



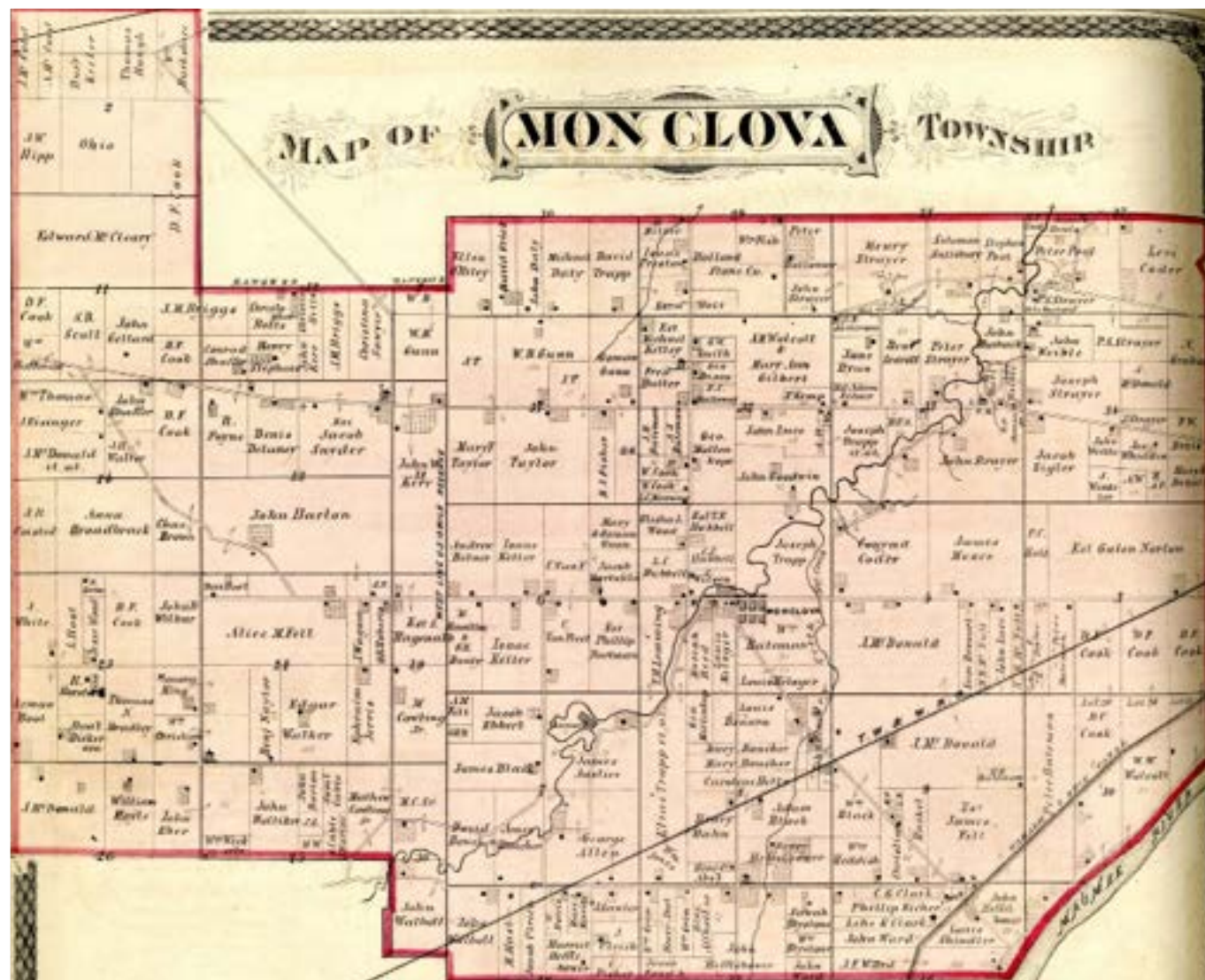
Monclova Township Comprehensive Plan

2022



April 6, 2022

Acknowledgments



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Executive Summary

Successful communities establish a clear vision for the future and identify the steps necessary to achieve that vision. The 2021 Monclova Township Comprehensive Plan does just that. It is the Township's official document that outlines a plan of action to implement strategies and "themes" that surfaced during the planning process.

This Plan was developed by reviewing existing planning efforts for continued relevance, and overlaying these ideas on top of a fresh public outreach component, best practices, and current demographic and economic realities.

The development of this Plan update incorporated an active public component and integrates the ideas provided from nearly 900 residents. Like with the two planning efforts that preceded this planning effort, in 1998 and 2008,

residents are still desirous for proactive planning solutions that accentuate the historic center of the community, manage traffic and conserve land resources.

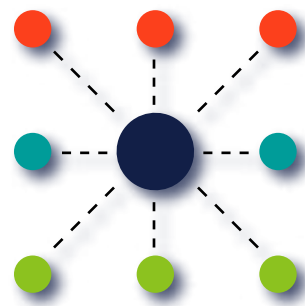
The Plan will be used by township trustees, and the township and county planning / zoning commission to:

- » Optimize land resources through policies that minimize development sprawl
- » Evaluate development and zoning proposals
- » Enhance and connect the spaces between the places
- » Coordinate, time, and plan community initiatives with stakeholders
- » Make capital improvement decisions
- » Be a scorecard of community progress



Plan Themes

The planning process yielded a variety of ideas that could be framed into a variety of themes. These major Plan themes are:



An Enhanced Core

Growth Management

Enhanced Partnerships

Encouraging Connectivity

**Maximize Economic
Development Opportunities**



An Enhanced Core

This Plan supports the community's desire to improve and reactivate the historic community core area, known simply by some residents as the "downtown" that used to be home to neighborhood stores like Trapp's Mercantile and Hinkle's Variety Store.

Highlighted in this Plan are recommendations of what this area could look like with improved aesthetics, public infrastructure, and complimentary neighborhood scale commercial uses. This area, renamed "Olde Monclova", has been revived in this Plan in the Planning Areas Chapter with action items and steps that township officials can take, working closely with the public and private sectors, to framing in this valuable area of the community.



Historical plot maps of Monclova Township indicate a more robust "downtown" area. This Plan recommends additional efforts to accentuate the public realm in the Olde Monclova Township Center.

Growth Management

During the development of the Monclova Comprehensive Plan, the 2020 decennial census indicated that Monclova Township was the second fastest growing community in Lucas County, growing 19% larger than its 2010 self.

While the new U.S. 23/I-475 interchange may bring new growth opportunities, residents expressed concern that this new asset doesn't carry with it unnecessary and unplanned growth, as those that participated in the Plan's development are clear with one thing: They "escaped" to Monclova Township from other communities.

Residents desire more community spaces, parks and recreational programs, and tactically-placed neighborhood scale commercial services especially in the "downtown" area. The least preferred land uses, as noted by the close to 900 residents that completed the community survey, are large scale commercial and industrial uses, and certain residential land uses. As several respondents indicated "We left Toledo, Maumee, Sylvania and Springfield Township to avoid these land uses, traffic and bland strip malls."

Residential development is the primary land use in the community, and it is often the most costly land use to service and support. This type of development, especially with certain residential products (villas and senior living), has increased over the last ten years and may be placing additional burdens on the provision

"Residents desire more community spaces, parks and recreational programs, and tactically-placed neighborhood scale commercial services..."

of public services like safety and public works. The 2020 Census indicated that Monclova Township's population is aging faster than Lucas County and state of Ohio, on average, which may be a byproduct of these land use types and higher property values.

Ensuring that Fire/EMS department grows appropriately to keep up with the demand should be properly planned for, which should include not only incident response aspect, but also in other programs such as fire prevention, code enforcement, and other public programs.



Enhanced Partnerships

The implementation of the 2021 Monclova Comprehensive Plan will require enhanced and planned coordination between the Township and other agencies and organizations.

Ideas and themes that circulate throughout this plan, like improved an enhanced “downtown” area and community center, pedestrian connectivity, and improved access management and recreational opportunities can only be maximized through improved dialogue that occurs early and often. All parties should have a good understanding of future initiatives so that mutually beneficial outcomes can be achieved.

Providing these enhanced services in a cost effective manner will require additional due diligence between the Township and residents, as well as other public/private sector groups. Some of these desired amenities, like expanded community facilities and services, will likely require additional funding and resources.



Encouraging Connectivity

Monclova Township residents are primarily vehicle dependent to travel safely to most destinations in the community. With the exception of the two forks of the Wabash Cannonball Trail, connectivity-by way of sidewalks and trails- is extremely limited due to the conditions under which the township developed. While some subdivisions have sidewalks, they are primarily disconnected because of the absence of sidewalks and trails along the road network.

Residents that participated during this planning process have a notable desire for improved pedestrian connectivity. Opportunities exist to utilize the zoning, subdivision regulations, and the existing rights-of-way more effectivity to encourage new connections. For the most part,

improving connectivity can be addressed through incremental and reasoned zoning decisions.

It is anticipated that connectivity will be emboldened by the “Complete Streets” policy adopted by the Monclova Township Trustees (in July 2021) as it will help to support the efforts of Metroparks Toledo, County Engineer, TMACOG, and other organizations that help to build a more connected community through improvements to parks, trails and other vital community assets. With voters approving the fall 2021 sales tax levy, township residents will be able to utilize TARTA services to connect to key locations throughout the county.



Maximize Economic Development Opportunities

Because Townships in Ohio rely largely on property taxes, it is important that Monclova Township officials continued to take the necessary steps to promote land uses at right densities and locations that help to promote an optimal rate of return. To ensure tax revenues remain sufficient, this Plan supports tactical densification when projects are located in one of the three economic development areas (JEDD/JEDZ) to help generate additional income tax revenues.

While the township benefits from its proximity to the Toledo Airport, wetlands and floodplains limit the full use of some adjacent parcels. To help minimize the residential tax burden, Township officials should continue to market key areas of the community like the Airport area, and work with county economic development officials and property owners to ensure parcels without environmental considerations are zoned for uses supportive commercial and industrial uses.

Township officials should also continue to work with key stakeholders to effectively utilize the new real property valuation captured with the two tax increment financing (TIF) districts, created in 2019, around the airport and new interchange to pay for planned public infrastructure improvements.



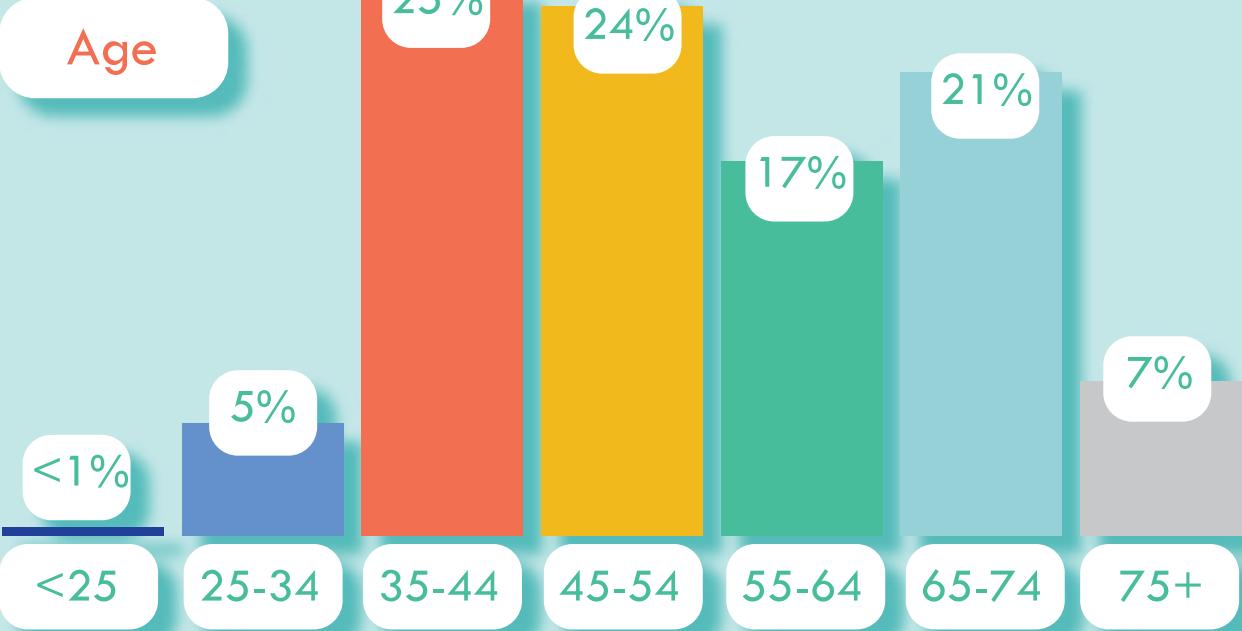
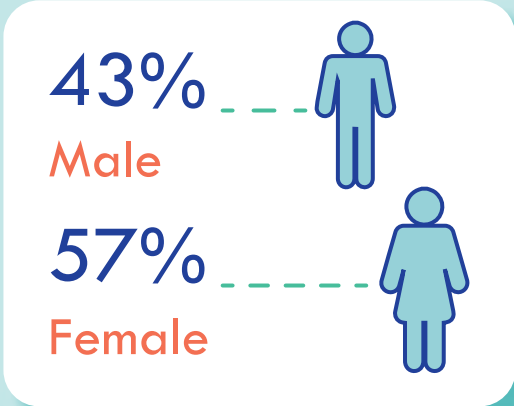
The Andersons Inc.'s corporate headquarters is located at 1947 Briarfield Blvd. The company was established in 1947.



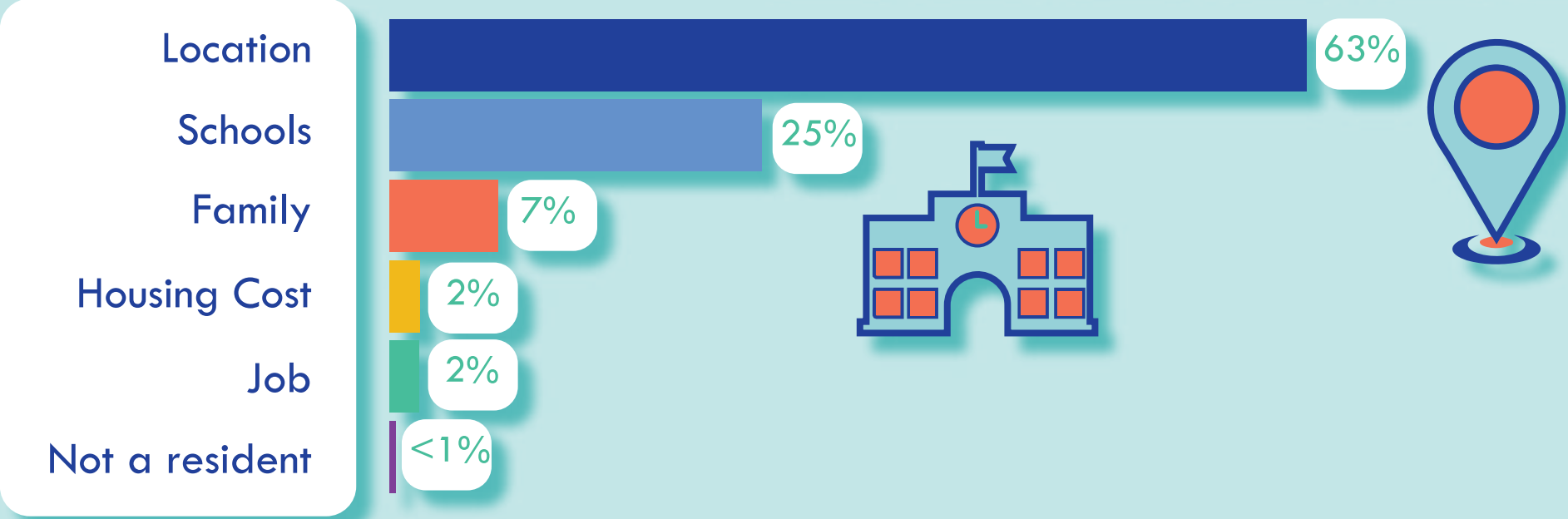
Public Participation

17 COMMUNITY-BASED ASSESSMENT QUESTIONS

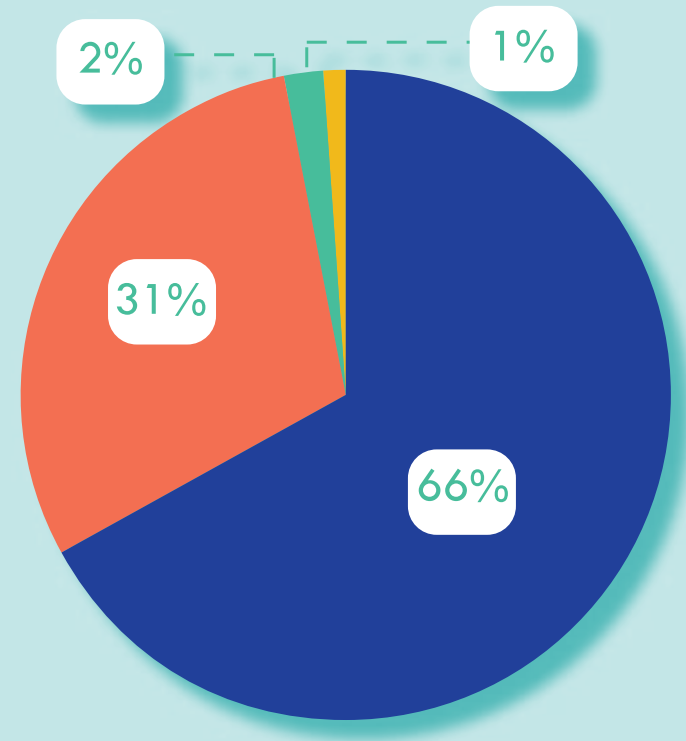
837 RESIDENTS RESPONDED



I chose to live here because...



