



*Approved by City of Sharonville City Council, Resolution 2020-R-16, September 8, 2020*



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## Community Partnerships Represented

- Great Parks of Hamilton County
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- Sharonville Community Center
- Sharonville Cultural Arts Center
- Sharonville Chamber of Commerce
- Sharonville Convention Center

## Sharonville 2030 Comprehensive Plan Steering Committee

- Steven Berke
- Michael Blomer
- John Creech
- Sarah Dircks
- Anna Ehlerding
- Lois Erven
- Katy Huffman
- Jim Lukas
- Chris Xeil Lyons
- Scott McKeehan
- Eddie Meiners
- Tina Riehle
- Kyle Snyder
- Mary Tankersley
- Michelle Taylor
- Lynn Wambaugh
- Tim Zelek

## City of Sharonville Staff

- James Lukas, Safety Service Director
- John Creech, Director of Community Development
- Chris Xeil Lyons, Director of Economic Development
- Michael Bloomer, Director of Parks and Recreation
- Sarah Dircks, City Planner
- Katy Huffman, Small Business Liaison
- Anna Ehlerding, Assistant to the Mayor
- Rob Tankersley, City Councilman - Ward 4
- Jamie Kreindler, Planning Intern
- Anthony Gustely, Planning Intern
- Max Lambert, Planning Intern
- Gabe Rhodes, Planning Intern

## Photography by:

- Rick Barge, Barge Photography
- Susan Ernst, Nature's Closeup Photography

## Consultant Team



City of Sharonville City Council - 2018

# Introduction



The City of Sharonville is a community with strong residential pride, vibrant business activity, and a desirable location within the greater Cincinnati region along Interstate 75 and 275.

The City actively seeks out ways to improve the overall quality of life for residents and attract new businesses through planning and economic development initiatives. These initiatives include planning and design guidelines, small area plans, and collaboration with organizations such as the Connecting Active Communities Coalition (CACC) and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) for improved, regional multi-modal transportation connectivity. The City also utilizes financial incentives and strong partnerships to obtain, maintain, and grow the Sharonville employment sector.

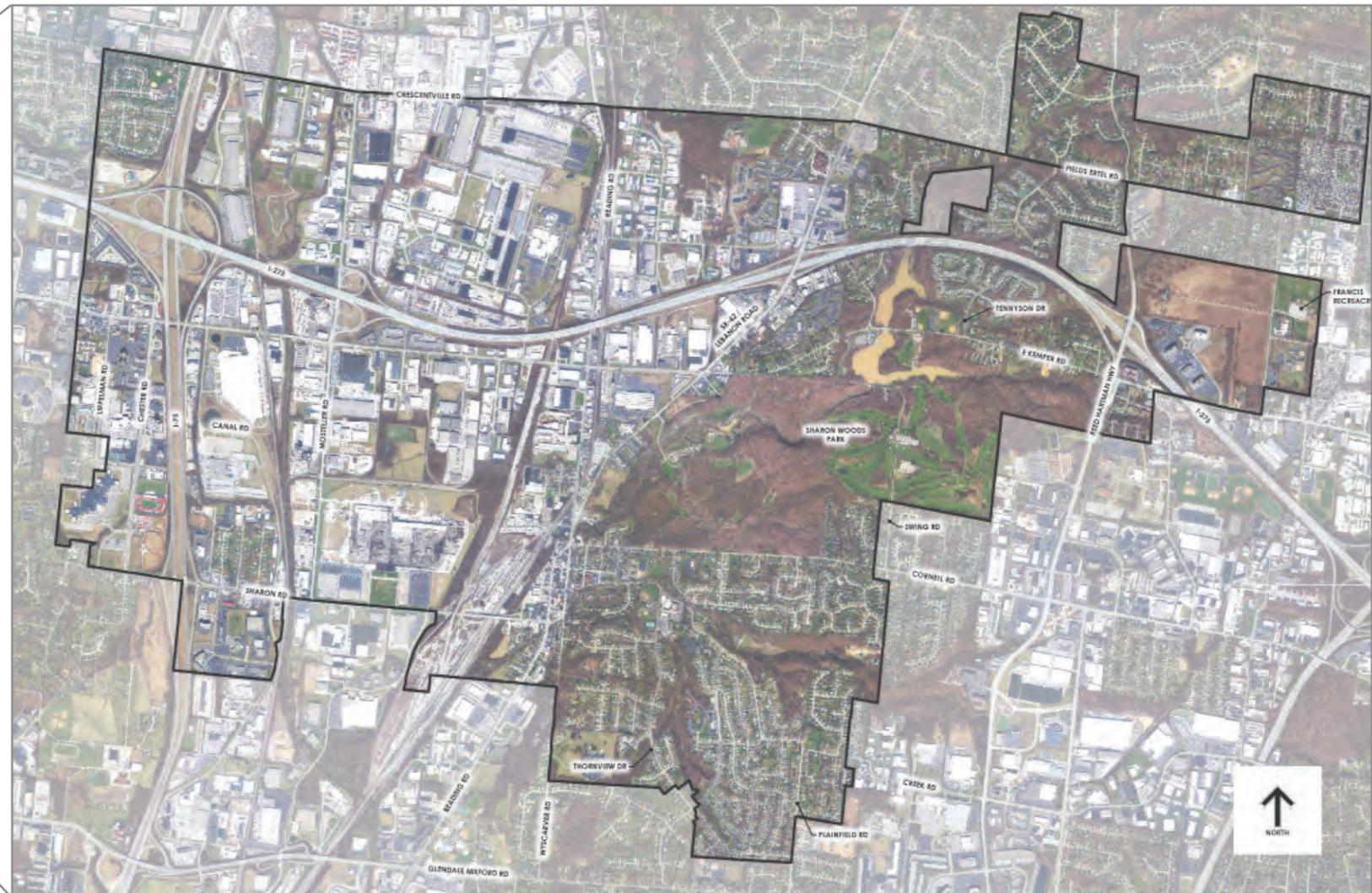
In order for the City to continue these efforts into the future, a unified vision that prioritizes future projects and addresses how the City wants to shape its future is vital. The ultimate purpose of this Comprehensive Plan is to allow the City to continue to think long-term on how they would like to address future issues or development.

This plan is a result of over a year of public engagement and review. This plan contains the collective recommendations and confirmed support of the residential and business community. This plan could not have been possible without the ongoing support from City leadership and continued enthusiasm from the community.

The Department of Community Development and the City of Sharonville commits to working toward the implementation of the goals, recommendations, and priorities developed in this plan. They are committed to the results of the plan and proud of the transparency and inclusiveness of the planning process. In January 2020, the Sharonville Department of Community Development began a comprehensive zoning code update, which will integrate the themes and recommendations from the following plan into implementable principles as one of the first steps in moving Sharonville forward toward its envisioned future.



Image Source: Max Lambert



## What is a Comprehensive Plan?

A comprehensive plan is a planning tool that evaluates various aspects of a community and establishes a series of policies to help guide future decisions about the physical, economic, environmental, and community service aspects of that community. Comprehensive plans are general, in nature, and are purposely long-term (10 to 20 years), recognizing that some visions cannot be achieved immediately but take years to accomplish.

Unlike many other states, Ohio does not provide much in the way of statutory guidance or requirements for comprehensive planning. The State only requires that zoning should “be in accordance with a comprehensive plan.” Since the state does not have any mandatory elements for a comprehensive plan, the City of Sharonville took into consideration the Ohio-Kentucky-Indiana Regional Council of Government (OKI)’s ***Elements of an Effective Local Comprehensive Plan*** and the ***Strategic Regional Policy Plan (SRPP)*** when evaluating the elements to be considered as part of this planning project. Figure A illustrates the relationship between the Sharonville 2030 Comprehensive Plan to relevant planning documents.

A comprehensive plan can be an effective tool when considering priorities for spending on capital improvements, seeking grant funding, or defending zoning and subdivision decisions. Many state and federal agencies, including, but not limited to, OKI or the Ohio Department of Transportation (ODOT), prioritize funding of projects identified in current comprehensive plans over projects in communities that do not have a plan. According to the OKI documents, the minimum goals of a comprehensive plan are to:

- Address the community’s key physical elements;
- Provide long-term (20 years or more) guidance for the timing and location of development and redevelopment;
- Provide for development and redevelopment choices as the community grows;
- Provide a basis for defensible zoning and subdivision decisions;
- Provide for routine evaluation and updating every five (5) years; and
- Should be scaled to local circumstances, resources, level of government, and authority.

This plan meets all of the OKI goals because while the planning horizon for this comprehensive plan is 2030, many of the goals and strategies included in the plan are longer-term (20 years or more). Some of the strategies proposed will require further study that the City will need to start in the short-term. The Implementation Strategies section of this plan incorporates a monitoring program that sets out a course of action for the City to actively review the plan on an annual basis with a five-year reevaluation to ensure that the goals and priorities are still applicable and appropriate. The monitoring program then sets forth a plan for a more robust update in ten years, which is why this plan is entitled Sharonville 2030.

This plan takes a comprehensive look at the City within the scope of resources available to develop a plan for Sharonville. The plan meets the goals of a comprehensive plan despite not including a detailed analysis or plans for the energy, water, or sewer systems, which are analyses detailed in the ***Elements of an Effective Local Comprehensive Plan***, as these are examples of systems that

are planned and controlled by regional agencies. For these systems, Sharonville serves as a collaborator and support organization that works with those regional agencies on their long-term plans. Similarly, this plan does not attempt to undertake school planning on behalf of the Princeton City School District that encompasses various jurisdictions beyond the City of Sharonville. Rather, the City actively engaged the school in its planning process to ensure that the recommendations of this plan are in-line with the school district’s plans.

The figure below graphically presents how the components of both the ***Elements of an Effective Local Comprehensive Plan*** and the ***Strategic Regional Policy Plan (SRPP)*** are incorporated into the five main planning themes and implementation section of the Sharonville 2030 Comprehensive Plan. Both the final theme of this plan, A Vision for Our Places, and the Implementation section contain components of all the various elements, and so they each cover a comprehensive list of issues.

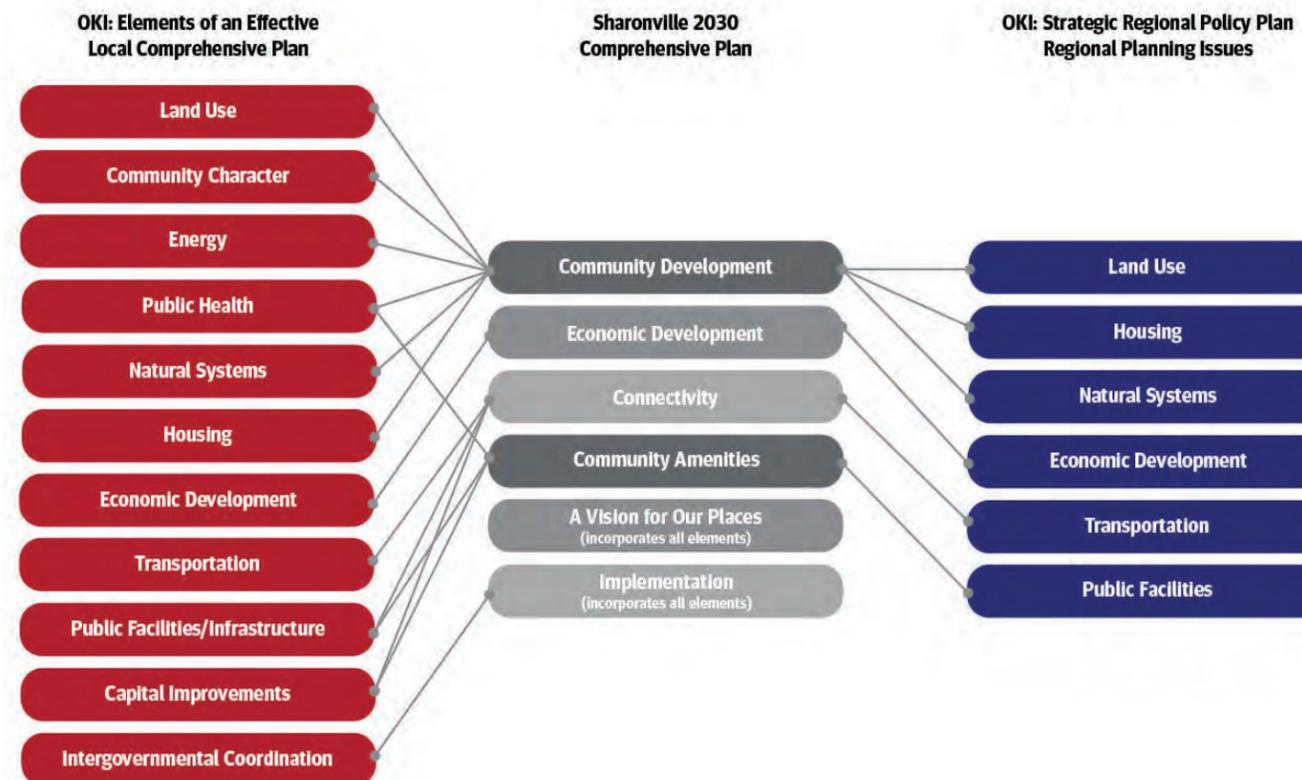


Figure A: Relationship of the Sharonville 2030 Comprehensive Plan with relevant planning documents from the Ohio-Kentucky-Indiana Regional Council of Governments

## The Sharonville 2030 Process

In 2019, the City of Sharonville embarked on a process to develop a new comprehensive plan that would focus on identifying the ideas the public had for the City's future and making sure that the City has an up-to-date vision for moving forward. To ensure that residents and businesses had multiple opportunities to participate, the City and consultants organized a series of events and activities to gather ideas and feedback throughout the process. The following is a summary of the public participation activities that helped shape this comprehensive plan.

**Project Branding and Website:** In December 2018, the City of Sharonville shared the branding of the project and began publicizing information about upcoming meetings. A project website was set up at [www.sharonville2030.com](http://www.sharonville2030.com) to post documents and information about past and future events.

**Project Kick-Off Meeting:** On January 23, 2019, the City hosted the project kick-off event where approximately 80 members of the community came out to show their support and participate in guiding the future direction of the City. This meeting set the foundation for big ideas and long-range priorities for the City. It also included an opportunity for interested residents to sign up for plan updates via e-mail.

Participants took part in two different activities. First, the City asked tables of participants to identify places they valued in the community on large maps of the City. Participants were also asked to identify places of change or opportunity. During the second exercise, participants were asked to come up with 'Big Ideas,' and staff documented those ideas on posters for all to review. Each participant was then given three dots with a first, second, and third priority to post next to what they thought should be the priority issues. Those dots were weighted (3 points for first priority, 2 points for second priority, and 1 point for third priority). The Appendix of this plan includes a summary of the results from this meeting.

**Steering Committee Big Ideas:** The City of Sharonville strategically picked the steering committee to represent a diverse range of community interests to guide the Sharonville 2030 Comprehensive Planning process to ensure the plan is a true representation of the community's goals and vision of the City. Additionally, in the Hometown Guide (the City's quarterly newsletter mailed to residents), the community was invited to apply or nominate someone else to participate in the steering committee. During the month of March 2019, members of the Steering Committee provided their own 'Big Ideas' as part of an online survey. Instead of asking for votes on these 'Big Ideas,' each respondent was asked to prioritize each idea with the following options:

- Short-term goal (1 to 5 years);
- Long-term goal (Over 5 years);
- An idea that should be reasonable to complete without major funding initiatives (e.g., tax increase, special levies, grants, etc.);
- An idea that should be reasonable with an understanding that the City can and should find the funding sources somehow, even if the City has to consider a major funding initiative; or
- The "King/Queen of Sharonville" idea, which implies what the person would move forward if they had one priority, regardless of cost.

The Appendix of this plan includes a summary of the results of the committee's big ideas

**Beers, Bites, and Big Ideas:** In April 2019, members of the Sharonville business community were invited to the Sharonville Convention Center to network and provide their own 'Big Ideas' for Sharonville 2030. Each participant was allowed an opportunity to identify three ideas, which were then consolidated where the individual ideas were similar in concept. Each time an idea was suggested, it received another vote. The City received a strong turnout with around 75 members from the business community in attendance. The Appendix of this plan includes a summary of the results of this meeting.



**Public Workshop:** On May 15, 2019, the City held a workshop at the Sharonville Public Library. The workshop was an open house where residents, past meeting participants, and people visiting the library could suggest specific ideas on the strategic areas of focus within the Sharonville 2030 Plan. There were four tables, each with a map of the four strategic areas: the Sharonville Downtown Loop, the Sharon Road Gateway, the Lebanon Road/US-42 Corridor, and a citywide map related to connectivity. Throughout the two-hour Open House, the City drew in over 30 people to participate in a detailed discussion on strategic areas within the City. The maps were posted to the website after the workshop to offer an opportunity to gather ideas from people unable to attend the workshop with one additional set of comments provided.

**Public Open House:** Information gathered from the May 15, 2019 workshop was consolidated into a set of themes and key recommendations that was presented to the public on June 5, 2019. The information was presented and shared with 21 community members who had requested updates throughout the planning process. The open house was held in the multi-purpose room of the Sharonville Community Center and provided an opportunity for families swimming or working out to walk in and view the information gathered at the previous events. Most of the major recommendations in this plan were presented to the public at that meeting and then posted to the project website.

**Steering Committee Meetings:** Throughout the course of the entire project, the steering committee met with staff and the consultants to review draft documents, strategies, and provide suggestions for the crafting of this comprehensive plan. The committee represented large and small business owners, the Public Library of Cincinnati and Hamilton County Sharonville Branch, Great Parks of Hamilton County, the Sharonville Community Center, the Sharonville Cultural Arts Center, the Sharonville Chamber of Commerce, parents of young families, retirees, cyclists, and professional developers in the field of economic development, architecture, planning, and geographical information system. The committee's hard work and collective input helped create this comprehensive plan.

**Comment Period and Adoption:** After the final steering committee meeting to review the draft plan in January 2020, the City posted the draft comprehensive plan to the project website and invited community members to provide comments throughout the adoption process. That process began with an initial presentation to the Planning Commission in March 2020, with the hearings postponed until July due to the COVID-19 pandemic. The plan was also advertised in the March 2020 edition of the Hometown Guide, giving residents time to review the document before the adoption of the plan by City Council in August 2020.

## Sharonville 2030 Vision

This plan contains nearly 50 implementation strategies developed as part of the overall vision of the Sharonville 2030 Comprehensive Plan. This vision encompasses five major themes identified based on all of the public input and “Big Ideas” that came out of the public participation forums and summarized in the Appendix of this plan. The five themes and related goals that set out the Sharonville 2030 vision are as follows:

### Theme #1: Pursue Responsible Community Development

1. Sharonville will continue to actively administer and enforce zoning, property maintenance, and other codes for the purposes of protecting the stability of our neighborhoods and business areas.
2. Sharonville will look for opportunities to expand housing options around the Downtown Loop and in other strategic areas. This will provide the opportunity and ability for the existing workforce to live in Sharonville, for residents to age in place, and to attract a younger population.
3. Sharonville will have more robust design and development requirements for new construction to raise the bar for the design of development that will contribute to the vision of the City established in this plan.
4. Sharonville will continuously work on making improvements to mitigate runoff and flooding issues that can help spur investment and reduce insurance costs for property owners.



### Theme #2: Capitalize on Our Economic Momentum

1. Sharonville will continue to take advantage of new and existing economic development tools to attract new businesses while supporting existing businesses.
2. Sharonville will continue to market itself as a place for new local businesses, especially restaurants and small-scale shopping.
3. Sharonville will work to ensure a diverse economy that does not rely too heavily on a single employer or type of employment industry.
4. Sharonville will ensure flexible requirements to allow for all forms of employment, including expanding the ability to retrofit older buildings to accommodate tech jobs and similar industries that do not require large building footprints.
5. Sharonville will market itself with continued integration of branding throughout the City as part of public improvement projects and as part of wayfinding systems.
6. Sharonville will continue to partner with the local schools and universities to expand workforce development opportunities for local students.

### Theme #3: Improve Connectivity

1. Sharonville will strive to create safe connections between neighborhoods and key destinations such as the Downtown Sharonville Loop and the Sharonville Community Center, etc.
2. Sharonville will work with Sharon Woods to develop more pedestrian and shared-use connections within the community.
3. Sharonville will encourage the expansion of public transit and the location of transportation hubs to provide employees with alternatives in how they commute to work.



### Theme #4: Enhance Community Amenities

1. Sharonville will seek out more opportunities to host programs, activities, and special events to benefit and engage the community and to increase the City's regional presence.
2. Sharonville will work to expand on facilities and programming of its Parks and Recreation Department.

### Theme #5: Re-Define the Vision for Our Places

Sharonville has several unique places and corridors that are an integral part of the City's identity and vibrancy. The City will work to establish a specific vision for the future of:

- The Downtown Sharonville Loop
- Sharon Road Gateway
- Lebanon Road Corridor
- Northern Lights District



## Sharonville Historical Context

Generations before European settlers came across Sharonville; the Cincinnati region was traversed by the Sioux, Cherokee, and Iroquois tribes<sup>1</sup>. Throughout history,<sup>2</sup> transportation patterns and annexations of land shaped the development and identity of neighborhoods across current-day Sharonville.

In 1801, the banks of the Mill Creek became home to the first settler, James Cunningham. Seventeen years later, the small rural town of Sharon formed with a population of 47. The original town plat, from February 5, 1818, contained 71 lots and shared roughly the same boundaries of the Downtown Loop. The town formed between two Mill Creek tributaries, a comfortable horse carriage ride along Lebanon Turnpike (US 42 / Lebanon Road), 12 miles north of the Ohio River, and the City of Cincinnati. Shortly after, in 1827, along the main fork of the Mill Creek, near the southern end of the Miami and Erie Canal, the Village of Crescentville was established. Development of the area was catalyzed by Neil Sullivan, the nearby mill superintendent, who built homes and financed home loans for mill employees.

Rail dominance and the introduction of the automobile shifted how people and goods were transported within the region. In 1876, after the railroad opened, the town of Sharon grew and was renamed Sharonville. In 1925, the canal became obsolete and closed, creating hardship to the Village of Crescentville. In the 50s and 60s, around the time of the development of Interstate 75 (I-75), various neighborhood subdivisions were platted to appeal to single-car families who desired suburban life.

In 1955, Sharonville consolidated their school with eight other school districts to form the Princeton City School District. Between 1955 and 1968, the City of Sharonville annexed various neighborhoods into the city limits, including; the Village of Crescentville, large residential areas, and current industrial areas.

In 1961, Sharonville became a city when its population exceeded 5,000. Shortly after, in 1962, Interstate 275 (I-275) was built at the northern end of the City, which further boosted the City's regional accessibility and population. The City's location between I-275 and I-75 has encouraged businesses such as Ford Motor Company, UPS, General Mills, as well as other economic developments.

In 1968, the City of Sharonville collected a 0.5% tax of residents to provide public services and improve infrastructure. After six years of tax collection, in 1974, the City was able to build the Sharon Avenue railroad overpass. In 1985, the City gained national attention for being the first municipality to eliminate its property

tax. For the past 45 years, the City has not collected municipal property taxes.

The second wave of annexation happened between 1982 and 1988, where the City acquired land to the northeast into Butler County. Much of this area was developed prior to annexation. In general, the areas have larger lot sizes and homes but have limited sidewalk connectivity.

During the time of Urban Renewal, when many communities were clearing out their urban core for redevelopment, the City of Sharonville invested into the historic downtown. Town Square, currently known as Depot Square, was designed to "remind the community of their heritage" during the late 1800s to the early 1900s and to serve as a "gathering place and focal point for the City." Today, preservation of the Sharonville Downtown Loop is a principal the City holds dear. The City continues to focus attention on rehabilitating the area as a community gathering spot for all residents.



Image Source: City Archives

1 Cooper, A. (2019, March 21). Native American Tribes & the Indian History in Cincinnati, Ohio. Native Americans in Ohio, pp. <https://www.americanindiancoc.org/native-american-tribes-the-indian-history-in-cincinnati-ohio/>.  
2 The following summary on the Sharonville historical context is based in large off of the book, Sharonville Then and Now. Sharonville: City of Sharonville Bicentennial, 1788-1988, written by Myron R Luke (1988)

## Recent Development Pattern and Planning Efforts

The City experienced most of its residential growth prior to 1990, but it continues to attract development and redevelopment inquiries. In recent years, developers have sought out higher-density or smaller footprint housing opportunities within the city. The Future Land Use Map shows areas of potential redevelopment opportunities.

Businesses located within the City have also sought to expand their business footprint, which would increase the number of jobs within the community. The City of Sharonville's industrial and commercial areas are essentially built out, with few opportunities for expansion due to property sizes and floodplain issues. See the existing land use discussion under **Theme 1: Pursuing Responsible Community Development** for more detailed information on the changes in land use that have occurred since the 1984 comprehensive plan.

The City of Sharonville recognizes the importance of planning whether it be long-term, comprehensive planning, strategic planning for special areas like the Downtown Loop and the Northern Lights District, or for targeted capital improvement projects that require intergovernmental coordination. The City's last comprehensive plan was completed in 1984. At the time, the City was nearing 11,000 residents, just 3,000 people shy of today's population. In addition to comprehensive and strategic local planning efforts, the City has worked with regional agencies such as OKI, Hamilton County, and the University of Cincinnati on other regional plans. Table 1 documents all of the City's existing planning efforts:



**Sharonville Northern Lights Design Standards and Guidelines**

**Table 1: Existing Planning Efforts and Documents**

Year	Plan	Goals
1979	Urban Renewal Plan	Stimulate economic growth and attract more service businesses and industries through tactics such as; acquisition and/or clearance, rehabilitation and beautification, development incentives, and public improvements.
1984	City of Sharonville Comprehensive Plan	Servicing a population of around 10,000 residents the 1984 comprehensive plan's main goals was to encourage and maintain high economic activity within the City, continue high quality industrial development, further regulate and define commercial and residential districts. Recommendation for much of the remaining vacant land to be developed for nonresidential purposes including for industrial and commercial uses.
1999	Chester Road Corridor Study	Revitalize Chester Road and reverse its perceived image.
2000	Main Street Corridor Study	Comparison of Sharonville's Main Street/Reading Road Corridor with four nearby communities.
2002	Lebanon Road Corridor Study	The Lebanon Road corridor has suffered from inconsistent development patterns and unattractive appearance that now impedes future development. Due to its prime location, the corridor is well positioned for rejuvenation as a commercial corridor. Acknowledgment of necessary zoning changes within corridor and calls out the need for a corridor master plan
2007	Northern Lights Chester Road Market Study	In order to analyze the market for various real estate products in the study corridor it has been necessary to conduct research to evaluate the marketplace to understand the potential future of Chester Road.
2007	Sharonville Northern Lights Master Plan	Renovation and expansion of current convention center, attract locally-owned restaurants, provide business class hotels and amenities near the convention center, and create an attractive pedestrian visual experience.
2010	Downtown Strategic Master Plan	Encourage small retailers to relocate to downtown, change zoning codes to allow retail and restaurants, and create a more distinctive look for downtown other than signage.
2013	Connecting Active Communities Coalition Transportation	Masters level course from the University of Cincinnati transportation planning class prepared an integrated bicycle and pedestrian plan for the Connecting Active Communities Coalition (CACC) which includes Sharonville and seven other local jurisdictions.
2016	Downtown Sharonville Business District Market and Revitalization Study	The purpose of this market and revitalization study is for the Downtown Sharonville Business District to be used by the City of Sharonville, Ohio and to assist in pursuing revitalization, business attraction and redevelopment strategies for Sharonville's downtown.
2018	Sharon Creek Trail Feasibility Study	University of Cincinnati master student project to determine feasibility of a shared use trail which will connect Sharon Woods through Sharonville into Evendale, as part of the Triangle Trail.
2019	2020 Connectivity Plan	Assessed walkability of three major points of interest in the City of Sharonville; Sharon Road Gateway, US-42 (Lebanon Road), and Downtown Sharonville. Provided recommendations and submissions to OKI to make the City more connected.
2020	Safe Routes to School Travel Plan	To design programs and implement public improvements which will benefit students and residents through boosting partnerships, encourage walking and biking, promote education about active transportation, enhance quality of life, foster community pride and enhance overall safety.
2020	Downtown Loop Streetscape Masterplan	As a result of the Sharonville 2030 Comprehensive Plan public engagement, the City began work on the Downtown Loop Streetscape. This plan serves as a driver for public improvements in the Sharonville Downtown Loop which incorporate development standards, policies, and site work to implement a uniformed downtown vision
Anticipated 2021	Sharonville 2030 Zoning Code Update	Comprehensive review of the zoning code with consideration of goals and recommendations established in the Sharonville 2030 Comprehensive Plan.
Anticipated 2021	The Sharonville Bike Trail Feasibility Study: Connecting Downtown, People, and Parks	This is a study that was funded by 2020 Hamilton County CDBG funds to help visualize trail options and builds off of Phase II of the City of Sharonville Downtown Loop Streetscape Plan. The study was funded after the initial draft of this plan's vision and supports both Theme #3 and #4.

## Using the Sharonville 2030 Comprehensive Plan

The Sharonville 2030 Comprehensive Plan is a guide for City and its stakeholders that includes residents, businesses, employees, and visitors. This plan is not a “to-do” list, and 2030 is not the deadline for implementation of the ideas set forth during the public engagement process. This document summarizes over a year’s worth of work to establish a vision and identify critical implementable strategies to work toward that vision. As a guide, this plan is intended to be somewhat broad to provide the City with flexibility in the future if, for example, an investor presents a new idea for significant investment in the City that this planning effort did not anticipate; or if new opportunities present themselves for projects not considered as part of this process. While this plan is not a City budget, it does provide evidence of public support on improvements and can open the door to new funding sources as they come along from the county, state or federal government

This plan contains eight major sections. The first two sections cover the Introduction and Regional Context and Trends for this planning process that gives a broad overview of the planning process and Sharonville as a community. These main sections provide the essential foundation that sets up the rest of the plan.

The five sections that follow those introductory sections address each of the specific planning themes established during the Sharonville Comprehensive Plan 2030 update process. OKI’s **“Elements of an Effective Local Comprehensive Plan”** are included within the various sections of the plan, as illustrated in the first column of Figure A. When using this document to gather information on a particular planning topic, you can utilize the Table of Contents or go to Figure A to locate an element of interest to determine which section of this plan addresses that element. Each of the sections for the planning theme contains additional background information, related goals, and the implementation strategies related to each planning theme.

The Implementation Strategies section is the final section of the plan that provides a summary of the recommendations from each of the themes in order of priority. These strategies are a collection of current, continuous, short-term, and long-term strategies prioritized based on public input and the work of staff and the steering committee.

The City should actively monitor and update this plan to reflect changing visions of the community and provide staff accountability for the public. The monitoring program for this plan sets out how the City should evaluate the plan every year to celebrate the successes of completed actions while also gauging whether the implementation priorities are still relevant. This annual review is also an excellent opportunity for the City to consider if new strategies need to be incorporated.



# Regional Context and Trends



A key component of a comprehensive planning strategy is understanding how the City has grown and developed into the community that it is and how the community wants to grow in the future. Evaluating how the City has grown as a community, as well as in comparison to the greater Cincinnati region, creates a foundation on which the City can plan for the future. Current trends can be a direct response to existing land uses and policies which shape how development can occur. Reviewing existing conditions and trends based on regional context can help the City determine what existing practices and policies are suitable and what policies should be refined or changed to fit the future needs of the City. The following is a summary of demographic numbers and related analyses. Additional data and information are also found as background information for the various planning themes when such information provides context pertaining to that planning theme. Please note that all regional context and trend information is based on the most recent available data, which is typically from 2017 or 2018, depending on the source.

## Population

Table 2 illustrates the historical population trends for the City of Sharonville and several nearby communities, along with the growth rates over the decades. The table shows that Sharonville, along with neighboring Springdale, Blue Ash, and Evendale, experienced significant growth before 1990. All population growth trends in the region have leveled out with some nominal changes since 1990. The stagnant population growth in the region could be due to the lack of opportunities for new development or a lack of large-scale redevelopment of underutilized properties. In Deerfield Township and Sycamore Township, some of the population losses are due to annexation into abutting jurisdictions.

The population of the City of Sharonville will likely remain stable for the foreseeable future unless there is a policy shift to encourage redevelopment of existing properties for higher-density residential uses or incorporation of more mixed-use buildings into the City. The population may continue to experience small variations in the sizes of families and other household changes as predicted by national trends, which have generally shifted to smaller family and household sizes.

Table 2: Population Growth

	1980 Population	1990 Population	1980-1990 Change	2000 Population	1990-2000 Change	2010 Population	2000-2010 Change	2018 Population (Estimate)	2010-2018 Change
Blue Ash	9,510	11,860	24.7%	12,513	5.5%	12,114	-3.2%	12,274	1.3%
Butler County	258,787	291,479	12.6%	332,807	14.2%	368,130	10.6%	378,294	3.9%
Deerfield Twp.	16,697	26,359	57.9%	25,515	-3.2%	36,059	41.3%	39,188	8.7%
Evendale	1,954	3,175	62.5%	3,090	-2.7%	2,767	-10.5%	2,859	3.3%
Forest Park	18,770	18,609	-0.9%	19,463	4.6%	18,720	3.8%	18,703	-0.1%
Glendale	2,368	2,445	3.3%	2,188	-10.5%	2,155	-1.5%	2,228	3.4%
Hamilton County	873,224	866,228	-0.8%	845,303	-2.4%	802,374	-5.1%	816,684	1.8%
Mason	8,692	11,452	31.8%	22,019	92.3%	30,712	39.5%	32,749	6.6%
<b>Sharonville</b>	<b>10,108</b>	<b>13,153</b>	<b>30.1%</b>	<b>13,804</b>	<b>4.9%</b>	<b>13,560</b>	<b>-1.8%</b>	<b>13,942</b>	<b>2.8%</b>
Springdale	7,474	10,621	42.1%	10,583	-0.4%	11,223	6.0%	11,228	0.0%
Sycamore Twp.	19,137	20,074	4.9%	19,675	-2.0%	19,200	-2.4%	19,411	1.1%
West Chester Twp.	23,553	37,894	60.9%	54,895	44.9%	60,958	11.0%	63,442	4.1%

*Data Source: U.S. Census - 2018 Community Survey*

# Regional Context and Trends



## Population - Race and Ethnicity of Residents

Race and ethnicity of the population are important components that need to be considered when evaluating the existing conditions of the City. In the City of Sharonville, there are three international grocery stores and a variety of independently owned restaurants that serve a wide range of international cuisines. As the makeup of the City changes, services may also need to adjust to reflect the diversity. Table 3 provides information on the race and ethnicity of residents of Sharonville, Butler and Hamilton Counties, and the State of Ohio. Table 4 provides additional information on the languages spoken at home, which is another indicator of Sharonville's cultural diversity. The two tables demonstrate the higher racial and ethnic diversity in Sharonville relative to Butler and Hamilton Counties and to the State of Ohio.

