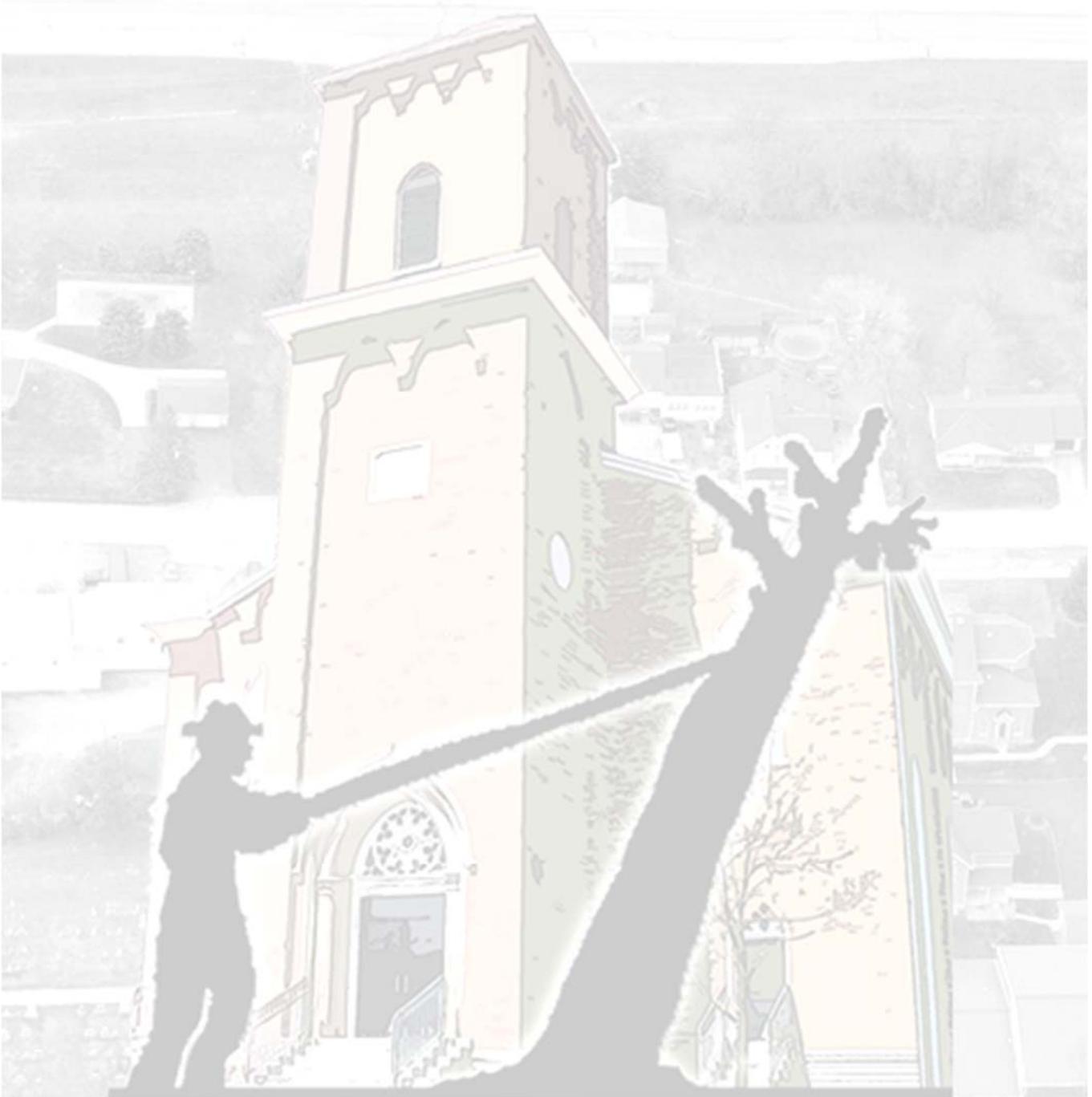


# ST. LEON COMPREHENSIVE PLAN UPDATE

## VISION STATEMENT:

St. Leon, conveniently located with interstate access between Cincinnati and Indianapolis, will be a self-sustaining town that is proactive in supporting small businesses and improving recreational activities for every residents' enjoyment.