Rate your "quality of life" in Monclova Twp.



- Excellent
- Good
- Adequate
- Needs Improvement
- Poor



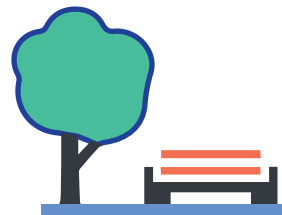
*no respondents selected "poor"



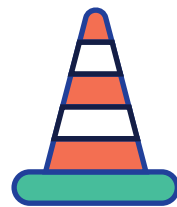
Top 4 highest priority activities



Development strategies that minimize sprawl and help to preserve agricultural land



Improved recreational opportunities



Street maintenance and improvements



Updated planning and zoning tools to better guide and plan for growth and revitalization

If you could make one improvement to the community, what would it be?

Minimize/stop sprawl



Improved connectivity



Lower speed limits



Top 3 land uses residents wish were expanded

- 1 Single-family residential
- 2 Parks and Recreation
- 3 Community Public Spaces

Residents would like to see more of the following:



Gas station



Grocery store



Coffee shop/eateries



Do you encounter transportation issues or roadway or railroad intersections that are problematic?

Railroad by St. Luke's

Traffic congestion at Albon Rd & Monclova Rd.

Traffic on I-475 particularly at Salisbury Rd.

Near Monclova Elementary at Waterville Monclova Rd.

Albon Rd.-Strayer Rd. intersection

What other community services or amenities are needed in Monclova Township?

Improve community center/
community activities

Gas Station

Connectivity

None

How long have you been a resident of Monclova Township?

26% less than 5 years

55% between 6 - 20 years

What is your biggest concern about the future of this community?

- 1 Too much growth
- 2 Housing sprawl
- 3 Preserving the community feel

Are there any locations in the township in need of improved access or pedestrian connectivity linkages?

- Sidewalk on Butz Rd., to connect with neighborhoods off Salisbury Rd. and 20A
- Connecting walk/bike path along Waterville-Monclova Rd. between the North and South bike trails
- Safer pedestrian crossings near the Monclova Rd. neighborhoods
- Add a bridge behind Freeze Daddy's connecting the park to downtown Monclova
- Full sidewalk access to Monclova Elementary down Waterville Monclova Rd.

Previous Land Use Plans have recommended a "Town Center" at/near the intersection of Monclova Road and Waterville Monclova Road, but getting sanitary sewer to the area was difficult. If public infrastructure could be provided to this area in the future, would you be in favor of this type of development?

54% yes 24% unsure 22% no





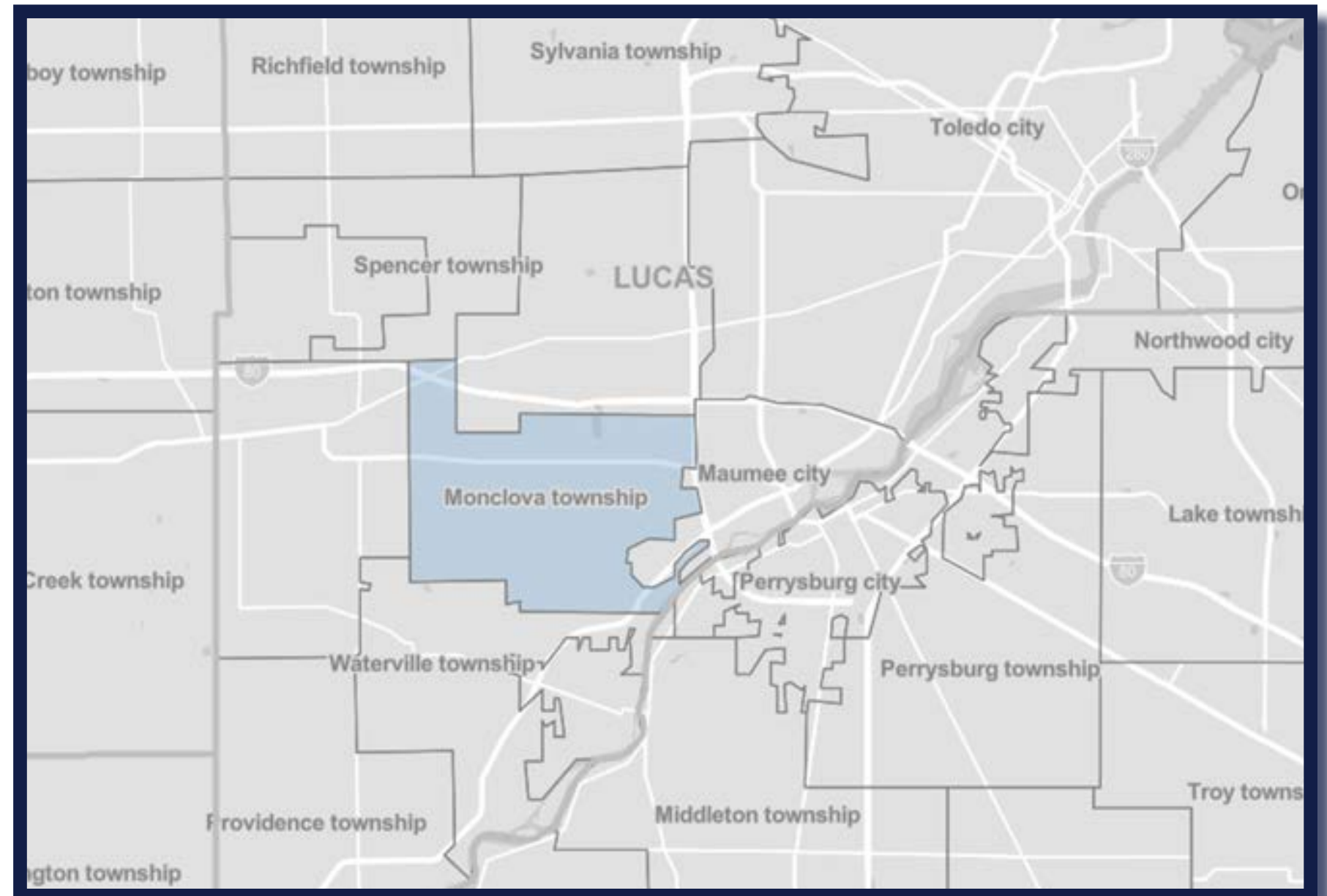
Planning Conditions

Planning Conditions

Monclova Township's planning conditions are important to understand as they often work alone, or in unison, to make the community attractive to existing and new residents and economic investment.

Some of the key planning considerations to understand in Monclova Township include:

- According to the new 2020 Census, Monclova Township grew at higher percentages than its local and regional counterparts, and is one of only a few communities in Lucas County that recorded population gains, but with older age cohorts.
- Planning for the right composition of land uses. Residential development is the primary land use in the community, which is the most costly land use to service and support. This type of development, especially with certain residential products (villas and senior living), has increased over the last ten years and may be placing additional burdens on the provision of public services like safety and public works.



Monclova Township grew at higher percentages than its local and regional counterparts, according to the 2020 Census.

Planning Conditions

- Ensuring the Fire and EMS department grows appropriately to keep up with demand in a cost effective manner will require proactive planning. If growth and service expectations continue as expected, additional planning will be required to ensure the proper public safety staffing and funding models. Because of the general lack of commercial and industrial tax base in the township, a higher tax burden is placed on existing residents.
- A need for improved pedestrian connectivity. Many of the township's subdivisions are not interconnected and most roads are without sidewalks. However, opportunities exist to utilize existing rights-of-way and tactical property acquisition to encourage new connections.
- Properly planning the growth that may occur around, and because of, the new interchange. While growth opportunities may be in store for the new U.S. 23/I-475 interchange, residents have expressed concern during the community survey to ensure that this new asset doesn't carry with it unnecessary and unplanned growth. The Township also benefits from its proximity to the Toledo Airport, wetlands and floodplains

limit the full use of some adjacent parcels. Township officials should continue to work with county economic development officials and property owners to ensure parcels

“Monclova Township’s planning conditions are important to understand as they often work alone, or in unison, to make the community attractive to existing and new residents and economic investment.”

without environmental considerations are zoned for uses supportive commercial and industrial uses.

- Residents are desirous to seeing more community spaces, parks and recreational programs, and tactically-placed neighborhood commercial services, especially in the “downtown” area. The least preferred land uses, as noted by the close to 900 residents that completed the community survey, are large scale commercial uses and industrial uses. As several respondents indicated “We left

Toledo, Maumee, Sylvania and Springfield Township to avoid these land uses, traffic and bland strip malls.”

- The need to deploy improved setbacks to buffer residential areas from commercial development. In some cases, it may even be appropriate to buffer existing residential uses and parks from new residential uses, especially in situations where existing subdivisions abut pockets of proposed higher density residential land uses.
- Effectively utilizing the new real property valuation captured with the two tax increment financing (TIF) districts, created in 2019, around the airport and new interchange to pay for planned public infrastructure improvements.
- The Monclova Community Center has the capacity to provide more community services and programming, and space for private sector business opportunities if sanitary sewers were provided to the site, and if resources for renovating the basement and gym areas were attained.



Demographic and Population Trends

The landscape in Monclova Township has changed dramatically since 2000 when comprised of 6,767 residents. Now, after growing 78% to 14,827 over the past 20 years, the once a rural township on the western agricultural half of Lucas County, Monclova Township has found itself “front and center” in a migration pattern of two primary groups: Lucas County residents moving west, and new residents to the region desirous of new residential opportunities in close proximity to employment centers.

Some key conclusions from the recent 2020 Census indicate that:

- Monclova Township has increased 19.6% with 24% more housing units since 2010.
- Households have increased 14.7%, from 4,278 in 2010 to 4,908 in 2020.
- A 9% decline in the employment rate as more households are comprised of individuals on retirement income. In 2010, 67.2% of township residents were employed. In 2020, the employment rate was 61.1%.
- The median age of residents increased 11.2%, from 43.8 in 2010 to 48.7 in 2020. This is 25% higher than the state average.

- Median household incomes have increased 7.6% since 2010 to \$103,405.
- While the average square footage of houses has increased over the years, the households have become smaller with “empty nesters”. In 2020, the median household size was 2.50 residents, compared to 3.07 in 2010.



Development Conditions

Monclova Township's ability to grow and revitalize is linked to several variables that include its existing physical setting and infrastructure, community programs, development regulations, and land resources.

Land Use Conditions

The predominant land use in the portion of Monclova Township located east of Albon Road and Waterville-Monclova Road is single-family residential in platted subdivisions. The predominant land use in the portion of Monclova Township located west of Albon Road and Waterville-Monclova Road is agricultural, although this area also includes single-family uses on acreage parcels along with several existing and under construction residential developments. The single-family residential uses in the township include many large, upscale planned residential developments, often with a mix of detached and villa-style units, including two developments centered on golf courses and two developments centered on water features. The relatively few multi-family developments include apartment complexes located on Salisbury Road, Deer Ridge Drive, Monclova Road (Lakeside at Fallen Timbers) and River Road (Riverview Apartments). For a better understanding of Monclova Township's

existing land use conditions, see Map: *Existing Land Use*.

Commercial uses in the township are clustered along Briarfield Boulevard and Salisbury Road near the I-475/U.S. 23 interchange and on Airport Highway near the airport. There are small pockets of commercial uses located near the Monclova Road/Waterville-Monclova Road and Maumee-Western Road/Eber Road intersections. While the Fallen Timbers Shopping Center is located in Maumee, nearby parcels in the township near the Monclova Road/Jerome Road intersection may represent opportunities for future commercial development.

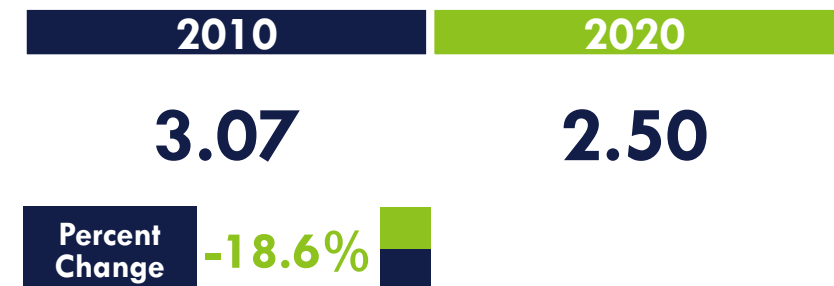
Most of the township's office uses are located in the eastern portion of the township near I-475/U.S. 23, including the Briarfield, Triad and Keystone business parks and The Andersons Corporate Headquarters campus. This area also includes most of the township's industrial uses. One large industrial use, the Johns Manville Plant, is located on River Road near Stitt Road. Several industrially zoned parcels along Airport Highway near the Ohio Turnpike interchange, along with Port Authority-owned parcels abutting the



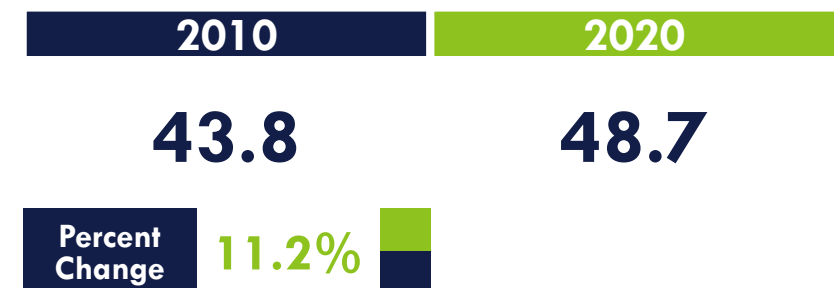
MEDIAN HOME VALUE



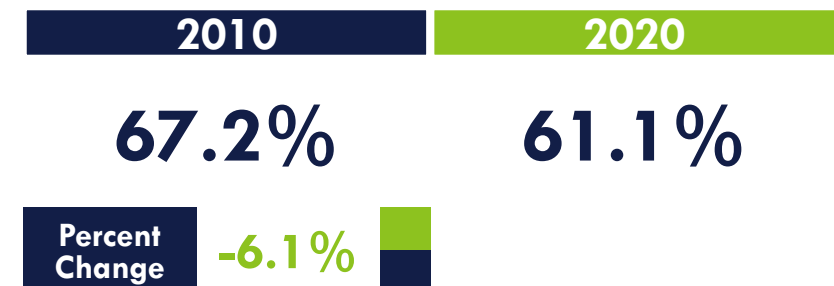
PERSONS PER HOUSEHOLD



MEDIAN AGE



EMPLOYMENT RATE



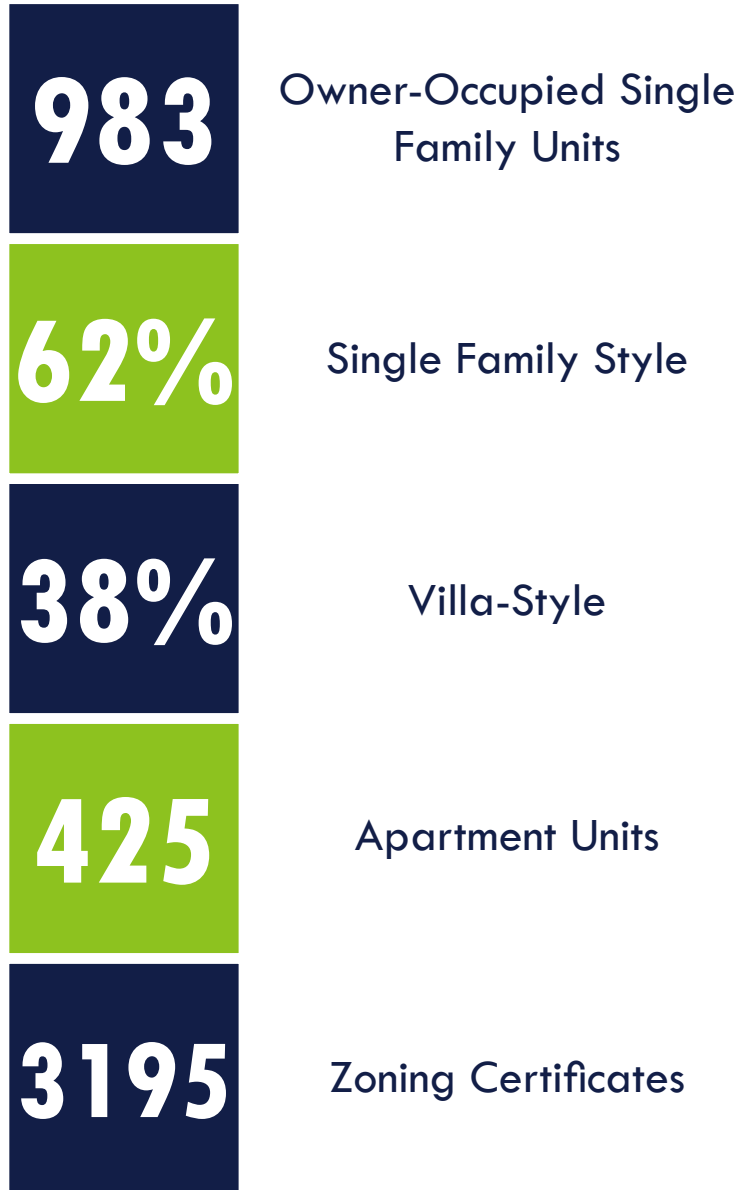
Development Conditions

airport, may represent opportunities for future industrial development.

