

# Village of Maineville Comprehensive Plan



November 2007



# Maineville Comprehensive Plan



November 8, 2007

COMPLETED BY:



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# Chapter 1: Introduction

## OVERVIEW

This Comprehensive Plan presents the Village of Maineville’s vision for the future. It serves as a policy guide for the Village, and informs the decisions of Village officials and administrators, governmental agencies, organizations, and private individuals. It is designed to provide a flexible roadmap for future development, and to ensure that new growth is consistent with the Village’s goals.

One of the most important functions of the plan is to provide a solid foundation for future land use decisions made by the Planning Board and Village officials. The plan is an action-oriented tool for decision makers that:

1. Creates a unified development and land use policy.
2. Manages development and growth.
3. Focuses the community’s direction and vision for the future.
4. Supports community land use and zoning decisions.
5. Provides a foundation for grant acquisition and other funding assistance.
6. Generates proactive responses to opportunities and threats.
7. Promotes ongoing communication and interaction between residents and the community and its various partners.

## PLANNING PERIOD

The plan is long range in that it examines past trends and makes projections for the next 20 years. This allows the Village to plan ahead and anticipate future needs. It should be noted, however, that projections are most accurate in the short term (five years), and that many factors that will shape the future cannot be anticipated. For this reason, the plan is considered an evolving document that should be revisited and revised roughly every five years.

## PAST PLANNING EFFORTS

This Comprehensive Plan represents the first comprehensive land use planning effort that the Village of Maineville has undertaken. To ensure this planning process creates the greatest benefit for the Village, officials should ensure that recommendations outlined in this plan are completed in a comprehensive and timely manner.

## PLANNING PROCESS AND PLAN COMPONENTS

The process that led to the creation of the Village of Maineville Comprehensive Plan commenced in May 2007, with adoption occurring in December 2007. The Village’s Planning Board guided the process and directed the land use planning and engineering consultants who assisted the Village in preparing the plan.

Public involvement in the plan was critical. The public was invited to participate throughout the planning process, including at an Open House held on October 30, 2007 at the Village Hall. The Open House marked the unveiling of the plan to the public and provided an opportunity for plan feedback and comments. Additionally, a public hearing was held at the final adoption meeting with the Village Council on December 20, 2007. Comments received from the public have been incorporated into the final plan document.

The plan was completed in four main stages, with each plan component outlined below:

1. **Existing Conditions.** The first step in the process was to collect information on existing conditions in the Village and to analyze land use, natural constraints, and other trends. Community profile and existing land use conditions are detailed in Chapters 2 and 3. The purpose of the existing conditions chapters is to identify strengths, challenges, opportunities, and threats that are likely to affect the future of the Village.
2. **Planning Framework.** Chapter 4 outlines the policy framework for the plan. A set of vision, goals, and objectives serve as a compass for future actions and decision making. The policy framework is informed by issues identified throughout the process, including through Planning Board meetings, visioning exercises, and public comment.
3. **Policy Recommendations.** Chapter 5 details future land use and development policy recommendations. These recommendations are highlighted in Table 5.1: Future Land Use Plan Summary and Map 5.1: Future Land Use and Development. Recommendations for infrastructure improvements are also included in Chapter 5.
4. **Implementation.** Chapter 6 identifies the tools and techniques necessary to implement the goals, objections, and recommendations of the plan. These tools and techniques address recommendations related to public information and education, zoning strategies, strategic partnerships, open space amenities, and financing options.

# Chapter 2: Community Profile

This chapter contains an analysis of Maineville’s regional, historic, and demographic context. Understanding Maineville’s regional setting enables a broad understanding of unique locational assets and challenges while historical context provides insight into the community’s origins and identity. The demographic analysis provides an understanding of trends in population and housing characteristics that can help to anticipate the future needs of the community. Additionally, the educational attainment, occupation, and income characteristics of a community inform economic development strategies and indicate the capability of the population to maintain property and support retail.

## REGIONAL SETTING AND HISTORY

According to the *Historical Collections of Ohio*, by Henry Howe, the Village of Maineville was first called Yankeetown because it was founded by emigrants from the state of Maine, the first of whom came in 1818. The village was platted in 1850.

Table 2.1: Distances to and Populations of Nearby Major Cities

Distance from Maineville	City	2006 Population
26.2 miles	Cincinnati	332,252
84 miles	Columbus	727,955
36.1 miles	Dayton	156,771

Source: US Census Bureau.

Maineville’s location provides residents and businesses with a number of advantages and opportunities. Maineville is located in Warren County, which is the second fastest growing county in Ohio. The Village is located within an hour of both Cincinnati and Dayton, and within one and a half hours of Columbus. Each of these metro areas includes an international airport, resulting in a broad range of choices and price points for domestic and international flights.

The Village is also located within 300 miles of Chicago, Detroit, Cleveland, Toledo, Indianapolis, and Louisville.

## DEMOGRAPHICS

Analysis of population, housing trends, and the economy can reveal characteristics and trends that are affecting or will affect development and quality of life within the Village of Maineville and the surrounding community.

All Township data presented throughout this Chapter refers to unincorporated areas only.

### Population and Households

According to the U.S. Census, the Village’s population increased nearly 150 percent between 1990 and 2000, from 359 in 1990 to 885 in 2000. In terms of percentage growth, the growth in the Village outpaced Warren County, Hamilton Township, and nearby City of Mason. In absolute terms, the surrounding Township and County have experienced residential growth at a far greater scale than Maineville. This growth has corresponded with rapid economic expansion and a strong housing market.

Table 2.2: Population of Village and Environs, 1990-2007

Governmental Unit	1990	2000	Change 1990-2000	2007*	Change 2000-2007
<b>Maineville Village</b>	<b>359</b>	<b>885</b>	<b>146.5%</b>	<b>926</b>	<b>4.6%</b>
Mason City	11,452	22,016	92.2%		
Deerfield Township	15,039	25,515	69.7%		
Hamilton Township	5,430	8,645	59.2%	21,556	149.3%
Miami Township	28,199	36,632	29.9%		
Symmes Township	11,769	14,771	25.5%		
Loveland City	9,990	11,677	16.9%		
Union Township	1,934	2,230	15.3%		
Pleasant Plain Village	138	156	13.0%		
Harlan Township	2,942	3,240	10.1%		
Goshen Township	12,697	13,663	7.6%		
Morrow Village	1,206	1,286	6.6%		
Salem Township	2,832	2,847	0.5%		
South Lebanon Village	2,696	2,538	-5.9%		
<i>Warren County</i>	<i>113,909</i>	<i>158,383</i>	<i>39.0%</i>	<i>206,750</i>	<i>30.5%</i>
<i>Clermont County</i>	<i>150,187</i>	<i>177,977</i>	<i>18.5%</i>		
<i>Hamilton County</i>	<i>866,228</i>	<i>845,303</i>	<i>-2.4%</i>		

Source: U.S. Census Bureau (1990 and 2000); Village's 2007 population based on actual residential permits issued between 2000 and 2006 and average household size (Claritas 2007 Estimate); Hamilton Township's website for 2007 Hamilton Township estimate; Co

The Village's population has increased by less than 5 percent from 2000 to 2007, as shown in Table 2.2. The 2007 Village population estimate is based on the number of residential permits issued in the Village by the Warren County Building Department. A total of only twenty-five permits were issued for residential dwellings in those years, all for single-family residences.

It should be noted that the rate of population growth in Maineville exceeded household growth between 1990 and 2000. This difference is a result of growth in the average household size in the Village between 1990 and 2000. The average household size in Hamilton Township and Warren County decreased slightly during the same time period but remained higher than household sizes in the Village.

As shown in Table 2.3, the average household size decreased slightly between 2000 and 2007. If this trend continues, it will slow the rate of population growth as compared to household growth. In general terms, the decrease in average household size at all levels can be attributed to the nationwide trend of an increasingly aging population and families having fewer children.



Table 2.3: Households and Average Household Size Trends, 1990-2007

	Total Households				
	1990	2000	2007*	Change 1990-2000	Change 2000-2007
<i>Maineville Village</i>	165	364	389	120.6%	6.9%
Hamilton Township	1,881	3,122	n/a	66.0%	n/a
Warren County	39,150	55,966	74,832	43.0%	33.7%
	Average Household Size				
	1990	2000	2007*	Change 1990-2000	Change 2000-2007
<i>Maineville Village</i>	2.18	2.43	2.38	11.7%	-2.2%
Hamilton Township	2.89	2.77	n/a	-4.1%	n/a
Warren County	2.91	2.83	2.76	-2.7%	-2.4%

Source: U.S. Census Bureau (1990 and 2000); \* Average Household Size: Claritas (2007 Estimates); Total Households: Based on residential permits issued between 2000 and 2006 (2007 Estimate)

### Housing Unit Composition

As indicated in Table 2.4, the housing stock of the Village became largely owner-occupied between 1990 and 2000. Renter-occupied housing units accounted for roughly half of all housing units in the Village in 1990. As compared with surrounding Hamilton Township and Warren County, this percentage was extremely high. It is clear that most housing units added to the housing stock between 1990 and 2000 were owner-occupied units. By 2000, the Village's percentage of renter-occupied units was comparable to Warren County. The distribution of the housing stock remained relatively stable between 2000 and 2007.

Table 2.4: Housing Unit Tenure and Vacancy Rates, 1990-2007

Housing Units	1990			2000			2007*	
	<i>Maineville Village</i>	Hamilton Township	Warren County	<i>Maineville Village</i>	Hamilton Township	Warren County	<i>Maineville Village</i>	<i>Maineville Village</i>
Owner-Occupied	51.3%	89.4%	74.7%	79.9%	93.0%	78.5%	299	76.9%
Renter-Occupied	48.7%	10.6%	25.3%	20.1%	7.0%	21.5%	90	23.1%
Vacancy Rate	8.9%	3.4%	3.7%	11.7%	8.3%	4.6%	3.2%	

Source: U.S. Census Bureau (1990 and 2000); Claritas (\*2007 Estimates)

If the tenure of existing housing units remains the same over time, the development of land currently classified as vacant or agricultural (see Chapter 3, Existing Land Use) will have a substantial impact on the future composition of the Village's housing stock. The relatively high percentage of owner-occupied units in recent subdivisions in Hamilton Township suggests that the dominant housing type in the Village and the surrounding area is and will continue to be owner-occupied units.

### Population Age

As indicated by Table 2.5, the population of Maineville became relatively younger in 2000. The percentage of the population age 65 years and over dropped from 24.5 percent to 14.7

percent. This decrease was likely affected by a change in the composition of a publicly subsidized housing development from elderly to disabled. This was the sharpest decrease in any age group between 1990 and 2000. The age group exhibiting the most growth between 1990 and 2000 was the 45 to 54 group, increasing by 7.0 percent. The shift away from those over 65 brought the Village's age group breakdown more in line with Hamilton Township and Warren County, but the Village still has a smaller proportion of those under 18 and between 55 and 64. These trends are expected to continue beyond 2007.

Table 2.5: Age Group Comparison, 1990-2007

Age	1990			2000			2007*	
	Maineville Village	Hamilton Township	Warren County	Maineville Village	Hamilton Township	Warren County	Maineville Village	
Under 18 years	19.5%	24.7%	26.9%	22.3%	26.9%	27.7%	200	21.6%
18 to 24 years	8.9%	7.9%	8.9%	6.7%	5.5%	7.1%	66	7.1%
25 to 44 years	30.4%	30.8%	35.6%	34.9%	33.1%	34.0%	301	32.5%
45 to 54 years	7.0%	14.5%	11.2%	14.0%	14.2%	13.8%	142	15.3%
55 to 64 years	9.7%	11.0%	8.3%	7.5%	10.2%	8.0%	98	10.6%
65 years and over	24.5%	11.2%	9.1%	14.7%	10.0%	9.4%	120	12.9%

Source: U.S. Census Bureau (1990 and 2000); Claritas (\*2007 Estimates)

### Household Type

The relatively low proportion of those under 18 may be partially attributable to the growing percentage of married couples without children present. As demonstrated in Table 2.6, this household type increased from 24.2 percent of all household types in the Village in 1990 to 34.3 percent in 2000. The percentage of married couples with children also increased between 1990 and 2000, but at a slower pace (22.4 percent in 1990 to 25.8 percent in 2000).

Table 2.6: Household Type Comparison, 1990-2007

Household Type	1990			2000			2007*	
	Maineville Village	Hamilton Township	Warren County	Maineville Village	Hamilton Township	Warren County	Maineville Village	
Single (nonfamily)	40.6%	14.2%	16.3%	26.1%	14.1%	18.9%	109	28.1%
Married couple, with children	22.4%	33.9%	36.2%	25.8%	34.2%	33.0%	100	25.8%
Married couple, without children	24.2%	40.1%	33.3%	34.3%	41.3%	33.2%	132	33.9%
Other family	10.3%	9.6%	11.4%	10.7%	7.4%	11.1%	41	10.5%
Other nonfamily	2.4%	2.2%	2.8%	3.0%	3.1%	3.8%	6	1.7%

Source: U.S. Census Bureau (1990 and 2000); Claritas (\*2007 Estimates)

Single (nonfamily) households experienced the largest decrease between 1990 and 2000, dropping from 40.6 percent to 26.1 percent. The percentage of single households in the Village is still greater than the percentage in Hamilton Township or Warren County, while the percentage of married couple households with children is lower than the percentage in Hamilton Township or Warren County. The percentage of other family household types (defined as a household of two or more people related by birth marriage or adoption) and

other nonfamily household types (defined as a household of unrelated individuals) has remained relatively constant in the Village between 1990 and 2007.

