



THE CITY OF MILFORD 2017 COMPREHENSIVE PLAN

Adopted December 19th, 2017

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CHAPTER 1: INTRODUCTION



The City of Milford Comprehensive Plan presents a vision of what the City would like to be in the future and identifies the steps required to move toward that vision. The Comprehensive Plan is one of the most essential documents created by a local government. The Plan provides information about the City's current conditions, long-term goals and objectives, and recommended implementation strategies and tactics. It addresses a wide range of issues including: land use, zoning, redevelopment, branding, transportation, infrastructure, and economic development.

As a long-term guide for the community, this Plan helps City leaders make decisions about the location, scale, and quality of new development; positioning the City for strategic redevelopment opportunities; the revitalization of downtown Milford and key commercial corridor areas; sustainability; branding opportunities; and parks and recreation programming strategies. This plan is adopted to set the City's growth and development policies for the next five years within a long term planning horizon of ten years.

This plan should be treated as a living, breathing document which can be flexible and updated as required to maintain its relevance over time. It is recommended that this plan be reviewed by Staff on an annual basis to identify potential edits. It is further recommended that the City conduct a more robust review of this document every five years that could also include the formation of a steering committee to help guide the review.

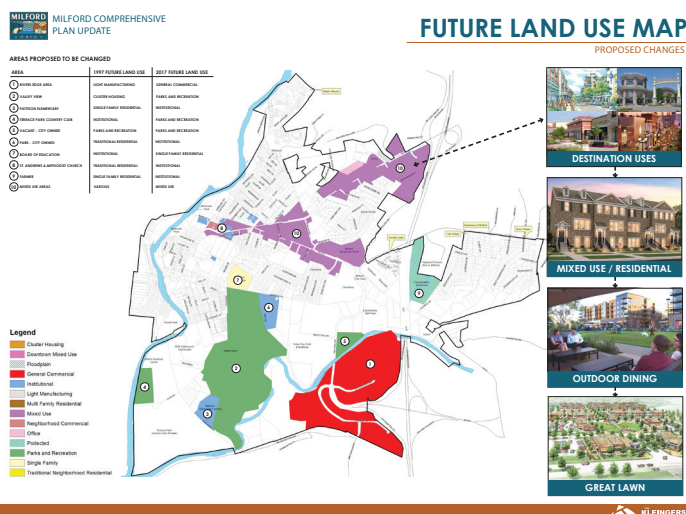
HOW THE PLAN IS USED

A long-term view is necessary when planning the future of a community. It is important for citizens to realize that while the Plan is important, it is not a strict regulating document. Rather, it is a policy document used by City Staff, Planning Commission and City Council to guide decisions about such issues as rezoning proposals, recommendations for future zoning code text amendments, direction on economic development initiatives, and the development of parks and recreation programming. The Plan is implemented by the City through the Zoning Code and Subdivision Regulations, the City's Capital Improvement Program, and the annual budget as adopted by Milford City Council.

THE PLANNING PROCESS

The previous Milford Comprehensive Plan was last updated in 1994 and the Land Use Plan was updated in 1997. Given the length between plan updates, it was decided that the updated Comprehensive Plan would be a brand new document aimed to address vision goals and strategies relevant to the City in this ever changing landscape. To ensure the Plan reflected the community's input and guidance for the future, the Steering Committee focused on reaching out to residents and businesses through a eighteen question survey that was included in a bimonthly utility bill. Respondents could also pick up surveys at City Hall or on the City's website.

PUBLIC OPEN HOUSE PRESENTATION BOARD



A fifteen member steering committee composed of community stakeholders and planning commission members was assembled to work with City Staff and The Kleingers Group, who served as the Planning Consultant for the project. The Comprehensive Plan Steering Committee participated in six visioning sessions and provided the necessary direction and input on the plan. The Steering Committee consisted of the following individuals:

COMMUNITY STAKEHOLDERS

Krista Beyrer
Andy Dickerson
Doug Doherty
Vanessa Hannah
Jennifer Logan
Donna Luecke
Kyle Mitchell
Carrie Palmer
Brad Price
Anna Singh
Emily White

PLANNING COMMISSION

Laurie Howland - Mayor
Mike Huseman - Vice Chairman
Lois McKnight - Chairman
Dino Pelle

The update process kicked off with a joint work session that included members of City Council and City Department heads.

CITY STAFF

Dan Burke - Finance Director
Dave Walker - Wastewater Department Supervisor
Ed Hackmeister - Service Department Supervisor
Jamey Mills - Police Chief
Lori Pegg - Community & Information Services Manager
Mark Baird - Fire Chief
Matt Newman - Assistant Public Works Director
Michael Doss - City Manager
Nate Clayton - Public Works Director
Pam Holbrook - Planning Director

CITY COUNCIL

Laurie Howland - Mayor
Amy Brewer - Vice Mayor
Lisa Evans
Ted Haskins
Sandy Russell
Ed Brady
Fred Albrecht
Mike Minniear - Law Director
Jackie Bain - Clerk of Council



Above: Steering Committee Meeting

CHAPTER 2: ZONING & LAND USE



It is important to understand the difference between a Future Land Use Map and a Zoning Map. The Future Land Use Map depicts a long-term vision for the City and how it will grow and evolve over the next 20-30 years. The Future Land Use Map will serve to inform the current Zoning Map as development opportunities are realized in the years to come.

The Zoning Map designates how any given property can be utilized and developed currently. Each zoning designation corresponds to a set of regulations, called a Zoning Code, that regulates what uses are allowed, architectural standards, and development standards (i.e. building setbacks, bufferyards, etc.).

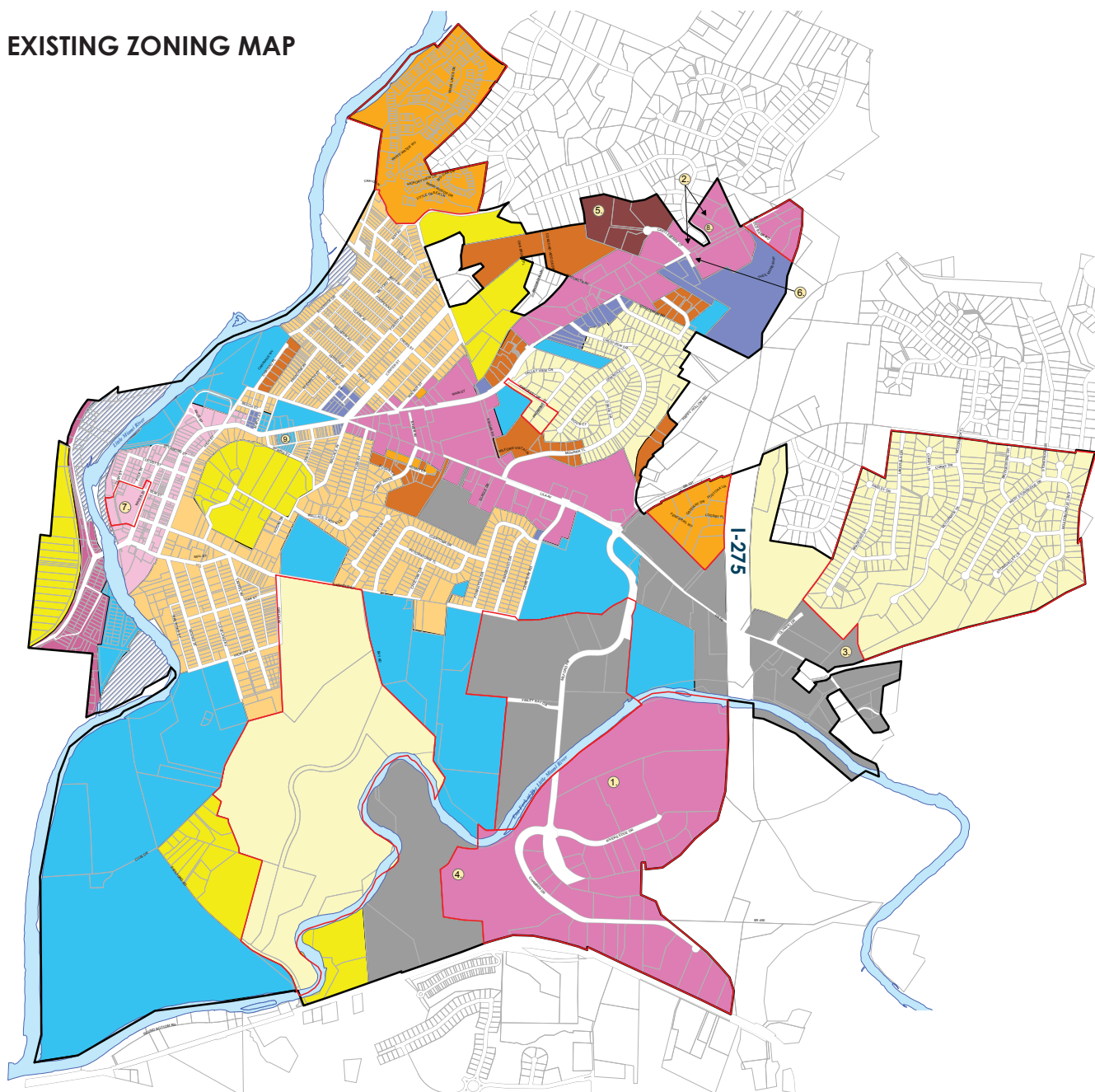
The Future Land Use Map is not a binding, legal document. The Zoning Code and associated Zoning Map are law and must be followed by the general public or anyone intending to develop or do business within the City.

EXISTING ZONING ANALYSIS

The chart on this page identifies the breakdown of the various zoning districts by both area (in acres) and percentage of the total land area. 45% of the City is zoned for some type of residential land use with single family residential leading the way among all residential use types at 41% of the total City area. Another 31% of the City area is comprised of some type of commercial, industrial or office zoning district. Milford also features a large percentage of land area dedicated to an institutional zoning district. This is a fairly high percentage of institutional zoned land area based on the overall size of the City. This is one reason why the recommended redevelopment strategies discussed later in this plan are critically important to ensure a well-balanced and sustainable revenue stream is created for the long term.

Existing Zoning Districts	Area (acres)	%
R-1 (Large Lot Residential District)	150 ac	7%
R-2 (Single Family Residential District)	472 ac	22%
R-3 (Single Family Residential District)	253 ac	12%
R-4 (Multi-Family Residential District)	48 ac	2%
R-5 (Multi-Family Apartment Complex)	52 ac	2%
B-2 (Downtown Mixed Use District)	33 ac	2%
B-2 (Old Mill Overlay District)	33 ac	2%
B-3 (General Business District)	321 ac	15%
B-5 (Special Business District)	18 ac	1%
I (Institutional)	497 ac	23%
O (Office District)	40 ac	2%
L-1 (Light Industry District)	196 ac	9%
F (Floodplain)	14 ac	1%

EXISTING ZONING MAP



ZONING DISTRICTS

- R-1 LARGE LOT RESIDENTIAL
- R-2 SINGLE FAMILY RESIDENTIAL
- R-3 SINGLE FAMILY RESIDENTIAL
- R-4 MULTI-FAMILY RESIDENTIAL
- R-5 MULTI-FAMILY APARTMENT COMPLEX
- B-2 DOWNTOWN MIXED USE
- B-2 OMO, OLD MILL OVERLAY
- B-3 GENERAL BUSINESS

- B-5 SPECIAL BUSINESS
- I INSTITUTIONAL
- O OFFICE
- L-1 LIGHT INDUSTRY
- F FLOODPLAIN
- PD PLANNED DEVELOPMENT
- WATER FEATURES
- PARCEL BOUNDARIES

MAP REVISIONS

- ① 2/15/2000
- ② 10/01/2001
- ③ 11/20/2001
- ④ 1/18/2005
- ⑤ 4/15/2008
- ⑥ 3/03/2009
- ⑦ 4/17/2012
- ⑧ 9/12/2012
- ⑨ 6/04/2013

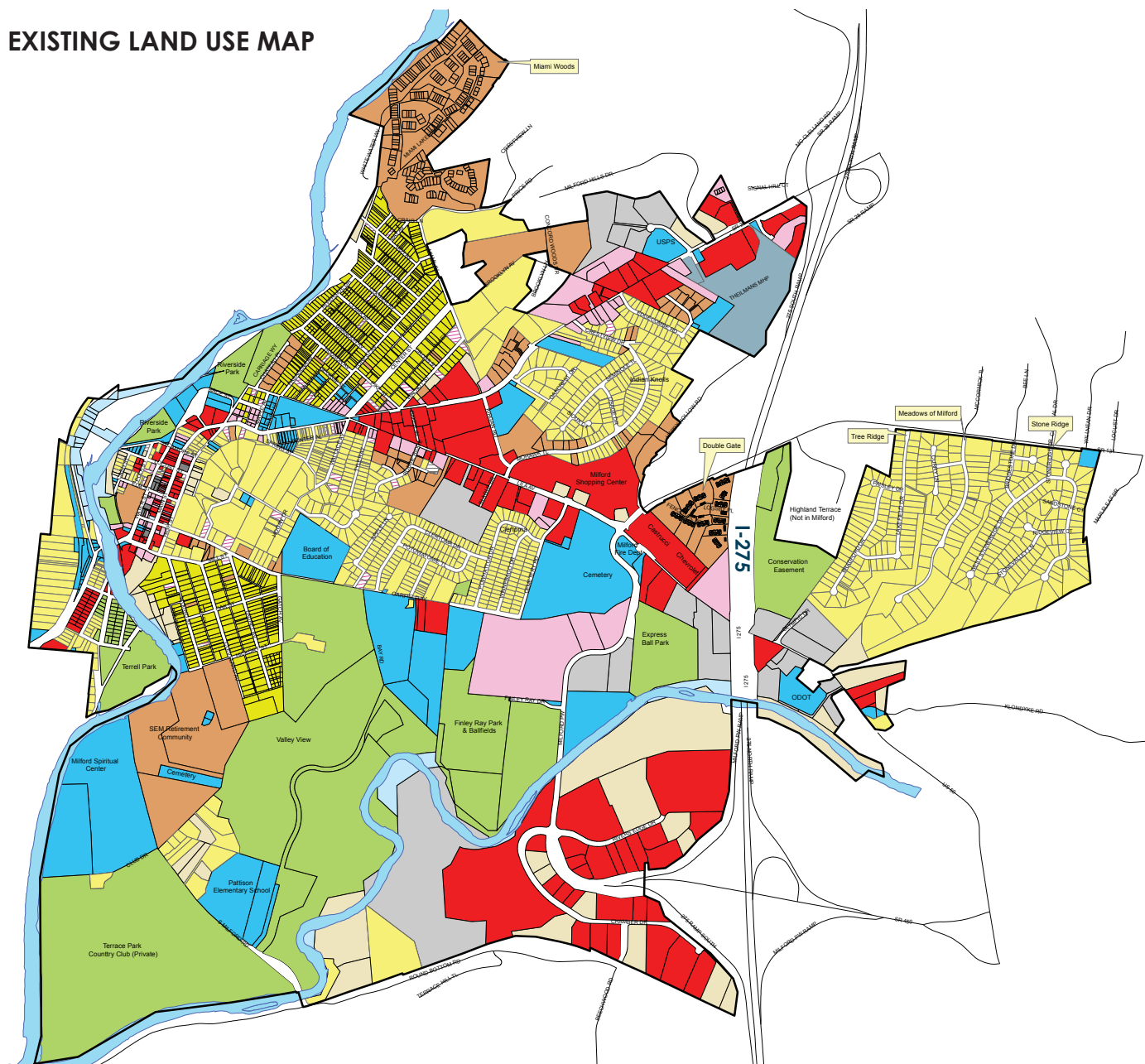
EXISTING LAND USE ANALYSIS

The existing land use map presents a snapshot in time of how all the properties within the City of Milford are currently being used. Examining existing land use conditions including general distribution, location, and intensity of uses provides a framework for other elements of the Comprehensive Plan. It is important to recognize and preserve the existing City of Milford character while blending in land use transformations meant to achieve the goals outlined in this plan. Ultimately, this chapter will identify several areas in the City designated for future changes in land use and outline policy directives for quality of life enhancements.