**Table 3: Race (% of Population)**

	Hamilton County	Butler County	Sharonville	Ohio
White Alone	67.5%	84.7%	<b>83.4%</b>	81.5%
Black or African American Alone	25.7%	8.0%	<b>8.5%</b>	12.4%
American Indian and Alaska Native Alone	0.1%	0.3%	<b>0.0%</b>	0.2%
Asian Alone	2.6%	3.1%	<b>5.4%</b>	2.1%
Native Hawaiian and Other Pacific Islander Alone	0.1%	0.1%	<b>0.0%</b>	0.0%
Some Other Race Alone	1.0%	1.1%	<b>1.0%</b>	0.9%
Two or More Races	3.0%	2.7%	<b>1.7%</b>	2.8%

*Data Source: U.S. Census - 2018 Community Survey*

## Population - Race and Ethnicity of Students

Princeton City School District is multi-jurisdictional and connects residents across the region. While not all students who attend school in Sharonville live within the City limits, they spend much of their days in class or socializing with students who do live in Sharonville. This shows that not everyone who is a part of the Sharonville community is a resident of the City but those community members are a valued part of the future. Table 5 provides some basic data on the race, ethnicity, and background of students in the schools located within the City of Sharonville that includes information on all the students who attend the schools, regardless of their residency.

**Table 4: Languages Spoken at Home (% of Population)**

	Hamilton County	Butler County	Sharonville	Ohio
Speaks Only English	92.04%	92.14%	<b>86.53%</b>	92.66%
Speaks Spanish	2.49%	3.56%	<b>4.96%</b>	2.38%
Speaks Other Indo-European Languages	2.34%	1.78%	<b>5.67%</b>	2.66%
Speaks Asian & Pacific Island Languages	1.52%	1.74%	<b>2.27%</b>	1.28%
Speaks Other Languages	1.60%	0.78%	<b>0.57%</b>	1.03%

*Data Source: U.S. Census - 2018 Community Survey - Based on population over the age of 5*  
*Note: For those who speak another language, the percentage includes people who either speak only that language and people who are bilingual*



**Table 5: Composition of Community Schools**

	Princeton Community Middle School	Sharonville Elementary School	Stewart Elementary School
Average Daily Student Enrollment	1,317	424	493
Black, Non-Hispanic	44.3%	26.4%	9.6%
American Indian or Alaska Native	NA	NA	NA
Asian or Pacific Islander	3.3%	10.1%	11.2%
Hispanic	23.7%	26.8%	51.8%
Multi-Racial	6.3%	6.9%	3.7%
White, Non-Hispanic	22.2%	29.8%	23.5%
Economically Disadvantaged	69.7%	70.6%	72.0%
Limited English Proficient	11.5%	24.9%	41.8%
Students with Disabilities	16.8%	14.7%	8.3%
Migrant	NA	NA	NA

*Data Source: Princeton City School District Community Reports for individual schools and teh City of Sharonville's Safe Routes to School Plan*  
 NA = Not applicable or data not available



# Regional Context and Trends



## Population - Age

The age of a population can be an indicator of the future needs of the City. This analysis compares the City population ages to the State of Ohio and Hamilton and Butler Counties. National trends have indicated that there is an increase of residents who wish to 'age in place'. As populations age, the services that need to be provided to residents must shift as well.

Several neighboring communities have a higher median age than Sharonville, as shown in Table 6, with significant increases in the median age since 2000. The City of Sharonville's median age has only slightly increased over the years, but the population numbers have remained stable. The median age in the City of Sharonville is only slightly older than Hamilton County and the State of Ohio. This slight shift in age seen by communities like Sharonville is on par with the national trend that shows people tend to living longer and family sizes are generally decreasing. Typically, this trend means that there are decreases in the total population of people under the age of 19.

Sharonville's population under the age of 19 has not drastically shifted since 2000, as shown in Figure B. Several factors can contribute to a decrease in children under 19 and a stabilization of adults aged 25 to 29 while all other age groups show people aging in place. Some potential factors that could contribute to the phenomena are the shift of grandparents raising children; the trend of adults waiting longer to form families; or the affordability and accessibility of Sharonville compared to other communities that feed into the Princeton City School District.

As the age of the population changes, so does the demand for various housing options and services. Trends have shown that young professionals seek low-maintenance, urban living options that accommodate their transient lifestyles. Traditionally, they have sought rental housing or apartment living where they can walk to work and have access to various points of interest, including shops, restaurants, cultural venues, and recreational activities. An essential aspect of evaluating the age of the population is that different age groups demand different services and housing types.

While the City of Sharonville does not have the oldest median population age within the region, the age of residents is generally increasing. In response to the change in population demographics, the City may need to consider bringing in and providing services and businesses to support the general aging trend of surrounding communities. Moreover, if the City would like to change the population trend outlook for 2030, the City may want to provide services that accommodate the needs of age groups that they wish to attract in order to maintain a balanced population.

Table 6: Median Age		
	2000	2018
Blue Ash	39.4	40.5
Butler County	34.2	37.3
Deerfield Township	33.4	37.6
Evendale	43.1	51.4
Forest Park	33.9	33.9
Glendale	45.1	50.2
Hamilton County	35.5	36.6
Mason	34.5	42.0
<b>Sharonville</b>	<b>39.1</b>	<b>42.3</b>
State of Ohio	36.2	39.3
Springdale	39.1	41.1
Sycamore Township	41.6	42.4
West Chester Township	35.4	38.9

*Data Source: U.S. Census and U.S. Census - 2018 Community Survey*

*Note: In the 2000 Census, West Chester Township was still Union Township as the township did not approve the name change until the year 2000.*

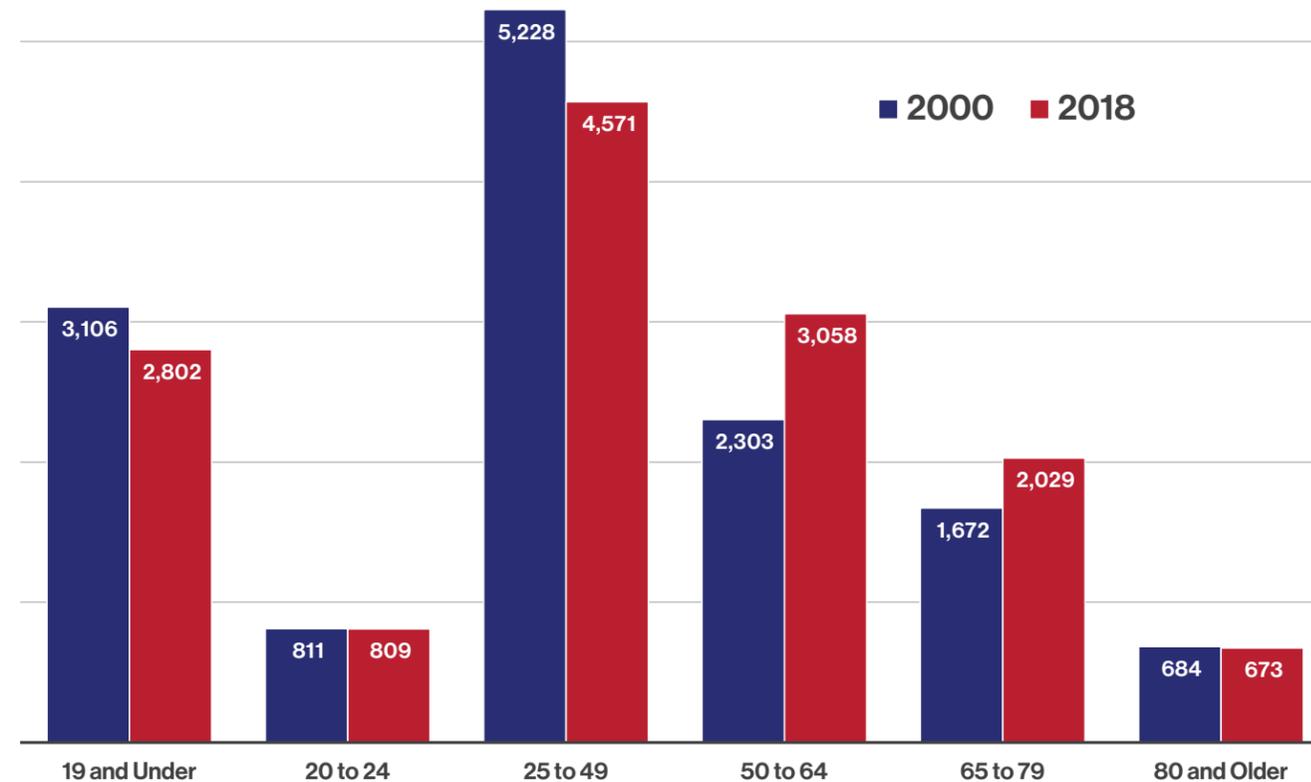


Figure B: Sharonville population shifts, by age bracket, between 2000 and 2018. Source: U.S. Census - 2018 American Community Survey

# Regional Context and Trends



## Population - Households

In contrast to physical housing units, an analysis of households shows how people are living together as groups with a general breakdown of “family units” versus “nonfamily” households. A family unit is classified as individuals joined together by marriage, blood, or adoption. In Sharonville, families make up approximately 57.0% of households. This percentage is essentially the same as Hamilton County (56.9%) but lower than Butler County (67.5%) and the State of Ohio (63.2%).

The percentage of family households within the City of Sharonville has remained relatively unchanged since 2000. The average household size in Sharonville, for all households, is 2.29 persons per household. The City’s household size is

slightly larger than Hamilton County (2.19 persons) but lower than the average for Ohio (2.43 persons). In order to determine the statistics in this analysis, the City utilized the 2013-2018 American Community Survey 5-Year Estimate to examine family structure and median household size.

In 2018, the City of Sharonville had a high number of residents who lived without children, which is a surprising finding considering that there have not been any significant shifts in the number of children ages 19 and under. In 2018, almost 38% of households (approximately 2,380 households out of a total of 6,298 households in the City) were residents who lived alone. In 2018, only 20% of the population was considered a family household with one or more children living with them (1,277 households).

## Housing

As with other demographics in Sharonville, the amount of housing in the City has remained virtually unchanged over the years. The US Census 2018 estimates show 6,668 housing units in the City, which was a slight increase since the 2000 Census report of 6,526 units. This marginal increase further demonstrates that there has not been much residential expansion in the City since the 1990s when Sharonville experienced its last significant residential expansion period.

The Census estimates show a gain of just over 2% of housing units in Sharonville since 2000, while Hamilton County experienced a 1% increase in housing units. Butler County, on the other hand, saw an increase of 16% in housing units over the past 18 years. The number of housing units in Ohio during the same time period has increased over 8% due to significant growth around the edges of communities where there is room to expand. Reiterating the sentiment from the population analysis, unless the City makes an intentional shift in its policy about housing involving higher densities as part of redevelopment activities, it is unlikely that there will be any significant changes in the number of units in the next 10 to 20 years. There is virtually no available land in the City to construct new dwelling units.

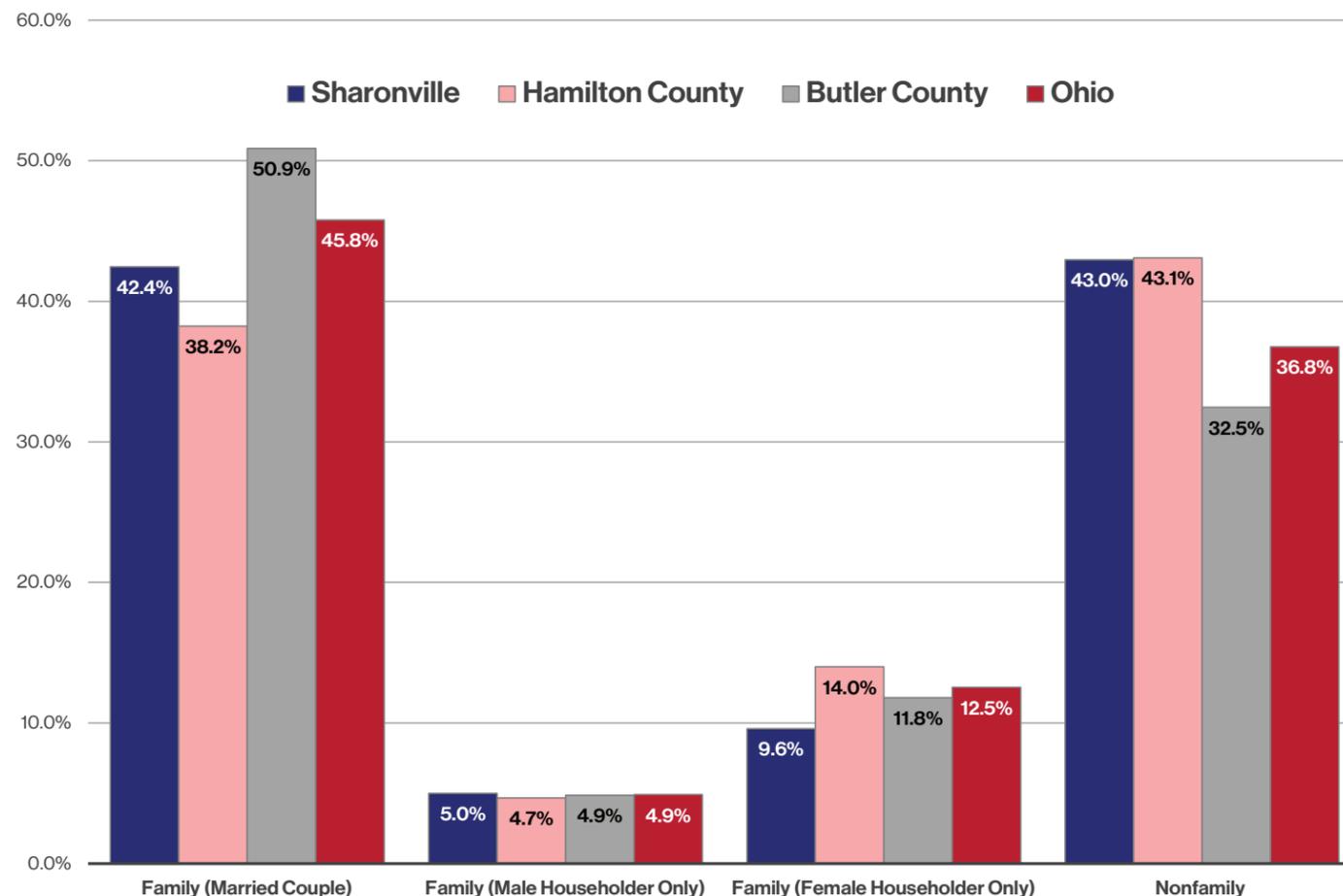


Figure C: Breakdown of household types in Sharonville. Source: U.S. Census - 2018 American Community Survey



# Regional Context and Trends



## Housing - Occupancy

Of all the housing units in Sharonville, only approximately 5.5% of the total units are vacant. This percentage is much lower than Butler and Hamilton Counties and the State of Ohio, which have vacancy rates ranging from 8% to 10%. The small percentage of housing vacancies in Sharonville has remained steady since 2000. Further, it illustrates the tight housing market, making it difficult for someone to find a home in the City. The number of vacant units shows the City has not experienced excessive vacancies like other nearby communities have suffered, particularly during the Great Recession.

In 2018, 6,298 housing units were occupied; 68.3% of the properties were owner-occupied, and 31.7% were renter-occupied. Similar to the vacancy rate, housing occupancy rates have not changed much since 2000. These findings are generally in line with trends in Butler and Hamilton Counties and the State of Ohio.

**Table 7: Housing Occupancy**

	2000		2018	
	Owner-Occupied	Renter-Occupied	Owner-Occupied	Renter-Occupied
Butler County	71.6%	28.4%	68.3%	31.7%
Hamilton County	59.9%	40.1%	57.8%	42.2%
<b>Sharonville</b>	<b>63.6%</b>	<b>36.4%</b>	<b>61.7%</b>	<b>38.3%</b>
State of Ohio	69.1%	30.9%	66.0%	34.0%

*Data Source: U.S. Census and U.S. Census - 2018 Community Survey*



## Housing - Cost of Housing

According to the 2018 American Community Survey, the median value of a home in the City of Sharonville is \$151,100 compared to \$149,300 in Hamilton County and \$140,000 in all of Ohio. Strong housing values can contribute to a healthier community and local economy. However, high housing costs can limit housing options and may prevent people who work in Sharonville from actually living in the City. The median cost for rental properties is \$930 per month, which is about \$150 higher than median rents in Hamilton County (which includes Cincinnati) and across the State of Ohio.

In order to provide relevant information regarding current day home prices in 2019, a basic search of homes for sale was conducted using **realtor.com** for the months of March 2019 (Spring), July 2019 (Summer), and December 2019 (Winter). The search captured a sample of real-life housing availability within the City. The search resulted in 44 listings of homes for sale within the City of Sharonville.

The limited number of houses listed reflects a tight housing market nationwide. Table 8 illustrates the breakdown of prices of the available housing stock within the City during the time period indicated. A fourth of the homes for sale within the City in March 2019 and July 2019 were within the City's median home value of less than \$200,000. In December 2019, there were significantly more homes on the market, and (50%) of the homes available in Sharonville were listed for less than \$200,000.

The listings in Table 8, while only a sample of a year's housing market, illustrate an upward shift in the housing market in the City above the 2018 median value of a home of \$151,100.

**Table 8: Sharonville Real Estate Prices Snapshot**

Listing Value	Spring Listings (% of 9 Listings)	Summer Listings (% of 11 Listings)	Winter Listings (% of 24 Listings)
Under \$100,000	1 (11.1%)	1 (0.9%)	---
\$100,000 to \$200,000	2 (22.2%)	1 (0.9%)	12 (50.0%)
\$200,000 to \$300,000	3 (33.3%)	4 (36.3%)	4 (16.67%)
\$300,000 to \$400,000	3 (33.3%)	4 (36.3%)	6 (25.0%)
\$400,000 to \$500,000	---	---	2 (8.3%)
Greater than \$500,000	---	1 (0.9%)	---

*Data Source: Realtor.com - March, July, and December 2019*



# Regional Context and Trends



## Housing - Housing Types

The final component of the analysis of housing units is a breakdown of the existing housing types in the City. In the previous housing analysis sections, it was determined that the City has a lower percentage of family households than the State of Ohio and Butler County, with more households living without children. Information on housing occupancy and the actual cost of housing (based on realtor listings) show that the majority of the homes within the City are owner-occupied, and most are listed for higher than the median home value.

In this analysis, the size of existing housing, the types of housing units, and the age of the housing units will be analyzed. Housing trends can alert the City if the population is aging and if there will be a more substantial hurdle for residents to maintain their properties. For instance, the decline in individual owners and the increase in renters can lead to absentee landlords, which could delay property maintenance and cause an increase in code enforcement and property maintenance complaints.

In 2018, the American Community Survey (U.S. Census) estimated that 54.7% of all occupied housing units in the City of Sharonville were single-family detached dwellings. See Figure E, on the following page, for a breakdown of the number of units in individual structures. Owner-occupied housing statistics within the City are comparable to surrounding communities. Over 57% of the dwelling units in Hamilton County are single-family detached units, and in the City of Springdale, the percentage is 53.9%. Only the Village of Evendale, which has a significantly smaller population, has a much higher rate, with over 98% of housing units being single-family detached units.

During the same study year, less than half of the occupied housing units within the City were classified under the multi-family land use. Single-family attached dwelling units, which include all condos, duplexes, and townhomes within the City, make up 10.0% of all occupied housing units in the City. Multi-unit apartment buildings make up 30.9% of housing within the City. The remaining 4.4% of the housing stock within the City are mobile homes. Many of the existing mobile home properties existed prior to City zoning and are built in areas that not zoned for mobile homes. These properties are considered non-conforming uses and may remain non-conforming uses until the use is completely abandoned, at which time the site will be required to comply with current zoning standards.

Having fewer detached single-family dwellings compared to surrounding communities is not necessarily a negative issue. Condos, townhouses, and apartments require less maintenance and are popular housing options for the aging population and young professionals. Concerns begin to arise when there is an excessive number of rental units, which can potentially lead to maintenance issues as described previously, particularly if there is an absentee landlord.

In the suburbs, families are generally seeking homes with three or more (3+) bedrooms, two full and one-half (2.5) baths, and an attached two-car garage. In today's housing market, two-bedroom homes with less than two baths are less desirable for resale than homes with greater than three bedrooms (Trulia, 2013). As the "baby boomer" population (individuals born between 1946 and 1964) continues to age, there is an increasing demand for ranch-style or patio homes for residents who may have or develop mobility issues and are looking for a comfortable option to age in place. On the other hand, young professionals (working individuals in their 20s and 30s) are typically looking for low-maintenance properties close to amenities that do not necessarily require a long-term commitment.

Many of the existing single-family residential homes within Sharonville are ranch style one-story homes with either a one-car garage or detached garages. In 2017, the majority of housing (66.9%) consisted of two to three-bedroom houses. A little less than a third (31.7%) of owner-occupied housing included four bedrooms or more. Similar to the findings for owner-occupied housing, the majority (61.8%) of rental-occupied housing in 2017 were two to three bedrooms. It is not surprising that rental properties are smaller in size than owner-occupied housing; around a third (31.0%) of rental-occupied housing on the market place in 2017 was a one-bedroom or studio apartment. The bedroom size analysis shows that the current housing stock in the City is designed to accommodate mid-size families who require two or three bedrooms. That being said, while City regulations allow for smaller homes, current zoning restrictions (e.g., setbacks and lots sizes) often limit the potential size of new homes for people who want the larger living options. Furthermore, Sharonville is considered to be mostly built out, meaning there are no large areas of vacant land for new development. Any future housing growth will come in the form of redevelopment.

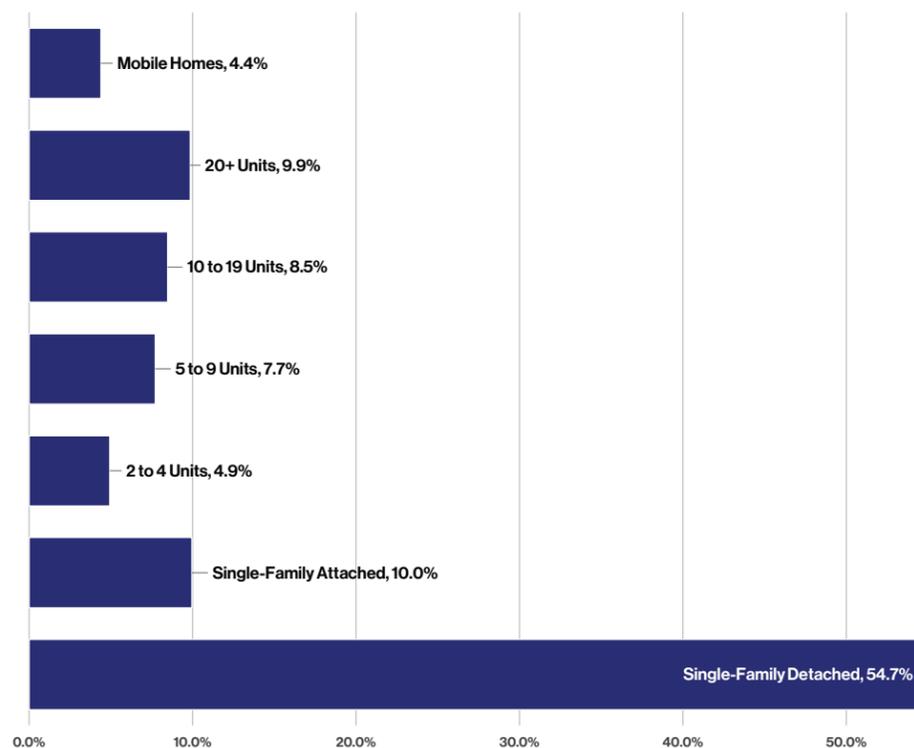


Figure D: Breakdown of the number of units within a single structure in Sharonville. Source: U.S. Census - 2018 American Community Survey

	Renter-Occupied Housing Units	Owner-Occupied Housing Units
No Bedroom	4.1%	0.0%
1 Bedroom	32.8%	1.3%
2 or 3 Bedrooms	60.5%	65.9%
4 or More Bedrooms	2.6%	32.8%

Data Source: U.S. Census - 2018 Community Survey

# Regional Context and Trends



Homeownership, lack of vacancy, higher median rents, and increasing median home values are all positive indicators that the City has a strong housing market. The housing types in Sharonville indicate that the City is primarily a single-family community. Many of the areas with older residential buildings are restricted to their existing building size due to minimum setbacks and lot coverage requirements. The lack of developable land (0.4%), according to the Existing Land Use Map, and the tight housing market, indicates the potential barriers for the City's growth. In order for the City to grow and diversify its housing market, the City will need to undertake a comprehensive review of any barriers within its own codes as well as implement creative growth strategies. Examples of this could include:

- Modifying the zoning code to allow residential areas with smaller front yards and side yards to accommodate larger homes on existing lot sizes. Consequently, residents would be permitted to make building additions to remodel and add more bedrooms to their homes;
- Identifying potential redevelopment opportunities where there is a desire to see the development of high-quality apartments, either as a stand-alone housing development or as part of a mixed-use development; and
- Providing for attached-housing options with a smaller building footprint, such as townhomes or small-scale apartment buildings, to buffer the areas around the Downtown Loop that could provide high-quality housing close to downtown activities.



## Housing - Age of Housing

Sharonville experienced a high level of growth prior to 2000. The City experienced two waves of annexations between 1955-1968 and 1981-1989, which brought the City to its existing corporate limits. In the 1950s and 1960s, the City increased its regional accessibility with the construction of Interstate 75 and Interstate 275. The growth within the City and the increase in housing units are further illustrated in Figure E below.

Over 95% of the City's housing units were built before the year 2000. Hamilton County's existing housing stock is much older than Sharonville's housing stock due to the City of Cincinnati. Age of housing is an important factor because it

sheds light on the quality of the homes that were constructed and the types of modern amenities included in the homes. Homes in the post-war boom between 1940 and 1970 were quickly built based on the accessibility of long-term mortgages and the City's proximity to the interstate highways. These properties tend to be smaller ranch-style homes with either a carport or one-car garages. Housing built after the 1990s are typically 80% larger than housing built during the 1940s. As the existing housing stock continues to age without the construction of new housing, or home renovations and modernizations, there may be growing concerns related to the condition of housing in Sharonville and their conformance with the existing building codes and standards.

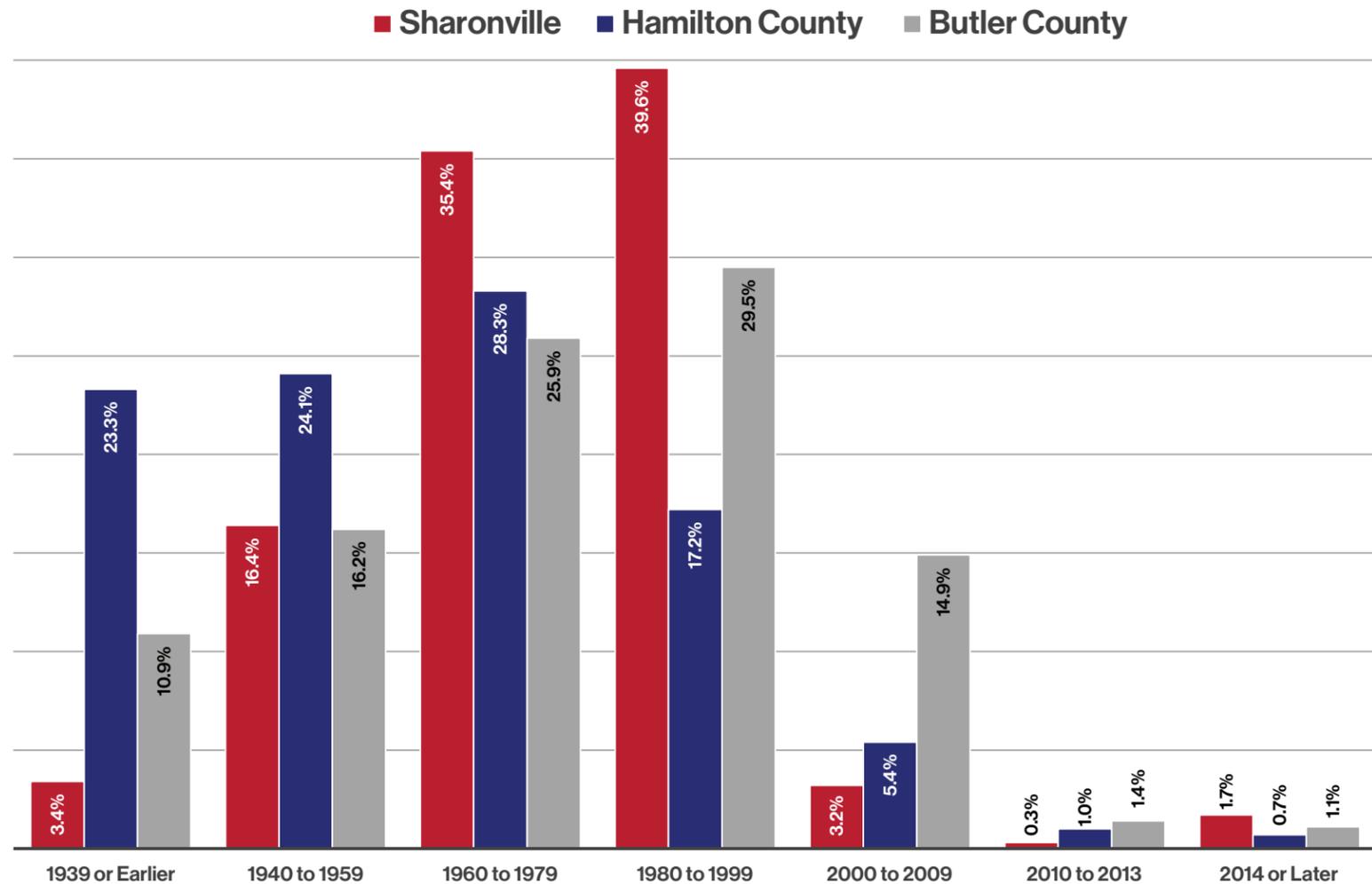


Figure E: The years a structure was built based on the total number of occupied housing units. Source: U.S. Census - 2018 American Community Survey

# Theme #1 - Pursue Responsible Community Development



The land use and physical development of Sharonville has a significant impact on the perception one has of the City. It is a core part of what one sees and experiences in the City, whether they are a resident, visitor, business owner, or employee. Overall, participants in the Sharonville 2030 process seemed supportive of the direction the City is taking with community development and widely sought enhanced beautification efforts, as well as broader options in restaurants and retail businesses. Participants also indicated that they want the City to encourage more housing options beyond single-family detached dwellings, particularly around the Downtown Loop.

The theme of pursuing responsible community development focuses on establishing the desired future land use, recognition of natural resources and constraints, and general development patterns for the City of Sharonville. To understand the state of land use and community development in Sharonville today, it is beneficial to have an understanding of how the City historically developed and what types of development constraints are potentially hindering new investment and redevelopment.



## Existing Trends and Activities

The Community Development Department is committed to providing outstanding customer service and maintaining a safe and vibrant community for both residents and businesses. Within this five-person department, the City assists with building, zoning, stormwater, and zoning code as well as property maintenance enforcement concerns across the City. This department also orchestrates long-term and strategic planning efforts such as this plan, the Sharonville 2030 Comprehensive Plan.

This department actively works for the betterment of the community and continuously works with residents, businesses, and investors within the City, as shown in the 2019 Community Development Annual Report.

There were 68 items presented to the Board of Zoning Appeals and Planning Commission, with 687 notification letters mailed to nearby property owners.

In 2019, all of the 333 stormwater outfalls within the City were inspected.



In 2019, 77 of the 154 stormwater detention basins within the City were inspected.



\$31.4 million in total estimated construction value added to Sharonville's commercial properties based on building permits issued in 2019.

\$535,495 in total estimated construction value added to Sharonville's residential properties based on building permits issued in 2019.



There was a total of 611 commercial inspections and 266 residential inspections in 2019.

There were a total of 572 Building and Zoning Permits issued in 2019.



The City has a full-time code enforcement officer who addresses zoning violations and property maintenance concerns within Sharonville. In 2019, the majority of the complaints received were in regards to property maintenance and high grass complaints.



# Theme #1 - Pursue Responsible Community Development



## Existing Land Use

This plan includes an evaluation of how land use currently used in the City in an effort to understand the existing development patterns. The Existing Land Use Map, on the following pages, summarizes this information and was created using property tax information cross-referenced with aerial photography. The land use map, which documents the current use of properties, differs from a zoning map, which reflects how a piece of property can legally be developed or used.

There are instances where properties may currently be used for residential housing, but the properties are zoned for commercial purposes and vice versa. The Existing Land Use Map classifies properties in Sharonville under one of the following existing land use categories. The map and related data do not focus on individual vacant lots within a subdivision or large-scale development but rather on the broader use of land within the City. For this reason, an entire subdivision may be shown as single-family residential even though several lots may remain vacant, or there might be one or two duplexes mixed into the subdivision. The purpose of the existing land use analysis is to establish a general snapshot of land uses in the City thus far in its development history.

### Existing Land Use Categories

**Single-Family Residential** uses are properties within the City with one detached dwelling unit located on a single parcel.