### Household Income

As the percentages of married-couple households and owner-occupied housing units have increased in the Village, so has median household income. Likely attributable to the decreasing percentage of single households, and perhaps attributable to a decrease in the population over 65, the median household income in the Village rose from \$15,890 in 1989 to \$55,714 in 1999 (adjusted for inflation). As shown in Table 2.7, the 2007 median household income in the Village remains lower than Hamilton Township, although it has overtaken Warren County. Estimates for income distribution in the Village in 2007 show a dramatic decrease in households earning less than \$15,000 and a substantial rise in those households earning between \$100,000 and \$149,999.

Table 2.7: Annual Household Income Trends, including Median Household Income, 1989-2007

Income Range	1989**			1999			2007*	
	Maineville Village	Hamilton Township	Warren County	Maineville Village	Hamilton Township	Warren County	Maineville Village	Warren County
Less than \$15,000	54.7%	8.5%	15.3%	12.1%	2.7%	7.5%	9.5%	5.9%
\$15,000 to \$24,999	10.1%	18.7%	15.7%	6.8%	4.5%	8.1%	5.4%	6.6%
\$25,000 to \$34,999	13.4%	17.1%	16.1%	6.5%	8.7%	10.2%	4.5%	7.7%
\$35,000 to \$49,999	8.4%	21.2%	22.3%	16.7%	15.7%	15.7%	8.9%	13.6%
\$50,000 to \$74,999	7.8%	22.3%	20.4%	28.2%	27.0%	23.8%	25.2%	21.8%
\$75,000 to \$99,999	5.6%	7.1%	6.2%	18.6%	16.8%	15.6%	21.1%	16.2%
\$100,000 to \$149,999	0.0%	5.0%	2.8%	7.1%	17.4%	13.0%	19.8%	18.2%
\$150,000 and more	0.0%	0.1%	1.1%	4.0%	7.3%	6.3%	4.2%	7.5%
Median Household Income	\$15,890	\$51,185	\$49,346	\$55,714	\$67,305	\$57,952	\$71,574	\$68,489

Source: U.S. Census Bureau (1990 and 2000); \*\*1989 median household incomes have been adjusted for inflation using the National Consumer Price Index; Claritas (\*2007 Estimates)

### Educational Attainment

Maineville's increase in median household income correlates with a sharp rise in educational attainment levels. In 1990, nearly 50 percent of those over 25 in the Village had not obtained a high school diploma or equivalent. This percentage was higher in the Village than in Hamilton Township, Warren County, and even the State. In 2000, this percentage

dropped to approximately 10 percent, with a far larger percentage of the population going on to complete some college or to obtain an Associate or Bachelor’s Degree.

While educational attainment in the Village has risen overall, as shown in Table 2.8, the Village still falls short of educational attainment levels in Hamilton Township and Warren County, especially at the level of Bachelor’s Degree and higher.

*Table 2.8: Educational Attainment of Population 25 Years and Older, 1990-2007*

Highest Educational Attainment	1990				2000				2007*	
	Maine Village	Hamilton Township	Warren County	State of Ohio	Maine Village	Hamilton Township	Warren County	State of Ohio	Maine Village	Village
Elementary (0-8)	21.1%	12.0%	10.1%	7.9%	5.1%	3.0%	4.4%	4.5%	36	5.5%
Some High School (9-11)	28.0%	14.2%	14.5%	16.4%	9.3%	7.2%	9.4%	12.6%	59	8.9%
High School Graduate (12)	29.7%	35.5%	34.1%	36.3%	37.9%	27.7%	31.2%	36.1%	251	37.9%
Some College	10.8%	17.6%	17.0%	17.0%	22.8%	21.8%	19.4%	19.9%	142	21.5%
Associate Degree	1.3%	5.6%	6.4%	5.3%	6.9%	6.9%	7.2%	5.9%	43	6.4%
Bachelor's Degree	4.7%	11.1%	12.1%	11.1%	12.0%	22.8%	19.3%	13.7%	87	13.1%
Graduate or Professional	4.3%	3.9%	5.9%	5.9%	5.9%	10.6%	9.1%	7.4%	44	6.7%

Source: U.S. Census Bureau (1990 and 2000); Claritas (\*2007 Estimates)

### Jobs and Employment

Employment is a fundamental component in understanding the Village’s economy. Table 2.9 identifies the occupational breakdown of the labor force in the Village, Hamilton Township, and Warren County. The Village, Township, and County are all dominated by management, professional, and related occupations as well as sales and office occupations. Following is a listing of more specific occupations falling under each broad class of occupation as listed in Table 2.9:

- **Management, professional, and related occupations.** Includes management (excluding farmers and farm managers); business and financial operations; computer and mathematical; architecture and engineering; life, physical, and social science; community and social services; legal occupations; education, training, and library; arts, design, entertainments, sports, and media; healthcare practitioners and technical occupations.
- **Service occupations.** Includes healthcare support occupations; protective service occupations; food preparation and serving related occupations; building and grounds cleaning and maintenance; and personal care and service occupations.
- **Sales and office occupations.** Includes sales and related occupations; and office and administrative support occupations.
- **Farming, fishing, and forestry occupations.** Includes farming, fishing, and forestry occupations
- **Construction, extraction, and maintenance occupations.** Includes supervisors, construction and extraction workers; and installation, maintenance, and repair occupations.
- **Production, transportation, and material moving occupations.** Includes production; and supervisors, transportation, material moving workers; aircraft and traffic

control; motor vehicle operators; rail, water and other transportation; material moving workers.

*Table 2.9: Composition of Labor Force, 2000-2007*

Occupation	2000			2007*
	Maineville Village	Hamilton Township	Warren County	Maineville Village
Management, professional, and related occupations	36.1%	40.6%	37.7%	39.0%
Service	11.2%	8.4%	11.2%	10.8%
Sales and office	28.3%	28.4%	26.6%	28.5%
Farming, fishing, and forestry	0.2%	0.2%	0.2%	0.2%
Construction, extraction, and maintenance	8.8%	8.6%	8.8%	8.4%
Production, transportation, and material moving	15.3%	13.8%	15.6%	13.2%

Source: U.S. Census Bureau (1990 and 2000); Claritas (\*2007 Estimates)

The overall distribution of occupations in the Village is expected to generally remain the same through 2007.

In 2000, the unemployment rate of 3.4 percent in the Village was slightly higher than Hamilton Township and Warren County but lower than the State unemployment rate of 5.0 percent (see Table 2.10). Unemployment is the percentage of employable people actively seeking work. Generally an unemployment rate of between 4 and 6 percent is considered healthy. Such rates allow for healthy movement in the labor market while not placing upward pressures on salaries (as might happen with unemployment rates below 4 percent) or decreasing consumer confidence or consumer spending (as might happen with unemployment rates above 6 percent).

*Table 2.10: Unemployment Trends, 2000-2007*

	2000				2007*
	Maineville Village	Hamilton Township	Warren County	State of Ohio	Maineville Village
Unemployment Rate	3.4%	2.4%	3.0%	5.0%	2.8%

Source: U.S. Census Bureau (1990 and 2000); Claritas (\*2007 Estimates)

## Chapter 3: Existing Land Use

This Chapter will highlight elements essential to development and redevelopment in Maineville. These elements include natural features, existing land use, Village Core parcel analysis, and existing community facilities, services, and infrastructure. These elements will inform Plan recommendations.

### NATURAL FEATURES

Environmental constraints, including ponds and streams, the 100-year flood zone, and slopes greater than 15 percent are indicated on Map 3.1, Environmental Constraints. Environmental constraints increase the cost of development as well as the impacts of development on natural features and processes such as drainage. For example, buildings located in flood zones are likely to require flood insurance and floodproofing. Obstructions located within a flood zone can increase flooding downstream. Steep slopes increase development costs and hinder large-scale development. Improper development on a steep slope can disrupt natural drainage patterns and increase the likelihood of landslides.

The location of environmental constraints within and near the Village largely follow stream valleys such as Salt Run and Hen Run. Salt Run flows through the recently annexed eastern portion of the Village. Substantial areas of steep slopes and flood zones will present challenges for future development in this area and in other areas south and east of the Village.

### LAND USE SURVEY

The Village of Maineville consists mostly of single-family residential uses, with small pockets of two-family and multiple-family residential uses located around the commercial core centered at SR 48 and Foster-Maineville Road. In general, areas to the north and west of Maineville are built out while large areas of vacant land lie to the south and east of Maineville. As discussed in this Chapter, areas to the south and east are the most likely areas for future growth but they are also areas containing significant environmental constraints.

Land use classifications identified on Map 3.2, Existing Land Use and as discussed in this Chapter are based on land use codes identified by the Warren County Auditor and a land use inventory performed in spring of 2007. All information represents general conditions and is not intended to reflect parcel-specific features.

This Chapter provides definitions, locations, acreage and percentage of land for each land use category in both the Village and “the Village and surrounding area”. The second area includes both the Village and portions of Hamilton Township that are within one-fourth of a mile of the Village boundary. Due to the long range focus of this plan, it is important not only to identify existing land uses in the Village, but also land uses and attributes of potential future growth areas.

For reference, the Village covers an area of approximately 256 acres or 0.4 square miles. The Village and surrounding area, as defined above, covers an area of approximately 1,248 acres or 1.9 square miles.

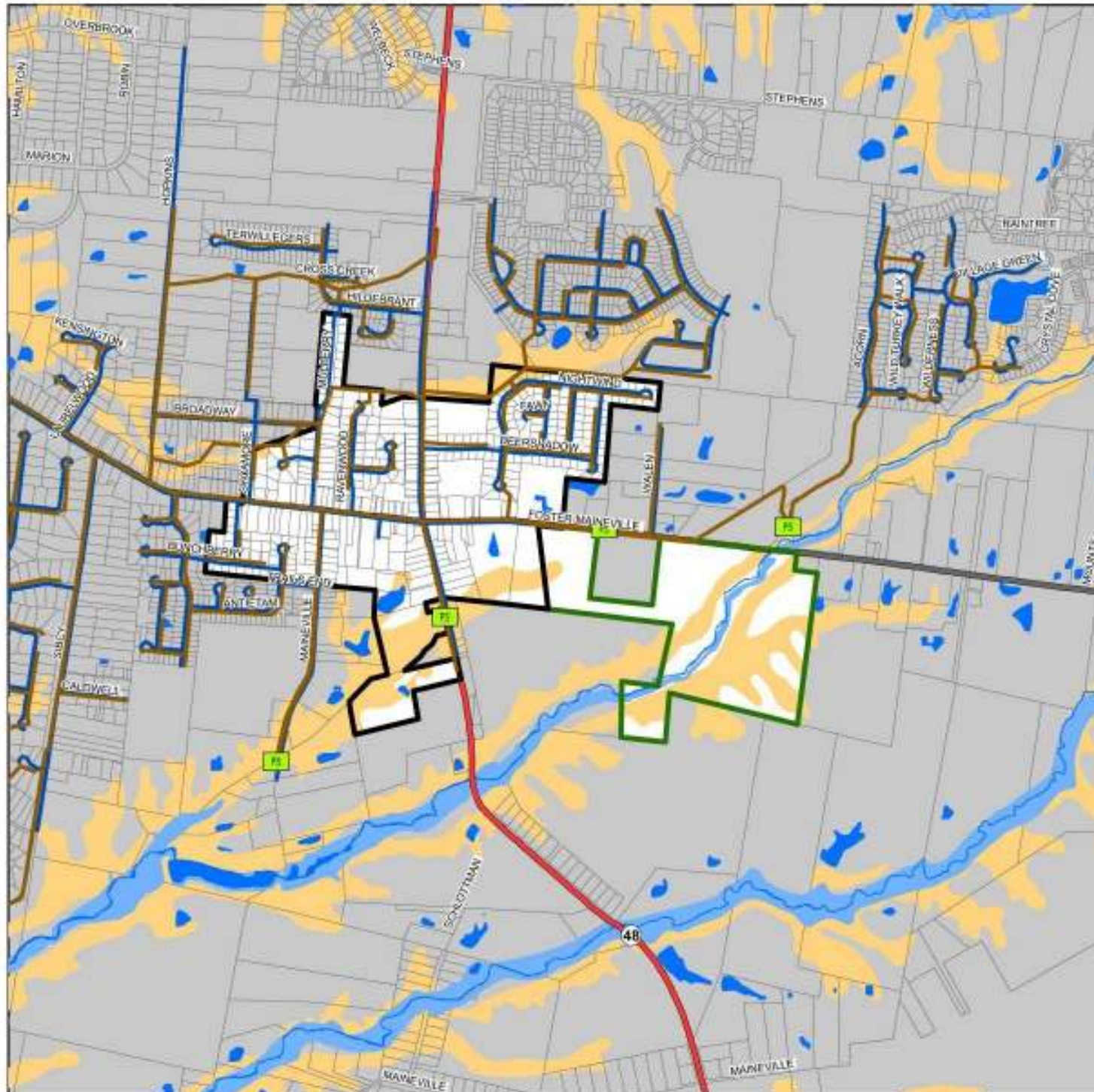
*Table 3.1: Land Use Area Calculations*

	<b>Acres In Maineville</b>	<b>% in Maineville</b>	<b>Acres in Maineville and within 1/4 Mile</b>	<b>% in Maineville and within 1/4 Mile</b>
Single- and Two-Family Residential	137.2	53.6%	524.9	42.1%
Multiple-Family Residential	6.2	2.4%	7.7	0.6%
Commercial/Office	8.3	3.2%	12.5	1.0%
Light Industrial	1.3	0.5%	17.8	1.4%
Institutional	2.6	1.0%	5.9	0.5%
Public/Recreation	1.0	0.4%	76.5	6.1%
Agricultural/Vacant	99.2	38.8%	602.7	48.3%
<b>TOTAL</b>	<b>255.8</b>	<b>100.0%</b>	<b>1248.1</b>	<b>100.0%</b>