# ST. LEON COMPREHENSIVE PLAN UPDATE

## HOUSING ELEMENT: KEY ISSUES

- The housing stock that is currently available in the area is affordable
- Taxes are low, comparatively speaking
- There are good land resources; land that can be developed
- St. Leon is in a good location (between Cincinnati and Indianapolis) with good, easy access
- Very limited floodplain in the Town
- Quality educational system and good facilities
- All utilities are available, except gas in a portion of the Town
- Fiber optics and communications infrastructure is state-of-the-art
- Low vacancy rates; a high percentage of homes are owned
- Low foreclosure rates
- Strong home values
- Growing community park
- There is strong, close-knit local community; there are many long-term residents
- Cost of land has been higher than the market will bear
- Shortage of available homes
- Housing choices are very limited... Good houses sell quickly!
- Road widths
- Lot sizes smaller than 1-acre (as a minimum)
- Multi-family housing choices
- Senior housing choices
- Housing incentives
- Minimum lot sizes may discourage development
- Declining tax and riverboat revenue
- Limited services and infrastructure to serve bigger development(s)

## HOUSING GOALS & STRATEGIES:

- H.1 Have safe, diverse, sanitary, affordable housing accessible to all citizens.
- H-2 Have various housing choices as to type, size, tenure, price and location.
- H-3 Have high quality development standards for housing stock throughout the community.

### Strategies:

- H.a Review the minimum lot sizes and uses associated with each zoning district and update the local codes to complement the Town's goals.
- H.b Review the land division and development standards and update these areas of the local code to complement the Town's goals.
- H.c Identify significant environmental, agricultural, cultural, or historic areas or resources that should be preserved or protected (to some level) from development activities. *\*This exercise / project should be completed after the Comprehensive Plan has been updated.*
- H.d Encourage residential developments that provide conservation techniques, agricultural preservation opportunities, promote PUDs (Planned Unit Developments) and cluster development where appropriate, and ensure that best management practices (BMPs) are employed.
- H.e Encourage a mix of housing density levels and housing types in residential areas that are appropriate to establish compatible uses of land.
- H.f Target areas for high-density housing by identifying appropriate areas of the community where infrastructure to support this type of development either already exists or is planned / expected.
- Hg. Increase enforcement effectiveness by considering stronger penalties, such as monetary fines.
- Hi. Identify and inventory opportunities for housing improvements.

# ST. LEON COMPREHENSIVE PLAN UPDATE

## TRANSPORTATION ELEMENT: KEY ISSUES

- Good access to and from the Town via State Roads and the Interstate
- Overall, the roads in the Town have good pavement conditions
- There are some roads and / or intersections along roads with poor visibility (e.g. State Road 46)—or where speed limits should be reduced because of safety concerns. (e.g. Post 464 Road, due to horizontal and vertical curves).
- Turning lanes have not been provided where they are needed in some cases—or are not well-marked in other areas where they have been provided.
- Motorists drive too fast on State Road 1—especially in the northern portion (north of State Road 46). The speed limit in this area should either be reduced and / or enforcement of the speed limit should be increased.
- North County Line Road should be reconnected with State Road 1, allowing for better east-west travel in the most northerly portion of the Town.
- A frontage / service road should be established along the northwestern portion of the Interstate 74 interchange.
- The design / width of many roads is not sufficient enough to meet higher needs or demands for growth.
- Guard rails need to be added in some sections of Town roads—as there are significant drop-offs that could result in injuries or fatalities if not addressed.
- The costs to maintain roads are increasing; the Town budget has not been able to keep up with these, and other rising costs.

#### TRANSPORTATION ELEMENT:

- Unsafe roads / locations: State Road 1, between Dover and St. Leon. *Large vehicle traffic (such as semi-trucks and trucks hauling boats and campers), and inexperienced drivers seem to be factors affecting safety.* The State Road 46 and Post 464 Road intersection is also unsafe, due to *poor visibility / sight distance and people driving too fast through this section of the roadway.*
- Access & congestion issues: The intersections near the schools on both State Road 1 and State Road 46--particularly during peak hours when schools are getting ready to start or finish the school day.

## TRANSPORTATION GOALS & STRATEGIES

- T-1** Have a safe, convenient, efficient, cost effective transportation system to serve the greatest percentage of the Town population while utilizing existing resources and minimizing the negative impact on environmental surroundings.
- T-2** Have intergovernmental coordination, cooperation and communication between the Town, County, and State governments on transportation improvement initiatives.
- T-3** Promote multi-modal transportation alternatives for Town residents and visitors.

