

Chapter Three: The Growth & Conservation Framework

The Growth and Conservation Framework is intended to enhance the goals and policy statements outlined in the regulatory framework found in Chapter 2: A Call to Action. This framework is intended to be a primary tool for the Township for identifying and prioritizing future planning efforts and capital improvements. Together, the components of the Growth and Conservation Framework serve as the visual representation of the Townships intended future development and redevelopment pattern.

The framework was created to assist the Township, and any other interested user, in the identification of areas suitable for growth and areas that should be preserved and/ or protected. The Growth and Conservation Framework can also be used to help prioritize capital improvements, specifically related to transportation improvements by analyzing future intentions against current capacities.

This framework is comprised of three overarching elements including land use, key focus areas, and transportation. The development sections summarize current land use, identifies existing vacant land, and outlines the proposed future land use pattern for the entire Township. Following that, key focus areas, dives deeper into five areas that are primed for development and redevelopment including the Central Business District, Downtown Bethany, Millikin Center, State Route 4, and State Route 747. The transportation section describes how the proposed future land use development pattern might impact Liberty Township's roadway network. To ensure that the Township's vehicular transportation network is not only efficient by visually appealing, this section provides recommendations for roadway character and amenities to ensure that as the transportation system expands to increase functionality the visual character of the corridors remains in alignment with the rural, natural beauty that residents value. As indicated previously, non-vehicular transportation by way of trails, multi-use paths, and sidewalks is a critical component of Liberty Township's transportation network. As such, non-vehicular transportation recommendations have been included as a component of the future transportation section of this chapter.

These Growth and Conservation Framework components should be used when applying land use and transportation recommendations to specific sites or areas. The future land use, key focus areas and transportation maps work to balance the market demand for residential and commercial areas with the public desire to protect the rural and natural beauty of the Township. Following the adoption of the *2020 Liberty Township Comprehensive Plan* the Township should regularly review the Future Land Use Map and individual land use descriptions to ensure that the land uses are responsive to the needs and goals of Township residents and the private development community.

LAND AREA PAST AND PRESENT

Prior to identifying future land use patterns, it is important to understand the current land use pattern. Completing an inventory of the types and mix of current land uses can show where concentrations of similar activities are occurring. Also, the analysis can indicate areas in which to target development and redevelopment efforts.

In 1803 Liberty Township was formed as one of the five original Townships in Butler County and then divided in 1823 to create the new Union Township (now West Chester Township). Prior to the division, it can be assumed that Liberty Township was roughly 64 square miles. Of that total, 35 square miles of land was used to create Union Township. This left Liberty Township with an area of around 29 square miles in the southeast portion of the County. Since then, the township boundaries have not changed significantly. Today, Liberty Township is still comprised on nearly 17,000 acres or 29 square miles of land.

An early record of land use patterns revealed that the biggest change in land use can be seen in the percentage of Agriculture. In 1999, just over 50 percent of Liberty Township's land was dedicated to agriculture . Over the course of 20 years' agriculture land has decreased by 30 percent. The land that was once agriculture is now used primarily for residential subdivisions.

CURRENT LAND USE

The following paragraphs are intended to reflect the actual development that was on the ground during this planning process. The development pattern is described within 7 overarching categories.

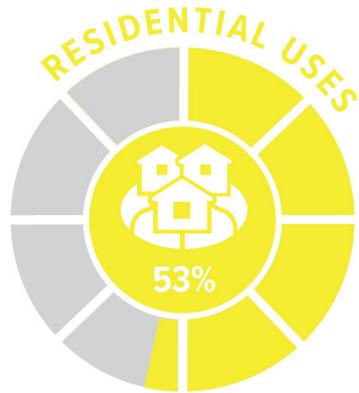
Residential

This land use category illustrates where people are living within the Township. Residential land uses account for 53 percent of land. This overarching residential category is broken up within three residential categories on the Existing Land Use Map. Estate Single-Family Residential can be described as large parcels of land containing low density detached, single family units. This category makes up about 18 percent of the total land area. As shown on the map, Estate Single-Family Residential is scattered throughout the Township without any identifiable pattern.

Single Family Residential makes up 34 percent of total land area. This category represents the typical subdivisions found throughout Liberty Township. At the time this plan was completed, Liberty Township was home to 113 subdivisions. Each of the subdivisions is unique in their development pattern and character. Some examples of established neighborhoods include The Wynds of Liberty, The Trails of Liberty, and Cedarbrook. Many of the subdivisions create a neighborhood within the broader community and include amenities intended only for the residents located within the development.

The predominance of single family detached housing dovetails with community demographics that lean heavily towards concentration of families with children. However, there are other housing options within the Township that cater to varying needs of local residents. While the majority of the exiting residential development consists of typical subdivision style development often with two story homes, there are pockets of single family housing on smaller lots that feature smaller housing options including patio homes. These smaller lots and smaller housing units cater to those residents in the community who are looking for less square footage and less maintenance, qualities that are often desired by empty nesters and individuals over the age of 55. About 1.2 percent of land is dedicated to Multi-Family Residential. The most recent multi-family option is Liberty Center Apartments. This complex was built as part of phase 2 to for the Liberty Center development. There are three other apartment style complexes located in Liberty Township including the Springs at Liberty on Hamilton Mason Road, Lakota Pointe Apartments on Dutchland Parkway, and Four Bridges Apartments near the intersection of Bethany Road and Butler Warren Road. Also, there are two mobile home parks located in Liberty Township. Gregory Creek is located on Hamilton Mason Road, just west of Mauds Hughes Road and Countryside Village, a sizable mobile home park is located near the intersection of State Route 4 and State Route 747.

EXISTING LAND USE	PERCENTAGE OF TOTAL
Estate Single Family Residential	17.7%
Single Family Residential	34.2%
Multi-Family Residential	1.2%
Retail	1.7%
Office	0.2%
Industrial	0.3%
Institutional	4.1%
Public-Private Recreation	6.7%
Open Space	3.0%
Agriculture	21.1%
Vacant	6.8%
Right-of-Way	2.9%



The community is well buffered from surrounding development and has one single access point across from State Route 747. Individual units are well maintained, with landscaping and improvements showing a level of ownership commitment and pride.

Retail & Office

Retail and Office uses are reviewed together because while they are different, they usually develop in close proximity of each other. Retail land use is comprised of shopping centers, convenience and general stores, repair shops, and more. This land use category could include a range of places, sometime thought of your daily or weekly errands. Retail makes up for a fairly small percentage of land at only 1.7 percent.

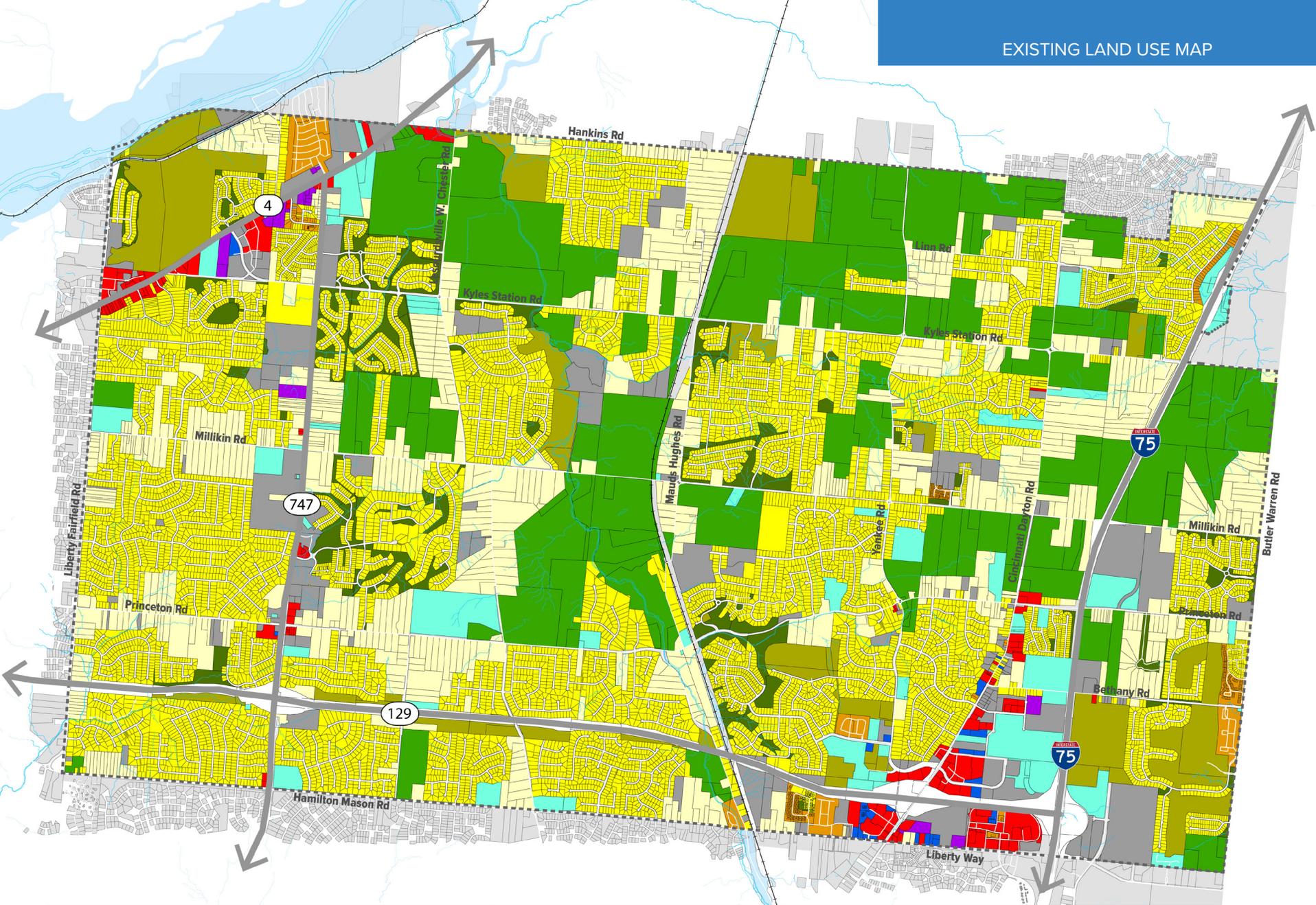
Office land use is comprised of places people would go to work. Often times these are professional services such as law offices, accounting or insurance firms, and/or veterinarian offices. Only 0.2 percent of land in Liberty Township is used for office space. Both of these land uses have developed in various clusters throughout the Township.

Liberty Center

Completed in October of 2015, Liberty Center is a multi-use facility established in the Township’s southeast corner, to help introduce commercial development and an urban core into the community. The site combines retail, living, and office space into a densely built urban environment. Today, Liberty Center is the focus of many of the Township’s major projects, including the expansion of roadways, a cross-highway pedestrian bridge, and the incorporation of trails and sidewalks throughout the Township. Liberty Center currently has room to expand within the currently developed area and to the undeveloped area west of Taylor Street although there is no timeline for the development expansion.

Downtown Bethany

Bethany, located along Cincinnati Dayton Road, south of Princeton Road, has historically been considered the “downtown” of Liberty Township. While redevelopment is a focus for this area in the future, there are existing retail and office opportunities available currently. Neighborhood scaled development can be found southeast of the intersection of Princeton Road and Cincinnati Dayton Road, along portions of Cincinnati-Dayton Road near Bethany Road and along the east side of the Cincinnati Dayton Road corridor between Wyandot Lane and Liberty One Drive.



EXISTING LAND USE LEGEND

-----	Township Boundary				
====	Roadway	Yellow	Estate Single-Family Residential	Red	Retail
++	Railroad	Light Yellow	Single-Family Residential	Blue	Office
---	Waterway	Orange	Multi-Family Residential	Purple	Industrial
		Light Green	Open Space	Cyan	Public-Institutional
		Dark Green	Agriculture	Olive	Public-Private Recreation
		Grey	Vacant		

Cincinnati Dayton Road and Butler County Veterans Highway (State Route 129)

As a primary entrance into Liberty Township, the development adjacent to the Cincinnati Dayton Road and Butler County Veterans Highway intersection is primarily composed of low-density development tailored to vehicle accessibility. Most businesses and services within the area are tailored to local customer base, and include destinations such as Kroger, PNC Bank, health and beauty-oriented businesses and small scaled restaurants and coffee shops. In addition to the local destinations the area also is home to Cincinnati Children’s Hospital which is located in the northwest corner of the I-75 interchange with Butler County Veterans Highway.

Princeton Road and Princeton Glendale Road (State Route 747)

While still in the early phases of development, Princeton Road currently has a small cluster of commercial development at the intersection with State Road 747. With the introduction of the Townships new administration building, new premiere residential development of Carriage Hill, and a new fire station just north of the Princeton Road and State Route 747 intersection, local demand will continue to spur new development.

Liberty Fairfield Road and Hamilton Middletown Road (State Route 4) Corridor

Clustered within the Township’s northwest corner, the development at the Liberty Fairfield Road and State Route 4 intersection seeks to capitalize on traffic passing through Liberty Township between the cities of Hamilton and Dayton. While the development surrounding the intersection is predominately made up of smaller-scale dining and commercial services, the development within Liberty Township is currently focused along the southern side of State Route 4 and includes fast food restaurants, banks, gas stations and convenience stores.

Industrial

Industrial uses are almost non-existent within Liberty Township. Less than half a percent of land is dedicated to industrial uses. Of the few parcels of land that are industrial uses, the most common area is along the south side of State Route 4. These businesses are low intensity industrial uses such as self-storage facilities, electric supply store, and a candle maker supply store. Additionally, there is a small cluster of industrial uses in the southern border of Liberty Township along Liberty Way. These businesses are also self-storage facilities.

Institutional

Institutional uses are existing public or semi-public uses such as government, educational, cultural, religious, utilities, cemeteries, historic properties and healthcare facilities. These often take the

characteristic of a widely available public service, with some being government services. This type of land use makes up 4 percent of land. This percentage might seem slightly high compared to some other land uses, it is likely because most of the institutional uses, specifically schools and hospitals, require large tracts of land.

Parks, Recreation, and Open Space

The Public-private Recreation land use category shown the map is comprised of park and recreation space including golf courses. This land use makes up almost 7 percent of existing land. In addition to recreation space, open space is displayed as a separate category. For the purpose of this Existing Land Use map, open space is shown as undeveloped land that is likely preserved within subdivisions. This land use makes up 3 percent of land. While open space is not programmed, it can be a valuable amenity for residents. This space provides an area for kids to run around, families to play a game of soccer, and dogs to fetch a ball.

Agriculture

As previously mentioned, land in Liberty Townships was widely used for agriculture. Over the last 20 years, residential neighborhoods have taken over and demand for commercial has started to increase. Today, only 21 percent of land is dedicated for agriculture. The Existing Land Use Map reveals 4 large clusters of agriculture. One of them being the proposed area for the future Millikin Way interchange and center. Another large cluster is in the center of the Township along Millikin Road and the north-south railway. An important thing to note about this area is that the floodplain runs through most of large tracts of land. The other 2 clusters of agriculture land are on the north side of Liberty Township between Kyle Station Road and Hankins Road. Additionally, there are a few other agriculture tracts of land sprinkled throughout the Township.

Vacant

The Existing Land Use Map illustrates several areas identified as vacant land. This land makes up 7 percent of the total land area in Liberty Township. The primary vacant areas include tracts of land along State Route 747, State Route 4, and scattered throughout the southeastern corner of the Township. This land use provides critical development opportunities for Liberty Township. This topic will be explored further in the following sections.

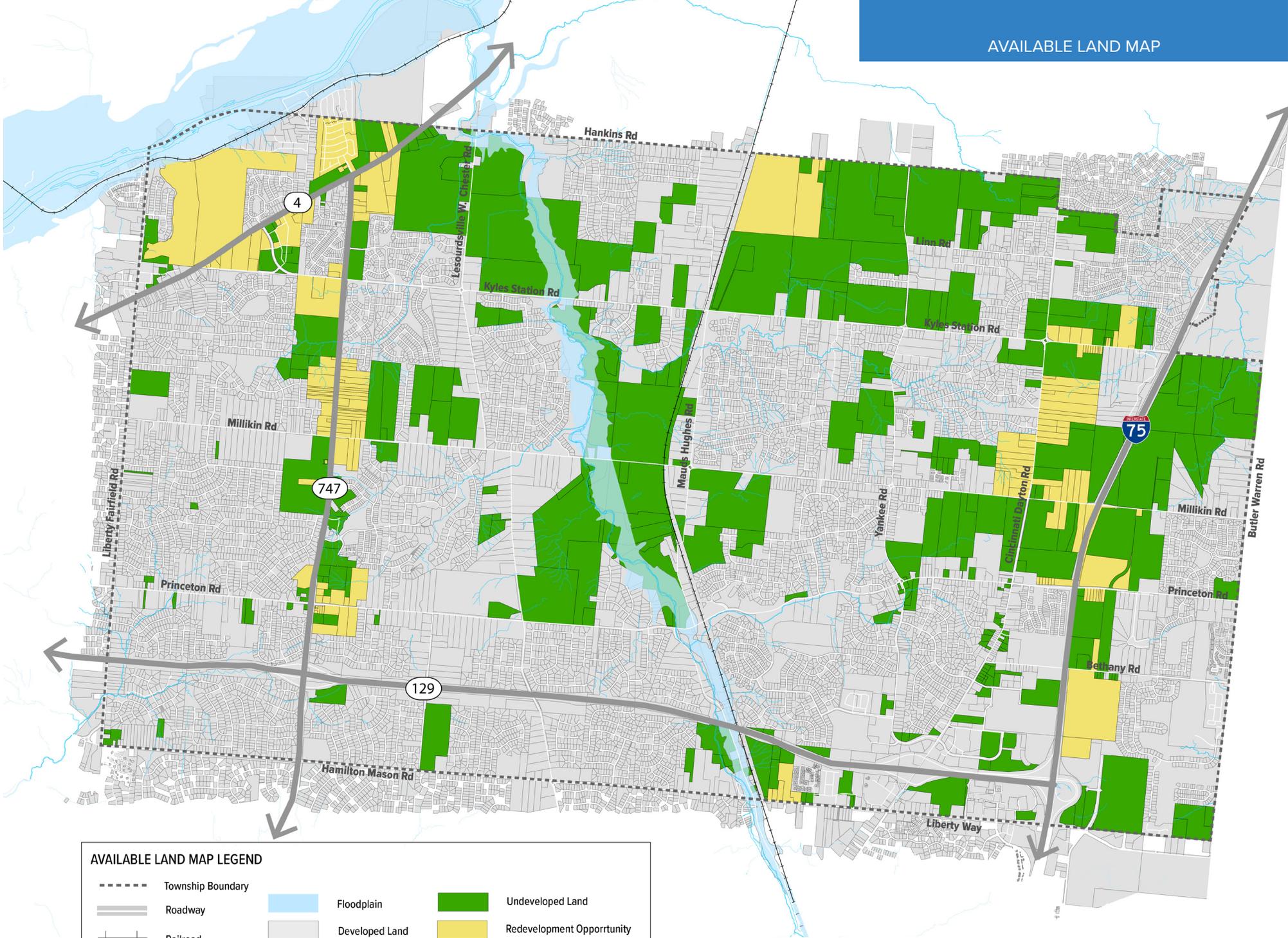
AVAILABLE DEVELOPMENT AREA

During the planning process, the future land use exercises focused on areas currently vacant or undeveloped and areas that could be redeveloped to better align with the Township's long term vision and goals. For the purpose of this section, undeveloped land includes both vacant parcels of land and existing agriculture areas. As development continues to occur and the Township population grows, the value of undeveloped land is likely going to increase. While there are benefits to preserving agricultural land within a community, including preserving farming operations, sustaining local food production and providing for aesthetic benefits within the community, existing property owners may find it more advantageous to sell their existing undeveloped, agricultural land to interested developers. This would be an incentive for farms to sell off portions or all of their land. For this reason, the *2020 Liberty Township Comprehensive Plan* considers agricultural areas to be an opportunity for new development. As of April 2020, about 28% of Liberty Township's land was undeveloped.

Liberty Township has already began planning for a good portion of this land surrounding the future Millikin Way Interchange. The vision for this area is described in further detail in the Future Land Use section starting on page XX and the Focus Area section starting on page XX. This is an important factor to keep in mind when considering available land for development. Of the 4,700 total acres of undeveloped land, about 600 acres are in-close proximity to the future Millikin Way interchange. While it could take 10-20 years to begin to see development in this area, the percentage of undeveloped land will likely decrease by 12.5 percent.

The rest of the undeveloped land is mostly found within the middle portion of the Township, these areas are currently made up of farm land in-between residential uses. A key consideration when developing this land is that the existing agriculture areas significantly contribute the rural, natural character that resident's value. As this land transition, Liberty Township will need to be mindful in how the land can be developed in such a way to preserve the rural, natural character.

Other areas primed for redevelopment are the Elks Country Club, Pleasant Hill Golf Course, Green Crest Golf Course and areas along the major corridors of State Route 747 and State Route 4. With these large tracts of land and both accessibility and visibility along major thoroughfares, it's important that Liberty Township encourage this land to be developed with the highest, and best use.



AVAILABLE LAND MAP LEGEND

	Township Boundary		Floodplain		Undeveloped Land
	Roadway		Developed Land		Redevelopment Opportunity
	Railroad				
	Waterway				



FUTURE LAND USE

The Future Land Use Map is intended to be a complement to the goals and policy statements included within the regulatory framework. The map serves as a visual representation of the Township's intended future development and redevelopment goals. This Future Land Use Map, paired with the corridor character map on page XXX, strives to integrate compatible land uses, thoughtful transportation systems, and strong design qualities. These maps should be used when applying land use and transportation recommendations to specific sites or areas.

Township officials create land use plans as a tool for protecting the character of the community, illustrating the desirable development pattern, and making responsible decisions about future development in the community. The Future Land Use Plan makes recommendations of future land use classifications and densities and provides general location and development characteristics. It should be noted that the Future Land Use Plan is a vision for the future and is to be used as a guideline for making recommendations. The Township Zoning Commission and Liberty Township Board of Trustees shall have the ability to analyze specific proposals and uses based on current market conditions and impact to adjacent properties while making future land use decisions.

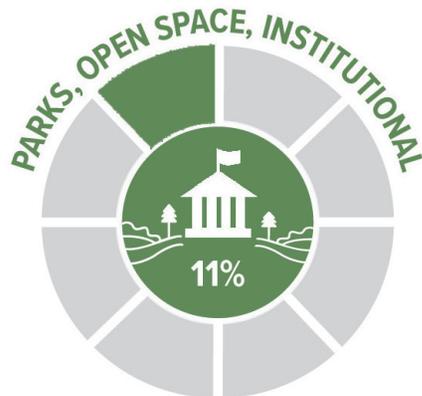
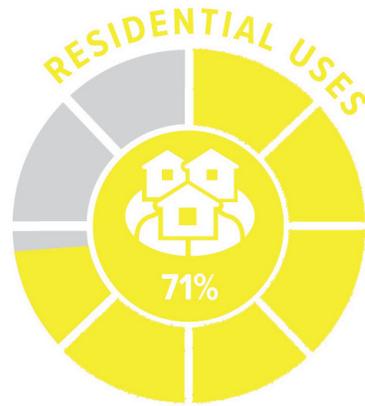
Future Land Use Plan Organization

A key component to the *2020 Liberty Township Comprehensive Plan* is a Future Land Use Map that illustrates a development pattern that builds upon the established built environment, recognizes the importance of conservation, all while exploring the idea of diversification. The final Future Land Use Plan was developed by reviewing the findings and organizational elements of the *2013 Vision Plan*, reviewing the development patterns that transpired over the last six years and by identifying the goals of the community. Additionally, for areas that are vacant or underdeveloped, the development opportunities and constraints including topography, natural features, access and surrounding land uses were analyzed to determine the most applicable development patterns for the future. The final Future Land Use Plan was reviewed and vetted by the Project Steering Committee, Project Ambassadors, Community Stakeholders and the general public and represents a shared vision for the future that is beneficial, attractive and fiscally balanced.

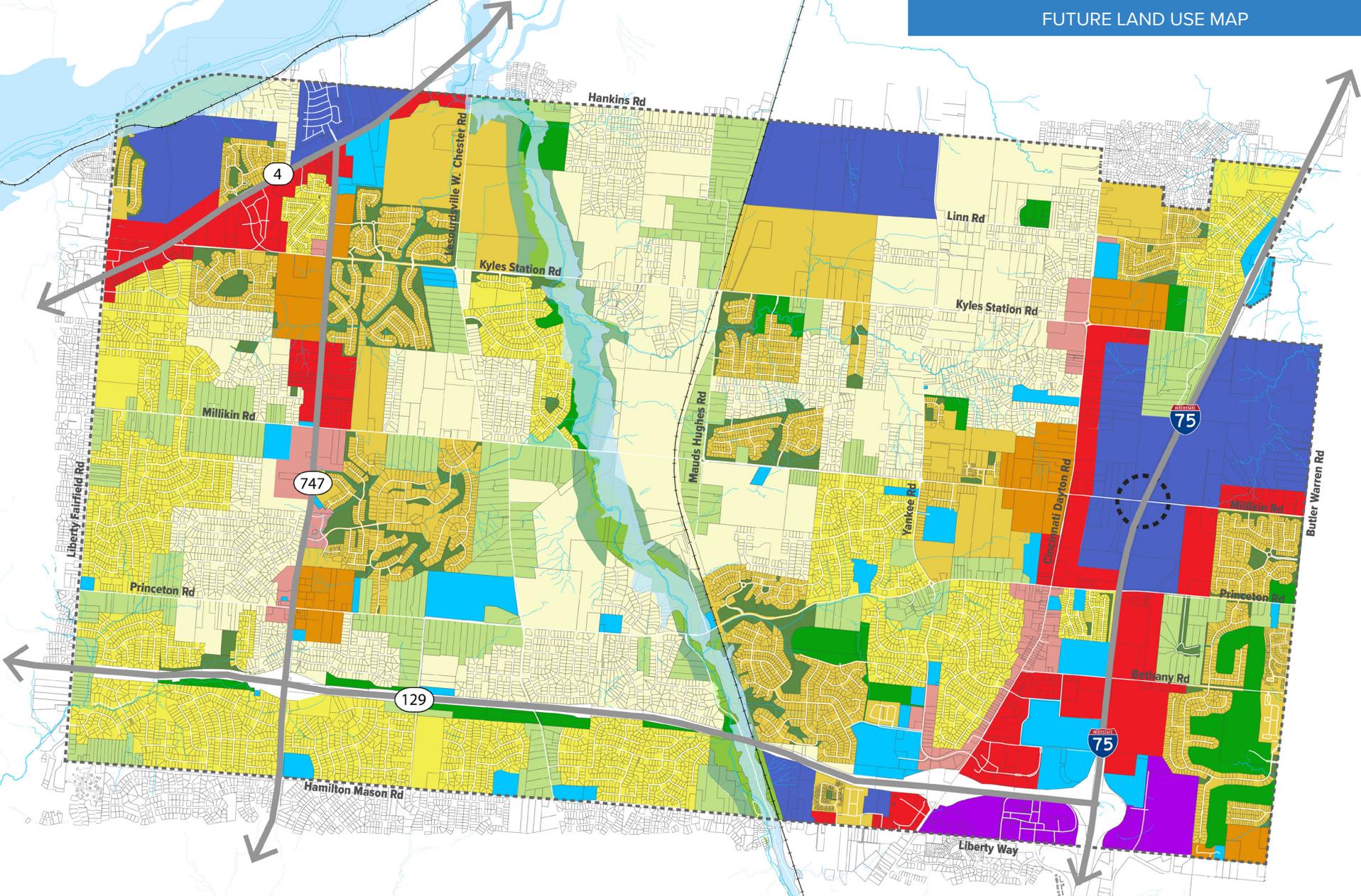
As described in Chapter 2, the focus for this comprehensive plan is to seek responsible and purposeful growth that enhances quality of life, provides a dynamic mix of land uses, and preserves the scenic beauty. Because of this, the Future Land Use Map includes 14 land use categories ranging from residential and business uses to parks, open space, and institutional uses. The 14 categories used within the 2020 Future Land Use Plan are not new, but rather a refinement of the designations that have been used since 2006. Within the 2006 and 2013 Vision Plan, 21 land use designations were identified, including nine residential designations, and seven designations that included a mix of office, commercial and light industrial uses. While the 21 designations provided a level of specificity to the Future Land Use Plan, determining the differences between the various designations became difficult and often required Township leaders and staff to provide individual interpretations on how to review and apply the recommendations. The 14 designations highlighted in the *2020 Future Land Use Map* allow for a clearer separation of future uses and intensities and provide a more defined set of descriptions that include character elements such as density, form, landscaping, and access. The refined designations still provide for development flexibility, which will allow the proposed development pattern to respond to economic and market changes over time, but provide a more defined set of criteria that can be used by Township leaders and staff when making decisions on future development scenarios.

WHAT IS THE DIFFERENCE BETWEEN LAND USE AND ZONING?

Land use reflects the desired future development pattern in a given area of Liberty Township. Zoning designations, including overlay districts and planned unit development districts, more specifically define and regulate what kinds of uses are allowed on specific parcels and outline design and development requirements and guidelines.