### Single-and Two-Family Residential Uses

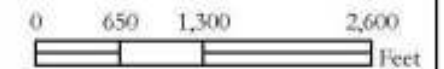
- **Definition:** The single- and two-family residential land use classification includes all land occupied by single- and two-family dwellings. These uses are shown as yellow and orange, respectively, on Map 3.2, Existing Land Use.
- **Location:** Single-family residences are scattered throughout the Village with a majority of such residences located along Foster-Maineville Road and SR 48 and within subdivisions with access from both of those roadways. This characteristic also generally holds true for areas surrounding the Village. Larger single-family lots are located on the north side of Foster-Maineville Road just east of SR 48 and also on the west side of SR 48 just south of Foster-Maineville Road.
- **Acreage:** Approximately 137.2 acres or 53.6 percent of the Village’s land is classified as single- and two-family residential. In terms of acreage, Single- and Two-Family Residential is the predominant land use classification in the Village. This classification is dominated by single-family uses, which occupy 136.6 acres of the Village. Two-family uses only occupy only 0.6 acres. Approximately 525 acres or 42.1 percent of land in the Village and surrounding area is classified as Single- and Two-Family Residential.

# Map 3.1 Environmental Constraints Maineville, Ohio



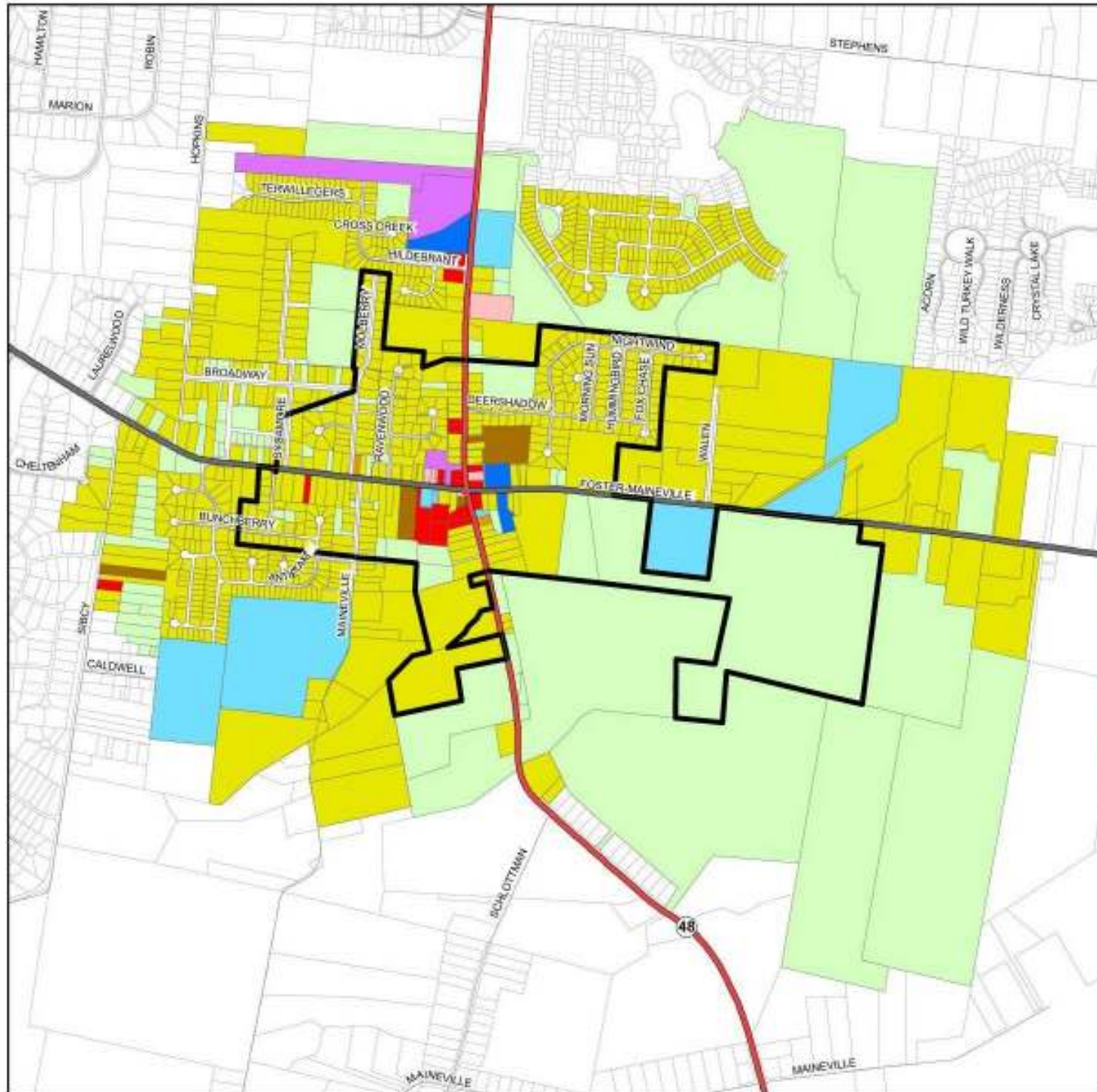
## Legend

- Lift Station
- Sanitary Sewer Main
- Water Main
- Maineville
- Recently Annexed Area
- Ponds and Streams
- 100 Year Flood Zone
- Slope  $\geq$  15%



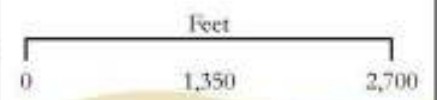


**Map 3.2**  
**Existing Land Use**  
**Maineville, Ohio**



**Land Use**

- Single-Family Residential
- Two-Family Residential
- Multi-Family Residential
- Agriculture / Vacant
- Public / Recreation
- Institutional
- Commercial
- Office
- Light Industrial
- Maineville Boundaries



### Multiple-Family Residential Uses

- **Definition:** The Multiple-Family Residential classification includes all apartment buildings and dwellings with three or more attached units. These uses are shown as brown on Map 3.2, Existing Land Use.
- **Location:** The number of multiple-family developments in the Village is fairly limited with all developments adjacent to Foster-Maineville Road or SR 48 and located near the center of the Village. Outside of the Village, one multiple-family lot is located on Sibcy Road just south of Foster-Maineville Road.
- **Acreage:** Approximately 6.2 acres or 2.4 percent of the Village’s land is classified as Multiple-Family Residential. When including the surrounding area, 7.7 acres or 0.6 percent of the Village and surrounding area fits this classification.

### Commercial/Office Uses

- **Definition:** Commercial uses include retail stores and services, while Office uses generally include professional office establishments. Commercial uses are shown as red on Map 3.2, Existing Land Use, while Office uses are shown as pink.
- **Location:** Commercial/Office uses in the Village are located primarily near the intersection of Foster-Maineville Road and SR 48, with other stand-alone commercial and office uses located along the northern portions of SR 48 and the western portions of Foster-Maineville Road. In the surrounding areas just outside of the Village, limited areas of stand-alone commercial and office uses are located north of the Village along SR 48.
- **Acreage:** Approximately 8.3 acres or 3.2 percent of the Village’s land is classified as Commercial/Office. Approximately 12.5 acres or 1.0 percent of land in the Village and surrounding area is classified as Commercial/Office.

### Light Industrial Uses

- **Definition:** Light Industrial uses include light fabrication, manufacturing and assembly, warehousing, and limited distribution. These uses are shown in purple on Map 3.2, Existing Land Use. The Village and the surrounding area do not contain any heavy industrial uses. Heavy industrial uses would include large, truck-intensive operations such as asphalt and concrete plants and large-scale distribution activities.
- **Location:** The only Light Industrial use located within the Village is a tool rental facility located near the intersection of Foster-Maineville Road and SR 48. Light Industrial uses outside the Village include a recreational vehicle storage business located on SR 48, north of Hildebrant Drive.
- **Acreage:** Approximately 1.3 acres or 0.5 percent of the Village’s land is classified as Light Industrial, while approximately 17.1 acres or 1.4 percent of land in the Village and surrounding area fits this classification.

### Institutional Uses

- **Definition:** Institutional uses in the Village and the immediate surrounding area include public utilities and churches. Institutional uses are shown as dark blue on Map 3.2, Existing Land Use.
- **Location:** Within the Village, the only existing Institutional uses are two churches which are located along Foster-Maineville Road, just east of SR 48. Outside of the Village, the only Institutional use is a public utility use located along on Foster-Maineville Road, roughly across the street from the Hamilton Township Administration Office.
- **Acreage:** Approximately 2.6 acres or 1.0 percent of the Village’s land is classified as Institutional. Approximately 5.9 acres or 0.5 percent of land in the Village and surrounding area is classified as Institutional.

### Public/Recreation Uses

- **Definition:** Public/Recreation uses include local Village and Township administrative offices, a fire station, an elementary school, cemeteries, and active recreation facilities, and are generally publicly owned. These uses are shown as light blue on Map 3.2, Existing Land Use.
- **Location:** There are two public uses located within the Village. The first is the Village Administrative Office, located on the eastern side of SR 48, south of Foster-Maineville Road. The second is the Hamilton Township Fire Station located on the south side of Foster-Maineville Road, west of SR 48. Public uses located outside of the Village but in the immediate surrounding area include Hamilton-Maineville Elementary School on the south side of Foster-Maineville Road and Maineville Cemetery on the north side of Foster-Maineville Road, east of SR 48. Other public uses located outside of the Village include the Hamilton Township Administrative Office on SR 48, just north of Hildebrant Drive. The only recreational use in the area immediately surrounding the Village is Bill Testerman Park with primary access from Maineville Road (Township Road 34) and secondary access from Sibcy Road via Caldwell Drive.
- **Acreage:** Approximately 1.0 acres or 0.4 percent of the Village’s land is classified as Public/Recreation. Approximately 76.5 acres or 6.1 percent of land in the Village and surrounding area is classified as Public/Recreation.

### Agriculture/Vacant Uses

- **Definition:** Agricultural and vacant land uses include land actively used for agriculture and all undeveloped land. These uses are shown as green on Map 3.2, Existing Land Use.
- **Location:** Smaller parcels of vacant land are scattered throughout the Village. These parcels generally have limited frontage on Foster-Maineville Road and SR 48. Large parcels of agricultural/vacant land are located south of Foster-Maineville Road and east of SR 48. A substantial portion of this area has been recently annexed by the Village from Hamilton Township for a proposed residential subdivision. This

development, along with any future development in this portion of the study area, must contend with steep slopes and floodplains associated with Salt Run.

- **Acreage:** Approximately 99.2 acres or 38.8 percent of the Village’s land is classified as agricultural or vacant. Behind single- and two-family uses, agricultural and vacant uses are the second most predominant use in the Village. Approximately 602.7 acres or 48.3 percent of land in the Village and surrounding area is classified as agricultural or vacant. Agricultural and vacant uses are the most dominant use in the Village and immediate surrounding area. As discussed above, most of this acreage is located south of Foster-Maineville Road and east of SR 48, with a portion of the land recently annexed by the Village.

**VILLAGE CORE PARCEL ANALYSIS**

The Village Core is the oldest section of the Village and is centered at the State Route 48/ Foster-Maineville Road intersection. To better understand the redevelopment potential of older portions of the Village, it is necessary to survey the dimensions of lots and blocks of these areas.