### Strategies:

- T.a** Develop a transportation improvements plan for both roadway maintenance and new roadway construction.  
*\*Please refer to the St. Leon Transportation Plan / Map.*
- T.b** Proactively plan transportation and associated utilities and drainage improvements in areas where increased development is expected to occur.
- T.c** Maintain a level of service (LOS) C or better on all public roadways in the Town.
- T.d** Establish an access management plan to more efficiently control access to arterial and collector streets throughout the Town.
- T.e** All transportation standards and regulations in the Zoning and Subdivision Control Ordinances should be evaluated / reviewed and updated where necessary and / or appropriate.
- T.f** Evaluate transportation opportunities and implement measures and projects that increase safety and improve congestion (e.g. intersection improvements, seasonal lighting, traffic calming, etc.).
- T.g** Explore and utilize all potential funding mechanisms for needed transportation improvements.

- T.h** Explore local and regional transit opportunities and alternatives by exploring partnership opportunities with Catch-a-Ride, the Veteran's Office, and perhaps other potential providers.
- T.i** Support collaborative, multi-jurisdictional efforts that address access management and land use planning along arterial corridors by participating in and providing forums for communication and discussion.
- T.j** Examine the feasibility of extending and constructing sidewalks, trail systems, and other accesses to Town activity centers.
- T.k** Consider utilizing available infrastructure for new uses / modes of transportation.
- T.l** Establish a park & ride location within the community.
- T.m** Promote mixed-use neighborhoods and pedestrian access/connectivity within the community by creating development incentives and minimum standards for these type of activities and improvements to occur.
- T.n** Consider all alternative modes of transportation when planning for new roadway alignment infrastructure.

# ST. LEON COMPREHENSIVE PLAN UPDATE

## PUBLIC FACILITIES ELEMENT: PUBLIC SAFETY KEY ISSUES

- Town residents are typically within 10-15 minutes to basic clinical care and hospitals
- Transport to hospital care is generally very quick, due to the Town's accessibility to State Roads and Interstate-74
- Response times are generally good during "non-working" hours, when more volunteers are home and / or available (locally)
- Fire and EMS responders are typically well-trained and professional
- St. Leon EMS responders provide back-up first response but do not transport potential patients to hospital facilities (as a result of a very limited number of volunteers, especially during the daytime)
- Limited coverage of local / Town police force (40 hours / week); mutual aid agreements with the County Sheriff's Department provides additional coverage, as needed
- There are opportunities to provide additional clinical care in the Town and adjacent areas
- Additional volunteer opportunities and additional training opportunities for (all) volunteers would be valuable—in terms of providing consistent, high-quality services and ensuring that the fire and EMS department staffs are organized in a perpetual manner.
- Getting volunteers to assist with fire and EMS response is difficult when most of the Town residents work outside of the community
- Limited options for local health care

## **PUBLIC FACILITIES ELEMENT: PUBLIC SAFETY GOALS & STRATEGIES**

**P-1** Provide support to the Town's Police, Fire, EMS, and health service providers—when needs arise or as issues (such as equipment, staffing, training, and facility needs) are identified.

### Strategies:

- P.a** Encourage development patterns that foster efficient police, fire, and emergency services
  
- P.b** Ensure that standards and regulations involving the provision of fire hydrants are in the zoning and subdivision control ordinance codes
  
- P.c** Work with local and regional health care providers to establish a medical facility within, or immediately adjacent to, the Town
  
- P.d** Provide assistance, wherever possible and practical, to ensure that department staffs can be adequately trained and certified

# ST. LEON COMPREHENSIVE PLAN UPDATE

## PUBLIC FACILITIES ELEMENT: PARKS & RECREATION KEY ISSUES

- Existing facilities are not utilized to full potential. Need to publicize through better communication/advertisement of existing park resources and improve existing facilities to increase use
- Need more passive recreational opportunities such as bike paths, hiking, walking, as well as those involving water features, access, and uses.
- Need indoor park and recreation opportunities such as a sports complex
- Need to collaborate with regional park providers—including beyond the County
- Need to recognize security as an important component of planning for, and providing, parks, recreational areas, and trails.
- Need to have an active, complete, park board entity

## PUBLIC FACILITIES ELEMENT: PARKS & RECREATION GOALS & STRATEGIES

- P-2** Provide a park system that enhances the quality of life for residents.
- P-3** Preserve historic and / or culturally-significant sites and important natural features.