Existing Land Use	Area (acres)	Percentage
2 Family	9 ac	1%
3 Family	1 ac	0%
Multi-Family Residential	167 ac	8%
Flood Area	14 ac	1%
General Commercial	263 ac	12%
Institutional	270 ac	13%
Light Manufacturing	134 ac	6%
Mobile Home Park	27 ac	1%
Office	80 ac	4%
Parking Lot	1 ac	0%
Parks & Recreation	493 ac	23%
Single Family	418 ac	20%
Traditional Neighborhood Residential	115 ac	5%
Vacant	132 ac	6%



EXISTING LAND USE MAP



LEGEND

	2 FAMILY		MOBILE HOME PARK
	3 FAMILY		OFFICE
	MULTI FAMILY RESIDENTIAL		PARKING LOT
	FLOOD AREA		PARKS & RECREATION
	GENERAL COMMERCIAL		SINGLE FAMILY
	INSTITUTIONAL		TRADITIONAL NEIGHBORHOOD RESIDENTIAL
	LIGHT MANUFACTURING		VACANT

FUTURE LAND USE ANALYSIS

The City's authority to direct and regulate land use originates in its responsibility to ensure the health, safety and general welfare of its residents. To this end the Comprehensive Plan establishes the general principles for land use management and regulation. Arguably the most important component of this Plan is the Future Land Use Map and supporting analysis. The Future Land Use map serves as the vehicle for the City to implement its vision for development within the City. The Future Land Use Map depicts a long-term vision for the City and how it will grow and evolve over the next 20-30 years. The Future Land Use Map will serve to inform the current Zoning Map as development opportunities are realized in the years to come.

The Future Land Use Map was developed through the Steering Committee. The committee reviewed various development scenarios, opportunities/constraints, and current land use trends. The various redevelopment districts were explored and uses have been recommended accordingly.

Recommendations for Future Land Use may be the same as the existing zoning for individual areas, while in some cases the future land use may be different than the existing zoning. The latter scenario previously mentioned does not change the existing zoning district and the property owner must adhere to the standards and requirements for their property as currently zoned.

The chart on page thirteen presents the nine areas within the City which have undergone a change of future land use designation since the adoption of the last Future Land Use Plan in 1997. The most notable change are the corridor areas proposed for future targeted mixed-use redevelopment activity. The Plan suggests the adoption of strategies and tactics aimed to convert these areas to a more flexible mixed-use land use pattern to better position the corridor areas for re-investment. This would involve a long term transformation of the corridor areas. Since Milford is mostly built out there are few parcels available for greenfield development. The other future land use changes are primarily driven by changed development patterns and changes in how parcels are used today. Future mixed-use corridor, commercial and limited industrial space round out the larger future land use categories.

Future Land Use	Area (acres)	Percentage
Cluster Housing	108 ac	5%
Downtown Mixed Use	50 ac	2%
Floodplain	8 ac	0%
General Commercial	189 ac	9%
Institutional	170 ac	8%
Light Manufacturing	251 ac	12%
Multi-Family Residential	57 ac	3%
Mixed Use	175 ac	8%
Neighborhood Commercial	2 ac	0%
Office	33 ac	2%
Protected	32 ac	2%
Parks & Recreation	498 ac	24%
Single Family	397 ac	19%
Traditional Neighborhood Residential	138 ac	6%

The Future Land Use Plan Map illustrates how the City should continue to develop to best recognize the goals and objectives of this Comprehensive Plan. Each parcel of land within the City is categorized into one of the following fourteen future land use categories:

Mixed Use

The mixed use category is a newly created category that envisions a dense mixed use development pattern along the Main Street and Lila Avenue corridor areas. This mixed use category could feature a mixture of land uses such as retail, office and residential developed under a planned unit development framework maximizing design flexibility while providing for an upgraded and more efficient development overall. Increased residential density within these mixed use areas should be given careful consideration since the residential component is viewed as a vital element required to be integrated into true mixed use and pedestrian friendly environments.

Single Family Residential

This future land use designation is strictly single housing units located on various size lots that reflect the style of modern day subdivisions. These developments typically have similar style homes, larger building setbacks from the road and attached garages.

Cluster Housing

Due to several environmental conditions such as floodways and steep topography in the area north of the East Fork River and east of South Milford, development of typical single family homes would be difficult and expensive. In response to these physical challenges, cluster housing would allow a developer to build the same number of units as permitted currently but on only a small portion of the area preventing structures from being built in the floodway or floodplain of the East Fork River.

Traditional Residential

This future land use designation is created due to the historically unique neighborhoods of South Milford and East Milford. It is vital that the City preserve these two neighborhoods as well as expanding them where appropriate. Houses should be situated closer to the roads and sidewalks, garages should be detached from the main structure, and new home construction should resemble the character of existing housing styles in the areas.

Multi-Family Residential

Milford currently has several multi-family residential developments within the city. These existing apartments and apartment complexes have been preserved as multi-family areas in the future Land Use Plan. This Plan is not suggesting the addition of any additional straight zoned multi-family residential development in the City. This Comprehensive Plan does recommend that additional multi-family development occur as an integral part of future mixed-use developments along the targeted corridor areas. This Plan further recommends that these mixed-use areas be designed under a planned unit development zoning framework to provide the most flexibility in layout and design while providing a higher quality and more efficient development pattern for the City.

Neighborhood Commercial

In an attempt to create strong neighborhoods within Milford, the city encourages the development of small scale commercial developments in areas designated as Neighborhood Commercial in the Land Use Plan. These uses would include small convenience stores, dry cleaners, banks and other uses that residents use on a daily basis. These commercial buildings would have to be designed and built with a residential aesthetic to blend in with the surroundings and prioritize pedestrian traffic over vehicular traffic.

General Commercial

General commercial uses encompass nearly all types of general retail, personal and professional services targeted toward automobile access. Emphasis in these areas should be on landscaping and limited traffic access. Additional landscaping should be required for large parking lots to prevent the appearance of vast amounts of parking areas.

Downtown Mixed Use

In the continuing effort to transform the downtown area into a primary local and regional destination point for Milford residents and visitors. The Plan encourages the development of mixed uses in this area including commercial, office and residential. The long term vision for this area includes a more balanced mix of commercial versus office uses. Currently, the amount of office space in this district is higher than desired in order to create a truly sustainable mixed use pedestrian destination environment. Beyond Main Street, the remainder of the downtown area could be a combination of planned residential, commercial or office developments that would provide activity in this area day and night.

Office

There are several purposes for promoting office developments in Milford. Two main reasons for this type of development is the prospect of a large number of tax revenue producing jobs and the creation of transition areas between residential areas and other, more intensive, non-residential areas. The future office areas designated on the Future Land Use map also recognize and desire to take advantage of the excellent visibility and access from Interstate 275.

Parks and Recreation

Milford is fortunate to offer a large number of recreational areas including small neighborhood parks, a golf course and several large sports field facilities. In an effort to preserve the Little Miami River and the East Fork River, the City should encourage developers to preserve the land directly adjacent to these rivers as green space to help protect the scenic beauty of these rivers. Milford must remember that these two rivers are the major reason for the town's existence and they should continue to preserve them.

Institutional

As mentioned in the zoning section of this plan, Milford currently has a high percentage of land area dedicated to a variety of different institutional uses (i.e. churches, schools, cemeteries, nursing homes and a retreat center). These uses should be maintained and are considered a vital piece of the overall fabric of the City.

Light Manufacturing

A major goal for the community is the expansion of our economic tax base. Milford currently has limited areas available for new industrial related development. Any land annexed into Milford that provides close access to Interstate 275 while not situated adjacent to residential uses or residential zoned ground should be analyzed for a possible industrial or light manufacturing zoning designation.

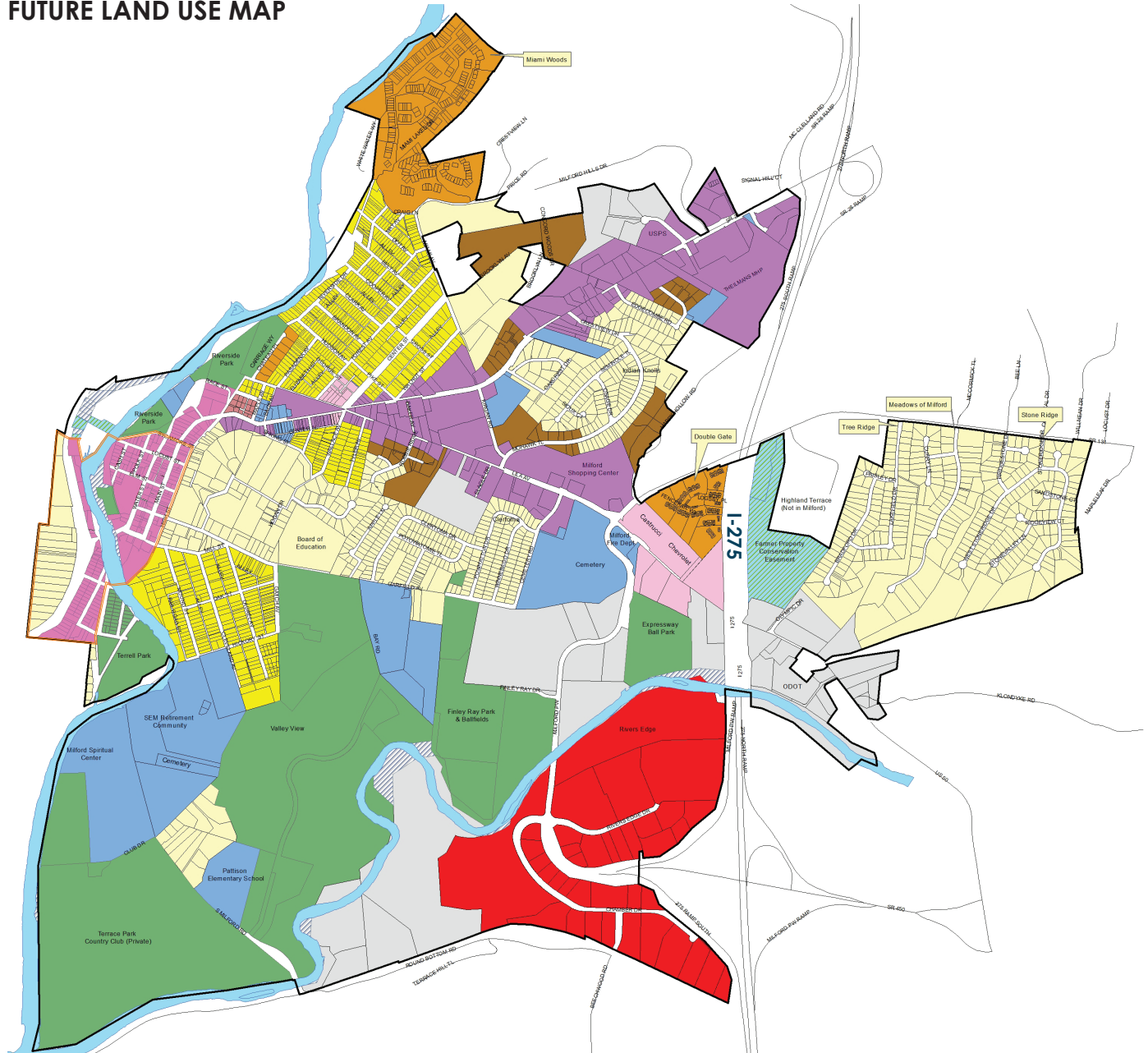
Protected

The "protected" designation identifies an area that is protected from new development based on Conservation Easements and State or Federal guidelines.

Floodplain

The floodplain category merely identifies areas that are undevelopable due to the existence of either floodplain or floodway areas as designated by FEMA.

FUTURE LAND USE MAP



LEGEND

- | | |
|---|---|
| CLUSTER HOUSING | MIXED USE |
| DOWNTOWN MIXED USE | NEIGHBORHOOD COMMERCIAL |
| FLOODPLAIN | OFFICE |
| GENERAL COMMERCIAL | PROTECTED |
| INSTITUTIONAL | PARKS & RECREATION |
| LIGHT MANUFACTURING | SINGLE FAMILY |
| MULTI FAMILY RESIDENTIAL | TRADITIONAL NEIGHBORHOOD RESIDENTIAL |

Area	1997 Future Land Use	2017 Future Land Use	Rationale
Rivers Edge	Light Manufacturing	General Commercial	The Rivers Edge and Chamber Drive areas were rezoned from Light Industry to General Commercial with a Planned Development overlay in 2000, since the zone change a number of restaurants and big box retail stores have moved in. The expectation at this point is that this area would continue to attract, restaurants, hotels and entertainment types of uses.
Valley View	Cluster Housing	Parks & Recreation	The Valley View Foundation is a grassroots, nonprofit organization with a simple mission: Conserving Land, Preserving History and sharing it with the Community. The organization has become stewards of 190 acres of beautiful open land along the East Fork River with a rich history dating back 12,000 years. This land includes rivers, streams, wooded hillsides, prairie, streamside and isolated wetlands on a compact, easily-walkable site in the heart of Milford.
Pattison Elementary School	Single Family Residential	Institutional	Pattison Elementary was built in 2003. The expectation is that the school will be in that location far into the future.
Terrace Park County Club	Institutional	Parks & Recreation	This parcel of land is 16.6 acres and part of the golf course at Terrace Park Country Club.
Garfield Park	Traditional Residential	Institutional	The City acquired this parcel in 1998. Currently functioning as a City Park, the City plans to construct the Public Works Department building on the site.
Board of Education	Institutional	Single Family Residential	The Board of Education will be relocating to another facility in several years. The site is adjacent to single family residential homes and the City would like to see this parcel turned into a use that is compatible with the surrounding neighborhood.
St. Andrews & Methodist Church	Traditional Residential	Institutional	St. Andrews was established in Milford in 1855, the current Church building was located on the Main Street site in 1922. The First United Methodist Church has been in their building since 1835. Both buildings have historical significance with a strong link to Milford's past.
Farmer Property	Single Family Residential	Protected	Little Miami Inc, holds a conservation easement on this parcel of land.
Mixed Use Areas	Various	Mixed-Use	The City's Comprehensive Plan update proposes to transition the general commercial business districts along Lila Avenue and Main Street into mixed use corridors. The vision for these corridors are pedestrian oriented areas focused on community activity, with opportunities for commercial services, and housing. Future infill and redevelopment in these corridors would be guided through an overlay district that would protect Milford's unique small town and historic character as well as be sensitive to the communities values.