**Lot Depth**

Depths of lots fronting on State Route 48 generally range between 100 feet to 700 feet. The median lot depth is approximately 160 feet. Lots with depths around 160 feet present challenges for modern commercial development along major thoroughfares. Commercial developments typically require deeper lots to accommodate truck loading areas, off-street parking, spacious floor plans, and screening. Even multi-family developments typically need deeper lots to provide for off-street parking and required open space. Lots with 160 feet of depth could accommodate single family structures. However, lots along busy thoroughfares are typically undesirable for single-family development.

**Lot Width**

Another factor diminishing the development potential of the study area is the width of the individual lots. Lot widths range from 50 to 310 feet, with a median width of approximately 70 feet. Narrow lot widths, coupled with relatively shallow lot depths, require the acquisition of several lots to create one economically viable lot. The cost of acquiring property and demolishing the improvements can be a deterrent to redevelopment.

**Lot Area**

Most lots along State Route 48 range from 0.1 acre to 1.3 acres, with a median area of 0.3 acres. Few contiguous lots with more than one acre under common ownership exist. A single



lot at the northern edge of the Village is 5.2 acres. For comparative purposes, it is useful to compare these lot sizes to the land area requirements of common retail developments. Drug stores and small commercial strip centers generally require at least 1.75 acres. Kroger grocery stores may need up to fifteen acres to accommodate the building and parking.

## COMMUNITY FACILITIES AND SERVICES

Maineville residents and businesses benefit from a range of community facilities and services, but must rely on other units of government or organizations to provide and maintain them in many cases. The discussion below describes the benefits and constraints of each facility and service in relation to the Maineville residents and businesses.



### Park and Recreational Facilities

The Village does not contain park or recreational facilities or services, although surrounding Hamilton Township contains several parks. These include Mount Station Park, Bill Testerman Park, and the Hamilton Township Dog Park. All Township park facilities are maintained by volunteers. Following is a brief description of each facility:

- Mounts Station Park. Mounts Station Park is a 222.65-acre undeveloped open space area. The park contains two large lakes, a vacant scale house, and gravel roadways. The park is located on SR 22 and is adjacent to the Little Miami River.
- Bill Testerman Park. Bill Testerman Park is a 53.6-acre athletic complex complete with ball fields, soccer fields, a basketball area, a football field, a volleyball area, a playground, and restrooms. The park is located just southwest of the Village center. The primary access to the park is from Maineville Road (Township Road 34) with secondary access from Sibcy Road via Caldwell Drive.
- Hamilton Township Dog Park. The approximately 6.5-acre Dog Park is located at the intersection of Morrow-Cozaddale Road and SR 22, across from the Little Miami High School. The Dog Park has two fenced-in areas where large and small dogs can run unleashed. The Dog Park also has space for walking dogs.

The National Recreation and Park Association (NRPA) recommends that a community park system provide a minimum of 6.25 acres of parkland per 1,000 persons. Based on Maineville's 2007 population of 926, approximately 5.8 acres of parkland should be provided. The acreage of nearby Bill Testerman Park in Hamilton Township greatly exceeds the NRPA standard.

**Little Miami Scenic Trail**

The Little Miami Scenic Trail starts at Springfield in Clark County and runs southwest through Milford into Clermont County. As of 2006, the Trail was 76 miles long with a multi-use paved surface for bikers, walkers, joggers, and horses. Village residents can access the Trail at two points in adjoining Hamilton Township, at Foster and at the Peters Cartridge site.



**Police**

Policing services are provided by the Maineville Police Department. According to the department’s website, the department is “dedicated to protecting the lives and property of the citizens of the Village of Maineville through fair and impartial police services and a working partnership with the citizens of the community to provide a better quality of life in a safer environment”. Department activities are supported by several auxiliary officers. The Police Department is a member of the Greater Warren County Drug Task Force and the Warren County Cyber Crime Task Force.

**Fire**

Fire and emergency medical services (EMS) are provided to Village residents and businesses by Hamilton Township Fire Rescue. Hamilton Township Fire Rescue has two stations, Station 76 and Station 77. Station 76, the Fire Headquarters, is located in the Village at 69 W. Foster-Maineville Road. The department is a career, part-time, and volunteer department with both stations staffed 24 hours a day, seven days a week. The department’s apparatus includes three engines, one ladder, three squads, a tanker, an EMS vehicle, a boat, and other general response vehicles.



**Schools**

Schools are an important defining element of a community. The educational quality of a school district is often the deciding factor for families considering whether to move to a community. Additionally, schools serve a community in a variety of ways beyond just education.



Playgrounds, indoor and outdoor recreation areas and facilities, and auditoriums are often available for public use after school hours. Schools therefore tend to be anchors or focal points for neighborhoods and communities.

The Village is served by the Little Miami Local School District. The closest public elementary school, Hamilton-Maineville, is located in Hamilton Township at 373 E. Foster-Maineville Road. According to the Ohio Department of Education, Hamilton-Maineville Elementary School serves children in grades pre-kindergarten through fourth grade and had an enrollment of 643 students in the 2005-2006 school year. Hamilton-Maineville Elementary School's designation by the Ohio Department of Education is Excellent (meeting 6 of 6 state indicators), the highest possible designation. Little Miami High School's designation is also Excellent (meeting 24 of 25 state indicators).

Due to the fast growth of the Village, Hamilton Township, and the surrounding communities, the Little Miami School District is currently undertaking comprehensive construction and renovation projects. The projects will be financed by a bond issue passed in 2006 and will include:

- Renovation of all existing elementary schools, including Hamilton-Maineville;
- Renovation of the existing intermediate-junior high building into a fourth elementary school
- Construction of a new district-wide intermediate school (opening 2009)
- Construction of a new junior high school (opening 2009)
- Construction of an addition to the existing high school which is expected to increase student capacity by approximately 50 percent to 1,500 students (opening 2008).

## INFRASTRUCTURE

Urban development is dependent on existence of adequate transportation facilities, water supply and sewers. Understanding the current conditions of the Village's infrastructure is therefore a necessary step in developing a comprehensive plan.

### Transportation

Land use and transportation systems are intrinsically linked. For example, commercial uses gravitate toward thoroughfares that have high traffic capacity. Industrial and warehousing operations generate heavy truck traffic. Office and industrial employment centers generate high peak hour volumes and need convenient routes to expressways. Residents desire convenient access to work and shopping, but generally want safe, low volume streets in their neighborhood. A well-designed street system can safely accommodate a mix of traffic generated by each land use.

#### Description of Thoroughfares

Existing thoroughfares in the Village of Maineville and surrounding Hamilton Township include major roadways that carry the heaviest loads of traffic. Thoroughfares also include moderate-size streets which serve as the major entrances or exits to large residential neighborhoods. Thoroughfares do not include the minor residential, business, and rural

streets and roads which have the primary purpose of providing access to individual properties.

Maineville includes only two continuous through streets, which are described below:

- *State Route 48* provides primary access to Maineville and is the Village’s only continuous north-south through street. SR 48 connects Maineville to Interstate 71, which is approximately five miles to the north. Interstate 71 provides access to I-275, and numerous employment and shopping destinations, including downtown Cincinnati. SR 48 also connects Maineville to US Route 22/State Route 3 to the north, a major northeast-southwest



thoroughfare that roughly parallels I-71. Other cities located along SR 48 include Loveland to the south and Lebanon to the north.

- *Foster-Maineville Road* is the Village’s only continuous east-west through street. This roadway begins adjacent to the Old 3-C Highway crossing of the Little Miami River and connects Maineville to Deerfield Township and US Route 22/State Route 3 to the west. The roadway extends east to rural areas in eastern Hamilton Township.



All other roadways in Maineville provide primarily local access to residential or agricultural properties.

Hamilton Township Thoroughfare Plan

The Hamilton Township Thoroughfare Plan, completed in 2006, recognized ongoing rapid growth in the Township and the challenges presented by narrow roadways and poor connectivity. The plan also highlighted the presence of the Little Miami River, which contains relatively few crossings and is a significant barrier between Hamilton Township and communities to the north and west.

The plan recommended widening to four lanes for sections of SR 48 and Foster-Maineville Road that are immediately outside the Village’s boundaries. The plan assigned a high priority to the section of Foster-Maineville Road that is immediately west of Maineville. According to the Thoroughfare Plan, high-priority projects should be pursued immediately, while lower priority projects will require more detailed analysis as growth occurs.

Additionally, the Thoroughfare Plan and several related plans (Warren County Thoroughfare Plan, Southwest Warren County Transportation Study) highlight the need for



an additional crossing over the Little Miami River, as well as a new or improved I-71 interchange. These projects, if implemented, will improve access to Hamilton Township and Maineville and encourage further growth in the area. These recommendations have met significant community opposition in Hamilton Township, due to anticipated environmental and traffic impacts, and it is unknown as to whether these recommendations will be implemented as of the writing of this plan.

Traffic Analysis

Rapid development in the surrounding area of Hamilton Township will have significant impacts on traffic flow within Maineville as well. The existing four-way stop intersection of SR 48 and Foster-Maineville Road already experiences significant delays. With this in mind, CDS Associates completed a traffic analysis of the intersection that included the following tasks:

- Obtain peak hour morning and afternoon traffic counts (see Appendix A for traffic count data).
- Analyze the existing traffic for both the four-way stop and signalized intersection (short term).
- Develop concepts for improvements necessary for the signalized intersection and existing traffic (short term).
- Analyze the future traffic (20-year growth) for the roadway improvements noted in #3.
- Analyze the future traffic (20-year growth) with additional lanes to achieve a better Level of Service (LOS) in the event that the LOS for #4 is not acceptable.

Level of Service Defined

Level of Service (LOS), as defined in the 2000 Highway Capacity Manual (HCM) is a function of average delay encountered by the motorist. It is the standard used to evaluate traffic flow and delay on a segment of roadway. LOS takes into account such factors as speed, traffic volumes and geometric features. LOS classifications are generally divided into six grades ranging from "A" (best/free traffic flow) to "F" (worst/near gridlock).

LOS "C" is considered to be the minimum acceptable level for roadways in urbanized areas. Roads falling in the LOS "D-F" categories indicate a failure in roadway function and that some form of improvement is required. The criteria used by HCM to determine

*Table 3.2: Level of Service Criteria for Signalized Intersection*

LOS	Delay Range (sec/veh)	Expected Delay
A	≤10	Extremely Favorable Progression.
B	>10 and ≤ 20	Good Progression.
C	>20 and ≤ 35	Fair progression.
D	>35 and ≤ 55	Unfavorable progression.
E	>55 and ≤ 80	Poor progression
F	> 80	Excessive traffic delay.

*Table 3.3: Level of Service Criteria for Unsignalized Intersections*

LOS	Delay Range (sec/veh)	Expected Delay
A	≤ 10	Little or no delay.
B	>10 and ≤ 15	Short traffic delay.
C	>15 and ≤ 25	Average traffic delay.
D	>25 and ≤ 35	Long traffic delay.
E	>35 and ≤ 50	Very long traffic delay
F	> 50	Excessive traffic delay

LOS for intersections are summarized in Tables 3.2 and 3.3.

### Traffic Analysis Results

The resulting LOS for multiple traffic analysis scenarios are provided in Table 3.4. The analysis determined that the existing intersection of SR 48 and Foster-Maineville Road is already experiencing an unacceptable operation, due to excessive queuing on the eastbound and southbound approaches, as observed during the traffic count process. Improving the intersection to accommodate dedicated left turn lanes and a traffic signal will improve the existing LOS to A. Assuming a moderate growth scenario, LOS with these improvements will drop to C in 20 years.

Assuming the more aggressive traffic growth scenario reflected in the Hamilton Township Thoroughfare Plan, LOS of the intersection with the above improvements will drop to F in 20 years. This scenario would create a need for additional improvements, such as the widening of either SR 48 or Foster-Maineville to more than three lanes within the Village.

Widening either of these roadways to greater than 3 lanes would likely require demolition of several existing structures and have a severe impact on the economy and character of Maineville. Discussions should start as soon as possible between Village officials, Hamilton Township officials, Warren County and Ohio Department of Transportation (ODOT) officials to discuss alternate improvements that would relieve traffic from the SR 48/Foster-Maineville intersection while preserving the vitality and integrity of the Village.