The 14 land use designations utilize a design template approach that outlines the various characteristics of each specific land use while also outlining how differing land uses, amenities and natural and built systems should be treated as part of a development proposal. Each land use designation lists primary uses or building forms and, in many cases, these are encouraged to be mixed together. Secondary uses or building forms are also identified, but these should be in a supporting or limited capacity. The land use designations include recommendations on building form (height, placement, and character), site design (landscape and amenities), and connectivity (access and parking). While represented as a series of recommendations, these land use categories are not intended to be strict development regulations. Instead they are intended to define the minimum architectural and site development characteristics of future land uses. While the land use designations provide recommendations on built form, they are not strict regulations and are not the same as Zoning Districts. The Future Land Use Plan is intended to reflect the desired development pattern and character of the Township. It serves as a guide for decision making. The land use designations outlined on the following pages are intended to be a complementary tool to the Township's Zoning Resolution. The following provides both a narrative and graphic description of the development characteristics of each of the land use designations shown on the Future Land Use Plan.



FUTURE LAND USE LEGEND

-----	Township Boundary		Conservation Neighborhood		Neighborhood Business		Institutional		Focus Areas**
==	Roadway		Estate Residential		General Business		Open Space		Future Interchange
+	Railroad		Suburban Residential		Local Mixed Use		Parks and Recreation		
—	Waterway		Moderate Density Residential		Regional Mixed Use		Open Space Conservation / 500 Year Flood Plain		
			Planned-Medium Density Residential		Commerce Center				

**This area may include a zoning overlay district. Please refer to the Focus Area section in Chapter 3 of the comprehensive plan for more detail.



CONSERVATION NEIGHBORHOOD

PRIMARY USES

Detached Single Family Residential

SECONDARY USES

Active or Passive Recreation, Open Space, Low-Intensity Agriculture, and Agritourism Activities

The Conservation Neighborhood category is intended to provide a transition from protected areas such as the Gregory Creek corridor to adjacent developed areas. The Conservation Neighborhood category consists of low-density development including residences, low intensity agriculture businesses, and/or agritourism businesses with an emphasis on preserving and enhancing the surrounding natural environment. The primary area of application includes a 500' wide buffer as measured from the edge of the 500-year floodplain along Gregory Creek which runs through the center of the township. The preservation of floodplains, and the natural areas surrounding them has a direct public-safety purpose and helps to minimize property damage during periods of flooding. All development should be highly sensitive to its surrounding environment, and should take any additional necessary steps to minimize environmental impact; disruption to natural features should be limited to preserve the function, form, and character of these areas. New development should preserve a minimum of 40 percent open space, strategically targeted toward scenic vistas, greenways, pastures, trails, woodlands, or other uses that maintain scenic character, protect habitat value, and contribute to the quality of life for residents. Because the Conservation Neighborhood land use category follows environmental features, the boundaries do not always align with parcel lines. Therefore, some properties may have the Conservation Neighborhood, Open Space Conservation and Suburban Single Family Residential designation.

GENERAL CHARACTERISTICS - CONSERVATION NEIGHBORHOOD

FORM	Building Placement	Residential lots and infrastructure should be located to respect natural features and to maximize the proximity of lots to open space. Developments should use the natural, existing topography and minimize grading to the maximum extent practicable. Development should generally have deep front-side and rear yard setbacks from existing public roads to preserve the rural character of the area.
	Building Height	Maximum of two stories or 35 feet whichever is greater.
	Lot Size / Density	Maximum of one dwelling unit per acre If developed as a Planned Unit Development, or when open space is preserved, smaller lot sizes (including Lot Frontage requirements) may be permitted if the overall open space requirement is met and a significant amenity is provided. The overall development density should remain.
	Lot Size	200 feet minimum
SITE DESIGN	Landscape and Open Space	Open Space shall be at least 40% and existing natural features, such as rolling fields, pasture areas and tree rows enhance the area and should be preserved.
	Amenities	Developments should include a high level of urban services including public utilities, curbs, gutters and internal sidewalks and/or multi-use pathways. Developments should include sidewalks and/ or multi-use pathways throughout, which should connect to adjacent existing and planned subdivisions. Multi-use pathways should be required as they are planned and reflected on the Liberty Township Trails Plan. Developments should include subdivision entrance features and signage.
CONNECTIVITY	Access	Individual lots should be accessed by driveways from the primary thoroughfare, and if developed as a subdivision, individual lots should be accessed by driveways from an internal subdivision street. If developed as a subdivision, sidewalks and/ or multi-use pathways should be required throughout and connect to other nearby pedestrian infrastructure including those systems highlighted as local or regional trail systems on the Liberty Township Trails Plan.
	Parking	Off-street on private property and located away from the primary thoroughfare or internal subdivision street.



ESTATE RESIDENTIAL

PRIMARY USES

Detached Single Family Residential

SECONDARY USES

Active or Passive Recreation, Religious, Educational, Civic Institutions, Open Space, Low-intensity agriculture, and Agritourism Activities

The Estate Residential category includes those areas within the Township that have developed as large lot residential estates or subdivisions. The Estate Residential category allows for the development of low density, detached single family homes with a lower level of urban services and amenities. Additionally, the Estate Residential category can accommodate agriculture businesses, and/or agritourism businesses with an emphasis on preserving and enhancing the surrounding natural environment, which should be limited to larger lots and separated from existing subdivisions. Estate Residential development areas are characterized by their country-like characteristics which include significant open space, rolling fields, pastures and established natural landscapes. These areas within the Township are indicative of the Township's history and reflect the rural, natural character the community values. This Estate Residential category can be developed as large lot subdivisions or as individual lots.

GENERAL CHARACTERISTICS - ESTATE RESIDENTIAL

FORM	Building Placement	Development should generally have deep front, side and rear yard setbacks from existing public roads to preserve the rural character of the area.
	Building Height	Maximum of two stories or 35 feet whichever is greater.
	Lot Size / Density	Between one and five acres per dwelling unit.
	Lot Size	200 feet minimum
SITE DESIGN	Landscape and Open Space	<p>Within developments, existing natural features, such as rolling fields, pasture areas and tree rows enhance the area and should be preserved.</p> <p>Along primary thoroughfares, developments should utilize a minimum setback of 100 feet to preserve existing natural features, visible green spaces and areas of established vegetation. Within the setbacks, in addition to preserved features, landscape berms and additional vegetation should be used to screen development and further enhance the visible character of the area.</p>
	Amenities	<p>Due to the rural character of these areas, urban amenities such as curbs and gutters, internal sidewalks, multi-use pathways and public utilities can be limited.</p> <p>In the event that internal sidewalks and/ or multi-use pathways are located within an Estate Residential subdivision or if they are shown on the Liberty Township Trails Plan, the pedestrian infrastructure should connect to adjacent existing and planned subdivisions.</p> <p>Within new developments, additional shared, useable open space areas may not be required due to the presence of existing natural features and larger lot sizes that provide private open space.</p>
CONNECTIVITY	Access	<p>Individual lots should be accessed by driveways from the primary thoroughfare.</p> <p>If developed as a subdivision, the subdivision should utilize shared access points for main points of entry and individual lots should be accessed by driveways from an internal subdivision street.</p> <p>Within new developments, sidewalks and/ or multi-use pathways that are included on the Liberty Township Trails Plan should be required throughout and connect to other nearby pedestrian infrastructure.</p>
	Parking	Off-street on private property and located away from the primary thoroughfare or internal subdivision street.



SUBURBAN RESIDENTIAL

PRIMARY USES

Detached Single Family Residential

SECONDARY USES

Active or Passive Recreation, Religious, Educational, Civic Institutions, Low-intensity agriculture, and Agritourism Activities

The Suburban Residential category includes those areas within the Township that have developed as residential properties or subdivisions, or areas that can be developed as such. As a future designation, the Suburban Residential category allows for the development of single-family, detached residential uses which features a higher level of urban services and amenities. In addition to areas available for residential subdivisions, this category is often applied to areas of the Township where significant natural features and topography currently exist. These areas are in the heart of the Township and reflect the rural, natural character the community values. Because of this, low-intensity agricultural and agritourism activity could occur, and are occurring, as a secondary use. Agritourism activities are agriculturally related educational, entertainment, historical, cultural, or recreational activity, including you-pick operations or farm markets, conducted on a farm that allows or invites members of the general public to observe, participate in. or enjoy that activity. While these activities are not encouraged within subdivisions, they would be suitable for larger lots that are separated from existing subdivisions. The Suburban Residential category primarily consists of single family detached residences, which are characterized by mid to large lot sizes, open spaces, and characteristics that preserve and/ or enhance the natural environment. This Suburban Residential category can be developed as traditional subdivisions or individual lots. Developments under this designation could be developed as a Planned Unit Development or could utilize straight zoning requirements.

GENERAL CHARACTERISTICS - SUBURBAN RESIDENTIAL

FORM	Building Placement	Development should generally have deep front, side and rear yard setbacks from primary thoroughfares to preserve the rural character of the area.
	Building Height	Maximum of two stories or 35 feet whichever is greater.
	Lot Size / Density	Densities should not exceed 1.7 dwelling units per acre. Minimum lot should not be less than 20,000 square feet. If developed as a Planned Unit Development, smaller lot sizes (including Lot Frontage requirements) may be permitted if the overall open space requirement is met and a significant amenity is provided. The overall development density should remain.
	Lot Size	100 feet minimum, but 110 feet is recommended for side entry garages.
SITE DESIGN	Landscape and Open Space	Within developments, existing natural features, such as rolling fields, pasture areas and tree rows enhance the area and should be preserved. Along primary thoroughfares, developments should utilize deeper yard setbacks to preserve existing natural features, visible green spaces and areas of established vegetation. Within the setbacks, in addition to preserved features, landscape berms and additional vegetation should be used to screen development and further enhance the visible character of the area.
	Amenities	Developments should include a high level of urban services including public utilities, roadways with curbs and gutters and internal sidewalks and/or multi-use pathways. Developments should include sidewalks and/ or multi-use pathways throughout, which should connect to adjacent existing and planned subdivisions. Multi-use pathways should be required as they are planned and reflected on the Liberty Township Trails Plan. Developments should include subdivision entrance features and signage. Within new developments, additional shared, useable open space areas may not be required due to the presence of existing natural features and larger lot sizes that provide private open space.
CONNECTIVITY	Access	Individual lots should be accessed by driveways from the primary thoroughfare. If developed as a subdivision, the subdivision should utilize shared access points for main points of entry and individual lots should be accessed by driveways from an internal subdivision street. Streets should have multiple connections in order to provide for a variety of routes and enhance emergency services coverage. If there are existing street connections or stubbed roadways to proposed developments, then those in the proposed developments should connect to the existing street network. If developed as a subdivision, sidewalks and/ or multi-use pathways should be required throughout and connect to other nearby pedestrian infrastructure including those systems highlighted as local or regional trail systems on the Liberty Township Trails Plan.
	Parking	Off-street on private property and located away from the primary thoroughfare or internal subdivision street.



MODERATE DENSITY RESIDENTIAL

PRIMARY USES

Detached Single Family Residential

SECONDARY USES

Attached Single Family Residential, Active or Passive Recreation, Religious, Educational, and/or Civic Institutions

The Moderate Density Residential category includes the majority of the Township's existing single family residential neighborhoods, or areas that can be developed as such. As a future designation this category is characterized largely by single family housing units, evenly spaced in relatively close proximity to one another. In most instances, Moderate Density Residential areas will be comprised of single family detached subdivisions. Housing types such as single-family attached units and two-family attached units may be appropriate in areas abutting Mixed Use or Business areas. Within these key areas, attached single family development can serve as an appropriate transition to areas of higher density without impacting the character of the traditional single family residential subdivision. With residential as the primary use, supporting development types such as education, religious, civic institutions and recreational land are desirable. These secondary uses should be located outside of neighborhood developments or subdivisions but easily accessible by vehicular and pedestrian infrastructure. Developments under this designation could be developed as a Planned Unit Development or could utilize straight zoning requirements.

GENERAL CHARACTERISTICS - MODERATE DENSITY RESIDENTIAL

FORM	Building Placement	Buildings and their main entrances should be oriented toward the street, and buildings should have consistent front, side, and rear yard setbacks. Secondary uses should be located outside of the traditional subdivision or neighborhood boundaries but should be accessible to adjacent neighborhood residents.
	Building Height	Maximum of two stories or 35 feet, whichever is greater.
	Lot Size / Density	Densities should not exceed 2.25 dwelling units per acre. Minimum lot should not be less than 15,000 square feet. If developed as a Planned Unit Development, smaller lot sizes (including Lot Frontage requirements) may be permitted if the overall open space requirement is met and a significant amenity is provided. The overall development density should remain.
	Lot Size	90 feet Minimum, but 100 feet is recommended for side entry garages.
SITE DESIGN	Landscape and Open Space	Within developments, existing natural features, such as rolling fields, pasture areas and tree rows enhance the area and should be preserved. Along primary thoroughfares, developments should utilize deeper yard setbacks to preserve existing natural features, visible green spaces and areas of established vegetation. Within the setbacks, in addition to preserved features, landscape berms and additional vegetation should be used to screen development and further enhance the visible character of the area. New landscaping should be provided at neighborhood entrances and in common open spaces. New development should have landscaping in highly visible areas and street trees along internal roadways.
	Amenities	Developments should include a high level of urban services including public utilities, roadways with curbs and gutters and internal sidewalks and/or multi-use pathways. Developments should include sidewalks and/ or multi-use pathways throughout, which should connect to adjacent existing and planned subdivisions. Multi-use pathways should be required as they are planned and reflected on the Liberty Township Trails Plan. Developments should include subdivision entrance features and signage. New developments should provide high-quality, shared, usable, and formal open space areas. Open space should not be designed as an afterthought based simply on land that is left over or deemed undevelopable.
CONNECTIVITY	Access	Individual lots should be accessed by driveways from the primary thoroughfare. If developed as a subdivision, the subdivision should utilize shared access points for main points of entry and individual lots should be accessed by driveways from an internal subdivision street. Streets should have multiple connections that allow for opportunities to walk to local destinations by a variety of routes and enhance emergency services coverage. If there are existing street connections or stubbed roadways adjacent to proposed developments, then those in the proposed developments should connect to the existing street network. If developed as a subdivision, sidewalks and/ or multi-use pathways should be required throughout and connect to other nearby pedestrian infrastructure including those systems highlighted as local or regional trail systems on the Liberty Township Trails Plan.
	Parking	Off-street on private property and located away from the primary thoroughfare or internal subdivision street.



PLANNED-MEDIUM DENSITY RESIDENTIAL

PRIMARY USES

Detached Single Family Residential, Attached Single Family Residential, and Multi-Family Residential

SECONDARY USES

Active or Passive Recreation, Religious, Educational, and/or Civic Institutions

The Planned-Medium Density Residential category includes those areas of the Township that have developed as a part of a larger master plan. As a future designation, the Planned-Medium Density Residential category is intended to be a blend of housing types, which permits a variety of density of residential housing units within the Township, including detached single family homes, two-family attached homes, and multi-family units such as townhomes and high-quality apartments. This land use is envisioned for larger scale developments, where communities are planned, designed, and built together as part of a PUD. This residential land use category serves as a transition between higher intensity commercial or mixed-use areas and other lower density residential areas. Future residential development located within this land use category should be required to provide more than one housing type, meaning a blend of single family and/or multi-family residential units. Within Planned-Medium Density Residential areas a focus should be placed on quality development with considerable regard to layout, building materials, landscaping, and amenities. This type of development should provide adequate buffers to surrounding development and utilize the appropriate transitions between housing types within the development. Developments under this designation should be developed as a Planned Unit Development.

GENERAL CHARACTERISTICS - PLANNED-MEDIUM DENSITY RESIDENTIAL

FORM	Building Placement	<p>Buildings and their main entrances should be oriented toward the street. Front-yard setbacks should be consistent along each block, but may vary between neighborhoods or between sections of neighborhoods.</p> <p>Side- and rear-yard setbacks of new buildings should be designed to maintain privacy for both new and existing residential neighboring properties.</p> <p>Additional buffering and screening should be used when residential development occurs adjacent to commercial or mixed-use areas, or when higher density residential development occurs next to lower density residential development, to ensure privacy and high-quality views.</p> <p>Secondary uses should be located outside of the traditional subdivision or neighborhood boundaries but should be accessible to adjacent neighborhood residents.</p> <p>The placement of multi-family residential units are only appropriate when they are located within close proximity to commercial corridors.</p>
	Building Height	<p>Single Family Residential: Maximum of two stories or 35 feet, whichever is greater.</p> <p>Attached Single Family Residential and Multi-Family Residential: Maximum of three stories or 45 feet, whichever is greater.</p>
	Lot Size / Density	<p>The lot and yard sizes along the periphery of the development should be consistent with those of existing adjacent lots. A blend of housing types should be located internally within new developments.</p> <p>Overall density will vary based on housing type.</p>
	Lot Size	Varies
SITE DESIGN	Landscape and Open Space	<p>Within developments, existing natural features, such as rolling fields, pasture areas and tree rows enhance the area and should be preserved.</p> <p>In areas where a rural, natural character currently exists and is deemed critical to the residential quality of life, developments should utilize deeper yard setbacks to preserve existing natural features, visible green spaces and areas of established vegetation along primary thoroughfares.</p> <p>Within the setbacks, in addition to any preserved features, landscape berms and additional vegetation should be used to screen development and further enhance the visible character of the area.</p> <p>New development should have landscaping in highly visible areas and street trees along internal roadways.</p> <p>New landscaping should be provided at neighborhood entrances and in common open spaces.</p>
	Amenities	<p>Developments should include a high level of urban services including public utilities, roadways with curbs and gutters and internal sidewalks and/or multi-use pathways.</p> <p>Developments should include sidewalks and/ or multi-use pathways throughout, which should connect to adjacent existing and planned subdivisions. Multi-use pathways should be required as they are planned and reflected on the Liberty Township Trails Plan.</p> <p>Developments should include subdivision entrance features and signage.</p> <p>New developments should provide high-quality, shared, usable, and formal open space areas. Open space should not be designed as an afterthought based simply on land that is left over or deemed undevelopable.</p>
CONNECTIVITY	Access	<p>The residential subdivision should utilize shared and coordinated access points along primary thoroughfares. Individual residential lots should be accessed by driveways from an internal subdivision street.</p> <p>Streets should have multiple connections that allow for opportunities to walk to local destinations by a variety of routes and enhance emergency services coverage.</p> <p>If there are existing street connections or stubbed roadways adjacent to proposed developments, then those in the proposed developments should connect to the existing street network. In areas where development occurs adjacent to an undeveloped property, future roadway connections to adjacent undeveloped lands should occur to encourage connectivity to and through the Township.</p> <p>If developed as a subdivision, sidewalks and/ or multi-use pathways should be required throughout and connect to other nearby pedestrian infrastructure including those systems highlighted as local or regional trail systems on the Liberty Township Trails Plan</p>
	Parking	Off- street on private property and located away from the primary thoroughfare or internal subdivision street. On-street within the right-of way, where appropriate such as in urban or mixed-use settings.



NEIGHBORHOOD BUSINESS

PRIMARY USES

Local Commercial and Retail Establishments, Professional Office Space and Personal Services

SECONDARY USES

Active or Passive Recreation, Educational, and/or Civic Institutions on a Limited Basis.

The Neighborhood Business category includes those areas of the Township that have developed as small commercial nodes along primary corridors and intersections. While providing opportunities for local shopping and employment, these developments also serve as a transition between high intensity areas and adjacent residential subdivisions. As a future designation, the Neighborhood Business category is intended to allow for additional areas or expanded areas of low intensity neighborhood oriented commercial development. Featuring a variety of commercial uses including small shops and conveniences, office space, and personal services, Neighborhood Business areas are expected to remain small-scale and anchorless, with a focus on servicing the local neighborhood residents. The primary focus for Neighborhood Business areas is to encourage the development of new and expansion of existing commercial areas but the conversion of former single family residential structures to commercial businesses can also be accommodated to capture and preserve the scale and character of key areas. Development and corridors should have coordinated development patterns at a pedestrian scale with high-quality architecture. Uses within these areas have low to moderate traffic generation, shorter operating hours, smaller buildings and sites, and less signage than general commercial or mixed-use areas. There is a greater emphasis on small businesses and development that is compatible with nearby, lower intensity residential areas. Developments under this designation could be developed as a Planned Unit Development or could utilize straight zoning requirements.

GENERAL CHARACTERISTICS - NEIGHBORHOOD BUSINESS

FORM	Building Placement	Building setbacks adjacent to streets should be minimal to create an active street environment that encourages pedestrian activity.
	Building Height	Maximum of two stories or 35 feet, whichever is greater
	Lot Size / Density	Generally developed on sites that are a minimum of one acre
	Lot Size	Varies
SITE DESIGN	Landscape and Open Space	<p>Along primary thoroughfares, developments should utilize yard setbacks to preserve existing natural features, and areas of established vegetation. Within the setbacks, in addition to preserved features, landscape berms and additional vegetation should be used to screen development parking areas and further enhance the visible character of the area.</p> <p>Developments should include ornamental plantings, landscaped parking-lot islands, and street trees as visual features.</p> <p>Where Neighborhood Business development abuts residential uses, landscape buffers, including evergreens, shade trees and hedges should be used along the property line to screen activity.</p>
	Amenities	<p>Developments should include a high level of urban services including public utilities, roadways with curbs and gutters and internal sidewalks and/or multi-use pathways.</p> <p>Developments should include sidewalks and/ or multi-use pathways throughout, which should connect to adjacent existing and planned subdivisions. Multi-use pathways should be required as they are planned and reflected on the Liberty Township Trails Plan.</p> <p>Developments should include informal, usable open space that provides outdoor seating, and inviting streetscape elements including shade, trash can receptacles, benches, and street lighting. These open spaces should be highly accessible and in prominent locations that encourage continued use.</p>
CONNECTIVITY	Access	<p>The primary vehicular access should be from a primary thoroughfare; however, common or shared access points between adjacent developments are encouraged to limit curb cuts along the street.</p> <p>As applicable, internal drives that service individual development sites should resemble streets rather than parking lot drive aisles. Parking areas and service docks should be accessed through internal and secondary streets rather than a primary thoroughfare.</p> <p>In addition to internal pedestrian infrastructure, sidewalks and/ or multi-use pathways should be required along development frontages and should connect to other nearby pedestrian infrastructure including those systems highlighted as local or regional trail systems on the Liberty Township Trails Plan.</p>
	Parking	<p>Off-street on private property.</p> <p>It is encouraged that parking and structured parking be located to the side or rear of buildings, away from roadways where practical.</p>



GENERAL BUSINESS

PRIMARY USES

Commercial and Retail Establishments, and Corporate and Professional Offices

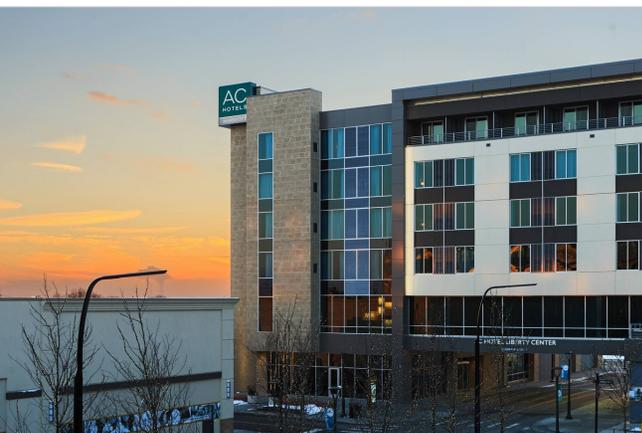
SECONDARY USES

Active or Passive Recreation if developed as a PUD, Higher Education and/or Civic Institutions on a Limited Basis

The General Business category includes those areas of the Township that have developed as larger, more active commercial centers. Characterized by larger-scale buildings, longer operating hours, and moderate to high traffic generation, these areas provide essential services for Township residents and serve as a transition between high intensity mixed use or commerce centers and smaller scaled business and residential districts. As a future designation the General Business category is envisioned as a moderate intensity commercial and office destination. Examples of intended uses include restaurants, grocery stores, department stores, and professional/administrative offices such as financial institutions, attorneys or architectural firms, hospitals and medical clinics. General Business uses should be focused around major corridors such as State Route 4, State Route 747 and Cincinnati Dayton Road in order to take advantage of high traffic counts and pedestrian mobility. The core development areas and any adjacent corridors should have coordinated development patterns at a pedestrian scale, with high-quality architecture, sidewalks, and pedestrian and bicycle amenities to activate the street and connect these gathering places to the nearby residential areas. Developments under this designation could be developed as a Planned Unit Development or could utilize straight zoning requirements.

GENERAL CHARACTERISTICS - GENERAL BUSINESS

FORM	Building Placement	Large developments should be master planned in order to achieve a cohesive design for the entire site. Building setbacks adjacent to streets should be used to create an active street environment with wide tree-lined sidewalks that encourages pedestrian activity. Where internal drives are used to organize buildings and pedestrian movement, setbacks to internal drives should be minimized wherever possible. Buildings and their main entrances should be oriented toward the street.
	Building Height	The maximum height varies depending on the development's location. In situations where the development is in close proximity to I-75, a maximum building height of 90 feet should be considered. As development extends away from I-75, building heights should transition down to soften the visual impact of development along the Township's primary thoroughfares. In situations where development is immediately adjacent to single family residential areas, building heights should be transitioned so that they do not exceed 35 feet in height.
	Lot Size / Density	Generally developed on sites that are a minimum of three to five acres
	Lot Size	Varies
SITE DESIGN	Landscape and Open Space	Along primary thoroughfares, developments should utilize yard setbacks to preserve existing natural features, and areas of established vegetation. Within the setbacks, in addition to preserved features, landscape berms and additional vegetation should be used to screen development parking areas and further enhance the visible character of the area. Developments should include ornamental plantings, landscaped parking-lot islands, and street trees as visual features. Where General Business development abuts lower intensity areas (residential uses or neighborhood business), landscape buffers, including evergreens, shade trees and hedges should be used along the property line to screen activity.
	Amenities	Developments should include a high level of urban services including public utilities, roadways with curbs and gutters and internal sidewalks and/ or multi-use pathways. Developments should include sidewalks and/ or multi-use pathways, which should connect to adjacent existing and planned developments. Multi-use pathways should be required as they are planned and reflected on the Liberty Township Trails Plan within this document. Developments should include formal, usable open spaces, such as plazas, courtyards, and outdoor seating areas, that serve as gathering areas. These open spaces should be highly accessible and in prominent locations that encourage continued use. Developments should also provide for inviting streetscape elements including shade, trash can receptacles, benches, and street lighting.
CONNECTIVITY	Access	The development's primary vehicular access should be from a primary thoroughfare; however, common or shared access points between adjacent developments are encouraged to limit curb cuts along streets. Internal drives that service individual development sites should resemble streets rather than parking lot drive aisles. Parking and service docks should be accessed through internal and secondary streets rather than primary thoroughfares. In addition to internal pedestrian infrastructure, sidewalks and/ or multi-use pathways should be required along development frontages and should connect to other nearby pedestrian infrastructure including those systems highlighted as local or regional trail systems on the Liberty Township Trails Plan.
	Parking	Off-street on private property. It is encouraged that parking and structured parking be located to the side or rear of buildings, away from roadways where practical.



REGIONAL MIXED-USE

PRIMARY USES

Regional Commercial, Professional Office Space, Medical and Healthcare Facilities, Retail Establishments, Hotels, Multi-Family Residential and Civic and Cultural Institutions

Multi-family residential should not be developed as a standalone use. Instead, it should be incorporated into a larger master plan with a significant commitment to commercial development.

SECONDARY USES

Entertainment Venues and Active or Passive Recreation

The Regional Mixed-Use category includes those areas of the Township that currently serve as a regional destination and a focal point for entertainment activity. The existing regional mixed-use areas have been critical to the Township’s ability to create a distinct identity along the I-75 corridor. As a future designation, Regional Mixed-Use development is intended to be an extension of the mix of current uses and will serve as a focal point for the township, the center of commerce, tourism, and entertainment activities. This variety of day and night activities attracts visitors from throughout the township and region. The uses will be predominately regional commercial and entertainment venues, with the option to incorporate high quality multi-family residential development throughout the site. The placement and architectural style of buildings should be highly considered in an effort to ensure long term sustainability and aesthetic qualities. Similar in function to General Business, this district can function as a destination in its own right for customers and clients from outside the Township. Civic and cultural institutions (e.g., museums, theaters) should be housed here. Development and corridors should have coordinated development patterns at a pedestrian scale, with high-quality architecture, plazas, and sidewalks and other pedestrian connections. Developments under this designation should be developed as a Planned Unit Development.