Agricultural is the predominant land use in the portion of the township located west of Albon Road and Waterville-Monclova Road, and remains an important part of the township's character and identity. The far western portion of the township, west of Eber Road, includes a mix of agricultural and acreage residential uses but maintains a unique rural character. In 2020, 4,201 acres was enrolled in the Current Agricultural Use Valuation program compared to 5,429 acres in 2010.

Active and passive recreational areas in Monclova Township include the new Cannonball Prairie Metropark, Monclova Community Park, Keener Park, the north and south forks of the Wabash Cannonball Trail, two golf courses (Brandywine and Fallen Timbers Fairways), some parcels in the western portion of the township acquired by Metroparks Toledo for conservation purposes, and a number of small lakes and ponds.

Residential Development Trends



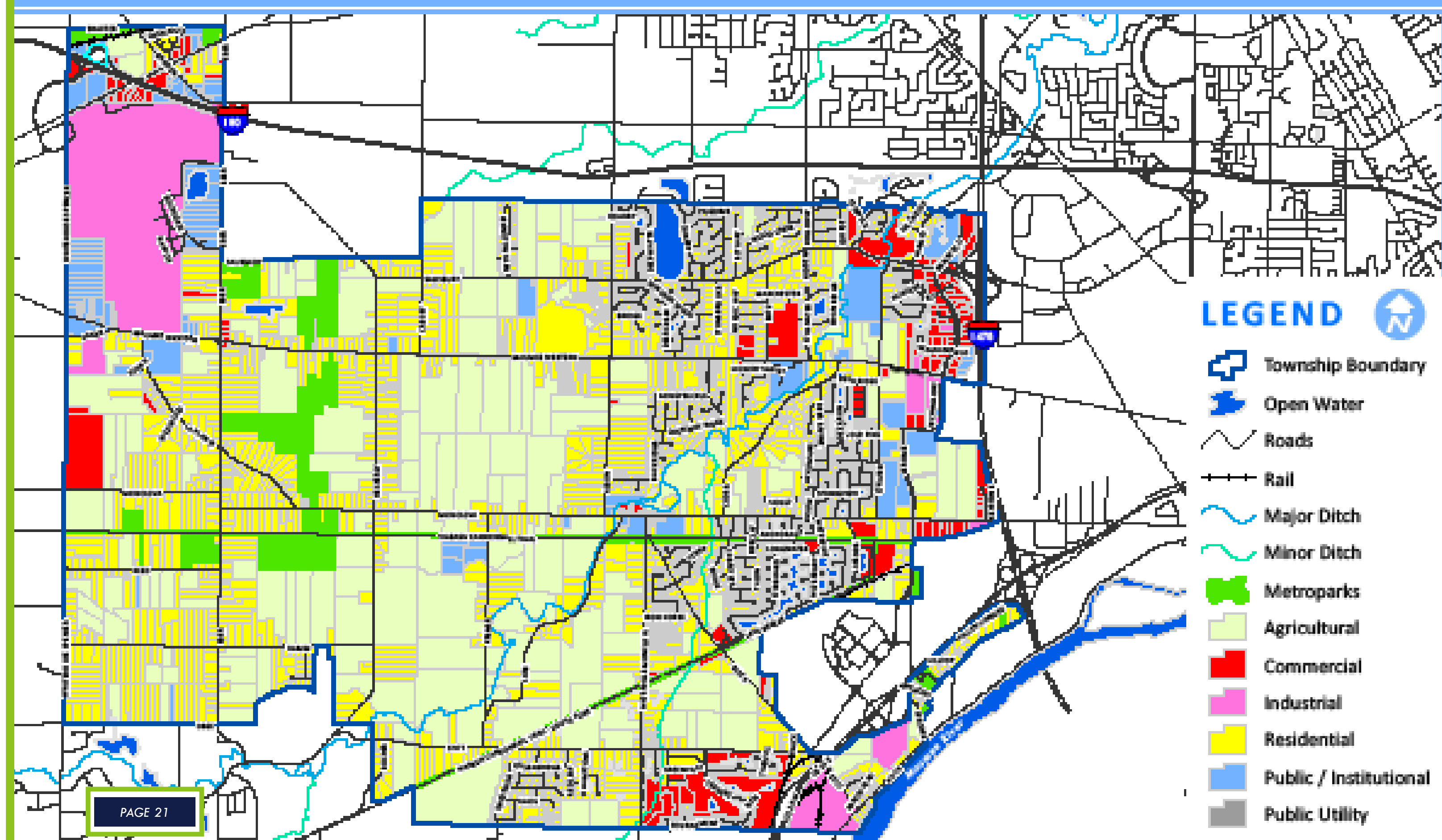
The predominant land use in Monclova Township is single family residential located in subdivisions like "The Quarry" and "Evergreen Abbey", each with their own signature landmark signage.

Historical Land Use Patterns

Land Use Type	2010		2020	
	Acres	% of Total	Acres	% of Total
Agricultural	5,198	39.1%	4,402	33.4%
Commercial	901	7%	792	6%
Industrial	799	6%	886	6.7%
Residential	5,590	42.1%	5,884	44.7%
Exempt	790	6.0%	1,213	9.2%

Source: Lucas County Auditor





Zoning Conditions

The Monclova Township Zoning Resolution includes an “A/R” agricultural/residential zoning district (one acre minimum lot size), five other residential zoning districts ranging from “R-A” (suburban residential with 20,000 square foot minimum lot size) to “R-3” (multi-family residential), three commercial zoning districts (neighborhood commercial, general commercial and office commercial), two industrial zoning districts (industrial/office research and general industrial), a public/open space district, a planned unit development overlay district and two other overlay zoning districts (U.S. 20A Zoning Overlay District and Monclova Road Overlay District).

The Monclova Township Zoning Map shows the zoning classification for every parcel in the township, with most of the township zoned “A/R” Agricultural/Residential. A significant portion of the township east of Albon Road and Waterville-Monclova Road is zoned Suburban Residential or Single Family Residential, including many planned unit developments, consistent with the predominant land use in this area. There are relatively few areas zoned for multi-family residential, comprised of small existing multi-family developments and some undeveloped acreage near the Maumee-



Monclova Township continues to witness development pressure for residential development. While these lands appear appropriate for development due to being adjacent to developed areas, many of the township’s roads and intersections along key collectors are becoming congested during peak periods. The site above is along Waterville-Monclova Road. Date of Pics: August 2021.

Western Road/Albon Road intersection.

Commercial zoning is located along Briarfield Boulevard and Salisbury Road near the U.S. 23/I-475 interchange, along portions of Strayer Road between Salisbury Road and Maumee-Western Road, near the Monclova Road/Jerome Road intersection, on Jerome Road north of the Fallen Timbers Shopping Center, along Airport Highway near the Ohio Turnpike interchange and the airport, and in the township center area surrounding the Monclova Road/Waterville-Monclova Road

intersection. Small pockets of commercial zoning are also located at the Maumee-Western Road/Albon Road and Maumee-Western Road/Eber Road intersections.

Most of the township’s industrial zoning is located in the eastern portion of the township between U.S. 23/I-475 and Strayer Road, which includes the Briarfield, Triad and Keystone business parks. Additional industrial zoning is located near the Airport Highway/Ohio Turnpike interchange, on River Road near Stitt Road (the Johns Manville Plant), and west of Jerome Road just north of the Fallen Timbers Shopping Center (a small undeveloped parcel).

The Monclova Township Zoning Resolution includes a “P/O” public/open space zoning district intended to preserve and protect significant natural areas and to designate land for public use in the township, such as parks, schools and government buildings. However, it appears that this zoning district has not yet been applied to any parcels in the township.



Economic Development

Monclova Township boasts a very sizable land bank of developable commercial and industrial property. Employers enjoy access to huge, well-educated labor pool residing within a 15-mile radius of the Township. Evidence of the attractive business climate is found in the businesses of all sizes that choose to make Monclova Township their home, including national companies like Dana Corporation, Johns-Manville, Trilogy Healthcare System, and The Senator Group.

To help encourage economic development, Monclova Township has developed three economic development areas where income taxes are shared. These areas are known as:

- **Monclova-Whitehouse Joint Economic Development District (JEDD):** This JEDD currently includes The Andersons Corporate Headquarters, 1947 Briarfield Boulevard, Maumee River Wastewater Treatment Plant at 5758 River Road; Trilogy Healthcare at 6821 Monclova Road; various properties near the southwest corner of Jerome and Monclova Roads; the northeast, southeast and southwest corners of Maumee-Western and Albon Roads; and Ohio Compost at 10838 Sager Road near the Toledo Express Airport.



Monclova Township, assisted by the Regional Growth Partnership (RGP) helped to facilitate the development of The Andersons \$54mm headquarters in 2016, and also the expansion of the Dana Headquarters in the Triad Business Park.

- **Monclova Twp-Swanton Twp / City of Toledo's Toledo Express Airport Joint Economic Development District (JEDD TEA).** This economic development area was developed in cooperation with Swanton Township and the City of Toledo and includes various Airport parcels for which Monclova and Swanton Township have jurisdictional authority.
- **Monclova-Maumee-Toledo Joint Economic Development Zone (JEDZ):** The general area for the JEDZ corridor is the Briarfield Boulevard area, near the I-475/Salisbury Road interchange.

Businesses located in the Monclova-Whitehouse Joint Economic Development District (JEDD) and Monclova-Maumee-Toledo Joint Economic Development Zone (JEDZ) may be eligible for both the Job Grant Program and the Mini-Job Grant Program if certain job creation and payroll levels are met. For a better understanding of the location of these areas, see Map: Economic Development Areas.

In December 2019, the Monclova Township Trustees created two tax increment financing (TIF) districts to help pay for public infrastructure in growing areas of the township like the new US 23/I-475 interchange and the airport. The Airport Improvement Area TIF is comprised of 65 parcels totaling 280 acres, while the Interchange Improvement Area TIF is comprised of 69 parcels totaling 506 acres. On a “rolling” parcel-by-parcel basis, 100% of the real estate taxes on new real property valuation over \$300,000 on these parcels will be redirected back to the township for up to 30 years to pay for supportive public infrastructure and other costs as allowable under Ohio Revised Code.

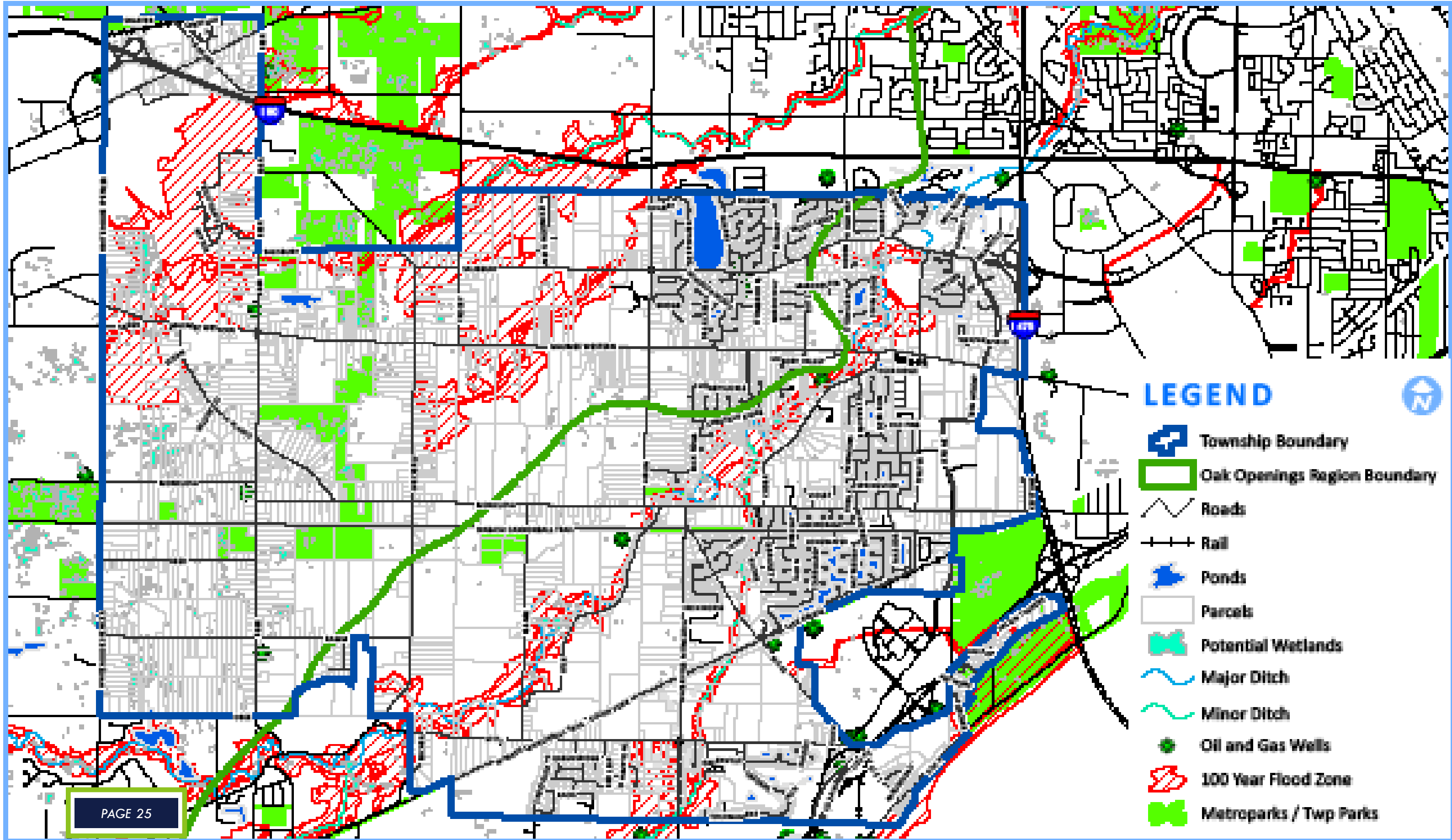
Environmental Considerations

As part of the Oak Openings region, Monclova Township has its share of environmental issues that should be considered during the planning and development process. Floodplains, hydric soils, wetlands, and diverse ecosystems are all present in the community. While policies concerning these assets (wetlands/floodplains) have become more stringent since the development of this subdivision, other environmental assets like woodlands and greenspaces remain open to be developed. Public opinions shared during this (and previous) planning processes indicate a desire by residents for these assets to be appreciated and utilized better for use of active and passive recreational opportunities, and to promote the visual character of the community.

For a better understanding of these environmental conditions, see *Map: Environmental Considerations*.

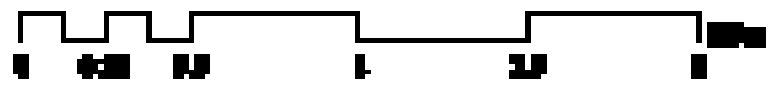


The Oak Openings ecosystem is one of the rarest on Earth. The refurbished playground at Mallard Lake is designed to honor the special natural features that typify Oak Openings.



LEGEND

- Township Boundary
- Oak Openings Region Boundary
- Roads
- Rail
- Ponds
- Parcels
- Potential Wetlands
- Major Ditch
- Minor Ditch
- Oil and Gas Wells
- 100 Year Flood Zone
- Metroparks / Twp Parks



Existing Land Use and Property Valuations

In 2020, residential land uses occupied 5,884 acres and 44.7% of the Township's assessed land use; however its taxable assessed value comprises almost 88.9% of the Township's total valuation. Residential land uses yield the most property valuation at \$84,774 per acre. In 2010, 5,590 acres of land were utilized for residential uses. For a better understanding of the Township's existing land use patterns, see *Map: Existing Land Use*.

The township's commercial land uses that are primarily located along Briarfield and Salisbury Road occupy 792 acres, or 6% of the Township's assessed land usage. Its taxable assessed value comprises 6.6% of the Township's total valuation. In 2020, commercial land uses generated \$46,836 per acre (in 2018, these land uses generated roughly \$65,769 per acre in Monclova Township). In 2010, 901 acres of land were classified for residential uses.