**Multi-Family Residential** uses are properties within the City where there are multiple dwelling units attached to one another, located on a single parcel. This land use category may include apartment buildings, townhomes, duplexes, two-family homes, and other attached housing.

**Manufactured Housing** uses are properties within the City where prefabricated modular and/or mobile housing units are located. Typically, under this land use category, multiple units are located on a single parcel of land. This use also may include a single housing unit located on its own parcel of land.

**Commercial and Office** uses cover those areas of the City where the primary use is the provision of goods and services to the general public in a business setting. This use also includes the location of establishments that provide executive, management, administrative, medical, dental, or professional services in either small or large-scale office buildings.

**Industrial Uses** uses are properties used for the manufacturing, assembly, or distribution of goods or services that do not typically include the retail sale of such products or services except as a minor accessory use to the primary industrial use.

**Parks, Recreation, and Open Space** uses are properties used for public or private open space and recreational uses such as playgrounds, ball fields, open spaces (including streams and creeks), and other local or regional parks.

**Public and Institutional** uses are properties and structures used for the provision of services related to the general public (e.g., city offices, public utilities, or fire stations) or institutions such as schools, hospitals, and places of worship.

**Travel and Movement Activities** are uses within the City that include pedestrian, vehicular, and railroad transportation, including rights-of-way in the City.

**Agriculture, Vacant, or Undeveloped** uses are areas of the City used for farmland, fields, large tracts of properties that are not currently being used for any category listed above or have not been developed for a permanent use.

The Existing Land Use Map illustrates land uses across the City. Figure F compares the ratio of land uses between 1984 (date of the previous comprehensive plan) and 2018. Over the last three decades, almost all of the agricultural, vacant, or undeveloped land was developed, which caused a significant increase in other land uses. It is important to note that the 1984 Comprehensive Plan did not have information on the amount of land used for manufactured housing. Figure F shows no land used for manufactured housing in 1984; the assumption is that the previous plan incorporated manufactured housing into the single-family or multi-family residential land areas.

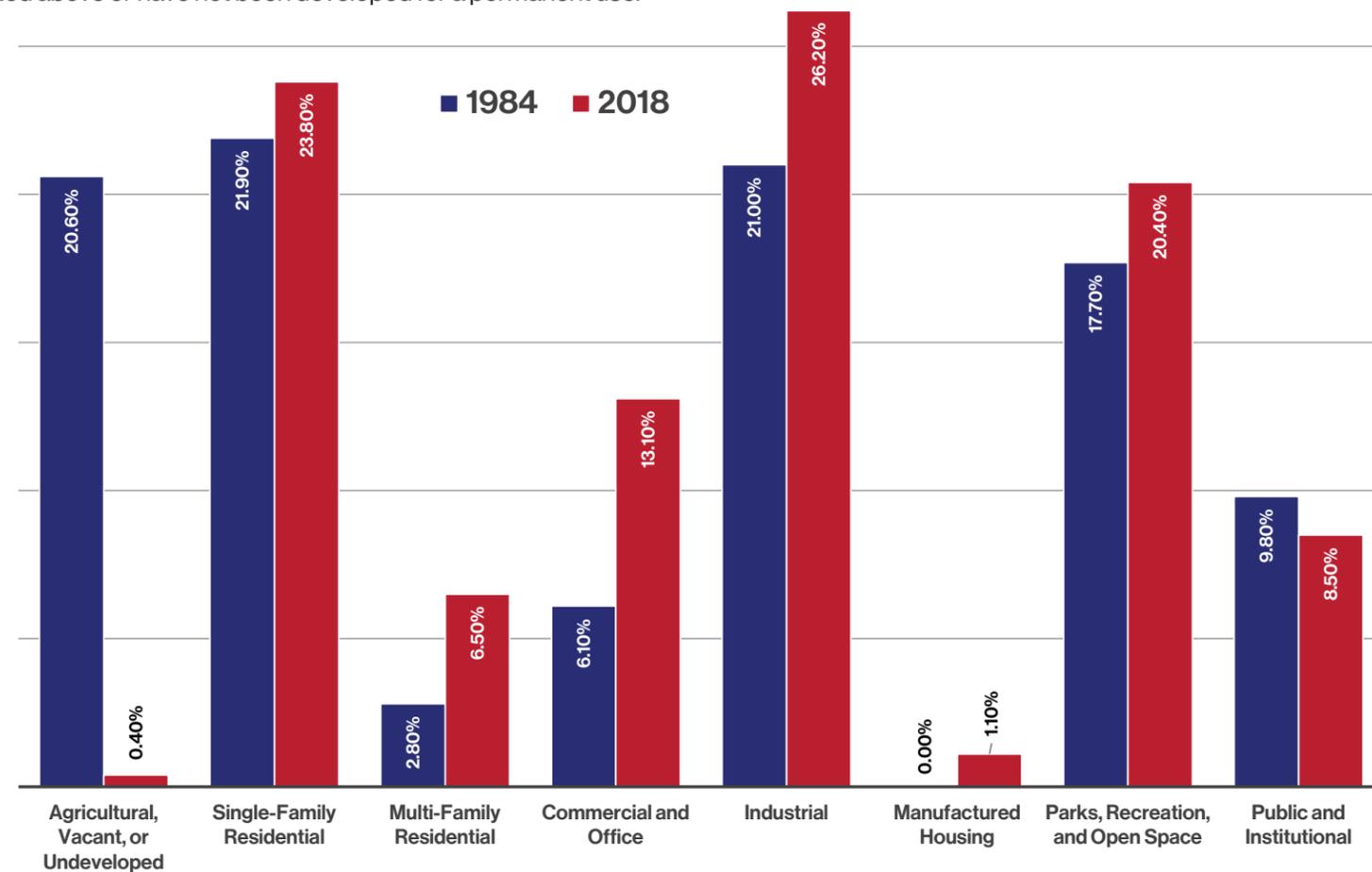
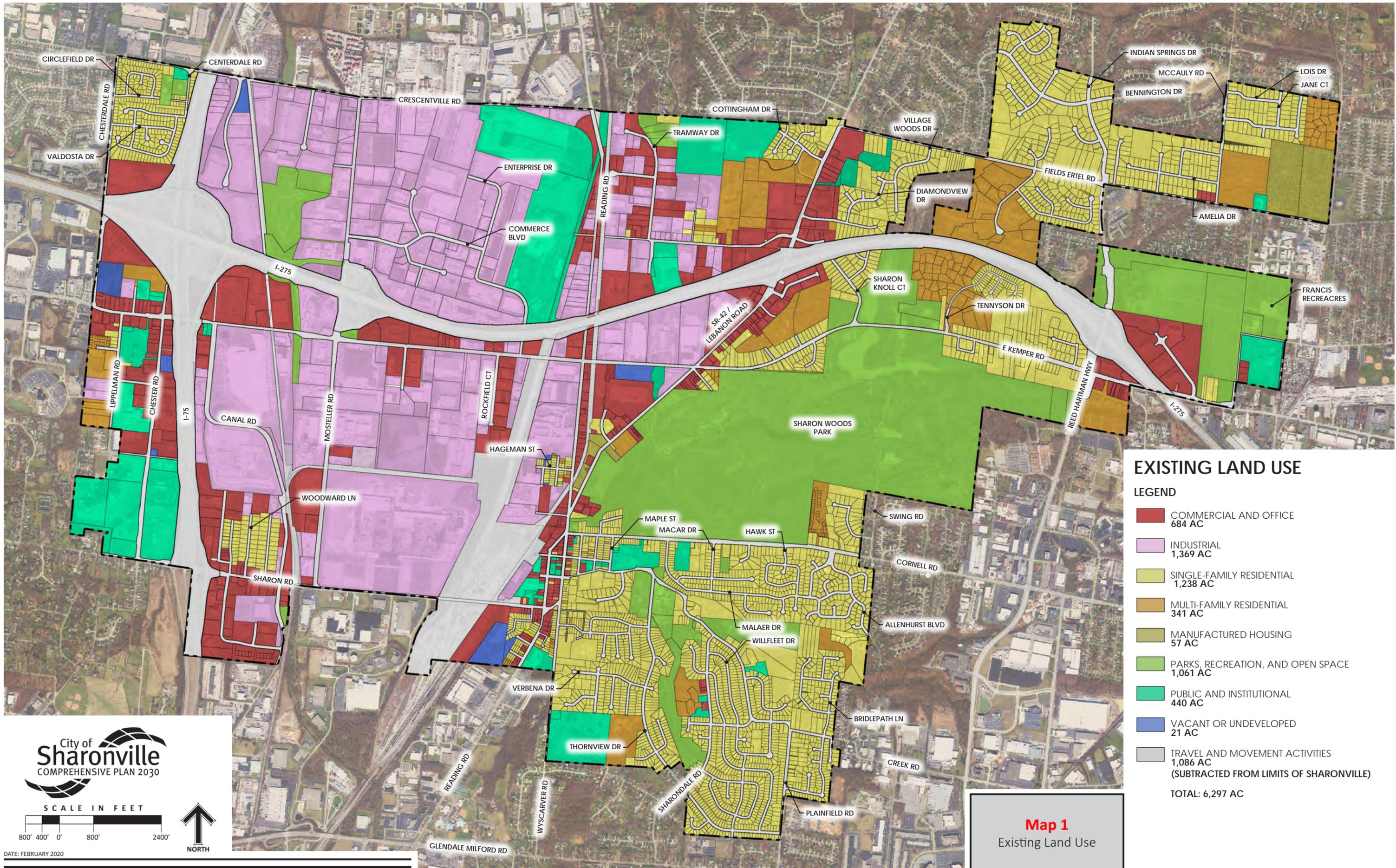


Figure F: Changes in land use allocation between 1984 and 2018 based on the 1984 Comprehensive Plan and the 2018 land use analysis. Note: The 1984 Comprehensive Plan did not have information on the amount of land uses for manufactured housing, even though the imagery from the 1980s reveals that manufactured housing uses were established at that time.



### EXISTING LAND USE

#### LEGEND

- COMMERCIAL AND OFFICE  
684 AC
  - INDUSTRIAL  
1,369 AC
  - SINGLE-FAMILY RESIDENTIAL  
1,238 AC
  - MULTI-FAMILY RESIDENTIAL  
341 AC
  - MANUFACTURED HOUSING  
57 AC
  - PARKS, RECREATION, AND OPEN SPACE  
1,061 AC
  - PUBLIC AND INSTITUTIONAL  
440 AC
  - VACANT OR UNDEVELOPED  
21 AC
  - TRAVEL AND MOVEMENT ACTIVITIES  
1,086 AC  
(SUBTRACTED FROM LIMITS OF SHARONVILLE)
- TOTAL: 6,297 AC**



DATE: FEBRUARY 2020

**Map 1**  
Existing Land Use

# Theme #1 - Pursue Responsible Community Development



## Natural Systems: Floodways and Floodplains

One of the biggest challenges facing the future of development and redevelopment in Sharonville is the presence of Special Flood Hazard Areas (floodways and floodplains). Almost all of the interior areas of the Downtown Loop lie within the Federal Emergency Management Agency (FEMA) designated floodplain as do most of the industrial areas located between Mill Creek and Sharon Creek, as shown in Map 2.

Floodways are areas that contain the channel of a stream that accommodates the most frequent flooding episodes that come with typical storms. Floodways are areas that, for the most part, remain undeveloped. The City encourages the maintenance of these areas in their natural state.

Floodplains are the areas adjacent to floodways and are subject to frequent or regular flooding. There are two categories of floodplains, including those areas within the 100-year floodplain (one percent annual chance of flooding) or those areas within the 500-year floodplain (two percent annual chance of flooding). Unlike the floodways, development can occur within floodplain areas provided they are constructed in a manner that makes the buildings flood-proofed. In Sharonville's case, much of the development in the Downtown Loop and other areas adjacent to the Mill Creek and its tributaries occurred before there was a complete understanding of the frequency of flooding and related impacts. Construction within the floodplain often requires additional review, such as Elevation Certificates and Special Flood Hazard Area development permits.

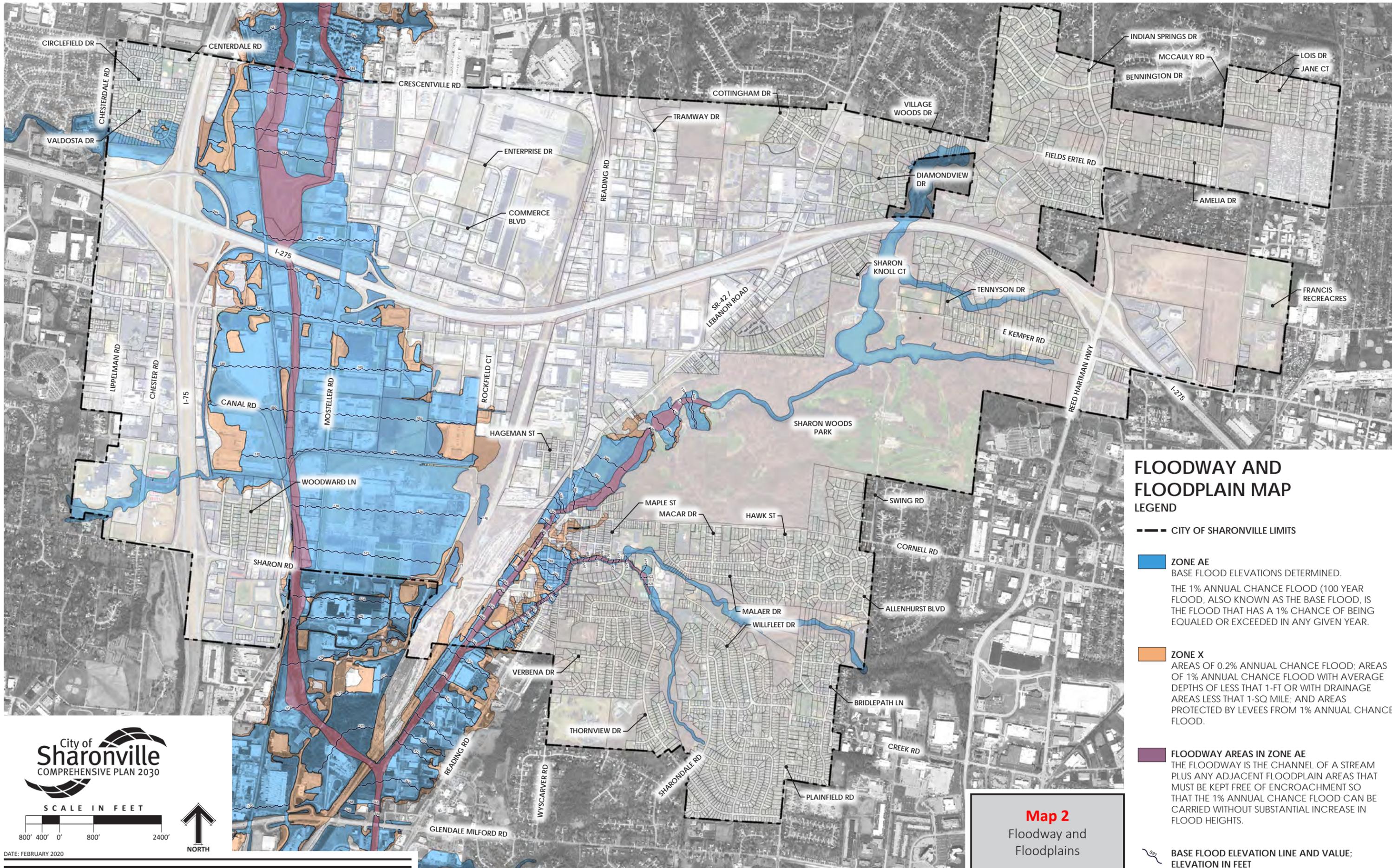
The City enforces FEMA floodplain development regulations through the city zoning ordinance. Development located within the 100-year floodplain is required to meet the requirements of the Flood Damage Reduction Chapter of the zoning ordinance.

Many communities have similar challenges with floodways and floodplains. Sharonville faces an additional challenge with its central business district, the Downtown Loop, being subject to flooding risk. Many of the buildings in the Downtown Loop were built in the early 1800s when the Town of Sharon was platted. The buildings are often older and not constructed in a manner that could withstand potential flooding.

Flooding risk increases the costs of owning buildings and operating businesses. New investments, such as renovations and building expansions, may require additional expenses to reduce the risk of flooding damage by elevating buildings above the Base Flood Elevation (BFE). Buildings not built to the BFE designated by the FEMA, in their Flood Insurance Rate Maps (FIRM), experience additional challenges when seeking insurance. In addition to development and ownership constraints, much of the federal funding opportunities available to help with reinvestment in downtowns across America are not as readily available to the Downtown Loop because of the presence of the floodplains.

It is for these reasons, and to help address general stormwater issues, that the City of Sharonville is continuously identifying projects that will help improve stormwater and flooding issues. In 2019, the City received a FEMA grant to move forward with a project to open up a major culvert at the southern end of the Downtown Loop. The existing culvert is a restricted channel that carries water from the Sharon Creek Tributary to Sharon Creek that passes under Main Street and along Sharon Road. Preliminary results show that opening up the culvert to create a naturally flowing stream may lower the Base Flood Elevation, alleviating some of the burden to businesses and property owners within the Downtown Loop.





## FLOODWAY AND FLOODPLAIN MAP LEGEND

- CITY OF SHARONVILLE LIMITS**
  
- ZONE AE**  
 BASE FLOOD ELEVATIONS DETERMINED.  
 THE 1% ANNUAL CHANCE FLOOD (100 YEAR FLOOD, ALSO KNOWN AS THE BASE FLOOD, IS THE FLOOD THAT HAS A 1% CHANCE OF BEING EQUALED OR EXCEEDED IN ANY GIVEN YEAR.
  
- ZONE X**  
 AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1-FT OR WITH DRAINAGE AREAS LESS THAN 1-SQ MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.
  
- FLOODWAY AREAS IN ZONE AE**  
 THE FLOODWAY IS THE CHANNEL OF A STREAM PLUS ANY ADJACENT FLOODPLAIN AREAS THAT MUST BE KEPT FREE OF ENCROACHMENT SO THAT THE 1% ANNUAL CHANCE FLOOD CAN BE CARRIED WITHOUT SUBSTANTIAL INCREASE IN FLOOD HEIGHTS.
  
- BASE FLOOD ELEVATION LINE AND VALUE; ELEVATION IN FEET**

City of Sharonville  
 COMPREHENSIVE PLAN 2030



DATE: FEBRUARY 2020

**Map 2**  
 Floodway and Floodplains

# Theme #1 - Pursue Responsible Community Development



## Energy Planning

The City of Sharonville is not an energy utility provider for residents or businesses. Based on the projected growth of the community, it is not within the City's plan to begin providing electric or gas utility services to residents. Utilities are available through regional providers - water service is provided by the Cincinnati Water Works, sanitary sewer service is provided by the Cincinnati Metropolitan Sewer District, and gas and electric service is available through Duke Energy, all of whom the City coordinates with in regard to regional planning initiatives. The City does however work with The Utilities Group, to help provide lower rate utility services for residents through electric and natural gas aggregation programs.

Energy planning is not discussed in depth within this plan. However, the City is aware of a national shift towards communities becoming energy efficient. The Department of Community Development is committed to staying aware and up to date on current requirements and community needs for energy efficiency. The City's Convention Center was built with a LEED certification. In 2019, the City updated their zoning code to allow for electric vehicle (EV) charging stations in all zoning districts. Due to the City's optimal location along an alternative fuel corridor, the Department of Community Development intends to explore possible grant funding when available to increase the number of EV stations within the City.

The City has a very seamless process for property owners seeking to install solar energy systems. The Department of Community Development is aware of how to utilize the Solar Ready map from OKI and are willing to assist property owners in helping them find their property information, which can help them identify how suitable a solar roof may be for their property and the potential annual savings of installing a solar roof.

Separate to this comprehensive plan, the City should pursue the feasibility of a Comprehensive Energy Plan. In 2019, the OKI regional planning body utilized grant funding to produce an energy plan for eight local jurisdictions. While this funding is no longer available, if funding becomes available again the City should explore utilizing resources available to establish a citywide energy.

## Housing

Housing is discussed at large in the existing conditions section of this plan. The existing housing stock is aging and limited to a mostly three-bedroom homes with a one-car garage or carport particularly within the Hamilton County portion of Sharonville. According to the 2010 Census, approximately 54 percent of Sharonville's occupied housing units were constructed before 1979. The majority of Sharonville's housing stock, 41%, was built between 1980 and 1999. Less than 5 percent (4.4%) of the total housing in Sharonville has been constructed since 2000. Because property maintenance has become an active issue, the City has a full time Code Enforcement Officer dedicated to property maintenance issues. As buildings continue to age without repair, property maintenances will continue to grow as a community development concern.

In 2019, the City created a Homeowners Assistance Program to help income-eligible Sharonville single family detached homeowners with exterior repairs to their property. During its inaugural year, the program was funded by the City in the amount of \$10,000 per year. Administration of the Homeowners Assistance Program was contracted out to a local non-profit called People Working Cooperatively (PWC) to provide exterior home and property repairs. The City should explore funding opportunities to continue and expand the outreach capacity of the Homeowners Assistance Program.

Between 2000 and 2018, the City has seen a 1.9% increase in renter-occupied residences. Whereas, 38.3% of all housing in the City is rental occupied, the City should consider exploring programs that promote and maintain single family home ownership such as homeownership training or first-time homebuyer assistance programs. While the City may not have the capacity to manage such programs directly, the city could explore partnering with providers of such services to implement programs to promote home ownership. Another of the implementation goals developed during the public engagement process encourages the City to evaluate options for rental housing inspection or a more robust property maintenance review. The City should also consider expanding the Homeowners Assistance Program to provide supplementary assistance to rental properties.

The City should also consider proposals for mixed use and higher density residential developments. Given the city's location along the Interstate Highway network there may be demand for new higher density or mixed-use housing development along major roadways. If such proposals are made the City should give due consideration.

## Public Health

While public health is not discussed at large within this plan the City is working towards public health initiatives. Some public health concerns are addressed internally through various city departments and others are addressed by the Hamilton County Public Health Department. Additionally, many of the strategies outlined in this plan contribute to enhancements in public health including the many recommendations for increased connectivity that help promote an active lifestyle.

The City of Sharonville contracts with the Hamilton County Public Health Department to provide services within the entirety of City limits, including the portion of the City located in Butler County. Hamilton County Public Health provides services including restaurant and food service inspections, public swimming pool inspections, licensing and permitting for sewage treatment and septic systems, plumbing permits and inspections, and information on various community health topics such as tobacco cessation and immunizations.

Many public health services are additionally run through the Sharonville Fire Department. The City operates a Food Pantry within the Fire Department which is open during select hours throughout the week. The City also has a full-time Resident Assistant Intervention Nurse (RAIN) who provides services such as residential outreach home health checks, and school screenings. The Sharonville Fire department also provides and/or makes available various public services to residents such as CPR and First Aid classes, free smoke detectors, free helmets, and safety trainings. The City should explore funding opportunities to continue to support and expand the outreach capacity of their public health services provided within the Fire Department.

The Department of Community Development collaborates with organizations seeking to expand recreational trails and opportunities in the area. The Mill Creek Collaborative (MCA) and the Connecting Active Communities Coalition (CACC) are two local organizations focused on multi-jurisdictional active transportation planning to promote walkability and bike-ability across the City and northern Hamilton County.

# Theme #1 - Pursue Responsible Community Development



## The Future Land Use Plan

This future land use plan section establishes the desired future land use types for properties throughout the City based on the community's overall vision, existing land uses, environmental conditions, and general development patterns of the surrounding area. This section will help guide the decisions of the Sharonville City Council, Planning Commission, Board of Zoning Appeals, and other boards and commissions regarding a variety of issues such as rezonings, capital improvements, development of public facilities, and similar decisions.

The future land use plan map is intended to serve as a broad guide for continued development and redevelopment within the existing boundaries of Sharonville. The future land use plan map is not intended to provide parcel-specific land use recommendations and is not meant to be used as a zoning map. In making any decisions around the edges of recommended land uses, the City should take into consideration existing land uses in the area, the use and character of surrounding properties, the proposed development, and the planning themes and goals of this plan map to determine the best land use for a particular site.

It is important to note that while the zoning map and zoning ordinance are tools to implement future land use recommendations, the adoption of this comprehensive plan does not change any zoning in the city. Zoning can only be changed when the City Council, Planning Commission, or a private property owner initiates a zoning map or text change that requires a separate and distinct hearing process with specific public notice requirements.

The following is a brief description of the future land use categories. The images provide examples of the recommended land use and may include images from both the City of Sharonville and other communities.:



**Residential Neighborhoods:** Sharonville has a number of well-established residential neighborhoods that are comprised of primarily single-family, detached homes. Within these neighborhoods there are some small multi-family residential uses, parks, greenspaces, and other public uses that may be pre-existing within the individual neighborhoods. The areas designated as residential neighborhoods should continue to be a focal area for maintaining the character of single-family residential neighborhoods. Existing multi-family residential uses may continue to exist but additional multi-family units should be located in areas designated for such uses or where part of a mixed-use development in the Downtown Loop and Gateway Commercial areas.



**Residential Transitional:** There are several small clusters of residential neighborhoods in the City that have been surrounded by commercial, industrial, and other nonresidential uses over the course of time. These areas should continue to be used for residential purposes in the future until such a time as the areas may be acquired as a whole for complete redevelopment, in which case the future land uses should be reflective of the surrounding future land use categories.

**Multi-Family Residential:** These areas of the City are where multiple dwelling units are attached to one another, located on a single parcel. This land use offers housing at a higher density than the single-family residential neighborhoods. This land use category may include apartment buildings, townhomes, duplexes, two-family homes, and other attached housing. These areas are encouraged to remain as key locations for a mixture of housing options. New multi-family housing and residential mixed-use developments should be located in the Downtown Loop and Gateway Commercial areas adjacent to or in close proximity to major thoroughfares.

**Downtown Loop Mixed Use:** The entire Downtown Loop area is intended to be the most compact area of development in the City with a focus on mixed-use development. The section of this plan focused on the Downtown Loop outlines some targeted recommendations for redevelopment and infill construction but the primary land use in this area should be mixed-use with buildings constructed on or near the back of the sidewalk along the main roadways. The first floor of the buildings should be retail, including restaurants, with offices and residential uses above. Public and cultural institutions are also appropriate uses in this area. Within the district, there are some larger parcels of land with some street frontage. For these parcels, the mixture of uses could be spread across the parcel with high-density housing opportunities behind the main buildings that front the major streets.



# Theme #1 - Pursue Responsible Community Development



**Northern Lights Entertainment and Hospitality:** The Northern Lights District is a business and entertainment district established in Sharonville that is subject to design guidelines and potential Tax Increment Financing (TIF) incentives. The section of the plan focused on the Northern Lights District outlines some targeted recommendations for redevelopment. However, the primary land uses in this area should be related to the entertainment and hospitality industry including, but not limited to, hotels, restaurants, entertainment businesses, and related activities.



**Gateway Commercial:** The City has a number of other commercial areas that around the vehicular gateways into the City. These areas include the Sharon Road Gateway, the Lebanon Road Corridor, and Kemper Road near Reed Hartman Highway. This land use category is where a broad mix of commercial retail, office, and service uses that cater to both the local and regional market would be appropriate. These areas require strong guidelines for future redevelopment to ensure a higher-quality of design as the Gateways into the City while also incorporating pedestrian and neighborhood connections as part of the site planning process.



**Commercial and Light Industrial:** One of the goals of this plan is to encourage more economic development opportunities with businesses that have little to no outdoor activities and a high-density of jobs. The future lands uses in these areas should be non-retail office uses, advanced manufacturing, research and development, technology-based businesses and other related uses that take place primarily indoors with minimal impacts on the environment.

**General Industrial:** A large area of the City is currently used for a mix of office, industrial, and other non-retail business uses that range in intensity of size and scale. All of these areas should be maintained with a focus on light industrial, offices, research and development, and corporate headquarters where the impacts on the environment and surrounding neighborhoods can generally be mitigated. From an economic development perspective, a focus should be made to encourage businesses that have a high density of employment.



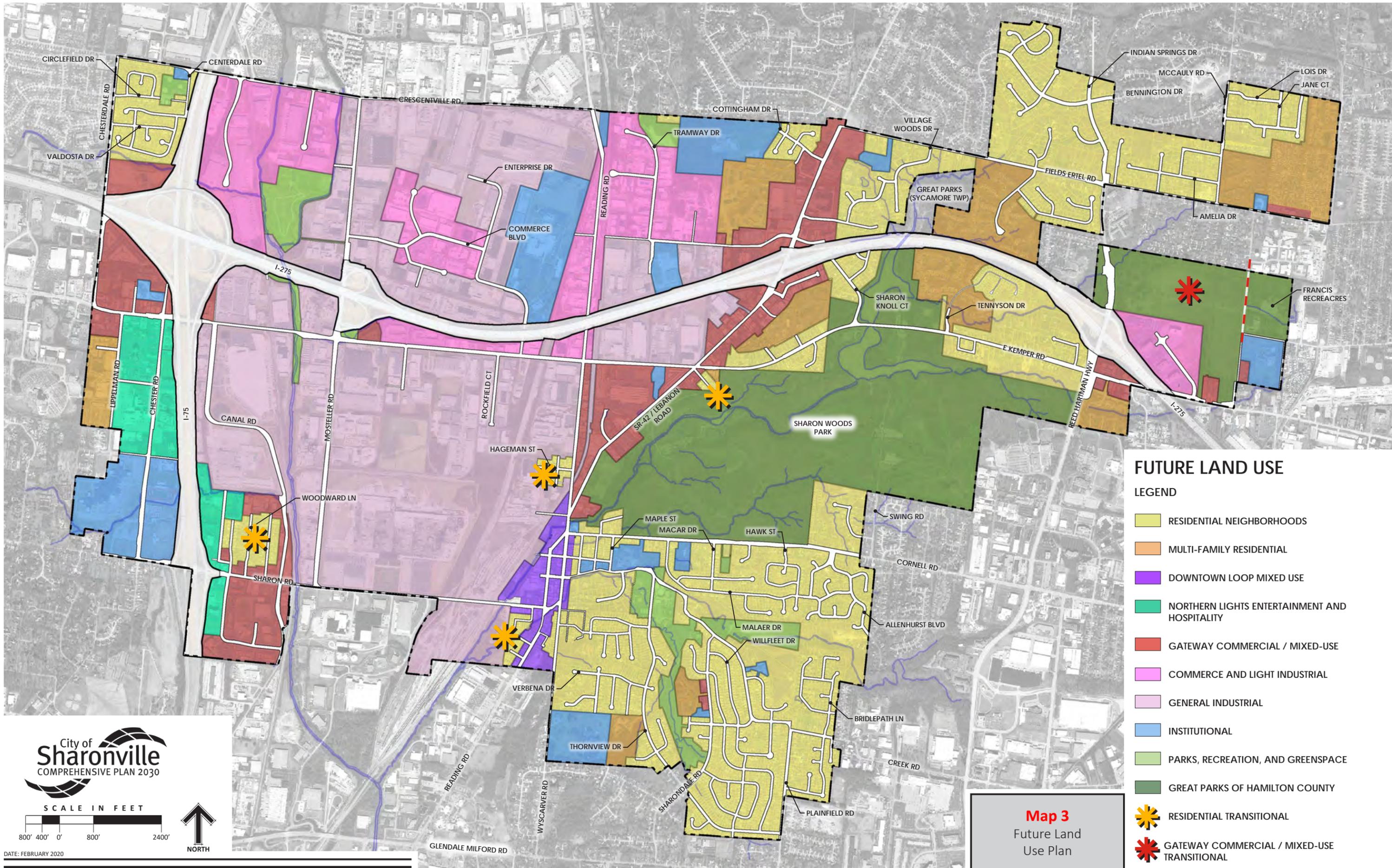
**Great Parks of Hamilton County:** This use is similar to the parks, recreation, and greenspace category above but designates parks that are owned and managed by the Great Parks of Hamilton County, a countywide park district. This category includes Sharon Woods, Francis RecreAcres, and undeveloped greenspaces within the City boundaries. The current uses of these areas may continue for park and recreational purposes; however, there are portion of the undeveloped greenspace that remains undeveloped. The City of Sharonville will continue to work with the park district on the future of county park property within the city limits.

**Gateway Commercial/Mixed-Use Transitional:** A larger area of the Francis RecreAcres property remains undeveloped with no formal plans for its future use. The current uses of these areas may continue for park and recreational purposes while the City of Sharonville continues to work with the park district on the future of the property. Should the undeveloped land be made available for future, non-park development, this future land use plan includes the recommendation that the property be developed for either gateway commercial uses, as described in this future land use plan, or a mixed-use development that can serve as a transitional land use between residential neighborhoods and adjacent business areas.

**Public and Institutional:** The public and institutional uses shown on the future land use plan only identify major public and institutional sites that include school campuses, libraries, and City owned properties. While the future land use plan only designates the larger, existing public and institutional uses, other public and institutional uses such as future schools, government uses, and churches may also be appropriate in other areas of the City, regardless of the future land use designation.

**Parks, Recreation, and Greenspace:** The parks, recreation, and greenspace category designate land currently used for public or private parks and recreational uses. The use includes, but is not limited to, City and County parks, playgrounds, open space, walking trails. While the future land use map only designates existing parks and recreational uses, such uses may also be appropriate in other areas of the City, regardless of the future land use designation.