GENERAL CHARACTERISTICS - REGIONAL MIXED-USE

FORM	Building Placement	<p>Large developments should be master planned, in a campus style organization, in order to achieve a cohesive design for the entire site. Higher-intensity uses should be located closer to major thoroughfares, with less-intensive uses transitioning to established residential areas.</p> <p>Building setbacks adjacent to streets should be minimal to create an active street environment with wide tree-lined sidewalks that encourages pedestrian activity.</p> <p>Where internal drives are used to organize buildings and pedestrian movement, setbacks to internal drives should be minimized wherever possible. Buildings and their main entrances should be oriented toward the street.</p>
	Building Height	<p>The maximum height varies depending on the development's location.</p> <p>In situations where the development is in close proximity to I-75, a maximum building height of 90 feet should be considered.</p> <p>As development extends away from I-75, building heights should transition down to soften the visual impact of development along the Township's primary thoroughfares.</p> <p>In situations where development is immediately adjacent to single family residential areas, building heights should be transitioned so that they do not exceed 35 feet in height.</p>
	Lot Size / Density	<p>Generally developed on sites that are a minimum of 20 acres;</p> <p>Multi-family residential densities shall not exceed 12 dwelling units per acre.</p> <p>A minimum of 75% of the mixed-use development should be commercial uses.</p>
	Lot Size	Varies
SITE DESIGN	Landscape and Open Space	<p>Along primary thoroughfares, developments should utilize yard setbacks to preserve existing natural features, and screen development parking areas to further enhance the visible character of the area.</p> <p>Developments should include ornamental plantings, landscaped parking-lot islands, and street trees as visual features.</p> <p>Within horizontal mixed-use developments, multi-family residential areas should be adequately buffered from retail and/ or office areas to maintain residential privacy.</p> <p>Where Regional Mixed-Use development abuts lower intensity areas (residential uses or business areas outside of the Planned Unit Development), significant landscape buffers should be provided that should include a combination of landscape mounds, decorative fences/walls, evergreens, shade trees and hedges should be used along the property line to screen activity.</p> <p>Within vertical mixed-use developments, where residential is above another use, buffering for the purpose of maintaining residential privacy would not require significant landscape buffering.</p>
	Amenities	<p>Developments should include a high level of urban services including public utilities, roadways with curbs and gutters and internal sidewalks and/or multi use pathways.</p> <p>Development should include sidewalks and/ or multi-use pathways, which should connect to adjacent existing and planned developments. Multi-use pathways should be required as they are planned and reflected on the Liberty Township Trails Plan.</p> <p>Developments should include formal, usable open spaces, such as plazas, courtyards, and outdoor seating areas, that serve as gathering areas. These open spaces should be highly accessible and in prominent locations that encourage continued use.</p> <p>Developments should also provide for inviting streetscape elements including shade, trash can receptacles, benches, and street lighting, and electric charging stations.</p>
CONNECTIVITY	Access	<p>The development's primary vehicular access should be from a primary thoroughfare; however, common or shared access points between adjacent developments are encouraged to limit curb cuts along streets.</p> <p>Internal drives that service individual development sites or establishments should resemble streets rather than parking lot drive aisles. Parking and service docks should be accessed through internal and secondary streets rather than primary thoroughfares.</p> <p>In addition to internal pedestrian infrastructure, sidewalks and/ or multi-use pathways should be required along development frontages and should connect to other nearby pedestrian infrastructure including those systems highlighted as local or regional trail systems on the Liberty Township Trails Plan.</p>
	Parking	<p>Off-street parking should be provided, and parking structures are encouraged.</p> <p>Streets internal to a development may have on-street parking. The majority of off-street and structured parking should be located to the side or rear of buildings.</p> <p>Large expanses of pavement, particularly between the building and the street, should be avoided. Pedestrian walkways and landscape islands should be used to break up large expanses of pavement,</p> <p>Architectural and/or landscape features should be used so as to diminish the appearance of parking from public view.</p> <p>New developments should be encouraged to capitalize on shared parking efficiency with synergistic uses that have varying peak parking demands.</p>



LOCAL MIXED-USE

PRIMARY USES

Local Commercial and Retail Establishments, Professional Office Space and Personal Services

Detached Single Family Residential, Attached Single Family Residential, and Multi-family Residential

Multi-family residential should not be developed as a standalone use. Instead, it should be incorporated into a larger master plan with a significant commitment to commercial development.

SECONDARY USES

Active or Passive Recreation, Educational, and/or Civic Institutions on a limited basis.

The Local Mixed-Use designation is an area of transition that includes locally oriented commercial development as a primary focus along the main thoroughfares and mixture of residential densities that provide a good transition to the adjacent single family residential subdivisions. Local mixed use should be located along primary thoroughfares so that commercial uses can benefit from visibility at key vehicular intersections. Local Mixed-Use areas should be developed so that there is a clear diversification of use types and should have a strong commitment to developing a commercial node as part of the development plan. Within the development the use will be predominately local commercial and entertainment, with the option to incorporate attached single family homes such as patio homes or duplexes, and multi-family units such as townhomes and high-quality apartments at a smaller density, as part of a larger site master plan. Higher density attached singly family and multi-family residential units should only be considered if there is a clear separation from the adjacent single-family residential units. Attached single family and multi-family residential units should be used to transition development scale from commercial areas to adjacent residential areas. Buildings and structures should be designed at a residential scale and should maximize the use of natural materials, and sloping roofs to be compatible with surrounding residential development. Development and corridors should have coordinated development patterns at a pedestrian scale, with high-quality architecture, plazas, and sidewalks and other pedestrian connections. Developments under this designation should be developed as a Planned Unit Development.

GENERAL CHARACTERISTICS - LOCAL MIXED-USE

FORM	Building Placement	<p>Large developments should be master planned, in a campus style organization, in order to achieve a cohesive design for the entire site. Higher-intensity uses should be located closer to major thoroughfares, with less-intensive uses transitioning to established residential areas.</p> <p>Building setbacks adjacent to streets should be used to create an active street environment that encourages pedestrian activity.</p> <p>Building setbacks for single family residential uses should be in keeping with the adjacent residential use or provide a gradual transition to a different product type. Drastic setback changes should not be permitted. Building setbacks for multi-family residential uses should be effectively transitioned from the adjacent uses. Larger scale multi-family residential uses should not be located directly adjacent to traditional single family residential uses, unless a significant setback and buffer is provided. Smaller scale multi-family residential uses, such as townhomes, may be located throughout but should still provide an effective transition and buffer to lower intensity uses.</p> <p>Buildings and their main entrances should be oriented toward the street. Front-yard setbacks should be consistent along each block, but may vary between neighborhoods or between sections of neighborhoods.</p> <p>Where internal drives are used to organize buildings and pedestrian movement, setbacks to internal drives should be minimized wherever possible.</p>
	Building Height	<p>The maximum height varies depending on the development's use but should generally not exceed a maximum of two stories or 35 feet whichever is greater. Taller buildings may be considered if it is determined that the building location and design does not adversely impact adjacent properties.</p> <p>In situations where commercial, attached single family or multi-family development is immediately adjacent to a single-family residential classification, building heights should be transitioned so that they do not exceed 35 feet in height.</p>
	Lot Size / Density	<p>Generally developed on sites that are a minimum of 20 acres.</p> <p>Detached single family, attached single family and multi-family development densities will vary but should be consistent with surrounding uses.</p> <p>A minimum of 25% of the mixed-use development should be commercial uses.</p>
	Lot Size	Varies
SITE DESIGN	Landscape and Open Space	<p>Along primary thoroughfares, developments should utilize yard setbacks to preserve existing natural features, and screen development parking areas to further enhance the visible character of the area.</p> <p>Commercial developments should include ornamental plantings, landscaped parking-lot islands, and street trees as visual features. Development access points from main thoroughfare corridors should include ornamental plantings and decorative features.</p> <p>When adjacent to lower intensity development, such as traditional single family residential subdivisions, significant open space areas and landscape buffers should be provided to have greater separation to effectively transition to the higher intensity use. The landscape buffers may include earthen mounds, evergreens, shade trees and hedges. The appropriate transitions should be provided between the different uses within the mixed-use development too.</p> <p>Attached residential and multi-family residential areas should be adequately buffered from retail and/ or office areas to maintain residential privacy, but should be easily accessible.</p>
	Amenities	<p>Developments should include a high level of urban services including public utilities, roadways with curbs and gutters and internal sidewalks and/or multi use pathways. Development should include sidewalks and/ or multi-use pathways, which should connect to adjacent existing and planned developments. Multi-use pathways should be required as they are planned and reflected on the Liberty Township Trails Plan.</p> <p>Developments should include formal, usable open spaces, such as plazas, courtyards, and outdoor seating areas that serve as gathering areas. These open spaces should be highly accessible and in prominent locations that encourage continued use. Developments should also provide for inviting streetscape elements including shade, trash can receptacles, benches, and street lighting.</p>
CONNECTIVITY	Access	<p>The development's primary vehicular access should be from a primary thoroughfare; however, common or shared access points between adjacent developments are encouraged to limit curb cuts along streets. Internal drives that service individual development sites or establishments should resemble streets rather than parking lot drive aisles. Parking and service docks should be accessed through internal and secondary streets rather than primary thoroughfares.</p> <p>In addition to internal pedestrian infrastructure, sidewalks and/ or multi-use pathways should be required along development frontages and should connect to other nearby pedestrian infrastructure including those systems highlighted as local or regional trail systems on the Liberty Township Trails Plan.</p>
	Parking	<p>Off-street parking should be provided. Streets internal to a development may have on-street parking if the overall development has an urban design. It is encouraged that parking be located to the side of road of buildings, away from roadways where practical.</p> <p>Large expanses of pavement, particularly between the building and the street, should be avoided. Pedestrian walkways and landscape islands should be used to break up large expanses of pavement. Architectural and/or landscape features should be used so as to diminish the appearance of parking from public view.</p> <p>New developments should be encouraged to capitalize on shared parking efficiency with synergistic uses that have varying peak parking demands.</p>



COMMERCE CENTER

PRIMARY USES

Company Headquarters, Office Space, Research and Development, Medical and Healthcare Facilities, Small-Scale Production and Flex Space.

SECONDARY USES

Business Parks

As a future designation, the Commerce Center category allows for a variety of light industrial, and office uses that are moderate in scale and impact, with lower noise, odors and traffic generation than most heavy industrial uses. As a primary center of employment within the Township, Commerce Center areas should be located along primary thoroughfares to maximize accessibility and visibility. This category includes various types of light manufacturing and related warehousing and distribution activities and focuses on clean and high-tech industries, along with flex space and large-scale business parks. This use is characterized by clean production methods, limited hours, and an emphasis on smaller-scale consumer goods. Developments under this designation could be developed as a Planned Unit Development or could utilize straight zoning requirements.

GENERAL CHARACTERISTICS - COMMERCE CENTER

FORM	Building Placement	Buildings should be forward facing with main entrances towards the street, with moderate setbacks along the front and sides. The truck docks should not be highly visible from the main thoroughfares. When adjacent to a residential property, which is planned to be preserved as a residential use the building setbacks should be increased and significant buffers provided to transition from the less intensive use.
	Building Height	The maximum height varies depending on the development's location. In situations where the development is in close proximity to I-75, a maximum building height of 90 feet should be considered. As development extends away from I-75, building heights should transition down to soften the visual impact of development along the Township's primary thoroughfares. In situations where development is immediately adjacent to single family residential areas, building heights should be transitioned so that they do not exceed 35 feet in height. In other areas, a maximum height of 4 stories of 55 feet, whichever is greater is recommended.
	Lot Size / Density	Varies
	Lot Size	Varies
SITE DESIGN	Landscape and Open Space	Along primary thoroughfares, developments should utilize yard setbacks to preserve existing natural features, and screen development parking areas to further enhance the visible character of the area. Developments should include ornamental plantings, landscaped parking-lot islands, and street trees as visual features. Landscaped yards should be placed between buildings and streets, with screenings around parking and service areas. Where Commerce Center development abuts residential neighborhoods or general business areas, landscape buffers, including evergreens, shade trees and hedges should be used along the property line to screen activity.
	Amenities	Developments should include a high level of urban services including public utilities, roadways with curbs and gutters and internal sidewalks and/or multi use pathways. Developments should include sidewalks and/ or multi-use pathways, which should connect to adjacent existing and planned developments. Multi-use pathways should be required as they are planned and reflected on the Liberty Township Trails Plan. Landscaped areas may be included to provide active and passive recreation opportunities to employees and fit the natural/ rural character of the community.
CONNECTIVITY	Access	The development's primary vehicular access should be from a primary thoroughfare; however, common or shared access points between adjacent developments are encouraged to limit curb cuts along streets. Development entrances should allow efficient access to I-75 in an effort to prevent disruption to local arterial and collector streets. In addition to internal pedestrian infrastructure, sidewalks and/ or multi-use pathways should be required along development frontages and should connect to other nearby pedestrian infrastructure including those systems highlighted as local or regional trail systems on the Liberty Township Trails Plan.
	Parking	Off-street parking should be provided. Large expanses of pavement, particularly between the building and the street, should be avoided. Pedestrian walkways and landscape islands should be used to break up large expanses of pavement, Architectural and/or landscape features should be used so as to diminish the appearance of parking from public view.



INSTITUTIONAL

PRIMARY USES

Government/Civic, Educational, Religious Facilities, Health Care Facilities, Senior Living and Care Facilities and Cultural Facilities

SECONDARY USES

Publicly-Owned Utilities

The Institutional category includes all existing public or semi-public developments such as government, educational, cultural, religious, utilities, cemeteries, historic properties and healthcare facilities. These often take on a variety of characteristics which are specific to the end user. Since the Institutional category only identifies those developments that exist currently, all future institutional areas are included as secondary uses within previously defined land use categories. In the event an existing Institutional use ceases operation or if the property owner wishes to redevelopment the property, the adjacent future land use designation shown on the Future Land Use Map should be utilized to determine the appropriate use of the property.

GENERAL CHARACTERISTICS - INSTITUTIONAL

FORM	Building Placement	Buildings should be forward facing with main entrances towards the street, with moderate-to-large setbacks along the front and sides.
	Building Height	<p>The maximum height varies depending on the development's location.</p> <p>Maximum of two stories or 35 feet, whichever is greater.</p> <p>Building must take surrounding context into consideration to best fit with surrounding characteristics.</p> <p>In situations where the development is in close proximity to I-75, a maximum building height of 90 feet should be considered.</p> <p>As development extends away from I-75, building heights should transition down to soften the visual impact of development along the Township's primary thoroughfares.</p> <p>In situations where development is immediately adjacent to single family residential areas, building heights should be transitioned so that they do not exceed 35 feet in height.</p>
	Lot Size / Density	Varies
	Lot Size	Varies
SITE DESIGN	Landscape and Open Space	<p>Along primary thoroughfares, developments should utilize yard setbacks to preserve existing natural features, and screen development parking areas to further enhance the visible character of the area.</p> <p>Developments should include ornamental plantings, landscaped parking-lot islands, and street trees as visual features.</p> <p>Development access points from main thoroughfare corridors should include ornamental plantings and decorative features.</p> <p>Landscaped yards should be placed between buildings, buildings and streets, with screenings around parking and service areas.</p> <p>When adjacent to lower intensity development, such as single family residential subdivisions, significant open space areas and landscape buffers should be provided to have greater separation to effectively transition to the higher intensity use. The landscape buffers should include earthen mounds, evergreens, shade trees and hedges to screen activity.</p>
	Amenities	<p>Developments should include a high level of urban services including public utilities, roadways with curbs and gutters and internal sidewalks and/or multi use pathways.</p> <p>Development should include sidewalks and/ or multi-use pathways, which should connect to adjacent existing and planned developments. Multi-use pathways should be required as they are planned and reflected on the Liberty Township Trails Plan.</p> <p>Landscaped areas may be included to provide active and passive recreation opportunities to employees and fit the natural/ rural character of the community. In the case of educational or care facilities, outdoor recreation spaces or visual landscaping (such as sensory gardens) may be utilized in place of open space requirements.</p>
CONNECTIVITY	Access	<p>The development's primary vehicular access should be from a primary thoroughfare; however, common or shared access points between adjacent developments are encouraged to limit curb cuts along streets.</p> <p>In addition to internal pedestrian infrastructure, sidewalks and/ or multi-use pathways should be required along development frontages and should connect to other nearby pedestrian infrastructure including those systems highlighted as local or regional trail systems on the Liberty Township Trails Plan.</p>
	Parking	<p>Off-street parking should be provided.</p> <p>Large expanses of pavement, particularly between the building and the street, should be avoided. Pedestrian walkways and landscape islands should be used to break up large expanses of pavement,</p> <p>Architectural and/or landscape features should be used so as to diminish the appearance of parking from public view.</p>



PARKS AND RECREATION

PRIMARY USES

Park and Recreation, Open Space,
Conservation, and Golf Courses

SECONDARY USES

N/A

The Parks and Recreation category includes existing public, semi-public and private facilities intended to facilitate both active and passive recreation, such as running, sports, exercise equipment, hiking, golfing, and children’s playgrounds. Facilities under this category can be both publicly and privately owned. Existing, shared open spaces that were developed as a component of a residential subdivision are not included within this category since they are not intended to be used by the general public. Since the Parks and Recreation category only identifies those developments that exist currently, all future parks and recreation areas are included as secondary uses within previously defined land use categories.

GENERAL CHARACTERISTICS - PARKS AND RECREATION

FORM	Building Placement	Varies based on location. Generally speaking, building placement should be sensitive of surroundings.
	Building Height	Built structures should be limited to 1-story, or 15 feet, whichever is greater whenever possible to emphasize the natural environment and open space.
	Lot Size / Density	Varies
	Lot Size	Varies
SITE DESIGN	Landscape and Open Space	Existing natural features should be preserved and integrated into the design of the overall property. Additional landscape and open space areas should be placed to further enhance the natural environment and the active/ passive use of the area.
	Amenities	Parks and recreation areas should focus on providing significant areas of open space, with opportunities for both active and passive recreation facilities. Constructed amenities should focus on connectivity and should feature bike lanes, multi-use pathways, and sidewalks. Incorporation with surrounding sites, as well as any local and regional trails system, should be prioritized whenever possible. If applicable, shelters should be incorporated into the parks and recreation area.
CONNECTIVITY	Access	The primary vehicular access point should be from a primary thoroughfare, with minor internal streets facilitating movement throughout the area. In addition to internal pedestrian infrastructure, sidewalks and/ or multi-use pathways should be required along property frontages and should connect to other nearby pedestrian infrastructure including those systems highlighted as local or regional trail systems.
	Parking	Location of off-street parking will vary based on the activity and use of the parks and recreation area.



OPEN SPACE

PRIMARY USES

Active or Passive Recreation, Open Space, and Conservation

SECONDARY USES

N/A

The Open Space category includes all areas designated as open space in an approved planned unit development (PUD). These areas often include areas of open space, natural features, preservation areas and recreational areas which are shared by the residents of the developed subdivision. Open Space areas are not public recreation spaces and are not controlled or maintained by Liberty Township. These areas are critical to the residential quality of life since they serve to supplement the publicly available recreation and open space found throughout the community. Additional Open Space areas should be determined as a part of the residential or mixed-use master planning process.

GENERAL CHARACTERISTICS - OPEN SPACE

FORM	Building Placement	Varies based on location. Generally speaking, building placement should be sensitive of surroundings.
	Building Height	Built structures should be limited to 1-story, or 15 feet, whichever is greater whenever possible to emphasize the natural environment and open space.
	Lot Size / Density	Varies
	Lot Size	Varies
SITE DESIGN	Landscape and Open Space	Existing natural features should be preserved and integrated into the design of the overall property. Additional landscape and open space areas should be placed to further enhance the natural environment and the active/ passive use of the area.
	Amenities	Open space areas should focus on providing significant opportunities for both active and passive recreation facilities. Constructed amenities should focus on connectivity and should feature bike lanes, multi-use pathways, and sidewalks. Incorporation with surrounding sites, as well as any local and regional trails system, should be prioritized whenever possible.
CONNECTIVITY	Access	Varies
	Parking	Varies



OPEN SPACE CONSERVATION

PRIMARY USES

Land and Natural Feature Conservation, Active and Passive Recreation Facilities, and Local and Regional Shared Use Trail Facilities

SECONDARY USES

N/A

The Open Space Conservation category is primarily made up of land classified within the floodplain, these areas are currently undeveloped and will largely remain undeveloped in the future in order to preserve the natural environment they contain. Recreational facilities, such as pedestrian trails, can be used for increased exposure as a natural resource.

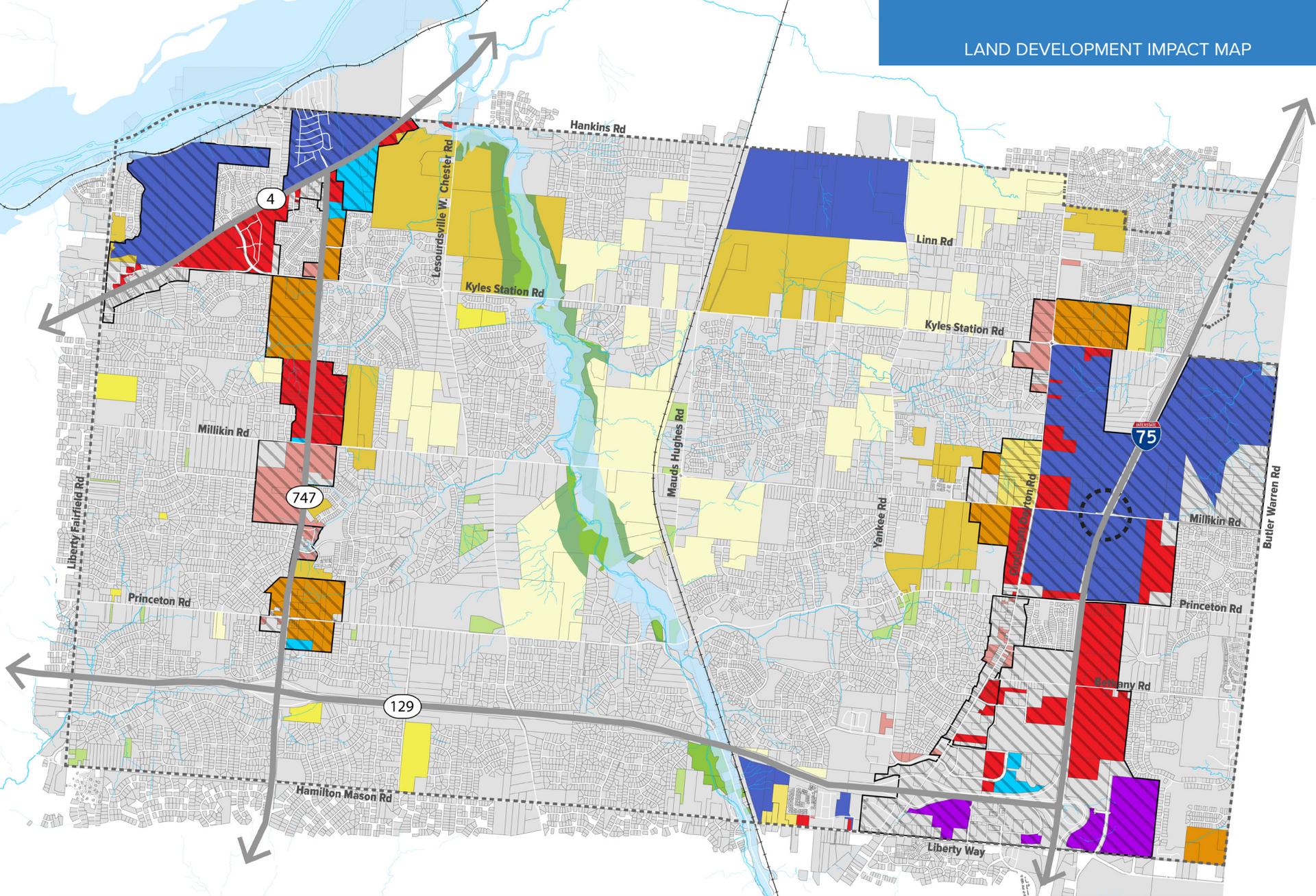
GENERAL CHARACTERISTICS - OPEN SPACE CONSERVATION

FORM	Building Placement	Due to floodway/ floodplain requirements, the development of structures is limited to non-intrusive enhancements such as limited access drives, parking areas, and shelters. The design and placement of built structures will need to ensure that the environmental integrity of the site is not compromised.
	Building Height	Varies
	Lot Size / Density	Varies
	Lot Size	N/A
SITE DESIGN	Landscape and Open Space	Preservation of existing features such as floodways, waterways, native vegetation, and topography is paramount. Native fauna should be taken into consideration and should be both preserved and enhanced.
	Amenities	Open Space Conservation areas should include a minimal amount of built structures or amenities. As needed, amenities such as rentals, restrooms, and bicycle and pedestrian furniture should be placed so that they further enhance the end user experience.
CONNECTIVITY	Access	The primary vehicular access point should be from a primary thoroughfare or from an adjacent residential corridor. Within Open Space Conservation areas there should be a limited number of internal roads to preserve the natural environment.
	Parking	Parking facilities may be provided if facilities provide minimal impacts to existing site features and habitats.

FUTURE LAND DEVELOPMENT IMPACTS

While the Future Land Use Map classifies land uses for the entire Township, as development progresses in the future the impacts will largely be seen in the land that is either vacant or underutilized. As discussed previously, approximately 30 percent of the Township's area is currently vacant with additional properties and parcels of land available for redevelopment which would consist of higher and better development patterns. As one of the fastest growing communities in southwest Ohio, Liberty Township has experienced an 18 percent increase in population from 2010 and is expected to see an additional increase of nearly 8 percent by 2024. The population changes are reflected in the fact that as of today, nearly 50 percent of the developed land in Liberty Township is classified as single-family residential development. While the projected increase in residential population could easily mean that more land should be made available for additional single family residential development, the 2020 comprehensive planning process has identified the majority of the available parcels as areas for future retail, business and employment centers.

While it's every community's goal to keep growing and improving, it can become a balancing act for maintaining a high quality of life for local residents. Providing for diverse land uses ensures that residents have local opportunities to meet their daily needs including places to live, work, shop and play. A key component to planning for future growth, development and land use diversity requires addressing the unique opportunities and needs of vacant, older or transitioning parts of the Township. These areas present an opportunity to conserve land resources, capitalize on potential opportunities, leverage existing infrastructure, and repurpose existing structures. While a portion of the available parcels are located within the center of the Township, the majority of the available parcels are along prominent transportation corridors including State Route 747, State Route 4, Cincinnati Dayton Road and the I-75 corridor and offer unique and unmatched development opportunities. Additionally, nearly 600 acres of vacant land are adjacent to the proposed Millikin Way interchange. This proposed interchange at Millikin Road and I-75 will be a catalyst for high quality commercial, office and industrial uses which are seen along the I-75 corridor to the north and south of Liberty Township. These corridors provide not only increased visibility, but efficient access to future customers, clients and employees. Due to these opportunities, of the approximately 5,800 acres of available land, 14 percent has been identified for General or Neighborhood Business, 9 percent for Regional or Local Mixed Use, 26 percent for Commerce Center development, 1 percent for Institutional, and 50 percent for residential uses. These future land uses encourage the establishment of shops, restaurants, health and wellness facilities, corporate offices and light industrial facilities in appropriate places while also allowing residential development to continue expanding township wide.



FUTURE LAND USE DEVELOPMENT IMPACTS LEGEND

- | | | | | | | | | | |
|-------|-------------------|---|------------------------------------|---|-----------------------|---|--|---|--------------------|
| ----- | Township Boundary | ■ | Conservation Neighborhood | ■ | Neighborhood Business | ■ | Institutional | ▨ | Focus Areas** |
| == | Roadway | ■ | Estate Residential | ■ | General Business | ■ | Open Space | ⊙ | Future Interchange |
| + | Railroad | ■ | Suburban Residential | ■ | Local Mixed Use | ■ | Parks and Recreation | | |
| — | Waterway | ■ | Moderate Density Residential | ■ | Regional Mixed Use | ■ | Open Space Conservation / 500 Year Flood Plain | | |
| | | ■ | Planned-Medium Density Residential | ■ | Commerce Center | | | | |

**This area may include a zoning overlay district. Please refer to the Focus Area section in Chapter 3 of the comprehensive plan for more detail.

