-term future plans account for new residential development in Lemon Township south of the Heritage Plaza Commercial Development, which is outside the current City limits.

#### ***Commercial***

More retail development will be encouraged for downtown, along Cincinnati-Dayton Road and SR 4 south of SR 63. Higher intensity commercial and office development will be encouraged along SR 63 between Cincinnati-Dayton Road and Union Road surrounding the highway interchange.

#### ***Industrial***

The City's older industrial areas are mostly to the west of I-75 and north of SR 63. The newer industrial areas are southeast of the I-75 and SR 63 intersection. It is this area that has the greatest potential for more industrial development. It has great transportation access, visibility, available land and the needed infrastructure and utilities to accommodate growth.

## **Transportation**

The key transportation improvements impacting Monroe are the 11 mile widening of I-75 from SR122 to Cincinnati-Dayton Road including the newly redesigned I-75 Interchange with State Route 63. Access and visibility will be improved providing the potential for more development in that vicinity. To manage this expected growth, the plan calls for the creation of overlay zoning for access management, to control land use, regulate signage and impose landscaping design standards. Since this SR 63/I-75 intersection will be a key gateway to the City, it is imperative that it be appealing and attractive.

To improve access and circulation, the plan calls for many roadway extensions and widenings, mostly to accommodate existing business and industries. A new I-75 intersection at Greentree Road is also proposed so that more land can be made available for economic development and to ease industrial traffic on State Route 63 and Cincinnati-Dayton Road.

New Bikeways have also been proposed that would connect various activity centers such as downtown, the schools, the library, residential neighborhoods and parks. With the Greater Miami Recreation Trail planned along the Great Miami River, connections to it have been proposed so that Monroe can be linked to the [Ohio Bike Bike Way Plan](#).

To increase connectivity, walkability and to accommodate other modes of transportation, the plan calls for the City to adopt the “Complete Streets Principle”. This would mean that when roadway improvements are made, that all modes of transportation be addressed such as providing sidewalks, cross walks, wide shoulders, bike paths, transit pull-outs, refuge islands for pedestrians and sidewalk bump-outs.

## **Downtown**

From public surveys and interviews held early in the planning process, many residents supported the revitalization of downtown making it a community focal point. Increased retail, other governmental offices and better access to downtown via more sidewalks and bike trails would be ways to attract more people. Additionally, having a central gathering place would greatly benefit the downtown such as a park, amphitheater, or well landscaped public space. Such a place would be a great gathering spot for civic functions, special holiday events, festivals, and art shows.

## **Sustainability**

Monroe will promote sustainable growth by protecting vulnerable lands whenever possible such as wetlands, flood plains, scenic vistas and natural habitats. Human scale development will be encouraged, new urbanism concepts will be explored and Traditional Neighborhood Development (TND) design concepts will be promoted in applicable areas. The City will also accommodate alternative energy sources such as wind, solar and geothermal devices and will make the necessary allowances in its codes.

### **Recreational Opportunities**

The City will attempt to develop an additional 43 acres (175 acres within the extended planning area) of park land to meet the needs of its residents. It will also attempt to work with the Miami Conservancy District or other responsible parties to maintain and improve its existing parks and develop the riparian corridor of the Great Miami River for walkways, parks, open space and natural habitats.

### **City Services**

It is the desire of the city to provide efficient and cost effective service to its residents and to provide quality of life amenities. To accomplish this, the City has proposed to possibly build a new fire station and police sub station on Mason Road east of I-75 or in the immediate vicinity to serve the southeast section of the city. The City also supports expanding the Monroe Lending Library and the development of a new Senior Center/Recreation facility.