### Strategies:

- P.d** Enhance existing park and recreational facilities to include a greater variety of activities and opportunities available to users by adding attractions and providing activities for all seasons.
- P.e** Encourage the acquisition and donation of property for a variety of park, recreation, and open space use(s) by establishing funding and incentive mechanisms.
- P.f** Encourage a significant trail system

- P.g** Assist in the development of a long-range plan for future recreation needs in accordance with population growth projections and in coordination with the resources available for acquisition and maintenance.
- P.h** Encourage residential and commercial developers to either provide open space or allocate funds to purchase, create, upgrade or maintain parks, recreational facilities, trails, or supporting infrastructure and services (as part of the housing and / or business plan).
- P.i** Encourage parks, trails, and open spaces to be integrated into infrastructure and service projects such as those involving roadways, drainage improvements / areas, and utility corridors.
- P.j** Promote the education of citizens about parks, recreation areas, trails, and open spaces and encourage volunteerism wherever possible and practical.
- P.k** Ensure that signage and lighting is adequate at all park and recreation areas—and consider the addition of restroom facilities where possible and practical
- P.l** Identify cultural and natural resources and potential preservation areas.
- P.m** Preserve unique or distinctive historical, natural, and cultural resources by encouraging Best Management Practices of those areas, where possible and practical.

Favorite activities / uses of parks and recreation areas (community):

- Walking
- Biking
- Enjoy / watch nature
- Family activities
- Picnics / use shelters
- Fishing
- Boating
- Festivals
- Promote health
- Walk dogs
- Restrooms

Missing activities / uses in parks and recreation areas (community):

- Well-maintained fishing areas / ponds
- Shooting / archery range
- Indoor recreation opportunities
- Increased number of hiking and biking trails
- Camping opportunities
- Need more soccer fields, baseball fields, and basketball courts
- Need more playground equipment
- Ice skating opportunities



# ST. LEON COMPREHENSIVE PLAN UPDATE

## PUBLIC FACILITIES ELEMENT: HEALTH KEY ISSUES

- People aren't active enough—which has an impact on obesity and diabetes and other associated problems
- Access to doctor offices, clinical care, and minute clinics is limited (locally)
- The costs of health care can be very high / difficult to afford, which can deter people from taking (proactive and / or preventative) measures to be healthy
- Treatment options for alcohol and drug users and issues
- Regional air quality
- Water quality (pollution in streams and rivers caused by a variety of factors)
- Accessibility of fitness centers is limited

## PUBLIC FACILITIES ELEMENT: HEALTH GOAL & STRATEGIES

**P-4 Have a safe, active, healthy community for people of all ages and abilities.**

### Strategies:

- P.n** Enhance health education awareness, resources, and programming—promoting healthy lifestyles, preventative health measures and treatment options—through local health and education officials.
- P.o** Extend and construct sidewalks, trail systems, and accesses to centers of activity.
- P.p** Encourage new development guidelines and standards related to increased accessibility to sidewalk, trail, transit systems, and public recreation facilities and areas.
- P.q** Expand, improve, and increase the number of, and level of service associated with, community parks and recreation areas.

- P.r** Increase access to health and human services—including health education opportunities, child and adult care, free or reduced-fee clinics and dentist offices, and local and regional transit services.
- P.s** Facilitate access to affordable, healthy foods (e.g. grocery stores, farmer’s markets, community gardens, etc.)
- P.t** Encourage the use of green infrastructure and promote the use of vegetation to keep the community clean and “green.
- P.u** Develop new and improved standards to more effectively address stormwater runoff issues, protect ground, surface, and drinking water, and ensure the proper, healthy treatment of all sewage.
- P.v** Promote tobacco-free environments in indoor and outdoor public places.
- P.w** Support increased access to public transportation—to decrease automobile dependency and air pollution and to improve transportation services for underserved populations.
- P.x** Encourage recycling, reusing, and repurposing programs.

# ST. LEON COMPREHENSIVE PLAN UPDATE

## PUBLIC FACILITIES ELEMENT: EDUCATION KEY ISSUES

- Basic education and skills and remedial educational opportunities should be higher priorities
- Some facility locations are not central to the population and restrict convenience level for public utilization of facilities
- Planning for location of new facilities should be more proactive and based on planned growth patterns
- Liability concerns appear to restrict community / shared use of facilities
- Need to better relate education and training to the communities' business and industry needs
- Need more, better access to secondary education institutions
- Need for more sufficient childcare services to support continuing education for parents
- At times, schools seem to be spending significant resources to provide discipline and social skills to young students—which would ideally be learned more significantly in a home / familial environment—instead of focusing on educational initiatives and instruction
- Need better after-school activities and opportunities for K-12 students
- There are not enough vocational and apprenticeship programs being offered locally to high school students
- Local governments and school administrations do not have a formal communication process
- More collaboration needed between educational providers in the County and the surrounding region
- There is a lack of public participation in school decision-making process(es)