Land utilized for industrial purposes consume only 6.7% of the township's acreage or approximately 886 acres. Its taxable assessed value in 2020 comprised only 2.6% of the Township's total valuation. Industrial land uses yield \$16,866 in valuation per acre. In 2010,

Property Valuation by Land Use- Monclova Township			
Land Use Category	Total Value	Total Acreage	Per Acre Value
Agricultural	\$10,266,860	4,402	\$2,332
Commercial	\$37,094,570	792	\$46,837
Industrial	\$14,943,240	886	\$16,866
Residential	\$498,810,410	5,884	\$84,774
Source: 2020 DTE 93, Lucas County Auditor			

Total Property Valuation by Land Use and Year		
Land Use Category	2010	2020
Agricultural	\$8,478,230	\$10,266,860
Commercial	\$30,626,810	\$37,094,570
Industrial	\$6,980,230	\$14,943,240
Residential	\$389,467,630	\$498,810,410
Source: 2010,2020 DTE 93, Lucas County Auditor		

799 acres of land were classified for industrial uses.

Approximately 4,402 acres or 33.4% of the Township is occupied by agricultural land uses, most of which (4,201 acres) is enrolled in the Current Agricultural Use Value (CAUV) program. Its taxable assessed value in 2020 comprised less

than one percent (1.8%) of the Township's total valuation. Agricultural land uses generated \$2,332 per acre in property valuation. In 2010, 5,198 acres of land were classified as agricultural.

Monclova Township, like Springfield and Sylvania Townships to the north, has a notable footprint of land utilized for public and institutional uses (1,213 acres), or 9.2% of the total land uses. These land uses, in 2010, accounted for 5.9% or 790 acres.

Areas designated as public are either owned by government, quasi-government, or non-profit entities with a mission defined by the IRS to serve a public purpose. Activities included in this category are park and recreational lands and facilities (e.g. Toledo Metroparks), churches, government properties, cemeteries, firehouses, post offices, public hospitals, libraries, museums, and public and private schools. These uses, although taxable valuation is recorded, do not pay property taxes, but do pay special assessments in certain situations.



Fire and Rescue Services

The township fire department provides Fire Prevention and Suppression; Advanced Life Support Emergency Medical Services; Heavy Rescue; Water Rescue including Public Safety Divers and Hazardous Materials Spill Response. The station is located at 4395 Albon Road and is part of a large complex consisting of the township administrative offices and park grounds.

The department has mutual aid agreements in place with all Lucas County Fire Departments and immediately adjacent Fire Departments in Wood and Fulton Counties. Monclova participates in the Ohio Fire Chiefs Emergency Response System for statewide mutual aid assistance (IMAC) and has reciprocal automatic mutual aid response agreements in place with neighboring Springfield Township, City of Waterville and the 180th Air National Guard fire departments for structural fire response. The authorized strength of the department is 52 sworn personnel, including a full time fire chief, full time assistant fire chief and a full time deputy fire chief who directly oversees the Fire Prevention Bureau. The station is staffed twenty-four hours each day with paid firefighters. Additional paid per call firefighters respond to calls as needed. All



Monclova Township's Fire and EMS Department is centrally located along Albon Road in the Township Administrative Offices Building.

part time and paid per call firefighters are required to be certified to the minimum of the Firefighter I level, although 85% of the firefighters are certified at the 248 hour professional Firefighter II level.

All firefighters are required to also be certified at the minimum of Emergency Medical Technician. More than half of the department's personnel are certified at the higher Advanced EMT- and Paramedic level.

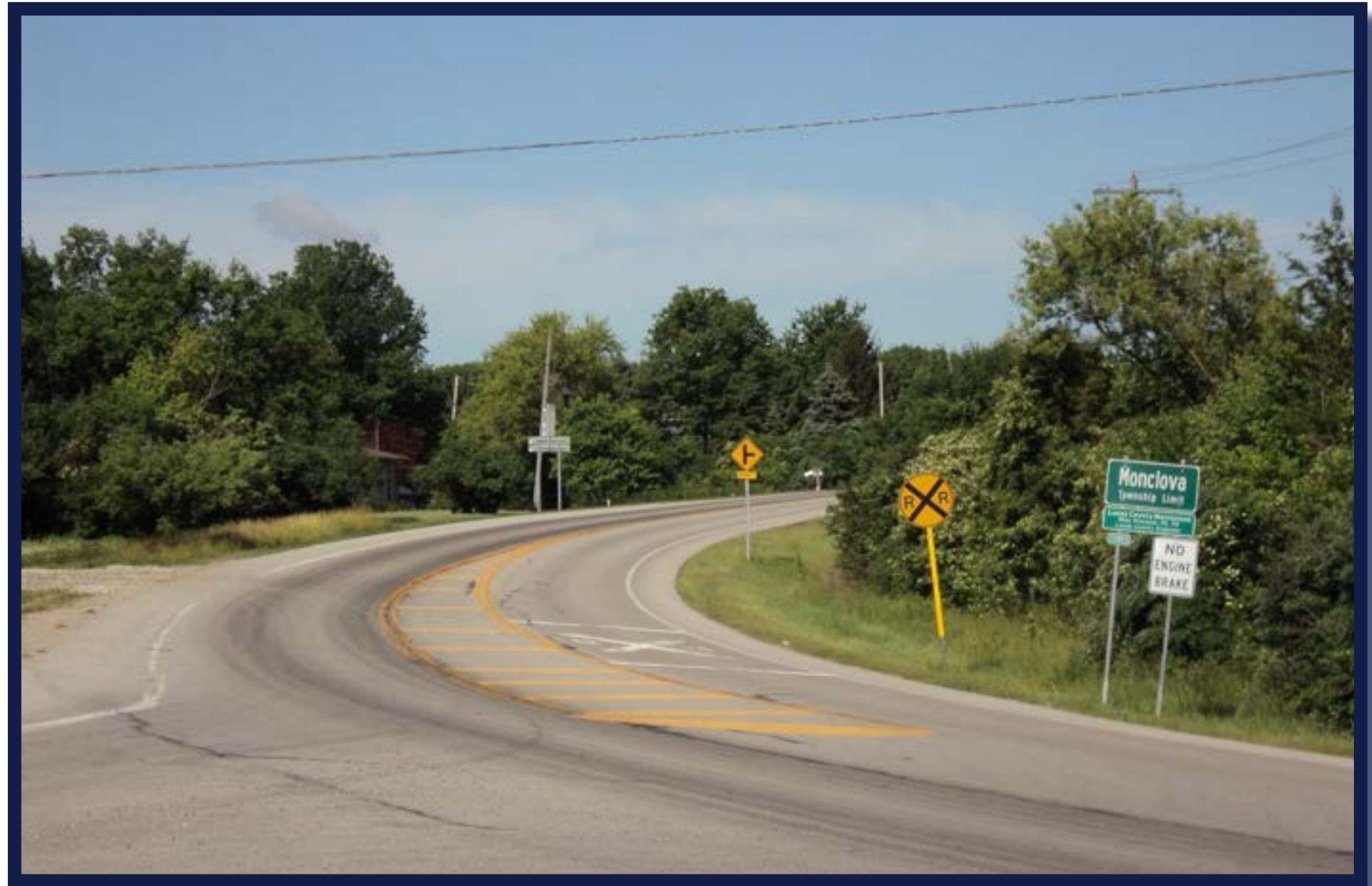
The township I.S.O. Public Protection Classification (PPC) is 3/3Y.

The 3Y rating represents properties that are greater than five (5) miles from the nearest responding fire station and/or greater than 1000 feet from the nearest hydrant connected to a municipal water supply. The townships last full I.S.O. survey was completed in May 2017, with periodic updates to the information through the Community Outreach Program.

The department responded to 1,494 incidents and 1,092 EMS calls in 2020, compared to 805 incidents and 525 EMS calls in 2008. According to fire officials, hot spot areas are Waterside and the nursing homes, where five nursing homes were responsible for 24% of the total call volume for fire and emergency medical services. In 2020, incidents within the Waterside subdivision accounted for 8.4% of our total incident volume while The Quarry and Homestead at the Quarry combined account for only 3% call volume. The top three subdivisions, by call volume, in 2020 were: Waterside at 8.4%, Fox Hollow (Ridgewood Manor Nursing Home) at 8.3%, Chateau Estates Mobile Home Park at 4.1%. Fox Hollow is directly attributed to the Ridgewood Manor Nursing Home.

Gates and Wayfinding

Monclova Township currently utilizes standard ODOT signage to delineate its boundaries. Additionally, wayfinding is not utilized in Monclova Township to expose residents and visitors to key landmarks and destinations. A comprehensive wayfinding system is recommended to improve site accessibility and to improve community branding (See *Chapter: General Recommendations*).



Monclova Township utilizes standard ODOT signage to delineate its geographic boundaries. Township officials should consider additional methods to improve the township's entry points in key areas.

Infrastructure

Infrastructure plays a vital role in land use planning. The cost and location of infrastructure often guides the growth of a community while land use planning will assist in making efficient use of current and future infrastructure.

Water Service

The public water supply system servicing Monclova Township is owned and maintained by Lucas County. Monclova Township is part of the Lucas County Water Distribution System's Southwest Service Area, which also includes a portion of Fulton County, Waterville Township, Waterville (served by Bowling Green), Whitehouse, and parts of Springfield, Spencer and Swanton Townships. For a better understanding of Monclova Township's water service areas, see Map: *Water Service Areas*. Treated water is provided to the Lucas County Water Distribution System by the City of Toledo. Water is pumped throughout the Southwest Service Area by a pumping station located near Holloway and Garden Roads, just north of the township. This pumping station is accompanied by a one million gallon reservoir, and a 500,000 gallon reservoir. There is also a two million gallon elevated tank which is located near Monclova Road and State Route 295. The pumping station, reservoirs, and elevated tank work together to provide consistent pressure and flow throughout the

service area. The Southwest Pumping Station has a current discharge capacity of 14 million gallons per day (MGD).

According to the Lucas County Water Distribution Master Plan, Monclova Township could use up to 2.1 MGD by the year 2030. Water usage numbers for Monclova Township are not easily separated from usage of the Southwest Service Area as a whole; however, water usage for the Township is estimated to range between 1.5 to 2 MGD in 2020.

Assuming that development in Monclova Township continues to be residential, commercial or light industrial in nature, capacity exists to support it. Based on the Lucas County Model Update & Master Plan developed in May 2021, it was determined that there was no significant water usage increase in the Lucas County system for the next 20 years (the Average System Demand by Usage for the county actually decreases).

Public waterlines already service all subdivisions and most other roadways within the Township, with the exception of the northwest corner. In currently unserviced areas, property owners must petition Lucas County if they wish to have waterlines installed. The property owners are then assessed for costs related

to waterline construction. Several roadways currently do not have water service, to include: the northerly part of Weckerly (Salisbury to Eber), Salisbury (Weckerly to Eber), northerly part of Crissey, and Maumee Western to Swanton Twp. to name a few.

Existing waterlines can support development

“The cost and location of infrastructure often guides the growth of a community while land use planning will assist in making efficient use of current and future infrastructure.”

throughout the Township. Most locations would require modest extensions from the closest roadway to service the facility. All development plans are required to be coordinated with Lucas County Sanitary Engineer's Department to confirm their requirements and installation in accordance with county standards for the site.

Sanitary Sewer Service

Public sanitary sewers located within Monclova Township are a part of the Lucas County Sanitary Sewer System and are maintained by the Lucas County Sanitary Engineer. In



Infrastructure

general, the eastern portion of the township is serviced by public sanitary sewers while the western portion continues to maintain septic systems. The existing collection system consists of a combination of gravity sewer mains, force mains, with pump stations. The general cut-off between county served areas and septic systems is Waterville-Monclova Road and Albon Road. For a better understanding of Monclova Township's sanitary service areas, see Map: Sewer Service Areas.

Developed parcels in areas not serviced by public sewers maintain individual septic systems. In currently unserviced areas, property owners must petition Lucas County if they wish to have sewers installed. The property owners are then assessed for costs related to sewer construction. Also, sanitary sewers are installed by developers in accordance with Lucas Co and others may access.

The Lucas County Sanitary Engineer has few plans for sewer extensions. Some areas that developers have requested sewer extensions include: Monclova Road between Coder and Lose Road (the "downtown" Monclova area), and the west of Fallen Timbers Mall along Stitt Road. In 2021, an opportunity was presented to the Township Trustees to utilize federal monies (ARPA) to extend sanitary sewers from

west of Coder Road to serve the downtown area but no decision was taken.

Wastewater generated within Monclova Township is treated at the Lucas County Maumee River Water Resource Recovery Facility. The plant is located along the Maumee River between Stitt Road and S. Jerome Road in Monclova Township though the treatment plant maintains a large service area well beyond Monclova Township. The Plant was updated in 2005 and now maintains a design capacity of 22.5 MGD and peak hydraulic capacity of 40 MGD. It is estimated that Monclova Township currently produces approximately 1 to 1.4 MGD of effluent.

According to the Lucas County Sanitary Engineer, treatment capacity for future development within Monclova Township is not

“In currently un-serviced areas, property owners must petition Lucas County if they wish to have sewers installed.”

a concern and only a large user of several million gallons per day would require a plant upgrade to handle additional flow. Sanitary

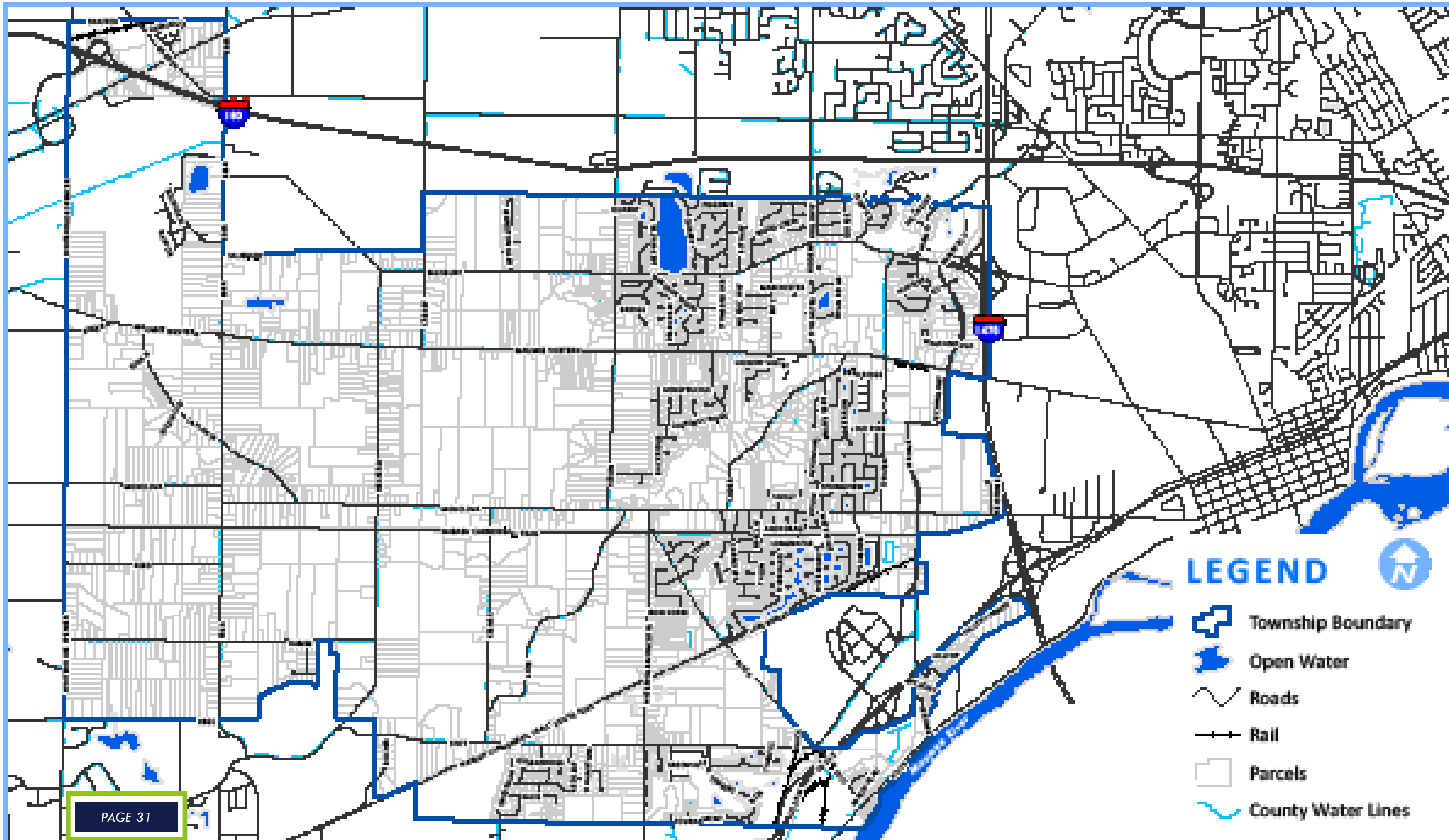
Storm Sewer Wastewater treatment capacity is not considered to be a constraint or limiting factor for future development in Monclova Township.