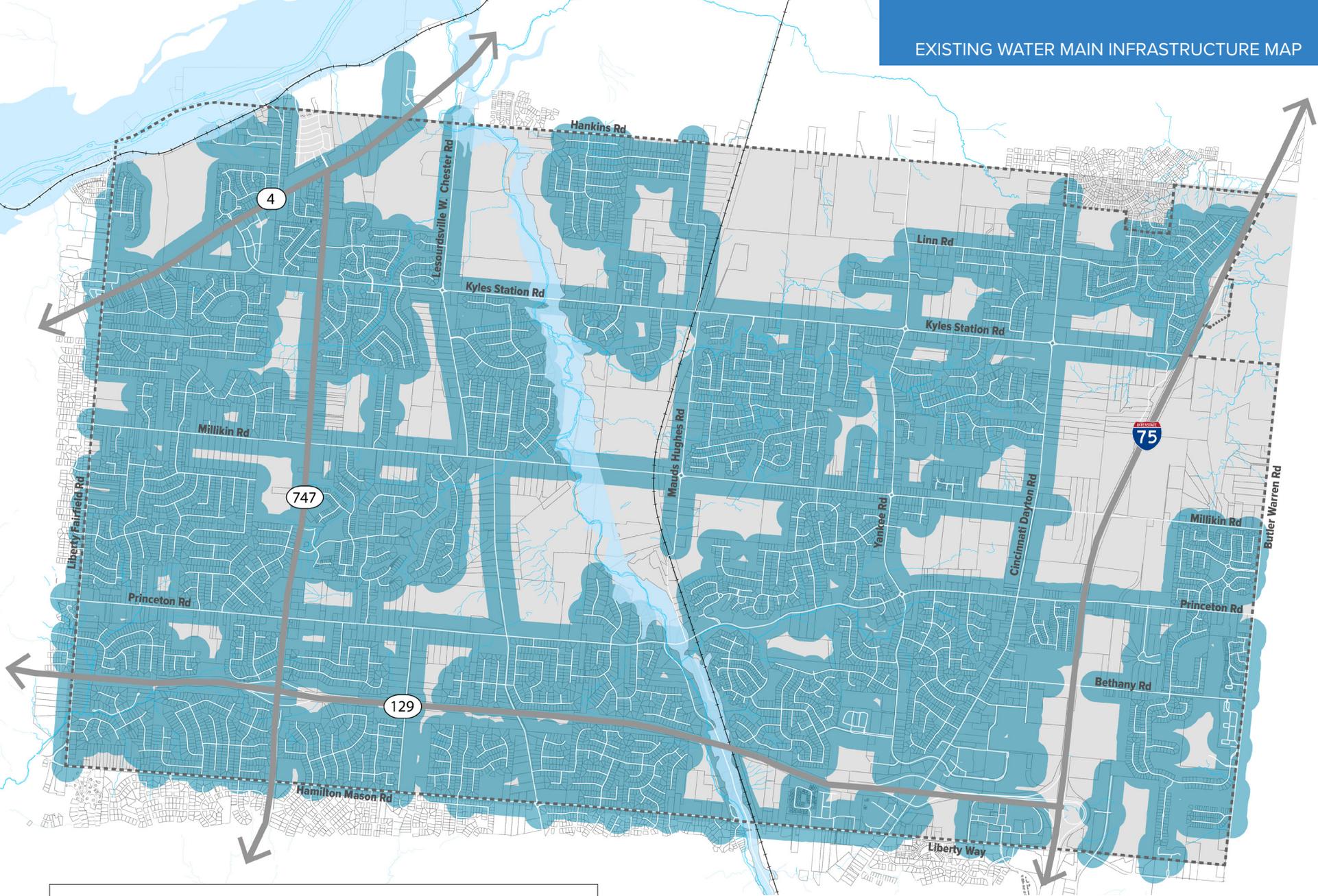
While the Future Land Use Plan proposes a more diverse development pattern, even upon full development build out, Liberty Township will remain a high quality place to live with nearly 71 percent of land being reserved for residential development in the future.

Community Facilities and Utility Infrastructure

Utilities including domestic water, sanitary sewer, stormwater, electric, gas, and telecommunications contribute to the safe and efficient operation of every community. These public facilities and utilities are both services and amenities that are essential to maintaining the overall health of the community. Like roadway access, the availability of utilities is a key attribute affecting viable land use and economic development in Liberty Township.

Liberty Township water and sewer services are both owned and maintained by the Butler County Water and Sewer Department (BCSW) a department that serves on behalf of the Butler County Board of Commissioners. These basic, but critical services are requirements for any modern household or business to function, and can have direct implications on growth densities and commercial development. This is especially true for certain manufacturing and commercial enterprises, as well as the health and sanitation of the health and dining industries.

While the majority of the Township has both water and sanitary sewer access, or is within close proximity to an access point, several of the focal points for future development are outside of current service areas. The proposed residential properties along the Gregory Creek corridor, the current Pleasant Hill Golf Course and the properties adjacent to the proposed Millikin Way interchange are examples of properties that could be impacted by the lack of utility service in the near term. Currently developers are expected to bear the installation cost of any local sewer system for their developments, as well as any possible upstream extensions to make connections available to neighboring parcels. While there are reimbursement policies in place if the required system installation must be oversized to serve the connecting system, or if the developer must extend the system off-site to connect to the public system, the initial investment to build the necessary infrastructure systems can be overwhelming and cost prohibitive.



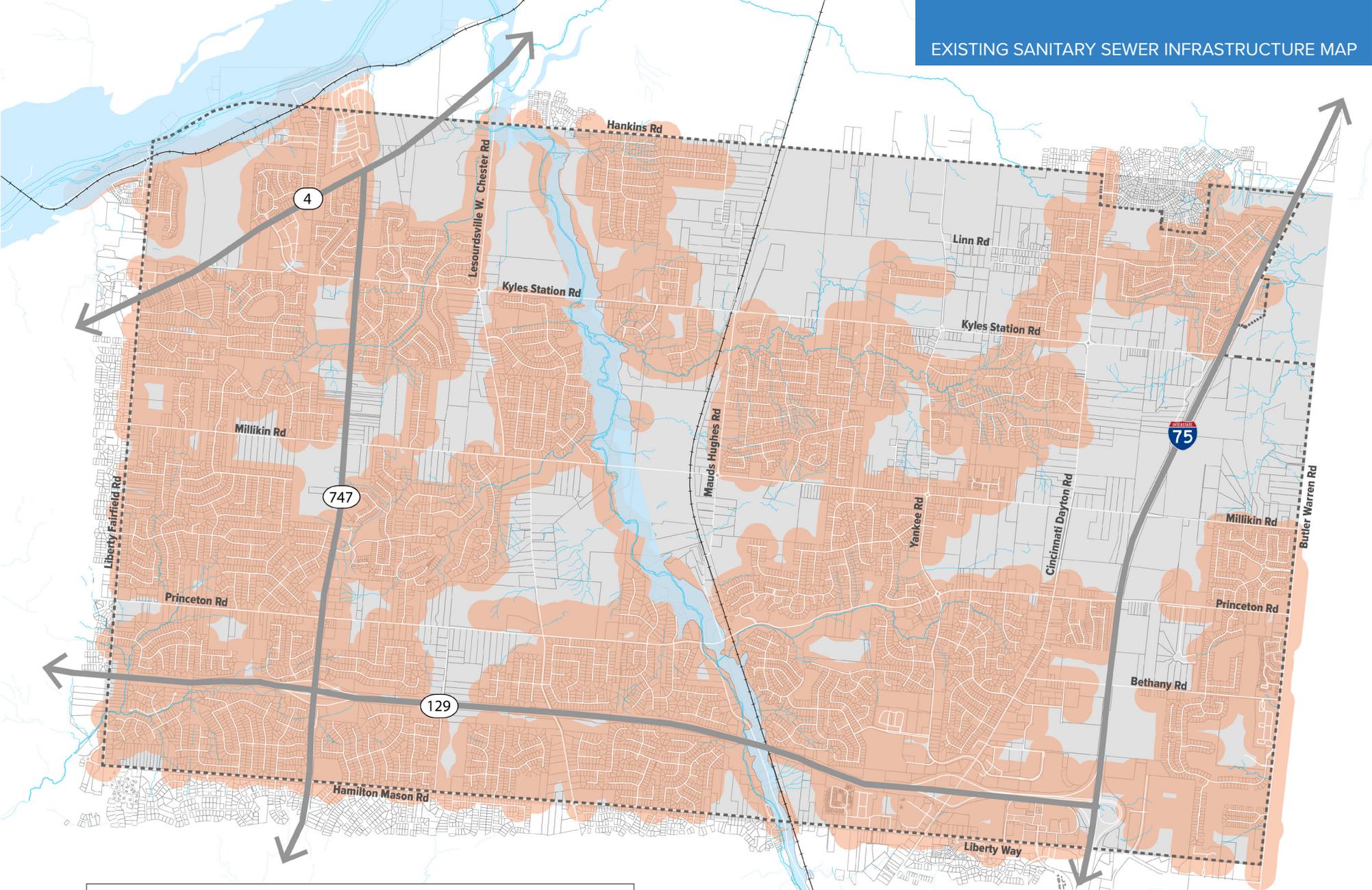
EXISTING UTILITY INFRASTRUCTURE - WATER MAIN INFRASTRUCTURE LEGEND

- Township Boundary
- ==== Roadway
- + + + Railroad
- Waterway
- Light Blue Floodplain
- Grey Parcels
- Thick Blue Water Main Infrastructure*

*Contact the Butler County Water & Sewer Department for specific questions.



Accommodating growth in Liberty Township will need to include strategic planning in some of these areas with limited infrastructure facilities. In order to attract a wide range of interest from the development world, Liberty Township will need to continue to explore ways to help plan for utility expansion and identify opportunities to offset the costs associated with utility infrastructure in these key development areas.



EXISTING UTILITY INFRASTRUCTURE - SANITARY SEWER INFRASTRUCTURE LEGEND

- Township Boundary
- ==== Roadway
- + + + Railroad
- Waterway
- Light Blue Floodplain
- Grey Parcels
- Orange Sanitary Sewer Infrastructure*

*Contact the Butler County Water & Sewer Department for specific questions.

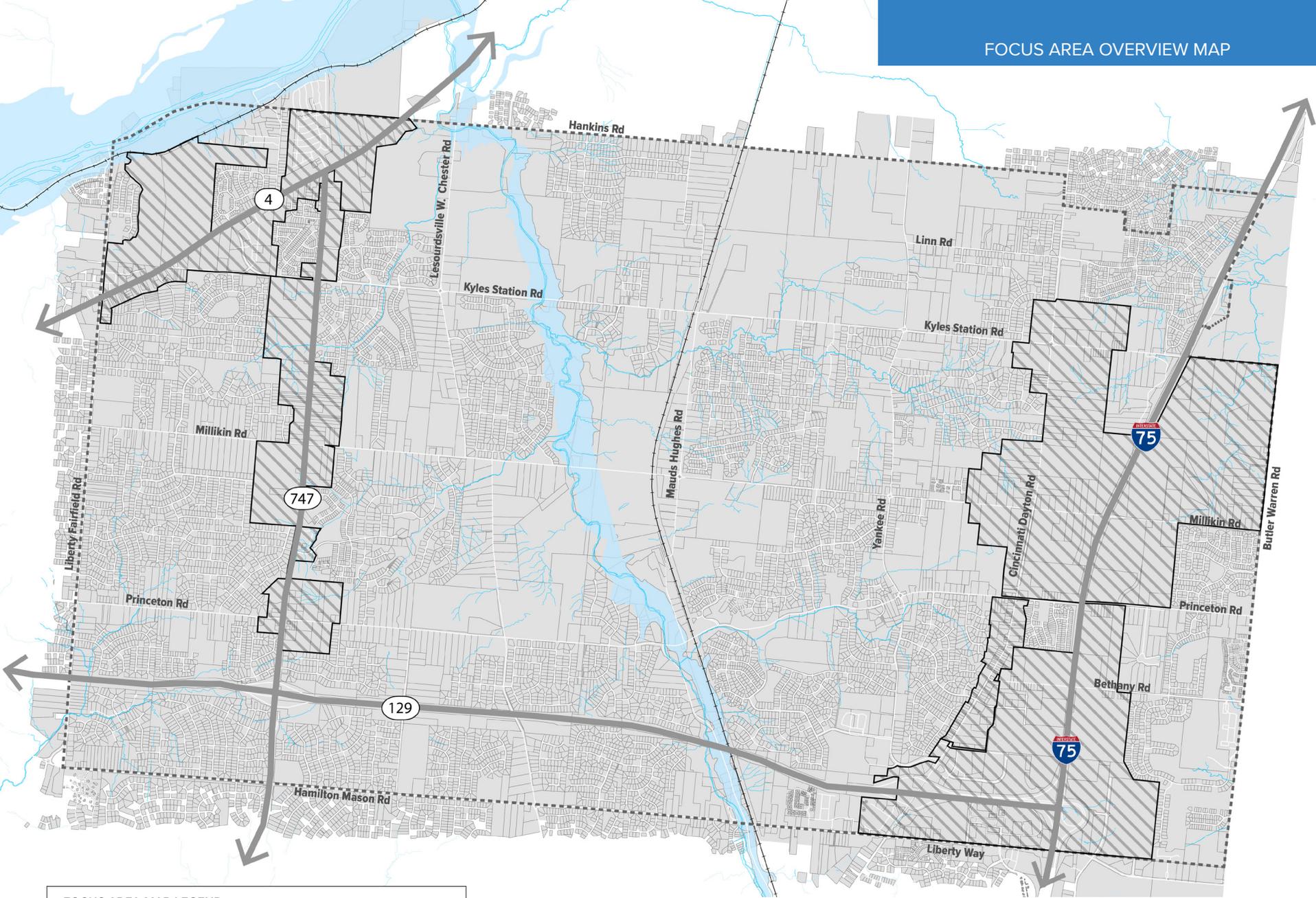
FOCUS AREAS

While the *2020 Liberty Township Comprehensive Plan* is intended to be a long-range policy tool that establishes a big picture view of community goals around land use, development and infrastructure improvements, it is important to consider that the community is made up of smaller areas, each with its own set of attributes, issues and opportunities. It is these smaller areas that come together and contribute to the community as a whole. Focus area plans, or subarea plans are often used to ensure that these smaller, unique areas of a community are reviewed in detail to best identify how they can be leveraged to meet the overarching goals of the community. Focus area plans are often more detailed than a general Future Land Use Plan and are prepared for a smaller geographic area within a community. The areas can encompass specific neighborhoods, corridors, or redevelopment areas that show cohesive characteristics. Also referred to as sector, small area, character area, or specific area plans, subarea plans include a greater level of detail than a comprehensive plan, but deal with many of the same topics. Establishing these areas within a comprehensive planning process is critical because often times, focus areas also utilize specific zoning tools such as overlay districts to further control and restrict densities, uses, building materials, buffers and overall site development characteristics.

In order to encourage high quality development that responds to the unique opportunities and needs of older, transitioning or emerging areas within the Township, specific focus areas have been defined to serve as a supplement to the Future Land Use Plan. These areas present an opportunity to entice new development, conserve land resources, leverage existing infrastructure, and repurpose existing structures. The focus areas are also areas where the Township should focus and prioritize their development and/ or redevelopment efforts.

While the Future Land Use Map provides general summaries of intended future land uses and development character, the focus area descriptions are intended to further describe the unique characteristics of each area and provide additional information on development intent, character, scale and transitions. The focus areas, along with the Future Land Use Map should be used when evaluating development proposals and should also inform the creation or refinement of Township Overlay District requirements.

As identified in the *2020 Liberty Township Comprehensive Plan: Existing Conditions Report*, there are five key focus areas that have historically been and are continued to be prioritized for future development and redevelopment including the Central Business District, Downtown Bethany, Millikin Center, State Route 4, and State Route 747. The following sections are intended to provide a brief summary of the area, discuss established development patterns, outline the envisioned future character and use, and highlight other planning efforts and requirements that might apply to the area. The information included here for each focus area should be used to guide Township capital investment and should also be used to complement the broader regulatory goals and policies and future land use designations outlined previously.



FOCUS AREA MAP LEGEND

	Major Roadway		Waterway
	Township Boundary		Floodplain
	Parcel		Focus Area
	Railroad		

CENTRAL BUSINESS DISTRICT

PREFERRED DEVELOPMENT PROCESS

Planned Unit Development (PUD)

SUPPORTING PLANNING INITIATIVES AND STUDIES

Walkability Study

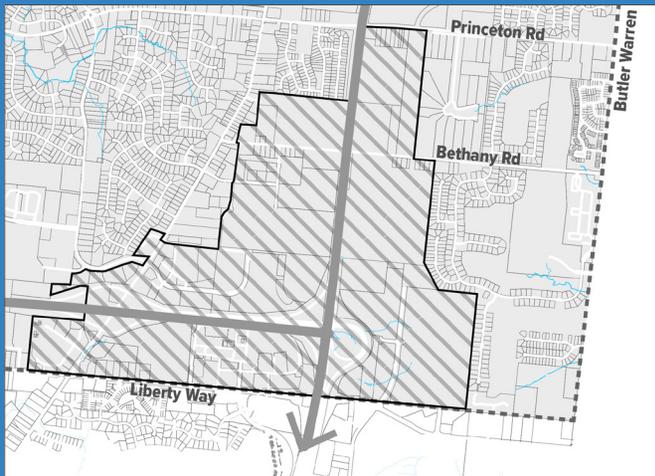
SUPPORTING REGULATORY TOOLS

Cox Road Corridor Overlay District

Cincinnati Dayton Business District Overlay

Highway Commercial/ Entertainment District Overlay

LOCATION MAP



The Central Business District has seen the bulk of Liberty Township’s recent office and commercial development, being home to Liberty Center, Cincinnati Children’s Hospital, and The Christ Hospital. It can be assumed that this area has received the majority of attention by developers in recent years, as commercial development follows commuters along I-75 from Cincinnati and Dayton. Development efforts in the Central Business District started to take shape shortly after Cincinnati Children’s Hospital opened in 2008. Following that the Liberty Way interchange at I-75 opened in 2009, revealing hundreds of acres of land primed for development. In 2015 the first phase of Liberty Center was constructed providing retail, restaurants, entertainment and housing opportunities within a single mixed-use development. Additionally, there are several other great establishments that contribute to the success of this area including AC Marriott, Home2Suites, The Web Extreme Entertainment, The Christ Hospital, Kroger Marketplace, Lakota East Freshman Campus, and Lakota East High School.

Future Vision for the Area

Because the Central Business District is a fairly large area, the existing and future character of the district might be different depending on where you are. In the future, the Central Business District will continue to build upon the established centers of activity such as Liberty Center, The Christ Hospital, Cincinnati Children’s Hospital and the adjacent Voice of America MetroPark. By leveraging the existing activity and the future improvements to the Liberty Way and I-75 interchange, the area’s attraction, interest and recognition as a gateway to Liberty Township can continue to grow and evolve. In the future, the Central Business District will serve as a place to live, work and play for Township residents and regional visitors to the area. The area will predominately feature high profile businesses, corporate and professional offices, health and medical institutions that offers diverse retail opportunities, entertainment and cultural facilities, and limited high-quality multi-family housing options.

While a considerable amount of development exists within the Central Business District, there are key opportunities to expand the area’s notoriety as a regional destination while also providing valuable business and retail expansion opportunities. Of critical importance is the eastward expansion of commerce, tourism and entertainment destinations which promote a variety of day and night activities which attract visitors from throughout the township and region. The area immediately east of the Liberty Way and I-75 interchange is primed for development and can capitalize on the upcoming interchange improvements and with further expansion of regional mixed-use activities to the west, the existing gateway to Liberty Township will continue to transform into a regional center of interest and activity.

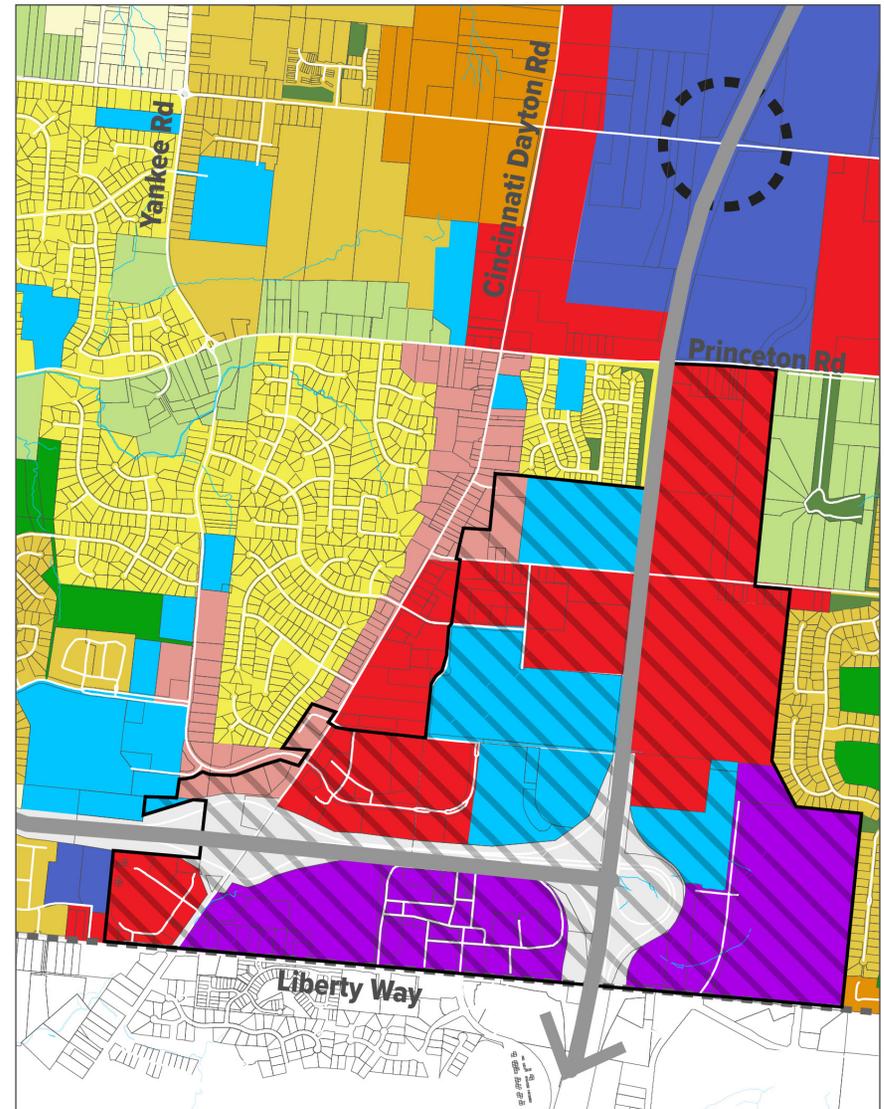


Future Character and Use

The Central Business District is the only area identified as an appropriate location for Regional Mixed Use in Liberty Township. Regional Mixed-Use development is envisioned as an area that is used to brand the community, it is the focal point of the Township and center of commerce, tourism, and entertainment activities. Similar to how Liberty Center was developed, future development in this area should be master planned as one cohesive design.

General Business is identified in the established area surrounding Kroger and along the south side of Bethany Road. While the General Business category allows for larger footprint commercial centers, the designation also allows for an appropriate transition of intensity and scale along the Township's primary thoroughfares. The integration of existing institutional uses such as The Christ Hospital and Cincinnati Children's Hospital allows for the future development of medically oriented businesses or office uses on adjacent properties.

Additionally, the Future Land Use Map takes into account the future of the existing Green Crest Golf Course. An alternative future land use designation does not mean that the Green Crest Golf Course is, or has to, leave any time soon. Classifying a future use is intended to show that Liberty Township has thoughtfully planned for a large tract of semi-undeveloped land. It is expected that as development continues within the Central Business District, and along the I-75 corridor, the Green Crest Golf Course land could be transitioned to serve a General Business development need, allowing development to expand eastward across the I-75 corridor and northward toward the planned Millikin Interchange.



Key Concepts and Recommendations

1. Development near the I-75 interchange should capitalize on the visual exposure provided by the interstate corridor and should serve as an attractive entry to Liberty Township, pulling visitors from the interstate and into the Township via Liberty Way and Cincinnati Dayton Road.
2. Areas consisting of different land uses or development types should exhibit a high quality, unified character by focusing on integrated transportation and connectivity functions and appearance, including a unified streetscape aesthetic, and complementary architectural characteristics, and building materials.
3. Development in Regional Mixed-Use areas adjacent to the Liberty Way and I-75 interchange should be a priority. Investment efforts and initiatives should focus on retaining and maintaining existing businesses, promoting infill development, including new shops, restaurants and destination activities and the development of the property at the northeast corner of Liberty Way and Cox Road, in order to maximize the potential of the Central Business District while enhancing the climate for existing businesses.
4. Encourage development along the I-75 corridor to maximize sight lines and visual presence along the corridor by utilizing building heights up to 90 feet. As development extends away from I-75, building heights should transition down to soften the visual impact of development along the Township's primary thoroughfares.
5. Encourage outlot development along Liberty Way and Cincinnati Dayton Road to provide a more pedestrian scale on thoroughfares and in underutilized parking lot areas of existing retail centers.
6. Encourage the development of Cox Road north to Millikin Road to provide access to General Business redevelopment sites and to provide an alternative north-south roadway to relieve traffic from I-75.
7. Minimize curb cuts along Liberty Way, Cincinnati Dayton Road, Bethany Road, and Cox Road by promoting shared driveways between businesses to the extent possible.
8. As properties develop and/or redevelop, incrementally acquire additional right of way, as needed, to accommodate additional traffic lanes, turn lanes, pedestrian amenities and corridor beautification.
9. Provide internal vehicular cross access wherever possible between professional offices, institutional facilities and commercial properties so that existing independent and isolated uses are connected to newly developed properties. Depending on the existing development pattern of the subject properties, cross access could occur either in the front or at the rear of the buildings, but should be focused on directly connecting adjacent parking areas which would permit visitors/customers to travel between businesses on a parallel network and eliminate unnecessary trips onto Liberty Way, Cincinnati Dayton Road or Bethany Road.
10. Establish a fully connected pedestrian network along Liberty Way, Cincinnati Dayton Road and Bethany Road and through development parking lots to provide a means for residents to walk along the primary thoroughfares and to connect them to businesses.
11. Encourage future transit opportunities through building and site amenity design by providing efficient vehicular access, optimal pedestrian connectivity and flexible transit amenity locations including space for future bus stops, shelters and pedestrian furniture.
12. Further improve pedestrian mobility by connecting nearby residential areas, to shopping and services by providing pedestrian and bicycle access along the primary thoroughfares in coordination with the Liberty Township Trails Plan and the Miami 2 Miami Plan.

13. Parking lot screening and interior landscape should be provided around and within all surface parking lots to improve their appearance, reduce large expanses of pavement and to minimize the heat island affect associated with large areas of concrete and asphalt.
14. Buffer nearby residential areas from the impacts of commercial and mixed-use development, such as noise, light and traffic, through the use of proper building/ facility location and design, high quality materials, berming, landscaping, fencing and screening.
15. Require the screening of delivery and service areas, dumpsters and other unsightly uses.
16. Beautify the Liberty Way, Cincinnati Dayton Road, Bethany Road and future Cox Road corridors by requiring and installing parkway trees, and other landscaping within publicly owned right of way as shown in the Future Transportation Plan Corridor Typologies.
17. Install gateway features such as bridge and standalone signage, monuments and decorative landscaping at key intersections including I-75 and Liberty Way to “announce” entry into Liberty Township.



Liberty Center Park

DOWNTOWN BETHANY

PREFERRED DEVELOPMENT PROCESS

Planned Unit Development (PUD)

Straight property zoning as outlined in the Liberty Township Zoning Resolution

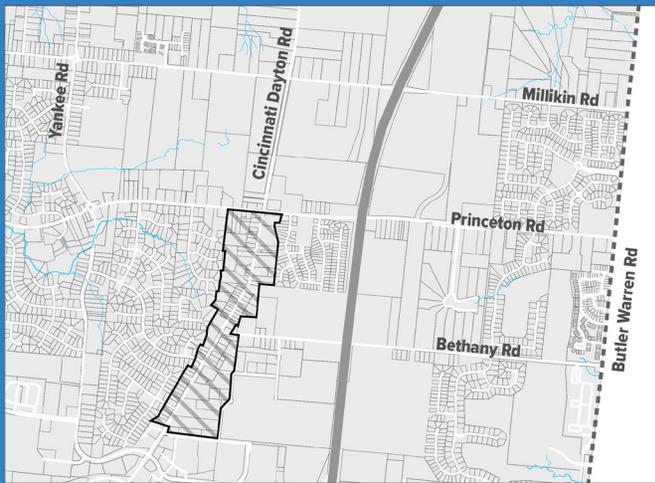
SUPPORTING PLANNING INITIATIVES AND STUDIES

Downtown Bethany Vision Plan

SUPPORTING REGULATORY TOOLS

Bethany Downtown Business District Overlay

LOCATION MAP



Bethany has been historically considered the “downtown” of Liberty Township, but in recent history development has been more attracted to the commercial properties closer to the highway. However, as the properties closer to the highway become occupied, development continues to move north and there has been greater interest in the properties in Downtown Bethany.

The recent influx of development, as well as its close proximity to the successful Liberty Center, have revealed Bethany as a prime target for reinvestment. Future plans for pedestrian and biking infrastructure outline strong connections between Bethany, Liberty Center, and surrounding communities. Additionally, this area is home to many residential structures that haven’t been converted into commercial yet. These structures could present an opportunity for redevelopment in the future.

In an effort to further define the vision and development intent of the area, in 2010, Liberty Township completed the Bethany Vision Plan which outlined a long-term vision of what the Bethany area should become, and the steps that might be taken for implementation. The goals of the plan include establishing an identity, providing proper transition between commercial and residential uses, creating a walkable environment, and promoting businesses in the Downtown Bethany area.

The Downtown Bethany Vision Plan was conceived as an addendum to the Liberty Township Comprehensive Plan and serves as a more detailed sub-area plan providing specific goals and recommendations for the defined area. Rather than redefine the work previously adopted the 2020 Liberty Township Comprehensive Plan has incorporated the vision and primary goals for the Downtown Bethany area into the Growth and Conservation Framework. The Downtown Bethany Vision Plan, and any supporting overlay districts should also be referenced when developing in this focus area.