## **PUBLIC FACILITIES ELEMENT: EDUCATION GOAL & STRATEGIES**

### **P-5 Have educational facilities, programs and activities in the community that address all citizen needs.**

#### Strategies:

- P.y** Encourage and participate in discussions with educators, school officials, government officials, business leaders, and members of the public—including students and parents—to establish basic, local education priorities, consider complementary capital improvements, master planning, and programming.
- P.z** Proactively plan for alternative public utilization of new and current facilities
- P.aa** Identify opportunities to coordinate with local and regional employers to provide technical and vocational training opportunities and exercises to students and emerging / young workers.
- P-bb** Initiate dialogs with the region’s universities, colleges, and other institutions of higher learning in an effort to provide improved, increased access to college degrees
- P-cc** Encourage and support, where feasible and possible, efforts to provide after-school activities that will enhance school curriculums, increase diversity and cultural awareness, and promote personal development and growth.
- P-dd** Ensure that adequate, affordable child-care resources exist for working parents who are interested in seeking additional training and education.

#### **General Comments:**

- Economic development drives people to come to the community. Education drives economic development.
- There seems to be a lot of emphasis on State-level testing (ISTEP)—and perhaps not enough importance placed on secondary education and college prep.
- There are very limited extra-curricular activities in the community, as a whole. Community centers don’t provide enough variety and access to some activities is limited to normal work or school-day hours.

# ST. LEON COMPREHENSIVE PLAN UPDATE

## ECONOMIC DEVELOPMENT ELEMENT: KEY ISSUES

- High quality of life
- Accessibility to the community, including access to I-74, SR 46, and SR 1
- Proximity to CVG International Airport (including the DHL and Amazon Hubs)
- Proximity to potential port site between Lawrenceburg and Aurora
- Road infrastructure / network, which should be further improved and enhanced
- Good housing stock
- Very good water supply
- Recent infrastructure investment by Town and State governments
- Ivy Tech, as a local secondary education provider
- Local schools are good overall, in many respects
- Land is an available resource (for growth to occur)
- The government is not as bureaucratic, in comparison to bigger, neighboring communities / area
- Low crime rates
- Close-knit community
- Good institutions (churches, American legion, schools, etc.)
- Local schools may need more vocational, internship, and apprenticeship programs and opportunities to prepare students for workforce activities
- Need to dedicate more resources for economic development purposes
- Difficult to determine and provide small businesses with the resources they need to grow and expand
- Rail access is non-existent

- Topographical constraints to site development, particularly on the east side of Town
- Entrances into the community should be better defined and enhanced

## ECONOMIC DEVELOPMENT ELEMENT: GOALS & STRATEGIES

**E-1 Have a resilient, diverse, sustainable economy.**

**E-2 Have expanded access to knowledge, education, and training opportunities.**

### Strategies:

- E.a** Improve the overall quality of life of the community--to attract businesses and residents by promoting and supporting economic advancement, healthy lifestyles, recreation, education, excellent infrastructure and services, and a well-respected environment.
- E.b** Need to develop a structure to administer and coordinate all economic development-related efforts.
- E.c** Create an economic strategic plan—which can be used in coordination with other community plans to make community-level improvements, such as those involving transportation and sewers, in targeted areas.
- E.d** Need to define the community's identity and create a consistent brand and message.
- E.e** Need to identify, and support, potential partnership opportunities with other economic development groups (such as One Dearborn).  
*\*As a part of this effort, a Revolving Loan fund should be examined.*
- E.f** Business recruitment efforts should be focused on identified, targeted uses.
- E.g** Create and maintain a complete community inventory of lands and building sites that are developable.
- E.h** Need to engage and attract young employees, graduates, and professionals and get them to become more actively invested and involved in all elements of the community.

- E.i** Form stronger partnerships with local and regional educational institutions to focus, and enhance, educational efforts more towards the needs and demands of local and regional employers.
- E.j** Increase the awareness of educational opportunities and workforce development opportunities in the community.
- E.k** Improve infrastructure connectivity and access, where possible, to technologies and programs that support off-campus and online education services.