CHAPTER 3: FOCUS AREA PLANS



This Comprehensive Plan has been designed to include an in-depth analysis of specific planning issues and topics. This plan refers to each planning topic as a “Focus Area Plan.” The Steering Committee formulated a list of critical planning topics at the outset of the planning process. These planning topics were chosen so that additional time and study could be provided toward generating strategies and tactics within the plan document. The nine identified Focus Area Plan topics addressed in this plan are:

1. Main Street/SR-28 Mixed-Use Corridor
2. Lila Avenue Mixed-Use Corridor
3. Main Street Transitional Mixed-Use Corridor
4. Downtown Milford and US 50 Strategies
5. Destination Strategies
6. Sustainability
7. Parks & Recreation
8. Economic Development
9. Branding & Wayfinding



Above: Downtown Milford Focus Area

POSITIONING MILFORD FOR REDEVELOPMENT

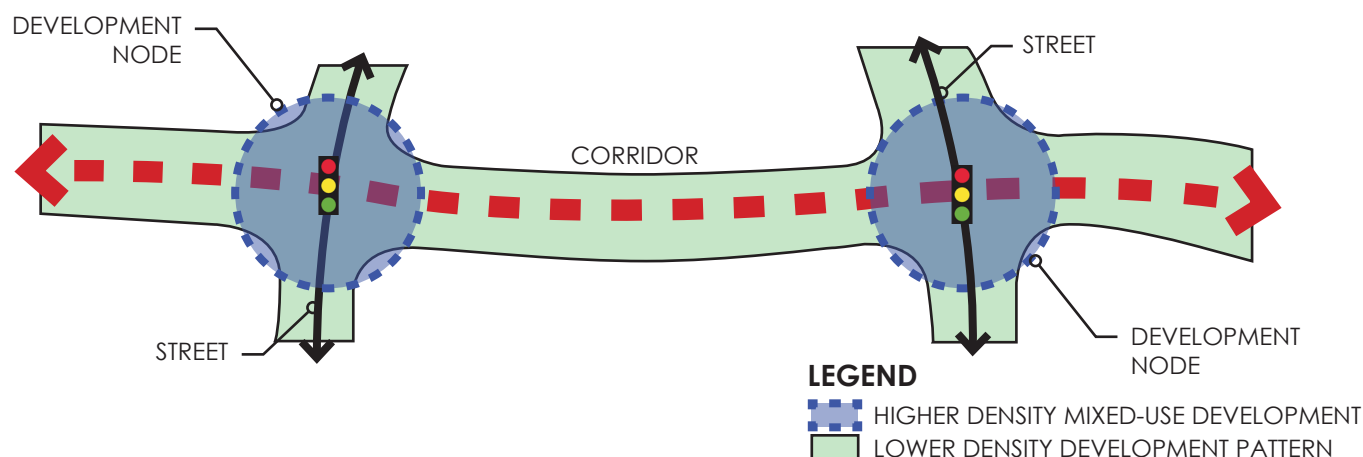
This Comprehensive Plan identifies and analyzes four primary planning areas for the potential of future redevelopment opportunities. This is a very important component of the overall Comprehensive Plan given the fact that Milford is mostly “built out” relative to the small amount of available land for new or greenfield development opportunities. Although a handful of greenfield sites currently exist for new development, most of the City’s long term economic development opportunities will likely be a result of redevelopment efforts. These redevelopment projects will be a combination of private market driven projects as well as public-private partnership scenarios.

The annexation of unincorporated land into the City can also play a role in creating additional economic development opportunities. However, this Comprehensive Plan places greater emphasis on creating redevelopment opportunities upon strategically identified parcels that may currently be underutilized. Each planning area will offer various strategies and tactics as well as identifying potential barriers to redevelopment. The four primary areas identified for redevelopment consist of the following and are indicated on the map on page seventeen.

- Main Street/SR-28 Mixed-Use Corridor
- Lila Avenue Mixed-Use Corridor
- Main Street Transitional Mixed-Use Corridor
- Downtown Milford & US-50 Strategies

DEVELOPMENT NODE STRATEGY

One land use planning method aimed at controlling traditional strip commercial growth on long roadway corridors is the use of “development nodes.” The concept of Nodal Development Patterns concentrates development (e.g., creates concentrated and planned activity centers) to encourage higher density mixed-use development around planned roadway and intersection improvements so that land between nodes can be used for lower density, lower traffic land uses such as residential and smaller scale commercial uses. Development nodes are typically located at primary signalized intersections along a corridor.



Advantages of Nodal Development Include:

- The avoidance of suburban corridor commercial sprawl.
- A concentration and mixture of uses within the development node areas allows a community to focus development and infrastructure dollars in one or two areas to seek greater, more concentrated returns on investment via the generation of new tax revenue.
- Unified development is more easily achieved including:
 - The effective use of consistent design themes.
 - Greater potential for creating mixed-use development areas.
 - Better control of traffic and preservation of roadway capacity.

One common approach to implementing development nodes is through the use of a zoning overlay district. The adoption of zoning overlay districts create a specific set of land use and design regulations for a defined “district” which is tailored to the types of business and the look and feel of the development desired for the particular nodal district. A Planned Unit Development (PUD) zoning framework is also often used in conjunction with the successful creation of development nodes along a corridor.

By identifying development nodes and then concentrating infrastructure improvement dollars, adopting specific zoning standards, access management regulations and offering economic development incentives within those areas, a critical mass of development and traffic is created. This critical mass of activity is better managed from a traffic and access perspective and avoids the trappings of traditional commercial strip development.

NODAL DEVELOPMENT ALONG THE MAIN STREET CORRIDOR

In the City of Milford, the logical area to create strategic development nodes would lie between the I-275 & Main Street interchange area and the Five Points intersection. Existing signalized intersections along Main Street featuring parcels suitable for redevelopment activity should be analyzed against what the estimated infrastructure improvement investment would be to service the initial phases of a mixed-use development node.

DEVELOPMENT NODE POLICY RECOMMENDATIONS

3.01 - Analyze the Main Street corridor to determine the most strategic nodal development districts. A development node within a mature community will typically be located at an existing primary signalized intersection that ranks high in the availability for land to be redeveloped balanced against the estimated investment levels needed to fully serve the initial phases of dense development patterns within the node.

3.02 - Consider the creation of specific zoning overlay district standards aimed at creating and incentivizing private development investment dollars into identified nodal districts along the Main Street corridor area. These zoning standards should offer both flexibility and a consistent design theme that meshes with the other areas of the corridor in between the development nodes.

3.03 - Consider the adoption of economic development incentives specifically promoting private sector redevelopment investment in the identified strategic development node areas. Existing economic development programs such as tax increment financing, CRA tax abatements and targeted Port Authority sourced funding assistance should be considered.

PLANNING FOR ADAPTIVE RE-USE

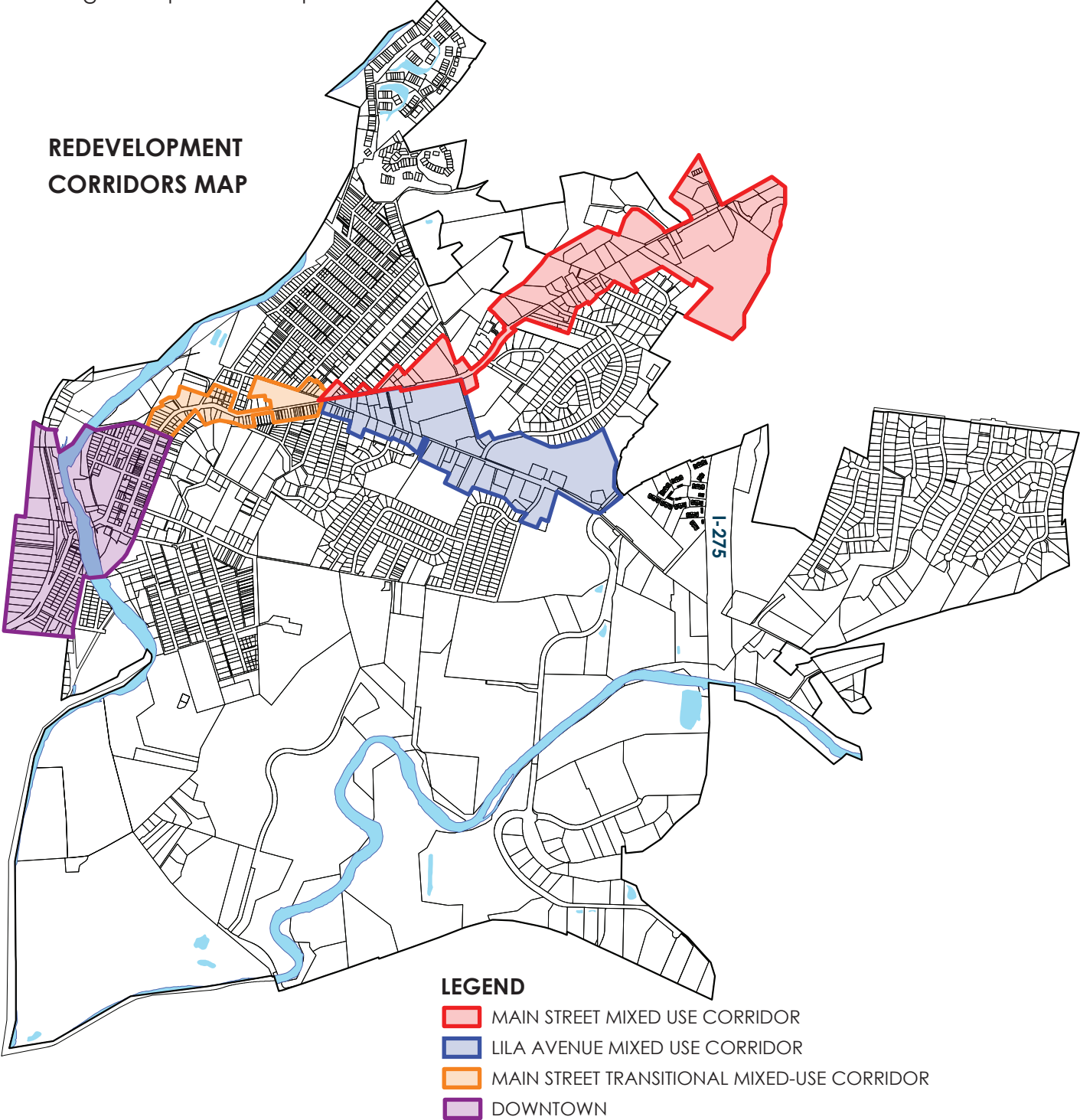
Adaptive reuse is a strategy for re-purposing buildings for sustainable new uses and modern functions, other than those originally intended to address present-day needs. Adaptive reuse allows for a building's continued use and helps it remain a viable community asset. While adaptive reuse is most often associated with the preservation of historically or architecturally significant buildings in a community, it also can provide renewed vitality to any building that may be underused, abandoned, vacant, dilapidated, or functionally obsolete. Adaptive reuse brings both older and newer underutilized structures such as empty warehouses, vacated former schools, abandoned department stores, single family dwellings and dilapidated strip malls back to life. Many case studies exist showing how a community or developer have transformed underutilized structures into senior housing, apartments, banks, municipal buildings, restaurants, and have been converted to many other uses.

Zoning districts can specifically permit adaptive reuse or conversions of residential and nonresidential buildings, as well as permit additional uses to serve as catalysts for adaptive reuses. Zoning provisions that contribute to the economic feasibility of reusing a building for housing can permit higher densities, maximize use of floor space, permit home offices in multi-family dwellings, and allow flexibility in parking requirements. Meeting parking requirements is often a key issue with older established sites, which may not contain enough lot area to meet modern parking demands. Finding creative solutions to fulfill parking needs may be necessary to help in reuse of existing buildings (such as off-site parking and shared parking facilities).

INTRODUCTION TO REDEVELOPMENT CORRIDORS

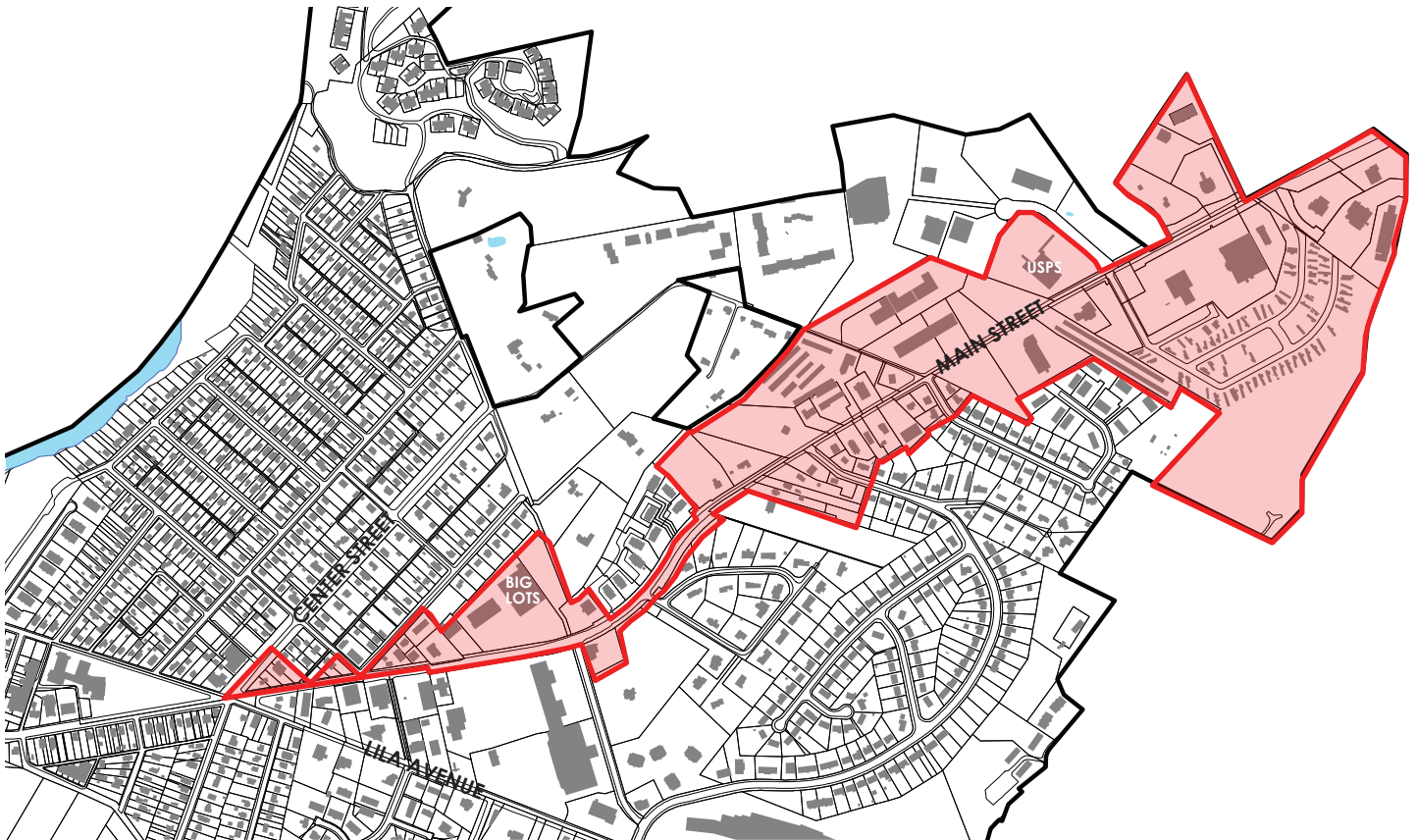
The primary path towards creating sustainable new revenue sources in Milford will likely come through the redevelopment of existing properties within the community. This Focus Area Plan analyzes the Main Street Mixed-Use Corridor and the Lila Avenue Mixed-Use Corridor.

These two corridor areas share many similar attributes such as: maintaining a traditional suburban corridor land use mix, a lack of residential / mixed-use land patterns, and large sections of both corridors that have fallen into disrepair. That said, there are also attributes unique to each corridor area that can be leveraged to further the City's redevelopment goals of creating long term sustainable revenue streams while creating a unique sense of place.



FOCUS AREA #1: MAIN STREET/SR-28 MIXED-USE CORRIDOR

The Main Street/ SR-28 Mixed-Use Corridor is shown in the map below. The study area includes Main Street beginning at the I-275 interchange area down to the Five Points Hub intersection. This corridor area is highlighted by a mixture of small, medium and larger parcels featuring a mix of predominantly retail, service and office land uses. Some of the structures along this corridor are newer construction while other properties can be up to several decades old.