Stormwater Management

Storm water in Monclova Township is transported to Swan Creek and the Maumee River through a network of ditches and storm sewers. Generally, storm sewers located along county roads are maintained by Lucas County. Storm sewers located in subdivisions and along township roads are maintained by Monclova Township.

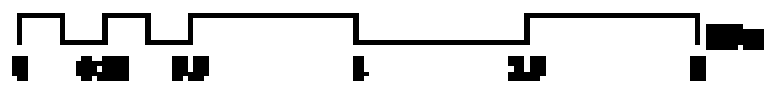
In 2004 Lucas County was named as a Phase II community small Ms4 by the Ohio EPA. Monclova Township, along with the Townships of Jerusalem, Spencer, Springfield, Sylvania, Washington, and Waterville were also named as small Ms4s. To meet the requirements of the Clean Water Act (CWA), the Lucas County Commissioners and these communities formed a storm water coalition and created a storm water utility (SWU) in 2013 to raise funds necessary to implement and fund local projects that meet CWA requirements and improve water quality. A list of current storm water projects can be found on the Lucas County Engineer's website.

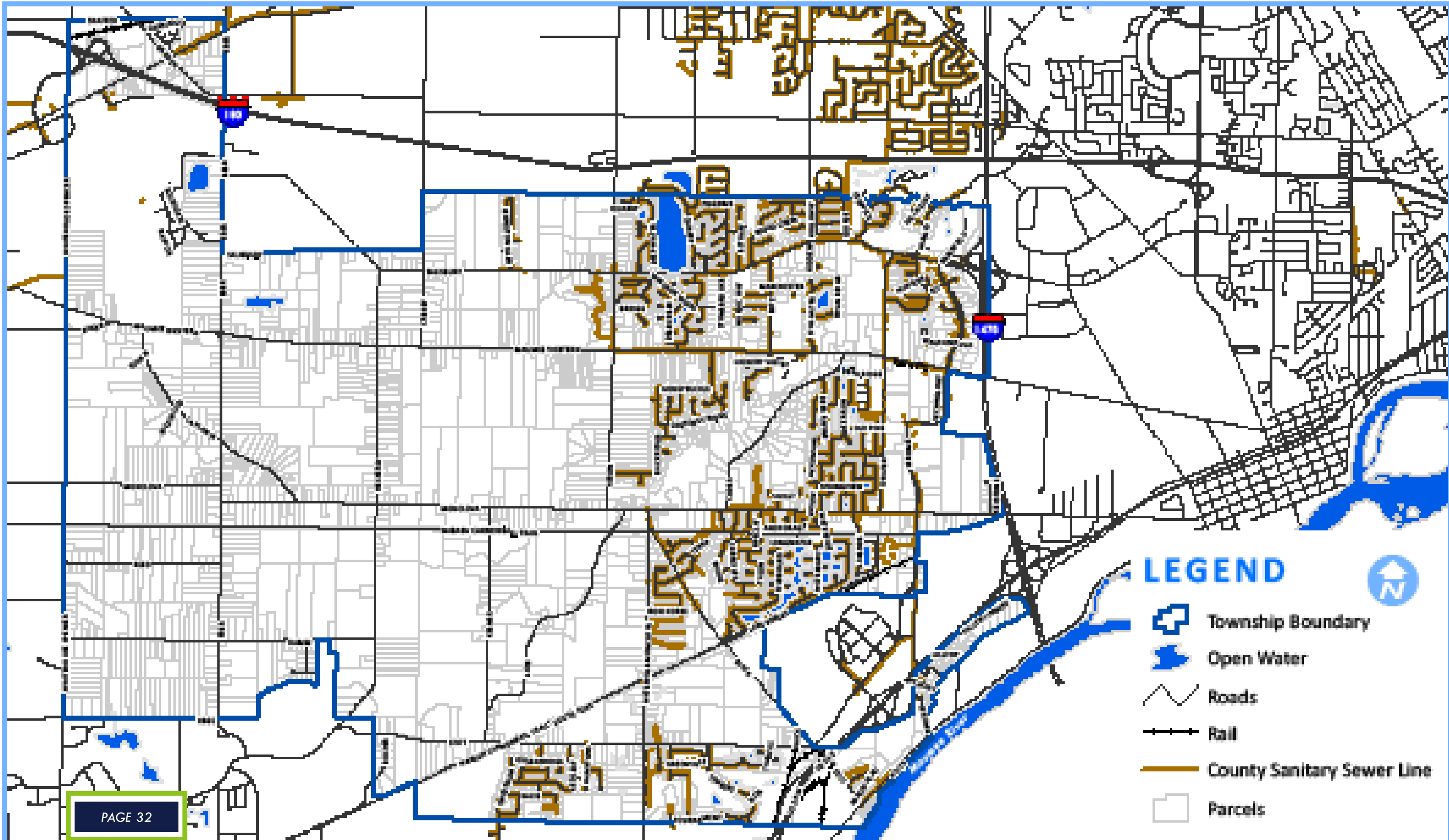




LEGEND

- Township Boundary
- Open Water
- Roads
- Rail
- Parcels
- County Water Lines





Monclova Community Center

The Historic Monclova Community Center is located in the former Monclova School that operated until 1974, remaining vacant until 1997 when efforts of the newly formed Monclova Historical Foundation, along with support from the Monclova Township Trustees and the community, began to renovate the old school. Through private donations and fundraising events, money was raised to renovate the entire East Wing and the main floor of the West Wing. The township trustees currently lease the facility to the historical foundation, of which its 30 members help to, among other volunteer efforts, maintain and operate the facility.

Today, the Center has renovated banquet and meeting facilities that are available for rent for events, receptions and business meetings. Several businesses also rent space and operate out of the facility. Center staff indicated that the use of the facility has increased substantially over the past several years, and that portions of the facility like the basement and the gym could be fully utilized if sanitary sewer service was provided and these spaces renovated.



The Monclova Historical Foundation board member Karen Lemle highlights the updated outdoor spaces that could be utilized by the general public for events and outings. Township and center officials should pursue additional resources to reuse the gym and basement areas.



Parks and Open Spaces

As part of the Oak Openings Region, Monclova Township is well-positioned with park & recreation areas. While the township operates two primary parks (Monclova Community Park and Keener Park), it is fortunate to have, or be located near, a sizable Metroparks Toledo footprint that includes Cannonball Prairie Metropark and Fallen Timbers Monument. The Metroparks, working with participating township landowners, have future plans to connect the Cannonball Prairie Metropark to Secor Metroparks (and others) to the north via “Moseley Trail”.

The Township also is fortunate to have two forks of the Wabash Cannonball Trail traverse it. The Wabash Cannonball Trail is one of Ohio’s longest rail-to trails projects, traversing four (4) counties including Fulton, Henry, Lucas, and Williams. The Trail is owned by several publicly funded partners with the Toledo Metropolitan Area Council of Governments (TMACOG) acting as coordinating agent for the project. The land-owning partners are Lucas County, the City of Maumee, Northwestern Ohio Rail-to-Trails Association, Inc. (NORTA), Metroparks Toledo, the City of Wauseon, and the Village of Whitehouse. In 1993, they negotiated a mutual agreement to ensure the corridor would



Land defined as riparian areas or in private open space (PUD's) are not considered part of the township parklands and therefore not open for the general public to use. Areas located east of the Monclova Township Community Park along Swan Creek is one of these areas.

be preserved for public uses.

Several visual amenities exist within the Township, the most significant of which is the Maumee River which flows to Lake Erie. Swan Creek, its adjacent woodlots and a number of smaller streams and ditches are also important visual amenities to the township. These streams and ditches also serve as an important drainage and agricultural benefit and must be maintained for this reason.

Monclova Township does not have a specific park or open

space zoning classification, but permits them in most districts. The PUD section of the Monclova Township Zoning Resolution is one example of open space requirements by resolution. However, most-if not all- of these areas are not treated as public spaces and remain privately owned with all maintenance for these lands provided by the homeowners’ associations.

In an effort to provide township residents with additional parks and open space allocations, the township initiated the Monclova Township Open Space Preservation Program (MTOSPP) in 2009. The program, as developed, should provide incentives for development activities and allow the township to gain valuable park-like properties without significant taxpayer burden. Through collective agreements with private parties, properties deemed desirable and appropriate by the township may be allocated for public use in exchange for additional development and zoning considerations. The program requires acceptance on a per case basis by the township prior to any development incentives being granted.



Parks and Open Spaces

The Township's two primary park areas are Community Park and Keener Park, and Metroparks Toledo has a notable footprint in the township with the trails and Cannonball Prairie Metropark. Metroparks officials have future plans, working with local property owners, to develop Moseley Trail that would connect Cannonball Prairie to other Metroparks to the north.



Transportation and Connectivity

Road infrastructure is primarily guided by the County Engineer following the Major Street & Highway Plan. The plan is intended to reflect future major projects, guide right-of-way acquisition and dedication, and show roadway functional classifications for planning purposes. This Plan assigns a functional classification to each street within Lucas County. The functional classification is directly related to the traffic volumes carried by the roadway section, level of service the roadway should be expected to provide, and the accessibility that the roadway provides to surrounding areas. Additionally, the Toledo-Lucas County Plan Commission utilizes this Plan to help guide policy decisions.

With maintenance responsibility for all township roads including residential streets within Monclova Township, annual resurfacing and road maintenance programs are ongoing. The Township works with the Lucas County Engineer's Office for design and construction inspection services for the larger projects. Currently or planned projects can be viewed for status by reviewing the Lucas County Engineer's 6-year Capital Improvement Plan (2021-2026) that can be viewed online.

Roadway maintenance is the responsibility of

the authority that maintains ownership of the roadway. Quite often, various government authorities will work together, voluntarily or due to funding requirements to accomplish maintenance and improvement projects. Monclova Township frequently works with the Lucas County Engineering Department for funding and bidding assistance, and the Lucas County Engineer for design and inspection services. The Ohio Department of Transportation (ODOT) is a common participant in any work that takes place along a state or federal route. ODOT also administers several funding options that the Township may make use of and TMACOG also administers various funding sources for transportation projects within its service area and coordinates projects that are brought forth by other entities.

Pedestrian connectivity in Monclova Township is very limited outside of existing subdivisions, and promoted largely by signed bike routes on road berms. Township officials should work with TMACOG, ODOT and the Lucas County Engineer on a phased approach to improve safe connectivity elements through sidewalks and separated bike lanes. Many residents ride their bikes on the road berm to get to safer trail options like the Wabash Cannonball trail.



Transportation and Connectivity

Pedestrian Connectivity

While Monclova Township benefits tremendously from both segments of the Wabash-Cannonball Trail, an inventory of existing sidewalks and bike paths shows a lack of connectivity throughout Monclova Township (See Map: Pedestrian Connectivity). While most subdivisions have sidewalks, connectivity between most neighborhoods and along most main thoroughfares is missing, forcing residents in the community to be vehicle dependent. According to Walkscore.com, Monclova Township has walkability score of less than 2/100 and a bike score of 30/100.

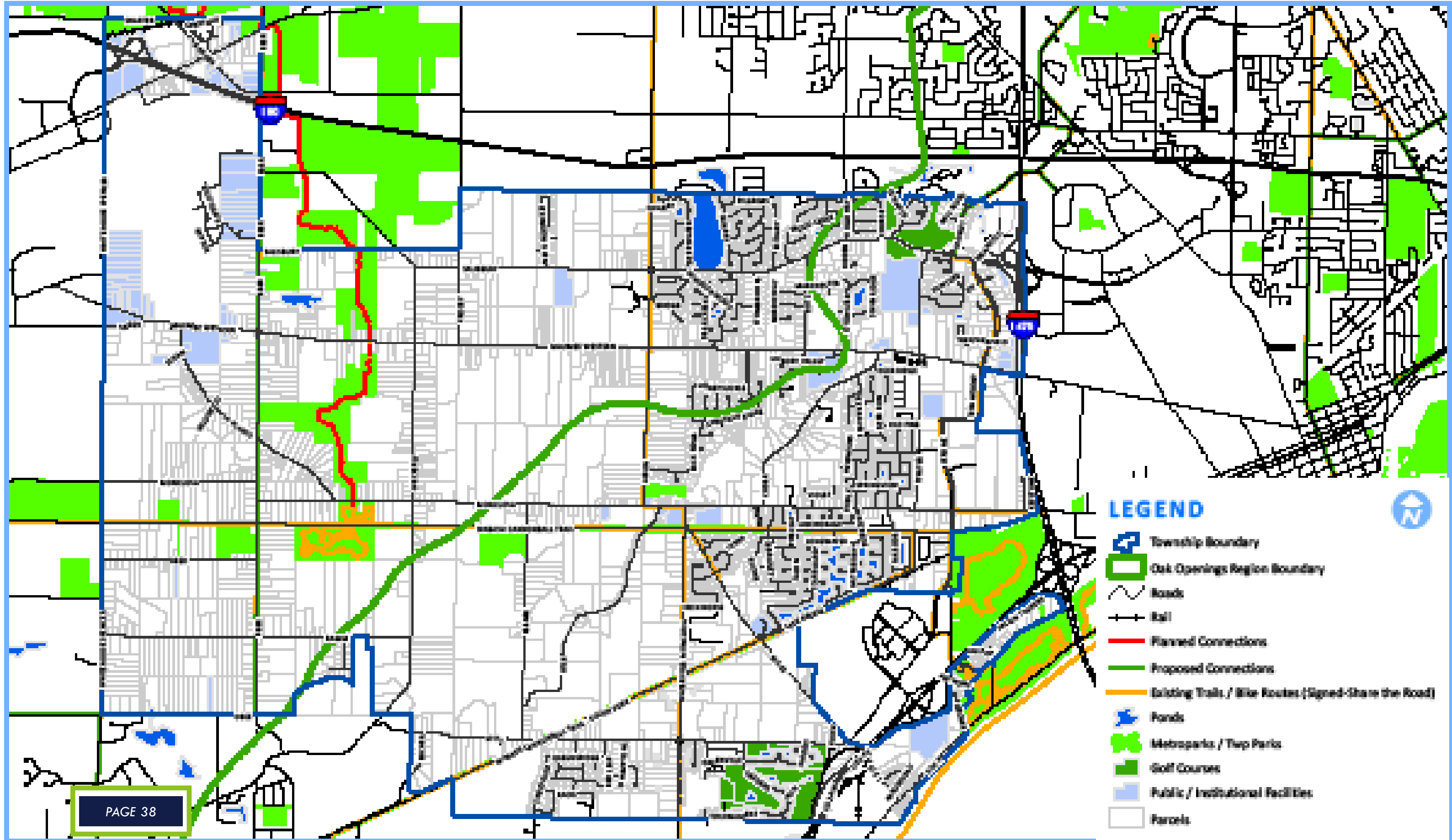
The lack of safe pedestrian and bike facilities was a common concern listed by respondents to the community survey conducted for this plan update. A review of pedestrian and bicycle related crashes for the period of 2009-2018 revealed 45 crashes. This involved 24 pedestrian crashes and 21 bicycle crashes. These 45 crashes resulted in 3 fatal crashes and 38 injury crashes. The steering committee expressed an interest to improve non-motorized facilities given the data and comments by residents of the township (See Map: Monclova Township Road Crashes by Severity).

The Toledo Metropolitan Area Council of Governments (TMACOG) serves to promote regional mobility / pedestrian connectivity efforts throughout Northwest Ohio, and several planning initiatives are either underway or have been completed in an effort to improve future mobility. These efforts include the development of a Regional Bicycle Plan that current serves as a guide for developing bicycle infrastructure throughout Lucas County and Monclova Township. The Northern Ohio Rails-to-Trails Association (NORTA) and its member communities have been valuable in working to extend both forks of the Wabash Cannonball Trail. At the present time, the north fork extends 43 miles starting in Maumee ending in Montpelier, Ohio in Williams County. The south fork extends 18 miles into Henry County near Liberty Center.



The lack of safe pedestrian and bike facilities was a common concern listed by respondents to the community survey conducted for this plan update.





LEGEND

- Township Boundary
- Oak Openings Region Boundary
- Roads
- Rail
- Planned Connections
- Proposed Connections
- Existing Trails / Bike Routes (Signed-Share the Road)
- Parks
- Metroparks / Trap Parks
- Golf Courses
- Public / Institutional Facilities
- Parcels

Transportation and Connectivity

Lucas County Transportation Improvement District (LCTID)

Monclova Township benefits from being located in a transportation improvement district that was created in 2014 by the Lucas County Board of County Commissioners and approved by ODOT. The goal of the TID, authorized under the Ohio Revised Code Chapter 5540, is to advance potential interchanges along the I-475 corridor, along with supporting highway projects that are driven by an economic development component. LCTID Board members and contact information, meeting minutes, and project listings can be found via a link on the Lucas County Engineers website. Current projects being funded in Monclova Township by TID funds include the new interchange at US 20A at I-475, and the widening of I-475 to three lanes between US 20A and Airport Highway. Construction is estimated at \$77 million for the I-475 work and \$30 million for the interchange work, and should be started in October 2022. The LCTID is working with its local project funding partners (City of Maumee, Monclova Township, the Toledo-Lucas County Port Authority and Lucas County) to finalize the delivery of the local share commitment.