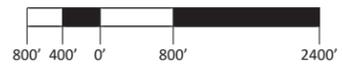
### FUTURE LAND USE

#### LEGEND

- RESIDENTIAL NEIGHBORHOODS
- MULTI-FAMILY RESIDENTIAL
- DOWNTOWN LOOP MIXED USE
- NORTHERN LIGHTS ENTERTAINMENT AND HOSPITALITY
- GATEWAY COMMERCIAL / MIXED-USE
- COMMERCE AND LIGHT INDUSTRIAL
- GENERAL INDUSTRIAL
- INSTITUTIONAL
- PARKS, RECREATION, AND GREENSPACE
- GREAT PARKS OF HAMILTON COUNTY
- RESIDENTIAL TRANSITIONAL
- GATEWAY COMMERCIAL / MIXED-USE TRANSITIONAL

City of Sharonville  
COMPREHENSIVE PLAN 2030

SCALE IN FEET



DATE: FEBRUARY 2020

**Map 3**  
Future Land Use Plan

# Theme #1 - Pursue Responsible Community Development



## Theme #1 - Pursue Responsible Community Development Goals

- **Goal 1:** Sharonville will continue to actively administer and enforce zoning, property maintenance, and other codes for the purposes of protecting the stability of our neighborhoods and business areas.
- **Goal 2:** Sharonville will look for opportunities to expand housing options around the Downtown Loop and in other strategic areas. This will provide the opportunity and ability for the existing workforce to live in Sharonville, for residents to age in place, and to attract a younger population.
- **Goal 3:** Sharonville will have stronger design and development requirements for new construction to raise the bar for the design of development that will contribute to the vision of the City established in this plan.
- **Goal 4:** Sharonville will continuously work on making improvements to mitigate runoff and flooding issues that can help spur investment and reduce insurance costs for property owners.

## Implementation Strategies

Each of the following implementation strategies are directly related to Theme #1 - pursuing responsible community development. There are other implementation strategies within this plan that are related to community development but are addressed in more detail under other sections of this plan.

The numbering of the strategies within this section does not reflect the order of implementation. Information on the timing and prioritization of each strategy can be found in the Implementation section of this plan along with more on how the City will continue to monitor actions toward implementing these strategies.

### **Community Development Strategy 1: Pursue flood mitigation efforts within the Downtown Loop**

As noted earlier in this section, flooding within the Downtown Loop is one of the major barriers that impacts potential investment in the area. Community Development Strategy 1 identifies that there is a need to actively pursue flood mitigation efforts in the Downtown Loop that not only helps mitigate flooding but over time works to decrease the Base Flood Elevation (BFE) of properties in the Loop. Implementation of this strategy will ultimately open up more funding opportunities for both private and public investments in properties within the Loop.

### **Community Development Strategy 2: Establish a priority list of flooding and stormwater projects.**

Flooding is an issue across the City. While some flooding issues are outside of the control of the City (i.e., the flooding is upstream, outside of the Sharonville boundaries), there are a number of ways that the City can reduce the impact of flooding and stormwater runoff that range from small regulatory changes to actual capital improvement projects such as the culvert opening proposed in the Downtown Loop. The City needs to establish a list of priority projects that could help address flooding and runoff and then continuously work to fund those projects.

### **Community Development Strategy 3: Update the City of Sharonville Zoning Ordinance**

One of the most direct methods of implementing the recommendations of the "Future Land Use Plan", as well as the overall vision of this plan is to update sections of the zoning ordinance and other land use regulations or guidelines. The zoning ordinance is not the only tool for implementing the plan: it is one of the tools that can be directly tied to the plan strategies. The following is an outline of some changes the City should consider in furthering the recommendations of this plan as part of an update to the zoning ordinance:

- Modernize residential zoning regulations and create flexible and predictable development regulations that will bring existing nonconforming residential districts and lots into conformity with the ordinance, which in turn encourages more investment into the neighborhoods.
- Modernize business and industrial district regulations that create flexible and predictable development standard which elevate the design quality of development but also remove barriers to attract new restaurants, retail, and local businesses.
- Enhance the existing regulations to allow for higher usage of property coupled with incentives for decreasing parking requirements based on encouraged use of public transportation and/or encouragement by businesses for employees to bike or walk to their work.
- Ensure that certain sustainable features are allowed including solar panels, green roofs, and energy efficient materials.
- Review the overall list of permitted uses and expand it, where practical, to include modern development options and uses.

- Encourage the use of natural stormwater retention or detention on-site rather than using concrete vaults or other gray infrastructure approaches. This could include allowing for the use of porous pavement surfaces and the installation of bioswales instead of landscaping islands.

### **Community Development Strategy 4: Evaluate options for rental housing inspection or a more robust property maintenance review as well as supplementary assistance for repairs.**

As noted in this plan, the City's current housing stock is aging and without redevelopment, will continue to get older. While this is not inherently bad, this plan recognizes the importance of long-term maintenance to ensure the stability of the housing stock, especially for rental housing units where owners may not be readily available to address maintenance issues. The City should evaluate potential programs that will encourage ongoing maintenance while simultaneously identifying potential programs to assist homeowners and renters with maintenance.



# Theme #2 - Capitalize on Our Economic Momentum



The City of Sharonville has a strong economy that stems from the fact that a large portion of the City is used for retail, office, hospitality, industrial, and other nonresidential uses that all generate jobs and income tax revenue for the City. For communities such as Sharonville where the number of employees far outweighs the number of residents, the revenue generated by businesses and employees greatly reduces the tax burden on individual residents while significantly enhancing the quality of life with amenities such as events, parks, and high levels of public service.

Participants in the planning process feel like Sharonville is successful in its economic development approach and support building on that approach. There is additional support for existing businesses, enhanced connectivity for employees to get to work, and a broader mixture of support businesses to encourage employees to do more than just work in Sharonville. Theme #2 – Capitalize on Our Economic Momentum focuses on how the City wants to take advantage of all the economic tools available to it, to expand opportunities for new job growth while supporting the success of existing businesses.



## Existing Trends and Activities

The existing trends and activities in the City of Sharonville support a strong, local economy. The City’s Economic Development Department actively pursues investments while also working to develop tools and programs that create benefits to existing business in order to establish economic stability throughout the community. The City currently works with the Chamber of Commerce and has established the Small Business Alliance to promote the City, development events, and programming for businesses. As noted in the Sharonville 2030 Process, the City held the Beers, Bites, and Big Ideas event to specifically engage businesses and the existing workforce to think about the future of City. The City also manages numerous tax incentive programs to promote investments into businesses and job creation that include job creation incentives, Community Reinvestment Areas (CRAs) shown in Map 4, Tax Increment Financing (TIF) Districts in the Downtown Loop and in the Northern Lights District (See Map 5.), and façade improvement grants.

Beyond the economic development incentives the City brings, the City naturally has regional accessibility offered both by the rails and interstate highways: an attractive amenity for various industries. The current employment market is not overly saturated with a particular industry; therefore, the risk of a market shift and decline of employment in the City is greatly reduced. Major issues facing economic development in the Downtown Loop and City’s business areas include parking constraints and flooding potential, which can limit building potential and increase the cost of development. It is important to note there is a lack of vacant building stock in the city; businesses are often confined to the existing building stock size, or they frequently have to seek a variance to expand their building size, which poses issues for future expansion options within the city.

The focus of the economic analysis of Sharonville revolves around three components: occupations and number of jobs, where residents work and where workers live, and commuting patterns of residents. Findings from this analysis were derived from the U.S. Census basic data and the OnTheMap tool, which is a mapping application created through a partnership between the U.S. Census and the Local Employment Dynamics (LED) partner states. The information was gathered from several sources including payroll taxes and tax payment records maintained by the State of Ohio. The information provided in this section and other sections of the plan utilizes data from the year 2017, which is the most recent information available.

### Number of Employees

Sharonville has a strong economic base with 37.3 percent of the total land area dedicated to commercial, office, and industrial land. Industrial land use is the largest single land use in the entire City covering over 26 percent of the City. The information in this section is supplemented by the fact that while only 13,797 people live in the City, there are approximately 27,209 people that are employed within the City limits: a two-to-one ratio of employees to residents. Only two other nearby communities have larger ratios and both Blue Ash and Evendale capitalize on the same regional accessibility traits as Sharonville.

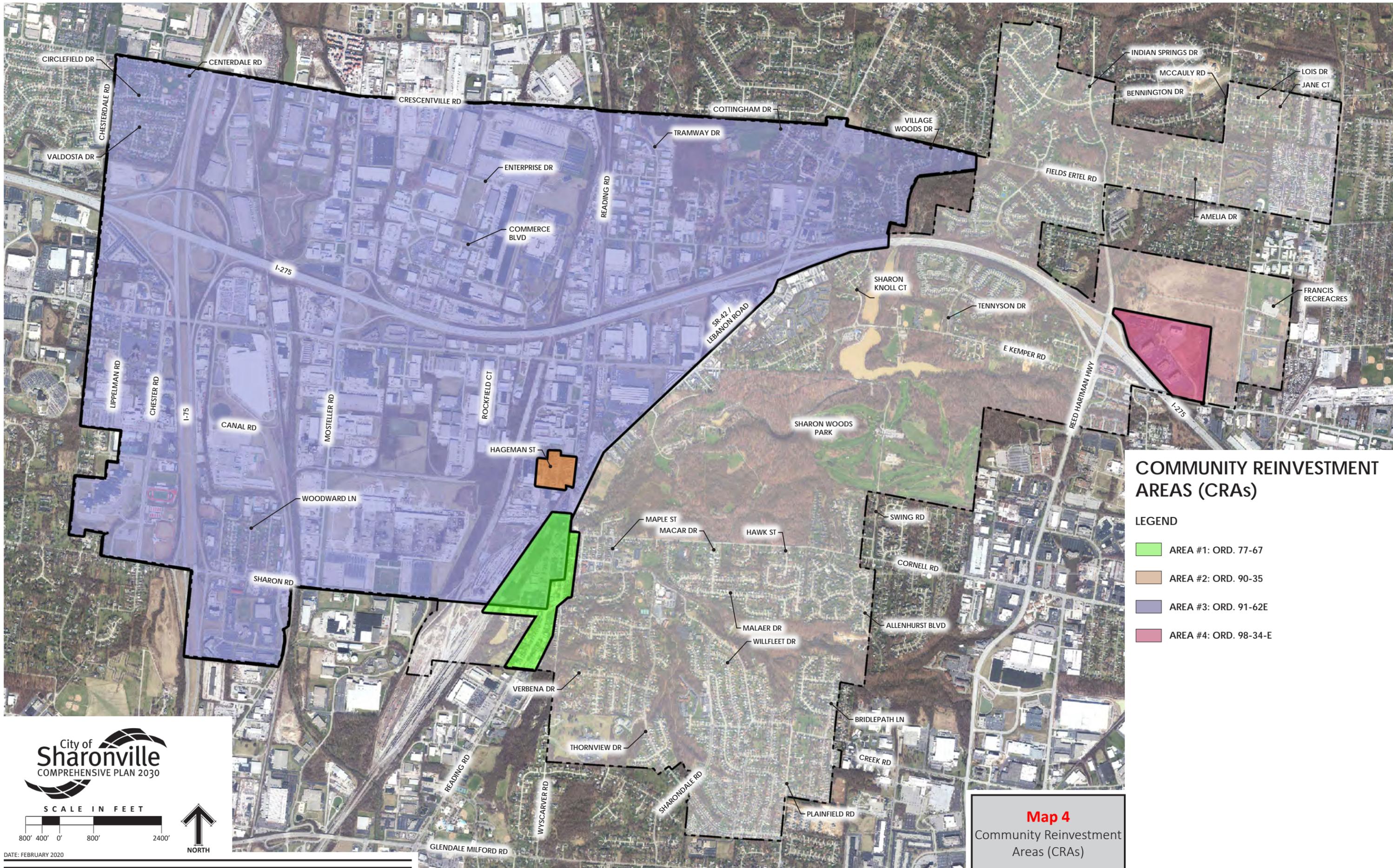
The number of employees is an important consideration, especially for a community like the City of Sharonville, who has a two-to-one ratio of employees to residents. The City, like most others in the region, has an earnings tax that generates revenue for the City which can be put towards public services (e.g., police, fire, and public works), infrastructure improvements, economic development activities and incentives, and other community amenities. Of the communities listed in Table 10 below, all have some form of earnings tax with the exception of the counties and townships, which cannot leverage earnings taxes by state law, and the Village of Glendale.

Table 10: 2017 Employee to Resident Ratio

	2017 Population Estimate	2017 Employees	# of Employees to Each Resident
Blue Ash	12,199	32,135	2.6
Butler County	380,604	129,033	0.3
Deerfield Township	39,728	21,762	0.5
Evendale	2,864	10,463	3.7
Forest Park	18,690	8,448	0.5
Glendale	2,180	591	0.3
Hamilton County	813,822	449,043	0.6
Mason	33,235	20,372	0.6
<b>Sharonville</b>	<b>13,797</b>	<b>27,209</b>	<b>2.0</b>
Springdale	11,213	18,167	1.6
Sycamore Township	19,422	25,284	1.3
West Chester Township	62,804	48,040	0.8

Data Source: U.S. Census and OnTheMap 2017





### COMMUNITY REINVESTMENT AREAS (CRAs)

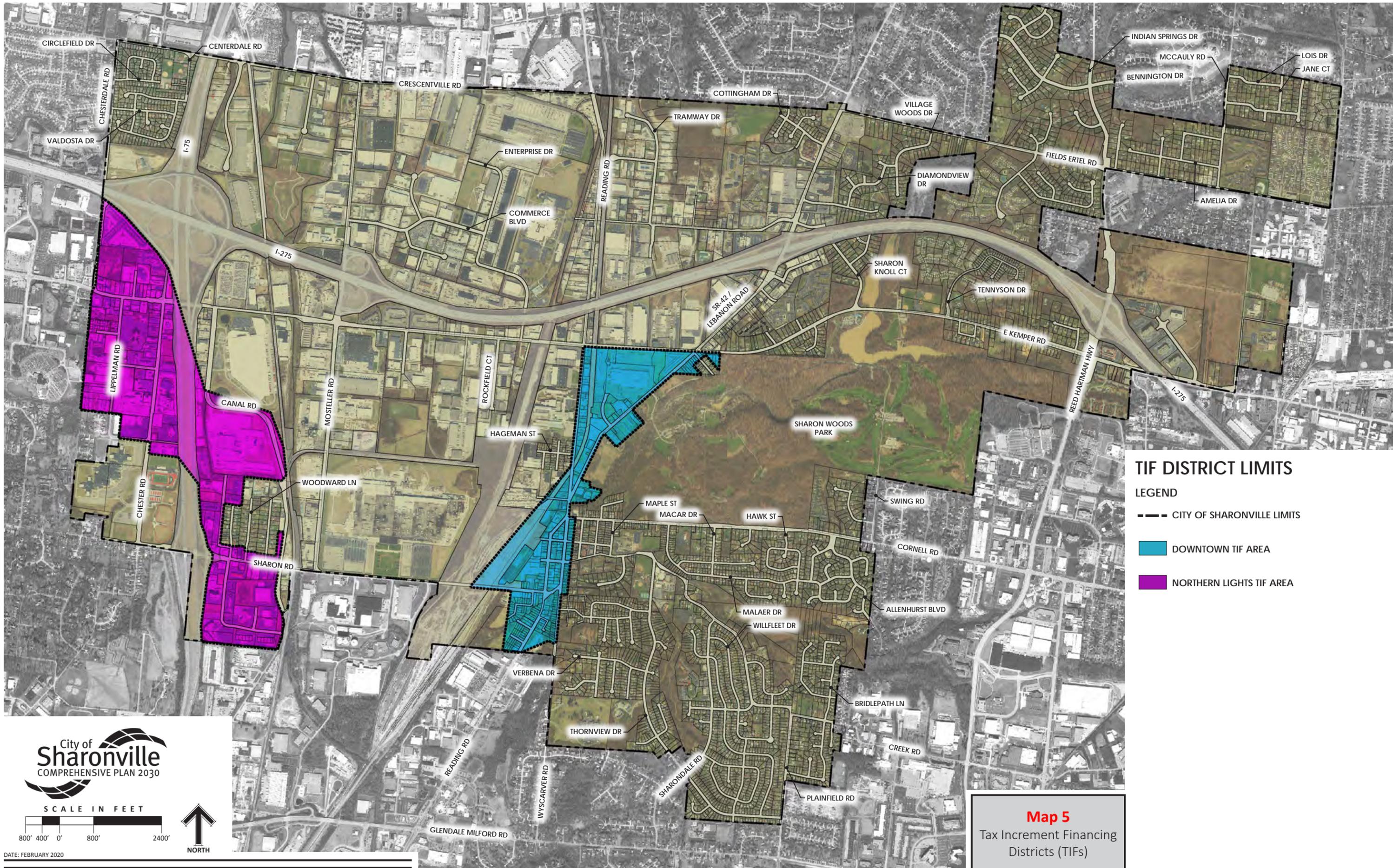
#### LEGEND

- AREA #1: ORD. 77-67
- AREA #2: ORD. 90-35
- AREA #3: ORD. 91-62E
- AREA #4: ORD. 98-34-E



DATE: FEBRUARY 2020

**Map 4**  
Community Reinvestment Areas (CRAs)



### TIF DISTRICT LIMITS

#### LEGEND

- CITY OF SHARONVILLE LIMITS
- DOWNTOWN TIF AREA
- NORTHERN LIGHTS TIF AREA

City of Sharonville  
COMPREHENSIVE PLAN 2030



DATE: FEBRUARY 2020

**Map 5**  
Tax Increment Financing  
Districts (TIFs)

# Theme #2 - Capitalize on Our Economic Momentum



## Occupations

Beyond the total number of employees, it is important to have an understanding of the occupation of the employees. Additionally, it is important to have a comparative understanding of the occupation of residents who largely work outside of the City. These analyses were conducted in order to establish a side-by-side understanding of the potential mismatch between jobs in the community and the occupations of residents. The occupation of residents (who are 16 years and older and employed in the civilian sector of the labor force) was categorized by the U.S. Census based on the industries in which residents were employed. The information was compared to the OnTheMap data regarding the occupations of people who work in the City of Sharonville.

In 2017, an estimated 27,209 people worked in Sharonville and 13,797 people lived in the City. In that same year, 1,267 residents (16.9%) worked in the manufacturing industry and another 1,183 residents (15.8%) worked in the education or health care fields, which will be referred to as the 'Eds and Meds' field. While Sharonville has a large manufacturing base (employing roughly 5,153 people in 2017), there is not an equally strong base of employment in Sharonville for the 'Eds and Meds' industry (employing 3,012 people in 2017). In Table 11, there are other examples of where a mismatch between jobs and residents exists. In certain industries, there are more jobs that are not represented by the occupations of residents or vice versa.

As a community that relies on the income taxes of employees who work in the City, this comparison offers an important economic development consideration for the City. The City should decide whether it should make accommodations for the existing workforce to live within the City limits in order to retain steady employment in the area. To do this, the City could prioritize attracting more of the existing workforce to live within the City by developing broader housing options that fit the needs of the current workforce that commute into the City. The City should also consider whether they wish to attract more industries in fields which residents are employed to reduce the need for residents to commute outside of Sharonville for work (e.g., educational services, health care, and social assistance).

## Employment Commuting Patterns

Reducing the number of commuters in and out of the City would alleviate pressures of roadways and prevent the need for frequent roadway improvements. As previously mentioned, the City's workforce nearly doubles the number of residents within the City. In order to reduce the number of trips generated by commuting, the City would either need to provide jobs that match the occupations of their employees or provide housing that matches the residential needs of their workforce.

**Table 11: Industries of Employees and Residents in Sharonville**

Industry	Occupation of Employees	Occupation of Residents
Agriculture, forestry, fishing and hunting, and mining	0.1%	0.0%
Construction and utilities	3.9%	1.1%
Manufacturing	17.4%	19.4%
Wholesale trade	13.8%	2.3%
Retail trade	5.2%	11.2%
Transportation and warehousing	10.5%	6.1%
Information	1.1%	2.2%
Finance and insurance, and real estate and rental and leasing	5.6%	8.9%
Professional, scientific, and management, and administrative and waste management services	22.3%	14.2%
Educational services, health care, and social assistance	12.0%	19.8%
Arts, entertainment, and recreation, and accommodation and food services	4.8%	10.3%
Other services, except public administration	2.5%	3.0%
Public administration	0.8%	1.4%

*Data Source: U.S. Census - American Community Survey 2017 and OnTheMap 2017*

This analysis on employment commuting patterns considers two questions: 1) Where do residents work? 2) Where do workers live?

In order to establish a baseline of residential and workforce commutes, this analysis was conducted using U.S. Census estimates derived from payroll tax and unemployment insurance payment records maintained by each state through a program called OnTheMap. The following are statistics related to employment commuting patterns:

- The 2017 Census estimates that approximately 551 people both lived and worked in the City of Sharonville, while 5,489 residents left the City to work elsewhere, primarily in the City of Cincinnati.

- In 2017, the Census also estimated that approximately 27,209 people worked in the City of Sharonville, which reflects the known fact that the daytime population in the City doubles compared to the evening population. This is a consideration for many commercial businesses when deciding locations for new enterprises.
- Based on the 2017 data, approximately 26,658 people commuted into the City of Sharonville every day, for work. See Figure G.
- Data stretching back to 2002, using OnTheMap, shows that the number of residents who live and work in the City as well as the number of residents who commute outside of Sharonville has remained largely unchanged. In 2002, 597 residents lived and worked in Sharonville and just under 6,000 residents commuted outside of the City. The most notable change is the increase in the number of employees that commute into the City, which went from 21,798 people in 2002 to almost 27,000 people in 2017. The increase in the workforce commuting into the City can be seen as a positive when considering that it is an overall increase in the jobs in the City.

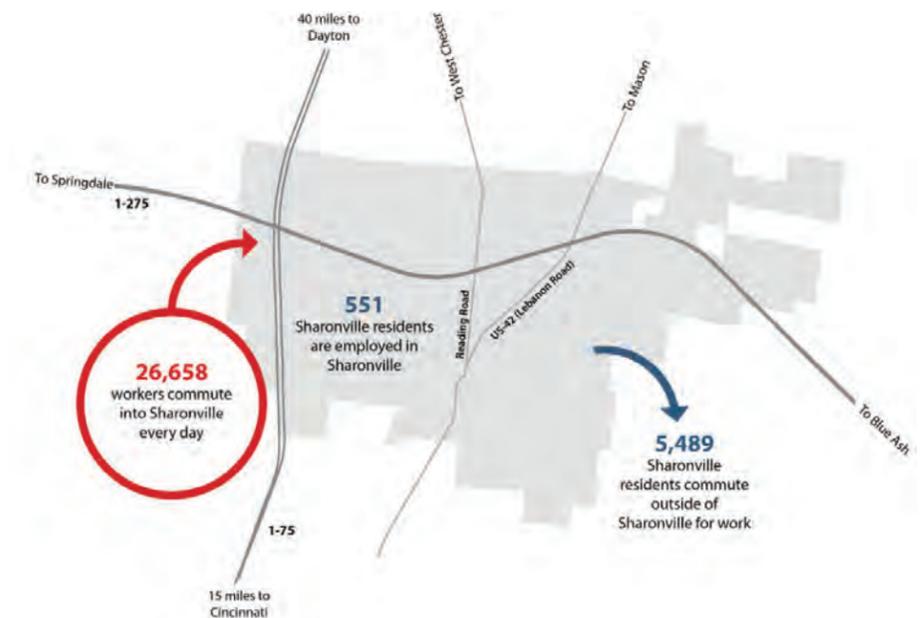


Figure G: Illustration of the inflow (people commuting into Sharonville) and outflow (residents commuting outside of Sharonville) as well as the number of residents who work in the City. Source: U.S. Census OnTheMap 2017. Image Source: Max Lambert

# Theme #2 - Capitalize on Our Economic Momentum

- On an economic development note, the disparity between daytime and evening populations in the City can result in limited activity in the evenings for residents if businesses and restaurants are only open to serve lunchtime crowds.
- Figure H provides a heat map of the region that illustrates where people who work in Sharonville are coming from in the Greater Cincinnati region. The darkest areas highlight where a higher number of workers are commuting from. According to the U.S. Census, almost 39% of workers commute less than 10 miles to work with an additional 36% commuting 10 to 24 miles.
- Sharonville sits at the upper end of the Interstate 275 loop and the intersection of Interstate 75 where Hamilton County, Butler County, and Warren County converge. This makes the City highly accessible to the Greater Cincinnati region.
- This information demonstrates the need for strong connectivity throughout the region while also showing commuting patterns in the region.

Table 12: Places Where Residents Work	
	# of Employed Residents
<b>All Places</b>	<b>6,040</b>
City of Cincinnati	949
City of Sharonville	551
City of Blue Ash	489
City of Mason	218
City of Springdale	202
City of Fairfield	189
Village of Evendale	151
City of Montgomery	137
Kenwood CDP	115
City of Hamilton	84
All Other Places	2,955

*Data Source: U.S. Census OnTheMap 2017*

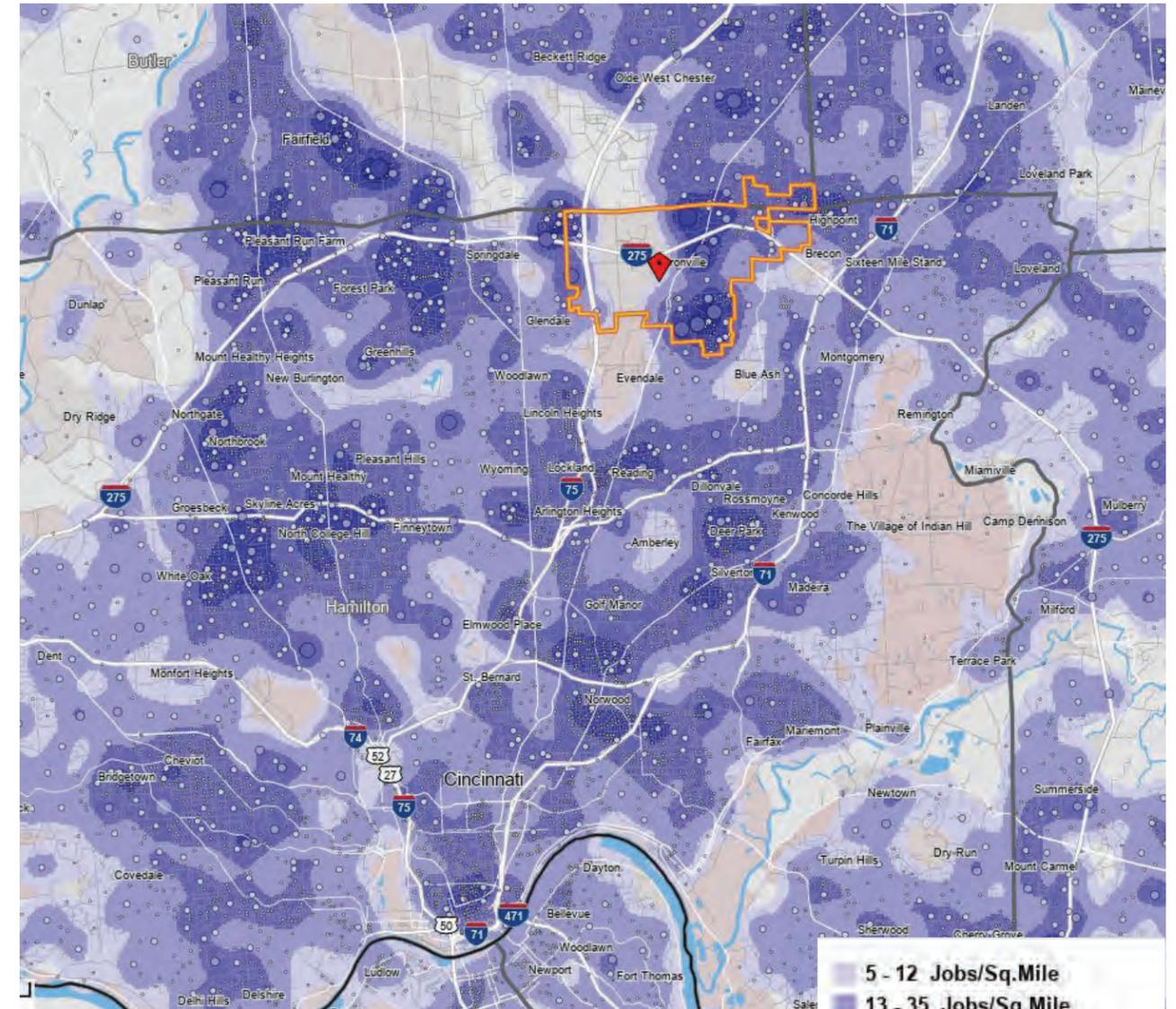


Figure H: Heat map of where people who work in Sharonville reside in the region. In this map, the darker blue areas are the location of where the highest concentration of workers (people employed in jobs within Sharonville) reside whereas the white and tan areas are where no, or very few, workers reside. For this map, the use of the term "jobs" in the legend on the right, equates to the number of workers. Source: U.S. Census OnTheMap 2017

Table 13: Counties Where Employees Reside	
	# of Workers
<b>All Counties</b>	<b>27,209</b>
Hamilton County, Ohio	9,566
Butler County, Ohio	4,931
Warren County, Ohio	2,397
Clermont County, Ohio	2,317
Montgomery County, Ohio	903
Franklin County, Ohio	832
Kenton County, Kentucky	579
Campbell County, Kentucky	423
Cuyahoga County, Ohio	399
Brown County, Ohio	288
All Other Counties	4,574

*Data Source: U.S. Census OnTheMap 2017*



# Theme #2 - Capitalize on Our Economic Momentum



## Workers and Household Income

The incomes of residents in Sharonville have fared far better than most neighboring communities, Hamilton and Butler Counties, and the State. This is important when considering the cost of housing and the disposable incomes of community members. Table 14 below compares the median income of all households and family households for multiple communities in the region. The median income is the income of a resident in the financial middle of the rest of the community, meaning half of the households in the jurisdiction make less than the median income and the other half of residents make more than the median income.

Community	Median Income of All Households	Median Income of Family Households
Blue Ash	\$83,079	\$98,750
Butler County	\$63,358	\$80,190
Evendale	\$121,750	\$132,868
Forest Park	\$54,974	\$63,172
Glendale	\$100,781	\$133,558
Hamilton County	\$54,976	\$75,107
Sharonville	\$62,908	\$83,893
Springdale	\$54,329	\$62,168
State of Ohio	\$54,533	\$69,837
Sycamore Township	\$68,881	\$86,187
West Chester Township	\$90,664	\$108,064

*Data Source: U.S. Census 2018 American Community Survey*



In addition to evaluating the income of households, the U.S. Census provides information on the general income of employees in Sharonville through the OnTheMap program. Table 15 illustrates the income for employees in Sharonville as compared to other places (places is defined as cities and census-designated places and does not include unincorporated townships) in the Cincinnati Ohio-Kentucky-Indiana Metropolitan Statistical Area (MSA). Not only do residents in Sharonville generally have higher incomes than their neighboring counterparts, but employees within the City have higher wages than employees in other places in the MSA.

Location of Employees	Total Workers in 2017	% of Workers Making \$3,333 or more, per Month
Blue Ash, Ohio	32,135	54.7%
Cincinnati, Ohio	186,954	54.7%
Covington, Kentucky	15,671	54.7%
Fairfield, Ohio	25,449	45.6%
Florence, Kentucky	27,854	31.3%
Hamilton, Ohio	16,976	36.8%
Mason, Ohio	20,372	50.2%
Middletown, Ohio	16,044	49.1%
Sharonville, Ohio	27,209	56.9%
Springdale, Ohio	18,167	39.7%
All Other Places in the MSA	305,576	41.0%
All Places in the MSA	883,481	46.6%

*Data Source: U.S. Census OnTheMap 2017*

## Theme #2 - Capitalize on Our Economic Momentum Goals

- **Goal 1:** Sharonville will continue to take advantage of new and existing economic development tools to attract new businesses while supporting existing businesses.
- **Goal 2:** Sharonville will continue to market itself as a place for new local businesses, especially restaurants and small-scale shopping.
- **Goal 3:** Sharonville will work to ensure a diverse economy that does not rely too heavily on a single employer or type of employment industry.
- **Goal 4:** Sharonville will ensure flexible requirements to allow for all forms of employment including expanding the ability to retrofit older buildings to accommodate tech jobs and similar industries that do not require large building footprints.
- **Goal 5:** Sharonville will market itself with continued integration of branding throughout the City as part of public improvement projects and as part of wayfinding systems.
- **Goal 6:** Sharonville will continue to partner with the local schools and universities to expand workforce development opportunities for local students.



# Theme #2 - Capitalize on Our Economic Momentum



## Implementation Strategies

Each of the following implementation strategies are directly related to the planning theme of economic development. There are other implementation strategies within this plan that are related to economic development but are addressed in more detail under other sections of this plan.

The numbering of the strategies within this section does not reflect the order of implementation. Information on the timing and prioritization of each strategy can be found in the Implementation section of this plan along with more on how the City will continue to monitor actions toward implementing these strategies.

### ***Economic Development Strategy 1: Empower the Community Improvement Corporation (CIC) to function as a Land Bank.***

A land bank is a development tool that allows communities such as Sharonville to purchase foreclosed or underutilized properties. The Land Bank can then hold onto the property in order to aggregate them with adjacent properties, for larger developments, or turn them around for redevelopment, with more guidance and incentives from the City. Using land banks as a tool benefits the original property owner and the City. The City of Sharonville has established the CIC which may have the functioning power of a land bank. The CIC does not, however, have the capacity or current policies in place to support and empower the CIC to function as a land bank. Based on the support and feedback from the community, this strategy is an essential first step towards implementing economic development goals within the City.

### ***Economic Development Strategy 2: Utilize the CIC to acquire strategic pieces of land for redevelopment.***

Once empowered to take action, the CIC may proactively acquire strategic pieces of land across the City as they become available. Site control over strategic pieces of land will provide the City with the authority to shape and redevelop areas in a way that will fit the needs of the entire community. As part of this process, the City and the CIC will work together to identify those key properties, which are generally located in the business or industrial areas, that are currently underutilized, and begin the process of working with current property owners to acquire the properties. The properties can then be redeveloped in-line with the vision of this comprehensive plan.

### ***Economic Development Strategy 3: Develop more programming and events to attract people to Sharonville.***

Residents and visitors have expressed their support and enjoyment of the different events and programs the City and Chamber of Commerce offer in Sharonville. Community events offer residents things to do that bring them together and attract visitors to Sharonville who shop and dine at local businesses. Some of the current events offered throughout the year include the Fourth on the Loop, Sharonville FoodTrain, Christmas on the Loop, etc. Business owners and residents have both suggested that the City continue their efforts to develop more of this programming throughout the year.