PLAN HIGHLIGHTS



Mixed-use redevelopment



Gateway & Branding Opportunities



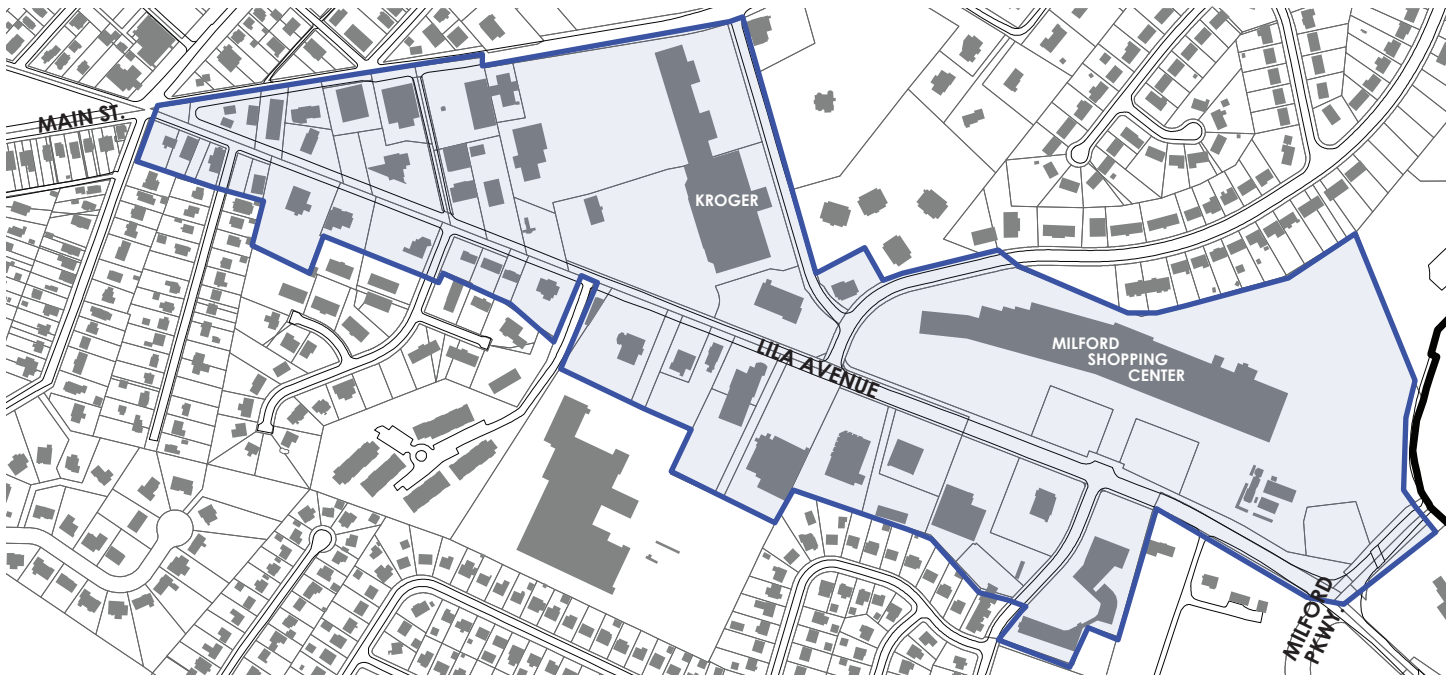
Develop Open Space Requirements

FOCUS AREA #2: LILA AVENUE MIXED-USE CORRIDOR

The Lila Avenue Mixed-Use Corridor area is shown in the map below. This corridor study area includes Lila Avenue from the Five Points Intersection down to the Milford Parkway intersection and is anchored by the Kroger Grocery store development. This corridor is much shorter compared to the Main Street corridor. This corridor features important gateway locations as travelers are entering Milford from the Milford Parkway area in addition to the connection to the Five Points intersection. Similar to the Main Street corridor, some of the structures along this corridor are newer construction while other properties are several decades old.

MAIN STREET/SR-28 & LILA AVENUE CORRIDOR CHALLENGES TO OVERCOME

- These corridors have developed in an inconsistent manner over a long period of time. Generally speaking, the relevant Milford zoning regulations such as sign standards, site design standards, landscape requirements and building material guidelines could benefit from a comprehensive review and upgrade to better fit the future vision of the corridor.
- The corridors feature an inconsistent look and feel where some properties are well maintained while others have fallen into disrepair.
- The length of the Main Street corridor is fairly long. Revitalizing longer corridors presents a challenge.
- The corridor area lacks a defined sense of place, including minimal streetscaping / gateway features.



PLAN HIGHLIGHTS



Adaptive Reuse of Existing Buildings



Implement Retail Design Guidelines



Street Light / Branding Opportunities

MAIN STREET/SR-28 & LILA AVENUE CORRIDOR ATTRIBUTES TO LEVERAGE

- The Main Street corridor is situated at Milford's largest "front door" gateway location at the I-275 interchange area.
- The Main Street corridor features excellent access to I-275. There are corridor area properties that maintain interstate frontage which offers great visibility for vehicles traveling past and through the interchange.
- There are a few larger parcels included within these corridor areas. The presence of larger parcels under single ownership can create a faster path to redevelopment as the time needed to assemble a development site may be reduced.
- The existence of larger parcels also allows for a wider range of redevelopment projects that might be considered for these corridors.
- Since the Main Street corridor is long, there are opportunities to encourage the clustering of redevelopment activities along with strategic infrastructure improvements to "break-up" the long distance of the corridor. This is often referred to as a "Development Node" planning approach (see development node section).
- Given the prime locations of both corridor areas, incorporating new Milford branding and wayfinding elements at key points along the corridor could greatly assist in promoting the City's brand as well as increasing awareness of the many destination features that exist in the community.

MAIN STREET/SR-28 & LILA AVENUE MIXED-USE POLICY RECOMMENDATIONS

Since both corridor areas share many similar attributes, challenges and opportunities; the following recommendations apply to both corridors, unless otherwise noted.

3.04 - Consider the adoption of a mixed-use strategy for the corridor areas. This would include the creation of a flexible zoning framework to allow for developers and the City to collaborate in designing a more dense mixed-use development pattern. One key feature of this approach is the allowance to incorporate various residential dwelling products into the development plans.

3.05 - Consider providing flexibility for residential densities for mixed-use projects with a residential component. Providing for increased residential densities can often serve as a key incentive to attract a developer to invest money in a re-development or adaptive re-use project. Incorporating a residential land use component into a mixed-use project is also vital for creating the critical mass of consumers that the retail, restaurant and destination business owners require. It is recommended that in depth discussion and analysis involving the appropriate City stakeholders take place in order to arrive at a reasonable and balanced residential density framework. This framework should balance the need to attract quality developer interest without creating an "over-built" residential project.

3.06 - Study the implementation of access management regulations in the Zoning Code and Subdivision Regulations to provide appropriate controls over future access to the corridor roadways (see access management section).

3.07 - Discourage the linear spread of commercial activities along the Lila Avenue and Main Street commercial corridors in favor of a nodal development pattern where planned commercial facilities are encouraged at strategic nodes along the corridors.

3.08 - Building upon the established aesthetic theme from the Downtown Milford area, review the Zoning Code and identify opportunities to create design guidelines standards to promote the established design theme for these commercial corridor areas.

3.09 - Avoid inconsistent land use planning along the corridor areas. Consider Zoning Code amendments or overlay districts to address site and building design guidelines for future new and redevelopment projects.

- Design guidelines should address the following elements, at a minimum: Exterior building materials and colors, architectural design including treatment of roof lines, facade design, and entryway orientation, mechanical equipment screening, pedestrian access, common areas and screening.

3.10 - Consider the addition of Zoning Code text to require open space requirements for future commercial, office and medical developments. Open spaces should be designed in a manner that is well integrated with the overall development while providing a functional use that supports and promotes the development's users and visitors alike.

FOCUS AREA #3: MAIN STREET TRANSITIONAL MIXED-USE CORRIDOR

The map below identifies a small but very important portion of the Main Street corridor which spans the gap between the centralized “Five Points Corridor Hub” and the gateway to Downtown Milford. This planning area is given the term “Transitional” as this section of the Main Street corridor plays a vital role in connecting those design and branding elements found in Downtown on through the rest of the commercial corridor areas of Main Street/SR-28 (up to the I-275 Interchange) and the Lila Avenue corridor area.

This planning area has been slowly transforming into a mixed-use district where single family residential dwellings are interwoven with lower intensity retail, services, and professional office uses. This Focus Area Plan will identify adaptive reuse strategies and tactics for encouraging the continued mixed use development pattern in a manner that is both sustainable and compatible with adjacent residential areas along this corridor. This planning area will also be a key component in linking the design and branding themes set forth in the Downtown area with the larger corridor areas.



PLAN HIGHLIGHTS



① Decorative Cross Walk Improvements



➡ Streetscape Improvements



Park / Gateway Feature at Milford Main

MAIN STREET TRANSITIONAL CORRIDOR POLICY RECOMMENDATIONS

3.11 - Zoning Overlay District: Explore the creation of a zoning overlay district to be placed over the appropriate parcels within this transitional corridor area. The overlay district would contain certain site development and permitted land use regulations specific to the adaptive reuse of single family residential homes into low intensity commercial uses along this portion of the corridor.

3.12 - Site Development Standards: Converting to this type of mixed use environment requires certain development regulations that are flexible enough to encourage a properly planned mixed use district while being specific enough to direct the orderly and efficient redevelopment of this area. Some of the standards to be addressed would include rear yard parking, low intensity signage, hours of operation and the types of land uses permitted.

3.13 - Parking Regulations: Providing for flexibility in off-street parking for this type of district is paramount to the success of the businesses located there. Limited parking should be allowed in the rear yard of business properties in this district. Screening and buffering standards should be implemented and consistently enforced to provide protection for adjacent residential land uses.

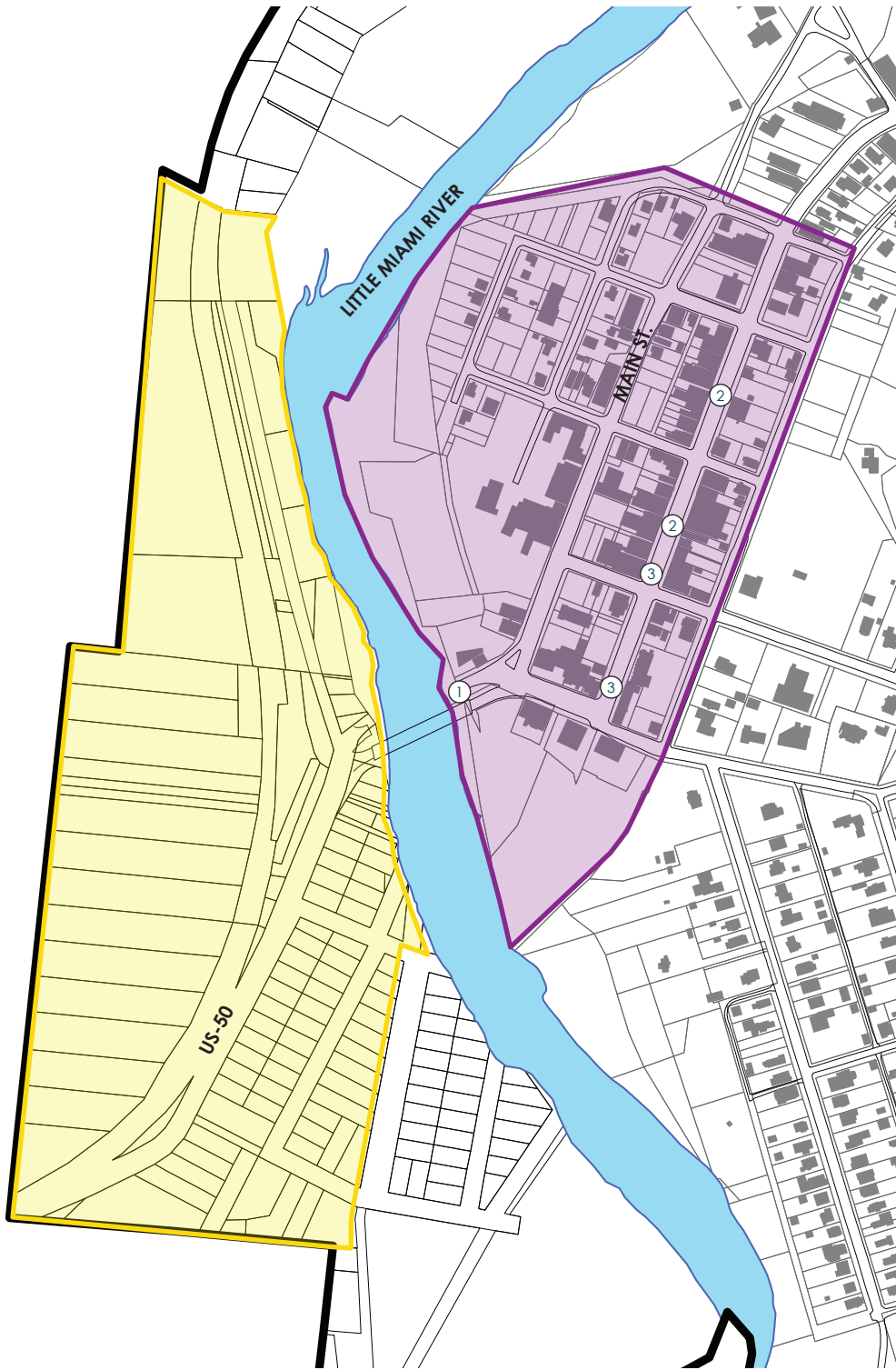
3.14 - Sign Regulations: The number and sizes for permitted signs should be limited in this district. Signage should be small and primarily focused on ground mounted or projecting style signs.

3.15 - Hours of Operation: Respecting the close adjacencies of residential properties to this transitional mixed-use district, hours of operations for businesses should be limited to avoid potential noise pollution issues late at night and early in the morning. This should be a limited issue if the permitted land uses focus on lower intensity retail, service and office as opposed to dining and entertainment uses that stay open longer into the evening periods.

3.16 - Permitted Land Uses: The permitted land uses in this district should include lower intensity uses and feature a mix of office, retail, service and residential. Controlling the density and intensity of redevelopment projects in this district is critical to maintaining an appropriate scale with the surrounding residential properties.

FOCUS AREA #4: DOWNTOWN & US 50 STRATEGIES

This Focus Area Plan includes the Downtown Milford Area and the small commercial corridor situated along US 50 directly adjacent to the Downtown along the Little Miami River.



PLAN HIGHLIGHTS



① Bicycle Repair Stations



② Parklet Outdoor Dining Opportunities



③ Rooftop Bar / Outdoor Dining

DOWNTOWN MILFORD POLICY RECOMMENDATIONS

3.17 - Reposition Downtown as an Entertainment Destination. Take steps to pro-actively attract entertainment and food orientated businesses with enhanced programming. Recruit successful businesses that may be a good fit for downtown Milford.

3.18 - Explore Downtown gateway signage features. Currently, there are limited signage or other elements that indicate to a visitor that they are entering the Downtown area. By creating appropriately scaled gateway signage at both gateways along Main Street, a visitor understands they are entering a special district. It is a further opportunity to help brand the City overall and create a unique sense of place, which in turn, helps create the perception that Milford is a destination City.

3.19 - Implement a City-wide wayfinding system to include many wayfinding elements within and adjacent to the downtown area. The goals are two-fold. First, adequate wayfinding signage will greatly assist downtown visitors in understanding what businesses and other community assets are located in the district. The goal is that this would equate into longer downtown stays and more dollars spent on local businesses. The second goal is to promote other Milford assets located outside of the downtown area. An effective wayfinding system can leverage the large number of downtown visitors and promote other areas of interest within the City such as other shopping districts, City park and recreation facilities, the Urban Trail System and other key areas of interest within Milford.

3.20 - Upgrade the traffic signal mast arms at the intersection of Main Street and Locust Street to match those newer designs found immediately after the bridge crossing along Water Street and at the intersection of Main Street and Garfield Avenue. This will provide a more consistent look and feel for visitors throughout the downtown area.

3.21 - Seek opportunities to create improved public gathering spaces. These spaces need not be large in area, but should be placed in strategic areas within Downtown to meet goals of creating a more welcoming shopping and dining experience. Additional rest areas also help encourage longer visits from older visitors who may need to stop and rest more frequently than younger visitors.