Table 3.4: Traffic Analysis Results

Scenario	AM peak hour LOS	PM peak hour LOS	Comments								
1. Existing intersection with four-way stop control; existing traffic (see Appendix A, All-Way Stop Control Analysis).	B	D	Significant delay occurs for the eastbound and southbound approach of the intersection.								
2. Signalized intersection with exclusive left-turn lanes, three-lane section for all legs; existing traffic (see Appendix A, Signalized Intersection).	A	A									
3. Signalized intersection with exclusive left-turn lanes, three-lane section for all legs; 20-year moderate traffic growth <sup>1</sup> (See Appendix A, Signalized Intersection).	n/a <sup>2</sup>	C									
4. Signalized intersection with exclusive left-turn lane lanes, three-lane section for all legs; 20-year traffic growth as reflected in Hamilton Township Thoroughfare Plan <sup>3</sup> (See Appendix A, Signalized Intersection).	n/a <sup>2</sup>	F	Failures on all approaches								
5. Signalized intersection with exclusive left-turn lane lanes, three-lane section for Foster-Maineville and five-lane section for SR 48, 20-year traffic growth as reflected in Hamilton Township Thoroughfare Plan (See Appendix A, Signalized Intersection).	n/a <sup>2</sup>	D									
<sup>1</sup> Moderate Traffic Growth: Utilized 5% growth for the first five years, and 2% growth for the remainder of the 20-year period. ODOT default growth is approximately 2% per year, but considering development in the area, a higher growth rate in early years was assumed. This represents an overall growth of approximately 70%. <sup>2</sup> As the PM peak was the most critical and would be the basis of any roadway design , only the PM peak was considered for the future coordination. <sup>3</sup> The Hamilton Township Thoroughfare Study utilized a 2030 design year and assumed a full build-out of the Township. Assuming no other roadway improvements in the Township, traffic growth rates were as follows: <table style="margin-left: 40px; border: none;"> <tr> <td>SR 48, north leg</td> <td style="text-align: right;">89%</td> </tr> <tr> <td>SR 48, south leg</td> <td style="text-align: right;">107%</td> </tr> <tr> <td>Foster-Maineville, west leg</td> <td style="text-align: right;">31%</td> </tr> <tr> <td>Foster-Maineville, east leg</td> <td style="text-align: right;">146%</td> </tr> </table>				SR 48, north leg	89%	SR 48, south leg	107%	Foster-Maineville, west leg	31%	Foster-Maineville, east leg	146%
SR 48, north leg	89%										
SR 48, south leg	107%										
Foster-Maineville, west leg	31%										
Foster-Maineville, east leg	146%										

**Utilities**

Warren County provides water and sewer service to the Village of Maineville. Sanitary lines currently run along Foster-Maineville Road and SR 48 and throughout Maineville’s subdivisions, as illustrated on Map 3.1. These lines convey sewage to the Lower Little Miami Wastewater Treatment Plant. Sanitary sewer lines convey sewage to the Lower Little Miami Wastewater Treatment Plant. Currently this plant has a design capacity of 7.28 million gallons per day (MGD). The current utilization of the plant is 6.2 MGD. The County plans to expand the plant to a capacity of 14.56 MGD during 2008. According to

County officials, this capacity is sufficient to handle complete build-out of residential areas within the current sewer service area at a density of approximately 2.3 units per acre. Higher-density development will require the Village to seek an alternative sewage treatment solution, unless an agreement can be reached with Warren County.

Table 3.5 lists additional major utilities available to Maineville businesses and residents, along with the company or agency that provides each utility.

*Table 3.5: Maineville Utility Providers*

<b>Utility</b>	<b>Provider</b>
Water and Sewer	Warren County Water and Sewer Department
Garbage pick-up and recycling	Rumpke
Electric and natural gas	Duke Energy
Wired phone service	Cincinnati Bell
Cable	Time Warner Cable

## Chapter 4: Planning Framework

A vision with accompanying goals and objectives form the framework of a plan. They are a set of policy statements that will serve as a compass for future actions and decision making in Maineville.

A vision statement establishes the overall policy for land use decisions in the Village, based upon community desires for the future. Below is the vision statement toward which all goals, objectives and policies in the Maineville Comprehensive Plan must strive:

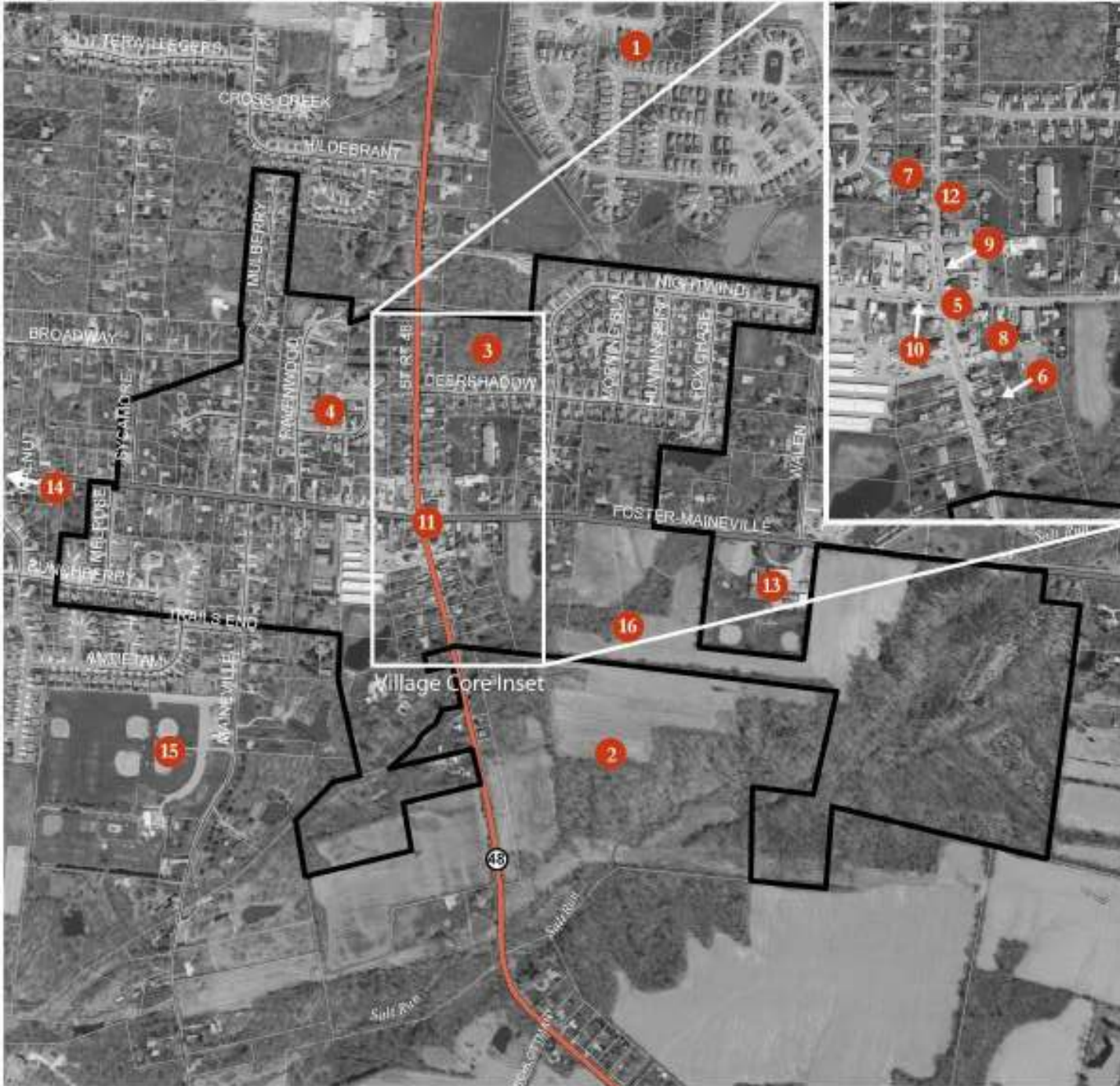
### **VISION:**

**The Village of Maineville values responsible growth, the preservation and reinforcement of the historic core of the community, and development and redevelopment in a manner that is responsive to the evolving needs of the community.**

Goals and objectives are created based on this vision statement. Goals are broadly-described, long-term ends toward which programs or activities are directed. Objectives are specific, intermediate ends that are achievable and make progress toward achieving a goal, and consequently, effect the realization of the community's vision.

The vision, goals and objectives for Maineville respond to the issues identified through the analysis of existing community and land use conditions, as well as community input. Map 4.1 summarizes these issues and the related goal statements. A description of each issue and the objectives under each goal are included on the following pages.

Map 4.1: Planning Issues and Goals



ISSUES	GOALS
<ul style="list-style-type: none"> <li>1. Growth of surrounding areas</li> <li>2. Residential Development opportunities</li> </ul>	<p><b>Goal 1:</b> Leverage the Village's growth potential to create sustainable neighborhoods that attract and retain a broad range of residents.</p>
<ul style="list-style-type: none"> <li>3. Business development opportunities</li> <li>4. Narrow Tax Base</li> </ul>	<p><b>Goal 2:</b> Increase the economic vitality of the Village by diversifying the land use mix.</p>
<ul style="list-style-type: none"> <li>5. Distinct Village center</li> <li>6. Narrow/shallow parcels in Village Core</li> <li>7. Village Core land use conflicts</li> <li>8. Lack of parking in Village Core</li> <li>9. Driveway/parking lot conflicts in Village Core</li> <li>10. Lack of separation between pedestrians and roadway</li> </ul>	<p><b>Goal 3:</b> Preserve and enhance the Village Core as a distinct "center" for the community</p>
<ul style="list-style-type: none"> <li>11. SR 48/Foster-Maineville widening project</li> <li>12. Traffic congestion</li> <li>13. Poor pedestrian connectivity to Hamilton-Maineville Elementary School</li> </ul>	<p><b>Goal 4:</b> Create a transportation system that enhances the community image while serving the needs of pedestrians and automobiles</p>
<ul style="list-style-type: none"> <li>14. Little Miami Bike Trail</li> <li>15. Bill Testerman Park</li> <li>16. Environmental Constraints</li> </ul>	<p><b>Goal 5:</b> Creatively provide and support community recreation and open space amenities that anchor neighborhoods and protect natural resources.</p>

**ISSUES**



Growth of Surrounding Areas: Hamilton Township has nearly doubled its population since 2000. Maineville and the Township are witnessing an influx of residents with relatively high incomes and education levels. This growth will bring a mix of benefits and challenges for Maineville. Increased residential development will bring new tax revenues to the Village and traffic that will drive the demand for local businesses and services. At the same time, new residents will demand higher levels of service and place increasing demands on infrastructure, schools and services.



Residential Development opportunities: Current agricultural land located south and southeast of the intersection of SR 48 and Foster-Maineville Road presents a prime opportunity for future residential growth. If proper utilities can be secured, development of this area could dramatically increase the population of Maineville.

**GOAL AND OBJECTIVES**

**Goal 1: Leverage the Village’s growth potential to create sustainable neighborhoods that attract and retain a broad range of residents.**

**Objectives**

1. Update the zoning code to reflect the residential recommendations of this plan.
2. Support the extension of water and sewer lines south of Foster-Maineville Road and east of SR 48 to allow for residential growth and diversification of the Village’s housing stock.
3. Encourage conservation design techniques that simultaneously permit development and protect natural resources.
4. Increase homeowner confidence in existing neighborhoods by maintaining and improving housing conditions.
5. Market the community regionally as a great place to live, emphasizing community assets such as Testerman Park and the bike trail.

**ISSUES**

Business development opportunities:  
 Vacant land and large residential lots exist at the northern edge of the Village on both sides of SR 48. These properties may represent opportunities to attract office or retail development, helping to diversify the land use mix (and tax base) of the Village.

Narrow Tax Base: Maineville consists primarily of residential development, with relatively few retail, office or industrial uses. This development pattern limits the potential sources and amounts of tax revenues for the Village. Additionally, residential development tends to require a relatively high cost of services. More non-residential development, particularly offices, will boost income tax revenues with minimal additional service costs.



**GOAL AND OBJECTIVES**

**Goal 2: Increase the economic vitality of the Village by diversifying the land use mix.**

**Objectives**

1. Update the zoning code to reflect the expanded business areas along State Route 48 and Foster-Maineville Road recommended by this plan.
2. Expand economic development opportunities beyond current municipal boundaries, either through annexation or cooperative agreements with neighboring communities.
3. Broaden the mix of retail amenities and services within the Village in order to reduce the need for residents to travel elsewhere to meet retail needs.





**ISSUES**

Distinct Village center: The intersection of SR 48 and Foster-Maineville Road, with its pedestrian-oriented development pattern, forms a distinct “center” for the Village of Maineville. A “center” gives a community a sense of place and identity and can act as a central gathering place.

Narrow/shallow parcels in Village Core: Many parcels along SR 48 and Foster-Maineville Road are only 70 feet wide and 160 feet deep. These dimensions will hamper redevelopment as well as the conversions of homes to businesses. The combined space needs of buildings, parking and buffering requirements will create a need to consolidate multiple lots in order to support growth of the business district.



Village Core land use conflicts: Single-family subdivisions abut existing commercial uses or homes along SR 48 that may be converted to businesses. This creates a constraint for business uses along SR 48 and can create potential nuisances for homeowners.

Lack of parking in Village Core: The Village Core, due to its dense development pattern, contains many businesses that lack sufficient parking. Additionally, proposed roadway improvements may reduce the amount of on-street spaces.

Driveway/parking lot conflicts in Village Core: Several businesses along SR 48 and Foster-Maineville Road have shallow parking lots that must use the shoulder of the roadway as a drive aisle. Cars must back across the sidewalk and directly onto the roadway. This creates safety hazards for both pedestrians and automobiles.