**Economic Development should encompass / involve:**

- Utilization of interstate transportation systems
- Enhance local and regional education systems
  - o Expand educational offerings
- Good telecommunications and fiber optic networks
- Well-planned infrastructure investment(s)
- A diverse, well-trained workforce
  - o To accommodate retail, manufacturing, industrial trades, technological businesses, transportation / logistics, and warehousing uses
- Enhanced quality of life activities / uses
  - o More arts and entertainment activities, including festivals, concerts / music
  - o Encourage and nurture community wellness and healthy lifestyles with expanded recreational opportunities, access to locally-made goods, etc.
  - o Increased diversity for housing choices / options
  - o Opportunities and activities for people of all ages, including families and seniors
- Expansion and retention of existing businesses
  - o We should build on what we have first
- Bringing in new businesses that do not negatively impact existing businesses
- Utilization and retention of the community's working population
- Cultivating and developing an entrepreneurial spirit

*“Economic development is the development of economic wealth of regions or communities for the well-being of their inhabitants. From a policy perspective, economic development can be defined as efforts that seek to improve the economic well-being and quality of life for a community by creating and/or retaining jobs and supporting or growing incomes and the tax base.”*

-- Salmon Valley Business & Innovation Center

### **Economic Development-Related Projects:**

- Business retention and expansion from within the community
- Additional, improved workforce development opportunities
- Road and sewer improvements
- High-speed internet improvements
- Cellular / wireless telecommunications improvements

### **Economic Opportunity Areas:**

- West Harrison TIF area (nearby)
- St. Leon interchange area, including area outside of TIF
- I-74 corridor area
- SR 1 (activity / cluster areas) – from Dover (north) to the Dearborn County / Franklin County line(s)
- Between Brookville Reservoir and St. Leon

# ST. LEON COMPREHENSIVE PLAN UPDATE

## LAND USE ELEMENT: LAND USE PLANNING PRINCIPLES

1. Continue to grow and prosper as a vital part of the regional economy with continued availability of a variety of housing choices along with appropriate levels of commercial uses balanced together in order to sustain appropriate levels of public services.
2. Promote a tax base that supports appropriate infrastructure maintenance and levels of public services. The cost of infrastructure and public services and the sources of funds to pay for them shall be accounted for when considering land use decisions. Land uses that create fiscal deficits must be balanced with and should not be encouraged without land uses that have positive fiscal impacts.
3. Encourage new development only where there is adequate existing infrastructure including high level of service roadways and sanitary sewer service with the least strain on public services such as recreational facilities, fire/EMS service and educational facilities. This principle recognizes that over time available infrastructure and services should be expanded pursuant to a plan and a budget to support necessary additional development.
4. Plan and direct growth to the extent that it can fairly balance the rights of landowners with community needs. As part of this planning effort, the entire community must work together for growth that stresses conservation of farmland and open space in rural areas as a way to preserve the local economy and to preserve a high quality of life.
5. Ensure that all new development is designed in such a manner that it incorporates the community's commitment to both maintaining its rural character and improving our quality of life.
6. Negative impacts between incompatible land uses must be kept to a minimum. Ensure that new development provides adequate transition areas, utilizing existing natural areas and vegetation (where available), screening, and / or other buffers or mitigation measures between incompatible land uses to minimize noise, traffic, outdoor storage, or other conditions that may pose a nuisance or danger to adjacent land uses.

7. Promote developmental patterns that both respect the community's topography and aid in the preservation of cultural, historic, and archeological sites as well as identified natural features such as wetlands, wildlife habitats, lakes, ponds, streams, woodlands, open spaces, and agricultural operations.
8. Actively promote high-density, cluster development in order to preserve rural amenities.
9. Restrict development where floodplains, unstable soils, steep slopes, significant road slips, or other natural hazards exist. Development that increases these hazards for existing, surrounding land uses shall also be restricted.
10. Establish prerequisite development criteria for individual land use designations, based on the provision of public services and infrastructure as well as site limitations.
  - a. Adequate roadways, modal improvements, solid waste disposal, sanitary waste disposal, drainage facilities, and institutional and recreational amenities to serve the needs of associated development shall be available concurrent with development in all land use designations.
  - b. *Fire and police protection and emergency medical services to serve the needs of associated development shall be available concurrent with development in all land use designations.*
  - c. *Site limitation requirements for proposed development shall include development suitability factors such as topographical, floodplain, soil suitability, and other natural feature conditions and restrictions.*
11. Encourage mixed-use development patterns that enhance existing and create new attractive communities with a strong sense of place, and establish efficient and complimentary relationships between residential uses, transportation facilities, and public and private services.
12. Make development decisions predictable, fair, and fiscally responsible and encourage both citizen and stakeholder participation in the decision-making process.