3.22 - Explore strategies to "soften" the overall look and feel of the Main Street corridor through downtown. Limited vegetation plantings currently exist along this corridor. Increasing the amount of vegetation will serve to create a more welcoming environment. Increased vegetation along the corridor will also serve to create a (perceived) safer pedestrian experience along the corridor. Plantings in strategic locations along portions of the sidewalk can help achieve a perceived safety barrier for pedestrians as opposed to simply having the sidewalk sit flush with the roadway. Many studies have shown that shoppers who feel safer navigating within an urban district are far more likely to stay in the district longer which equates to making more purchases from the businesses located in the district.

3.23 - Consider creating spaces for public art displays at strategic locations in the downtown area.

3.24 - Take steps to create a more bicycle friendly environment in the downtown area. Some improvements to consider may include:

- Increase the number and capacity of bicycle racks and shelters. Bicycle racks can also be designed to incorporate the City's brand and theming elements or could also include public art elements as well. Install bicyclist friendly wayfinding signage in the downtown area. The rationale is to provide cyclists entering or passing through downtown with clear wayfinding for other points of interest within the City which may include: Access to the Milford Urban Trail System, (future) expanded bicycle storage facilities at Riverside Park and dining and entertainment districts not in the downtown area yet still easily accessible via a bicycle.

3.25 - The City should consider certain zoning strategies to encourage a more balanced mix of retail versus office uses within the Downtown area. Currently, there are many small office users in the downtown area. Office land uses positively contribute towards the overall City tax base. However, too many office users in a retail and dining district can become unbalanced and generate less foot traffic, as compared to a district that is heavier on retail, dining and entertainment uses. Zoning strategies may include a review of the permitted land uses in the downtown area. A zoning overlay district may be one method to apply specific regulations over the downtown area to implement zoning approaches that would encourage a higher percentage of retail, dining and entertainment uses within the downtown area. Conversely, the two commercial corridor districts and the Main Street Transitional District may be better suited for larger concentrations of office land uses and should include zoning strategies that promote such uses.

FOCUS AREA #5: DESTINATION STRATEGIES

The concept of creating new and unique opportunities to further enhance Milford's status as a Destination Community were discussed during Steering Committee meetings. Three City assets were identified as focus areas for creating a more destination presence within the City. Those three assets are the Little Miami Scenic Trail, the Little Miami River and Downtown Milford. The following pages will provide destination enhancing recommendations for these three community assets.

DOWNTOWN MILFORD DISTRICT POLICY RECOMMENDATIONS

Refer to the redevelopment focus area plans that include the downtown area.

THE LITTLE MIAMI SCENIC TRAIL POLICY RECOMMENDATIONS

3.26 - Explore strategies to transform Milford into a more "thru hiker" and "thru biker" friendly destination. The goal is to provide those amenities that will invite users to spend more time and dollars within the City. Such amenities may include the addition of public shower facilities, increased low intensity lodging options in the downtown area and improved wayfinding to direct the "thru hikers / bikers" to the many Milford shopping, dining and entertainment options near the trail.

3.27 - Increase efforts in promoting the existing Milford Urban Trails System to both Milford citizens and on a wider local and regional scale.

3.28 - Create additional trail stops approximately every $\frac{1}{4}$ to $\frac{1}{2}$ mile through the Milford portion of the Little Miami Scenic Trail.

3.29 - Explore where additional pedestrian crosswalks could be installed at strategic locations around the trail and downtown areas.

3.30 - Consider a new trail connection to the River's Edge retail development to increase pedestrian and biking connectivity to this destination hub.

3.31 - Explore local and regional partnering opportunities with other interested organizations in pushing forward and promoting the attributes of the Little Miami Scenic Trail and the City of Milford.



Milford Trailhead



Little Miami River Water Trail

THE LITTLE MIAMI RIVER POLICY RECOMMENDATIONS

3.32 - Increase efforts in promoting the activities available in Milford relative to accessing and using the Little Miami River. Promotion efforts should extend to a regional audience in attempting to attract visitors to the City.

3.33 - Create additional opportunities for new and expanded access to the Little Miami River.

3.34 - Consider increased recreational programming based on river activities. Some of the identified options could include the promotion of: fishing, canoe/kayak races, and other water related events.

3.35 - Explore the potential for new campsite areas near the trail and/or downtown areas to encourage overnight stay options for thru hikers.

FOCUS AREA #6: SUSTAINABILITY

This sustainability section provides suggested initiatives targeted at furthering key goals for various future land use planning areas. The initiatives and techniques detailed in this section offer a best practices viewpoint on the subject matter. The intent of these toolbox items is to provide the City of Milford decision makers with direction and strategies to be incorporated into the development proposal review and approval processes. Another use of these techniques serves as a beginning point for adopting additional Zoning Code amendments and other non-zoning initiatives aimed at furthering the goals of this comprehensive plan.

LOW IMPACT DEVELOPMENT (LID) DESIGN PRINCIPLES

Low Impact Development (LID), often referred to as Conservation Development, combines a number of design, pollution prevention and treatment Best Management Practices (BMPs) to minimize the amount of untreated storm water runoff leaving a site. Innovative planning can result in a site yielding the same number of houses or buildings but with significantly less impervious area. What results is an area with increased infiltration and decreased storm water runoff.

Conservation design or LID design employs concepts like clustering, where buildings are situated closer to one another, which provides for greater common green space. The design still yields the same number of structures and lots yet they are designed to maximize protection of the stream and maintain areas that provide important natural functions.



Bioswale with Native Plantings

BMPs like vegetated filter strips, porous pavement, bioretention areas and vegetated rooftops are often included in an LID design. Some additional benefits of LID include reduced land clearing and grading costs, a potential reduction in infrastructure costs, increased lot and community marketability and a reduction in impacts to local terrestrial and aquatic ecosystems. Savings on infrastructure can be illustrated in a reduction in street lengths, sidewalks and lengths of sewers. In short, LID allows for the full development of the property with reduced associated costs and provide an effective alternative to those wishing to explore the connection between development and environmentally-conscious design.

POLICY RECOMMENDATIONS

3.36 - Provide for smart growth (LEED) incentives. Research the types of incentives local governments are now providing developers and builders for building to LEED certified standards. Early studies are showing a dramatic increase in lease rates, quicker lease-up periods, lower tenant turnover rates and high worker productivity in buildings built to LEED standards. Examples of potential LEED based incentives may include: increased CRA tax abatements, providing reduced or waived zoning related fees and providing fast track review for LEED projects.

3.37 - Consider amendments to the Zoning Code requiring the reasonable use of a minimum level of sustainable design elements. Various facets of a site development project may be appropriate to require sustainable design principles including the use of bioswales and rain gardens, low impact grading techniques, and alternative stormwater management design.

3.38 - Utilizing the flexible planning authority granted for planned unit developments and zoning overlay districts, consider the adoption of a low impact development (LID) points system to increase the level of sustainable design practice for a development. A points system may be created to provide zoning density bonuses for developers implementing low impact development design techniques and features. Such requirements would not affect the development potential of a site, but would encourage better site planning essential to ensuring the preservation of the City and outlying areas.

3.39 - Consider the requirement for new developments to prepare a Resource Conservation Plan as part of the plan review process. The Resource Conservation Plan would require that the layout of the lots or development occur so that the areas identified as being important in the site analysis are preserved and the areas of secondary importance are used for development.

3.40 - As a policy goal to be inserted into a future sustainable design section of the Zoning Code, require a site design to capture, slow, and treat stormwater runoff by reducing impervious surfaces, harvesting rainwater, and directing remaining stormwater runoff to soil- and vegetation-based water treatment methods, such as vegetated bioretention facilities, rain gardens, wetlands, green roofs, and bioswales. Maintain and restore vegetation to ensure water can percolate into the soil or groundwater. Reference the applicable sections of the subdivision regulations for additional direction towards creating sustainable design practices for site plan reviews.

3.41 - Require the use of native and appropriate non-native plants adapted to site conditions, climate, and design intent to support biodiversity, reduced pesticide use, and water conservation within the City. Projects should use only non-invasive plants that are nursery grown, legally harvested, or salvaged for reuse from on- or off-site.

3.42 - Locate vegetation to aid in the reduction of energy costs and consumption needs by placing vegetation or vegetated structures in strategic locations around buildings. To reduce urban heat island effects, use trees, green roofs, or vegetated structures (e.g., trellises) to cover non-vegetated surfaces such as walkways, roofs, or parking lots, and select vegetation-based methods to achieve stormwater management goals for the site.

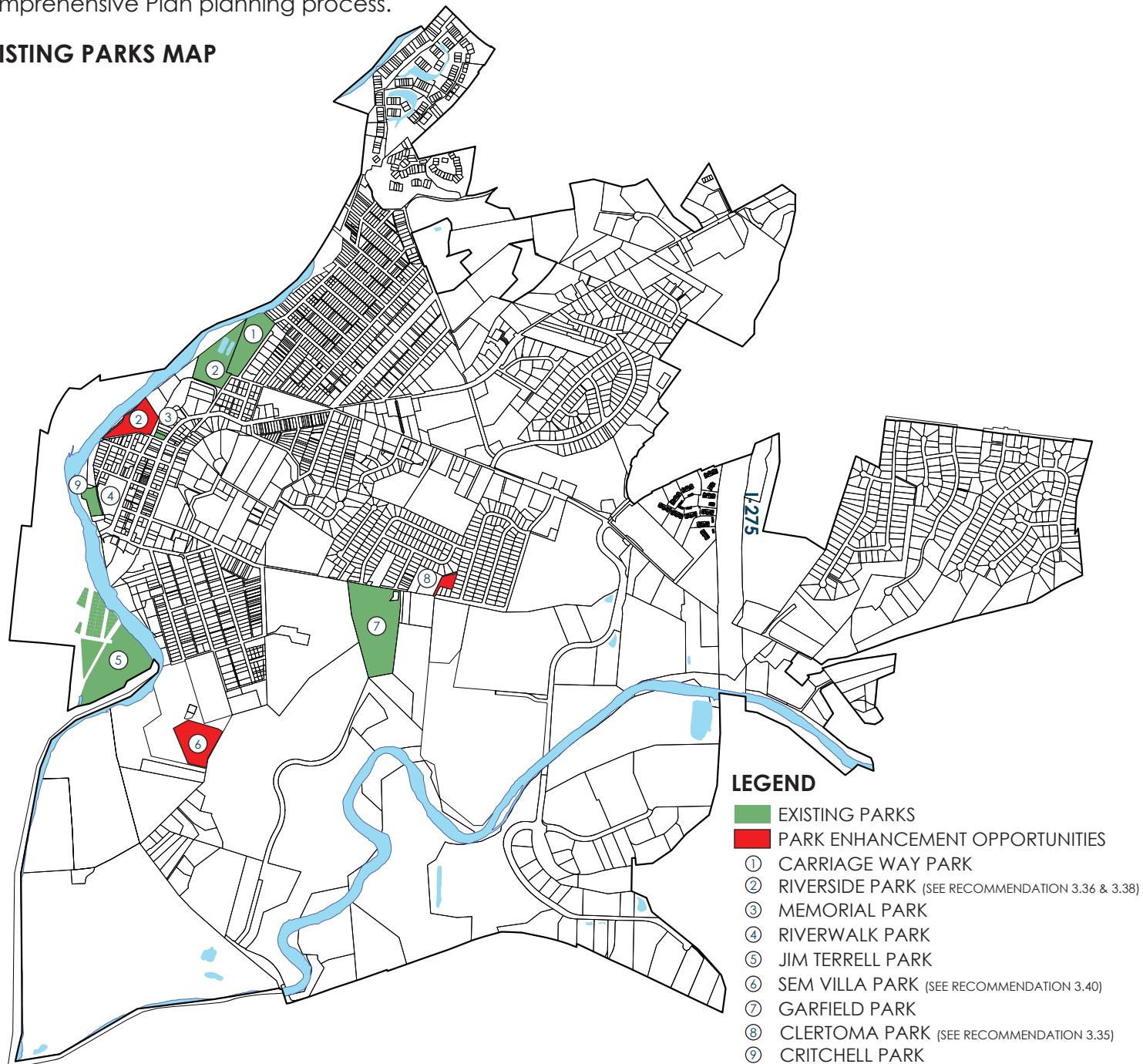
3.43 - Low impact development standards may be incorporated into economic development program guidelines. For example, when considering a CRA tax abatement or TIF district application, part of the eligibility requirements may include points granted for the level of low impact development design attained. This type of application is reserved for large scale commercial and mixed-use projects.

FOCUS AREA #7: PARKS & RECREATION

Parks and Recreation are a vital component to the overall success and livability of the City of Milford. Although Milford currently offers several park and recreation facilities, several facility and programming recommendations were generated throughout this planning process. Strategies and tactics were discussed with a goal of enhancing the Milford physical landscape and associated recreational features that so many citizens and visitors value. The general sentiment is to create more healthy options in the community while focusing on the many existing park and recreational facilities the City currently features, in lieu of seeking new park land.

The parks and recreation element also features ideas for incorporating refreshed branding and theming into the park system which will help create a unique sense of place for the City of Milford. The map below identifies the current Milford park facilities in addition to a few recommendations generated through the Comprehensive Plan planning process.

EXISTING PARKS MAP



City Owned Parks & Greenspace	Area (acres)
Carriage Way	5.90 ac
Riverside 1	3.60 ac
Riverside 2	4.30 ac
Locust Street Greenspace	0.25 ac
Memorial	0.40 ac
Cash Street	0.10 ac
Terrell	27.30 ac
Semvilla	4.70 ac
Garfield	14.89 ac
Garfield (Finley Ray)	17.70 ac
Clertoma	0.90 ac
Milford Parkway	12.30 ac
Gatch Property (Happy Hollow)	22.70 ac
Critchell	1.50 ac
Riverwalk	0.10 ac

Parks By Others	Area (acres)
American Legion	1.50 ac
Little Main Scenic Bike Trail	-----
Milford Main	3.80 ac
Milford South	13.90 ac
Terrace Park Country Club	163.90 ac
Finley Ray	59.20 ac
Expressway	20.80 ac
Cincinnati Sand & Volleyball	5.80 ac
Valley View	155.00 ac

POLICY RECOMMENDATIONS

3.44 - Collaborate with Valley View to increase exposure to this wonderful City asset.

3.45 - Clertoma Park is currently underutilized in its current state. Explore new types of programming for this site which will generate more usage of this facility. As an alternative, explore the possibility of disposing of this park facility.

3.46 - Look for opportunities to create natural playground elements within a Milford Park. Natural playground features may include: earthen play mounds and natural play elements such as log balance beams and boulder stepping stones.

3.47 - Consider adding new programming to the current Milford parks and recreation offerings. Some examples identified by the Steering Committee and public input include: a more robust lecture series, outdoor entertainment series (music, dance, outdoor theatre), and leverage the Little Miami River with fishing and canoing/kayak classes. This plan notes that the major barrier to increased programming is limited City staff and budget related. Additional programming requires additional staff resources as well as additional program funding.

3.48 - Take steps to collaborate and partner with local business owners and the school district to assist in the creation of increased programming opportunities and to help defray the cost of new programming.

3.49 - Consider the creation of a dog park at an existing or new park facility (Riverside Park)

3.50 - SEM Villa Park is currently viewed as underutilized. Explore new types of programming for this site which will generate more usage of this facility. One noted programming upgrade was creating a walking / running trail serving the park.

3.51 - Take the lead in promoting the existing Farmer's Market or moving it to a strategic location within the City. Partnering with local businesses and the Chamber of Commerce in this effort is encouraged.



Frontier Days



River Access



Natural Playground

3.52 - Consider placing a park levy on a future ballot for consideration of the voters of Milford. The park levy could be earmarked for improvements to existing park facilities given the inventory of available park sites available in the City.

3.53 - Explore strategies to increase Little Miami River access opportunities. One option to consider is a new river access at East Fork near Rivers Edge.

3.54 - Several recreation-based pedestrian and biking connectivity recommendations are included in the Transportation chapter of this Plan.

FOCUS AREA #8: ECONOMIC DEVELOPMENT

Pursuing increased Economic Development initiatives were identified in the planning process as a key priority in order to create a long term sustainable revenue stream for City operations / improvements and to minimize the number of tax levy initiatives put before the voters. As stated in other portions of this Comprehensive Plan, positioning the City for desired redevelopment opportunities will be Milford's most successful method for increasing its tax base over the long term. The ideas mentioned in this Focus Area Plan will suggest methods to help implement that long term goal.