Toledo Express Airport

The Eugene F. Kranz Toledo Express Airport is located in Springfield, Swanton and Monclova Townships and is accessed from Exit 52 of the Ohio Turnpike. The airport and surrounding facilities are owned by both the City of Toledo and the Toledo-Lucas County Port Authority (TLCPA). The TLCPA is charged with the oversight and operations of this full-service regional airport.

The TLCPA also administers Foreign Trade Zone 8 (FTZ#8), which comprises approximately 350 acres of the airport. This unique trade designation allows goods to be stored, exhibited, repackaged, manipulated, manufactured, or mixed with other

foreign/ domestic merchandise within the zone without tax or “duty free”. Duty is paid only when goods are moved out of the FTZ into the United States proper.

The 2008 air cargo strategic development plan identified approximately 750 acres in and around the Airport for “Intermodal” transportation opportunities. The concept will likely be the basis of significant growth in and around the Airport due to its strategic location to the Ohio Turnpike, I-75, the Port of Toledo, vast rail hubs and northwest Ohio’ geographic location to the entire country. In 2019, the Monclova Township Trustees created a 280-acre tax increment financing area around the airport as a means to finance public infrastructure.

Toledo Metropolitan Area Transit Authority (TMACOG)

The Toledo Area Regional Transit Authority (TARTA) provides connects residents in the Toledo metro area to jobs, education, health care and other destinations. With the approval of the Fall 2021 sales tax levy, new locations in Monclova Township will be added to the TARTA service area.

School District

The Anthony Wayne Local School District covers over 76 square miles and encompasses all of Monclova Township and all or part of Waterville Township, Providence Township, Swanton Township, Middleton Township (Wood County) and the Villages of Waterville and Whitehouse.

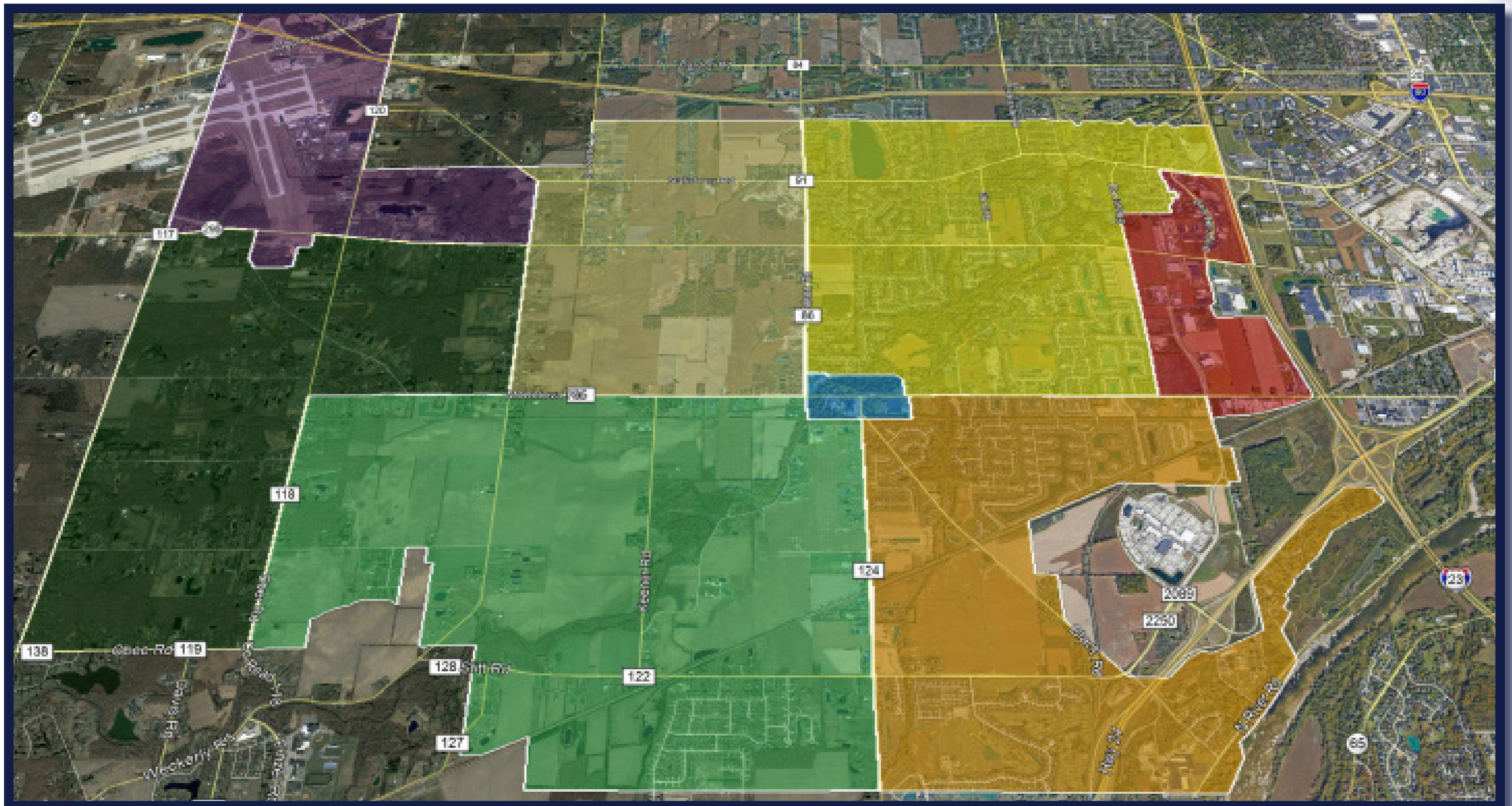
The district has one elementary school in Monclova Township located at 8035 Monclova Road in the Township's downtown area. Monclova Primary School (K-4) had 569 students enrolled during the 2020 school year. Between 2007 and 2020, average enrollment has fluctuated between 562-710 students. The District's total enrollment for all schools, as of 2019, was 4,538 students, up slightly from 4,491 students in 2007.

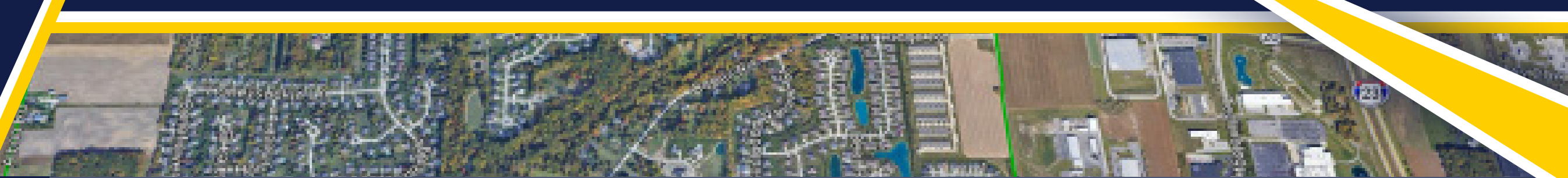


Monclova Primary School is located in the Township's "downtown" area, adjacent to the Monclova Community Center. While the school has safe linkages to the Wabash Cannonball Trail, it could benefit from additional pedestrian connectivity elements.



Planning Areas





The Brandywine/Quarry/Coder Planning Area is a predominantly single-family residential area located in the northeast portion of the township, east of Albon Road and north of Monclova Road. This area is largely built-up and consists primarily of large, upscale planned residential developments home to a large percentage of the township's residents along with some acreage residential parcels along Coder Road and some main roadways. The residential development is predominantly detached single-family along with some villa-style condominiums. There are several small apartment developments along Salisbury Road and Deer Ridge Drive.

The Brandywine Country Club and golf course, the Andersons Corporate Headquarters, the Sunshine Campus for individuals with developmental disabilities, two nursing homes, two churches (one with a large campus formerly occupied by a major corporation), and a small cemetery are also located in this planning area. Swan Creek and its floodplain cut across this area from the northeast to the southwest.

This planning area is zoned almost exclusively residential with the exception of commercial zoning for the Andersons Headquarters, the church on Strayer Road campus, a small office building on Salisbury Road just west of Strayer Road, and small undeveloped parcels at the northeast and southeast corners of Maumee-Western Road and Albon Road.



Existing Land Uses

- Single-family residential
- Multi-family residential
- Institutional uses
- Offices (very limited)
- Golf course

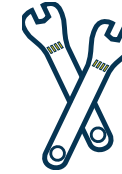


Preferred Land Uses

- Low density single-family residential
- Higher density residential land uses (if clustered adjacent to neighborhood commercial land uses)
- Multi-family residential (if clustered adjacent to neighborhood commercial land uses)
- Neighborhood commercial (limited to key intersections like US 20A and Albon)
- Public and Institutional

Planning Issues and Areas of Concern

- Development of the few remaining undeveloped parcels.
- Buffers between residential development and commercial development along Strayer Road (unimproved) between Maumee-Western Road and Monclova Road, the west side of the Briarfield Business Park, and the west side of the Andersons Headquarters campus.
- U.S. 20A (Maumee-Western Road) and Monclova Road (eastern/central sections) overlay zoning districts.



Future Capital Improvements

- Coder Road resurfacing (Monclova Rd. to Maumee Western Rd (2021)
- Neighborhood Road Resurfacing Project: Olde Farm Subd. (Plt. 1-6) - Bridle Dr., Cattlemen's Circle, East Pasture Ln., Harvester Rd., Hersmans Circle, Joannes Way, Marissa Ct., Prairie Creek Ln, Ranchers Circle, Rolling Meadow Ln., Springview Dr., and Stable Path Dr. (2021)
- Neighborhood Road Resurfacing Project: Clearwater Plats 1 & 2 (2022)
- Planned Roundabout at Salisbury Road / Holloway Road (2024)



Transportation Considerations

- Pedestrian connectivity
- Lack of sidewalks along major roadways



Environmental Considerations

- Swan Creek floodplain

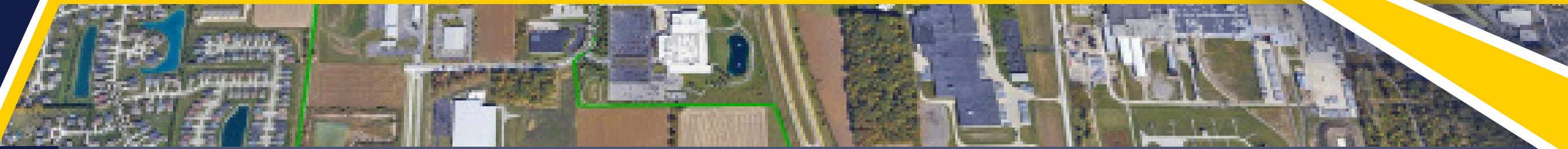


General Recommendations

- Enforcing and adjusting the U.S. 20A (Maumee-Western Road) Zoning Overlay District to promote the optimal level of access management, aesthetics, connectivity, and land uses. Overlay requirements should be applied to all single family residential subdivisions.
- Pursue the feasibility of expanding the Monclova/Whitehouse JEDD to fully envelop the parcels designated mixed uses (general commercial, neighborhood commercial, and higher density residential land uses) at the US 20A (Maumee Western) and Albon Road intersection to help cover the future costs of public services and supportive infrastructure to this area.
- Work to improve pedestrian connectivity infrastructure along the following roads and areas: Butz Road, Albon Road, Monclova Road, and Maumee Western between subdivisions.



The Brandywine/Quarry/Coder Planning Area is home to a majority of Monclova Township's subdivisions. In 2021, the Monclova Township Trustees passed a resolution supporting a Complete Street Policy that will help to better interconnect neighborhoods and subdivisions.



The Briarfield/Triad Planning Area is a mixed-use (office, commercial, industrial) area located along the west side of U.S. 23/I-475 between Salisbury Road and Monclova Road adjacent to the existing interchange at Salisbury Road and the planned interchange at US 20A (Maumee-Western Road). This area includes three business parks (Briarfield, Triad and Keystone) as well as businesses along the south side of Monclova Road, and represents a substantial portion of the township's commercial and industrial tax base. The area includes primarily office and industrial uses but also includes service and retail uses, restaurants and a hotel. This entire area is within the Monclova/Maumee/Toledo Joint Economic Development Zone. This planning area is zoned mostly industrial, with the exception of commercially zoned areas along Briarfield Boulevard south of Salisbury Road, at the corner of Maumee-Western Road and Strayer Road, and on Monclova Road east and west of Jerome Road.



Existing Land Uses

- Business Park/Offices
- Industrial
- Commercial



Preferred Land Uses

- Commercial
- Professional Offices
- Industrial
- High-density mixed uses, properly buffered from residential uses



Future Capital Improvements

- US 20A Interchange (2022) at U.S. 23/I-475



Transportation Considerations

- Planned interchange at Maumee-Western Road (20A) and U.S. 23/I-475
- Completion of roadway network
- Pedestrian connectivity and transit accessibility for employees

Planning Issues and Areas of Concern

- U.S. 20A (Maumee-Western Road) and Monclova Road (eastern/central sections) overlay zoning districts.
- Buffers between office/industrial/commercial uses and residential uses to the west.



Environmental Considerations

- Limited to sporadic wetlands

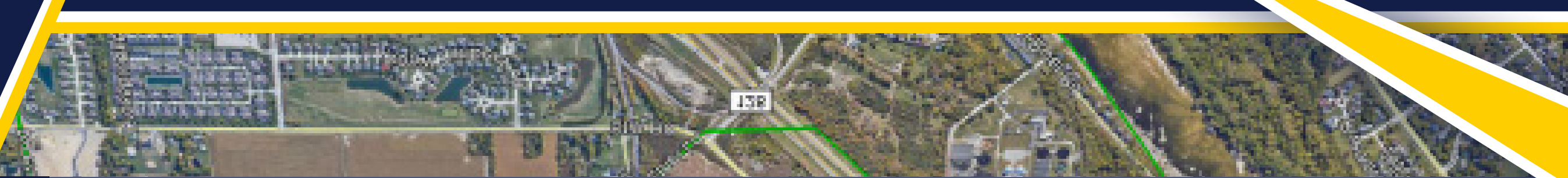
General Recommendations

- Gateway/Bridge lighting enhancements at US 20A Interchange.
- Coordinating and aligning access points along Jerome Road and Technology Drive to minimize curb cuts.
- A majority of this planning area is located in the Monclova/Maumee/Toledo JEDZ, of which Monclova Township benefits from a portion of the income taxes. Preference should be given to development projects that yield the greatest number of jobs and benefits to the community.
- Enforcing and adjusting the Monclova Road Zoning Overlay District (eastern section) to promote the optimal level of access management, aesthetics, connectivity, and land uses.
- Work to improve pedestrian connectivity infrastructure along the following roads and areas: Strayer Road (unimproved section), Maumee Western Road, and across the interchanges.



A majority of the Township's commercial and industrial activity is located in the Briarfield/Triad Planning Area. To help promote the density necessary to capture the most economic growth, additional buffers between residential and non-residential land uses should be pursued.

Fallen Timbers Planning Area



The Fallen Timbers Planning Area is a predominantly single-family residential area located south of Monclova Road, east of Waterville-Monclova Road (wrapping around the Fallen Timbers Shopping Center and Fallen Timbers Battlefield Metropark, which are located in the City of Maumee). The Wabash Cannonball Trail North Fork and South Fork begin in and run through this planning area, providing convenient access to an extensive recreational trail network including a pedestrian bridge over U.S. 24.

This planning area abuts Side Cut Metropark and the Maumee River and includes many residential developments, including the Waterside residential community, the Fallen Timbers Fairways golf course and residential development, a number of other existing and in-progress single-family and villa-style residential developments, the Lakeside at Fallen Timbers and Riverview apartments, and the Otterbein Monclova senior living community. The area also includes the Fallen Timbers Monument, Johns Manville Plant 1, and the Maumee River Wastewater Treatment Plant. Blystone Creek and its floodplain cut across the western portion of this area. The area is zoned almost exclusively residential with the exception of the Johns Manville Plant and several undeveloped parcels located between the Wabash Cannonball Trail South Fork and the Fallen Timbers Shopping Center.

While largely built-up, undeveloped agricultural acreage remains between the Wabash Cannonball Trail South Fork and Stitt Road. This planning area is zoned almost exclusively residential, with the exception of industrial zoning for the Johns Manville plant and several small commercially and industrially zoned parcels located between the Wabash Cannonball Trail South Fork and the Fallen Timbers Shopping Center.



Existing Land Uses

- Single-family residential
- Multi-family residential
- Golf course
- Wastewater treatment plant
- Industrial
- Agricultural



Preferred Land Uses

- Single-family residential
- General commercial Higher-density residential (on parcels adjacent and near Jerome Road, east of Lakeside)
- Neighborhood commercial at east of the railroad tracks near the Black/Stitt Road intersection (if located in the JEDD)



Future Capital Improvements

- River Road improvements from S. Jerome Road to Waterville's corporation limits (2022)



Transportation Considerations

- Linkages between Wabash Cannonball Trail North/South Forks and sidewalk network
- Promote dedicated pedestrian connectivity infrastructure along Waterville-Monclova Road to connect the North-South trail forks



Environmental Considerations

- Blystone Creek floodplain

Planning Issues and Areas of Concern

- Development of several small commercially and industrially zoned parcels located between the Wabash Cannonball Trail South Fork and Fallen Timbers Shopping Center.
- Potential development between Wabash Cannonball Trail South Fork and Stitt Road.
- Pedestrian connectivity to enhance extensive recreational trail amenities.
- Potential need for a mix of uses, such as neighborhood commercial and multi-family residential, in suitable locations in developed portions of the township.
- Monclova Road Zoning Overlay District (eastern/central sections).