Lack of separation between pedestrians and roadway: SR 48 and Fosters Maineville have sidewalks, but there is no physical separation between the sidewalk and roadway in the Village Core area. Physical separation such as a curb, street trees, bollards or treelawn is needed to increase pedestrian comfort and safety.



**GOAL AND OBJECTIVES**

**Goal 3: Preserve and enhance the Village Core as a distinct “center” for the community.**

**Objectives**

1. Develop design guidelines that encourage redevelopment and reuse in a way that preserves and enhances the Village’s character.
2. Encourage a complementary mix of land uses, with retail concentrated along SR 48 and office/ residential uses on upper floors or in adjacent areas.
3. Promote the shared use of parking facilities and driveways in the Village Core to reduce areas needed for parking and to reduce the number of access points.
4. Adopt increased buffer and screening standards to ensure that single-family uses are protected from more intense uses.
5. Encourage redevelopment, rehabilitation and consolidation of small lots.

**ISSUES**

SR 48/Foster-Maineville widening project: The widening of SR 48 and Foster Maineville Road will improve the Village’s ability to accommodate traffic, improving the potential for growth in the community.



This project will create an opportunity to refresh and redefine the streetscape of the Village Core, and may encourage the conversion or redevelopment of residential properties to retail or office uses. However, the project will also create disruptions for existing businesses and residents. Depending on the extent to which the roadway is widened, the project may also threaten the pedestrian-oriented character of the Village Core and further reduce the depth of lots along SR 48.

Traffic congestion: The State Route 48/Foster-Maineville intersection is a “bottleneck” for traffic in the area. Traffic congestion reduces the quality of life for residents and can jeopardize the success of businesses. Congestion at the intersection, combined with distance from I-71, will reduce the potential for intense development in areas south and east of the intersection.



Poor pedestrian connectivity to Hamilton-Maineville Elementary School: Although the school is within walking distance of much of the Village’s population, there are no sidewalks providing access to the site. Sidewalks and other forms of pedestrian connections should be incorporated into future development projects surrounding the school.



**GOAL AND OBJECTIVES**

**Goal 4: Create a transportation system that enhances the community image while serving the needs of pedestrians and automobiles.**

Objectives

1. Ensure that the State Route 48/Foster-Maineville Road improvement project creates a safe and efficient environment for both automobiles and pedestrians, while preserving the character and growth potential of the Village Core.
2. Address drainage issues in the Village Core with the redesign of the State Route 48/Foster-Maineville intersection.
3. Enhance the streetscape of the Village Core with curbs, street trees, sidewalk furniture, and pocket parks.
4. Create a gateway feature at the intersection of State Route 48 and Foster-Maineville Road that clearly identifies this intersection as the center of the community.
5. Extend sidewalks to connect to schools and parks.

**ISSUES**

Little Miami Bike Trail:

The 76-mile long bike trail is located less than 1.5 miles from the Village. Improved connections to this trail will enhance access to this unique asset.



Bill Testerman Park:

This large Township park is located adjacent to the Village and supplies many of the Village’s recreational needs. Future development in the southern portion of the Village should incorporate additional pedestrian connections to this park in order to improve access for residents throughout the Village. If Village residents desire additional amenities in this park in the future, the Village may need to explore collaborative funding or maintenance arrangements with the Township.



Environmental Constraints:

Steep slopes act as a development constraint at the current southern boundary of the Village, as well as along Salt Run to the east and south of the Village. A floodplain further constrains development along Salt Run. These issues are a constraint for any development, particularly intense, large-scale projects.



Steep slopes and water features also present an opportunity for less intense land uses. Natural features add interest to low-density single-family residential development. Natural features also present opportunities for greenways. Preserved natural areas can be used as pedestrian corridors with trails that connect homes, parks, schools, and businesses.

**GOAL AND OBJECTIVES**

**Goal 5: Creatively provide and support community recreation and open space amenities that anchor neighborhoods and protect natural resources.**

**Objectives**

1. Require open space and recreation facilities in planned housing developments, thereby reducing the demand on public funding for recreation facilities.
2. Explore partnership opportunities with Hamilton Township to ensure continued maintenance and expansion of park and recreation facilities in and around Maineville.
3. Create greenways along stream corridors that preserve natural features and include trails that connect parks, schools, homes and businesses.
4. Create an improved bicycle connection to the Little Miami Scenic Bikeway.



# Chapter 5: Future Land Use and Development

This chapter contains policy recommendations for future development and redevelopment in the Village. The Future Land Use section describes a series of land use designations for Maineville that include land use and design recommendations for each area of Maineville. The Infrastructure section describes substantial infrastructure improvements that will be needed to implement the Future Land Use recommendations. All land use and infrastructure recommendations address the vision, goals and objectives described in Chapter 4.

Map 5.1 summarizes the future land use and infrastructure recommendations for the Village. Maps 5.2 and 5.3 illustrate detailed recommendations for specific sections of the Village in which substantial changes are anticipated during the next 10 years. These Development Opportunity Areas are described as follows:

- Village Core Development Opportunity Area: This area includes properties along SR 48 within the Village, as well as properties along Foster-Maineville Road immediately east and west of SR 48. This area is anticipated to be a focus for mixed-use redevelopment, streetscape improvements and opportunities for business development in the Village.
- Southeast Quadrant Development Opportunity Area: This area is located southeast of the SR 48/Foster-Maineville Road intersection. This is the largest concentration of vacant land near the Village and is anticipated to be the site of significant residential growth.

## FUTURE LAND USE

Map 5.1 divides Maineville into land use designations, each of which is associated with a series of policy recommendations for future development. Future Land Use designations are not zoning districts. Instead, they provide guidance in developing zoning regulations and other land use policy decisions in a way that meets the vision, goals and objectives of the Comprehensive Plan. Table 5.1 provides a summary of the recommended land uses, purpose, location and characteristics of each future land use category. A more detailed discussion follows Table 5.1.

Table 5.1: Future Land Use Plan Summary

Category	Land Uses	Purpose	Location	Characteristics
Village Core Business	Retail, restaurants, offices, services, public and institutional uses, upper-floor residential uses	<ul style="list-style-type: none"> <li>• Create a vibrant, pedestrian-oriented Village Core</li> </ul>	<ul style="list-style-type: none"> <li>• Properties along SR 48 and Foster-Maineville Road near the center of the community</li> </ul>	<ul style="list-style-type: none"> <li>• Place buildings close to the street</li> <li>• Mixed-use buildings</li> <li>• Gradual transition toward business uses</li> </ul>
Village Core Support	Offices, townhomes, apartments, public and institutional uses	<ul style="list-style-type: none"> <li>• Support Village Core Business area</li> <li>• Transition between Core Business and Single-Family Residential</li> </ul>	<ul style="list-style-type: none"> <li>• Extends from Village Core east, south, and west along Foster-Maineville Road and SR 48</li> </ul>	<ul style="list-style-type: none"> <li>• Less intense than Village Core business</li> <li>• Compatible with both Village Core and Single-Family Residential</li> </ul>
Business Park	Offices, clean industry, limited retail and services	<ul style="list-style-type: none"> <li>• Attract small- to medium-scale office and related commercial development</li> <li>• Diversify tax base</li> </ul>	<ul style="list-style-type: none"> <li>• Extends from Village Core Business north along SR 48</li> </ul>	<ul style="list-style-type: none"> <li>• Campus-like</li> <li>• Compatible mix of office and clean industry</li> <li>• Buffered from residential uses</li> </ul>
Single-Family Residential	Single-family detached residential, schools	<ul style="list-style-type: none"> <li>• Responsible residential growth</li> <li>• Sustainable neighborhoods</li> <li>• Attract a broad range of residents</li> </ul>	<ul style="list-style-type: none"> <li>• Eastern, western, and southern periphery of Village.</li> <li>• Includes majority of vacant land and future growth opportunities</li> </ul>	<ul style="list-style-type: none"> <li>• Maximum density of 2.3 units per acre</li> <li>• Encourage open space and natural feature preservation</li> <li>• Encourage pedestrian connections</li> </ul>

### Village Core Business

**Land Uses:** Retail, restaurants, office, services, public and institutional uses, upper-floor residential uses.

**Purpose:** The Village Core Business designation will create a vibrant, pedestrian-oriented Village core of retail, dining, offices, and services. Located at the center of the Village, this designation will also accommodate public and institutional uses, including the Village Hall and public safety services. The Village Core Business designation will also achieve



the Comprehensive Plan’s goal of preserving and enhancing the Village Core as a distinct “center” for the community and will increase the economic vitality of the Village by diversifying the land use mix (see Map 5.2).

Location: The Village Core Business designation, shaded in red on Maps 5.1 and 5.2, is planned around the intersection of SR 48 and Foster-Maineville Road, as well as parcels along SR 48 between Foster-Maineville. Road and Deershadown Road. This designation recognizes the existing heart of Maineville and provides for the expansion of the distinctive “center” of the community.

Characteristics and Design: This designation promotes quality design in ongoing redevelopment and rehabilitation efforts that creates a pedestrian-friendly environment. The Village should encourage the consolidation of small lots to create viable redevelopment sites. As illustrated on Map 5.2, new buildings should be placed close to the street with parking located in side or rear yards. This



configuration will promote safe pedestrian movement while creating visibility for businesses and other uses along Maineville’s primary roadways. Buildings should be oriented to the street, with main entrances accessible to patrons along sidewalks adjacent to SR 48 and Foster-Maineville Road.



The Comprehensive Plan supports gradual, market-led conversion or redevelopment of existing single-family homes toward businesses or mixed-use structures within the Village Core Business designation. In new development, residential uses are appropriate only on upper floors, with businesses occupying ground floors. Conflicts between Village Core Business uses and adjacent single-family residential uses will be minimized through the use of buffering elements, including landscaping, fences, walls, or berms.

### Village Core Support

Land Uses: Offices, townhomes, apartments, public and institutional uses.

Purpose: The Village Core Support designation will create a compatible mix of residential and non-residential uses to support the Village Core businesses and to provide a transition between intense Core activities and single-family uses. The Village Core Support designation will also achieve the Comprehensive Plan’s goal of preserving and enhancing the Village Core and will increase the economic vitality of the Village by diversifying the land use mix (see Map 5.2).

Location: The Village Core Support designation, shaded in orange on Maps 5.1 and 5.2, is planned to extend from the Village Core Business designation



east, south, and west along Foster-Maineville Road and SR 48.

**Characteristics and Design:** Buildings in the Village Core Support designation should complement Village Core Business and Single-Family Residential designations through building and site design and orientation. This designation will offer the opportunity for moderate density housing that is attractive, functional, and responsive to the Village’s needs. Residential development in this designation may be incorporated as part of a mixed-use office building or may stand alone. The orientation of residential units should complement office uses in the designation by orienting buildings to the street.



**Business Park**

**Land Uses:** Office, clean industry, limited retail and services.

**Purpose:** The Business Park designation will provide opportunities to attract medium-scale office and ancillary commercial development to the Village. The Business Park designation will also achieve the Comprehensive Plan’s goal of increasing the economic vitality of Maineville by diversifying the land use mix (see Map 5.2).

**Location:** The Business Park designation, shaded in pink on Maps 5.1 and 5.2, will extend from the Village Core Business designation north along SR 48. This area is the most accessible vacant property in the Village from I-71. Also included in this designation is land outside of the Village, west of SR 48. When combined, the area of land in this designation inside and outside of the Village could provide up to 18 acres of development sites. Development might require acquisition of some existing single-family homes along SR 48.

**Characteristics and Design:** This designation will encourage a compatible mix of clean industry and professional office uses in campus-like, landscaped office park settings. Condo-style office buildings, with high quality and ample amenities, are also encouraged in this designation. The range of uses permitted will be flexible in order to be responsive to the market and to the Village’s access to major transportation routes. Buffer and screening standards will provide protection for adjacent residential uses.

Planned professional office uses include medical, engineering, architectural, managerial, corporate and regional headquarters. Clean industrial uses can co-exist with office development as long as they can achieve high development standards for building and site design, as well as performance standards for noise, fumes, vibrations, and similar standards. Suitable clean industry includes manufacturing using advanced or leading technology and industrial research and development.



Limited retail and service uses will be ancillary to

primary office uses and will provide amenities for businesses and employees. Examples of these uses include dine-in restaurants, delicatessens, or coffee shops without drive-throughs, convenience-oriented retail (free-standing store or shopping center), dry cleaning pick-up and drop-off, child daycare, travel agencies, copy centers, and similar amenity uses. These uses are planned for primary use by area employers, employees, and guests. In order to promote flexibility of site design and use interaction, these uses are located in stand alone buildings or incorporated into office buildings.

**Single-Family Residential**

Land Uses: Single-family detached residential, schools.

Purpose: The Single-Family Residential designation will foster responsible residential growth of the Village while encouraging development of sustainable neighborhoods. The Single-Family Residential designation will also achieve the Comprehensive Plan’s goal of creating sustainable neighborhoods that attract and retain a broad range of residents.