POSITIONING FOR REDEVELOPMENT

The City currently has a community improvement corporation in place. The Milford CIC has historically not been active in redevelopment efforts. Given the flexibility afforded to Ohio CIC organizations, the Milford CIC should be utilized as a tool to assist in the communities' redevelopment efforts. The most common role of a CIC is serving as a framework to acquire or divest in potential redevelopment parcels. Many times, this scenario involves a municipality acquiring land for future redevelopment and then a private developer is selected for the site in a manner that fits the vision of the City. The CIC may also hold investment or rental property and realize a revenue stream from those properties that can, in turn, be applied toward future public sector improvements or the acquisition of additional properties identified for redevelopment.

STRATEGIC PROPERTY ACQUISITIONS FOR REDEVELOPMENT

The City should consider creating a long-term redevelopment property acquisition plan to generate future opportunities for development projects. This is a common approach in today's development environment that features more public-private partnerships than has ever been seen before. An initial plan for achieving strategic property acquisitions would include a conceptual funding plan as well as identifying those areas within the City where controlling parcels for future redevelopment would be advantageous. Properties in the targeted redevelopment areas should be monitored for when they go on the market for sale or may be delinquent in real estate taxes. Assembling parcels for future redevelopment typically takes several years. However, the ability to steer redevelopment to specific locations featuring desired land uses can be very successful in jump starting Milford's redevelopment efforts.

REBRANDING THE CITY OF MILFORD AS AN ECONOMIC DEVELOPMENT TOOL

This Comprehensive Plan addresses recommendations to undergo a community branding and repositioning initiative in order to better establish a unique position for the City of Milford to occupy within the larger regional market. A rebranding effort has direct benefits toward promoting the economic development opportunities that exist within the City. Milford's overall brand program should convey the strengths and opportunities within Milford while promoting a clear sense of vision and direction on where the Milford community sees itself in the future. A strong and identifiable City brand will be viewed as an asset to developers who are often considering sites for redevelopment in many different competing communities. Incorporating a strong public relations (PR) campaign goes hand in hand with promoting the brand. A consistent PR message will serve as a primary driver of Milford recognition within the developer community.

The Ohio Revised Code provides community improvement corporations with broad authority which includes the ability to perform the following functions:

1. Borrow money for any purpose of the CIC
2. Provide loans to individuals or businesses
3. Buy, lease, sell real or personal property and assets of an individual or business
4. Enter into contracts with federal, state, and local governments
5. Apply for and administer grants

CODE ENFORCEMENT AS AN ECONOMIC DEVELOPMENT TOOL

Utilizing Zoning Code and property maintenance code enforcement in the corridor and downtown areas will greatly assist with increasing the overall attractiveness of the developer investment funds. Developers typically wish to see the local community enforce these codes to help protect their investments. Consistent code enforcement also assists with maintaining property values and creating a more stabilized template for redevelopment efforts going forward.

POLICY RECOMMENDATIONS

3.55 - Identify ways to leverage the permitted functions of the Milford Community Improvement Corporation. The Milford CIC should serve a key role in the strategic redevelopment throughout the city, particularly if public private partnerships are desired to foster redevelopment projects.

3.56 - The City should consider creating a long-term redevelopment property acquisition plan to create future tax revenue opportunities. This is sometimes referred to as “land-banking” and can be a very successful catalyst to spur redevelopment activity and ultimately attract private sector investment into the City of Milford.

3.57 - The City should considered undergoing a rebranding exercise and ultimately adopt a plan to assist in positioning the City from a local and regional standpoint. A rebranding effort should ultimately support the vision of City Council for the future make-up of Milford. The rebranding plan will play a critical role in developing the external and internal image of the City of Milford. In order to attract both consumers and private development investment, this message must be simple, recognizable and able to convey what Milford stands for and where the City is headed.

3.58 - Consider increasing the enforcement of property nuisance and other zoning related violations in a more proactive manner. The City may consider adopting the International Property Maintenance Code as a compliment to the existing property maintenance related guidelines found in the Zoning Code. The City should also consider reviewing the Zoning Code for areas to create more robust property maintenance and sign related guidelines and enforcement provisions.

FOCUS AREA #9: BRANDING & WAYFINDING

Wayfinding is the art of using landmarks, signage, pathways and environmental elements to help first time visitors to Milford navigate and experience the community. An effective wayfinding system speaks in one voice with a singular graphic style, building consistency into each and every element of Milford's branding. It's more than just signage; it really is another element in the community landscape that says we care about the Milford community and we want to make the experience of visiting an amazing one.

WAYFINDING GOALS

- Improve and assist the community and visitors in navigating Milford with comfort and ease
- Consider and expand on existing design themes / sign types to create a more unified branding approach
- Project a recognizable design aesthetic
- Enhance public safety
- Promote tourism and business sales in the City
- Strengthen Milford's brand and reinforce a positive sense of place
- Reduce City sign clutter
- Locate signage in clearly visible places
- Strengthen community pride

LANDMARKS

Landmarks provide the user with visual and contextual cues that aid in navigation through a city. Visibility is the primary goal of effective landmarks. If the user has the ability to see the landmark from the surrounding area they can orient themselves to it as a base point for future navigation decision making. Landmarks can be both local and global in scope. Examples of local landmarks can simply be a memorable space/plaza or a string of parks surrounding an urban core. Whereas a global landmark transcends multiple areas and can be seen from a distance.

WELL STRUCTURED PATHWAYS

Well structured paths are continuous in their design and clearly provide a sense of their end destination. Entrances and exits should be clearly marked so users know they are entering the pathway system. Progress markers and signage should be present to inform the user along their length. These pathway systems serve as the vehicle to connect various points of interest through the City and can be both vehicular and pedestrian in nature.



City Branding Opportunities through Sign Programs

The best practices to establish a meaningful and successful wayfinding system are outlined in the four principles below:

1. Using landmarks to provide orientation and memorable locations
2. Create well-structured paths
3. Create areas of differing visual character
4. Provide simple & minimal choices in navigation

AREAS OF DIFFERING CHARACTER

The City of Milford can be subdivided into areas or districts with distinct visual character that assist in wayfinding and branding. There are many ways to set differing regions apart from one another including: visual appearance, function or use, and content. Different areas within the City can have definite boundaries, such as natural features like the Little Miami River, or they can be subjective and undefined with transitional zones that blend multiple areas together. By creating a unique visual identity for each district or sub-area within the City, the user can distinguish one space from another and recognize that they have entered a new area of town.

SIMPLE CHOICES IN NAVIGATION

Clear and concise options for navigation should be present to guide the user through Milford and not add confusion to their route. Unified locations and visual elements of signage that transcend varying regions of the community help to create a repetitive pattern for wayfinding as the user moves through the City. Due to the speed at which vehicular occupants are moving through areas of the City, simplicity is paramount for any branding or signage that aims to attract their attention even if only for a moment.

PRIMARY COMMUNITY GATEWAY SIGNAGE

Primary community gateway signage should be designed in a manner that both creates a memorable impression for visitors while also incorporating community-wide branding elements such as material selections, colors and City branding themes. The size and context of primary community gateway signage may vary based upon the sign location and theming elements. For example, primary gateway signage may include larger, more prominent City themes when located at the community's primary front door along Main Street at the Interstate 275 interchange area. Likewise, other primary gateways may provide for a slightly smaller scale when located at the Water Street Bridge Crossing and along Milford Parkway at the River's Edge commercial area.



Primary Wayfinding Signage along a Suburban



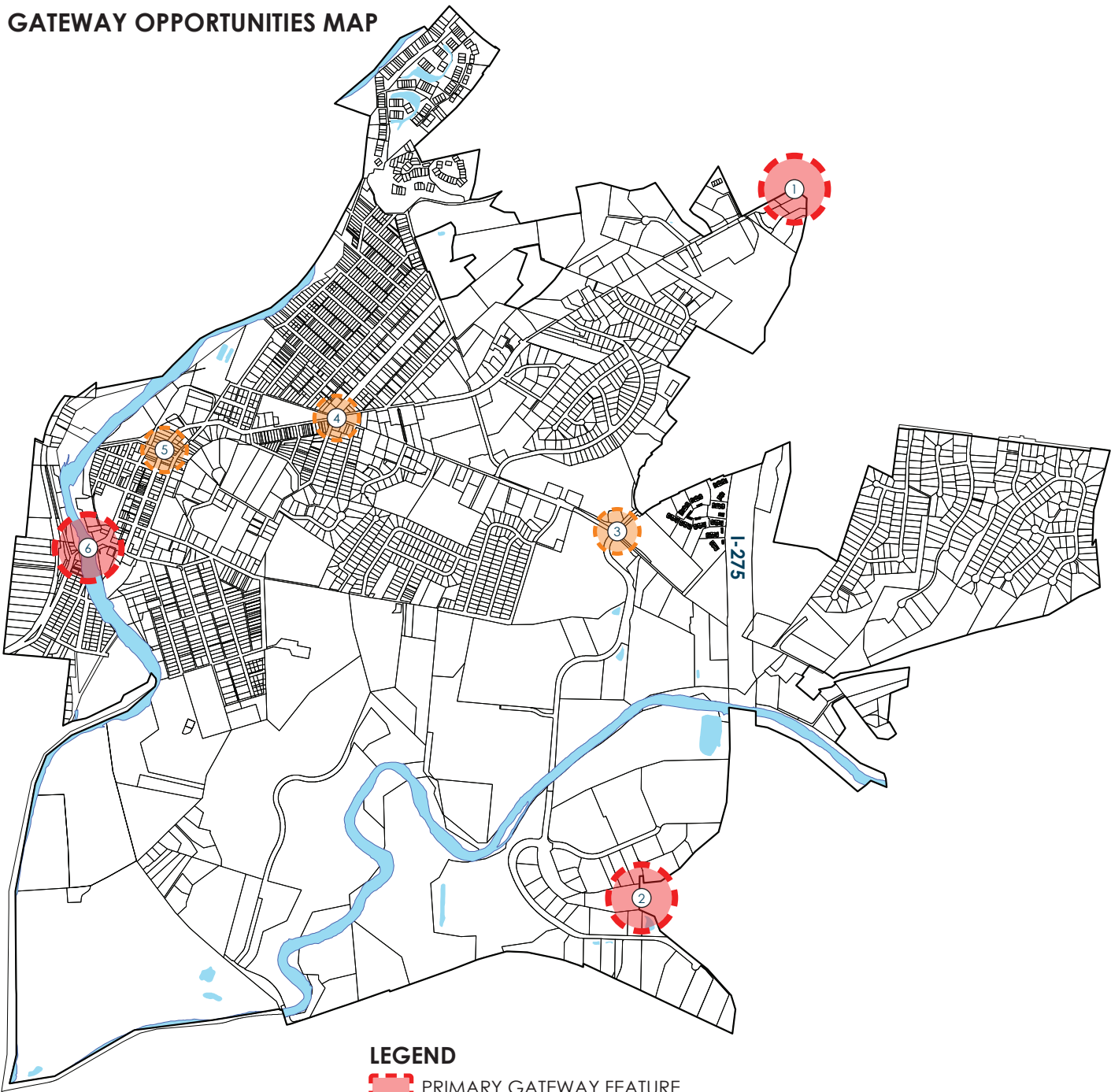
Distinct Secondary Wayfinding Signage

SECONDARY COMMUNITY GATEWAY SIGNAGE



Secondary community gateway signage has been traditionally relegated to smaller wooden or metal based sign structures featuring basic sign plates. Although secondary gateway signage should be smaller in scale, there is still ample opportunity to promote a larger Milford community brand and message by incorporating a recognizable logo or brand element into this smaller signage design. Secondary gateway signage can provide excellent opportunities to create sub-district branding. This may be helpful in creating awareness for the gateways into the Lila Avenue corridor and at the Five Points Corridor Hub intersection.

Incorporating art and sculpture into a community gateway design can also assist in creating a unique and defined brand perception of the City of Milford.

GATEWAY OPPORTUNITIES MAP



LEGEND

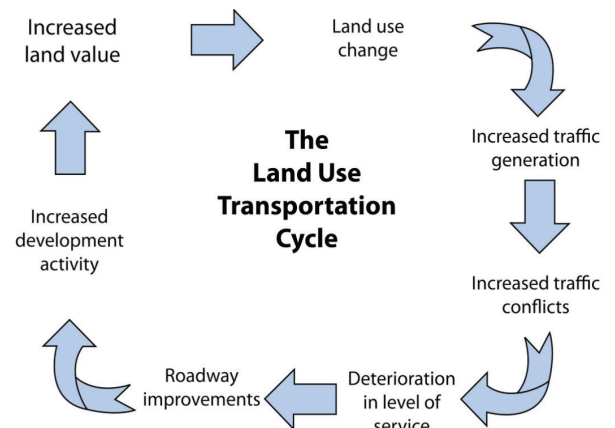
-  PRIMARY GATEWAY FEATURE
-  SECONDARY GATEWAY FEATURE
- ① MAIN STREET & INTERSTATE 275
- ② MILFORD PARKWAY & INTERSTATE 275
- ③ LILA AVENUE
- ④ FIVE POINTS INTERSECTION
- ⑤ MAIN STREET & SYCAMORE STREET INTERSECTION
- ⑥ WATER STREET BRIDGE

CHAPTER 4: TRANSPORTATION



The planning and design of transportation facilities such as roads, driveway access points, sidewalks, and bike routes have a major impact on the community character of the City of Milford. The alignment and sizing for roadways and pedestrian pathways are often the result of land use decisions. The goal would be to preemptively plan for new and upgraded transportation network projects instead of having changes in land use drive the need for infrastructure improvements.

Funding, right-of-way and other key factors often make it difficult to account for a development related improvements before they occur. However, with a transportation plan in place along with recommended zoning regulations and other development controls, the City should be placed in a more proactive position going forward. This plan serves to integrate and enhance the local master planning and corridor planning efforts to further the City of Milford's development and transportation goals and objectives.



Improved integration of land use and transportation planning can reduce the need for unnecessary roadway expansion and maintain the quality of the Milford community. Two effective strategies useful for integrating land use with transportation are: Nodal Development and Access Management guidelines. Nodal Development concentrates development (e.g., creates concentrated and planned activity centers along a long corridor) to encourage higher density development around planned roadway and intersection improvements so that land between nodes can be used for low density, low traffic land uses.

Access Management is the ability to control and restrict the number, location and sharing of access points to a property. Strong consideration should be given to incorporating these land use and transportation policies into the City of Milford site plan review and subdivision plan review processes. Doing so will significantly improve economic development attraction efforts and increase the overall roadway levels of service. Recommended access management strategies are described in greater detail in this Chapter.