Future Vision for the Area

While currently a mix of single- and two-family houses with scattered commercial properties, the long-range vision for the revitalization of Downtown Bethany is to reestablish the area into a thriving, community oriented gathering spot, indicative of a traditional downtown environment. The Downtown Bethany Vision Plan has one complete concept plan that identifies several areas with specific details related to the style and density of development with particular attention to how the buildings and parking relate to the sidewalks and streets.

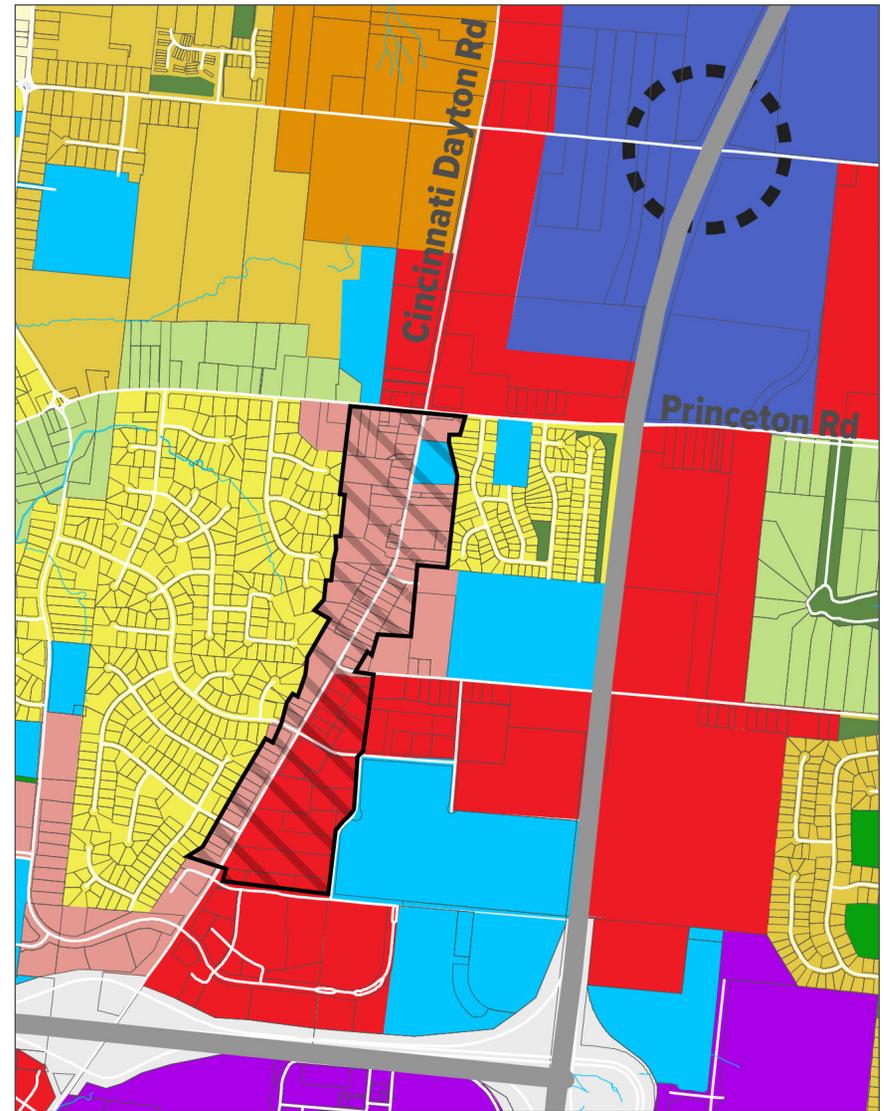
The outlined concept and development recommendations support the vision of the Downtown Bethany area becoming a center for local activity that integrates new development opportunities into the existing community fabric. The mix of older and historic buildings with new, more modern opportunities allows for the Liberty Township community to establish an identity that respects both their natural and rural ties and their progressive evolution into a premier community.



Future Character and Use

At a broad scale, the Downtown Bethany area is primed for a mix of neighborhood and general business development. Neighborhood business, which focuses on providing opportunities for local shopping and employment, have been identified along the west side of Cincinnati Dayton Road to serve as a transition between high intensity areas to the east and the adjacent residential subdivisions to the west. Larger scale general business opportunities focused along the east side of Cincinnati Dayton Road provide for an upward transition as development extends towards the I-75 corridor. While the Future Land Use Map provides guidance on broad land use categories, the Downtown Bethany Vision Plan provides a more detailed view of development uses, scale and infrastructure requirements which should serve as a supplement when reviewing development proposals.

Within the Downtown Bethany Vision Plan there are five types of areas identified including Downtown Center, Transition to Residential, Transition Mid to Downtown Center, Transition Large to Mid-Scale, and Large Scale. The Downtown Center area is targeted for dense development of small-scale buildings on the primarily small lots. Pedestrian infrastructure should be emphasized, creating a pleasant, walkable downtown district. Mixed-use development should be encouraged in the Downtown Center area, creating a “round the clock” presence of businesses and residents. The other 4 categories are intended to provide recommendations for proper transitions.



Key Concepts and Recommendations

1. Infill development and redevelopment should be pedestrian-oriented in order to complement the existing building pattern of Downtown Bethany. Development and uses that maintain visual interest and generates foot traffic such as retail shops and professional offices with attractive display windows and restaurants with sidewalk cafes should be encouraged in the area's core.
2. Auto-oriented development, including drive-thrus and service uses should be minimized.
3. To maintain Downtown Bethany's unique identity and character, consider new or modified policies, programs and tools to identify and facilitate the protection and/ or adaptive reuse of buildings and sites that exhibit historic characteristics.
4. Encourage the adaptive reuse of existing single family homes along the Cincinnati Dayton Road corridor to keep with the unique identity of the Downtown Bethany area.
5. Maintain a commitment to quality architecture through the development of tools and guides specific to Downtown Bethany properties, such as design and site development guidelines.
6. Encourage the establishment of nodes within the Downtown Bethany area by using distinctive architectural features, gateway special signage or entry features, clock tower / bell tower, or landscaping with benches. Key sites for consideration include: Cincinnati Dayton Road and Wyandot Drive intersection, Cincinnati Dayton Road and Bethany Road intersection, Bethany Road and Liberty Court, Curve in Cincinnati Dayton Road north of Bethany Road, and South of Cincinnati Dayton Road and Princeton Road.
7. Encourage the incorporation of public open spaces such as terraces, urban plazas or pocket parks into development and redevelopment activities. Key sites for consideration include: South side of Wyandot, between Lakota Lane and Liberty Court, Southeast corner of Cincinnati Dayton Road and Bethany Road, and the Southwest corner of Cincinnati Dayton Road and Princeton Road.
8. To the extent possible, along the Cincinnati Dayton Road corridor minimize and consolidate surface parking areas to assist in the development pattern of a traditional downtown environment where buildings front the street and create a "street wall". The street wall is critical to creating a welcoming, interesting, and walkable pedestrian environment.
9. Minimize curb cuts along Cincinnati Dayton Road and Bethany Road by promoting shared driveways between businesses to the extent possible.
10. Encourage the use of a network of access drives, cross access easements and collectors to facilitate improved access to each property in the Downtown Bethany area, while also limiting direct driveway access to Cincinnati Dayton Road and Bethany Road.
11. As properties develop and/or redevelopment, incrementally acquire additional right of way, as needed, to accommodate additional traffic turn lanes, pedestrian amenities and corridor beautification.
12. Consider the use of shared parking lots to better manage parking capacity and access throughout Downtown Bethany, especially as new development comes on-line.
13. Establish a fully connected pedestrian network along Cincinnati Dayton Road to provide a means for residents to walk along the primary thoroughfares and to connect them to businesses.

14. Further improve pedestrian mobility by connecting nearby residential areas, to shopping and services by providing pedestrian and bicycle access along the primary thoroughfares in coordination with the Liberty Township Trails Plan and the Miami 2 Miami Plan.
15. Parking lot screening and interior landscape should be provided around and within all surface parking lots to improve their appearance, reduce large expanses of pavement and to minimize the heat island affect associated with large areas of concrete and asphalt.
16. Buffer nearby residential areas from the impacts of commercial development, such as noise, light and traffic, through the use of proper building/ facility location and design, high quality materials, berming, landscaping, fencing and screening.
17. Require the screening of delivery and service areas, dumpsters and other unsightly uses.
18. Beautify the Cincinnati Dayton Road and Bethany Road corridors by burying (or relocating) overhead utilities when possible and requiring and installing street trees, pedestrian scale lighting and other amenities within publicly owned right of way as shown in the Future Transportation Plan Corridor Typologies.

Cozy's Cafe and Pub in Downtown Bethany



MILLIKIN CENTER

PREFERRED DEVELOPMENT PROCESS

- Planned Unit Development (PUD)
- Straight property zoning as outlined in the Liberty Township Zoning Resolution
- Future Overlay District

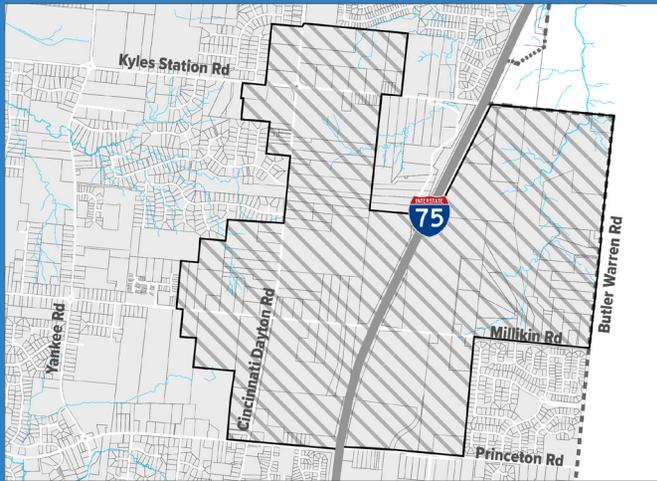
SUPPORTING PLANNING INITIATIVES AND STUDIES

- Millikin Way Interchange Vision Graphics
- Millikin Way Interchange Purpose and Needs Study

SUPPORTING REGULATORY TOOLS

- None

LOCATION MAP



The Future Millikin Center area can be loosely defined as the parcels on either side of I-75 north of the Liberty Township Central Business District leading up to Kyles Station Road. The future Millikin Center will account for over 700 acres of land and covers the area between Kyle Station Road to the north, Princeton Road to the south, Butler Warren Road to the east, and Cincinnati Dayton Road to the west. While numerous development opportunities exist in the area, the future success of Millikin Center will rely on the development of a new interchange at I-75 and Millikin Road. Liberty Township has been working in conjunction with the Butler County Engineers Office, Butler County Transportation Improvement District (TID), Ohio Kentucky Indiana Regional Council of Governments (OKI), and Ohio Department of Transportation (ODOT) on the development of the proposed interchange for several years with the primary goals being to alleviate traffic congestion as the community grows, improve safety, support development, increase job opportunities, and diversify the tax base. In early 2020, the Township and their partners were informed by the Ohio Department of Transportation that the proposed interchange Purpose and Need Study had been accepted and approved as a priority project which allows the project to advance to detailed study and design phases as funding allows.

Future Vision for the Area

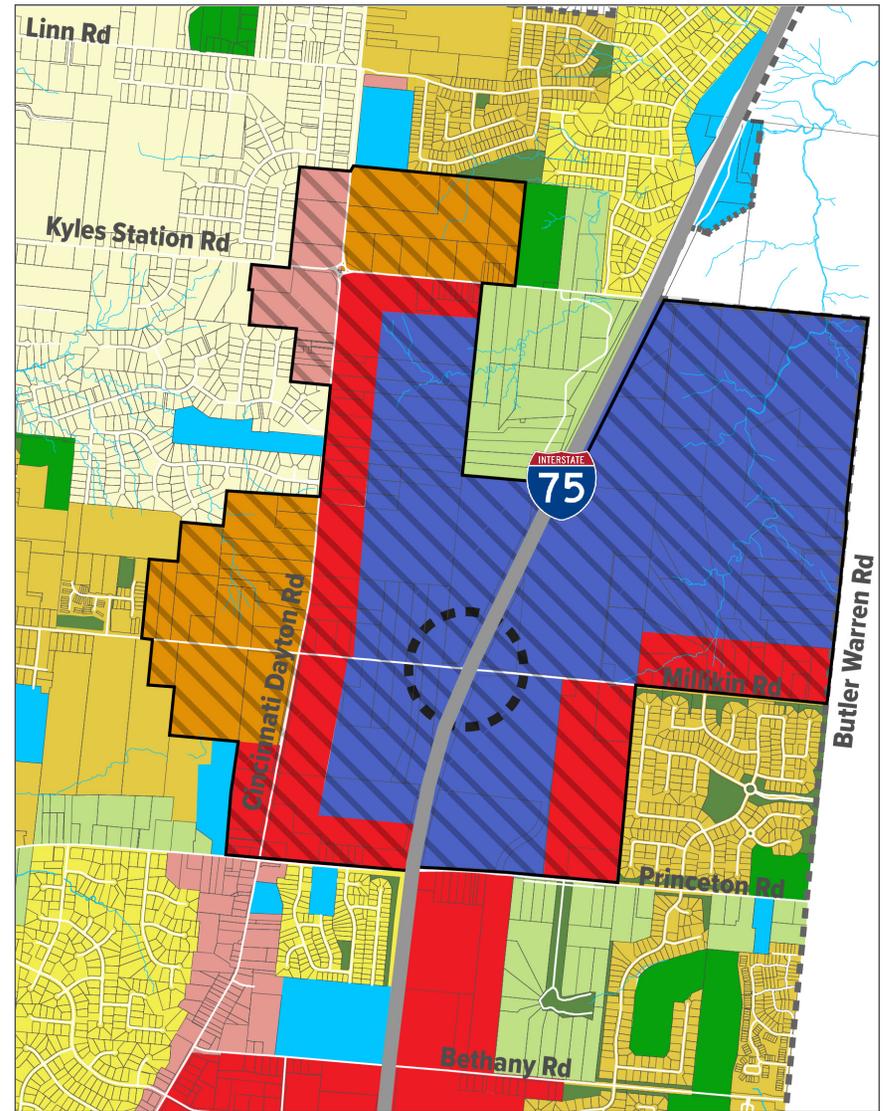
Dating back to the *2006 Liberty Township Comprehensive Plan*, the Millikin Center area is envisioned as a focal point for employment and innovation with an emphasis being placed on high quality development including company headquarters, office campuses and premier office and limited industrial uses. With over 700 acres of land available for development, the Millikin Center area would not only be a center of employment and activity but would serve as an economic engine for the Township and Butler County.

While more intense uses such as company headquarters, office space, small-scale production, and flex space will be focused around the interchange, it is envisioned that less intense uses such as general business developments will be used to transition the scale to better align with existing, adjacent residential development. This transition in use, scale and intensity also allows for the development of locally oriented commercial and mixed-use nodes along the Cincinnati Dayton Road corridor. These nodes will ultimately provide retail and restaurant opportunities, professional office space, and diverse housing opportunities. The locally oriented commercial and mixed use nodes, the proposed interchange, and the associated development activity are all components of a critical strategy to support the long-term growth and economic development initiatives within Liberty Township.



Future Character and Use

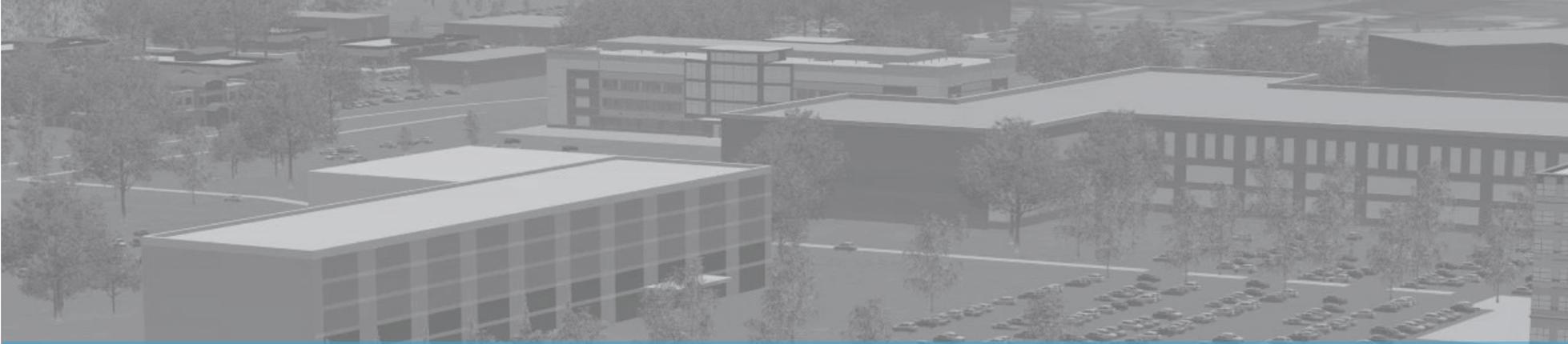
Through this planning process, the future land use updates have identified new categories that encompass a larger variety of uses. The 2020 Future Land Use Map identifies two primary land use categories including general business and commerce center. The general business category is envisioned as commercial, retail, professional offices, and local commerce. It is intended to serve as a transition between lower intensity areas like neighborhood business and higher intensity areas such as Regional Mixed Use. This type of land use is envisioned for the majority of the east side of Cincinnati Dayton Road. Additionally, it is used as a transition area to buffer the established neighborhood near the Millikin Center area and the proposed Commerce Center development. The Commerce Center land use is envisioned to run parallel with I-75 and encompass most of the area to the east of the interstate. This area could be home to future business parks, company headquarters, flex spaces, research and development centers, and small-scale production. Because of its proximity to I-75 and its isolation from most of the township's residential areas, Millikin Center is identified as the most suitable location for these types of uses. The traffic generated from the Commerce Center development will be contained to the other edge of the Township rather than the core area.



Key Concepts and Recommendations

1. Development near the I-75 interchange should capitalize on the visual exposure provided by the interstate corridor and should serve as an attractive entry to Liberty Township, pulling visitors from the interstate and into the Township via Millikin Way.
2. Development that is highly visible from Millikin Road, Cincinnati Dayton Road, and I-75 should exhibit a high quality, unified character by focusing on integrated transportation and connectivity functions and appearance, including a unified streetscape aesthetic, and complementary architectural characteristics, and building materials.
3. Encourage development along the I-75 corridor to maximize sight lines and visual presence along the corridor by utilizing building heights up to 90 feet. As development extends away from I-75, building heights should transition down to soften the visual impact of development along the Township's primary thoroughfares.
4. Surrounding the I-75 and Millikin Road interchange, encourage the development of high-profile developments including company headquarters, premier office space, medical and healthcare facilities and research and development institutions.
5. Encourage general business outlot development along Cincinnati Dayton Road, Princeton Road, Kyles Station Road and Millikin Road to provide a more pedestrian scale on thoroughfares and in underutilized parking lot areas of existing retail centers.
6. Encourage the development of Cox Road north to Millikin Road to provide access to General Business redevelopment sites and to provide an alternative north-south roadway to relieve traffic from I-75.
7. Minimize curb cuts along Cincinnati Dayton Road, Kyles Station Road, Millikin Road, and Cox Road by promoting shared driveways between businesses to the extent possible.
8. As properties develop, incrementally acquire additional right of way, as needed, to accommodate additional traffic lanes, turn lanes, pedestrian amenities and corridor beautification.
9. Provide internal vehicular cross access wherever possible between professional offices, institutional facilities and commercial properties so that existing independent and isolated uses are connected to newly developed properties. Depending on the existing development pattern of the subject properties, cross access could occur either in the front or at the rear of the buildings, but should be focused on directly connecting adjacent parking areas which would permit visitors/customers to travel between businesses on a parallel network and eliminate unnecessary trips onto Cincinnati Dayton Road, Millikin Road, Princeton Road or Kyles Station Road.
10. Establish a fully connected pedestrian network along Cincinnati Dayton Road, Millikin Road, Princeton Road, Kyles Station Road, Cox Road, and through development parking lots to provide a means for residents to walk along the primary thoroughfares and to connect them to businesses.
11. Encourage future transit opportunities through building and site amenity design by providing efficient vehicular access, optimal pedestrian connectivity and flexible transit amenity locations including space for future bus stops, shelters and pedestrian furniture.
12. Further improve pedestrian mobility by connecting nearby residential areas, to shopping and services by providing pedestrian and bicycle access along the primary thoroughfares in coordination with the Liberty Township Trails Plan and the Miami 2 Miami Plan.
13. Parking lot screening and interior landscape should be provided around and within all surface parking lots to improve their appearance, reduce large expanses of pavement and to minimize the heat island affect associated with large areas of concrete and asphalt.

14. Buffer nearby residential areas from the impacts of light industrial, commercial and mixed-use development, such as noise, light and traffic, through the use of proper building/ facility location and design, high quality materials, berming, landscaping, fencing and screening.
15. Require the screening of delivery and service areas, dumpsters and other unsightly uses.
16. Beautify the Cincinnati Dayton Road, Millikin Road, Princeton Road, Kyles Station Road and future Cox Road corridors by requiring and installing parkway trees, and other landscaping within publicly owned right of way as shown in the Future Transportation Plan Corridor Typologies.
17. Since much of the area is currently undeveloped, encourage a regional approach to stormwater management to potentially eliminate the need for individual on-site stormwater detention facilities. In the event a regional approach is warranted, consider incorporating open space and amenities into the design and functionality of the detention facility. While this open space would be privately maintained, it is recommended to be open to the public.
18. Install gateway features such as bridge and standalone signage, monuments and decorative landscaping at key intersections including I-75 and Millikin Road to “announce” entry into Liberty Township.
19. Consider establishing an overlay district that enacts design standards and architectural review procedures to ensure that new development incorporates high-quality, innovative and diverse architecture and building materials and appropriate site design standards.



Millikin Way Vision

STATE ROUTE 747

PREFERRED DEVELOPMENT PROCESS

Planned Unit Development (PUD)

Straight property zoning as outlined in the Liberty Township Zoning Resolution

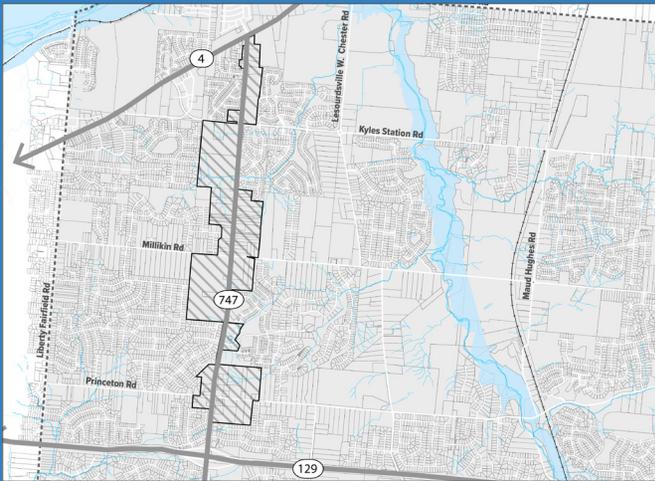
SUPPORTING PLANNING INITIATIVES AND STUDIES

None

SUPPORTING REGULATORY TOOLS

Princeton-Glendale Road Business District Overlay

LOCATION MAP



State Route 747, also known as Princeton Glendale Road, runs north-south through the western side of the Township. This corridor provides two essential connections to other roadways leading east-west (State Route 129) and northwest (State Route 4). State Route 4 provides direct access to/from Hamilton and Dayton. Running through the community of Princeton, State Route 747 offers connection with the Butler County Veterans Highway (State Route 129), which is a primary east-west road in the region.

Today, State Route 747 is surrounded by several residential subdivisions. Most recently, the Carriage Hill development offers a variety of housing types located along the east side of State Road 747. Additionally, this area will be home to the new Liberty Township Administration and Sheriff building starting in Summer 2020.

Future Vision for the Area

Dating back to the *2013 Vision Plan*, the long-range vision for the State Route 747 corridor was envisioned as a mixed-use area with commercial nodes serving as anchors at the intersections of Kyle Station Road and Princeton Road. With some adjustments to specific locations, the 2013 vision still holds true.

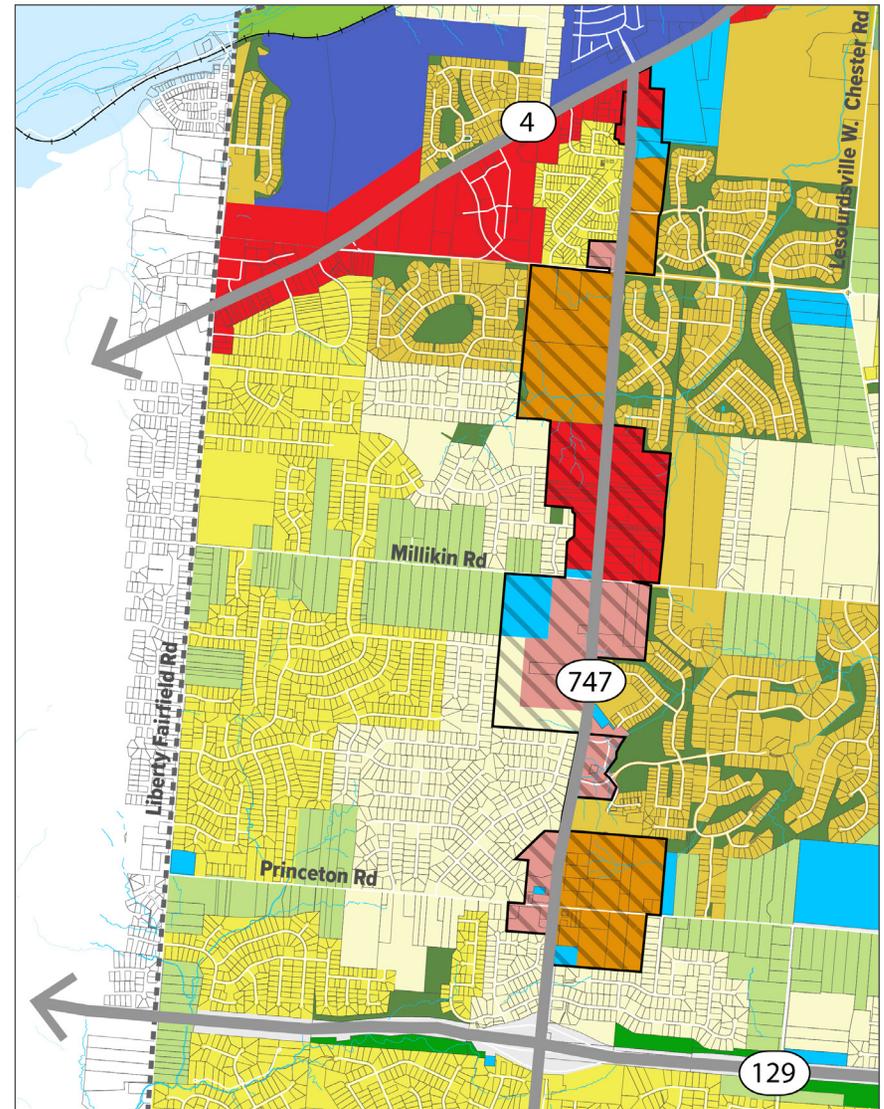
In the future, development along State Route 747 will be a mixed-use area with a strong commitment to commercial development which is intended to serve the local residents of Liberty Township. It can be assumed that the State Route 129 and State Route 747 interchange is likely a popular choice for residents that live on the west side of the Township. Because of this, the driving factor behind the vision of this area is locally-oriented development created to serve the nearby residential neighborhoods. A key component to achieving this vision is pedestrian and bicycle infrastructure to enhance the pedestrian environment. With the appropriate infrastructure and amenities in place, residents could walk or bike to the local eateries for dinner or grab something from the store within having to drive down the road.



Future Character and Use

The State Route 747 corridor has several large tracts of undeveloped land that hold great opportunity for the Township, meaning that the corridor could experience a drastic change in character. Just a little way off the State Route 129 interchange ramps, the State Route 747 and Princeton Road intersection presents an opportunity for a local mixed-use center. This area could be predominately local commercial and entertainment, with the option to incorporate detached or attached single family homes such as patio homes or duplexes, and multi-family units such as townhomes and high-quality apartments at a smaller density, as part of a larger site master plan.

As described above, State Route 747 is envisioned as a popular route for local commuters and residents. The same thought can be applied to the Kyle Station Road intersection with residents entering/existing the center of the township from State Route 4. Because of the popularity of the intersection and the proximity to the Kroger Marketplace, the Kyle Station Road and State Route 747 intersection area is identified as another potential location for local mixed-use. In between the two mixed-use nodes, Neighborhood Business and General Business will start to fill in the undeveloped portions of the corridor. These business designations allow for diversity in use and fit with the existing development pattern along the corridor. Depending on where you are along the corridor, the intensity of uses will be different. The Neighborhood Business areas will be intended to serve as a transition between high intensity areas and adjacent residential subdivisions. Future development near State Route 747 and Millikin Road is envisioned to be slightly more intense to reflect the current uses in that area such as the utility sub-station and self-storage facility. Future general business should be oriented towards the street to take advantage of high traffic counts and pedestrian mobility.