Location: The Single-Family Residential designation, shaded in yellow on Maps 5.1 and 5.3, is planned throughout the eastern, western, and southern periphery of the Village. Remaining development opportunities in this designation are located primarily in the southeast quadrant of the Village. The expansion of residential uses will require the development of existing vacant and agricultural and the subdivision of large-lot single-family properties. Approximately 83 acres of vacant land in this area was recently annexed by the Village in association with a proposed development plan for a single-family residential development that includes 138 homes.

Characteristics and Design: The Single-Family Residential designation will provide for single-family detached residential uses in growing sections of the Village, while maintaining the vitality of existing single-family neighborhoods. The capacity of the expanded Lower Little Miami Wastewater Treatment Plant will limit the extent and density of future growth. Gross density in areas planned for Single-Family Residential should be no greater than 2.3 units per acre. In the event that the Village develops an alternative wastewater treatment arrangement with greater capacity, the Village may re-evaluate the maximum gross density level and amend the Comprehensive Plan if necessary.



Gross density is defined as the total number of dwelling units divided by the total project area, expressed as gross dwelling units per acre. The Comprehensive Plan encourages flexibility in lot size and dimensions in return for high-quality neighborhood design, as illustrated on Map 5.3. Future development will incorporate the following design principles:





- Preserved natural features, such as steep slopes and stream corridors.
- Well-designed and accessible open space and amenities that reduce fiscal burden on the Village.
- Home design that creates a strong pedestrian-oriented relationship between the building and the street.
- Pedestrian connections within neighborhoods and to neighboring uses, particularly community facilities such as schools and parks.

## INFRASTRUCTURE IMPROVEMENTS

A critical first step in encouraging future growth in Maineville will be ensuring adequate infrastructure. Substantial improvements to the Village’s existing infrastructure are needed in order to implement the land use recommendations of this plan. The significant improvements identified in this plan include expansion of the SR 48/Foster-Maineville Road intersection and the expansion of sewage treatment capacity.

### Transportation

#### Roadway Improvements

As demonstrated in Chapter 3, the intersection of SR 48 and Foster-Maineville Road is in need of substantial improvements in order to meet existing and future traffic demand. Based on a range of potential growth scenarios, the intersection will require, at a minimum, signalization with dedicated left-turn lanes on all approaches. More aggressive growth scenarios may present a need for additional widening. The Village must work with Hamilton Township, Warren County, and ODOT to identify improvements to this intersection and other roadways in the Township that will address traffic needs while preserving the vitality and integrity of the Village Core.

Any future roadway improvements must take into consideration not only traffic congestion, but other community goals that affect the economy and character of the Village. The design of improvements should consider the following critical factors:

- Effect on on-street parking
- Availability of off-street parking (existing and potential)
- Effect on business operations
- Effects on existing buildings
- Access issues

In addition, roadway improvements and other infrastructure improvement efforts must address aesthetic and pedestrian needs, in order to fully address the Comprehensive Plan goal of creating “a transportation system that enhances the community image while serving the needs of pedestrians and automobiles”.

Pedestrian and Streetscape Improvements

Roadways serve a greater purpose than merely conveying automobile traffic. Roadways are a community’s public space, providing gathering spots and circulation routes for pedestrians and creating a “first impression” of the community for all who use the roadway. Transportation planning must therefore include elements that address the aesthetic qualities and pedestrian facilities that are associated with roadways (see Maps 5.2 and 5.3):

- *Streetscape Enhancements.* Roadway improvement projects are an opportunity to introduce streetscape enhancements that improve the Village’s image and sense of place, while increasing the level of comfort for pedestrians. Enhancements may include street trees, decorative pavement, coordinated signage and street lighting, and landscaping. Streetscape enhancements should be concentrated in the Village Core area in order to bolster the center of the community and serve the higher volume of pedestrian activity in this area.



- *Gateway Features.* A gateway feature will further define and enhance the Village center. Gateway features range from signage to central gathering spaces. The improvement of the SR 48/Foster-Maineville intersection may create opportunities to create a small “Village Square” or pocket parks at the center of the community. Additionally, gateway signage should be maintained at key entrances to Maineville.



- *Traffic Calming.* Roadway improvements should incorporate measure to calm traffic as it passes through the Village Core. Traffic calming measures, when implemented in appropriate circumstances, can create a comfortable pedestrian environment while allowing efficient traffic operation. These measures can also aesthetically improve a roadway. Although specific traffic calming measures will require more detailed engineering analysis, below are several methods that may be appropriate along thoroughfares in Maineville:

- *Curb Extensions* reduce the length of a pedestrian crossing while encouraging cars to slow down as they enter a narrower roadway section.



- *Speed Tables* are roadway sections that are raised to the level of the sidewalk. The height difference, along with a difference in pavement texture or color, can alert drivers to the presence of pedestrians.
- *Medians* can consist of small islands, placed where pavement width allows, that can provide a refuge for pedestrians crossing a street while slowing traffic. Medians can incorporate landscaping to enhance the appearance of the roadway.
- *Sidewalk Extensions.* Future roadway improvements should construct or widen existing sidewalks where needed. A critical need exists to extend a sidewalk along Foster-Maineville Road to connect to Hamilton-Maineville Elementary School.



### Utilities

A significant limiting factor to the implementation of this plan is the availability of sewage treatment. Although planned County improvements will permit future growth, the extent and density of growth will be limited. Growth will be limited by the extent of the Urban Service Boundary, the size and availability of sewage lines, and the capacity of the Lower Little Miami Wastewater Treatment plant. Residential development densities will be limited to 2.3 units per acre.

If higher development densities are desired, the Village must pursue an alternative wastewater treatment arrangement. Such an alternative arrangement could include one of the following:

- An independent sewage treatment plant.
- Connection to a nearby sanitary sewer system that can handle the capacity.
- Creation of a regional sanitary sewage system, with cooperation from nearby interested communities.
- Negotiation of an alternative arrangement with Warren County.

The Village should commission a more detailed analysis of the feasibility and costs of each of these alternatives.

# Map 5.1: Future Land Use and Development

Village of Maineville

Village Core Business

Village Core Support

Business Park

Single-Family Residential

School

Park

Greenway

Landscape Buffer

Improved bike/pedestrian facilities

Village Core Streetscape Enhancement

Gateway Feature

Future Growth Path

Current

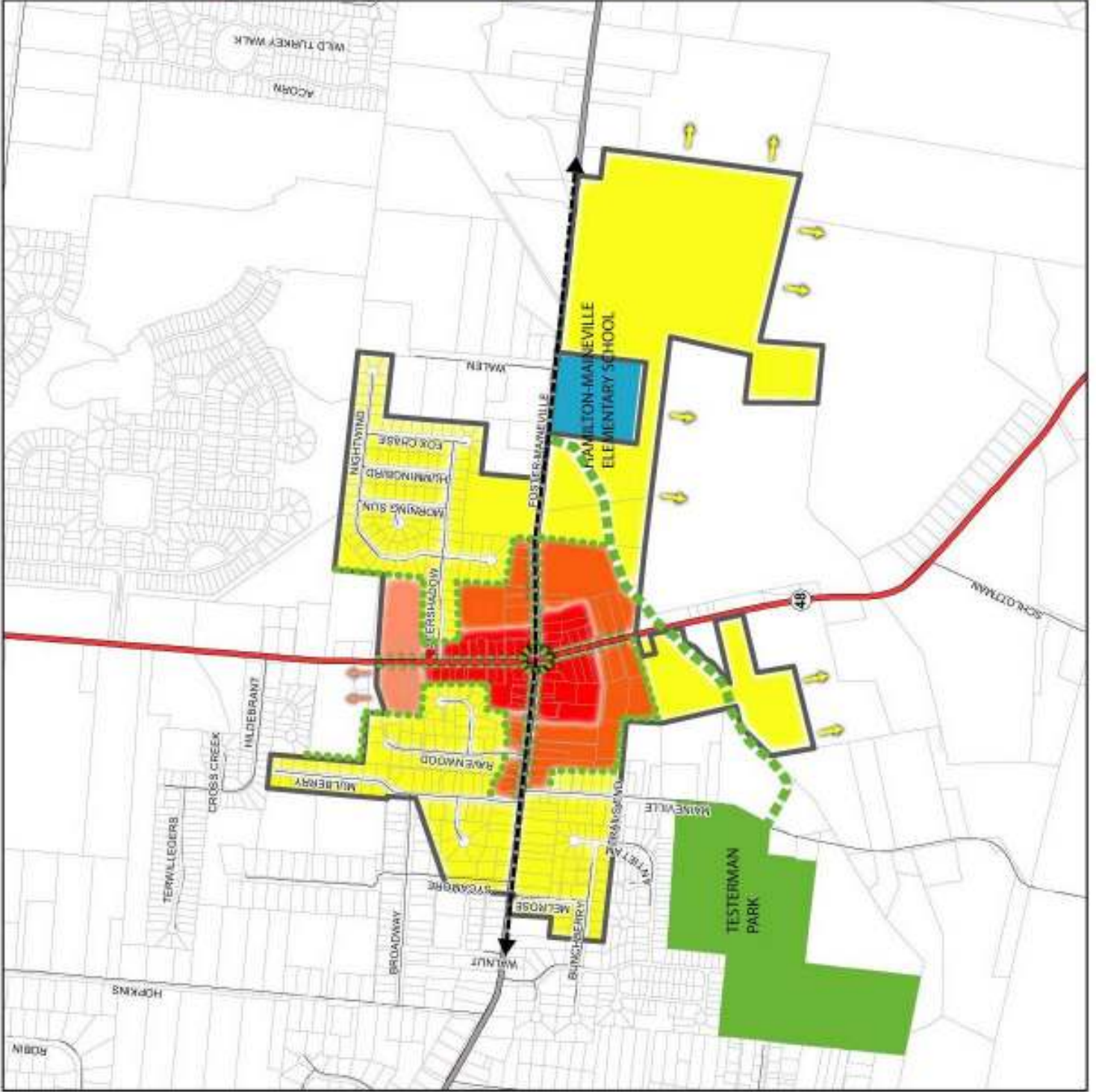
Village Boundaries

Feet

1,125

2,250

MCKenna  
CONSULTANTS








Map 5.2: Village Core Development Opportunity Area



**Diversify the Land Use Mix**



Business Park Development

-  Business Park
-  Village Core Support
-  Village Core Business
-  Buffer
-  Streetscape Enhancements

**Create a distinct "center"**

Mixed-use, pedestrian-oriented buildings



Shared Parking



Buffer surrounding neighborhoods



**Serve the Needs of Pedestrians and Automobiles**

Traffic Calming



Gateway features



Streetscape enhancements



**Map 5.3: Southeast Quadrant Development Opportunity Area**

**Creatively Provide Recreation and Open Space Amenities**



Create greenways



Improve connection to Little Miami Bike Trail



Require open space in new housing developments

**Serve the Needs of Pedestrians and Automobiles**

Extend sidewalks to schools and parks



**Create Sustainable Neighborhoods**

**Neighborhood Design**



Avoid



Encourage



- Sidewalk extension/  
bike lanes
- Greenway
- Preserved open space
- Single-Family Residential
- Village Core Support
- Village Core Business



## Chapter 6: Implementation

This chapter provides a description of tools and techniques that citizens, community leaders, and Village staff can use to implement the goals, objectives and recommendations of this plan. Implementation measures are viable only if there are people in the community with vision and tenacity who are willing to invest the time and effort required to make them work. Community improvement requires a compelling vision, persistence, flexibility to respond to changing needs, opportunities, and an ability to achieve consensus.

### **PUBLIC INFORMATION AND EDUCATION**

#### **Amendment Process**

Comprehensive plan amendments must be supported with findings of fact and support material approved by Planning Board and Council before any policy change is made.

#### **Five-Year Updates**

The Comprehensive Plan will require frequent updates as major plan components are implemented. Major updates should occur no less than every five years. This Comprehensive Plan is based on current conditions in the community. A five-year update will ensure the Comprehensive Plan remains a living document with relevant policy statements that respond to changing conditions in the community. Planned long-term strategies will need to be re-evaluated based on changing community priorities and resources.

#### **Establishing Priorities**

The Comprehensive Plan contains a multitude of recommendations. A process for establishing priorities must be established as soon as the Plan is adopted to begin a clear and deliberate path forward in achieving Plan recommendations. Participants involved in setting priorities should include Village staff, the Planning Commission, Village Council, and other Village officials who will be leaders in implementation of the Plan.

### **ZONING STRATEGIES**

The zoning code should be updated as soon as possible to reflect the land use policies in this Plan. The Village's zoning code contains the fundamental framework for how development and redevelopment in the Village will occur. Following an initial update, the zoning code should be continuously monitored for additional needed changes that would further achieve the recommendations of this Plan. Zoning strategies that reflect the land use policies of this Plan are discussed below.