FUNCTIONAL HIGHWAY CLASSIFICATION MAP

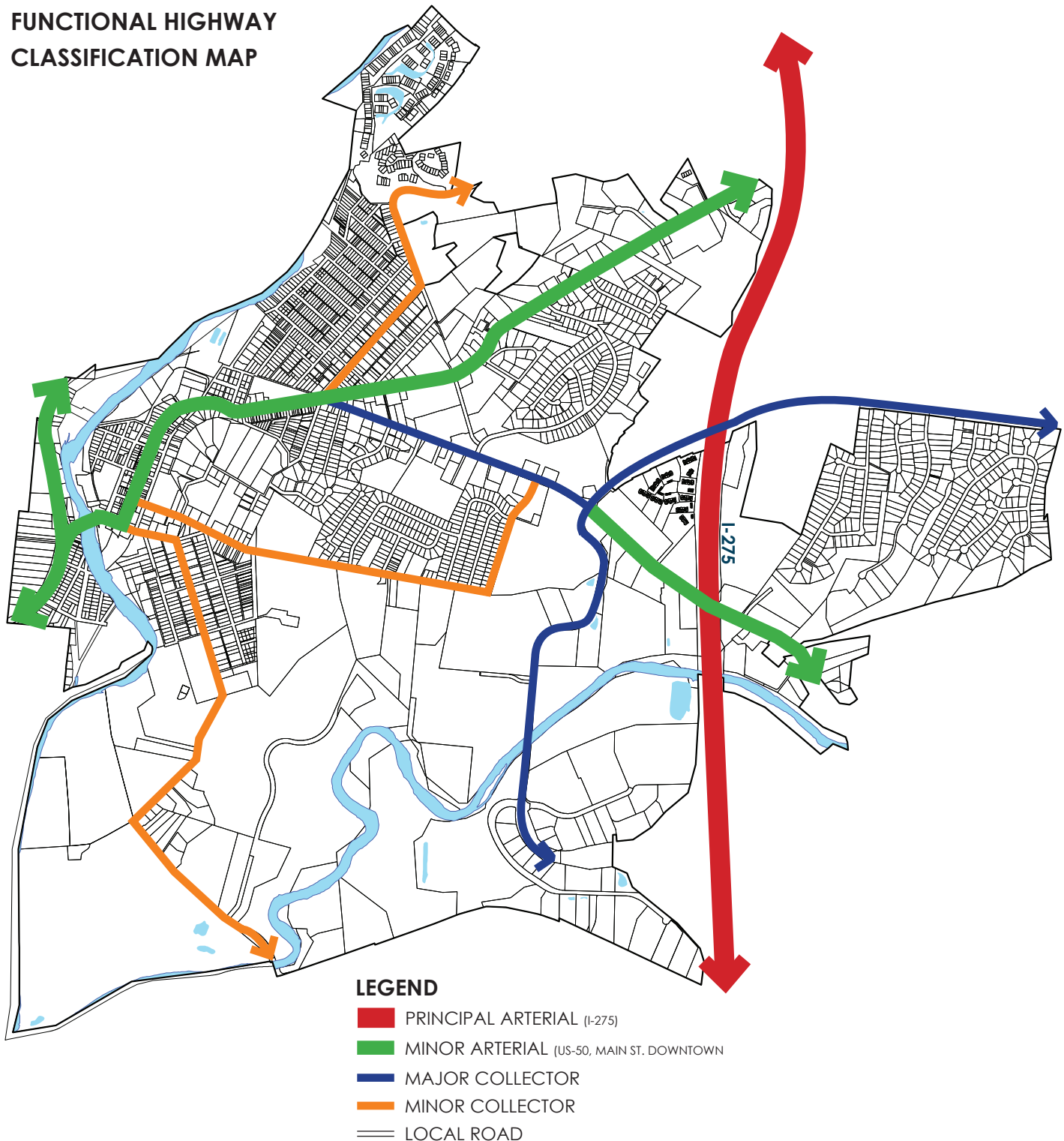
Many communities adopt a highway functional classification map to help guide future roadway planning. The purpose for classifying highways in this manner is to determine which roads, streets and highways are eligible for federal transportation funds. This classification map is also used to establish design criteria for various roadway features, and also serves as a management tool to measure a route's importance in project selection and program management. These maps categorize roadways within the community as Principal Arterials, Minor Arterials, Collectors and Local Roads. Principal Arterials and Collector Roads are further subcategorized. The Ohio Department of Transportation provides definitions and characteristics of each highway classification as summarized below:

- Principal Arterials: Interstates are the highest classifications of arterials and are designed and constructed with mobility and long-distance travel in mind.
- Minor Arterials: Provide service for trips of moderate length and offer connectivity to the higher Principal Arterial system.

- Major & Minor Collector: Collectors serve the critical role of gathering and channeling traffic from Local Roads to the Arterial network.
- Local Road: Account for the largest percentage of all roadways in terms of mileage, and are not intended for use in long distance travel due to their provision of direct access to abutting land.

Source: Highway Functional Classification: Concepts, Criteria and Procedures, 2013 Edition FHWA

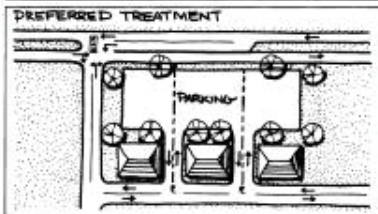
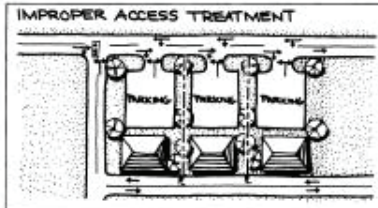
FUNCTIONAL HIGHWAY CLASSIFICATION MAP



TRANSPORTATION ACCESS MANAGEMENT

Access management in The City of Milford is important for both addressing safety issues and for maintaining traffic flow with a minimum of interruption, not only along major roadways within the City, but also on other roadways in the City. Reducing the amount of unnecessary curb cuts and access points can also help to reduce delays in traffic flow, accident levels, and pedestrian conflicts.

Methods



Reverse Frontage Road

In commercially developed areas, such as along Main Street/SR-28 and Lila Avenue where existing businesses are involved, changes in access design may have to wait until a change in the use of a property occurs. Depending on the particular situation, a variety of techniques are available to address existing access problems. Some relatively simple methods for addressing existing access problems include the following:

Reverse Frontage Road

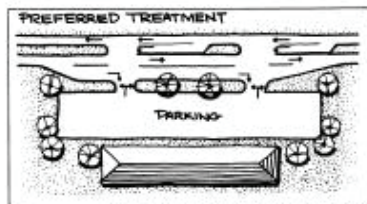
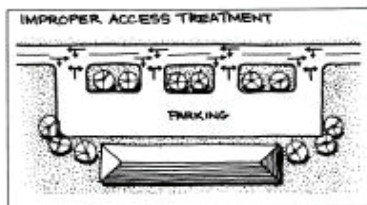
Access to the primary road is denied along the property frontage and is, instead, directed to a roadway along the rear lot line.

Reduce Number of Access Points and Channelized Access

Eliminating excessive driveways and concentrating access at one location reduces the potential for accidents. Turning movements to or from large parcels without control of access can cause rear end accidents, sideswipe accidents, and queuing on the primary road.

Relocate Access Points

This technique involves shifting the access point to a safer, more convenient location. For example, if two access points are too close to each other, one can be moved farther away. When access points on either side of a road are slightly off-set, they can be relocated directly across from each other.



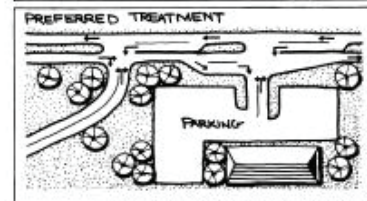
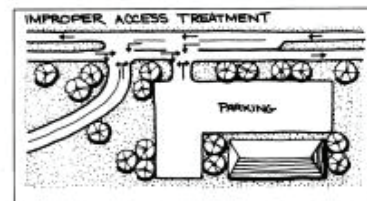
Access Treatment

Combine Access Points

Where feasible, access points on the same parcel or on adjacent parcels should be combined to reduce the total number of access points on the road.

Cross Access

Cross access refers to access between adjacent parcels allowing traffic to move from parcel to parcel (or store to store) without using the primary road. This does not involve any physical change in frontage access but reduces the need to use the primary road.



Access Relocation

COMMUNITY CONNECTIVITY MAP

The community connectivity plan provided in this Chapter, establishes a multi-modal network of connections within the City of Milford to key points of destination such as the commercial corridor areas, Downtown Milford, Trail and River Access points, public park facilities and other identified points of interest. A few high level goals of this connectivity plan are to:

1. Improve the pedestrian / biking connections within the City of Milford for residents and visitors alike.
2. Encourage the use of walking, biking and other alternative modes of transportation.
3. Promote Milford as a healthy community.
4. Help support and promote economic development within the City.
5. Make biking and walking safe and comfortable for a wide range of user groups.



Improve Pedestrian Safety at Vehicular Conflict Points



Expand Existing Bike Lane Facilities



Provide Safe and Accessible Sidewalk Connections

POLICY RECOMMENDATIONS

4.01 - Consider converting the Lila Avenue corridor area to a single lane of traffic each way to create a more destination friendly travel way that also serves to slow down traffic.

4.02 - Look for opportunities to create improved river access and bicycle access at key points in the Downtown area.

4.03 - Explore options to improve the Little Miami Scenic Bike Trail bridge crossing to include enhanced wayfinding signage to points of destination in Downtown and other parts of Milford.

4.04 - Pursue a plan that improves the overall pedestrian / biking interconnectivity network of sidewalks, paths and trails throughout the City. Some of those identified area for improved connectivity include:

- Brooklyn, SR 28
- South to SEM, Pattison, and Valley View
- Finley Ray to Valley View
- SR-131
- Chamber Drive, Milford Parkway, and Rivers Edge
- Kroger shopping center to Valley View possible through Clertoma

- Establish an access road between Garfield Park and Finley Ray to help alleviate traffic
- Encourage bicycle traffic from/to trailhead via Water street safely

4.05 - Consider amendments to the Zoning Code that would require a developer to install sidewalk along their portion of public roadway frontage when developing property in Milford

4.06 - Development and zoning decisions should consider the existing capacity, level of service and intended function of a roadway and recognize the impact development will have on the regional transportation system and local facilities.

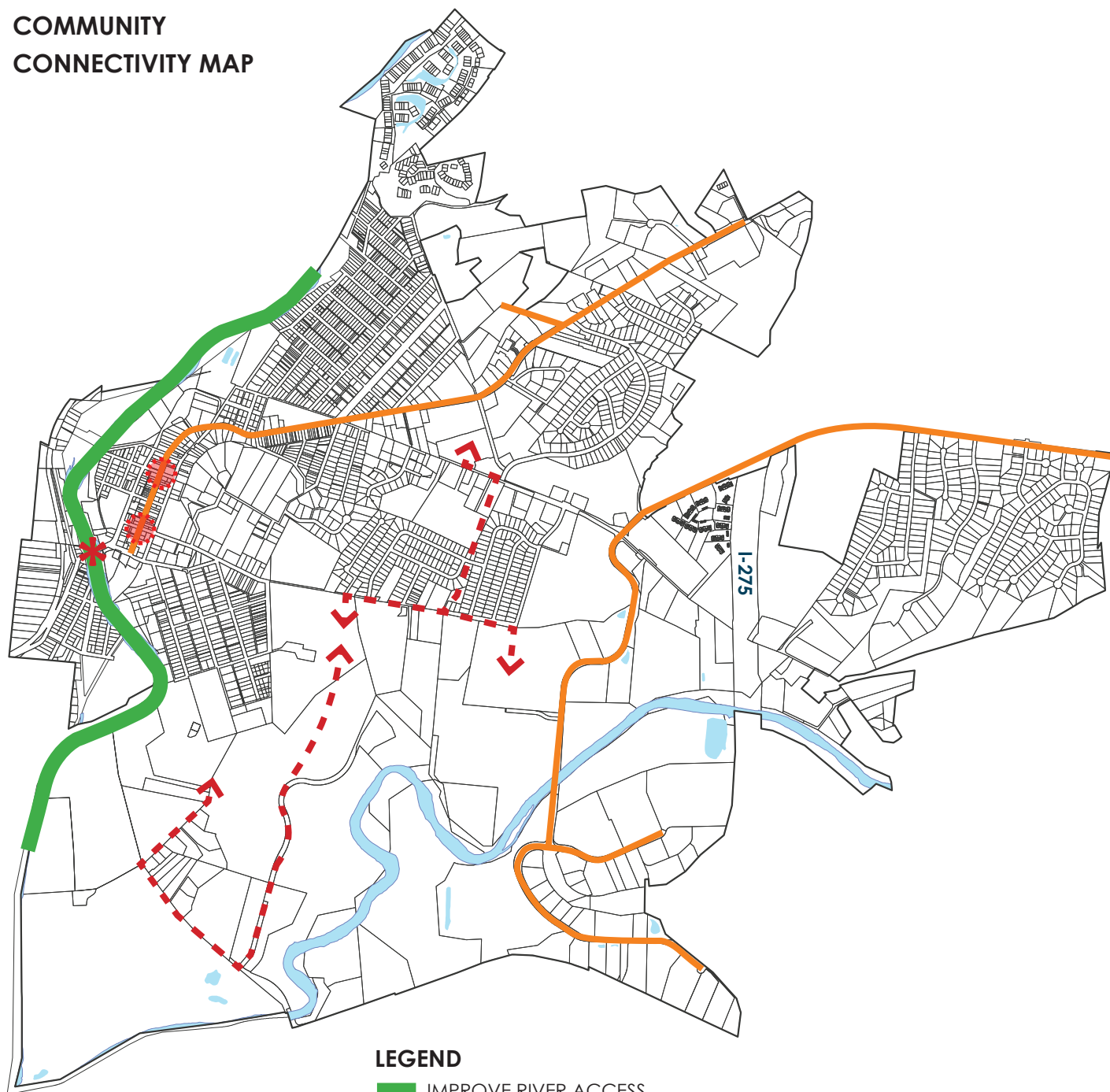
4.07 - Promote a coordinated and safe transportation network within the City. Ensure that future amendments to this Comprehensive Plan (including Zoning Code text and zoning map amendments), conditional uses, development master plans, planned unit developments, and land use regulations are consistent with the identified function and capacity of, and adopted performance measures for, affected transportation facilities within the City.

4.08 - Support the development of an interconnected, multimodal transportation system to serve mixed-use areas, residential neighborhoods, and other activity centers. Provide interconnected local and collector streets to serve new and redeveloping areas and to ensure safe, efficient, and convenient pedestrian, bicycle, and vehicle access with preference for public streets over private streets.

4.09 - Increase the bicycle oriented transportation opportunities within the City. As an initial step, consider drafting and adopting a comprehensive bikeway connection plan to provide the detailed strategy for identifying future bike path routes, connection points and interconnectivity of major existing and future destination points in Milford. A detailed funding strategy should be included for the targeted phased improvements.

4.10 - Promote the creation of enhanced pedestrian transportation facilities. Promote walking as the mode of choice for short trips by giving priority to the completion of the pedestrian network that serves pedestrian oriented districts, schools, neighborhood shopping, and parks. Increase pedestrian safety and convenience by identifying and analyzing high pedestrian collision locations.

COMMUNITY CONNECTIVITY MAP



LEGEND

- IMPROVE RIVER ACCESS
- * IMPROVE BIKE TRAIL BRIDGE CROSSING
- - - BICYCLE ACCESS AT KEY POINTS IN DOWNTOWN AREA
- ROADWAY IMPROVEMENTS FOR PEDESTRIAN & BICYCLE CONNECTIVITY
- - - NEW LINKAGES FOR PEDESTRIAN / BIKING CONNECTIVITY

CHAPTER 5: IMPLEMENTATION PLAN



Policy No.	Policy Recommendation	Implementation Timeline	Responsibility
Development Node Policy Recommendations:			
3.01	Analyze the Main Street corridor to determine the most strategic nodal development districts.	1-3 YRS	COUNCIL & STAFF
3.02	Consider the creation of specific zoning overlay district standards aimed at creating and incentivizing private development investment dollars into identified nodal districts along the Main Street corridor area.	1-3 YRS	COUNCIL & STAFF
3.03	Consider the adoption of economic development incentives specifically promoting private sector redevelopment investment in the identified strategic development node areas.	1-7 YRS	COUNCIL & STAFF
Focus Area #1 & #2: Main Street/SR-28 and Lila Avenue Mixed-Use Corridors			
3.04	Consider the adoption of a mixed-use strategy for the corridor areas. This would include the creation of a flexible zoning framework to allow for developers and the City to collaborate in designing a more dense mixed-use development pattern.	1-3 YRS	COUNCIL & PLANNING DEPT.
3.05	Consider providing flexibility for residential densities for mixed-use projects with a residential component. Providing for increased residential densities can often serve as a key incentive to attract a developer to invest money in a re-development or adaptive re-use project.	1-3 YRS	COUNCIL & PLANNING DEPT.
3.06	Study the implementation of access management regulations in the Zoning Code and Subdivision Regulations to provide appropriate controls over future access to the corridor roadways.	3-5 YRS	COUNCIL & PLANNING DEPT.
3.07	Discourage the linear spread of commercial activities along the Lila Avenue and Main Street commercial corridors in favor of a nodal development pattern where planned commercial facilities are encouraged at strategic nodes along the corridors.	1-4 YRS	COUNCIL & PLANNING DEPT.