LEGEND	LOCAL MIXED USE
	GENERAL BUSINESS
	NEIGHBORHOOD BUSINESS
	INSTITUTIONAL

Key Concepts and Recommendations

1. Areas consisting of different land uses or development types should exhibit a high quality, unified character by focusing on integrated transportation and connectivity functions and appearance, including a unified streetscape aesthetic, and complementary architectural characteristics, and building materials.
2. Development in Local Mixed-Use areas adjacent to the State Route 747 corridor should be a priority. Investment efforts and initiatives should focus on retaining and maintaining existing businesses, promoting infill development, including new shops, restaurants and local services in order to maximize the potential of the key intersections while enhancing the climate for existing businesses.
3. Encourage outlot development along State Route 747 to provide a more pedestrian scale on thoroughfares and in underutilized parking lot areas of existing retail centers.
4. Minimize curb cuts along State Route 747 by promoting shared driveways between businesses to the extent possible.
5. As properties develop and/or redevelop incrementally acquire additional right of way, as needed, to accommodate additional traffic lanes, turn lanes, pedestrian amenities and corridor beautification.
6. Encourage the use of a network of access drives, cross access easements and collectors to facilitate improved access to each property along the State Route 747 corridor, while also limiting direct driveway access to State Route 747.
7. Establish a fully connected pedestrian network along State Route 747 and through development parking lots to provide a means for residents to walk along the primary thoroughfares and to connect them to businesses.
8. Encourage future transit opportunities through building and site amenity design by providing efficient vehicular access, optimal pedestrian connectivity and flexible transit amenity locations including space for future bus stops, shelters and pedestrian furniture.
9. Further improve pedestrian mobility by connecting nearby residential areas, to shopping and services by providing pedestrian and bicycle access along the primary thoroughfares in coordination with the Liberty Township Trails Plan and the Miami 2 Miami Plan.
10. Parking lot screening and interior landscape should be provided around and within all surface parking lots to improve their appearance, reduce large expanses of pavement and to minimize the heat island affect associated with large areas of concrete and asphalt.
11. Buffer nearby residential areas from the impacts of commercial and mixed-use development, such as noise, light and traffic, through the use of proper building/ facility location and design, high quality materials, berming, landscaping, fencing and screening.
12. Require the screening of delivery and service areas, dumpsters and other unsightly uses.

STATE ROUTE 4

PREFERRED DEVELOPMENT PROCESS

Straight property zoning as outlined in the Liberty Township Zoning Resolution

SUPPORTING PLANNING INITIATIVES AND STUDIES

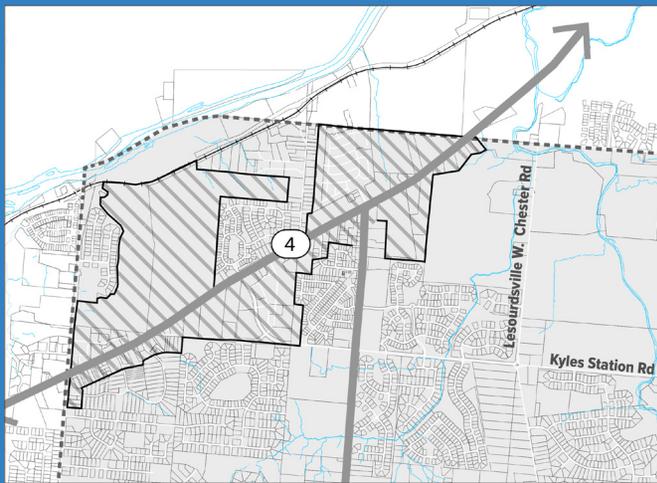
None

SUPPORTING REGULATORY TOOLS

None

Running through the northwest corner of the township, State Route 4 offers the Liberty Township community an alternative route to the City of Dayton and the City of Hamilton. The road intersects with State Route 747, which runs north-south along the length of the township, along with several other roadways such as Liberty Fairfield Road, Kyle Station Road, and Lesourdsville West Chester Road. The biggest features located along State Route 4 include the Butler Tech campus, commercial development anchored by Kroger, and the new Mercy Health Kyles Station Medical Center. Identified as a principle arterial, State Route 4 has a different character compared to other roadways in the Township. The right-of-way is quite large with two lanes each direction and a grass median in several portions of the roadway. Buildings are set back further with parking lots abutting the roadway. In most places, development feels spread out and lacks sidewalks making pedestrian movement between development very difficult. State Road 4 is, and will continue to be, vehicular-centric.

LOCATION MAP



Future Vision for the Area

Currently, the State Route 4 corridor is home to a mix of uses with established commercial, residential, and recreational areas along the north side of the road and businesses, light industrial, and institutional uses along the south side. Furthermore, there are some vacant areas near the intersection of Kyle Station Road and State Route 4 and along the north side of the corridor surrounding the Countryside Village residential area.

The long-range vision for this area focuses on enhancing the business and commerce environment to create another employment and innovation node within the Township. While this area could be home to the same type of uses as Millikin Center, the long-range vision differs because State Road 4 is slightly more developed at this point. As a result, the focus will be on redevelopment as market trends shift and property owners express the desire to transition their property into something different. State Road 4 is likely to become an area with mixed design standards including older buildings and new, modern structures as opportunities become available.

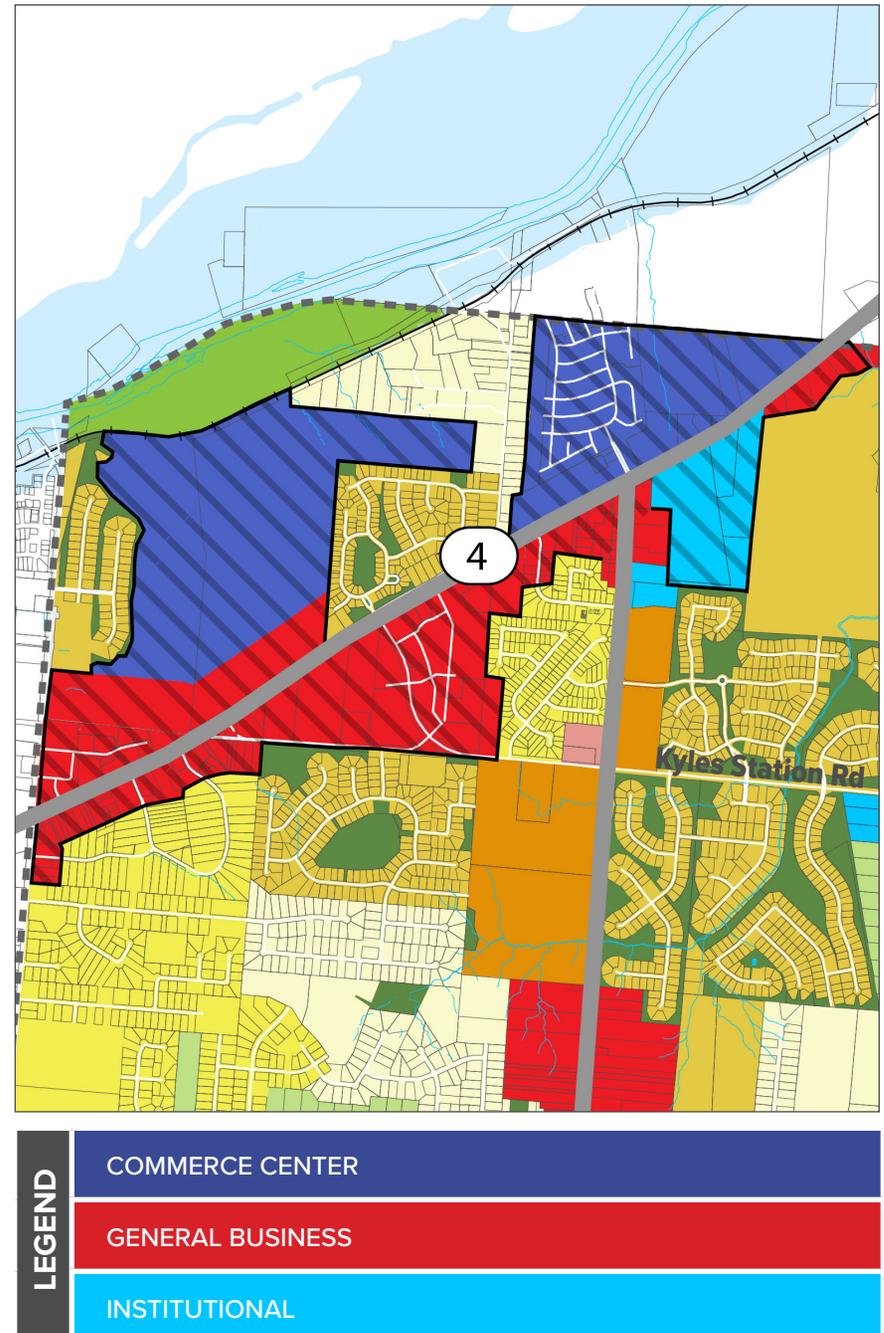
Additionally, it is important to note that the primary purpose of State Route 4 is to function as a principle arterial. The future development pattern and character should be designed to maintain an adequate level of vehicular movement along this corridor.



Future Character and Use

The Future Land Use Map identifies most of this corridor as General Business. Restaurants, grocery stores, department stores, and professional/administrative offices such as financial institutions, attorneys or architectural firms, hospitals and medical clinics could be found within these general business areas. It is envisioned that this area will be home to larger-scale buildings, longer operating hours, and moderate-to high traffic generation. Common or shared access points should be used in an effort to maintain the level of vehicular movement traveling along State Route 4. While sidewalks may be useful in this setting, a lot of existing development does not include sidewalks.

In terms of redevelopment, the Future Land Use Map takes into account the future of the existing Hamilton Elks Golf Course and the existing Countryside Village residential area. An alternative future land use designation does not mean that the existing developments are, or have to, leave any time soon. Classifying a future use is intended to show that Liberty Township has thoughtfully planned for redevelopment of these large tracts of land. It is expected that as development continues along State Route 4, the land identified as the golf course and mobile home park could be transitioned to serve as a primary employment destination, keeping customer-drive development along the road frontage, and allowing commerce development such as future business parks, company headquarters, flex spaces, research and development centers, and small-scale production facilities to be tucked back off the major thoroughfare. The proximity to State Route 4 makes these large tracts of land easily accessible. Accessibility plays a major role in the citing of a location for light industrial and office uses. In between the identified future land uses are several existing residential areas and an institution use area (Butler Tech Campus). It is envisioned that these areas will likely remain the same as they are today.



Key Concepts and Recommendations

1. Development along the State Route 4 should capitalize on the visual exposure and high traffic volume provided by the primary roadway and should serve as an attractive entry to Liberty Township.
2. Areas consisting of different land uses or development types should exhibit a high quality, unified character by focusing on integrated transportation and connectivity functions and appearance, including a unified streetscape aesthetic, and complementary architectural characteristics, and building materials.
3. Investment efforts and initiatives should focus on retaining and maintaining existing businesses, promoting infill development, including new shops, restaurants and office spaces, and the development of the vacant property, in order to maximize the potential of the State Route 4 Corridor while enhancing the climate for existing development.
4. Smaller commercial properties should be considered for consolidation and comprehensive development/ redevelopment, given the appropriate opportunity.
5. Encourage development practices that minimize environmental impacts on the Great Miami River and consider its presence and benefits.
6. Encourage outlot development along the State Route 4 corridor to provide a more pedestrian scale on the street.
7. Minimize curb cuts along State Route 4 by promoting shared driveways between businesses to the extent possible.
8. As properties develop and/or redevelop incrementally acquire additional right of way, as needed, to accommodate additional traffic lanes, turn lanes, pedestrian amenities and corridor beautification.
9. Provide internal vehicular cross access wherever possible between professional offices, institutional facilities and commercial properties so that existing independent and isolated uses are connected to newly developed properties. Depending on the existing development pattern of the subject properties, cross access could occur either in the front or at the rear of the buildings, but should be focused on directly connecting adjacent parking areas which would permit visitors/ customers to travel between businesses on a parallel network and eliminate unnecessary trips onto State Route 4.
10. Further improve pedestrian mobility by connecting nearby residential areas, to shopping and services by providing pedestrian and bicycle access along the primary thoroughfares in coordination with the Liberty Township Trails Plan and the Miami 2 Miami Plan.
11. Parking lot screening and interior landscape should be provided around and within all surface parking lots to improve their appearance, reduce large expanses of pavement and to minimize the heat island affect associated with large areas of concrete and asphalt.
12. Buffer nearby residential areas from the impacts of commercial and commerce development, such as noise, light and traffic, through the use of proper building/ facility location and design, high quality materials, berming, landscaping, fencing and screening.
13. Require the screening of delivery and service areas, dumpsters and other unsightly uses.
14. Beautify the State Route 4 corridor by requiring and installing street trees, vehicular scaled lighting and other amenities within publicly owned right of way as shown in the Future Transportation Plan Corridor Typologies.



FUTURE TRANSPORTATION PLAN

The Future Transportation Plan contains both projections and recommendations for Liberty Township and is intended to guide discussions and evaluations on the functionality and visual character of the Township’s motorized and non-motorized transportation systems. As outlined in Chapter Two, a primary driver for the Township is to appropriately EXPAND infrastructure, public services, amenities and programs to meet the changing needs of the community. A key component of this expansion is related to motorized and non-motorized connectivity. By providing for a diverse transportation network that promotes, provides, and supports safe and efficient mobility choices for all, including driving, walking, and biking, the Township can ensure that its transportation system is both functional and enjoyable.

The final Future Transportation Plan was developed by understanding the existing motorized and non-motorized transportation systems, reviewing the recommendations provided within the *2007 Butler County Thoroughfare Plan* (lasted updated in 2017), analyzing the impacts of the Future Land Use Plan and aligning the functional elements of the system to the community’s goal of preserving a rural and natural character throughout the Township. The final Future Transportation Plan was reviewed and vetted by the Project Steering Committee, Project Ambassadors, the Butler County Engineer’s Office and the general public and represents a balanced vision for future transportation systems and amenities.

TRANSPORTATION PLAN ORGANIZATION

To ensure that the transportation system meets the needs of all users, the analysis and recommendations are broken down into two sections: Motorized and Non-Motorized Transportation. Together the two topics form the complete Future Transportation Plan. The Motorized Transportation focuses on the Township's roadways, including those owned and maintained by Butler County and the Ohio Department of Transportation. The Motorized Transportation analysis and recommendations use the proposed development patterns shown on the Future Land Use Map to provide insight on potential areas of future concern and recommendations on how to balance the functional and aesthetic needs of the system in the future. The Non-Motorized Transportation component focuses on the Township's multi-modal systems to ensure that pedestrian and bicycle connectivity is enhanced and strengthened as the Township develops in the future.

Generally speaking, transportation plans are often used to manage the comprehensive transportation system and guide the development of short, mid and long-range infrastructure projects. Transportation plans often provide guidelines and recommendations on corridor functional classification, critical design standards, the integration public utilities and are often critical in securing infrastructure funding. While Liberty Township leaders and staff are involved in the determination of final transportation guidelines and recommendations, the Butler County Thoroughfare Plan is considered to be the guiding document for long range transportation analysis and recommendations. Liberty Township maintains nearly 150 lane miles of roadway. As a result, Township leaders and staff work in conjunction with the Butler County Engineer's Office to monitor and improve the transportation systems in the Township.

To help facilitate the ongoing partnership that currently exists between Liberty Township and the Butler County Engineer's Office the Future Transportation Plan is NOT intended to be a replacement for the functional roadway recommendations made by the County. Instead, the recommendations included in this section are intended to be a tool for both parties to further understand the implications of land use and development patterns on motorized and non-motorized systems and to balance the community's functional needs with their desire to maintain a rural, natural aesthetic. The findings and recommendations should also be referenced during subsequent updates to the 2007 Butler County Thoroughfare Plan.

MOTORIZED TRANSPORTATION

The performance and perception of a community's motorized transportation system can be separated into three qualities – mobility, or the fast, safe, and efficient movement of traffic; accessibility, or the ability to provide access to local properties or land uses; and appearance, or the visual experience created by the design and context of the roadway itself. Oftentimes, mobility and accessibility are the only two elements considered to be necessary qualities for the system, as a whole, to properly function. Within the Liberty Township community however, the Township's roadway corridors are at times indicative to how residents and visitors develop opinions on the community's identity and overall values.

For any particular segment of roadway, mobility and accessibility functions can compete with one another and with the need to establish a high-quality visual character. For example, having a large number of driveways or direct entrances from the roadway (accessibility) typically impedes the road's functionality, safety, and speed (mobility). Since the greatest emphasis is traditionally put on ensuring that roadway corridors provide efficient and safe access, it is often forgotten that these same roadway corridors serve as the front door to local development by accommodating sidewalks, streetscapes and adjacent building faces. Balancing the qualities of mobility, accessibility and appearance is the fundamental problem of transportation planning and urban design.

Finding appropriate ways to balance those key objectives will become critical as the Township works to diversify the future land use pattern and market the nearly 5,000 acres of land that are currently undeveloped or underdeveloped.

As future development occurs within the community it can undoubtedly change the landscape, create stress on infrastructure and at times change the quality of life for residents. In an effort to mitigate those stresses as Liberty Township grows, the Motorized Transportation component provides recommendations in three key areas:

1. Analyzing Existing Conditions

By completing an inventory and analysis of existing conditions Liberty Township and Butler County can better understand what is occurring on the ground today and use it as a baseline to move forward. The existing conditions analysis included an inventory of functional classifications, number of travel lanes, traffic volume, and known or anticipated impacts to the transportation system.

2. Understanding Future Land Use Implications

By assessing the impacts of the future land use recommendations Liberty Township and the Butler County Engineer's Office can better understand the for future needs of the community and the motorized transportation system. This was accomplished by projecting the traffic volumes based on the future land use development pattern.

3. Reviewing the Impacts

Following the assessment of land use and development impacts, general average daily trip (ADT) thresholds were identified. These thresholds were used to identify key areas of potential mobility concerns. These findings can assist Liberty Township and the Butler County Engineer's Office in making proactive steps towards the development of short, mid and long-range capital improvement projects.

4. Preserving Corridor Character

While functional recommendations can be made to preserve the mobility and accessibility qualities of the system, developing corridor character typologies can ensure that the Township's rural and natural character can be preserved even in areas where significant development and improvements are occurring.

The following provides both a narrative and graphic description of the assessment methodology, the projected areas of improvement and the corridor character typologies. As development continues within the Township it will be important to review each development application against the data and recommendations provided within this Motorized Transportation section and the complete Future Transportation Plan to ensure that the mobility, accessibility and appearance qualities of the transportation system are not forgotten.

Assessing Impacts

While not a formal Thoroughfare Plan, the comprehensive assessment of the Township's transportation system followed a similar methodology which accounted for the existing condition of roadways including their functional classification and capacity, known or anticipated impacts to the transportation system and the analysis of the future land use development pattern. This consistency in methodology allows for the data to be easily integrated into future planning efforts conducted at the County or even regional level.

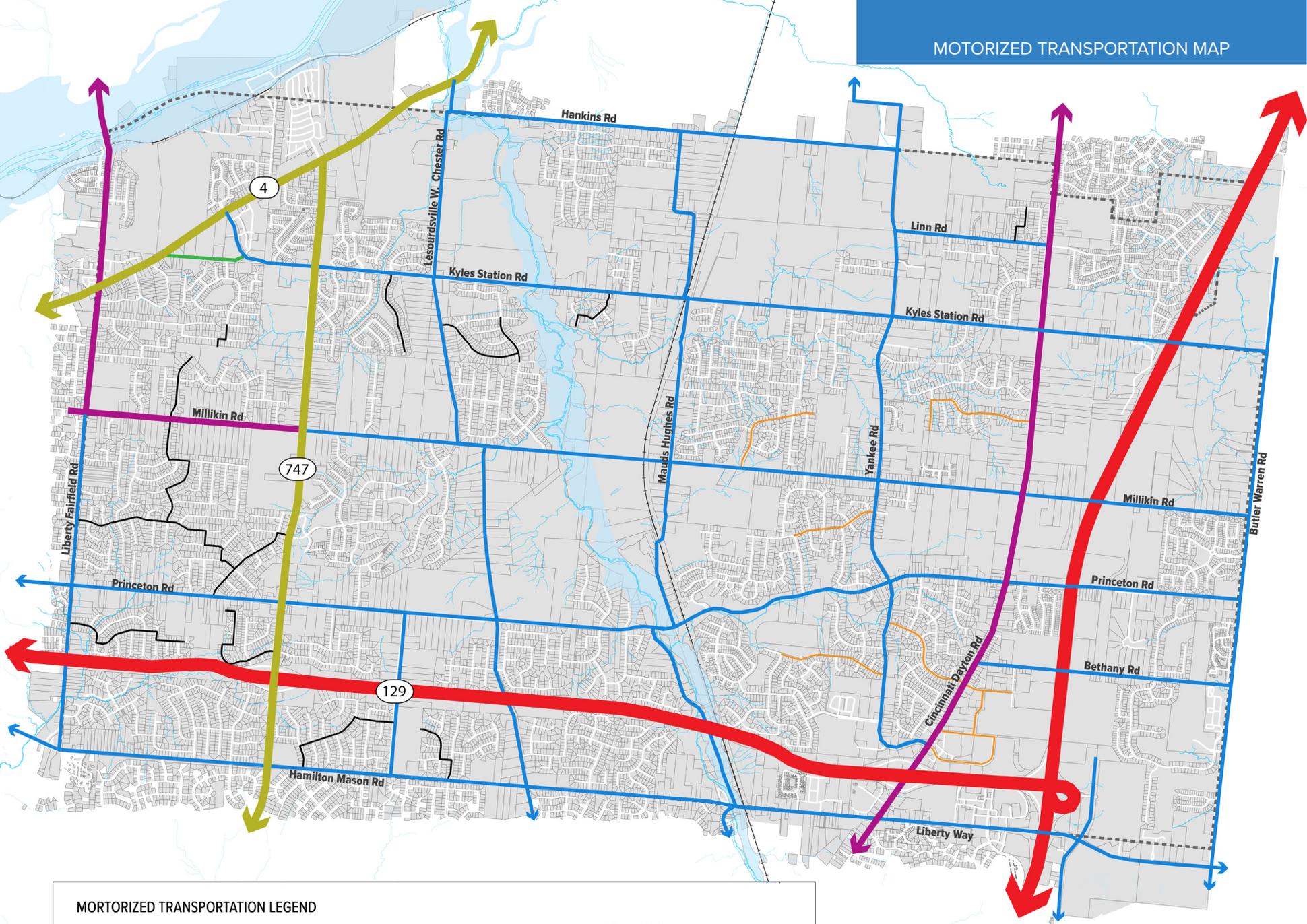
Step 1: Existing Conditions

While not a formal Thoroughfare Plan, a comprehensive assessment of the Township's transportation system was completed in three overarching steps. The first step accounted for the existing condition of roadways including their functional classification, number of travel lanes, traffic volume, and known or anticipated impacts to the transportation system. The second step focused on using the future land use development pattern to project traffic volumes for 20 years in advance. Step three consisted of analyzing the projected traffic volume to review the impacts it may have on the roadways. During this step, the project team developed traffic volume thresholds to guide the Township in knowing when a particular roadway might need improved.

- Interstates and Freeways/ Expressways which offer very few points of access with a high level of continuous driving.
- Principal and Minor Arterials which carry regional traffic, and link cities/ towns/ townships to one another.
- Major, Minor and Neighborhood Collectors which move local residents through the community while providing access to key destinations and local development areas.

While the *Butler County Thoroughfare Plan* accounts for seven different classifications, the analysis of the existing system focused on the community's primary north-south and east-west roadways that were also under the control of either the Township or County. This put an emphasis on Principal Arterials, Minor Arterials, and a few Major Collectors such as State Route 747, State Route 4, Liberty Fairfield Road, Kyles Station Road, Millikin Road, Princeton Road, Lesourdsville West Chester Road, Yankee Road, Cincinnati Dayton Road and Bethany Road. This analysis does not include State Route 129 (Butler County Veterans Highway and Interstate 75).

The Existing Road Classifications Map highlights State Route 747 and State Route 4 as the only Principle Arterials within the Township. It is important to note that both of these roadways are Ohio Department of Transportation (ODOT) facilities meaning neither the Township or County has much control over these thoroughfares. Additionally, there are 3 roadway segments classified as Minor Arterials including all of Cincinnati Dayton Road (within the Township), a portion of Millikin Road, and a portion of Liberty Fairfield Road. These Minor Arterials fall under Butler County's jurisdiction. All other roadways facilities highlighted on the map are Major Collectors. These roadways are owned and controlled by Liberty Township.



MOTORIZED TRANSPORTATION LEGEND

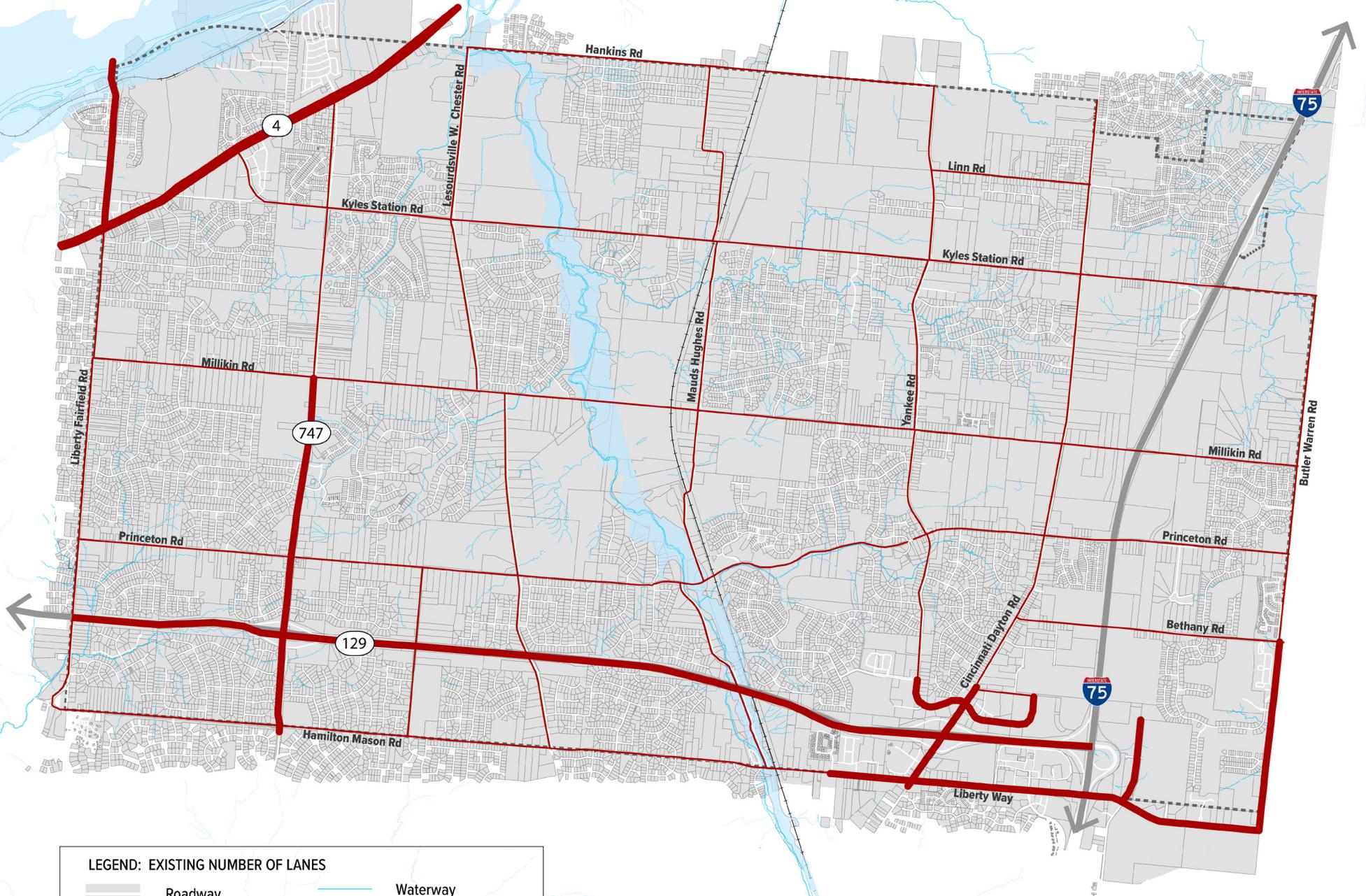
-----	Township Boundary		Floodplain		Major Collector
	Parcel		Interstate-Freeway		Minor Collector
—+—+—	Railroad		Principal Arterial		Minor Collector - 2nd Class
	Waterway		Minor Arterial		Neighborhood Collector

Existing Number of Travel lanes

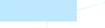
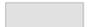
The second element to be inventoried for the existing conditions analysis was the current number of lanes for all the roadways throughout Liberty Township. For the purpose of this analysis, the inventory describes roadways as either 2 travel lanes or 4 travel lanes, it does not take into account turning lanes. It is important to understand the number of travel lanes because it directly impacts the number of vehicles the roadway can handle.