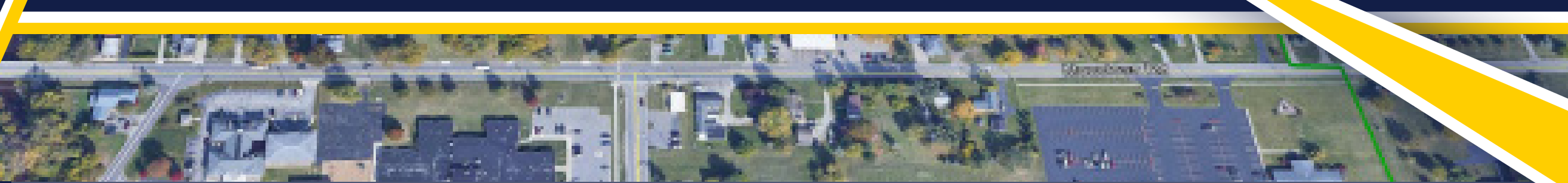
General Recommendations

- Residential developments on lands abutting Black Road should be required to submit traffic studies to assess the impact on the immediate thoroughfare system and nearby intersections.
- A portion of this planning area is located in the Monclova/Whitehouse JEDD, of which Monclova Township benefits from a portion of the income taxes. Preference should be given to development projects that yield the greatest number of jobs. Expand the Monclova/Whitehouse JEDD to parcels identified for future mixed uses (general/neighborhood commercial and high density residential).
- Enforcing and adjusting the Monclova Road Zoning Overlay District (eastern/central sections) to promote the optimal level of access management, aesthetics, connectivity, and land uses.
- Pursue improved pedestrian connectivity solutions along Black Road to link the downtown area and Monclova Primary School, Fallen Timbers Shopping Area, and to existing and future neighborhoods.
- Additional coordination (Maumee, County Engineer, etc.) should be required for developments surrounding lands that abut the Fallen Timbers Shopping Area to minimize constraints on existing transportation networks and neighborhoods.



With both forks of the Wabash-Cannonball Trail traversing it, Township officials should look to invest on a long-term strategy to improve safe pedestrian connectivity solutions throughout the Fallen Timbers Planning Area.

Olde Monclova Township Center Planning Area



The Olde Monclova Township Center Planning Area is a small area located near the geographic center of the township clustered around the intersection of Monclova Road with Albon Road, Waterville-Monclova Road and Lose Road. This area serves as the historical and traditional focal point of the township and includes a variety of public and private uses, including Monclova Primary School, the Monclova Community Center, the Monclova Township Administration Offices and Fire Department, Monclova Community Park, the Monclova Post Office, a church and church school campus, an ice cream shop, an auto repair shop, and several other commercial buildings.

While small in size, this area provides a center for community activities and has the potential to further enhance community identity with a walkable small main street type environment centered on the existing community uses and facilities clustered in close proximity. The Wabash Cannonball Trail North Fork and Swan Creek cut through this area and provide additional opportunities to provide additional community amenities. This planning area includes some commercial zoning on the north side of Monclova Road and at the southeast corner of Monclova Road and Waterville-Monclova Road, and residential zoning for the remainder. For a better understanding of the planning considerations in this planning area, see Map: Olde Monclova Township Center Planning Area.



Existing Land Uses

- Public and community uses
- Primary School
- Church and school campus
- Park
- Small-scale commercial uses
- Residential



Preferred Land Uses

- Mixed uses
- Supportive public and institutional uses

Planning Issues and Areas of Concern

- Need for streetscape improvements and pedestrian amenities, possibly including a walkway or path along Swan Creek.
- Extension of public sewers to serve the existing land uses (existing homes, Monclova School and Monclova Community Center), mitigate environmental issues posed from septic systems, and to accommodate new planned land uses.
- Zoning tools to provide for a mix of community uses, small-scale commercial uses, and existing single-family uses.
- Monclova Road Overlay Zoning District (central section).



Future Capital Improvements

- Mini Roundabout at Monclova Road and Waterville-Monclova Road (TBD, grant funding dependent)
- Sidewalks along Albon Road from Winding Ridge Blvd to township hall complex, and east along Monclova Road to link up with existing sidewalk network
- Sidewalks on south side of Monclova Road from Monclova Community Center to Monclova Road Baptist Church



Transportation Considerations

- Sidewalks exist along parts of Monclova Road in this planning area but a more complete sidewalk network is needed along with enhanced linkages to the Wabash Cannonball Trail North Fork, Monclova Primary School, Monclova Township Hall/ Park and other public uses.



Environmental Considerations

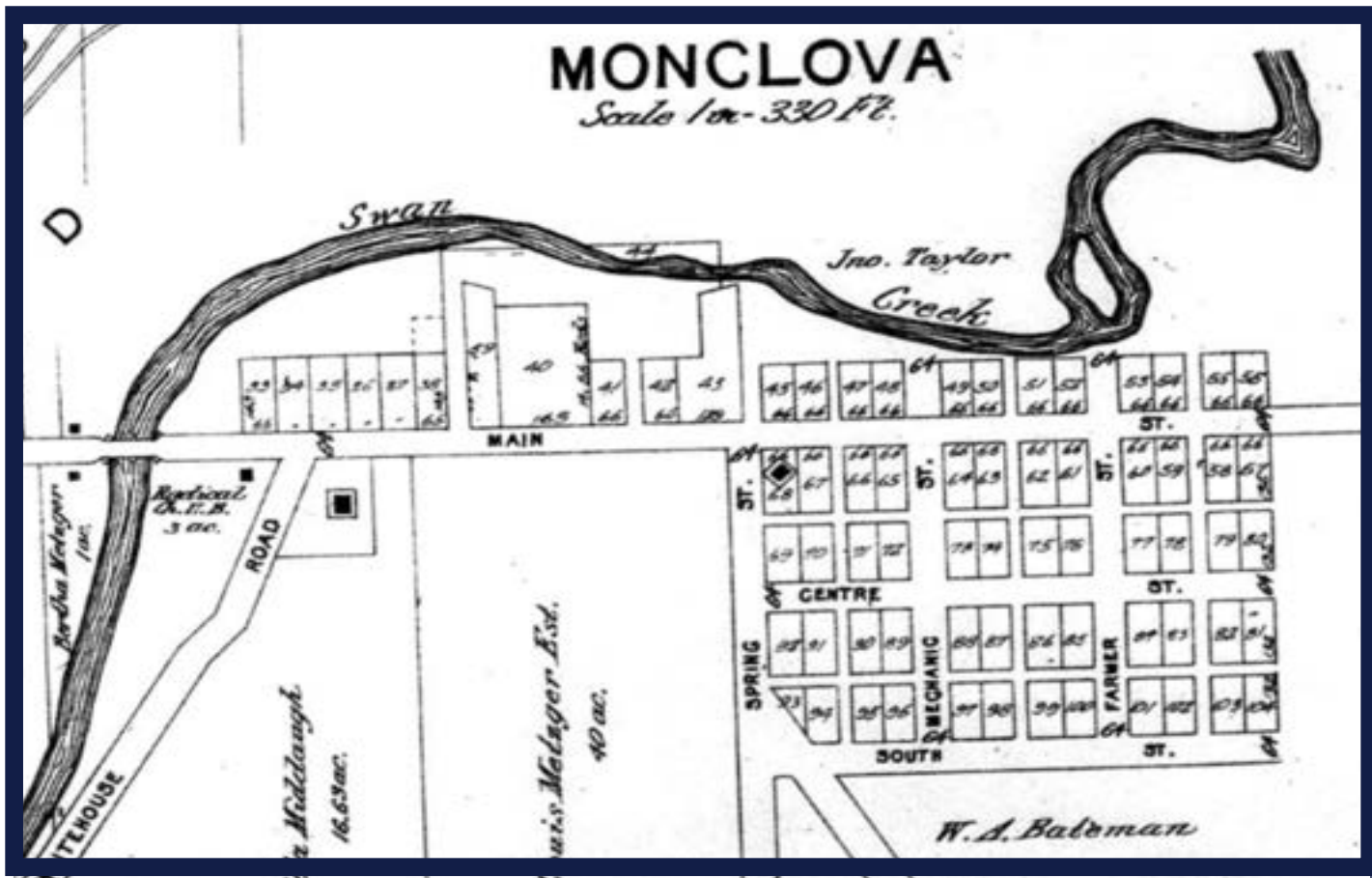
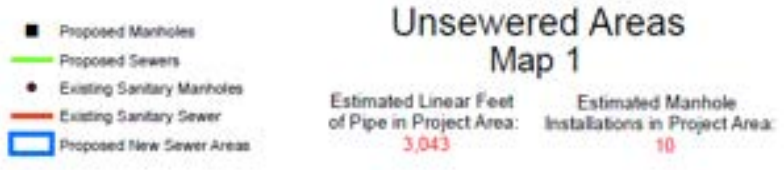
- Swan Creek floodplain
- Potentially-failing sanitary septic systems



Sanitary Sewer Considerations

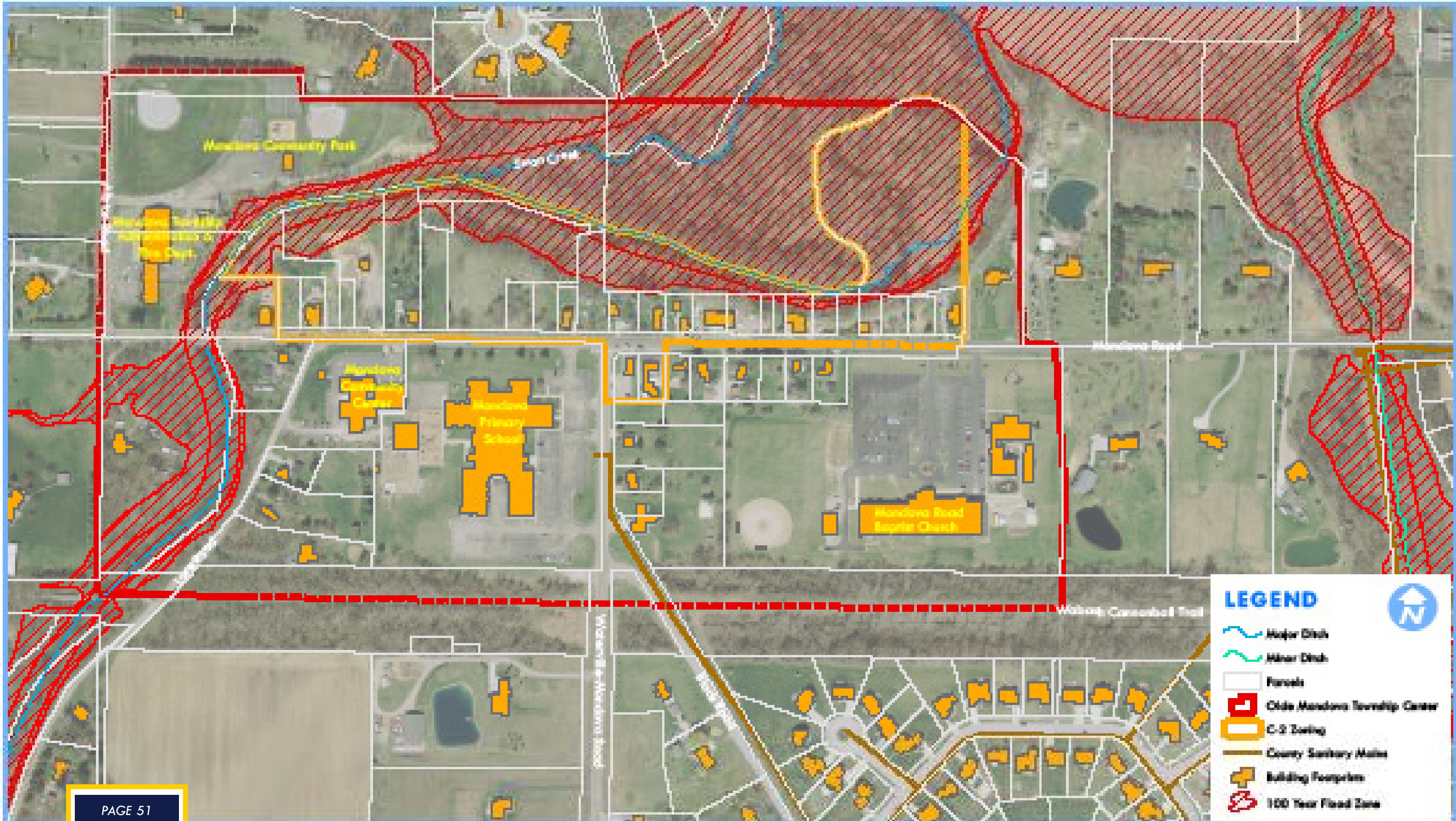
- A main deterrent to development in this planning area is lack of sanitary service (see Map: Unsewered Areas Map).
- While there is a sanitary sewer line that serves the elementary school on Waterville-Monclova Road, this sanitary is at a minimum depth and has no ability to be extended. The closest sanitary that is available for extension into this area is a 24" line located just west of the Blystone Ditch on the south side of Monclova Road. The distance from this manhole to the intersection of Albion and Monclova Roads is a conservative 3800 feet. At minimum grade and maximum depth, this sanitary line has the depth and capacity to be extended to the intersection and beyond, although clearance

- at the Swan Creek crossing will be a factor.
- The design of this sewer would be very deep, averaging a depth of 20 feet or more for the length of the proposed 3800 feet. Accommodating the existing storm drainage, and providing new storm drainage, may also provide an obstacle in the design process.
- A major obstacle to constructing this sanitary sewer is right-of-way or easement access. There is an existing 12" waterline that occupies the right-of-way on the south side of the road along this section of Monclova Road. By design rule and statute, waterlines and sanitary sewers shall be 10' apart measured outside diameter to outside diameter. Using normal design criteria, this would require the sanitary to be constructed in an easement behind the right-of-way on the south side of the road; or within the right-of-way on the north side of the road; or some combination utilizing both sides of the road. This will be difficult because many of the homes and businesses along the north side of Monclova Road sit very close to the existing road right of way with no opportunity for an easement behind the road right of way.
- As with any public project, the biggest hurdle to clear will be the funding of this project. A TetraTech report prepared in 2016, estimated the costs at \$1,508,000. Potential funding sources could include ARPA (American Rescue Plan Act), H2Ohio, or tax increment financing revenue (property taxes generated from the new private sector development). According the Lucas County Sanitary Sewer Engineer, township officials have until 2024 to request ARPA funds for sanitary sewer infrastructure.



An 1884 plat map of Monclova Township shows a traditional residential grid in the downtown area.





General Recommendations

- Continue to work with Lucas County Sanitary Engineer to provide sanitary sewers to the area. While design and construction of a sanitary sewer along this stretch has its challenges, it is not an impossible to achieve through a coordinated effort between the township, Lucas County Sanitary Engineer & County Engineer, and private sector stakeholders.
- Work with interested developers and property owners on scoping in a small scale development project that compliments the needs of residents, addresses the utility constraints and identifies current building stock for strategic demolition and rehabilitation opportunities.
- Program streetscape improvements that include: connected sidewalk network, pedestrian oriented lighting, street banners, landscaping, and gateway/wayfinding signage. Buildings should be aligned along the road frontage to activate the public realm spaces, with parking in back. Township and school officials should work to improve landscaping on the school footprint abutting the roads.
- Update the zoning resolution to create a mixed use district that encourages the desired vision. Modify the Monclova Road Overlay Zoning District (Section 5.2) to align with the new mixed use district.
- Conduct a safety study of the area (and adjacent areas) to develop solutions and countermeasures that improve pedestrian safety. According to ODOT, segments and intersections along Albion Road and Monclova Road have above average crash ratings (see Chapter: Planning Conditions).
- Continue to work with the Lucas County Engineer on traffic management / traffic calming solutions like the mini-roundabout at Waterville Monclova

Road and Monclova Road and median boulevard treatments on Monclova Road between Albon Road and Waterville Monclova Road.