### ***Economic Development Strategy 4: Continue to work regularly with local businesses to ensure they have the support they need.***

The City of Sharonville supports their businesses and attempts to regularly reach out to them to see what kind of support they may need to grow and prosper in the City. The City and Chamber of Commerce regularly host networking and educational events, bringing businesses together to share ideas. These types of activities are ongoing efforts in place to continue to promote the City's goals of economic development. Furthermore, regular outreach to individual businesses by the City is important to ensure that the tools and support they offer meet the needs of the local businesses.

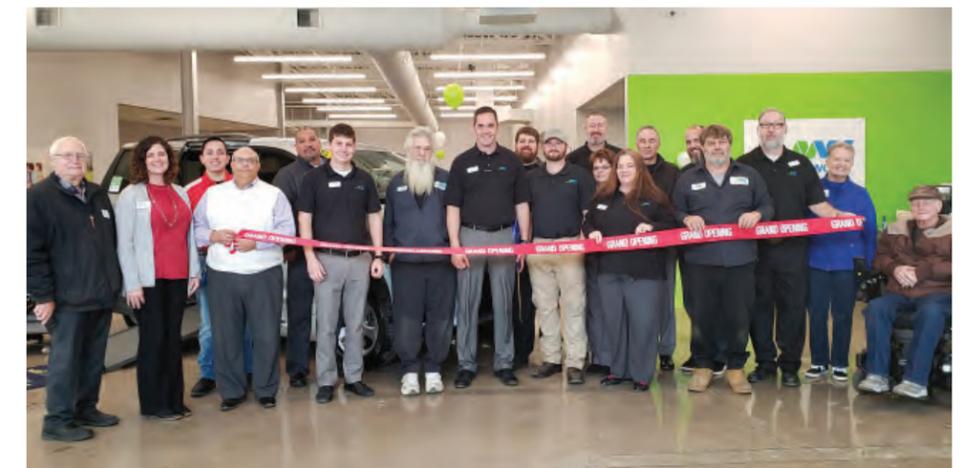


### ***Economic Development Strategy 5: Develop an informational pamphlet on local amenities to distribute to businesses and visitors.***

The Sharonville community has a myriad of services and amenities to offer residents, employees of businesses, and visitors at hotels or the Convention Center. Currently, listings of these amenities are not readily available. The City should create a simple informational pamphlet that can direct people to all of these local amenities and then distribute copies to businesses, hotels, the convention center and on-line. The informational document can be a comprehensive guidebook or as simple as creating individual user guides for shopping, dining, exercising, or exploring a local park.

### ***Economic Development Strategy 6: Work with local partner organizations to develop discounts and available resources for use by residents and visitors seeking to host events.***

The Sharonville Convention Center and various hotels around the Northern Lights District are well known in the region as a location to host large meetings and events. Event planners know to reach out to the Sharonville Convention Center or individual hotels for information and group rates. However, there are many smaller event spaces throughout the City, suitable for a local business events or functions, hosted by residents that are not as well-known. Additionally, there are a variety of local vendors (e.g., catering, florists, tent rentals, music, etc.) which can provide complementary services to host an event within the City. The City should work with their partner organizations such as the Chamber of Commerce and the Great Parks of Hamilton County to develop resources on hosting events in Sharonville. This could include information on the capacity of different venues, local service providers, and even provide discounts for using those local services.



# Theme #3 - Improve Connectivity



The existing transportation network has a direct impact on individuals who live and work within the City of Sharonville. The residents and businesses in Sharonville enjoy proximity to regional destinations. Traffic and congestion are visible across the greater Cincinnati region during peak travel times. Comparatively to other communities in the region, Sharonville has limited issues with traffic congestion, with the exception of Interstate traffic accidents that could impact local streets with congestion.

During the public engagement process, improving connectivity and the perception of the overall transportation network was a leading concern from the community. Two topics were frequently brought up during the discussion of connectivity by community members. First, they expressed their frustration with blockages at railroad crossings. Second, they expressed a strong desire to see more connections between points of interest for pedestrians and bicyclists.

This discussion of Theme #3 takes into consideration all of the interrelated transportation networks and views how they can influence the community. Finally, it will look into how the community can continue to strive to improve the network to the benefit of its citizens and businesses.

## Existing Trends and Activities

The City is well integrated into the regional network of interstate highways, state routes, local roadways, and connected to freight rail lines. Its location contributed to the development of its existing business and residential districts. Its existing roadways are heavily traveled by large vehicles, requiring continued maintenance and repaving of roadways.

### Railroads

The existing rail lines in Sharonville are non-passenger freight lines. Train stoppages over railroad crossings contribute to community members perception of traffic within the City. It is important to know railroads predate the conception of the City of Sharonville and the existing road network; therefore they maintain prioritization at traffic crossings on a national level. As mentioned in the Historical Context section, in 1974, the City invested tax dollars towards the installation of its only railroad overpass, to allow seamless traffic flow above railroad operations.

Sharonville is also the location of the prominent railroad company, Norfolk Southern Sharonville Intermodal Terminal. This intermodal facility uses mechanized loaders and cranes to transfer containers and trailers between freight trucks and railcars. This facility, at times, generates a large number of freight vehicle traffic along Sharon Road and Mosteller Road.

### Roadways

Map 6 (Transportation Map) illustrates the network of roads that run through Sharonville and the hierarchy of such roads from the interstate highway, which carries the most traffic, to the state and local roads, such as those that most homes front on and carry the least amount of local traffic.

This map highlights the rail lines that cross through Sharonville and the conflict points where they cross major roadways such as Sharon Road and Reading Road. The Transportation Map includes all current roadway projects that have been funded, are under construction, or are anticipated to be implemented in the near future. The transportation map also includes several roadways and streets for future consideration of improvements to facilitate traffic flow through the city. These projects include but are not limited to:

- Right turn lane from Sharon Road onto Mosteller Road
- Hauck Road improvements



Image Source: Go Metro website

### Public Transportation

There are few options for individuals living or working in Sharonville who do not own a car. The City has limited bus service provided by the Southwest Ohio Regional Transit Authority (SORTA). Currently, there are only two bus lines that connect Sharonville to the region, which are Bus Route 23X and Route 67. Route 23X is an express route that services Tri-County with six scheduled arrivals during the morning and evening with direct access to Downtown. Although this route only passes the city on its way out to I-75, it has enticed park and ride patrons since it does not pass any Sharonville residential communities. Route 67 operates at a slower speed with frequent stops and circumnavigates residential areas within the City (See Figure I.) The route has two scheduled stops within City limits that offer limited hours of operation, providing service only around 7:00 am and 4:00 pm. The bus travels from Interstate 75 to the Mosteller Road area along Kemper and exits into Blue Ash.

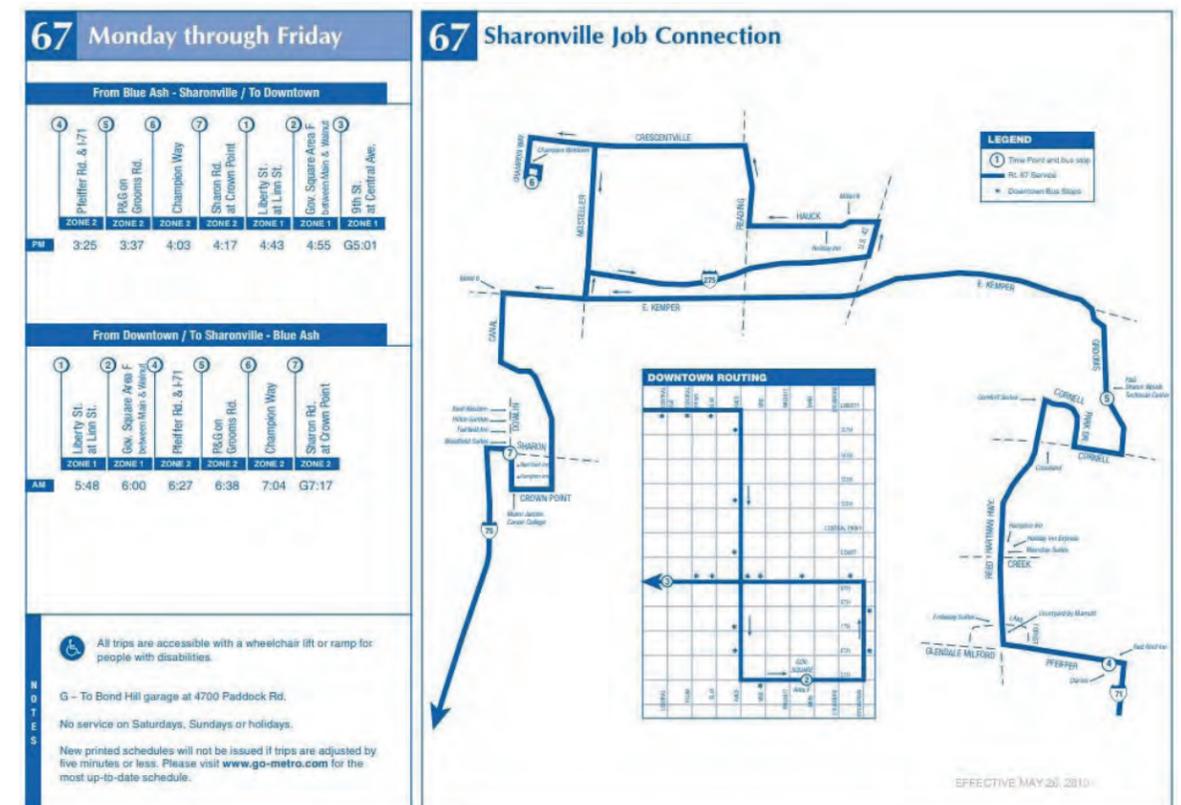
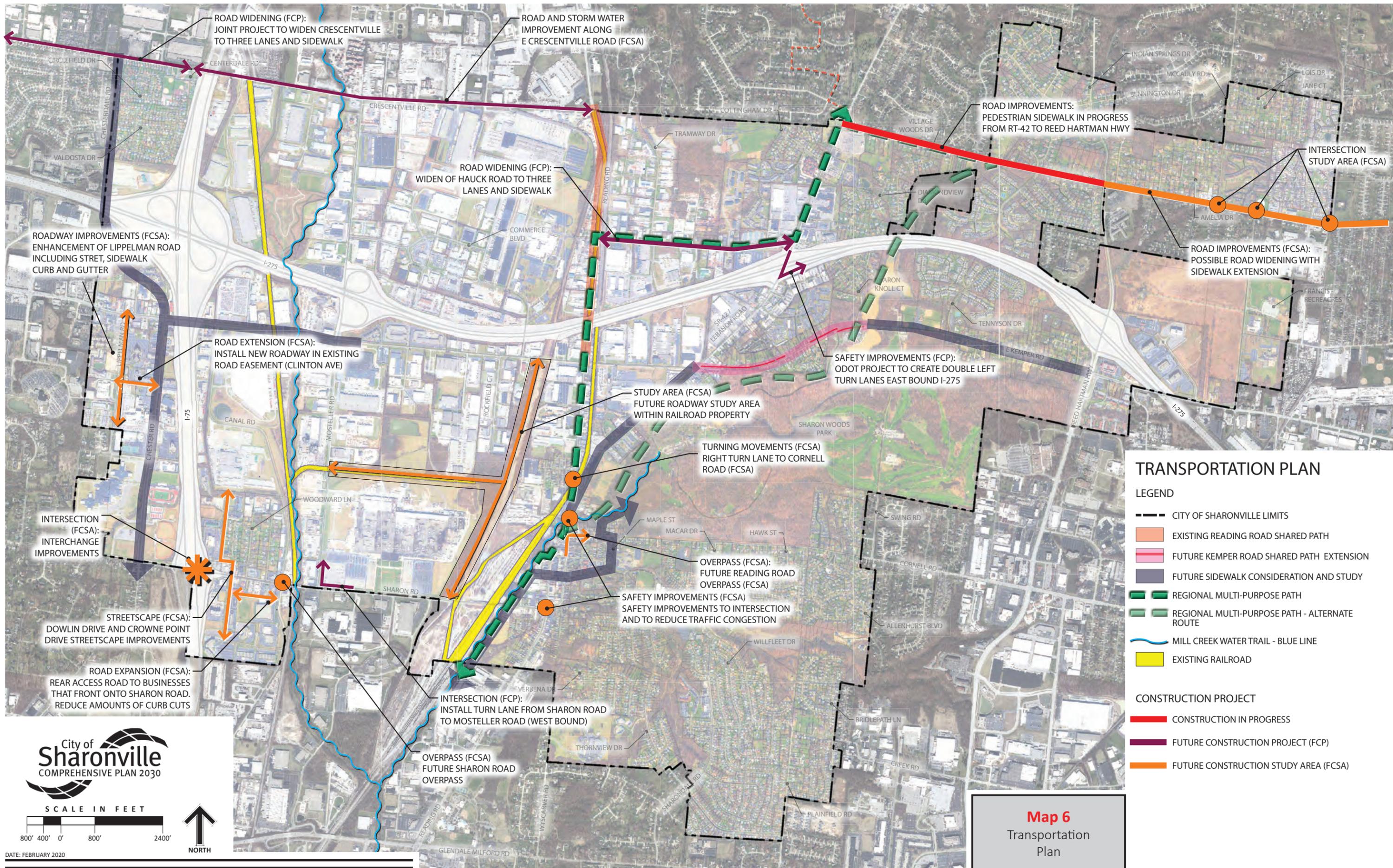


Figure I: Sharonville Job Connection Route 67 - Updated May 26, 2019. Source: Southeast Ohio Regional Transit Authority (SORTA).



### TRANSPORTATION PLAN

#### LEGEND

- CITY OF SHARONVILLE LIMITS
- EXISTING READING ROAD SHARED PATH
- FUTURE KEMPER ROAD SHARED PATH EXTENSION
- FUTURE SIDEWALK CONSIDERATION AND STUDY
- REGIONAL MULTI-PURPOSE PATH
- REGIONAL MULTI-PURPOSE PATH - ALTERNATE ROUTE
- MILL CREEK WATER TRAIL - BLUE LINE
- EXISTING RAILROAD

#### CONSTRUCTION PROJECT

- CONSTRUCTION IN PROGRESS
- FUTURE CONSTRUCTION PROJECT (FCP)
- FUTURE CONSTRUCTION STUDY AREA (FCSA)

City of Sharonville  
COMPREHENSIVE PLAN 2030



DATE: FEBRUARY 2020

**Map 6**  
Transportation Plan

# Theme #3 - Improve Connectivity



## Trails

There are bike trails and sidewalks within the park system located inside of the city limits, most notably in Sharon Woods Park. However, the existing network of shared-use paths used by pedestrians and cyclists are fragmented and incomplete. There are missing sections of trails, the trails at times terminate abruptly, and there are a number of existing communities that were annexed into the City which were built without sidewalks.

Map 7 (Connectivity Map) illustrates the existing sidewalks, trails network, and the existing bus line which runs through Sharonville.

The Connectivity Map also includes all current pedestrian or bike projects that have been funded and are under construction, or will be in the near future. These projects include:

- Road improvements along Fields Ertel Road. Roadwork will include a sidewalk connection between Lebanon Road (US-42) and Reed Harman Highway; and
- A shared used path along Lebanon Road (US-42). This new trail will provide a buffered pedestrian and bike friendly path which will provide connection from the Downtown Loop, to Sharon Woods, and then continue on to the existing East Kemper Road path.



## Transportation Methods and Travel Time

Table 16 below provides supplemental information, using 2018 estimates, on how the residential workforce (workers 16 years and over) are commuting to work and the total length of their commute time. The majority of residents (85.5%) commute alone using an automobile. A small portion of the City's workforce (7.5%) carpool with one or more people to work. An even smaller amount of the City workforce (2.3%) either walked or biked to work. Based on public feedback, despite past commuting patterns of 2018, residents have expressed their desire for bicycling and walking connectivity to various community amenities within the City.

It is important to note that while virtually no residents in 2018 reported using bicycles or public transportation to commute to work, public transportation has been identified as an issue for employers in trying to help workers get to their jobs in Sharonville. Surrounding communities such as West Chester and Mason, who draw in a large number of employees into their communities, have also had similar concerns in connecting the workforce to available jobs. To alleviate the transportation burden for their workforce and employers, these communities were able to establish an express bus line (42 express and 71 express) which services their businesses and connects their workforce to downtown.

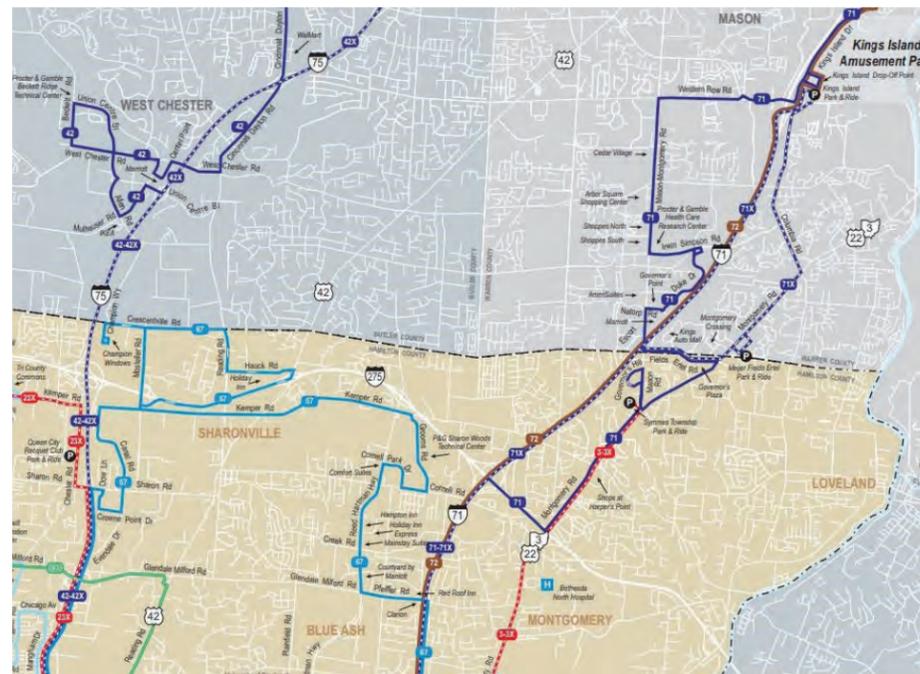
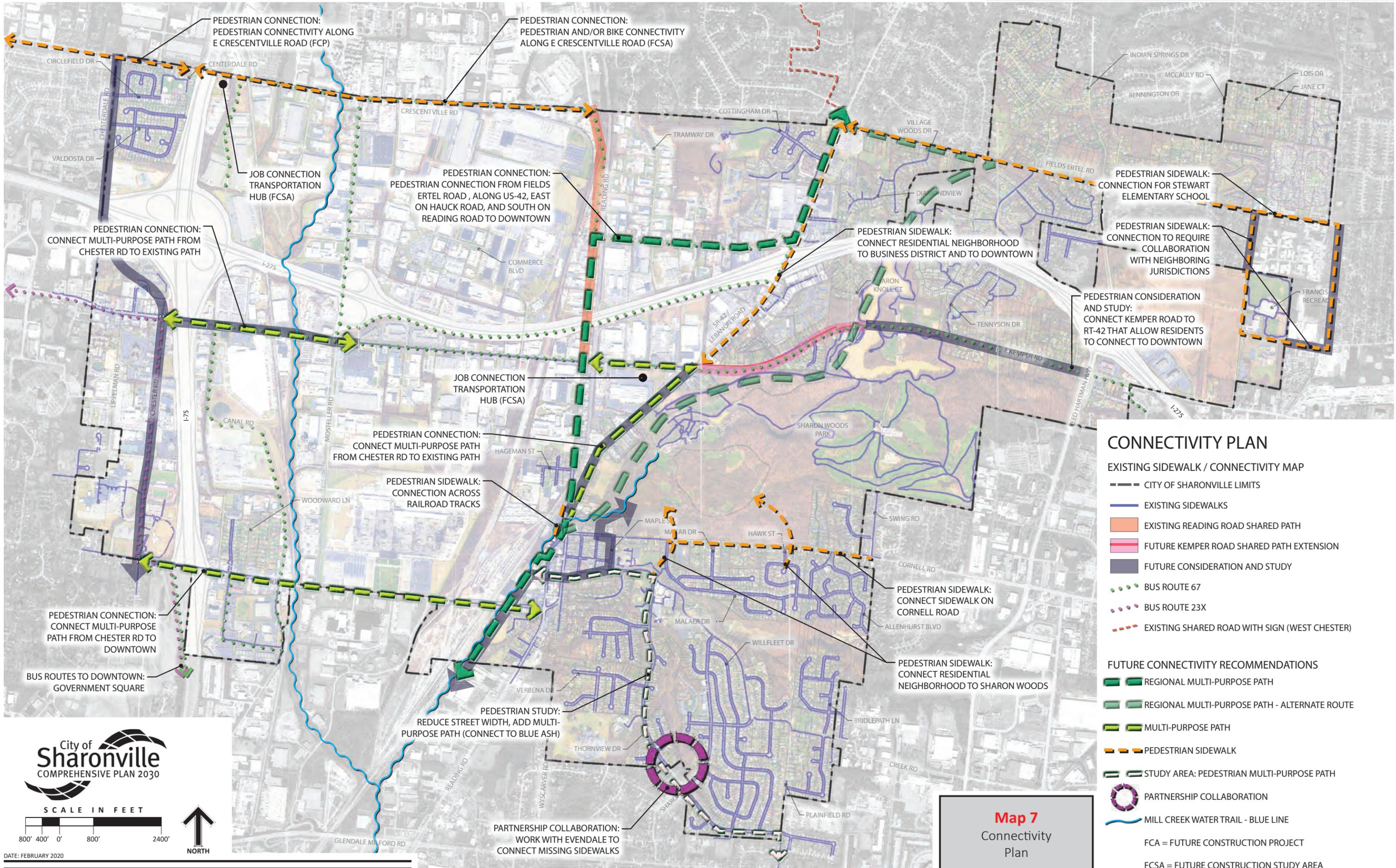


Figure J: Go-Metro 2019 Express Lines to Northern Cincinnati. Source: Southeast Ohio Regional Transit Authority (SORTA) Regional System Map.

Long term, the City could work with the Southwest Ohio Regional Transit Authority (SORTA) and other regional partners to explore enhanced public transportation to eliminate some of the burden for employers to obtain and maintain their workforce. Short term, SORTA could explore making 67, which connects into downtown, into an express line. The City could also explore, with their regional partners, a cross town corridor connection which could potentially link Montgomery to Springdale. Also, if SORTA expands their Tri-county transit center a cross-town connection into Springdale might be able to link the City of Sharonville employees into Butler County's bus system accessing a larger work force.

Table 16: Transportation Methods, to Work, by Residents	
	% of Resident Workforce
<b>Means of Transportation</b>	
Drove Alone (Car, Truck, or Van)	85.5%
Carpooled	7.5%
Public Transportation	0.3%
Walked	2.3%
Biked	0.0%
Taxi, Motorcycle, or Other Means	0.9%
Worked at Home	3.5%
<b>Travel Time to Work</b>	
Less than 10 Minutes	11.7%
10 to 14 Minutes	19.7%
15 to 19 Minutes	15.7%
20 to 24 Minutes	20.2%
25 to 29 Minutes	6.6%
30 to 34 Minutes	11.7%
35 to 44 Minutes	7.3%
45 to 59 Minutes	4.5%
60 or More Minutes	2.5%
Average Travel Time to Work	21.0 Minutes
<i>Data Source: U.S. Census - American Community Survey 2018 based on 7,773 workers</i>	



**City of Sharonville**  
COMPREHENSIVE PLAN 2030

SCALE IN FEET  
800' 400' 0' 800' 2400'

DATE: FEBRUARY 2020

NORTH

**Map 7**  
Connectivity  
Plan

- ### CONNECTIVITY PLAN
- EXISTING SIDEWALK / CONNECTIVITY MAP
- CITY OF SHARONVILLE LIMITS
  - EXISTING SIDEWALKS
  - EXISTING READING ROAD SHARED PATH
  - FUTURE KEMPER ROAD SHARED PATH EXTENSION
  - FUTURE CONSIDERATION AND STUDY
  - BUS ROUTE 67
  - BUS ROUTE 23X
  - - - EXISTING SHARED ROAD WITH SIGN (WEST CHESTER)
- FUTURE CONNECTIVITY RECOMMENDATIONS
- REGIONAL MULTI-PURPOSE PATH
  - REGIONAL MULTI-PURPOSE PATH - ALTERNATE ROUTE
  - MULTI-PURPOSE PATH
  - PEDESTRIAN SIDEWALK
  - STUDY AREA: PEDESTRIAN MULTI-PURPOSE PATH
  - PARTNERSHIP COLLABORATION
  - MILL CREEK WATER TRAIL - BLUE LINE
- FCA = FUTURE CONSTRUCTION PROJECT  
FCSA = FUTURE CONSTRUCTION STUDY AREA

# Theme #3 - Improve Connectivity



## Theme #3 - Improve Connectivity Goals

- **Goal 1:** Sharonville will strive to create safe connections between neighborhoods and key destinations such as the Downtown Sharonville Loop and the Sharonville Community Center, etc.
- **Goal 2:** Sharonville will work with Sharon Woods to develop more pedestrian and shared-use connections within the community.
- **Goal 3:** Sharonville will encourage the expansion of public transit and the location of transportation hubs to provide employees with alternatives in how they commute to work.

## Implementation Strategies

Each of the following implementation strategies are directly related to the planning theme of connectivity. There are other implementation strategies within this plan that are related to connectivity but are addressed in more detail under other sections of this plan. Many of the implementation strategies identified under this theme are project-specific actions with geographic limits. The Connectivity Plan Map, illustrates the various projects identified as part of Theme 3's implementation strategies.

The numbering of the strategies within this section does not reflect the order of implementation. Information on the timing and prioritization of each strategy can be found in the Implementation section of this plan along with more on how the City will continue to monitor actions toward implementing these strategies.

### **Connectivity Strategy 1: Establish pedestrian connections to Sharon Woods along Cornell Road.**

Increasing pedestrian connectivity between Sharonville neighborhoods and Sharon Woods was a "Big Idea" frequently discussed during the public engagement process. The first strategy proposed to improve residential connectivity to Sharon Woods is to improve pedestrian access along Cornell Road. The proposed pedestrian connection would not only connect Sharonville residents to Sharon Woods, but it will also improve regional connection by connecting residents from the City of Blue Ash, to Sharon Woods, and Downtown Loop together.

### **Connectivity Strategy 2: Establish pedestrian connections to Sharon Woods along Kemper Road.**

The second strategy to increase residential connections to Sharon Woods is to improve pedestrian access along Kemper Road. As illustrated in the Connectivity Plan Map, part of this strategy is already a future construction project – the Kemper Road shared-use path. The City anticipates enhancing pedestrian connectivity along Kemper Road, west of the Sharon Woods northern entryway, which will connect residents into Sharon Woods, and to the existing Kemper Road shared-use path and planned future US-42 (Lebanon Road) shared-use path that will connect residents southward almost to the Downtown Loop. The final segment of pedestrian connectivity desired by residents would be east of the Sharon Wood entrance, along Kemper Road toward Reed Hartman Highway in Blue Ash. This connectivity strategy is important in order to provide more access to Sharon Woods for residents but also to encourage pedestrian activity between the Downtown Loop and Sharon Woods.



### **Connectivity Strategy 3: Install a shared-use path to connect the Downtown Loop with the existing Kemper Road shared-use path, the Reading Road bike lane, and the US-42 (Lebanon Road) shared-use path.**

There are several existing paths and trail systems within and outside of the City of Sharonville that, if connected, would support the overall citywide goal to improve regional connectivity. One of the key projects to fill in missing connections is to install a shared-use path north of the Downtown Loop along Reading Road, which will provide a safe and comfortable multimodal connection from the Downtown Loop to the existing Kemper Road shared-use path, the existing on street Reading Road bike lane, and the soon to be installed US-42 (Lebanon Road) shared-use path. This strategy would also contribute to resolving a need identified (SH4) in the City's 2020 Safe Routes to School Plan to improve the safety at an existing railway crossing.

### **Connectivity Strategy 4: Work with neighboring communities to fill in missing sidewalks along Thornview Drive.**

Thornview Drive is another main thoroughfare which connects the City of Sharonville and Village of Evendale to the City of Blue Ash. Residents who frequently travel along Thornview Drive to access Summit Park, a 130-acre public park in Blue Ash, have reported there are sections along the road where the sidewalk is incomplete, forcing pedestrians to walk in the street. Even though the neighborhood may feel like one community to residents, Thornview Drive weaves in and out of Sharonville and Evendale jurisdictional boundaries. Recognizing cross-jurisdictional collaboration is required to improve the overall connectivity along Thornview Drive, the City of Sharonville should collaborate with the Village of Evendale to fill in the missing sidewalks sections along Thornview Drive.

### **Connectivity Strategy 5: Work with neighboring communities on the sidewalk and trail plans to expand the regional connections.**

In 2009, Sharonville, Blue Ash, Glendale, Evendale and Reading formed the Connecting Active Communities Coalition (CACC) to increase recreational activities within the region and improve connection, business development and community health. Over the years, the CACC has grown to include a larger regional area and has encouraged small group discussion for strategic shared-use trail connections. As the regional trail system (such as the Triangle Trail) continues to grow, there is a desired by residents to see more connections to these systems. Expanding the regional trail network will not only provide an amenity to residents but to also encourage visitors to come into Sharonville for dining and shopping in the Downtown Loop and the Northern Lights District. This ongoing strategy highlights the City's need to continue to work with adjacent communities on key sidewalk connections and regional trails to help establish those connections.

### **Connectivity Strategy 6: Install a turn lane from Sharon Road to Mosteller Road and include plans for space to accommodate a future shared-use path.**

The City is currently working on a project to install a turn lane from Sharon Road onto Mosteller Road. It is important the City takes in consideration the inter-relatedness of the upcoming proposed project and this connectivity strategy. The City should explore including plans for the right-of-way needed to accommodate a future shared-use path that may be funded a later time.

# Theme #3 - Improve Connectivity



## **Connectivity Strategy 7: Create a shared-use path from Princeton High School/Northern Lights to the Downtown Loop.**

In 2018, Sharonville completed streetscape improvements which included lighting and the installation of a 8' wide sidewalk along Chester Road from the Princeton City School Viking Village to Kemper Road. In an effort to implement the connectivity recommendations from Northern Lights District Plan as well as address issues identified during the public engagement process, the City should continue the path south of the Princeton City School Viking Village, and establish a shared-use path from Northern Lights District, along Chester Road continuing onto Sharon Road, and eventually all the way to the Downtown Loop. ODOT is currently working on Through the Valley (TTV) which is a project to improve all bridges along Interstate 75. Part of this strategy to improve pedestrian safety underneath Interstate 75 (item MS1 in the City's 2020 Safe Routes to School Plan) will be addressed during the upcoming ODOT project.

## **Connectivity Strategy 8: Work with ODOT to design a shared-use path connection under Interstate 75 (I-75) along Sharon Road.**

AS part of the TTV project, ODOT plans to install a 7.5' sidewalk underneath Interstate 75. As part of that work, the City of Sharonville should work with ODOT to design or reserve space to allow for a shared-use path under the Interstate 75 interchange. The installation of a 10' shared-use path along Sharon Road, under Interstate 75, will create connections from the Northern Lights District and the Viking Village which has the potential to connect to the Downtown Loop and other regional paths, such as the Triangle Trail.

## **Connectivity Strategy 9: Expand the shared-use path on Kemper Road to connect to the Northern Light District and complete the northern leg of the Triangle Trail.**

In order to continue to support the goal of connecting to the regional trail system, the City should work to expand the existing shared-use path on Kemper Road to provide safe and comfortable access from north of the Northern Lights District (Chester Road and Kemper Road intersection). As shown on the Connectivity Map, expanding the Kemper Road shared-use path would complete the northern leg of a multi-jurisdictional regional trail, known as the Triangle Trail, and connect hotel guests and visitors staying in the Northern Lights District to Sharon Woods, and eventually the Downtown Loop.

## **Connectivity Strategy 10: Improve pedestrian connection from hotels and residential areas south of Sharon Road to Viking Village and the Northern Lights District.**

Sharon Road is a major roadway that divides the Sharon Road Gateway area as defined in Theme #5 -Redefining a Vision for Our Places. Connectivity Strategy 10 addressees the area south of Sharon Road (along Crowne Point Drive and Canal Road), by recommending improved pedestrian connections from hotels, restaurants, and jobs areas to the Princeton City School Viking Village and the Northern Lights District.



## **Connectivity Strategy 11: Improve pedestrian connection from hotels and residential areas north of Sharon Road to Viking Village and the Northern Lights District.**

Similar to Connectivity Strategy 10, Strategy 11 addresses the concern of connectivity in the Sharon Road Gateway, this time focusing on the area north of Sharon Road (towards Dowlin Drive and the abutting residential area). The biggest difference is that the area north of Sharon Road includes a small residential community with students attending Princeton City School; improvements to the area would also address concerns listed in the City's 2020 Safe Routes to School Plan.

## **Connectivity Strategy 12: Create a plan for improving pedestrian safety along US-42 (Lebanon Road) from Kemper Road to the commercial areas along Lebanon Road and north of I-275.**

One of the most challenging areas for connectivity in the City for pedestrians and cyclists is along US-42 (Lebanon Road), specifically the commercial areas north of Interstate 275 due to the lack of continuous sidewalks and the narrow width of the right-of-way. However, the lack of safe pedestrian connections is a major issue for many community members who would like to be able to walk or ride a bike from the northern neighborhoods to the Downtown Loop.

In order to address the issues and improve pedestrian safety along the corridor, the City should explore developing a plan to enhance shared-use path connections along US-42 (Lebanon Road) from Kemper Road to the shopping center (connecting to Hauck Rd or Fields Ertel) and further south, past the interstate. When roadwork along US-42 (Lebanon Road) or on the I-275 overpass occurs, the City will then have a plan in place to allow for widening of the roadway to allow for a landscape buffered shared-use path.