The Existing Travel Lanes Map reveals that the majority of the roadways are 2-lane roads meaning there is one lane of travel for each direction. Two-lane roadways are common in areas with lower density development patterns. On the other hand, commercial areas or areas of higher density are likely to have roadways that experience higher volumes of traffic. In these situations, a 4-lane roadway would likely improve traffic conditions. Liberty Township has 7 key roadway segments that are 4 lanes roads including:

- State Route 4
- State Route 129 (Butler County Veterans Hwy)
- Liberty Fairfield Road between State Route 4 and the Great Miami River
- State Route 747 – between Hamilton Mason Road and Millikin Road
- Yankee Road between Dutchland Parkway and Cincinnati-Dayton Road
- Yankee Road between Cincinnati-Dayton Road and Liberty One
- Cincinnati-Dayton Road between Liberty Way and Liberty One
- Liberty Way between Liberty Center and Butler Warren Road
- Cox Road Extension between Liberty Way and its terminus
- Butler Warren Road between Liberty Way and Bethany Road



LEGEND: EXISTING NUMBER OF LANES

	Roadway		Waterway
	Township Boundary		Floodplain
	Parcel		2 Travel Lanes
	Railroad		4 Travel Lanes

Traffic Volumes

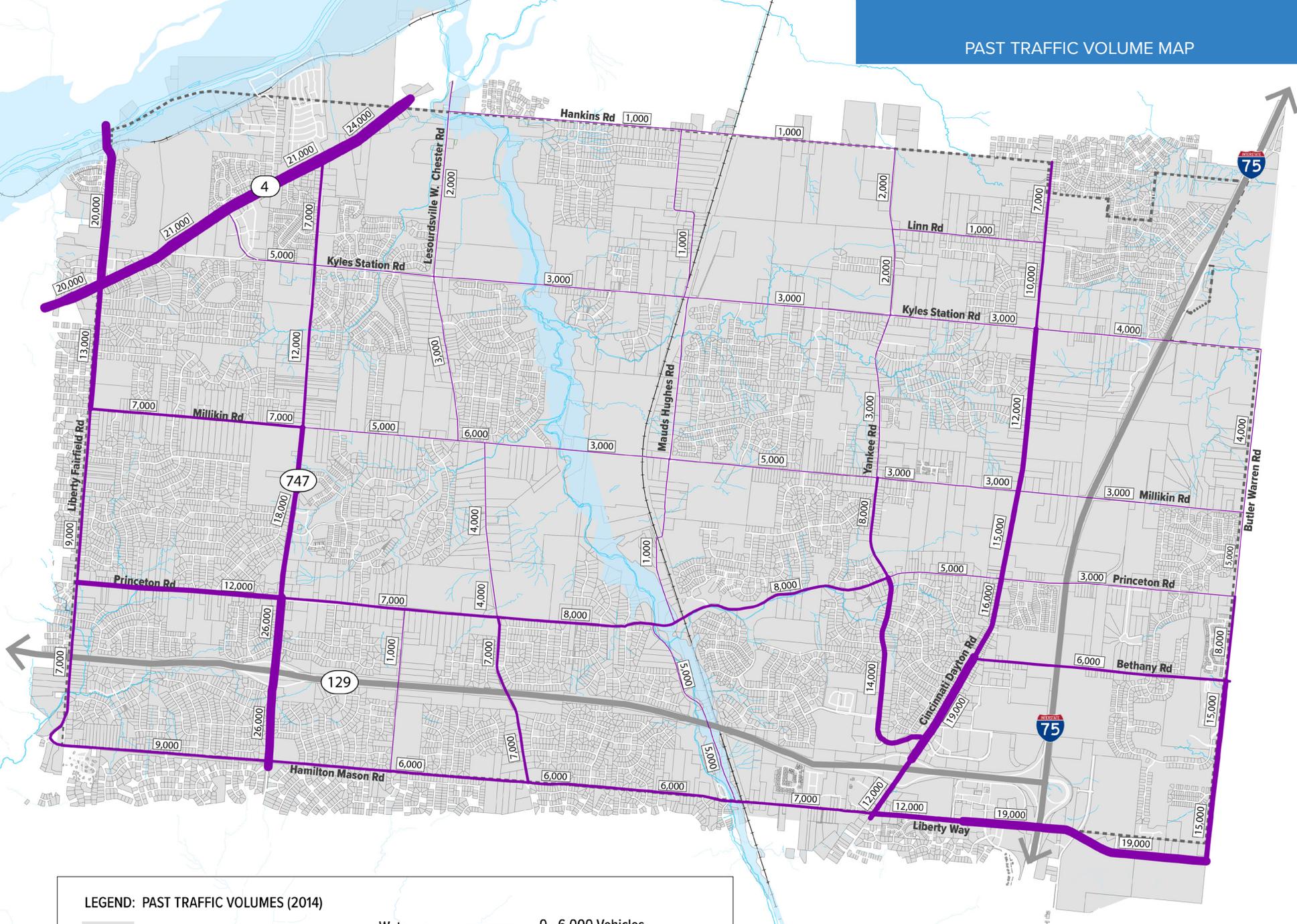
Next, the project team gathered current traffic count data to understand the traffic volume of each roadway. A traffic count represents the number of vehicles that pass along a particular road segment. This type of measurement translates to traffic volume. There are two key factors that influence traffic volume. The first factor is the time of day in which the traffic data was collected. The second factor deals with one and two way traffic patterns. The traffic volumes shown within this section are single all-day links meaning the number reflects both directions of traffic movement across the course of an entire day.

As mentioned previously, the traffic volume data was provided by the Butler County Engineer's Office. This analysis uses data that was collected from 2014-2018. It is important to note that traffic volumes have been rounded to the nearest thousand.

Past Traffic Volume (2014)

Similar to any existing conditions analysis, reviewing historic data can assist in identifying trends and understanding the growth rate percentage. Before looking at current data, an evaluation of the traffic volumes in 2014 was completed.

While over 6 years old, the Past Traffic Volume Map highlights the same primary corridors as high traffic areas compared to what the Township is experiencing today. In 2014, State Route 4 was experiencing 21,000-24,000 vehicles per day. State Route 747, south of Millikin Road, was averaging between 18,000 – 26,000 vehicles. Moving to the eastern half of Liberty Township, Yankee Road, Cincinnati Dayton Road, and Liberty Way were carrying anywhere from 12,000-19,000 vehicles per day.



LEGEND: PAST TRAFFIC VOLUMES (2014)

- | | | | | | |
|--|-------------------|--|------------|--|--------------------------|
| | Roadway | | Waterway | | 0 - 6,000 Vehicles |
| | Township Boundary | | Floodplain | | 6,000 - 12,000 Vehicles |
| | Parcel | | | | 12,000 - 18,000 Vehicles |
| | Railroad | | | | 18,000 - 26,000 Vehicles |

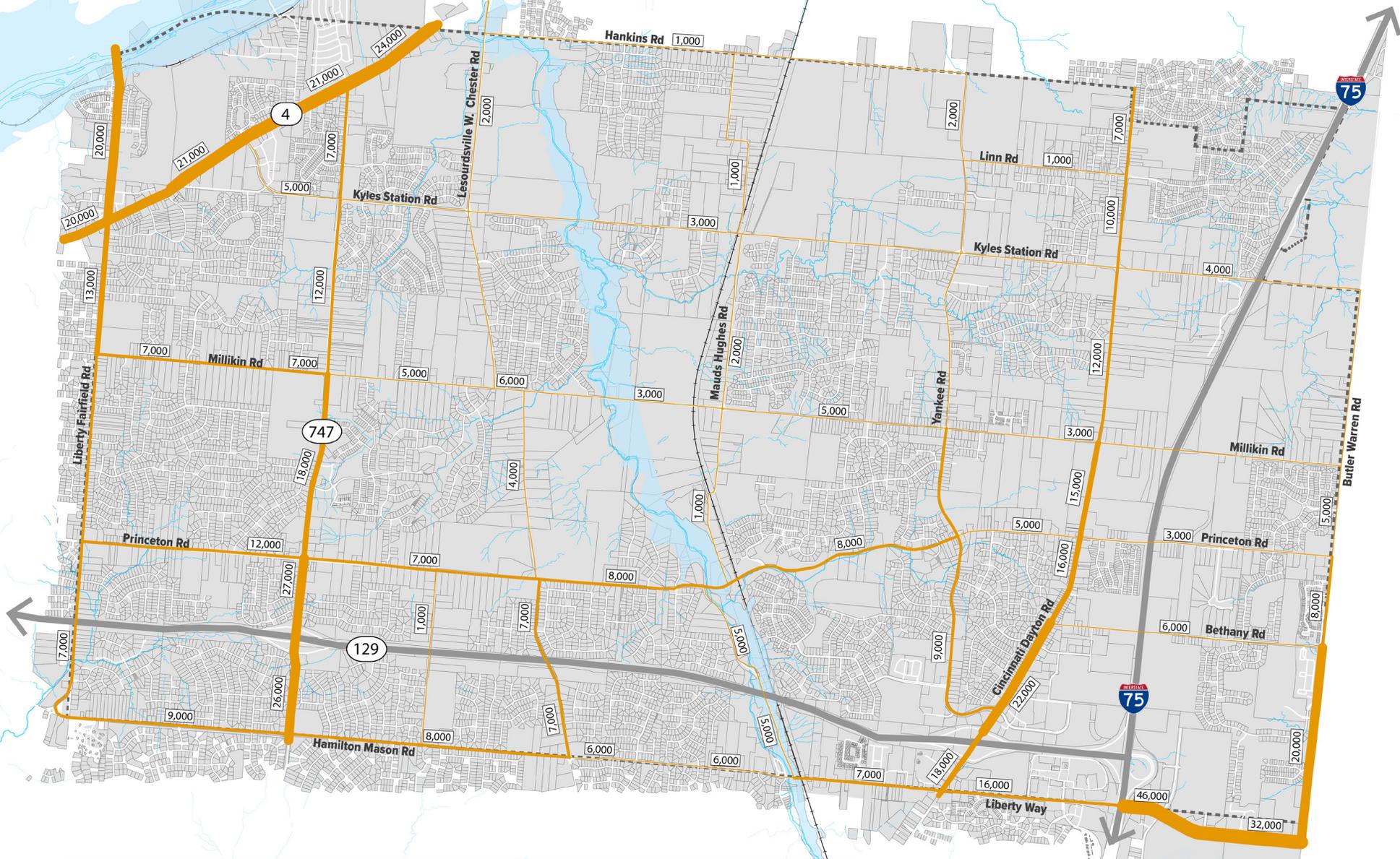
Existing Traffic Volume (2018 or 2016)

The Existing Traffic Volume Map reflects the most recent data collected. Generally, the Butler County Engineer’s Office collects data every two years, but some data sets are not entirely complete. In most instances, the data is from 2018 but some roadway segments date back to 2016. This map reveals that traffic volume ranges from as low as 1,000 vehicles along Hankins Road to as high as 46,000 vehicles along Liberty Way between the I-75 ramp and Cox Road.

When compared to the number of lanes map, there is a direct correlation between the traffic volume and the number of lanes. Generally, the maps show that 2-lane roadways are handling an existing volume that is less than 12,000 vehicles per day. The roadway segments with a volume greater than 13,000 vehicles are typically 4-lane roadways. It is important to note that ADT’s are not the only thing to determine the roadway design. Other considerations such as peak volumes, turning movements, number of intersections and driveways along the roadway segment play a major role in the number of lanes needed and determining when improvements are needed.

The traffic volumes can be categorized into 3 levels of traffic volume including low, medium, and high traffic areas.

LOW TRAFFIC AREAS (1,000 - 6,999 ADT)	MEDIUM TRAFFIC AREAS (7,000 - 12,999 ADT)	HIGH TRAFFIC AREAS (13,000+ ADT)
<ul style="list-style-type: none"> • Hankins Road • Linn Road • Kyle Station Road • Millikin Road (east of State Route 747) • Princeton Road (east of Yankee Road) • Bethany Road • Lesourdsville West Chester Road (north of Princeton Road) • Mauds Hughes Road • Yankee Road (north of Millikin Rd) • Van Gordon Road 	<ul style="list-style-type: none"> • Millikin Road (west of State Route 747) • Princeton Road (west of Yankee Road) • Hamilton Mason Road (west of Cincinnati Dayton Road) • Yankee Road (between Dutchland Road and Millikin Road) • Lesourdsville West Chester Road (south of Princeton Road) • State Route 747 (north of Millikin Road) • Liberty Fairfield Road (south of Millikin Road) • Cincinnati Dayton Road (north of Millikin Road) • Butler Warren Road (between Bethany Road and Princeton Road) 	<ul style="list-style-type: none"> • Liberty Fairfield Road (north of Millikin Road) • State Route 4 • State Route 747 (south of Millikin Road) • Cincinnati Dayton Road (south of Millikin Road) • Hamilton Mason Road/Liberty Way (east of Cincinnati Dayton Road) • Yankee Road (between Dutchland Road and Cincinnati Dayton Road) • Butler Warren Road (south of Bethany Road)



LEGEND: MOST RECENT TRAFFIC VOLUMES (2018 OR 2016)

- | | | | | | |
|--|-------------------|--|-------------------------|--|--------------------------|
| | Roadway | | Waterway | | 12,000 - 18,000 Vehicles |
| | Township Boundary | | Floodplain | | 18,000 - 27,000 Vehicles |
| | Parcel | | 0 - 6,000 Vehicles | | 27,000+ Vehicles |
| | Railroad | | 6,000 - 12,000 Vehicles | | |

Key Trends

By comparing the 2014 traffic counts to the data collected in 2018, there are several roadway segments that have experienced a significant increase. It is important to note that not all roadways have traffic count data available for 2018. This list does not serve as an exhaustive list of all roadways but instead focuses on the data that was available. The findings of this comparison reveal the following areas have experienced a growth rate of 30 percent or higher.

Butler Warren Road

Serving as the eastern boundary for Liberty Township, Butler Warren Road has experienced a 32 percent increase in traffic volume between Bethany Road and Princeton Road.

Hankins Road

While still a very low traffic area with only about 2,000 vehicles per day, Hankins Road has experienced a significant (92 percent) increase in the volume of traffic between 2014 and 2018.

Kyle Station Road

A fairly residential area, Kyle Station Road between State Route 747 and Lesourdsville West Chester Road increased 28 percent from 2014 moving from nearly 4,500 vehicles to 5,800 vehicles per day.

Lesourdsville West Chester Road

Between 2014 and 2018, this roadway saw a significant increase in traffic volume in three key segments ranging from Princeton Road to Hankins Road. A roadway that once handled 2,000-4,000 vehicles per day is now handling 3,000-6,500 vehicles per day.

Mauds Hughes Road

The data revealed that the roadway segments between Millikin Road and Hankins Road have seen a 30-40 percent increase in traffic volume but overall, volumes are still very low with hovering around 1,000-2,500 vehicles per day. South of that area, between Princeton Road and Millikin Road, Mauds Hughes Road experienced a 110% increase from 1,400 vehicles to 3,000.

Yankee Road

Another low traffic volume area with significant growth rates is along Yankee Road between Millikin Road and Hankins Road. In 2014, this area was handling 2,000 – 3,000 vehicles per day. As of 2018, it has increased to 3,500-4,000 vehicles per day.

Step 2: Understanding Future Land Use Implications

Estimating the traffic in future years, based on the Future Land Use Map, was accomplished by estimating the number of new trips created by future land use categories and then modeling the behavior of travel patterns by distributing those anticipated trips across the community. Since the majority of the Township’s development pattern is existing, the application of the Future Land Use Map focused on the transition of 95% of existing vacant land and 75% of existing agricultural land so that future vehicular trips were added to the system’s existing baseline. This methodology did not take into account the potential for redevelopment of existing developed areas , it only takes into account the potential for redevelopment of existing agricultural and vacant land.

The application shown in the Future Land Use Mao will, upon buildout, account for 7,170 new households (a 53% increase over the 2019 estimate of 13,536) and 6,250 new jobs (an increase of 66% over the 2019 estimate of 9,461). Given current rates of development, this buildout should be achieved in approximately 30 years.

The following table, Activity Densities, is intended to highlight the assumptions that were made to project the number of new households and new jobs that could occur. The projection assumptions were developed based on the 2017 Trip Generation Manual from the Institute of Traffic Engineers. The Activity Density table assigns a given density to each type of land use. It was assumed that the number of households were varied from as little as 1 household per 2 acres in the Conservation Neighborhood areas to nearly 3.5 households per acre for the Medium-Planned Residential areas. Workers were projected based on land use activity with a range of 1 worker per acre (4 workers per net acre) for industrial-like uses to 5.8 workers per acre (12 workers per net acre) for retail or commercial.

ACTIVITY DENSITIES		
Unit	Activity	Unit/Acre
Households per acre	Conservation Neighborhood	1 HH per 2 acres
	Estate Residential	1 HH per acre
	Suburban Residential	1 HH per acre
	Moderate Density Residential	2 HH per acre
	Medium Planned Residential	3.5 HH per acre
	Multi--family Residential (Mixed Use)	11 HH per acre
Workers per acre	Retail	5.8 workers per acre
	Office	2.7 workers per acre
	Industrial	1.1 workers per acre
Customers	Retail	58.1 customers per acre
	Office	5.5 customers per acre
	Industrial	0.4 customers per acre

The estimates for new households and new jobs were used to develop vehicular traffic estimates that were then assigned to the Township’s roadway system. The Trip Generation by Land Use table illustrates the assumptions that were made based on data from the Institute of Traffic Engineers Trip Generation Manual (2018 Edition). Regional Mixed Use and Medium Planned Residential areas will likely generate the most residential uses because of their desired density. In terms of employment, Institutional and Neighborhood Business are the leading uses in trip generation. General Business is anticipated to have the most customer-related trips.

The next step included using information provided by the Butler County Engineer’s Office and OKI to quantify and distribute these travel characteristics across 42 zones. The identified zones within the Township were used to subdivide the community into smaller geographical areas which could then be used to generally account for the distribution of traffic across the community. The results were then merged with the OKI travel demand model results provided by the Butler County Engineers Office , which accounts for future volumes resulting from out-of-Township trips, to arrive at projected view of the traffic volume estimates and volume-to-capacity calculations.

Projected Volumes

As previously noted, the existing traffic volumes range from 1,000 – 27,000 vehicles per day. The projected volumes map illustrates what the traffic volume could look like if the Township were to develop as the future land use map suggests. The projected volumes could range from 4,000 – 88,000 vehicles per day. It is important to understand that this development pattern would happen gradually over the course of 10 – 20 years and while the volume does increase, many roadways are already designed to handle the increased amount. Additionally, any development that occurs will do a traffic study and construct any needed improvements to accommodate their development. This will be discussed further in the following section, Step 3: Reviewing the Impacts.

Because future development is focused along the major thoroughfares, these roadways are the areas that will experience the greatest impacts. State Route 4 could increase from 21,000 vehicles to 41,000 vehicles. State Route 747 just south of Millikin Road could experience a similar increase of 50 percent, handling over 46,000 vehicles per day.

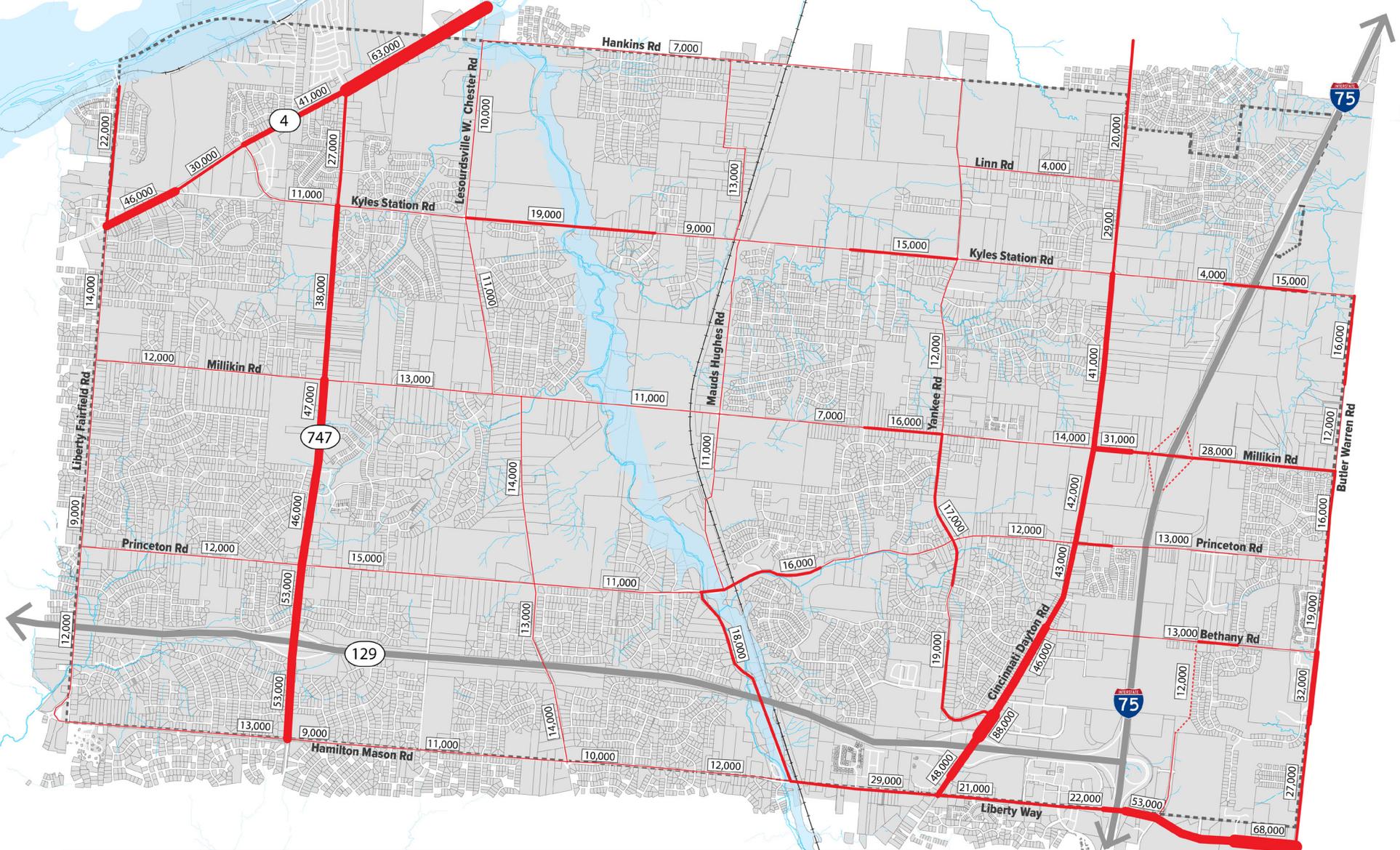
Due to the proposed future interchange at Millikin Road and the vision for the surrounding land, the roadways in the Millikin Center area are projected to have the greatest volumes. Cincinnati Dayton Road near Millikin Road could increase to over 40,000 vehicles per day.

TRIP GENERATION BY LAND USE			
Use	Residential	Employment	Customers
Commerce Center	-	6.97 ¹	4.79
Neighborhood Business	-	15.23	64.29
General Business	-	10.89	10.89
Local Mixed Use	8.01	13.65	50.82
Regional Mixed Use	35.25	13.65	50.82
Conservation Neighborhoods	4.01	-	-
Estate Residential	9.61	-	-
Suburban Residential	16.02	-	-
Medium Planned Residential	27.24 ²	-	-
Institutional	-	10.89 ³	10.89
Open Space Conservation	-	-	-
Parks and Recreation	-	3.59	3.29

¹ Compare to 2018 ITE Trip Generation Manual (Blended) Rates for Light Industrial and Office of 7 trips/acre.

² Compare to 2018 ITE Trip Generation Manual Rate of 28.48 trips/acre.

³ Compare to 2018 ITE Trip Generation Manual Rate of 10 trips/acre.



LEGEND: PROJECTED VOLUMES (2040)

- | | | | | | | | |
|--|-------------------|--|------------|--|--------------------------|--|--------------------------|
| | Roadway | | Waterway | | 0 - 15,000 Vehicles | | 30,000 - 45,000 Vehicles |
| | Township Boundary | | Floodplain | | 15,000 - 30,000 Vehicles | | 45,000 - 60,000 Vehicles |
| | Parcel | | | | | | 60,000 - 90,000 Vehicles |
| | Railroad | | | | | | |

Step 3: Reviewing the Impacts

Butler County Engineers Office (BCEO) Improvement Considerations

After reviewing data trends from past projects and discussion with staff, there are certain considerations that influence how Butler County evaluates the performance and plans for improvements of roadways such as average daily trips (ADT) data, peak hour capacity at intersections, the number of signalized intersections and driveways along the roadway segment, and more. For simplicity purposes, this analysis focuses only on traffic volume. Generally, Butler County operates as if a 3-lane roadway section is not warranted until 18,000 average daily trips (ADT) and then a 4/5-lane roadway is not warranted until the volume is exceeding 25,000. This analysis uses the 18,000 / 25,000 ADT consideration as the basis for identifying thresholds for when roadways may need to be improved.

The suggested thresholds for 2-lane roads are:

- An ADT of less than 15,000 – Adequate capacity
- An ADT between 15,000- 25,000 – nearing capacity
- An ADT of greater than 25,000 – over capacity

The suggested thresholds for 4-lane roads are:

- An ADT of less than 30,000 – Adequate capacity
- An ADT between 30,000- 50,000 – Nearing capacity
- An ADT over 50,000 – Over capacity

This transportation plan incorporates thresholds for two reasons. First, the thresholds provide Liberty Township and Butler County a tool for planning for future improvements. While the community may feel a roadway is busy or overcapacity, the Township and/or County can regularly check the traffic counts and compare the data against the thresholds to make a proactive decision about if and when a roadway could benefit from improvements.

Improvements can range from minor adjustments to the traffic signal timing at an intersection to larger projects such as installing a roundabout or adding turn lanes, which may be a solution instead of widening the overall cross-section.

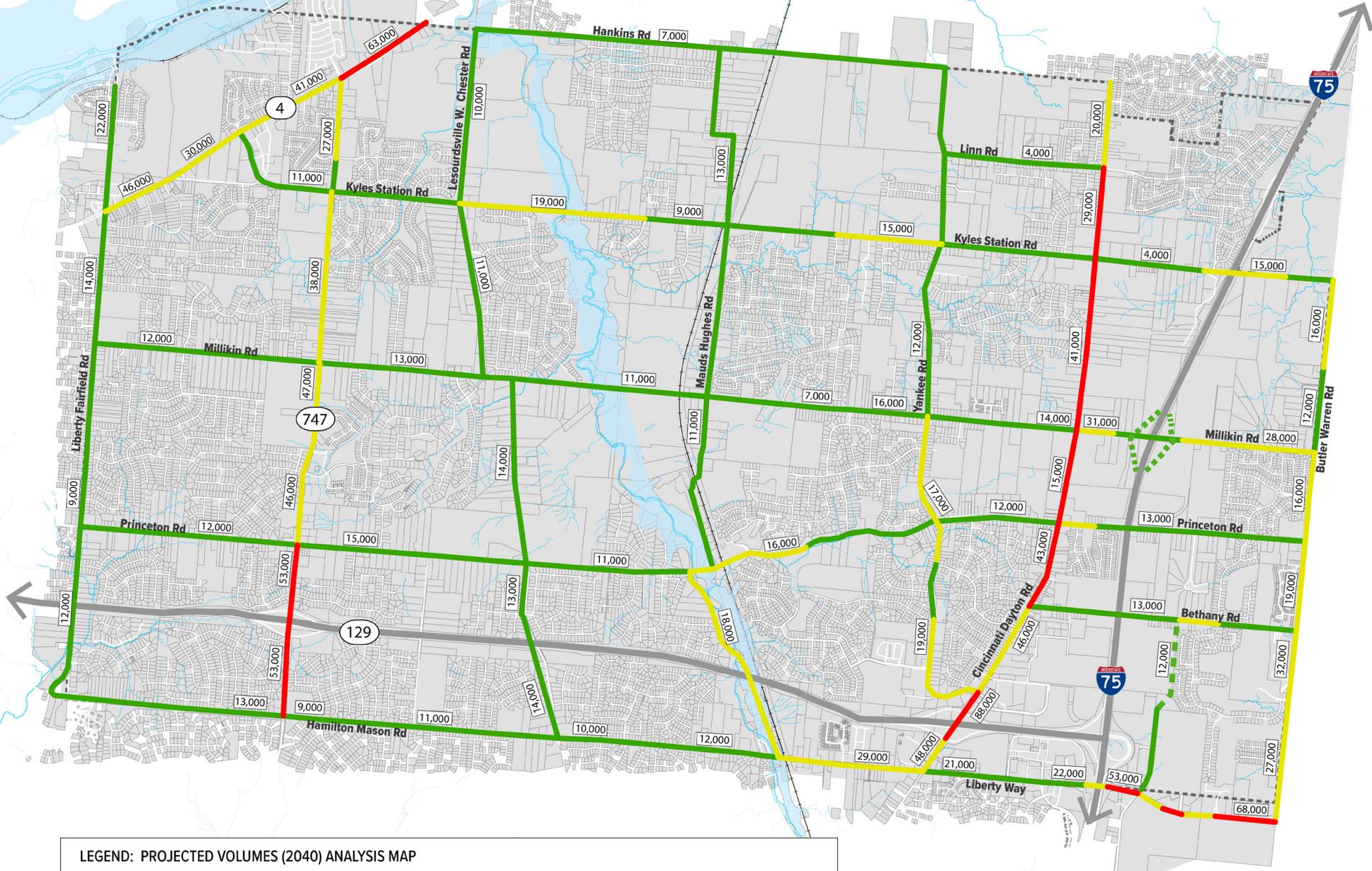
Secondly, the thresholds are a key component to analyzing the impacts of the future land use scenario within this comprehensive plan. By using the projected volumes and the suggested thresholds, the project team was able to identify which roadway segments could likely become an area of concern if and when the adjacent land develops.