### **Expanded Business Areas**

The zoning code and zoning map should be amended to incorporate future land use recommendations for expanded business areas in the Village Core Business, Village Core Support, and Business Park land use designations. Permitted uses and site and building standards and requirements should reflect the recommendations of this Plan.

### **Mixed-Use Areas**

The zoning code should be updated to reflect mixed-use recommendations for the Village Core Business and Village Core Support land use designations. This includes the provision for mixed business and residential developments and stand-alone high-density residential developments. The design of residential and business uses should complement one another as well as adjacent single-family residential uses.

### **Single-Family Residential Areas**

The Village’s current zoning code allows for a range of residential densities. The major area identified by the Future Land Use Map (Map 5.1) as a potential residential growth area is east of SR 48 and south of Foster-Maineville Road. This area should be developed at a maximum gross residential density of 2.3 units per acre. Developed in combination with conservation design techniques, this density will permit development and protect natural resources.

### **Design Guidelines**

Design guidelines should be developed that encourage development and redevelopment that preserves and enhances the Village’s character and encourages growth of sustainable neighborhoods. Generally, design guidelines improve the overall quality of development within the community, ensure compatibility of residential and non-residential land uses, define building and parking lot placement, and preserve sensitive and community-defining natural features.

At a minimum, design guidelines should address the following elements:

- Building height
- Building mass
- Building orientation
- Building materials
- Architectural detailing
- Roof type
- Landscaping
- Parking placement
- Landscaping
- Public amenities
- Pedestrian movement

Conservation Design. Conservation design is an alternative to conventional residential development. Conservation design regulations typically require open space and preservation of important natural features, such as steep slopes, in exchange for flexibility in lot design. This model of residential development can create a win-win for the developer and the entire

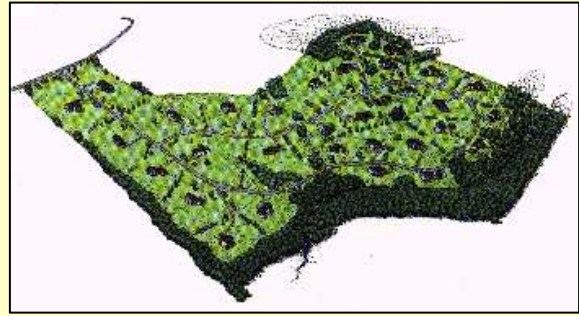


community by allowing appropriate densities while maintaining some of the community’s greatest resources and attributes.

A minimum of 30 percent open space should be required in each conservation development. In the process of designing a new development, the delineation of open space areas should be the first step. Too often, conventional development practices simply identify “left-over”, unbuildable portions of the site as open space at the end of the process.

Preserved open space in new residential development should be creatively planned and integrated into a development so that it increases a neighborhood’s value, uniqueness and sense of community, and reduces the demand on the Village for public parks and recreation facilities.

Conventional Development



Conservation Design






Below are several appropriate types of open space that accomplish these objectives:

- Unique and attractive natural features preserved as passive greenspace;
- Riparian corridors and wetlands preserved for stormwater management;
- Trails for hiking, biking, and walking, preferably including connections with parks, schools, shopping areas, other neighborhoods, and existing trail systems;
- “Village greens” framed by homes, providing a neighborhood gathering spot, potentially including community recreation facilities; and
- Buffers from undesirable elements such as arterial roadways or intense commercial/industrial uses.

Building Design and Orientation. Building design must create a strong pedestrian-oriented relationship between the building and the street. The placement and orientation of the building and the architectural features of the front façade affect this relationship. Table 6.1 lists building design and orientation principles for each of the Future Land Use designations identified in Chapter 5.

*Table 6.1: Building Design and Orientation Principles*

Land Use Designation	Recommended Building Design and Orientation
<p data-bbox="302 302 591 333"><u>Single-Family Residential</u></p> 	<ul style="list-style-type: none"> <li>• Along thoroughfares, orient homes toward the street, avoiding the common design in which drivers view the rear side of homes. Use a rear alley or a single-loaded frontage street to provide access for these homes, thereby maintaining access management along the thoroughfare.</li> <li>• Utilize pedestrian-scale architectural elements on the front façade.</li> <li>• Break up walls with windows and vertical architectural elements in order to prevent blank facades.</li> <li>• Make the front door the architectural focus of the building.</li> <li>• Use entry porches or other design elements to emphasize the front entrance.</li> <li>• Avoid front facades that are dominated by garage doors. Utilize recesses or side/rear orientation to de-emphasize the garage. Use alleys to access rear garages where feasible.</li> </ul>
<p data-bbox="302 785 553 816"><u>Village Core Business</u></p> 	<ul style="list-style-type: none"> <li>• Use building materials, architecture, and streetscape elements that complement adjoining residential and business uses.</li> <li>• Incorporate pedestrian-scale architectural elements on front facades.</li> <li>• Break up walls with windows and vertical architectural elements in order to prevent blank facades.</li> <li>• Make the front entrance the architectural focus of the building.</li> </ul>
<p data-bbox="302 1064 545 1096"><u>Village Core Support</u></p> 	<ul style="list-style-type: none"> <li>• Utilize Village Core Business design principles</li> <li>• When apartments are not developed as part of a mixed-use office/residential building, ensure that entrances to each dwelling are accessible and visible from a street.</li> </ul>

Parking Areas. Off-street parking located adjacent to SR 48 and Foster-Maineville Road should be located in side and rear yards only. Shared parking with reciprocal access easements should also be promoted in the zoning code update. These access easements can reduce the number of parking spaces needed and reduce the number of access points from the main roadway. These recommendations will improve on-site vehicle and pedestrian movement and safety when entering or leaving a site.



Buffer and Screening Standards. Buffering and screening standards should be adopted to ensure the protection of single-family uses from more intense residential and non-residential uses. Buffers and screening often include landscaping, fences, walls, or berms. Different screening standards for different intensities of uses may be appropriate to ensure the

greatest degree of protection for single-family uses. Visual and audible considerations should be addressed in the creation of buffer and screening standards.

### **Code Enforcement**

Strict code enforcement is necessary to ensure that the Village's zoning regulations are upheld. These zoning regulations help to ensure that Plan recommendations are realized, and can help to maintain and improve the community's existing housing stock.

## **STRATEGIC PARTNERSHIPS**

### **Intergovernmental Cooperation**

Some Comprehensive Plan strategies can be achieved only if the Village is able to achieve cooperation from other units of government. For example, road improvements will affect quality of life, but decisions regarding state highways are made by the Ohio Department of Transportation (ODOT). Clearly, ODOT must be aware of the Village's land use planning goals and policies. Coordination and cooperation are also needed with OKI and Warren County, particularly with transportation projects. Coordination with Hamilton Township is also needed for roadway improvements, as well as enhancements to parks and recreation amenities.

### **Joint Economic Development Districts**

A Joint Economic Development District (JEDD) is an arrangement where one or more municipalities and a township agree to work together to develop township land for commercial or industrial purposes. The municipality receives a portion of the taxes levied in the JEDD without annexing land into the Village. The township retains prime development land and can still collect property taxes, and it can receive infrastructure improvements from the municipality that likely may not have occurred without the JEDD. To create a JEDD, the municipality and township create a contract that specifies details such as how taxes are levied and shared, annexation prohibitions, infrastructure projects and utility rates. The communities then vote on the agreement. The issue must pass in each community for the JEDD to be approved.

JEDD's could allow the Village to harness the benefits of development that is occurring outside the Village's boundaries. The Village should carefully evaluate the costs and benefits of a proposed JEDD and ensure that it does not encourage development in a way that contradicts Comprehensive Plan goals and objectives. A primary objective in creating a JEDD should be to increase Village revenues by capturing growth in areas that would likely develop with or without the Village's involvement.

## OPEN SPACE, RECREATION, AND PEDESTRIAN CONNECTIONS

### Open Space and Amenities

In order to ease public facility use, recreation opportunities and facilities should be provided in new developments. These may include club houses, swimming pools, playgrounds, ball fields, tennis courts, and walking and bicycle paths. Residents may establish and fund a homeowners' association to pay for maintenance and improvement, which would ease the strain on public funds. Alternatively, the Village could assume ownership and maintenance responsibilities of the facilities. Either way, these amenities are often highly desired by new homeowners and should help to ensure the longevity of the housing development.



### Greenways

Future development, including residential and non-residential development, should preserve natural features and include trails that connect parks, schools, homes, and businesses. Developed in combination with sidewalks and pathways, these trails and greenways can preserve important community assets while promoting efficient non-vehicular movement throughout the community. Zoning, development review, and easements can be used to help ensure greenways are provided in new developments.



### Pedestrian Connections

Sidewalk connections from existing neighborhoods to schools and parks are currently limited. Extending sidewalks will allow safe and easy access to these public facilities. Sidewalks will also increase the walkability of the entire community. In addition to improving safety, comfort, and convenience, increasing community walkability can have economic value. According to a study entitled *Economic Value of Walkability*, increased walkability can increase accessibility, provide consumer and public cost savings, increase community livability, improve public health and support strategic economic development and land use objectives.



## **FINANCING AND TOOLS FOR PARKS AND RECREATION**

A number of state and federal programs have been established to assist communities in increasing open space, recreation amenities, greenways, and pedestrian connections. A number of other tools, such as conservation easements and homeowner association restrictions, can also help to achieve land use objectives of the Comprehensive Plan related to open space, recreation, preservation, and pedestrian connections. These financing options and tools are discussed below.

### **Conservation Easements**

Conservation easements limit development rights in perpetuity on a property while preserving ownership. Conservation easements can be established to protect water recharge areas, water quality, air quality, habitat and scenic quality.

### **Homeowner Association Restrictions**

HOA restrictions could be used to protect floodplains, wetlands, and riparian corridors as passive common open space in new conservation design developments.

### **NatureWorks/Land and Water Conservation Fund**

State and federal funds are available for the acquisition, development, and rehabilitation of recreational areas. The state-funded NatureWorks program provides up to 75 percent reimbursement assistance to local governments for recreational areas. The federal Land and Water Conservation Fund provides up to 50 percent reimbursement for recreational areas. Both programs are administered by the Ohio Department of Natural Resources.

### **Recreational Trails Funding**

The Village can apply for funding to establish recreational trails through the Ohio Department of Natural Resources' Recreational Trails Program or the Clean Ohio Trails Fund.

## **FINANCING AND TOOLS FOR INFRASTRUCTURE**

### **Streetscape Enhancements**

Streetscape standards should be established to ensure consistent and complementary streetscape elements, including curbs, street trees, sidewalk furniture, and pocket parks. These improvements can help to promote public health and safety by clearly defining vehicular and pedestrian areas, and can help to define the center of Maineville as a unique, welcoming, and accessible environment for the residents of Maineville as well as the greater Maineville community. These improvements



may be funded with financing sources identified in this section.

### **Transportation Enhancement Grants**

Transportation Enhancement (TE) grants are available from the federal government and administered through state governments or metropolitan planning organizations. The grants fund projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of the transportation infrastructure. The following projects are eligible for TE funding and must relate to surface transportation:

- Pedestrian and bicycle facilities;
- Pedestrian and bicycle safety and educational activities;
- Acquisition of scenic or historic easements and sites;
- Scenic or historic highway programs including tourist and welcome centers;
- Landscaping and scenic beautification;
- Historic preservation;
- Rehabilitation and operation of historic transportation buildings, structures or facilities;
- Conversion of abandoned railway corridors to trails;
- Inventory, control, and removal of outdoor advertising;
- Archaeological planning & research;
- Environmental mitigation of runoff pollution and provision of wildlife connectivity; and
- Establishment of transportation museums.

### **Tax Increment Financing (TIF)**

TIF is a method of raising additional capital within a declared district to pay for needed improvements within those districts. The base of existing assessed property tax valuation is frozen, while the incremental revenues from taxes on new development in the TIF District become available to fund improvement projects. TIF could be used to fund infrastructure improvements for development projects that advance goals and objectives of the Comprehensive Plan.

#### **Assessments**

Special assessment districts, as permitted by law, could be used to generate additional revenue to pay for the construction and maintenance of streetscape improvements.

#### **Impact Fees**

Impact fees are charged against new development to offset public costs and provide incremental increases in police, fire, water, sewer and park/recreation capital improvement.

## Appendix A: Traffic Counts

On Tuesday, August 21, 2007, manual turn counts were recorded at the intersection of SR 48 and Foster-Maineville Road between 6:30 AM to 8:30 AM and on Wednesday, August 22, 2007, between the hours of 4:00 PM to 6:00 PM. The results of the traffic counts are included on the following pages.

During the afternoon counting period, it was noted that extensive vehicle queuing occurred at the eastbound and southbound approaches to the intersection. When significant queuing occurs during a peak hour, the actual demand on the intersection may not be recorded as the queued traffic is essentially detained from being counted. As this data is to be utilized for planning purposes, and not as a detailed design tool, the additional documentation of the queuing and modification to the traffic numbers was not pursued.