Policy No.	Policy Recommendation	Implementation Timeline	Responsibility
3.08	Building upon the established aesthetic theme from the Downtown Milford area, review the Zoning Code and identify opportunities to create design guidelines standards to promote the established design theme for these commercial corridor areas.	2-4 YRS	COUNCIL & PLANNING DEPT.
3.09	Avoid inconsistent land use planning along the corridor areas. Consider Zoning Code amendments or overlay districts to address site and building design guidelines for future new and redevelopment projects.	1-6 YRS	COUNCIL & PLANNING DEPT.
3.10	Consider the addition of Zoning Code text to require open space requirements for future commercial, office and medical developments.	2-4 YRS	COUNCIL & PLANNING DEPT.
Focus Area #3: Main Street Transitional Mixed-Use Corridor			
3.11	Explore the creation of a zoning overlay district to be placed over the appropriate parcels within this transitional corridor area. The overlay district would contain certain site development and permitted land use regulations specific to the adaptive reuse of single family residential homes into low intensity commercial uses along this portion of the corridor.	2-7 YRS	COUNCIL & PLANNING DEPT.
3.12	Convert to a mixed use environment and create development regulations that are flexible enough to encourage a properly planned mixed use district while being specific enough to direct the orderly and efficient redevelopment of this area. Some of the standards to be addressed would include rear yard parking, low intensity signage, hours of operation and the types of land uses permitted.	2-5 YRS	COUNCIL
3.13	Providing for flexibility in off-street parking for this type of district is paramount to the success of the businesses located there. Limited parking should be allowed in the rear yard of business properties in this district. Screening and buffering standards should be implemented and consistently enforced to provide protection for adjacent residential land uses.	1-3 YRS	COUNCIL & PUBLIC WORKS
3.14	The number and sizes for permitted signs should be limited in this district. Signage should be small and primarily focused on ground mounted or projecting style signs.	1-2 YRS	COUNCIL & STAFF

Policy No.	Policy Recommendation	Implementation Timeline	Responsibility
3.15	Respecting the close adjacencies of residential properties to this transitional mixed-use district, hours of operations for businesses should be limited to avoid potential noise pollution issues late at night and early in the morning. This should be a limited issue if the permitted land uses focus on lower intensity retail, service and office as opposed to dining and entertainment uses that stay open longer into the evening periods.	4-7 YRS	COUNCIL & STAFF
3.16	The permitted land uses in this district should include lower intensity uses and feature a mix of office, retail, service and residential. Controlling the density and intensity of redevelopment projects in this district is critical to maintaining an appropriate scale with the surrounding residential properties.	1-5 YRS	COUNCIL & PLANNING DEPT.
Focus Area #4: Downtown Milford & US-50			
3.17	Reposition Downtown as an Entertainment Destination. Take steps to pro-actively attract entertainment and food orientated businesses with enhanced programming. Recruit successful businesses that may be a good fit for downtown Milford.	1-7 YRS	COUNCIL & STAFF
3.18	Explore Downtown gateway signage features.	1-2 YRS	STAFF
3.19	Implement a city-wide wayfinding system to include many wayfinding elements within and adjacent to the downtown area.	1-2 YRS	STAFF
3.20	Upgrade the traffic signal mast arms at the intersection of Main Street and Locust Street to match those newer designs found immediately after the bridge crossing along Water Street and at the intersection of Main Street and Garfield Avenue.	1-3 YRS	PUBLIC WORKS & STAFF
3.21	Seek opportunities to create improved public gathering spaces. These spaces need not be large in area, but should be placed in strategic areas within Downtown to meet goals of creating a more welcoming shopping and dining experience.	2-4 YRS	COUNCIL & STAFF
3.22	Explore strategies to “soften” the overall look and feel of the Main Street corridor through downtown. Limited vegetation plantings currently exist along this corridor. Increasing the amount of vegetation will serve to create a more welcoming and safer environment.	1-5 YRS	PUBLIC WORKS & STAFF
3.23	Consider creating spaces for public art displays at strategic locations in the downtown area.	1-3 YRS	STAFF
3.24	Take steps to create a more bicycle friendly environment in the downtown area.	1-3 YRS	PUBLIC WORKS & STAFF

Policy No.	Policy Recommendation	Implementation Timeline	Responsibility
3.25	The City should consider certain zoning strategies to encourage a more balanced mix of retail versus office uses within the Downtown area.	1-5 YRS	COUNCIL & PLANNING DEPT.
Focus Area #5: Destination Strategies			
3.26	Explore strategies to transform Milford into a more “thru hiker” and “thru biker” friendly destination. Amenities may include the addition of public shower facilities, increased low intensity lodging options in the downtown area and improved wayfinding to direct the “thru hikers / bikers” to the many Milford shopping, dining and entertainment options near the trail.	4-7 YRS	COUNCIL, PUBLIC WORKS, STAFF
3.27	Increase efforts in promoting the existing Milford Urban Trails System to both Milford citizens and on a wider local and regional scale.	2-4 YRS	COUNCIL & PUBLIC WORKS
3.28	Create additional trail stops approximately every ¼ to ½ mile through the Milford portion of the Little Miami Scenic Trail.	2-5 YRS	PUBLIC WORKS & STAFF
3.29	Explore where additional pedestrian crosswalks could be installed at strategic locations around the trail and downtown areas.	2-5 YRS	PUBLIC WORKS & STAFF
3.30	Consider a new trail connection to the River's Edge retail development to increase pedestrian and biking connectivity to this destination hub.	2-5 YRS	PUBLIC WORKS & STAFF
3.31	Explore local and regional partnering opportunities with other interested organizations in pushing forward and promoting the attributes of the Little Miami Scenic Trail and the City of Milford.	2-7 YRS	STAFF
3.32	Increase efforts in promoting the activities available in Milford relative to accessing and using the Little Miami River.	2-7 YRS	STAFF
3.33	Create additional opportunities for new and expanded access to the Little Miami River.	2-7 YRS	STAFF
3.34	Consider increased recreational programming based on river activities. Some of the identified options could include the promotion of: fishing, canoe/kayak races, and other water related events.	2-7 YRS	STAFF
3.35	Explore the potential for new campsite areas near the trail and/or downtown areas to encourage overnight stay options for thru hikers.	3-7 YRS	STAFF

Policy No.	Policy Recommendation	Implementation Timeline	Responsibility
Focus Area #6: Sustainability			
3.36	Provide for smart growth (LEED) incentives. Research the types of incentives local governments are now providing developers and builders for building to LEED certified standards. Early studies are showing a dramatic increase in lease rates, quicker lease-up periods, lower tenant turnover rates and high worker productivity in buildings built to LEED standards. Examples of potential LEED based incentives may include: increased CRA tax abatements, providing reduced or waived zoning related fees and providing fast track review for LEED projects.	3-5 YRS	COUNCIL & STAFF
3.37	Consider amendments to the Zoning Code requiring the reasonable use of a minimum level of sustainable design elements. Various facets of a site development project may be appropriate to require sustainable design principles including the use of bioswales and rain gardens, low impact grading techniques, and alternative stormwater management design.	3-6 YRS	COUNCIL, PLANNING DEPT, STAFF
3.38	Utilizing the flexible planning authority granted for planned unit developments and zoning overlay districts, consider the adoption of a low impact development (LID) points system to increase the level of sustainable design practice for a development. A points system may be created to provide zoning density bonuses for developers implementing low impact development design techniques and features. Such requirements would not affect the development potential of a site, but would encourage better site planning essential to ensuring the preservation of the City and outlying areas.	5-7 YRS	COUNCIL & PLANNING DEPT.
3.39	Consider the requirement for new developments to prepare a Resource Conservation Plan as part of the plan review process. The Resource Conservation Plan would require that the layout of the lots or development occur so that the areas identified as being important in the site analysis are preserved and the areas of secondary importance are used for development.	5-7 YRS	COUNCIL & PLANNING DEPT.
3.40	As a policy goal to be inserted into a future sustainable design section of the Zoning Code, require a site design to capture, slow, and treat stormwater runoff by reducing impervious surfaces, harvesting rainwater, and directing remaining stormwater runoff to soil- and vegetation-based water treatment methods, such as vegetated bioretention facilities, rain gardens, wetlands, green roofs, and bioswales. Maintain and restore vegetation to ensure water can percolate into the soil or groundwater. Reference the applicable sections of the subdivision regulations for additional direction towards creating sustainable design practices for site plan reviews.	3-5 YRS	COUNCIL & STAFF

Policy No.	Policy Recommendation	Implementation Timeline	Responsibility
3.41	Require the use of native and appropriate non-native plants adapted to site conditions, climate, and design intent to support biodiversity, reduced pesticide use, and water conservation within the City. Projects should use only non-invasive plants that are nursery grown, legally harvested, or salvaged for reuse from on- or off-site.	2-4 YRS	STAFF
3.42	Locate vegetation to aid in the reduction of energy costs and consumption needs by placing vegetation or vegetated structures in strategic locations around buildings. To reduce urban heat island effects, use trees, green roofs, or vegetated structures (e.g., trellises) to cover non-vegetated surfaces such as walkways, roofs, or parking lots, and select vegetation-based methods to achieve stormwater management goals for the site.	2-5 YRS	STAFF
3.43	Low impact development standards may be incorporated into economic development program guidelines.	4-7 YRS	STAFF
Focus Area #7: Parks & Recreation			
3.44	Collaborate with Valley View to increase exposure to this wonderful City asset.	1-7 YRS	STAFF
3.45	Clertoma Park is currently underutilized in its current state. Explore new types of programming for this site which will generate more usage of this facility.	3-5 YRS	PUBLIC WORKS, PARKS & REC, STAFF
3.46	Look for opportunities to create natural playground elements within a Milford Park. Natural playground features may include: earthen play mounds and natural play elements such as log balance beams and boulder stepping stones.	4-7 YRS	PUBLIC WORKS, PARKS & REC
3.47	Consider adding new programming to the current Milford parks and recreation offerings. Some examples identified by the Steering Committee and public input include: a more robust lecture series, outdoor entertainment series (music, dance, outdoor theatre), and leverage the Little Miami River with fishing and canoeing/kayak classes.	1-7 YRS	COUNCIL, PARKS & REC, STAFF
3.48	Take steps to collaborate and partner with local business owners and the school district to assist in the creation of increased programming opportunities and to help defray the cost of new programming.	1-7 YRS	STAFF
3.49	Consider the creation of a dog park at an existing or new park facility (Riverside Park)	3-6 YRS	PUBLIC WORKS, PARKS & REC, STAFF

Policy No.	Policy Recommendation	Implementation Timeline	Responsibility
3.50	SEM Villa Park is currently viewed as underutilized. Explore new types of programming for this site which will generate more usage of this facility. One noted programming upgrade was creating a walking / running trail serving the park.	3-5 YRS	PUBLIC WORKS, PARKS & REC
3.51	Take the lead in promoting the existing Farmer's Market or moving it to a strategic location within the City. Partnering with local businesses and the Chamber of Commerce in this effort is encouraged.	3-4 YRS	PUBLIC WORKS & STAFF
3.52	Consider placing a park levy on a future ballot for consideration of the voters of Milford. The park levy could be earmarked for improvements to existing park facilities given the inventory of available park sites available in the City.	2-4 YRS	COUNCIL
3.53	Explore strategies to increase Little Miami River access opportunities. One option to consider is a new river access at East Fork near Rivers Edge.	1-2 YRS	PUBLIC WORKS, PARKS & REC
3.54	Several recreation-based pedestrian and biking connectivity recommendations are included in the Transportation chapter of this Plan.	2-5 YRS	PUBLIC WORKS & STAFF
Focus Area #8: Economic Development			
3.55	Identify ways to leverage the permitted functions of the Milford Community Improvement Corporation. The Milford CIC should serve a key role in the strategic redevelopment throughout the city, particularly if public private partnerships are desired to foster redevelopment projects.	1-7 YRS	COUNCIL, CIC, STAFF
3.56	The City should consider creating a long-term redevelopment property acquisition plan to create future tax revenue opportunities. This is sometimes referred to as "land-banking" and can be a very successful catalyst to spur redevelopment activity and ultimately attract private sector investment into the City of Milford.	1-7 YRS	COUNCIL, CIC, STAFF
3.57	The City should considered undergoing a rebranding exercise and ultimately adopt a plan to assist in positioning the City from a local and regional standpoint. A rebranding effort should ultimately support the vision of City Council for the future make-up of Milford.	2-4 YRS	COUNCIL & STAFF
3.58	Consider increasing the enforcement of property nuisance and other zoning related violations in a more proactive manner. The City may consider adopting the International Property Maintenance Code as a compliment to the existing property maintenance related guidelines found in the Zoning Code.	1-3 YRS	COUNCIL, PLANNING DEPT, STAFF

Policy No.	Policy Recommendation	Implementation Timeline	Responsibility
Transportation Access Management Policy Recommendations:			
4.01	Consider converting the Lila Avenue corridor area to a single lane of traffic each way to create a more destination friendly travel way that also serves to slow down traffic.	2-3 YRS	PUBLIC WORKS, POLICE & FIRE DEPT.
4.02	Look for opportunities to create improved river access and bicycle access at key points in the Downtown area.	2-4 YRS	PUBLIC WORKS, PARKS & REC, STAFF
4.03	Explore options to improve the Little Miami Scenic Bike Trail bridge crossing to include enhanced wayfinding signage to points of destination in Downtown and other parts of Milford.	2-4 YRS	STAFF
4.04	Pursue a plan that improves the overall pedestrian / biking interconnectivity network of sidewalks, paths and trails throughout the City.	2-5 YRS	PUBLIC WORKS, PARKS & REC, STAFF
4.05	Consider amendments to the Zoning Code that would require a developer to install sidewalk along their portion of public roadway frontage when developing property in Milford.	1-3 YRS	COUNCIL, PUBLIC WORKS, PLANNING DEPT, STAFF
4.06	Development and zoning decisions should consider the existing capacity, level of service and intended function of a roadway and recognize the impact development will have on the regional transportation system and local facilities.	3-6 YRS	PUBLIC WORKS, POLICE & FIRE DEPT, STAFF
4.07	Promote a coordinated and safe transportation network within the City. Ensure that future amendments to this Comprehensive Plan (including Zoning Code text and zoning map amendments), conditional uses, development master plans, planned unit developments, and land use regulations are consistent with the identified function and capacity of, and adopted performance measures for, affected transportation facilities within the City.	3-5 YRS	COUNCIL, PUBLIC WORKS, POLICE & FIRE DEPT, STAFF
4.08	Support the development of an interconnected, multimodal transportation system to serve mixed-use areas, residential neighborhoods, and other activity centers.	3-7 YRS	COUNCIL, PUBLIC WORKS, STAFF

Policy No.	Policy Recommendation	Implementation Timeline	Responsibility
4.09	Increase the bicycle oriented transportation opportunities within the City. As an initial step, consider drafting and adopting a comprehensive bikeway connection plan to provide the detailed strategy for identifying future bike path routes, connection points and interconnectivity of major existing and future destination points in Milford. A detailed funding strategy should be included for the targeted phased improvements.	3-5 YRS	COUNCIL, PUBLIC WORKS, STAFF
4.10	Promote the creation of enhanced pedestrian transportation facilities. Promote walking as the mode of choice for short trips by giving priority to the completion of the pedestrian network that serves pedestrian oriented districts, schools, neighborhood shopping, and parks. Increase pedestrian safety and convenience by identifying and analyzing high pedestrian collision locations.	2-5 YRS	COUNCIL, PUBLIC WORKS, POLICE & FIRE DEPT, STAFF

THE CITY OF MILFORD 2017 COMPREHENSIVE PLAN