## **Connectivity Strategy 13: Work with OKI and the Village of Evendale to implement the East Sharon Road Study.**

In 2015, OKI completed work on the East Sharon Road Access Study, which looked at regional freight and vehicular movement on Sharon Road from the Norfolk Southern Sharonville Intermodal Freight facility, in particular between Medallion Drive and Sharon Road.

At the time, there was not a joint agreement between the Village of Evendale and the City of Sharonville and the project did not proceed. The City of Sharonville remains supportive of the plan and should continue to be aware of the OKI's study recommendations. If the plan becomes a viable option again in the future, the City should work collaboratively with the Village of Evendale to make improvements in support of both connectivity and economic development goals.

## **Connectivity Strategy 14: Work with OKI to study the feasibility for the construction of a railroad overpass on Sharon Road.**

Conflicts caused by train stoppages at key railroad crossings were one of the top issues identified by community members throughout the planning process. Almost all of the public engagement focused on the idea of creating overpasses or underpasses so that cars can bypass the train crossings. These projects require substantial planning and funding. Because of this, the City has an initial strategy of working with OKI on the 2050 Regional Plan to study the feasibility of establishing a railroad overpass on Sharon Road to allow for the continuous flow of traffic.

# Theme #3 - Improve Connectivity



**Connectivity Strategy 15: Secure funding for the construction of a railroad overpass on Sharon Road.**

If Strategy 15's feasibility study is completed and the project is approved to move forward, then the City will need to work with OKI to fund the construction of the railroad overpass on Sharon Road.

**Connectivity Strategy 16: Work with OKI to study the feasibility for and fund the construction of a railroad overpass on Reading Road.**

Similarly to Strategy 14, the City would also like to work with OKI on the 2050 Regional Plan to study the feasibility of establishing a railroad overpass on Reading Road to allow for the continuous flow of traffic.

**Connectivity Strategies 17: Secure funding the construction of a railroad overpass on Reading Road.**

If Strategy 16's feasibility study is completed and the project is approved to move forward, then the City will need to work with OKI to fund the construction of the railroad overpass on Reading Road.



**Connectivity Strategy 18: Work with ODOT to determine the feasibility of redeveloping the US-42 (Lebanon Road)/I-275 interchange.**

In the long-term, the City should collaborate with ODOT to determine the feasibility of redeveloping the US-42 (Lebanon Road) and Interstate 275 interchange into a single-point interchange design or to identify other acceptable improvements that will greatly enhance the flow of traffic and improve safety around this major interchange. In the near future, the City and ODOT will be working on repaving and making general safety improvements to this interchange. The City should work with ODOT to make sure the upcoming changes do not hinder the ability to make future improvements in the area.



Proposed realignment improvements at US-42 and Interstate 275

**Connectivity Strategy 19: Work with SORTA and OKI to facilitate improvements to the public transportation system in Sharonville.**

The City of Sharonville has proposed working with OKI and with the Southeast Ohio Regional Transit Agency (SORTA) as part of the Regional Transportation 2050 Plan. The proposed collaboration would work to facilitate comfortable, efficient, and safe public transportation options throughout the city to enhance and improve workforce accessibility. This will reduce traffic, allow for lower parking requirements, and increase the available workforce pool.

**Connectivity Strategy 20: Work with neighboring communities and the Great Parks of Hamilton County to study the feasibility of a bike-sharing opportunity.**

Bike-sharing programs have become popular transit options, especially in areas with a lot of trails and in hospitality areas where there are a high number of visitors. Currently, the closest bike-share program is in Blue Ash. In 2019, the City changed their zoning ordinances to allow for the possibility of bike-sharing within the Central Business District. Strategy 20 encourages the City to collaborate with the Great Parks of Hamilton County, Blue Ash, and other neighboring communities on evaluating the feasibility of a broader, regional bike-share program.



# Theme #4 - Enhance Community Amenities



This comprehensive plan is intended to be a broad policy guide for the development of land citywide. This plan does not specifically address the school district or other entities which operate within the City, outside City control. During the public engagement process the Steering Committee was designed with the attempt to include various community partners and agencies to ensure that there would be mutual support for the final outcome of this plan. Within the scope of community amenities, this plan does not address the intricacies of public safety policy (i.e. police, fire and EMS, public works, tax department, and convention center) which are essential community amenities.

Parks and recreational facilities however were identified as a major community amenity within the City, which should be addressed within this plan in greater detail. While not all of the parks within the City of Sharonville are maintained by the City, all parks are discussed in this plan due to the various comments from the community during the public engagement process. Parks and recreational facilities are a valued component of any community because they are available to community members of all ages and abilities. Parks meet the community's need to engage in physical activity and have fun through recreation while also adding visual appeal to the community. As the City continues to grow and expand, it will be necessary to also look at how the parks and recreational facilities need to adapt to meet the changes in population and their particular needs.

## Existing Trends and Activities

### Existing Community Amenities

Sharonville has numerous community amenities that contribute to a high-quality of life for residents. The City has quality public services, a variety of recreational opportunities, and a strong safety services sector. The City is also integrated into a multi-jurisdictional school district, countywide library network, and regional parks system. The City has four public schools owned and operated by Princeton City School District, as well as other reputable private schools and career campuses within its City limits. The public library of Cincinnati and Hamilton County operates a "Next Generation" regional campus library within a residential area, next to the Sharonville Community Center. While this plan does not specifically address the library, it is important to note that the library recently went through a facilities master plan in 2019, which may lead to increased utilization of the outdoor space and installation of trails. Finally, there are two parks owned and operated by Great Parks of Hamilton County within the City, Sharon Woods and Francis RecreAcres which both provide amenities to the community.

The Sharonville Police Department is dedicated to safeguarding the Sharonville community through purposeful services and providing a safe environment while upholding public trust. The department has nearly 50 full-time personnel within their administrative, detective, patrol, dispatch and support service divisions. In 2020, the City of Sharonville built a new police station within the center of the City to improve the department's ability to effectively serve residents and businesses across the City.

The Sharonville Fire Department has three fire stations each staffed by at least four firefighters who respond to both Fire and Emergency Medical dispatches within the City. The department collaborates with other fire stations within the region by receiving and providing mutual aid to all of our surrounding communities. The department provides fire services (i.e. calls for services, fire prevention, and fire investigation), emergency medical services, and public engagement and outreach. In 2020, the original headquarters of the fire department in the Downtown Loop was renovated, integrating a public art mural and added appeal to the Downtown Loop.



The Sharonville Public works department's mission is committed to keeping the City of Sharonville clean, attractive and a desirable place to live and do business. The department provides maintenance within the public right of way (i.e. streets and sidewalks) and municipal facility maintenance. During the winter, the department is revered for its efficient snow removal services.

The Sharonville Convention Center is a City owned event center located 15 minutes north of downtown Cincinnati, off Interstate 75 and Interstate 275. The center provides a contemporary relaxed suburban location for meetings, conventions, banquets, trade shows and public events, with all the amenities of a big city. The facility which provides an exhibit hall, ballroom, junior ball room, meeting spaces and break out rooms is wheelchair accessible and sustainably designed. In 2020-2021, the City is expanding their existing 20,000 square foot exhibit hall in order to accommodate larger events which may desire 40,000 square foot of exhibit space.



The Sharonville Parks and Recreation Department offers more than 200 programs and special events annually to its members and guests. The Sharonville Community Center is centrally located in a residential community near two elementary schools and the Downtown Loop. The Community Center houses an indoor track, fitness center (renovated in December 2019), double gymnasium, mirrored fitness room, family game area (which includes billiards, table tennis and foosball), a nursery, arts and craft room, adult gathering room, multi-purpose room and meeting space. The Sharonville Parks and Recreation Department strives at all times to cultivate a welcoming, safe, and caring community of wellness, recreation, and education.

# Theme #4 - Enhance Community Amenities



## Recreational Areas and Connectivity

Residents in Sharonville have access to wooded parks, playsets, shared-use and natural trails, waterfalls, soccer fields, and other park spaces. Parks are often strong indicating factors which draw residents into a community. Preservation and expansion of parks and recreational activities was a constant discussion as part of the public engagement process for Sharonville 2030.

## Parks in the City

In total, the City of Sharonville maintains nine (9) parks: Berke Soccer Complex, Gorman Park, Gower Park, Kemper Sports Park, Patriot Pointe, Orchard Park, Trammel Fossil Park, Twin Creek Preserve, and Upper Grove. Great Parks of Hamilton County maintains an additional two parks within City limits: Francis RecreAcres and Sharon Woods.

All of the listed parks are highlighted on the Existing Parks, Recreation, and Open Space Map. In order to establish a baseline for how the City compares to other communities on the access to parks, this summary is relying on the benchmarks established by the National Recreation and Park Association (NRPA Park Metrics).

The NRPA Park Metrics include various benchmark standards such as park facilities, staffing, funding, and programming and policies, which can further evaluate how the City parks compare with other jurisdictions on a national level. The Open Space map below shows that over 16% of the City's land is considered recreational areas or green space.<sup>3</sup> In the City of Sharonville, there is approximately 1,048 acres of recreational areas or green space; 702 of the acres are in Sharon Woods.

The City of Sharonville has maintained a consistent population of just fewer than 14,000 residents. Since the majority of the data used in this report is relying on 2017 Census Data, the population of 13,797 (2017 population) will be used to evaluate Sharonville's existing Recreational Areas compared to NRPA Park Metrics.

According to the NRPA Park Metrics, there should be "one park for every 2,181 residents, with 10.1 acres of parkland per 1,000 residents". Considering only City operated park facilities, the City is above average in terms of the number of parks and acres of parkland it maintains. The City of Sharonville maintains one park for every 1,533 residents, with a total of 23.19 acres of parkland per 1,000 residents.<sup>4</sup> When evaluating all park spaces within City limits, including those operated by

Great Parks of Hamilton County, the City far exceeds national standards, with one park for every 1,254 residents, and there is 75.95 acres of parkland per 1,000 residents.



## Accessibility to Public Space

While there are a number of parks within the City limits and over seven times as many acres of parkland for residents compared to the national standard, not all parks within the City have convenient access. Gower Park, Gorman Park, Orchard Park, Patriot Pointe, and Upper Grover are accessible to nearby residential areas. The Kemper Sports Park, located next to Sharon Woods, is near residential properties along Kemper Road, but there are no sidewalks connecting residents safely to the park.

Sharon Woods has some neighborhood entrances to parks, but the majority of park visitors access the park by vehicle. The City has an existing shared-use trail along Kemper Road, which was a planned route expansion extended to connect south along US-42 (Lebanon Road) into Sharon Woods. The other Hamilton County Park within City limits, Francis RecreAcres, is easily accessible by Sycamore Township residents, but Sharonville residents can only access the park by automobile.

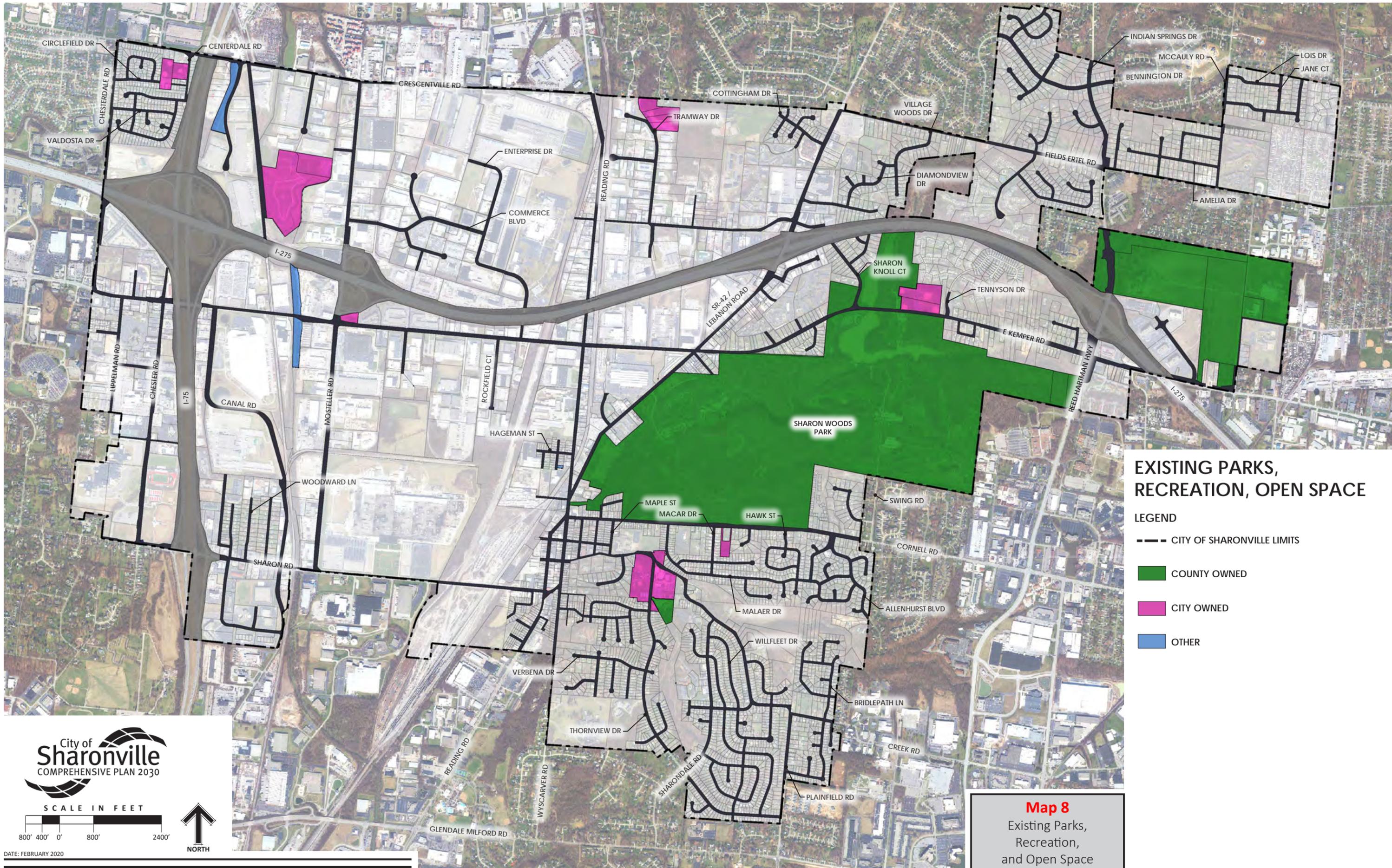
The remaining parks maintained by the City are disconnected to residential areas within Sharonville. Berke Soccer Complex is located in an Industrial area of the City accessed only by a shared drive behind an industrial business. Although there is signage for the park, visibility and wayfinding could be enhanced to improve access to the park. Located behind Berke Soccer Complex, Twin Creek Preserve -- 30 acres of wetland restoration along the creek with a scenic ½ mile nature trail including educational signage -- is also difficult to find. Trammel Fossil Park is a 10 acre fossil site used as an educational resource for schools. Even though visitors have intentionally come to the site, it is hidden from public view within the Industrial area of the City.

## Theme #4 - Enhance Community Amenities Goals

- **Goal 1:** Sharonville will seek out more opportunities to host programs, activities, and special events to benefit and engage the community and to increase the City's regional presence.
- **Goal 2:** Sharonville will work to expand on facilities and programming of its Parks and Recreation Department.

<sup>3</sup> The percentage of 16.28% of recreational space was calculated by subtracting the 0.4% of undeveloped land use from the calculation of 1,052 acres of open space.

<sup>4</sup> The acreage of 320 was established by subtracting Francis RecreAcres (26 acres) and Sharon Woods (702 acres within the City) from the total count of 1,048 acres of recreational areas and green space.



**EXISTING PARKS,  
RECREATION, OPEN SPACE**

**LEGEND**

- CITY OF SHARONVILLE LIMITS
- COUNTY OWNED
- CITY OWNED
- OTHER

City of Sharonville  
COMPREHENSIVE PLAN 2030



DATE: FEBRUARY 2020

**Map 8**  
Existing Parks,  
Recreation,  
and Open Space

# Theme #4 - Enhance Community Amenities



## Implementation Strategies

Each of the following implementation strategies are directly related to the planning theme of enhancing community amenities. There are other implementation strategies within this plan that are related to community amenities but are addressed in more detail under other sections of this plan.

The numbering of the strategies within this section does not reflect the order of implementation. Information on the timing and prioritization of each strategy can be found in the Implementation section of this plan along with more on how the City will continue to monitor actions toward implementing these strategies.

### ***Community Amenities Strategy 1: Develop a premier community gathering space with a major focal point at the end of Creek Road within the Downtown Loop.***

Depot Square was designed to serve as a gathering place and focal point for the City. In the 2010 Downtown Strategic Master Plan, the plan highlighted the importance of establishing a public space or park downtown in the future. Ten years later, the community members would like to move forward with this idea by formally establishing a community gathering space in the Downtown Loop to serve as a focal point and further establish a special sense of place in the Downtown Loop.

In 2019, based on feedback from the public engagement process, the City began working on a Downtown Loop Streetscape masterplan. Previously, in 2016 the City contracted an Economic Development Investments consulting firm to conduct a market and revitalization study to identify redevelopment opportunities within the downtown. The City owns some land within the Downtown Loop which it leases, reserves for public parking, or uses for public services. As the City pursues redevelopment opportunities in the Downtown Loop, the City should remain cognoscente of previous planning efforts and recommendations, and apply recommendations where still relevant and applicable. If Economic Development Strategy 1 and 2 are achieved, the City should empower the CIC to actively pursue land acquisition in the Downtown Loop to redevelop space for a community gathering place. Additionally, upcoming planning efforts in the Downtown Loop should consider the interrelatedness of their decisions in order not to hinder the City's ability to fulfill the community's wish of having a gathering spot in the Downtown Loop.

### ***Community Amenities Strategy 2: Evaluate options for accommodating indoor pool or an aquatic center in the City.***

During the public engagement process, residents requested that the City invest into an indoor pool. Princeton City School's Viking Village has an indoor pool which on occasion is open for public use, but an indoor pool owned by Sharonville would allow residents more access to year-round aquatic activity. One suggestion proposed during the public engagement process was for the City to explore enclosing the current outdoor pool at the Community Center so that the residents can enjoy swimming throughout the year. It may, however, be more cost beneficial to renovate, expand, or acquire additional land to accommodate an indoor pool or aquatic center rather than enclosing the existing pool. The Parks and Recreation Center should evaluate options to build an indoor pool or aquatic center.

### ***Community Amenities Strategy 3: Continue beautification efforts along the City's major roadways and at major gateways.***

The City has undertaken some branding and wayfinding projects in recent years to help define Sharonville as a special place and community members would like to see the City continue its beautification efforts along the City's major rights-of-ways and at major gateways to further enhance the identity of Sharonville.

### ***Community Amenities Strategy 4: Develop an enhanced wayfinding system throughout Sharonville.***

The City is encouraged to develop an enhanced wayfinding system throughout Sharonville that will direct people to special areas such as the Downtown Loop and Northern Lights District. Within these districts, the City should invest in smaller wayfinding efforts, such as directional signage, which will assist visitors and residents locate points of interest such as, but not limited to, the location of public parking, trail heads, locations of parks and other public services or amenities.



### ***Community Amenities Strategy 5: Use branding to establish a strong sense of place in the Downtown Loop and other key districts.***

While community members identify with the Downtown Loop and the Northern Lights District, the City should use its branding efforts to help establish a stronger sense of place in the Downtown Loop and other key districts as part of improved wayfinding initiative to help express the identity of these areas to the greater region and visitors. In 2019, the City finished installing distinct sidewalk pavers and specialty lighting across Chester Road to further define the Northern Lights District. The City should continue to establish the character of the Sharon Road gateway to establish a sense of place across the entire Northern Lights District. The 2020 Downtown Loop Streetscape Master Plan plans to establish a uniformed streetscape which clearly defines the district. The City is encouraged to further establish a strong sense of place in districts across the city by integrating elements such as, but not limited to, City branding throughout street furniture (i.e. benches, recycling and trash receptacles, etc.), wayfinding, lighting, and specialty pavers.

### ***Community Amenities Strategy 6: Establish and outdoor amphitheater or similar event space in or near the Downtown Loop/Gower Park.***

In addition to the idea of having a community gathering space in the Downtown Loop, many community members also desire to see the construction of an outdoor amphitheater or similar event space in or near the Downtown Loop. These areas, for community activities and gatherings, could include Gower Park, the community center, or the public library. The City currently utilizes temporary street closures on Creek Road (as recommend by the Downtown Strategic Master Plan- 2010) between Depot Square and Reading Road for larger events and festivals. The City should further investigate the possibility of establishing a permanent event space nearby, or evaluate the feasibility of expanding the area for temporary street closures for events along Creek Road.

### ***Community Amenities Strategy 7: Incorporate public art, where feasible, as part of any streetscape or capital improvement projects.***

Public art is one approach to creating attractive and distinct districts in the City. It can also be used to visually enhance capital improvements such as bridges or roadway improvements. As the City moves forward with various projects, there should be consideration given into how the project could incorporate public art or wayfinding as a beautification effort. The City should work with local partners and community members to select and consider integration of art into the public realm. Public art can include, but are not limited to murals, sculptures, monuments, landscaping or various installations of art.

# Theme #5 - Re-Define a Vision for Our Places



The first four themes of this plan have shown that Sharonville is home to stable neighborhoods, quality parks and amenities, and a strong economy. The goals of this plan focus on maintaining and enhancing the qualities of those components of the community. There are several identifiable places within the City. Within the scope of this comprehensive plan, the City has identified four districts where change is happening and there is a desire to establish a strategic vision for these places as they redevelop.

These four strategic areas that shape residents' and visitors' perception of the community include the Downtown Loop, the Sharon Road Gateway, the Lebanon Road Corridor, and the Northern Lights District. The purpose of theme is to set out a direction that re-defines the vision for these places whether that includes additional planning for the future or continued implementation of other planning efforts.

## Theme #5 - Re-Define a Vision for Our Places Goals

**Goal 1:** Sharonville has several unique places and corridors that are an integral part of the City's identity and vibrancy. The City will work to establish a specific vision for the future of:

- The Downtown Sharonville Loop
- Sharon Road Gateway
- Lebanon Road Corridor
- Northern Lights District

Unlike the format for the other themes, the goal for this theme is universal and covers all four focus areas, which are then individually discussed below. The recommendations for each of the focus areas that are found in the various sections, including implementation, are what set out the vision for each of the areas.

## Downtown Sharonville Loop

Downtown Sharonville is one of the most identifiable areas of the City and is a major center of local businesses and community activities. While this plan is intended to look at the community as a whole, it is important to also understand the issues and goals of this district and the other highlighted strategic area of Sharonville. As part of the public engagement process, there were a number of issues and ideas raised related to downtown with the vast majority of comments focused on:

- Addressing flooding throughout downtown;
- Encouraging more local restaurants and businesses;
- Encouraging more businesses to open later on nights and weekends;
- Encouraging higher-density housing around the Downtown Loop area;
- Increasing connectivity between the Downtown Sharonville Loop and other business areas, parks, and neighborhoods in the City; and
- Enhancing the appearance of the Downtown Loop with improved design guidelines and streetscapes.

Many of these issues were also expressed as part of the Sharonville Downtown Strategic Master Plan (2010) Planning process. That plan, which is still in place, provides a detailed analysis of the Downtown Loop and sets out a very specific vision, themes, and goals as illustrated below.

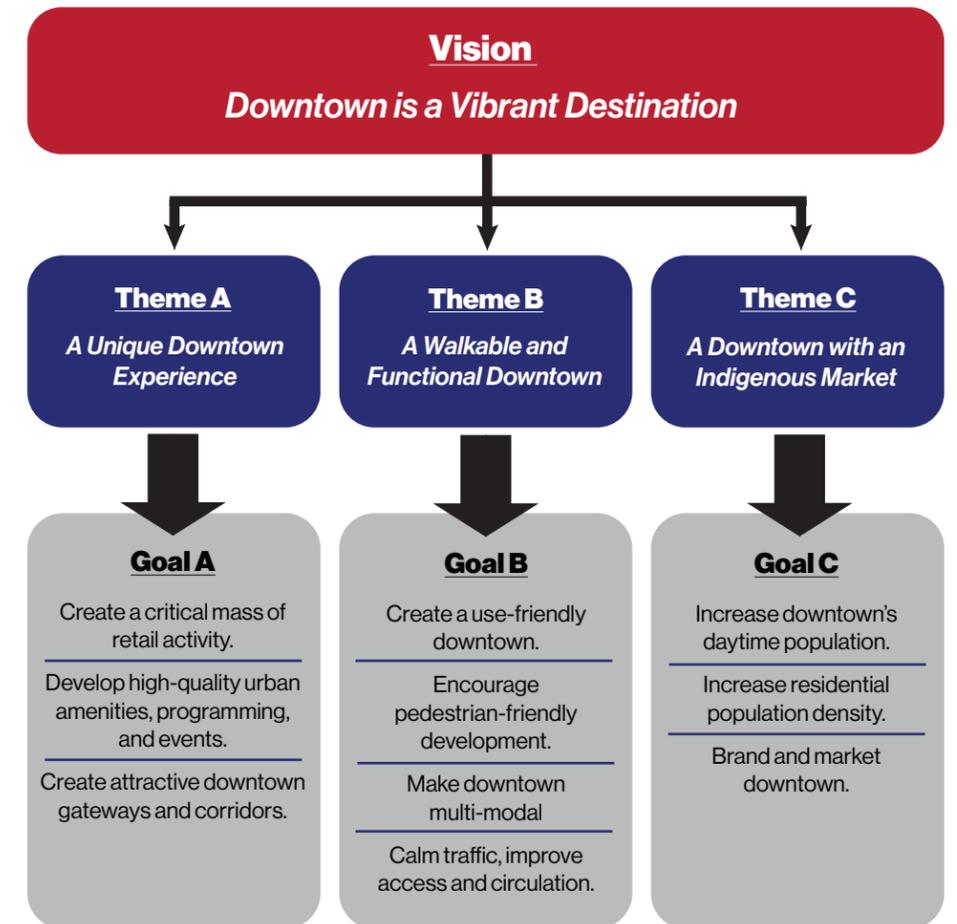
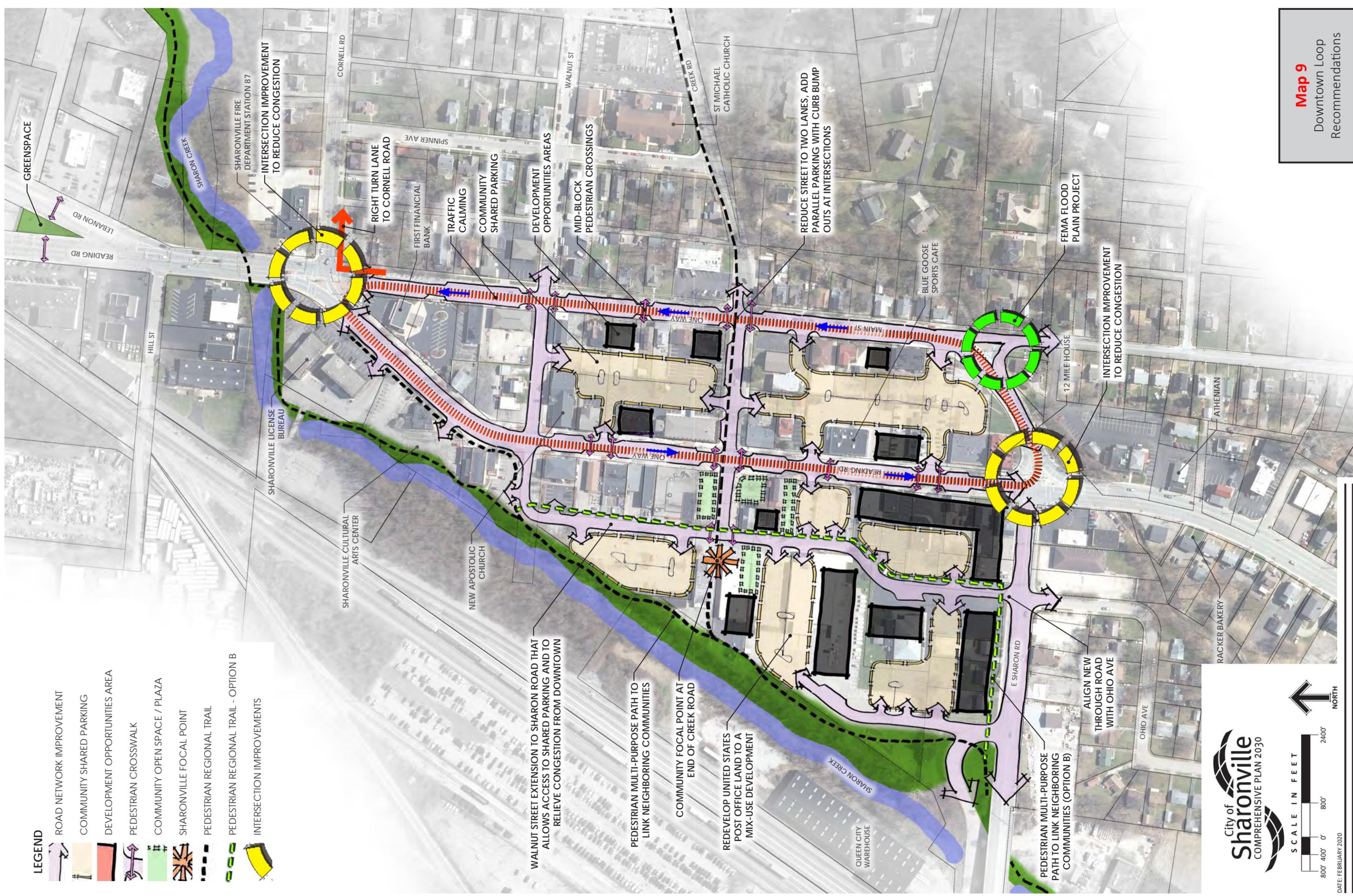


Figure K: Vision statement, theme, and goals for Downtown Sharonville. Source: Sharonville Downtown Strategic Master Plan (2010) (reformatted).

# DOWNTOWN LOOP RECOMMENDATIONS



- LEGEND**
- ROAD NETWORK IMPROVEMENT
  - COMMUNITY SHARED PARKING
  - DEVELOPMENT OPPORTUNITIES AREA
  - PEDESTRIAN CROSSWALK
  - COMMUNITY OPEN SPACE / PLAZA
  - SHARONVILLE FOCAL POINT
  - PEDESTRIAN REGIONAL TRAIL
  - PEDESTRIAN REGIONAL TRAIL - OPTION B
  - INTERSECTION IMPROVEMENTS

WALNUT STREET EXTENSION TO SHARON ROAD THAT ALLOWS ACCESS TO SHARED PARKING AND TO RELIEVE CONGESTION FROM DOWNTOWN

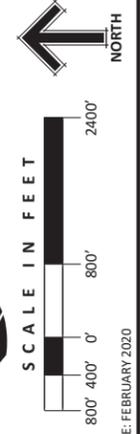
PEDESTRIAN MULTI-PURPOSE PATH TO LINK NEIGHBORING COMMUNITIES

COMMUNITY FOCAL POINT AT END OF CREEK ROAD

REDEVELOP UNITED STATES POST OFFICE LAND TO A MIX-USE DEVELOPMENT

PEDESTRIAN MULTI-PURPOSE PATH TO LINK NEIGHBORING COMMUNITIES (OPTION B)

ALIGN NEW THROUGH ROAD WITH OHIO AVE



DATE: FEBRUARY 2020

**Map 9**  
Downtown Loop  
Recommendations

# Theme #5 - Re-Define a Vision for Our Places



The Sharonville Downtown Strategic Master Plan (2010) and its vision, themes, and goals, are still applicable today and supplemented by additional recommendations that came out of the Sharonville 2030 planning process that are summarized on the Downtown Loop map. Some of the major recommendations include:

- Evaluating the potential for road diets (See Figure M for an example of a road diet) along the major roads and roundabouts at the two major gateways into the Downtown Loop;
- Encouraging the redevelopment of strategic sites and properties in and along the Downtown Loop into a higher-density mixed-use or residential development, such as the U.S. Post Office.
- Reconfiguration of all the parking in the Downtown Loop to consolidate it in the rear of buildings to open up development opportunities along the street frontage; and
- Incorporating several connectivity projects that would bring paths and sidewalks through the Downtown Loop and connect them with other areas of the City and region.



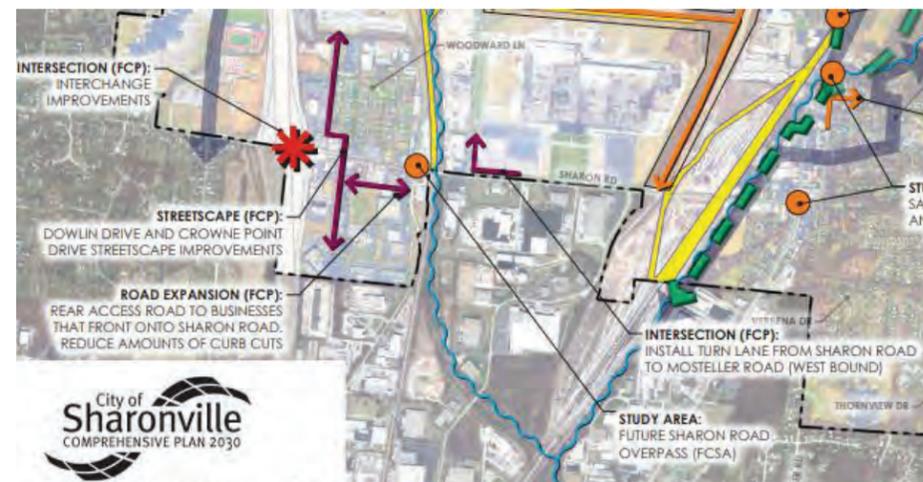
## Sharon Road Gateway

The Sharon Road Gateway is the entire area around the Sharon Road. This area includes the Interstate 75 interchange and expands in to the southeastern area of the Northern Lights District, which spans underneath the other side of Interstate 75. This area includes portions of the Viking Village, residential neighborhoods, and a mixture of commerce, hotels, and retail businesses all within a very compact area.