Projected Volumes: Understanding the Impacts

While the projected volumes appear much larger than the current volumes, many of the roadways are designed to handle the increased amount of traffic. Using the suggested thresholds, the Projected Volumes Analysis Map classifies roadways into one of three categories; adequate capacity, nearing capacity, and over-capacity.

The projected volumes and analysis take into account any existing and/or committed transportation projects listed in the OKI Transportation Improvement Plan. Even with these improvements, if the Township develops as the future land use map depicts by 2040 then a full build-out scenario would result in several roadway segments becoming near capacity and a few areas becoming over-capacity.

Near capacity means the projected volumes fall within 15,000 – 25,000 average daily trips for 2-lane roadways and between 30,000- 50,000 average daily trips for 4-lane roadways. Over-capacity reflects roadway segments that are projected to experience volumes of 25,000+ vehicles per day for 2-lane roadways and 50,000+ for 4-lane roadways.



LEGEND: PROJECTED VOLUMES (2040) ANALYSIS MAP

- | | | | | | |
|--|-------------------|--|------------------|--|--------------------------|
| | Roadway | | Waterway | | Planned Roadway Segments |
| | Township Boundary | | Floodplain | | Adequate Capacity |
| | Parcel | | Nearing Capacity | | Over Capacity |
| | Railroad | | | | |

Results – Top Priority Roadways

What does the Projected Volumes Analysis Map tell us? The findings of the assessment exercise confirmed elements that have been in consideration previously. Rather than seeing these as new projects to undertake, the listing should be used as a confirmation of previously discussed impacts and solutions. These improvements, listed below, are a continued recommendation based on discussions with Township and County staff, input gathered from the public engagement process, existing conditions data, and analysis of the traffic model. The projects are meant to address proposed traffic deficiencies as a result of continued population and employment growth within the Liberty Township community. Liberty Township, Butler County, and the Ohio Department of Transportation should be coordinating and planning for roadway improvements along 4 key areas. The roadway segments highlighted in red are projected to be over-capacity and should become top priority projects.

Millikin Way Interchange and associated improvements

Although not marked on the map, the Millikin Way interchange is an essential project on which the Future Land Use Plan depends on, and should continue to be advocated and planned for. Related capacity improvements will be necessary specifically at the intersection of Millikin Road and Cincinnati Dayton Road.

Following the expansion of Millikin Road, the County should consider reclassifying the corridor as an arterial to account for its new role in the transportation system

State Route 4

The portion of State Route 4 between State Route 747 and Lesourdsville West Chester Road is projected to be handling more traffic than it is designed for. Currently, this roadway segment has a 4-lane cross-section meaning the necessary improvements could require an addition lane or two. It is likely that State Route 4 will be reaching over-capacity because it serves as a major commuter route for nearby communities. The volume is largely generated from through traffic rather than local traffic going or coming from adjacent development.

State Route 747

The existing 4-lane roadway segment of State Route 747 between Hamilton Mason Road and Princeton Road is projected to reach capacity if the future land use map becomes reality. This segment is likely showing as over-capacity for two possible reasons. First, the projection model takes into account trip generated from outside of the Township meaning travelers from West Chester Township could be using this roadway segment to access State Route 129. Additionally, the future land use map suggested that the Princeton Road intersection area could develop as local mixed use which is a more intensity development pattern than what exists today.

Cincinnati Dayton Road

Identified as the roadway with the most concern, Cincinnati Dayton Road already has 2-lane segments that are nearing capacity today according to the suggested thresholds. Furthermore, the future land use map suggests that this area will see more development compared to other areas of the Township. Because of this, Cincinnati Dayton Road between Bethany Road and Linn Road will likely need to be expanded to accommodate for a 4-lane cross-section. Additionally, the small 4-lane segment near the Yankee Road intersection could become problematic requiring future improvements. The challenge with this is that there isn't much room for widening south of Princeton Road since the existing development is already so close to the right-of-way. Fortunately, it is anticipated that the Millikin Road Interchange could relieve the capacity concerns in this challenging area. Other viable alternatives to help relieve pressure from Cincinnati Dayton Road include Butler Warren Road and the Cox Road extension.

Liberty Way

The future land use map plans for regional mixed use to expand eastward from Liberty Center to the other side of interchange which could have a significant impact on the adjacent roadways. Additionally, the plans to extend Cox Road to the north will increase traffic at the intersection along Liberty Way. These two considerations could generate the need for a larger cross-section from Cox Road to Butler Warren Road or capacity improvements at the Butler Warren intersection. It is important to note that this roadway segment is actually in West Chester meaning the Township should be communicating the potential impacts.

In addition to providing for capital improvements, the Township, in partnership with the Butler County Engineer's Office should work to proactively review the functional classifications for its cross-Township roadways. This review and any subsequent updated can clarify roadway roles and objectives, increase the eligibility for federal funding, and can be incorporated into existing subdivision control ordinances to allow for developer sponsored improvements.

As development and redevelopment occurs in the Township, the supporting transportation system should be evaluated and appropriate improvements should be made in compliance with the Future Transportation Plan and the *Butler County Thoroughfare Plan*. The Township should continue to collaborate with the Butler County Engineer's Office and OKI Regional Council of Governments to ensure that sufficient data is being collected on the transportation system, and that OKI's population and employment estimates and projections are up to date. A Traffic Impact Study (TIS) should be performed for each development/redevelopment application, in accordance with the County's guidelines, to determine what roadway system improvements are necessary to properly accommodate traffic generated by the subject development. Any roadway system improvements (including the construction of new roads) required to mitigate development traffic impacts should be compatible with the roadway system as defined but the Township and Butler County.

PRESERVING CORRIDOR CHARACTER

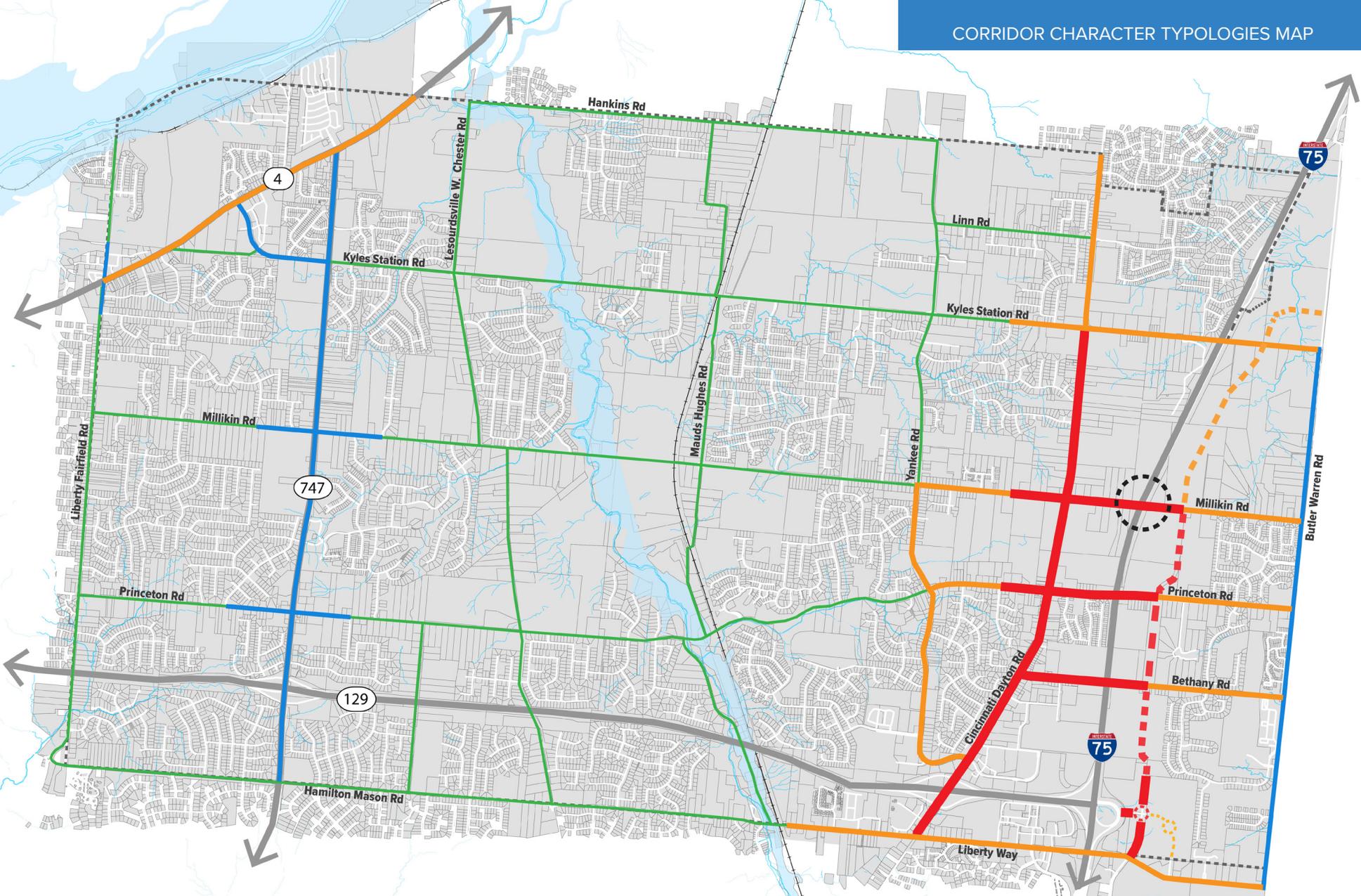
As outlined previously, the appearance or the visual experience created by the design and context of the roadway itself is just as important as the mobility and accessibility standards outlined within a traditional Thoroughfare Plan. Since the functional classification and roadway design parameters are accounted for within the Butler County Thoroughfare Plan, the Future Transportation Plan focused on the development of a tool to define and categorize corridor character.

Although roadways may have the same function, they should not all be identical in form and style. A roadway in the Central Business District or Millikin Center should look and feel different than a roadway traveling through the residential areas of the Township. By establishing and applying corridor character typologies, the desired style and visual appearance along the roadway can be customized in each part of the Township- regardless of the roadways functional classification or width.

The Future Transportation Plan ties the future development character of an area to the way the roadway functions and looks, with an emphasis being placed on establishing contextual elements that carry out the community's desire to preserve the rural, natural character of the Township. The Future Transportation Plan classifies each of the Township's primary roadways into one of four corridor character types: Urban, Suburban, Commuter, and Rural. The corridor character typologies do not attempt to alter the functional classification of the corridor, or replace the Butler County Thoroughfare Plan, but instead serves to enhance the design and visual impact along any given corridor in order to establish and strengthen the character of the area.

Each category includes a description of the elements commonly present that contribute to specific roadway character type. The description of elements focuses on the area outside of the vehicular zone (travel lanes, turn lanes and curbs) and relies on the Butler County Thoroughfare Plan to establish the specific design standards such as the number and width of lanes and overall right of way widths. As roadway improvements are made within the Township, Liberty Township leaders and staff can use the Future Transportation Plan, and the included corridor character assignments and descriptions to guide conversations and negotiations with Butler County and private developers to further define and develop corridor amenities including multi-modal facilities, landscaping and lighting.

The following pages contain the specific roadway typologies associated with the future land use districts.



CORRIDOR CHARACTER TYPOLOGIES LEGEND

- | | | | | | |
|--|-------------------|--|------------|--|--------------------|
| | Major Roadway | | Waterway | | Commuter |
| | Township Boundary | | Floodplain | | Rural |
| | Parcel | | Urban | | Future Roadways |
| | Railroad | | Suburban | | Future Interchange |

URBAN CORRIDORS

The Urban corridor typology is intended to enhance the pedestrian experience in areas of higher-intensity development as recommended by the future land use map. These roadways are highly traveled and expected to experience an increase in pedestrian activity. The roadways should have extensive amenities for all users, with businesses clustered and storefronts brought up to the edge of sidewalks and streets. Focused on areas of mixed use and high density, these roadways focus on controlling traffic, and safely accommodating bicyclists and pedestrians to encourage non-motorized forms of travel. The scale is highly pedestrian with cars and people sharing limited space.



GENERAL CHARACTERISTICS - URBAN CORRIDORS

VEHICULAR ZONE	Typical Number of Lanes	2-4 depending on capacity analysis
	Lane Width	10-11 Feet (As determined by the Butler County Engineers Office)
	Median or Center Turn Lane	Possible, based on location and final cross section
	Curbed	Yes
	Lighting Scale	Pedestrian
MOBILITY	Tree Lawn	Possible, based on location Tree lawn may be paved at crosswalks to provide a safe transition space for pedestrians
	Streetscape Furniture	Yes
	Street Trees and Other Landscaping	Yes
	Sidewalks	Yes
	Pedestrian pathways (On-Street Bicycle Facilities or Multi-Use Path)	Yes, depending on location. Refer to Liberty Township Trails Plan
DEVELOPMENT ZONE	Development Setbacks	Along primary thoroughfares, developments should utilize yard setbacks to preserve existing natural features, and areas of established vegetation. Within the setbacks, in addition to preserved features, landscape berms and additional vegetation should be used to screen development parking areas and further enhance the visible character of the area.

SUBURBAN CORRIDORS

The more traditional design seen within commercial corridors, the Suburban Corridor character typology emphasizes the vehicular environment by providing for the safe and efficient movement of traffic while incorporating a pedestrian environment along the corridor's length. These corridors are highly traveled, and often feature higher speeds to maximize the movement of traffic, but they are often located in key development areas so a high-quality, well defined character is paramount. Street elements are more focused on road beautification and pedestrian separation from traffic with an exceptional level of landscaping, open space, and visual quality. This type of roadway typology is envisioned as something similar to a traditional boulevard intended for through traffic with medians.



GENERAL CHARACTERISTICS - SUBURBAN CORRIDORS

VEHICULAR ZONE	Typical Number of Lanes	2-4 depending on capacity analysis
	Lane Width	11 Feet (As determined by the Butler County Engineers Office)
	Median or Center Turn Lane	Possible, based on location and final cross section
	Curbed	Yes
	Lighting Scale	Street
MOBILITY	Tree Lawn	Yes Tree lawn may be paved at crosswalks to provide a safe transition space for pedestrians
	Streetscape Furniture	No
	Street Trees and Other Landscaping	Yes
	Sidewalks	Yes
	Pedestrian pathways (On-Street Bicycle Facilities or Multi-Use Path)	Yes, depending on location. Refer to Liberty Township Trails Plan
DEVELOPMENT ZONE	Development Setbacks	Along primary thoroughfares, developments should utilize yard setbacks to preserve existing natural features, and areas of established vegetation. Within the setbacks, in addition to preserved features, landscape berms and additional vegetation should be used to screen development parking areas and further enhance the visible character of the area.

COMMUTER CORRIDORS

Commuter Corridors provide a primary vehicular function but are often located within transitioning areas of the community. While these corridors provide access to key commercial and retail development, they have historically been seen as rural or natural areas of the community. The Commuter Corridor category balances the needs of the vehicular environment by providing ample buffer space, landscaping and multi-modal amenities. These contextual amenities soften the visual impact of the numerous lanes and transition the character down to the natural and residential environment adjacent to the corridor. The Commuter Corridor category allows for development to take place in the traditional style with front-of-store parking lots while respecting the natural and rural characteristics the community desires. This character typology exemplifies the high-quality standards by which Liberty Township's roadways have been designed, built, and landscaped over time.



GENERAL CHARACTERISTICS - COMMUTER CORRIDORS

VEHICULAR ZONE	Typical Number of Lanes	2-4 depending on capacity analysis
	Lane Width	11-12 Feet (As determined by the Butler County Engineers Office and/or Ohio Department of Transportation)
	Median or Center Turn Lane	Possible, based on location and final cross section
	Curbed	Yes
	Lighting Scale	Street
MOBILITY	Tree Lawn	Yes
	Streetscape Furniture	No
	Street Trees and Other Landscaping	Yes
	Sidewalks	Yes
	Pedestrian pathways (On-Street Bicycle Facilities or Multi-Use Path)	Yes, depending on location. Refer to Liberty Township Trails Plan
DEVELOPMENT ZONE	Development Setbacks	Along primary thoroughfares, developments should utilize yard setbacks to preserve existing natural features, and areas of established vegetation. Within the setbacks, in addition to preserved features, landscape berms and additional vegetation should be used to screen development parking areas and further enhance the visible character of the area.

RURAL CORRIDORS

The corridor character typology with the lowest level of design treatment, the Rural corridors emphasize the township's natural environment with two lane roads, low density development which is predominately residential in nature, and lots of established greenery. Homes and businesses have direct driveway connections to roadways, with any additional road amenities being minimal. Roads with this designation are located largely to the townships center and west, where rural character is to be preserved for recreation and aesthetics.



GENERAL CHARACTERISTICS - COMMUTER CORRIDORS

VEHICULAR ZONE	Typical Number of Lanes	2
	Lane Width	11 Feet
	Median or Center Turn Lane	No but 2'-4' berms should be used on each side of the road to increase safety.
	Curbed	Yes
	Lighting Scale	Street, if any
MOBILITY	Tree Lawn	Yes Depending on location. Tree lawns should be provided in conjunction with multi-modal facilities such as sidewalks and multi-use paths
	Streetscape Furniture	No
	Street Trees and Other Landscaping	Yes Either existing trees or through mitigation following construction
	Sidewalks	Yes, depending on location and need Sidewalks should provide connectivity to residential developments and nearby destinations.
	Pedestrian pathways (On-Street Bicycle Facilities or Multi-Use Path)	Possible, based on need. Refer to Liberty Township Trails Plan.
DEVELOPMENT ZONE	Development Setbacks	Along primary thoroughfares, developments should utilize yard setbacks to preserve existing natural features, and areas of established vegetation. Within the setbacks, in addition to preserved features, landscape berms and additional vegetation should be used to screen development parking areas and further enhance the visible character of the area.

NON-MOTORIZED TRANSPORTATION

Non-motorized infrastructure, such as sidewalks, multi-use pathways and on street bicycle facilities are becoming an ever more important amenity in communities throughout the country. Used for biking, jogging and walking, these non-motorized amenities provide opportunities for recreation and leisure travel and in some instances provide an alternative means of transportation for those who may live and work in the area. While a strong emphasis is traditionally put on community's making investment in non-motorized amenities, there is an increasing need to prioritize the completion of non-motorized transportation systems. In order for a sidewalk or path system to be effective, the sidewalks, trails or multi-use paths need to be a complete system, meaning key destinations are linked together. By connecting key destinations and activity centers to residential neighborhoods and subdivisions, efficient and safe connections can be made which will allow children and adults the opportunity to move through their neighborhoods, visit key areas within the community and make regional connections to areas outside of the Township.

While having complete systems is critical, it is not necessary for a community to construct a complete non-motorized network all at once. Traditionally, communities have used a strategy that allows for sidewalks, multi-use paths and trails to be built piece by piece as roadways are widened or updated or as development occurs. Often times this strategy utilizes the private development sector to construct trail pieces to serve the people within and near that development along their particular roadways frontage, even though it may not connect at the time. While this approach focuses on implementing a segment at a time, the end result is a complete trail network which has evolved over time in a cost efficient and equitable manner. While the strategy is effective in implementing large segments of sidewalk or multi-use trail, in many instances it also results in a series of gaps. Oftentimes areas of existing development, or segments with design and construction challenges are often low on the priority list due to timing and funding. Completing the system, and filling in the connectivity gaps is oftentimes the most difficult task for communities to achieve.

Township leaders and community residents know that alternative modes of transportation such as walking and bicycling are important amenities that cannot be overlooked. This commitment to non-motorized connectivity is not new. The Township's focus on pedestrian and bicycling amenities dates back to the early 1990's with the inaugural Liberty Township Trails Initiative. The Initiative's primary goals focused on the following:

1. Assuring the preservation of greenways through the Township for public use and enjoyment;
2. Connecting community areas of the Township with a safe corridor for pedestrian and bicycle traffic; and
3. Connect the Township to neighboring bicycling and pedestrian networks.

The focused work of the Liberty Township Trails Initiative, and the current Liberty Township Trails Committee has continued since 1997 and has resulted in neighborhood and subdivision pedestrian sidewalk systems and a series of multi-use path segments along primary thoroughfares. To date, the Township has relied on the private development community to construct facilities as new development occurs, has worked to incorporate additional pathways into roadway improvement projects and completed segments themselves by using funding received through grants. Not unlike many communities across the country, Liberty Township is now facing the difficult tasks of continuing the construction of pathways and connecting them to one another.

As a continuation of the community's interest and support for a non-motorized transportation system, the *2013 Vision Plan* included the adoption of an updated Liberty Township Trails Plan. The Trails Plan, which was completed by a subcommittee outside of the larger Vision Plan process, provided high level guidance on connectivity goals, objectives and route locations. This component of the 2013 comprehensive plan seeks to improve quality of life and encourage pride in the community by establishing a network of safe paths and sidewalks to connect subdivisions,

parks, businesses, schools, and other community destinations. The Trails Plan vision statement also indicates that paths and sidewalks will be designed to meet the needs of a variety of users with the goal of increasing the accessibility of all pedestrian and bicyclists through the Township and adjacent communities.

During the 2020 Liberty Township Comprehensive Plan process, the continued need for non-motorized systems was confirmed by the project steering committee, the project ambassador groups, community stakeholders and the general public. This continued commitment was factored into the overarching planning themes, goals and policy objectives that are outlined within Chapter Two: A Call to Action. Overall, the guidance from the Trails Plan remains the same. The Township is committed to:

- Providing sidewalks and trails within all developments that shall then connect to adjacent developments.
- Providing pedestrian connections along all public roadways and to key destinations.
- Ensuring the design of pedestrian facilities accommodates all modes of transportation with appropriate widths that are consistent with typical standards.
- Working to develop planned paths that are part of regional trails, such as Miami-2-Miami and the Great Miami River Trail.
- Utilizing grants to help pay for new pathway connections.
- Planning for the long term maintenance of all pedestrian facilities, which can include township owned paths and paths that are installed by developers and maintained by HOA's.

Since 2013, the Trails Plan has been an integral component of the Township's comprehensive plan, and although successful, during the 2020 process a strategic decision was made to separate the two documents. By nature, comprehensive plans are traditionally high level guidance documents that outline broad goals and objectives that can be applied to an entire community. Due to their community-wide focus comprehensive plans often do not get into the level of detail necessary for site specific infrastructure projects. By separating the Trails Plan, Liberty Township now has the opportunity to dig deeper into the topic of connectivity, the critical connections that are needed, the feasibility of each route and the funding resources available to complete implementation. Moving forward, the two documents should become complementary to one another and used together to guide investment in the community's non-motorized transportation network.

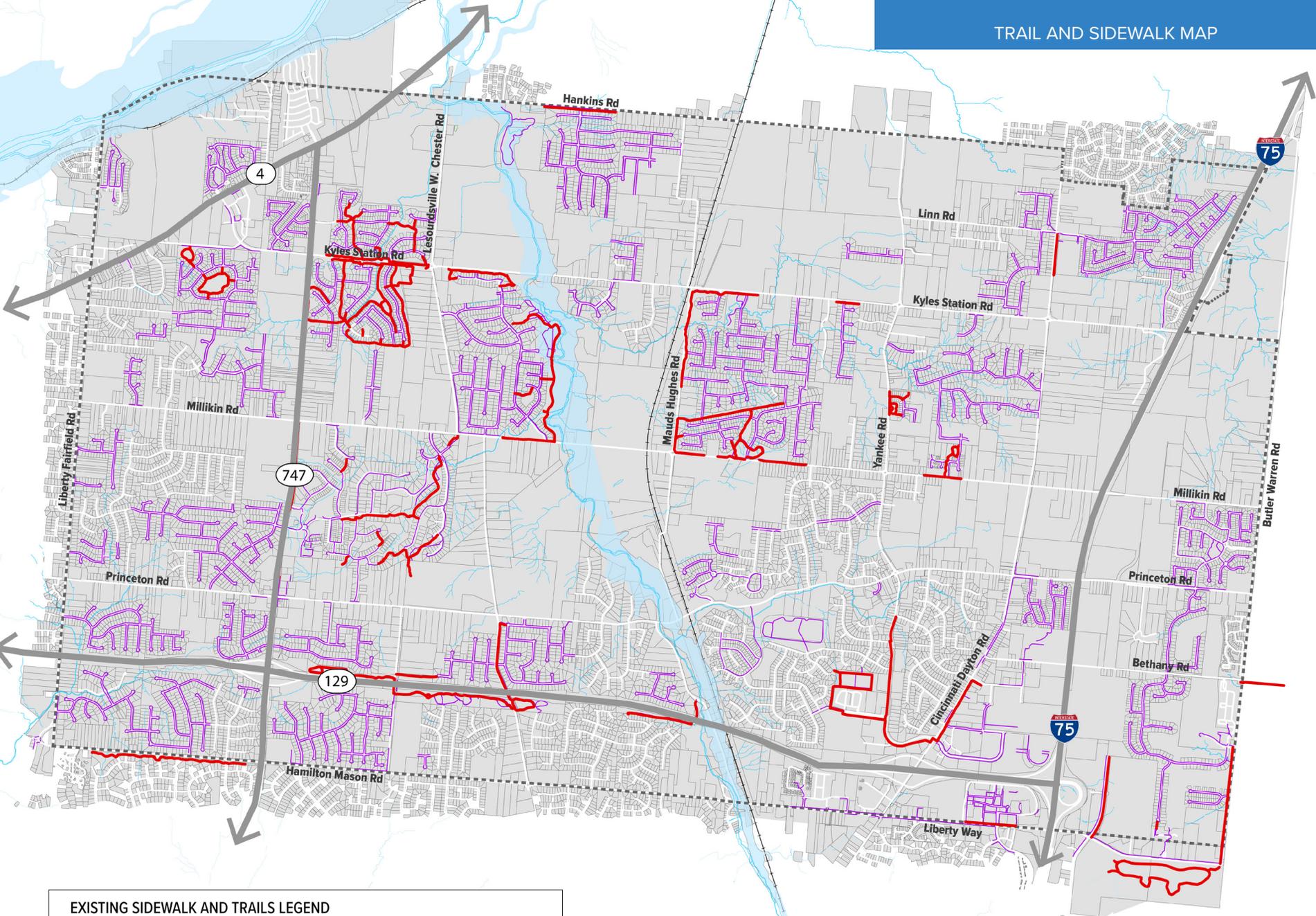
Trail and Sidewalk Plan

With the exception of sidewalks within residential subdivisions, Liberty Township's current inventory of sidewalks and multi-use paths lack overall community connectivity due to numerous, short and isolated segments. Often installed with the creation of new subdivisions, sidewalks and multi-use paths can be found throughout most of the township, as they were made a development requirement during the original building boom. However, they have not yet been joined into a broader community wide system due to their scattered nature but the township has been working to drastically improve connectivity in support of their long-standing connectivity efforts. Once these pathways connect to community centers, other regional trails such as the Miami2Miami and the Great Miami River Trails, and other communities, alternative methods of transportation will open up to residents.

Currently, Liberty Township is in the midst of an ambitious plan to connect its scattered trails and pathways into one interconnected system. Future implementation initiatives will likely build upon existing trail systems within the various parks and subdivisions, and incorporate new infrastructure

along key township roadways, while also working in conjunction with the Miami2Miami and Great Miami River Trail Plan. The Miami2Miami Trail is an 84-mile proposed trail system, made up of a combination of 10-foot wide separate trails, 5-foot wide bike lanes, and shared roadways with abundant signage. The purpose of the trail is to connect the Great Miami River Trail (both existing and proposed) around Dayton, with the existing Little Miami Scenic Trail between Cincinnati and Columbus. The multi-use system will offer transportation and recreation opportunities for walking, jogging, cycling, skating, and wheelchair use. When completed, the trail system will not only connect two large north/ south trails, but with those connections, will provide links to more than 400 miles of multi-use trails across the state of Ohio.

While no formal recommended improvements are outlined as a component of the *2020 Liberty Township Comprehensive Plan* the overarching goals, and policy objectives outlined within Chapter 2: A Call to Action, and the non-motorized improvements reflected within the Corridor Character Typologies, are intended to guide future initiatives and both public and private investment within the Township. The Trail and Sidewalk Plan map depicts the existing facilities in Liberty Township as of August 2020.



EXISTING SIDEWALK AND TRAILS LEGEND

	Major Roadway		Waterway
	Township Boundary		Floodplain
	Parcel		Existing Multi-use Paths
	Railroad		Existing Sidewalks