This area serves as a major gateway into the City of Sharonville. Sharon Road is the first image that Sharonville Convention Center and Princeton City School's Viking Village visitors see when they enter the City. Sharon Road is frequently traveled by businesses and residents utilizing Interstate 75. Additionally, Sharon Road is heavily traveled by regional freight traffic traveling to and from the Norfolk Southern Sharonville Intermodal Terminal. The most pressing issues for the Sharon Road Gateway District center on connectivity, railroad blockages, land uses, and the character of development.

The vision for this area is set out in the Sharon Road Gateway map on the following page. Some of the major recommendations include:

- Improving signage for vehicular traffic regarding alternative routes during railroad blockages until a longer-term solution, such as a possible overpass, is implemented.
- Enhancing pedestrian connections through this area to connect the Viking Village and Northern Lights District with the Downtown Loop; and
- Evaluating the potential for a rear access road behind the development along Sharon Road to improve traffic flow and safety.



## Lebanon Road Corridor

The Lebanon Road Corridor (US-42) includes all of the area along Lebanon Road from the Downtown Loop to the northern boundary of the City. This strategic area includes the triangle area created by Lebanon Road, Reading Road, and Kemper Road to the north.

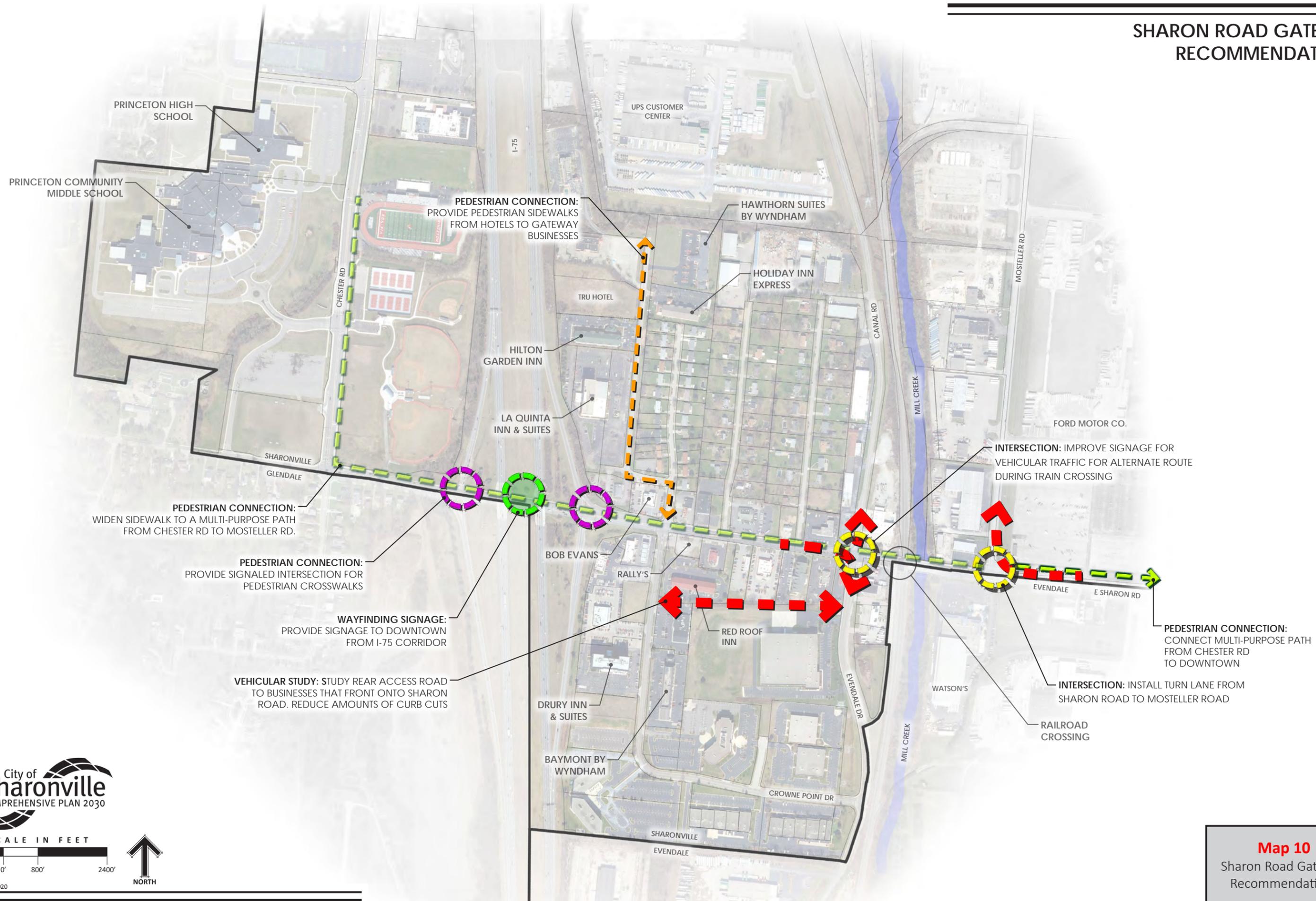
The Lebanon Road Corridor (US-42) is largely developed for commercial, office, and some limited industrial uses. The area was developed in various stages, over a length of time, resulting in a lack of a cohesive appearance to the corridor. In the 2002 Lebanon Road Corridor Study, Hamilton County Office of Economic Development (HCOED) concluded that due to its location along a state route and off of Interstate 275, the Lebanon Road Corridor is well positioned for rejuvenation but inconsistent land use patterns, traffic congestion, and a lack of developable land are obstacles to redevelopment. As with the Sharon Road Gateway area, many of the issues identified in the Lebanon Road Corridor relate to connectivity with the Downtown Loop and the various neighborhoods in the City.

The vision for this area is set out in the Lebanon Road Corridor map on the following page. Some of the major recommendations include:

- Work to provide continuous pedestrian connectivity from Fields Ertel Road, along the US-42 (Lebanon Road), across to Hauck Road, and southward along Reading Road bike trail to the Downtown Loop;
- Extending the sidewalk connection along US-42 (Lebanon Road) to connect the Downtown Loop with Sharon Woods;
- Realigning the entrance to Sharon Woods so that it lines up with the current traffic signal on Lebanon Road at the entrance to the Park 42 Business Park; and
- Creating informational signage for vehicular traffic regarding alternative routes during railroad blockages until a longer-term solution, such as an overpass, is implemented.

Additionally, this is an area where the community members would like to see enhanced architectural, building, and zoning design requirements for redevelopment and that recommendations are incorporated within Theme #1 on pursuing responsible community development.

# SHARON ROAD GATEWAY RECOMMENDATIONS



**PEDESTRIAN CONNECTION:**  
PROVIDE PEDESTRIAN SIDEWALKS FROM HOTELS TO GATEWAY BUSINESSES

**PEDESTRIAN CONNECTION:**  
WIDEN SIDEWALK TO A MULTI-PURPOSE PATH FROM CHESTER RD TO MOSTELLER RD.

**PEDESTRIAN CONNECTION:**  
PROVIDE SIGNALLED INTERSECTION FOR PEDESTRIAN CROSSWALKS

**WAYFINDING SIGNAGE:**  
PROVIDE SIGNAGE TO DOWNTOWN FROM I-75 CORRIDOR

**VEHICULAR STUDY:** STUDY REAR ACCESS ROAD TO BUSINESSES THAT FRONT ONTO SHARON ROAD. REDUCE AMOUNTS OF CURB CUTS

**INTERSECTION:** IMPROVE SIGNAGE FOR VEHICULAR TRAFFIC FOR ALTERNATE ROUTE DURING TRAIN CROSSING

**PEDESTRIAN CONNECTION:**  
CONNECT MULTI-PURPOSE PATH FROM CHESTER RD TO DOWNTOWN

**INTERSECTION:** INSTALL TURN LANE FROM SHARON ROAD TO MOSTELLER ROAD

RAILROAD CROSSING



DATE: FEBRUARY 2020

**Map 10**  
Sharon Road Gateway Recommendations

# SR-42 / LEBANON ROAD CORRIDOR RECOMMENDATIONS



**PEDESTRIAN REGIONAL CONNECTION:**  
MULTI-PURPOSE PATH FROM  
FIELDS ETEL RD TO DOWNTOWN

**PEDESTRIAN SIDEWALK:**  
CONNECT RESIDENTIAL  
NEIGHBORHOOD TO BUSINESS  
DISTRICT AND TO DOWNTOWN

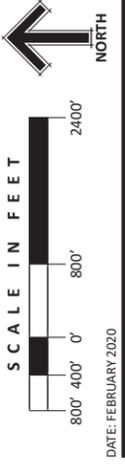
**PEDESTRIAN CONNECTION:**  
MULTI-PURPOSE PATH FROM  
FIELDS ETEL RD TO DOWNTOWN

**INTERSECTION:**  
BEAUTIFICATION OF INTERSECTION

**REMOVE INTERSECTION:**  
ENTRANCE DRIVE TO SHARON WOODS

**INTERSECTION:**  
RELOCATE SHARON WOODS MAIN ENTRANCE TO  
ALIGN WITH LIGHT INTO PARK 42 BUSINESS PARK

**INTERSECTION:**  
IMPROVE SIGNAGE FOR VEHICULAR TRAFFIC FOR  
ALTERNATE ROUTE DURING TRAIN CROSSING



DATE: FEBRUARY 2020

**Map 11**  
SR-42 / Lebanon  
Road Corridor  
Recommendations

# Theme #5 - Re-Define a Vision for Our Places

## Northern Lights District

The Northern Lights District largely encompasses the Chester Road corridor from Sharon Road north to Kemper Road and was historically a large commercial area for the City of Sharonville with numerous restaurants and hotels, businesses, and community activities. The Northern Lights District also includes a hotel, business and restaurant area on the southeastern side of Interstate 75.

In 2007, as the area began to age and some of the commercial businesses left for other regional shopping districts, the City took a proactive approach in planning for reinvestment and adopted the Northern Lights District Master Plan. Thirteen years later, the Northern Lights District has rebranded itself as “A District in Motion”, expanded its City owned Convention Center, which is set to expand again in 2020-21, completed its Streetscape improvement, attracted the first brewery within the City, and received a number of investments amongst new and existing businesses within the District. It is important to note that changes from public reinvestment and re-branding efforts often gradually occur over time and there should be an ongoing effort to require continuous maintenance and supervision. In recent years, the Northern Lights district has received attention from various media sources for its expansion, development, job-creation, events, and growth as a hospitality destination.

Similarly to the City’s plan for the Sharonville Downtown Loop, the Northern Light District Master Plan sets out a vision, goals, and objectives for the reinvestment and development of this major focus area as highlighted below.

The master plan and its vision and recommendations are still applicable today and this comprehensive plan is intended to supplement the master plan rather than replace the plan. The vision for the area continues to be the same with a desire to focus on an entertainment and hospitality mix with strong pedestrian connections to other areas of the City and region. In fact, several of the implementation strategies under this theme and the Connectivity theme relate to creating these stronger pedestrian and bicycling connections. The Northern Lights District map on the following page highlights some of the key successes that have occurred since the adoption of the District Master Plan, in 2007, as well as a summary of some of the major recommendations and strategies that still carry forward from that master plan.



Northern Lights District Boundaries

### Vision Statement

*Sharonville Northern Lights will be a unique, year-round destination. As the northern gateway to the greater Cincinnati area, it will be the place for families, adults, and business travelers alike. Welcoming visitors and embracing locals with entertainment and convenience, Sharonville Northern Lights will provide a compelling reason to visit - and return often. Cincinnati residents and regional visitors to the area will recognize the Sharonville Northern Lights District for its inclusive offerings, exceptional design, and inviting atmosphere.*

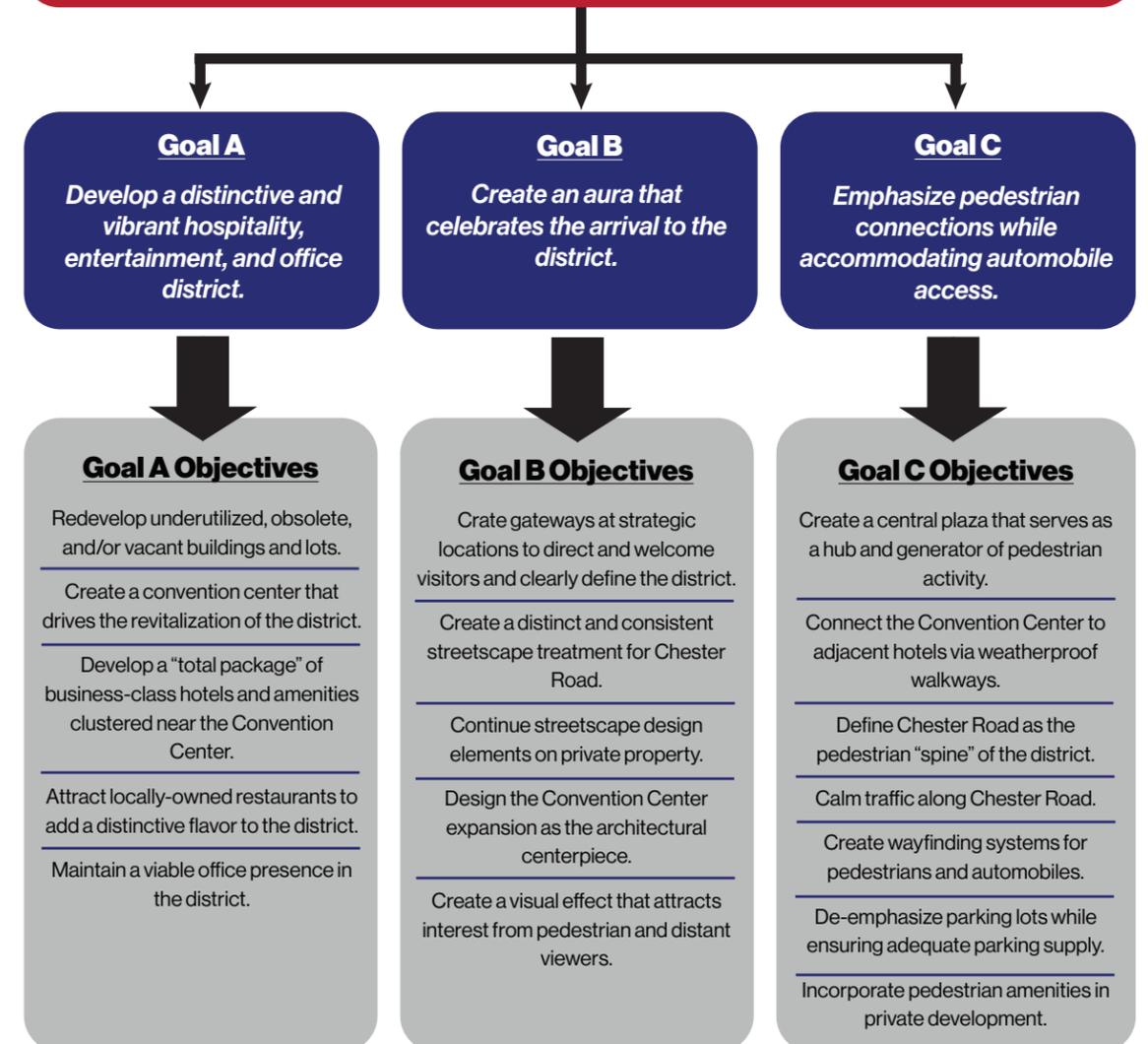
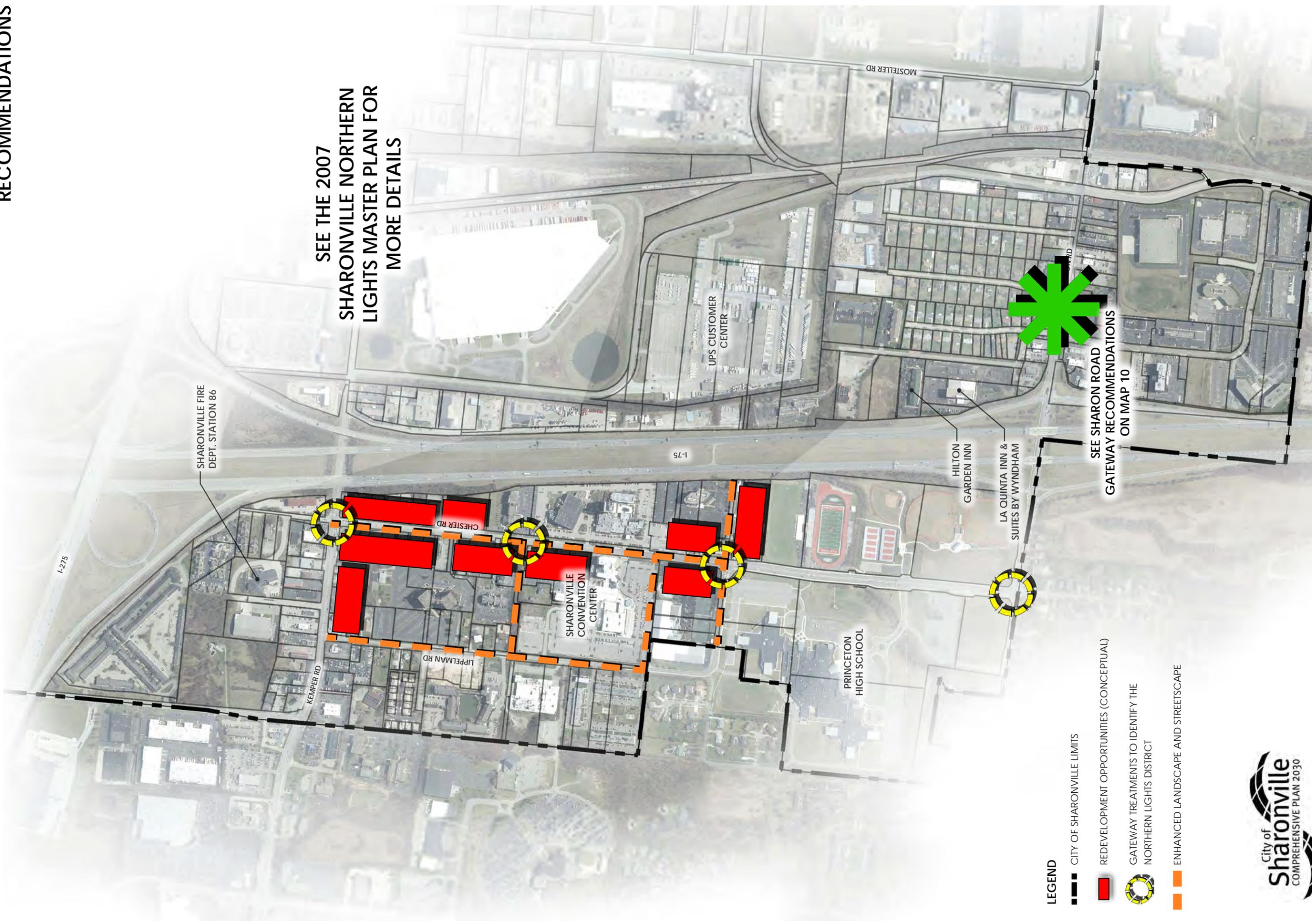


Figure L: Vision statement, goals, and objectives for the Northern Lights District. Source: Northern Lights District Master Plan (2007) (reformatted).

**NORTHERN LIGHTS DISTRICT  
RECOMMENDATIONS**

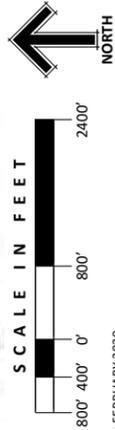
SEE THE 2007  
SHARONVILLE NORTHERN  
LIGHTS MASTER PLAN FOR  
MORE DETAILS



**LEGEND**

- CITY OF SHARONVILLE LIMITS
- REDEVELOPMENT OPPORTUNITIES (CONCEPTUAL)
- GATEWAY TREATMENTS TO IDENTIFY THE NORTHERN LIGHTS DISTRICT
- ENHANCED LANDSCAPE AND STREETSCAPE

SEE SHARON ROAD  
GATEWAY RECOMMENDATIONS  
ON MAP 10



DATE: FEBRUARY 2020

# Theme #5 - Re-Define a Vision for Our Places



## Implementation Strategies

Each of the following implementation strategies are directly related to the planning theme of redefining a vision for our places. There are other implementation strategies within this plan that are related to the vision for these special places but are addressed in more detail under other sections of this plan.

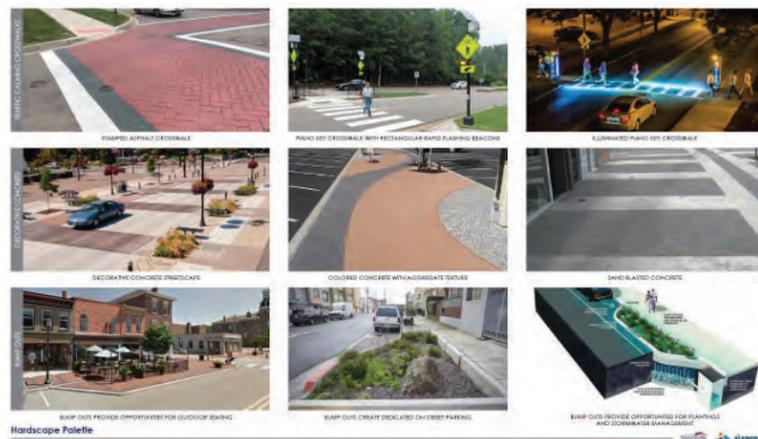
The numbering of the strategies within this section does not reflect the order of implementation. Information on the timing and prioritization of each strategy can be found in the Implementation section of this plan along with more on how the City will continue to monitor actions toward implementing these strategies.

### Vision for Our Places Strategy 1: Develop a streetscape and design plan for the Downtown Loop streetscape improvements.

The City is currently working on the development of a streetscape plan for the Downtown Loop that will identify a vision for the appearance of the public right-of-way including items such as street-calming initiatives, pedestrian safety, sidewalks, and signage. Once the plan is completed, the second implementation strategy will be to fund the planned improvements for construction. The purpose of these strategies is to create a Downtown Loop that encourages people who work, live, or play in City to take the time and stop, shop and stay in Sharonville.

### Vision for Our Places Strategy 2: Implement the Downtown Loop Streetscape Improvements plan.

Once Strategy 1, to develop a streetscape and design plan for the Downtown Loop streetscape improvements, is complete, the City should actively seek funding or set aside capital funding to implement the recommendations of the plan. Once complete, the City should continue to invest in the district and ensure that any new development remains consistent with the overall vision of the plan.



### Vision for Our Places Strategy 3: Continue to close off Creek Road in the Downtown Loop for special events.

With a current lack of gathering space in the Downtown Loop, the City will often temporarily close off Creek Road between Main Street and Reading Road to create a temporary space for public events. This is a popular option that should continue for additional events and activities.



### Vision for Our Places Strategy 4: Develop feasibility studies for potential road diets and the restructuring of intersections in the Downtown Loop.

One of the “big ideas” that came out of this planning process was the potential for a restructuring of the Downtown Loop transportation network including the idea for roundabouts at the two main entry points into Downtown Sharonville. The City should initiate a plan to evaluate the potential for restructuring of one or both of the main intersections, as well as look at the potential for road diets along the main roads, to improve traffic flow while also creating a safe and enjoyable Downtown for pedestrians and bicyclists.

### Vision for Our Places Strategy 5: Develop stronger land use and design regulations for the Downtown Loop.

As one of the first steps of this implementation of this comprehensive plan, the City will engage in an update of its zoning ordinance that should include stronger land use and design regulations for Downtown Sharonville that will enhance requirements for building facades and site development including, but not limited to, maximum building setbacks, lot frontage, height, and scale.

### Vision for Our Places Strategy 6: Develop stronger design standards for US-42 (Lebanon Road) north of the Downtown Loop and encourage a mixture of land uses.

At the same time the City is incorporating stronger land use regulations for the Downtown Loop, the City should also develop similarly strong requirements for the US-42 (Lebanon Road) corridor north of the Downtown Loop. Most of the corridor is currently used for commercial and office purposes but the City should expand the options for mixed-use development as a method of creating more housing options while also promoting economic development. Such expansion of uses and intensity of development should be accompanied with stronger building, landscaping, and site design requirements that will reshape the appearance of this corridor over the long-term.

### Vision for Our Places Strategy 7: Continue to implement the Northern Lights District Master Plan and Design Guidelines.

The current redevelopment activities occurring along Chester Road in the Northern Lights District is an example of the long-term impacts of the Northern Lights District Master Plan process. As stated earlier, this 2030 comprehensive plan update intends to supplement the recommendations of the Master Plan rather than replace it, and the City should continue to use and implement the Master Plan in the future.

## SITE DESIGN

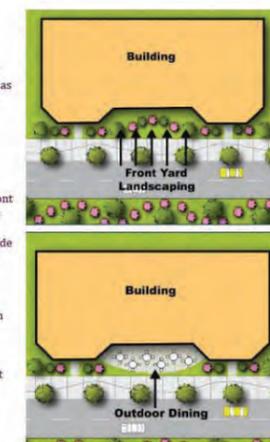
### 3. Landscape Design

**Intent**  
Site design must emphasize landscaping and pedestrian areas to the same degree as buildings. Pedestrians will walk through an environment of lush landscaping interspersed with inviting pedestrian gathering spaces.

**Standards**  
**A. Front Yard Landscaping:** Plant the front yard with live vegetation and shade trees and conifers, except for paved areas expressly designed for pedestrians. Include one tree per 50 lineal feet of lot frontage along Chester Road.

**B. Tree Size:** All trees, at time of installation, must have a minimum 2-inch caliper trunk.

**C. Shrub Size:** All shrubs, at time of installation, must have a minimum height of 2 feet.



#### Guidelines

**A. Pedestrian Amenities:** Include pedestrian amenities that offer attractive spaces for customer and visitor interaction and create an inviting image, as an alternative to landscaped areas. Pedestrian amenities may include outdoor pedestrian plazas, dining areas, street furniture, water features, clock towers, public art, or a combination thereof. Pedestrian amenities must be a minimum of 10 square feet and be located in the front or side yards of parcels adjacent to Chester Road.

**B. Non-Turf Landscaping:** Plant at least 50% of the front yard area (not including areas designated for pedestrian use) with flowers, shrubs, trees, and ground cover other than turf.

**C. Meandering Design Element:** Design landscape beds and pedestrian plazas in a curvilinear, meandering fashion, consistent with the Sharonville Northern Lights District design theme. Accomplish the meandering design element with edges of landscape beds, arrangement of vegetation within the landscape beds, edges of pedestrian plazas and/or the pavement texture of pedestrian plazas.

Image source: Sharonville Northern Lights Design Standards and Guidelines

# Theme #5 - Re-Define a Vision for Our Places



**Vision for Our Places Strategy 8: Work with the Great Parks of Hamilton County to realign the entrance to Sharon Woods to the nearby traffic signal.**

One of the existing main entries into Sharon Woods is located just a few hundred feet from an existing traffic signal along US-42 (Lebanon Road). For the purpose of improving traffic safety and also creating a more prominent entry into Sharon Woods, the City should consider working with the Great Parks of Hamilton County to realign the entrance to Sharon Woods so that it creates a four-way intersection at the traffic light with entry to the Park 42 Business Park.

**Vision for Our Places Strategy 9: Implement a smart traffic system that connects traffic signaling to railroad blockages.**

The connectivity theme includes strategies for the planning and construction of railroad overpasses to ease traffic flow during railroad blockages. That is a long-term solution but until such a time as the overpasses are constructed, the City should investigate the implementation of a smart traffic system that connects traffic signaling to railroad blockages and can provide live traffic updates via mobile applications, digital traffic signs, and/or text notifications to provide timing updates as well as potential alternate routes.

**Vision for Our Places Strategy 10: Identify solutions to current parking issues within the Downtown Loop.**

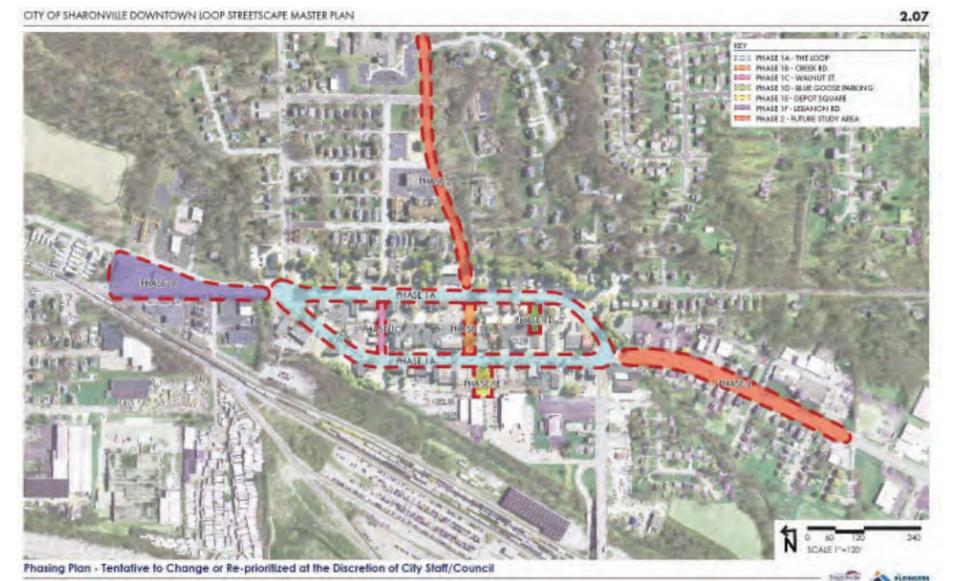
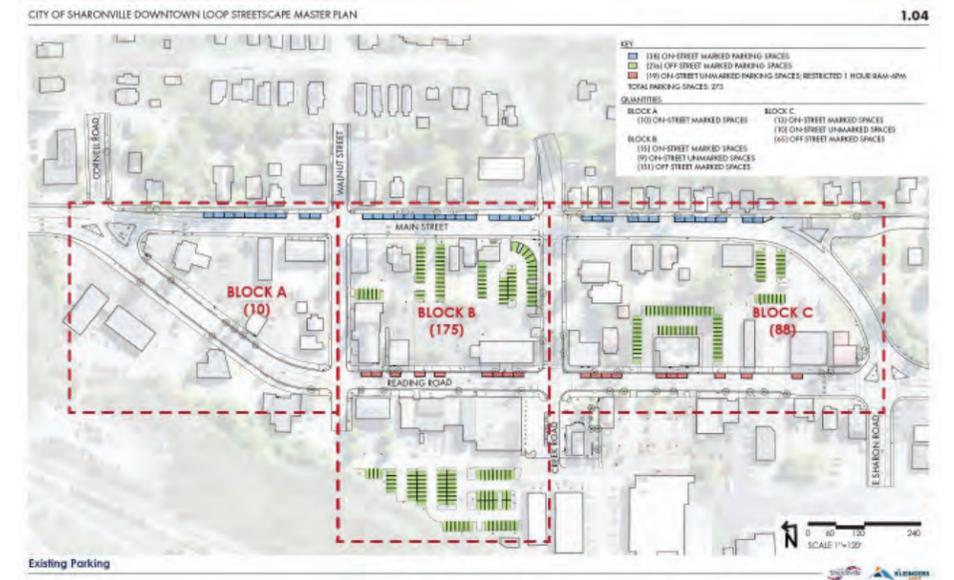
Various community members have identified issues with off-street parking in the Downtown Loop that includes concerns that there is not enough parking or that a person has difficulties finding public parking lots. In the short-term, the City should work to identify solutions to current parking issues that could include better signage, enforcement of existing parking rules, and establishment of additional public parking spaces.

**Vision for Our Places Strategy 11: Work with property owners in the Downtown Loop to consolidate parking at the rear of buildings.**

A longer-term solution to parking is to restructure the current available private and public parking in the Downtown Loop to make it more accessible and to improve traffic flow. Currently, available parking lots are designed independently of one another and do not work in a shared parking arrangement where a person can pass through all of the parking lots in search of an available parking space, even though they are largely located in the same areas between Main Street and Reading Road. The City should explore working with current owners in the Downtown Loop to consolidate parking at the rear of buildings, pursuant to the recommendations on the Downtown Loop Map that will help create more efficient parking downtown and open up potential development opportunities.

**Vision for Our Places Strategy 12: Evaluate the potential for a rear access road behind the development along Sharon Road to improve traffic flow and safety.**

Throughout the public engagement process, there was discussion for the City to evaluate the potential of opening up an access road west of Reading Road onto Sharon Road. During large events and festivals when Creek Road partially closed off, event-goers are currently routed west of Walnut Street along a driveway to access public parking. The City should further investigate right-of-way acquisition options to allow the City to open up an access road that would direct patrons of the Downtown Loop to public parking and open up the area behind the existing commercial strip to revitalization.



The final element of this plan focuses on implementation, that is, the steps the City needs to take to work toward the planning themes and goals set out in this document. Each of the main chapters of this plan includes a description of implementation strategies that are summarized and prioritized within this chapter. Table 17 includes the list of actionable strategies developed as part of this planning process. The focus of this table is show how each of the strategies can and do overlap planning themes as well as set out the City's initial priorities for action. This table is not intended to be an exhaustive list of ideas or implementation tools but an initial list that combines current projects, actions drawn from other planning efforts, and new strategies to address any additional community issues identified during this planning process. An important part of this planning process will be the continual monitoring of the goals and implementation tasks.

## General Implementation Strategies

In addition to the specific tasks established in Table 17, there are a few implementation strategies discussed below that apply to all aspects of the comprehensive plan and address future planning topics. The following is a brief discussion of each general strategy:

### *Involve the Public*

Elected and appointed officials of Sharonville, in addition to City staff, are responsible for a population and business base where public input helps ensure that decisions are made in the best interest of those citizens. As the City continues to evolve, public input will be a key ingredient in the process and needs to include multiple formats including public meetings, articles in the newspaper and on social media, public surveys, and other innovative forums.

### *Regional Cooperation*

The City recognizes that it is not an isolated community: what impacts the region impacts Sharonville. As such, City officials and residents alike have made a concerted effort to immerse themselves in regional plans and agencies. The City is heavily involved with Hamilton County, the OKI Regional Council of Governments, Great Parks of Hamilton County, and consistently works with neighboring jurisdictions. The City should continue their involvement in any group that will help address Sharonville's interests through planning and progress at the regional and state levels.

### *Funding Sources*

The City needs to continuously look for funding opportunities to help leverage their own funds to complete the strategies identified in this plan. Some of the implementation strategies are likely to be funded through local funding sources such as the City of Sharonville's annual budget, particularly those that are continuous activities unrelated to capital improvements. For projects that do include capital improvements, especially those related to parks and connectivity, there are a number of outside funding sources that may be available to leverage with City funds. Federal funding for many of these project-oriented strategies will most likely funnel through the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) that distributes federal transportation grants for projects such as trails and rail and traffic improvements. This comprehensive plan, supplemented with additional project-specific studies, will make Sharonville more competitive when seeking these federal dollars. For this funding, the City should continue to file grant applications within OKI's review timeline. In addition to funding through OKI, there are a number of other grant opportunities available to the City, particularly through the State of Ohio. Given that specific grants can change periodically in name, scope, and funding, the following is information on some general funding opportunities that are available to the City and is not a full list of available grants.

- **Ohio Grant Watch** is a database website that continuously updates with grant opportunities available to a variety of groups in Ohio, including local communities, for a long list of activities. The site also provides information and links for grant-writing assistance.
- **Jobs Ohio Revitalization Program** has a loan and grant fund that is intended to support redevelopment of key sites in Ohio when it relates to job retention and creation. The site must be abandoned or under-utilized with development constraints that limit its redevelopment potential.
- **The Ohio Development Services Agency** has created a number of grants, loans, bonds, and tax credit opportunities that are intended to help "create jobs and building strong communities." Some examples of these funding sources that might be of specific benefit to Sharonville include:
- **The Alternative Stormwater Infrastructure Loan** could help supplement a large redevelopment project to install green infrastructure as an improved method of addressing stormwater runoff.

- The **Community Development Block Grant (CDBG) Program** is a program that the City has used in the past to help with community development, economic development, and infrastructure projects. The funding, however, does have limitations for use on projects that are located in the floodplain which greatly impacts its use in the Downtown Loop and in a large area of the industrial portions of the City. The City has received mini-planning grant funding from Hamilton County's CDBG programs for trails and connectivity planning.
- The **Local Government Innovation Program** provides funding for communities who are seeking to "create more efficient and effective service delivery within their area." This program is one where regional cooperation may be a preference for funding opportunities.
- **Community Development Corporation Microenterprise Program** is a funding option that is available through the Community Development Corporation rather than directly through the City and is designed to assist small businesses with fewer than five employees.
- **Roadway Development (629) Funds** are available for public roadway projects that generally benefit job creation and retention in manufacturing, research and development, and other non-retail activities.
- **The Clean Ohio Trails Fund** provides trail funding for specific projects that are consistent with their statewide planning efforts, completes connections between existing trails, and links population centers to other recreational areas, to name a few qualifications.
- **The Ohio Department of Natural Resources (ODNR) Parks and Recreation Grants** provide potential funding opportunities for the acquisition, development, and/or redevelopment of parks and recreational projects. ODNR also provides funding resources for recreational trail projects.
- **The Ohio Department of Transportation (ODOT) Bike and Pedestrian Safety Funding** provides funding for the installation of trails and paths related to Safe Routes to School.

While the City of Sharonville can seek most grants by itself, the City should continue to work with neighboring jurisdictions and the various counties to look for grants that are only available through, or give preference to, regional collaborations.

## Plan Monitoring

Unlike other states, there is no mandate from the State of Ohio that the City maintain a comprehensive plan. However, there are many funding opportunities that are only available if the City adopts a comprehensive plan and keeps it reasonably up-to-date. Furthermore, this type of effort helps the City look long-term and start to prioritize its activities, which can help focus their own funding priorities. In order to make sure that the City keeps utilizing this plan and that it remains relevant, this section outlines a monitoring system that will make this plan a highly used document that can be adjusted based on the changing needs and resources of the City.

### Annual Review and Update of the Implementation Tasks

It is a good idea for the City to review the comprehensive plan annually to celebrate accomplishments at the least and see if there are any changes to funding / staffing resources or immediate needs that might alter the priority list of projects initially identified in this plan. This annual review can be used to:

- Create specific, quantitative goals for various goals. For example, if one of the specific goals discussed by the City was to acquire property for the land bank, then the City can set an annual goal for the amount of land or location where they want to target acquisition;
- Determine if certain programs to implement the goals is creating successes and whether there is a need to modify the programs to make them more useful;
- Identify those tasks completed in the previous year and reevaluate the priorities for the remaining tasks based on the imminent needs of the community and available resources;
- Update Table 17 to reflect the changes discussed above and add new tasks, as necessary.

### Five-Year Review

Major changes can occur in a very short time. Because changes in infrastructure, the transportation system, development methods, and even changes in elected officials, state law or other regulations can have a significant impact of the recommendations of this plan, it is necessary to periodically review the document for substantive changes. It may not be necessary to go through a long and intensive review process, but the City should take steps to involve the public in this review process to ensure that the goals and objectives are still relevant. The review should also identify major changes in infrastructure, transportation and trends that may change the recommendations of the plan.

## Specific Implementation Strategies

The following are the specific implementation strategies that have been identified throughout this plan and are defined as the actionable items or projects needed to help the City of Sharonville work toward the goals of this comprehensive plan. Each of the strategies has color coded based on a specific implementation time-frame and priority as established and described in the table below. As the City monitors the implementation of the plan, these priorities may be adjusted as certain projects are completed and/or as new resources become available. Each implementation strategy includes a brief summary description on the following pages are fully summarized in throughout the themes of this comprehensive plan.

<p><b>Current Project – These are current projects and efforts that are already underway.</b></p>
<p><b>Continuous Effort –</b> These are continuous efforts that are ongoing and do not have a formal start or ending point but are necessary to further the goals of the plan. Some of these may be current programs that the city wants to emphasize due to their impact or are new proposals for this plan. There is no limit on the number of continuous strategies.</p>
<p><b>Short-Term Critical (Next Five Years) –</b> These are projects that are of the highest priority to the city and that the city will focus efforts on over the next five years. There should only be 2 to 3 critical projects to allow the city to focus resources as needed.</p>
<p><b>Short-Term Immediate (Next Five Years) –</b> These are projects that are also important to the city and they would like to see them completed within five years but where there are many more variables involved. These projects may become critical in later years and move up with more studies or they may also move down in priority as resources open up for other projects. There should really be no more than 10 to 12 projects in this category.</p>
<p><b>Long-Term (By 2030) –</b> This category is for all remaining projects that will be identified in the Sharonville 2030 plan. These are longer term projects that could are important but not needed immediately; require more planning or significant funding; could eventually move up into a short-term category; or they potentially may not be accomplished within the set timeframe but are still important to the community.</p>



# Implementation



Table 17: Implementation Summary and Prioritization

Implementation Strategy	Community Development	Economic Development	Connectivity	Community Amenities	A Vision for Our Places	Priority
Install a turn lane from Sharon Road to Mosteller Road and include plans for space to accommodate a future multi-use trail.			X			Current Project
Work with SORTA and OKI to facilitate improvements to the public transportation system in Sharonville.			X			Current Project
Pursue flood mitigation efforts within the Downtown Loop.	X				X	Current Project
Use branding to establish a strong sense of place in the Downtown Loop and other key districts.				X	X	Current Project
Develop a streetscape and design plan for the Downtown Loop.					X	Current Project
Develop stronger land use and design regulations for the Downtown Loop.					X	Current Project
Develop stronger design standards for SR-42/Lebanon Road north of the Downtown Loop and encourage a mixture of land uses.	X				X	Current Project
Establish a priority list of flooding and stormwater projects.	X					Continuous Effort
Update the City of Sharonville Zoning Ordinance.	X					Continuous Effort
Utilize the land back to acquire strategic pieces of land for redevelopment.		X				Continuous Effort
Develop more programming and events to attract people to Sharonville.		X				Continuous Effort
Continue to work regularly with local businesses to ensure they have the support they need.		X				Continuous Effort
Work with neighboring communities on the sidewalk and trail plans to expand the regional connections.			X			Continuous Effort
Continue beautification efforts along the City's major rights-of-ways and at major gateways.				X		Continuous Effort
Incorporate public art, where feasible, as part of any streetscape or capital improvement projects.				X		Continuous Effort
Continue to close off Creek Road in the Downtown Loop for special events.					X	Continuous Effort
Continue to implement the Northern Lights District Master Plan and design guidelines.					X	Continuous Effort

Table 17: Implementation Summary and Prioritization

Implementation Strategy	Community Development	Economic Development	Connectivity	Community Amenities	A Vision for Our Places	Priority
Create the Sharonville Land Bank		X				Short-Term Critical
Establish pedestrian connections to Sharon Woods along Cornell Road.			X	X		Short-Term Critical
Implement a smart traffic system that connects traffic signaling to railroad stoppages.			X		X	Short-Term Critical
Develop an informational pamphlet on local amenities to distribute to businesses and visitors.		X				Short-Term Immediate
Work with local partner organizations to develop discounts and available resources for use by residents and visitors seeking to host events.		X				Short-Term Immediate
Establish pedestrian connections to Sharon Woods along Kemper Road.			X	X		Short-Term Immediate
Work with ODOT to design a multi-purpose trail connection under I-75 along Sharon Road.			X			Short-Term Immediate
Expand the multi-use trail on Kemper Road to connect to the Northern Light District and complete the northern leg of the Triangle Trail.			X			Short-Term Immediate
Work with OKI and the Village of Evendale to implement the East Sharon Road Study.			X			Short-Term Immediate
Work with OKI to study the feasibility of a railroad overpass on Sharon Road.			X			Short-Term Immediate
Work with OKI to study the feasibility of a railroad overpass on Reading Road.			X			Short-Term Immediate
Work with neighboring communities and the Great Parks of Hamilton County to study the feasibility of a bike-sharing opportunity.			X			Short-Term Immediate
Develop feasibility studies for potential road diets and the restructuring intersection in the Downtown Loop.			X		X	Short-Term Immediate
Work with the Great Parks of Hamilton County to realign the entrance to Sharon Woods to the nearby traffic signal.			X		X	Short-Term Immediate
Identify solutions to current parking issues within the Downtown Loop.					X	Short-Term Immediate
Implement streetscape improvements in the Downtown Loop.					X	Short-Term Immediate

# Implementation

**Table 17: Implementation Summary and Prioritization**

Implementation Strategy	Community Development	Economic Development	Connectivity	Community Amenities	A Vision for Our Places	Priority
Evaluate options for rental housing inspection or a more robust property maintenance review as well as supplementary assistance for repairs.	X					Long-Term
Install a multi-use path to connect the Downtown Loop with the existing Kemper Road path, the Reading Road bike lane, and the US-42/Lebanon Road multi-use trail.			X			Long-Term
Work with neighboring communities to fill in missing sidewalks along Thornview Drive.			X			Long-Term
Create a multi-purpose trail from Princeton High School/ Northern Lights to the Downtown Loop.			X			Long-Term
Work with OKI to fund the construction of a railroad overpass on Sharon Road.			X			Long-Term
Work with OKI to fund the construction of a railroad overpass on Reading Road.			X			Long-Term
Evaluate options for accommodating an indoor pool or an aquatic center in the City.				X		Long-Term
Develop an enhanced wayfinding system throughout Sharonville.				X		Long-Term
Establish an outdoor amphitheater or similar event space in or near the Downtown Loop/Gower Park.				X		Long-Term
Improve pedestrian connection from hotels and residential areas north of Sharon Road to Viking Village and the Northern Lights District.			X		X	Long-Term
Improve pedestrian connection from hotels and residential areas south of Sharon Road to Viking Village and the Northern Lights District.			X		X	Long-Term
Create a plan for improving pedestrian safety along SR-42/ Lebanon Road from Kemper Road to the shopping centers north of I-275.			X		X	Long-Term
Work with ODOT to determine the feasibility of redeveloping the SR-42/I-275 interchange.			X		X	Long-Term
Develop a premier community gathering/green space with a focal point at the end of Creek Road in the Downtown Loop.				X	X	Long-Term
Work with property owners in the Downtown Loop to consolidate parking at the rear of buildings.		X			X	Long-Term



# Appendix: Public Participation Summary



Throughout the first seven months of 2019 the City engaged 190 of Sharonville community members as part of four different public meetings and workshops, and met multiple times with the Sharonville 2030 Steering Committee on establishing a clear vision of what community members would like to see in Sharonville by 2030. Throughout the public input process, 'Big Ideas' were gathered using various public engagement methods. Additionally, the City established the Sharonville 2030.com website to post information about meetings, as well as results from meetings, to keep people up to date on the process. That site has had 446 unique visitors since the start of 2019 with 109 people subscribed for updates. The following is a summary of some of the key input used in the development of this plan.

## Big Ideas and Methods of Public Engagement

During the course of the public engagement process, a collection of 'Big Ideas' and general recommendations for improvements throughout the City were generated for Sharonville 2030. All of the information gathered from various meetings, open houses, and workshops are summarized on the following pages. In some cases, the proposed 'Big Idea' might be specific enough that it will become part of the implementation section. The summary of all the 'Big Ideas' includes the related themes that should address the idea.

Please note that while not every idea will be specifically spelled out in the plan, the concept of most of these ideas can and will be made a part of the plan. For example, one person stated that the City should attract a major regional attraction, which others may argue that a major regional attraction could already be here (e.g., Convention Center). Attracting a new regional attraction may not be a specific action step of the plan but would still fall under the concept of economic momentum and development. This is all intended to be an organizational effort and not a final categorization of how things will be organized in the plan.

### Project Kick-Off Meeting – January 23, 2019

At the Sharonville 2030 Kick-off event, approximately 80 members of the community came out to show their support and participate in guiding the future direction of the City. Participants took part in two different activities. First, tables were asked to draw on large maps of the City to identify places they valued in the community and to identify places of opportunity. The information was consolidated into the map provided on Page 4 of this summary. During the second exercise, participants were asked to come up with 'Big Ideas' and those ideas were documented on posters for all to review. Each participant was then given three dots with a first, second, and third priority to post next to what they thought should be the priority issues. Those dots were weighted (3 points for

first priority, 2 points for second priority, and 1 point for third priority). In the chart below, 'Big Ideas' are displayed as a column; weighted votes were calculated based on the ranked priority. Table 18 is a summary of the results from this 'Big Ideas' exercise.

### Steering Committee Big Ideas – March 2019

The City of Sharonville strategically picked the Sharonville 2030 Steering Committee to represent a diverse range of community interests to help filter and refine ideas between public engagement sessions and to ensure the outcome of the Sharonville 2030 Comprehensive Plan is a true representation of the community's goals and vision of the City. During the month of March 2019, members of the Steering Committee provided their own 'Big Ideas' as part of an online survey. Instead of asking for votes on these 'Big Ideas', each respondent was asked to prioritize the idea with the following options:

- 1) Short-term goal (1 to 5 years);
- 2) Long-term goal (Over 5 years);
- 3) An idea that should be reasonable to complete without major funding initiatives (e.g., tax increase, special levies, grants, etc.);
- 4) An idea that should be reasonable with an understanding that the City can and should find the funding sources somehow, even if the City has to consider a major funding initiative; or
- 5) The "King/Queen of Sharonville" idea which implies what the person would move forward if they had one priority, regardless of cost.

Eleven of the Steering Committee members responded, and Table 19 summarizes the ideas from that survey. If multiple people had a similar idea, the ideas were consolidated and the numbers in the table show how many people voted for each idea with the same priority. In some cases, people included multiple ideas in a single response so the ideas were separated out into individual ideas. Furthermore, people could choose multiple priorities and often chose a short-term or long-term priority along with one of the other three regarding reasonableness related to financing. For that reason, we have separated out the two in Table 19. For the purposes of this summary, the table has been sorted by theme and then by short-term and long-term priorities.

Big Ideas	Weighted Result	Theme
Improve streetscape of the Downtown Sharonville Loop	64	Places - Downtown
Gathering spot for the community	57	Community Amenities
Overpass/underpass for trains	43	Connectivity/Places – Various Mentions
Connectivity of paths, etc.	42	Connectivity
More local restaurants (non-chains)	34	Economic Momentum
Bigger recreation center with indoor pool	28	Community Amenities
Access to Sharon Woods from Cornell Road	24	Connectivity
Downtown corridor plan	18	Places - Downtown
Address traffic congestion	13	Connectivity
Reuse railroad spur for vehicles and bikes	8	Connectivity
Stronger regulations of land use in downtown	7	Places - Downtown
Eliminate one-way streets [1]	7	Places - Downtown
Lighting improvements citywide (LED)	7	Community Amenities
Public use of Mill Creek	6	Community Amenities
Community garden	5	Community Amenities
Continue with plans for Gorman Park	2	Community Amenities
Shared bike system as part of regional system	2	Connectivity
Mixed use in downtown corridor	2	Places - Downtown
Beautification of right-of-ways	1	Community Amenities
Leaf collection	1	Community Amenities
Connectivity between neighborhoods	1	Connectivity
Reuse of Gorman Park Recreation Center	1	Community Amenities
Reuse of Hauck House	0	Community Amenities
Public transit	0	Connectivity
Single point interchange at 42 and I-275	0	Connectivity
NOTE [1]: This idea was identified one additional time (Beers, Bites, and Big Ideas) with only a single vote. This plan supports maintaining the current one-way configuration due to the overwhelming majority support for a one-way system as identified		

# Appendix: Public Participation Summary



Table 19: Steering Committee Big Ideas and Priorities

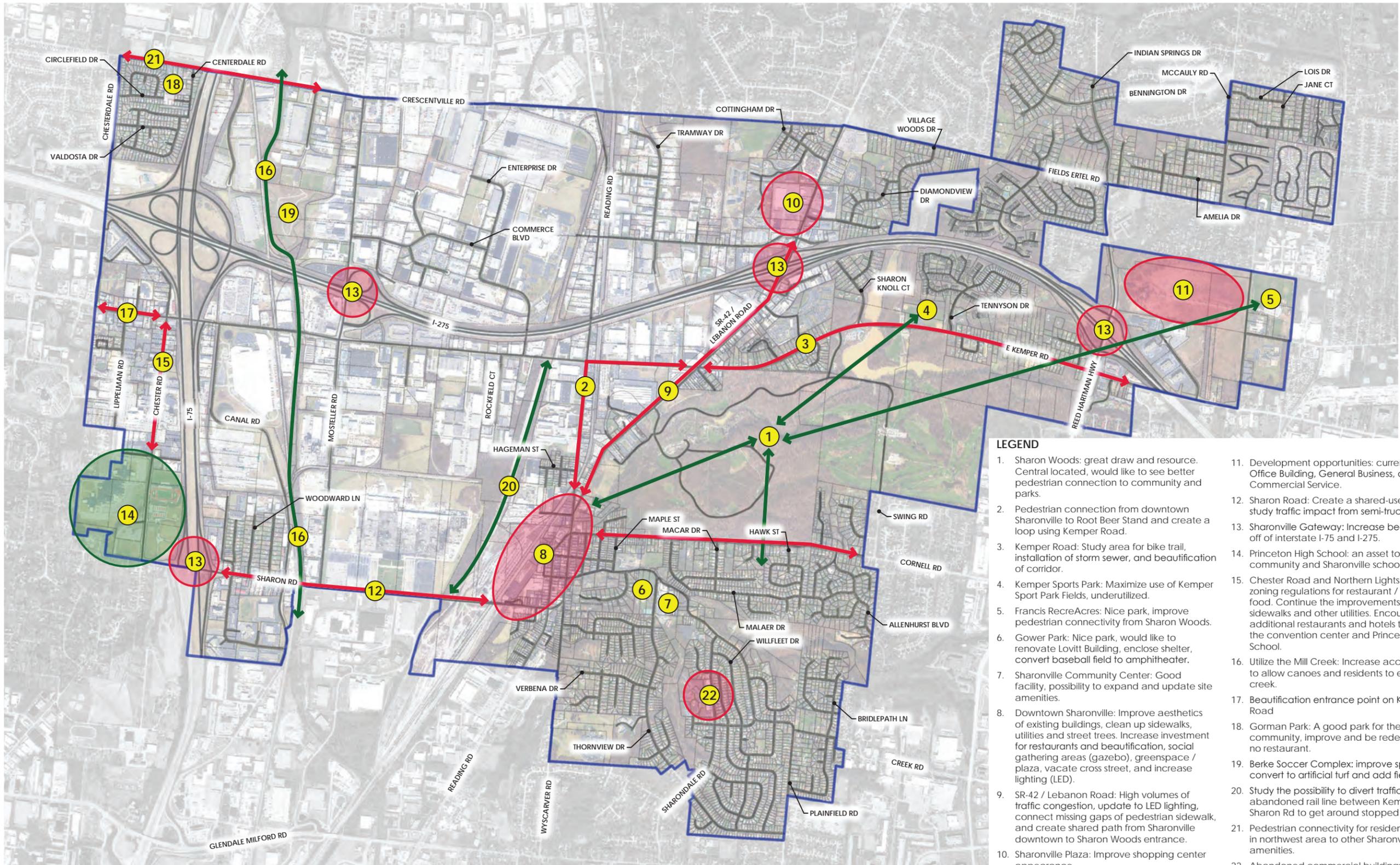
Big Idea	Priority and # of Votes					Theme
	Short-Term	Long-Term	Reasonable – No Major Funding Initiatives	Reasonable – With Major Funding Initiative	King/Queen of Sharonville	
Enhance Gower Park with more green space and amenities to compliment Downtown development	2			1		Community Amenities
Upgrade lighting and street signs, especially in Downtown and on major corridors	2		2			Community Amenities
Upgrade Gorman Park, Trammel Fossil Park, and/or Kemper Fields	1	1		1		Community Amenities
Establish an amphitheater for more concerts and events	1		1			Community Amenities
Close off Creek Road between Reading and Main Street and create a permanent amenity	1					Community Amenities
Create train events such as a local take on “Polar Express” or “Murder on the Orient Express”	1		1			Community Amenities
Dog park	1		1			Community Amenities
Indoor aquatic facility	1			1		Community Amenities
Expand the farmer’s market	1		1			Community Amenities
Beautification of Downtown and gateways	1					Community Amenities
Create more green space and pedestrian areas	1					Community Amenities
Citywide gateway signage	1					Community Amenities
Address traffic congestion on major corridors	2	1				Connectivity
Improve connectivity of sidewalks and bike trails, including better signage for trails	1	5	2	4	2	Connectivity
Train overpass and other improvements to train congestion	1	2		2	1	Connectivity
Expand the pedestrian connectivity to Sharon Woods	1					Connectivity
Create a bike sharing system	1					Connectivity
Bring the Cincinnati Flower Show to the Convention Center and make it a huge production	1		1			Economic Momentum
Create a land bank	1			1		Economic Momentum

Table 19: Steering Committee Big Ideas and Priorities

Big Idea	Priority and # of Votes					Theme
	Short-Term	Long-Term	Reasonable – No Major Funding Initiatives	Reasonable – With Major Funding Initiative	King/Queen of Sharonville	
Enhance our work with small businesses and non-profits	1		1			Economic Momentum
Hotel task force <sup>1</sup>	1			1		Economic Momentum
Maintain a fiscally strong, industrial-based city by encouraging businesses and minimizing government			1			Economic Momentum
Improve communication of activities and City information	1	1	1		1	Implementation
Give people more freedom to do what they want on their properties; minimize zoning			1			Implementation
Improvements and enhanced regulations to address stormwater issues <sup>2</sup>						Implementation
Create a thriving, walkable Downtown with night life	3	3	2	1	2	Places - Downtown
Improve streetscape between Downtown and Recreation Center	1			1		Places - Downtown
Create a Downtown gathering spot or park	1			1		Places - Downtown
Redo the area on Depot Square to create a nice terminal vista from Creek Road or establish the area as a gathering space		2				Places - Downtown
Purchase and redevelop the Post Office property		1				Places - Downtown

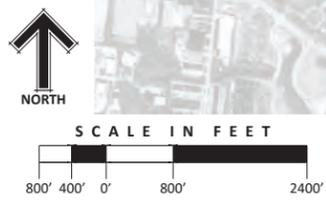
<sup>1</sup> There was no other information on the intent of this idea.

<sup>2</sup> This was established as an idea but did not have any further clarification on priorities.



**LEGEND**

1. Sharon Woods: great draw and resource. Central located, would like to see better pedestrian connection to community and parks.
2. Pedestrian connection from downtown Sharonville to Root Beer Stand and create a loop using Kemper Road.
3. Kemper Road: Study area for bike trail, installation of storm sewer, and beautification of corridor.
4. Kemper Sports Park: Maximize use of Kemper Sport Park Fields, underutilized.
5. Francis RecreAcres: Nice park, improve pedestrian connectivity from Sharon Woods.
6. Gower Park: Nice park, would like to renovate Lovitt Building, enclose shelter, convert baseball field to amphitheater.
7. Sharonville Community Center: Good facility, possibility to expand and update site amenities.
8. Downtown Sharonville: Improve aesthetics of existing buildings, clean up sidewalks, utilities and street trees. Increase investment for restaurants and beautification, social gathering areas (gazebo), greenspace / plaza, vacate cross street, and increase lighting (LED).
9. SR-42 / Lebanon Road: High volumes of traffic congestion, update to LED lighting, connect missing gaps of pedestrian sidewalk, and create shared path from Sharonville downtown to Sharon Woods entrance.
10. Sharonville Plaza: Improve shopping center appearance.
11. Development opportunities: current zoning Office Building, General Business, and Commercial Service.
12. Sharon Road: Create a shared-use path, study traffic impact from semi-trucks.
13. Sharonville Gateway: Increase beautification off of interstate I-75 and I-275.
14. Princeton High School: an asset to the community and Sharonville school system.
15. Chester Road and Northern Lights: Review zoning regulations for restaurant / fast food. Continue the improvements of the sidewalks and other utilities. Encourage additional restaurants and hotels to develop the convention center and Princeton High School.
16. Utilize the Mill Creek: Increase access points to allow canoes and residents to enjoy the creek.
17. Beautification entrance point on Kemper Road
18. Gorman Park: A good park for the community, improve and be redeveloped, no restaurant.
19. Berke Soccer Complex: improve sports fields, convert to artificial turf and add field lighting.
20. Study the possibility to divert traffic on abandoned rail line between Kemper and Sharon Rd to get around stopped trains
21. Pedestrian connectivity for residents living in northwest area to other Sharonville amenities.
22. Abandoned commercial buildings



# Appendix: Public Participation Summary



## Beers, Bites, and Big Ideas – April 18, 2019

In April 2019, members of the Sharonville business community were invited to the Sharonville Convention Center to casually network while providing their own 'Big Ideas' for Sharonville 2030. Each participant was allowed an opportunity to identify three ideas, which were then consolidated where the individual ideas were similar in concept. Each time an idea was suggested it received another vote. The City received a strong turnout with around 75 members from the business community in attendance.

Table 20 summarizes the 'Big Ideas' from the Beers, Bites, and Big Ideas. Table 21, on the following page, identifies additional 'Big Ideas' that noted by attendees but were determined to be outside of the scope of what the City can do within the comprehensive plan. Table 21 includes the reasons for separating out the ideas from those related to comprehensive planning, as listed in Table 20.

Table 20: Beers, Bites, and Big Ideas Summary		
Big Idea	# of Votes	Theme
More/better restaurants, breweries, wineries, retail, and farmers markets	36	Economic Momentum
More sidewalks and bike trails, more connections to Sharon Woods	16	Connectivity
Improvements to Downtown – more mixed use, activities, restaurants, façade improvements, outdoor seating, renovations, denser development, & stronger design requirements	16	Places - Downtown
Host more events for the community, including antique shows, more events for children and pets, utilize outdoor venues, adult pool parties	15	Community Amenities
Fix train conflicts with traffic, possibly include observatory over RR	15	Connectivity/Places – Various Mentions
Expand parks and recreational activities, including items such as a shelter house, outdoor venues, and the creation of a park like Blue Ash's Summit Park	9	Community Amenities
Better signage/landscaping for the City of Sharonville along the Interstate/on bridges	8	Community Amenities
Improvements to Reading Road/42, north of Downtown and at the Interstate interchange, to improve traffic and appearance	7	Places – Lebanon Road Corridor
More beautification efforts across the City	6	Community Amenities
Fix roads/infrastructure	5	Implementation

Table 20: Beers, Bites, and Big Ideas Summary		
Big Idea	# of Votes	Theme
Expand Recreational Center area, include an indoor pool	5	Community Amenities
Develop affordable senior housing options, especially near Downtown	4	Neighborhoods
Fill vacant buildings or have them demolished for rebuilding	4	Implementation
Improve public transportation	3	Connectivity
Create a night life district	3	Amenities/Economic Momentum
Improve Sharon Woods to make it more of a destination	3	Community Amenities
Create meeting spaces for small businesses	3	Economic Momentum
Downtown Sharonville parking improvements	3	Places - Downtown
Fix flooding issues, specifically on Canal Road	3	Implementation
Collaboration/support for businesses focused on health care, trades, jobs, and expanding career paths	3	Economic Momentum
Enhanced enforcement of property maintenance code	2	Neighborhoods
Grocery store in downtown	2	Places – Downtown
Make/improve sign restrictions	2	Neighborhoods
More business networking and social events	2	Amenities/Economic Momentum
Workplace stability programs to help employers and support workers	1	Economic Momentum
Add a regional attraction; something big that will regularly bring people into the City	1	Economic Momentum
Buy out and redevelop the building at the triangle of Reading Road/42	1	Places – Lebanon Road Corridor
Small business diversity, inclusion, and wealth development	1	Economic Momentum
Newsletter articles that showcase diversity and inclusion in Sharonville	1	Implementation
Small business development center operated by the Convention Center and City	1	Economic Momentum
Provide transitional homes for families in need	1	Neighborhoods
Host more events and activities for workers to help them feel a part of the community	1	Economic Momentum
Create a frisbee golf course	1	Community Amenities

Table 20: Beers, Bites, and Big Ideas Summary		
Big Idea	# of Votes	Theme
Increase outdoor entertainment opportunities, including restaurants, bars, and venues for people to hang out	1	Community Amenities
Federal grant funding for Downtown improvements	1	Places – Downtown
Local incentives for Downtown infill projects	1	Economic Momentum
Keep up the good work	1	All Themes
Further develop the Aviation Center	1	Economic Momentum
Develop a special opportunity zone where residents and businesses can have a stake in its development/ redevelopment	1	Economic Momentum
Hold joint events with surrounding communities	1	Community Amenities
Continue to expand the Sharonville Convention Center	1	Economic Momentum
Underground utilities	1	Implementation
More programs like Meal Train Stamp to get people to try local businesses	1	Community Amenities
Add a community garden	1	Community Amenities
Create a medical/healthcare cluster	1	Economic Momentum
More apartment and/or condominium options	1	Neighborhoods
Allow businesses to use community center for free or discounted prices	1	Community Amenities
Indoor, semi-pro soccer team	1	Economic Momentum
	1	Economic Momentum
	1	Economic Momentum
Create an IT Innovation Hub	1	Economic Momentum
More hotels	1	Economic Momentum
Grow the Chamber budget to allow them to facilitate growth	1	Economic Momentum
Land banking	1	Economic Momentum
Improve the Northern Lights District to compete with Union Center and Liberty Center	1	Places – Northern Lights
Establish electric charging stations	1	Implementation
Allow for a car-share program	1	Implementation

# Appendix: Public Participation Summary



**Table 21: Beers, Bites, and Big Ideas Summary - Removed Ideas**

Big Idea	Reason Removed	Votes
Casino	Casinos are highly regulated by the State of Ohio with only four casinos permitted in four major cities and some pre-existing raceways permitted to have video lottery terminals.	3
More incentives for kids to go into work training and skilled trades/work signing days	This is an important idea but one where the City providing incentives for kids is likely outside the scope of this plan, since the school district encompasses a population greater than the City limits. This idea compares to providing incentives for new jobs.	2
Incentives for kids to get into the City's utilities programs	See above. Additionally, it is unlikely that the City could provide an incentive to a select age group.	1
Bring Tri-County back to life/utilize Tri-County Mall site	We believe this is in reference to Tri-County Mall, which is located in Springdale.	2
Fix merge for the I-75 North Merge from Mosteller	This type of improvement is something that the Ohio DOT and Federal Highway Administration would have to address.	1
Turn Downtown streets into two-way traffic	The comprehensive plan should take a definitive stance on this issue. Based on public feedback gathered as part of the Sharonville 2030 process and an additional survey conducted by the City that polled business owners within the Downtown district about the traffic flow, the City has concluded to maintain one-way traffic. The Sharonville 2030 Plan will include recommendations for other improvements and maintain the brand of the Sharonville Downtown Loop.	1
School vocational programs	Princeton City School District is its own entity that undertakes its own planning efforts related to curriculum and programming that is outside the control of the City.	1

## Public Workshop - May 15, 2019

On May 15, 2019, the City held a workshop at the Sharonville Public Library of Cincinnati & Hamilton County. The workshop was an open house format opportunity, which welcomed residents, past meeting participants, and people visiting the library to give their feedback and to contribute specific ideas on the strategic areas of focus within the Sharonville 2030 Plan. There were four tables, each with a map of the four strategic areas: the Sharonville Downtown Loop, the Sharon Road Gateway, the Lebanon Road/US-42 Corridor, and a citywide map related to connectivity. Throughout the two-hour Open House, the City drew in over 30 people to participate in a detailed discussion on strategic areas within the City. The maps were posted to the website as well to offer an opportunity to gather ideas from people unable to attend the workshop with one additional set of comments provided.

## Public Open House - June 5, 2019

Information gathered from the May 15, 2019 workshop was presented to the public on June 5, 2019 in the form of recommendations that were ultimately incorporated into the recommendations found in this plan. These maps were presented along with the initial 'Big Ideas', and plan themes were shared with 21 community members who had requested updates throughout the planning process. The Open House was held in the multi-purpose room of the Sharonville Community Center and provided an opportunity for families swimming or working out to walk in and view the information gathered at the previous events.