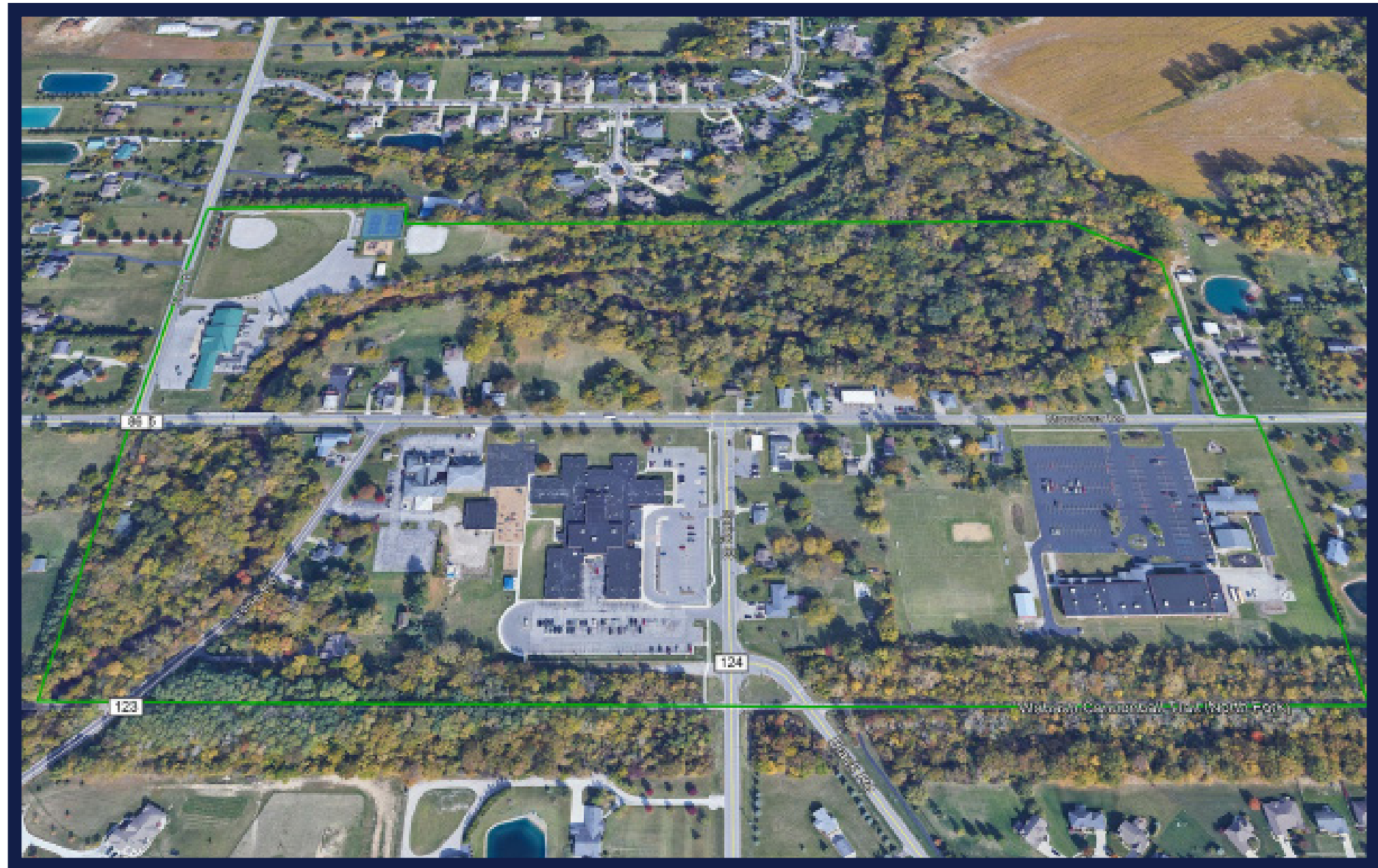
- Pursue the feasibility of framing in economic incentives that could help offset additional costs from the expansion of utilities. Utilize the Interchange Tax Increment Financing (TIF), created

in 2019, to help pay for the expansion of utilities to the area. Certain parcels on the north side of Monclova Road, across from the community center, were included in this TIF.

- Consider the development of a Community Reinvestment Area (CRA) in this planning area to incentivize projects that provide improved public

realm amenities.

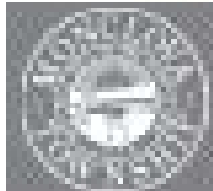
- Improve pedestrian connectivity infrastructure along the following roads and areas: Monclova Road (between Albon Road and Coder Road), Waterville-Monclova Road, and between the Monclova Community Park and Monclova Community Center.



As the "historic" core of the community, the Old Monclova Township Center Planning Area is home to many key public assets like the Monclova Community Center, Post Office, Monclova Primary School, Township Community Park and Administration/Fire-EMS offices. A goal of the Comprehensive Plan is to help encourage additional synergy in this planning area through new public infrastructure investments.



EMHT

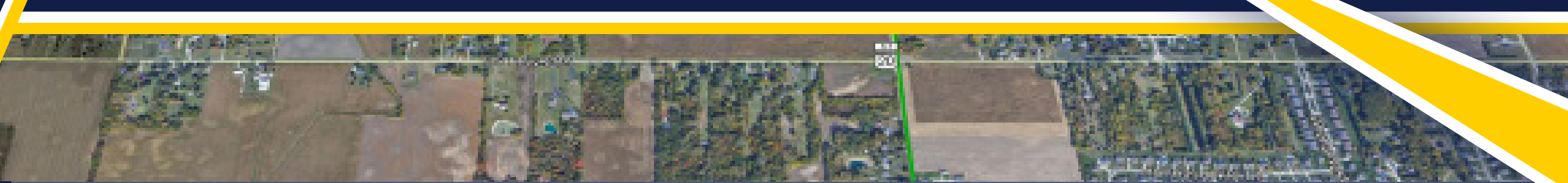


OLDE MONCLOVA TOWNSHIP CENTER

PROPOSED

- 1. A public green space oriented along Meridian Road adjacent to Town Center. This space should be connected to Meridian Township Park and the adjacent neighborhood center through a connector.
- 2. Architectural and landscape design that embrace the character of the Meridian Centering Center. This could include historic architectural style, ornate lighting, and trails on a surface of red brick pavers and brick paving.
- 3. Buildings that address the needs of the public and enhance walkability. These architectural designs may be any combination of high-quality exterior lighting and signage.
- 4. Create an inviting atmosphere through the use of public art, murals, and signage.





The Albon/Weckerly Planning Area is a largely agricultural area located north of Monclova Road between Albon Road and Weckerly Road. While largely agricultural, this area has experienced increasing development pressure, has county water mains along some of the main roadways, and includes one existing single-family residential development (Lexington Glen, located north of Salisbury Road, west of Albon Road) and one planned-unit residential development under construction (Stoney Creek, located between Salisbury Road and Maumee-Western Road, west of Albon Road). The Stone Ditch and Zaleski Ditch floodplains cut across the northern portion of this planning area. While acreage residential parcels line portions of the roadways in this area and there are a number of wooded areas, the predominant land use is agricultural. This planning area is zoned agricultural/residential (one acre minimum lot size), with the exception of the Lexington Glen and Stoney Creek residential developments and small undeveloped commercially-zoned parcels at the northwest and southwest corners of Maumee-Western Road and Albon Road.



Existing Land Uses

- Agricultural
- Rural residential
- Single-family residential



Preferred Land Uses

- Low and medium density single family residential (on eastern portion of planning area)
- Rural residential
- Neighborhood commercial at southwest corner of intersection of Maumee-Western Road and Albon Road.
- Agriculture

Planning Issues and Areas of Concern

- Agricultural preservation
- Determination of desired future land use for this area
- Expansion of water and sewer utilities in economic and efficient manner to ensure well-planned and high quality development
- U.S. 20A (Maumee-Western Road) and Monclova Road (western section) overlay zoning districts



Future Capital Improvements

- Stormwater Improvement: Morrison Ditch (2021)



Transportation Considerations

- Potential for increased traffic on Maumee-Western Road upon completion of planned interchange with U.S. 23/I-475 and use as alternate route to Toledo Express Airport



Environmental Considerations

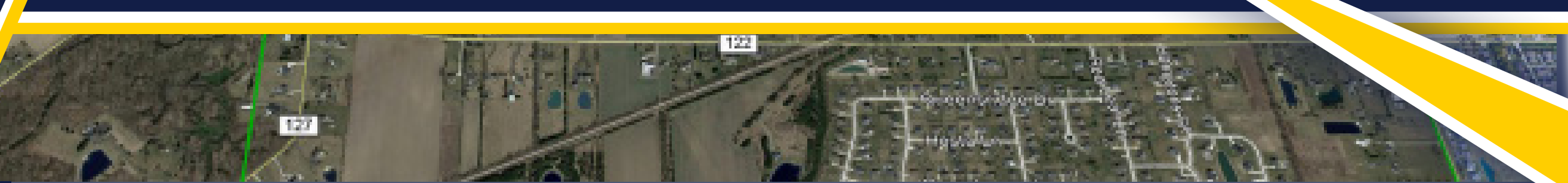
- Floodplains cutting diagonally across the northern portion of planning area
- Oak Openings Region characteristics

General Recommendations

- Enforcing and adjusting the U.S. 20A (Maumee-Western Road) Zoning Overlay District and Monclova Road Zoning Overlay District (western section) to promote the optimal level of access management, aesthetics, connectivity, and land uses.
- Purpose the feasibility of developing long term plans to extend Keener Road north to link up with U.S. 20A (Maumee-Western Road) to improve the thoroughfare network. This connectivity could happen as a public sector project or be developer-driven through the requirement that contiguous subdivisions and other developments be interconnected vis-à-vis a N/S connector. These solutions would help alleviate congestion at nearby intersections (Albon Road/Monclova Road; Albon Road/Maumee-Western Road).
- Work to improve pedestrian connectivity infrastructure along the following roads and areas: Albon Road.



Since the development of Lexington Glen subdivision, the Albon/Weckerly Planning Area has witnessed additional pressure to accommodate new residential development, many which are located off Albon Road near key intersections.



The Waterville-Monclova/Eber Planning area is a largely agricultural area located south of Monclova Road between Waterville-Monclova Road and Eber Road, abutting the Village of Whitehouse to the south. While largely agricultural, this area has experienced increasing development pressure, has county water mains along some of the main roadways, and includes one large single-family residential development (Crimson Hollow) and two small, one-acre lot single-family subdivisions (The Hamptons and Maplesburg Acres).

The Wabash Cannonball Trail North Fork and South Fork run through this planning area, and the North Fork connects to the new Cannonball Prairie Metropark located south of Monclova Road between Weckerly Road and Eber Road. The Monclova Township Maintenance Facility, a small cemetery, and Keener Park are also located in this planning area along Keener Road. Swan Creek and its floodplain cut across this area from the northeast to the southwest. While acreage residential parcels line portions of the roadways in this area and there are a number of wooded areas, the predominant land use is agricultural.

This planning area is zoned agricultural/residential (one acre minimum lot size), with the exception of the Crimson Hollow residential subdivision.



Existing Land Uses

- Agricultural
- Rural residential
- Single-family residential

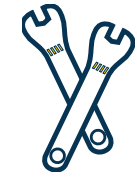


Preferred Land Uses

- Low density single family residential
- Rural residential
- Agriculture

Planning Issues and Areas of Concern

- Agricultural preservation
- Determination of desired future land use for this area
- Expansion of water and sewer utilities in economic and efficient manner to ensure well-planned and high quality development
- Monclova Road Zoning Overlay District (western section)



Future Capital Improvements

- Stormwater Improvement: Van Fleet Ditch (2021)
- Planned Roundabout at Monclova Road / Weckerly Road (2022)
- Neighborhood Road Resurfacing Project: Crimson Hollow, Plats 1-4 (2022)
- Keener Road improvements from Monclova Road to Stitt Road (2022)
- Stitt Road improvements from Weckerly Road to Keener Road (2023+)



Transportation Considerations

- Pedestrian improvements to enhance linkages to Wabash Cannonball Trail North Fork



Environmental Considerations

- Swan Creek floodplain
- Oak Openings Region characteristics



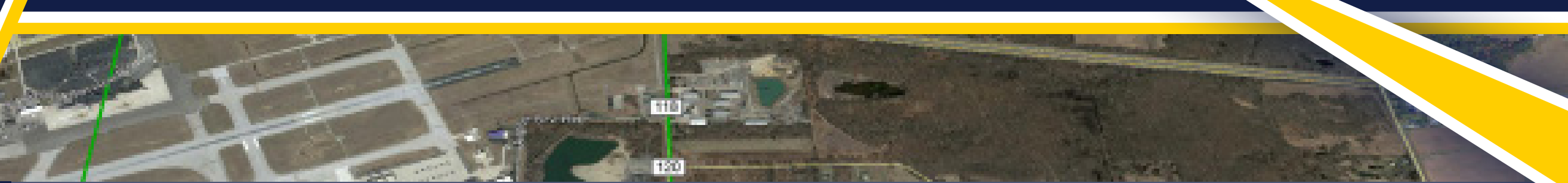
General Recommendations

- Enforcing and adjusting the Monclova Road Zoning Overlay District (western section) to promote the optimal level of access management, aesthetics, connectivity, and land uses.
- Work with Metroparks Toledo and interested property owners in continuing the preserve and trail system from Cannonball Prairie Metropark to link up with southerly destinations like the south fork of the Wabash Cannonball Trail and Whitehouse.
- Work to improve pedestrian connectivity infrastructure along the following roads and areas: Eber Road, Waterville-Monclova Road and Stitt Road (between residential subdivisions).
- Residential development projects should be monitored and guided to ensure minimal impact to the Oak Openings environmental assets and biodiversity.



Swan Creek traverses the Waterville-Monclova-Eber Planning Area. As a key asset, it could be better protected with a riparian corridor overlay that provides easements for future trails that aim to better connect the community. The Anthony Wayne High School and Primary School both aligned along Swan Creek.

Airport/Interchange Planning Area



The Airport/Interchange Planning Area includes the northwest corner of the township, north of Maumee-Western Road/Sager Road and west of Weckerly Road, along with several parcels on the south side of Maumee-Western Road. This area includes the eastern portion of Toledo Express Airport; the Ohio Turnpike interchange that serves the airport; the Ohio Air National Guard 180th Fighter Wing Base; a hotel and other airport-related uses along an airport service road; a mobile home park, restaurant, self-storage facility and other commercial uses along Airport Highway; two self-storage facilities, several small-scale commercial uses, and an auto storage/repair operation along Eber Road; and acreage residential parcels including several surrounding a small lake.

This entire planning area is located within the Oak Openings Region and a number of parcels have been acquired by the Toledo Area Metropark District. This planning area is zoned predominantly agricultural/residential, although this includes the airport and Air National Guard Base. There are several industrially-zoned parcels along Airport Highway near the turnpike interchange, including a vacant parcel adjacent to the interchange, and commercially-zoned parcels along Airport Highway and at the Maumee-Western Road/Eber Road intersection.



Existing Land Uses

- Airport and airport-related uses
- Air National Guard Base
- Commercial
- Auto repair/storage
- Rural residential



Preferred Land Uses

- Agricultural
- Rural residential (east of Eber Road) buffered properly from new non-residential uses.
- Neighborhood and general commercial uses at Maumee Western Road / Eber Road
- Industrial, manufacture and general commercial uses compatible and supportive of airport facilities



Future Capital Improvements

- Salisbury Road from Eber Road to Weckerly Road (2021)
- Moseley Trail extension



Transportation Considerations

- Working with Metropark Toledo on the future development and alignment of the Metropark Toledo's Moseley Trail that will connect Cannonball Prairie Metropark to Westwinds, Wiregrass Lake, and Secor Metropark.

Planning Issues and Areas of Concern

- Development of vacant parcels located on the north side of Airport Highway adjacent to the Ohio Turnpike interchange.
- U.S. 20A (Maumee-Western Road) overlay zoning district.
- Economic development potential of parcels along Eber Road north of Maumee-Western Road (privately owned) and Whitehouse-Spencer Road north of Maumee-Western/Sager Road (owned by Port Authority) based on proximity to Toledo Express Airport and Ohio Turnpike interchange.
- Ensuring land uses that are supportive of airport uses (passenger and general cargo), and associated light manufacturing/light assembly/distribution in close proximity to the facility. Township officials should discourage land uses that are generally considered to be incompatible with airports (such as residential, schools, and churches) to locate away from airports and to encourage land uses that are more compatible (such as industrial and commercial uses) to locate around airports.



Environmental Considerations

- Large floodplain footprint located on west side of Eber Road and south side of Salisbury Road
- Wetlands and hydric soils
- Oak Openings Region characteristics

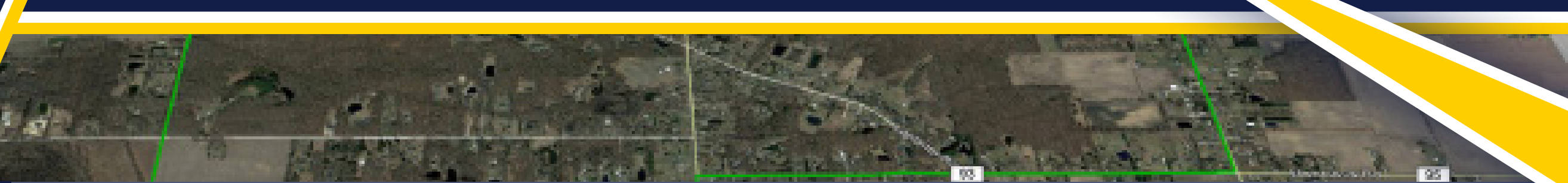


General Recommendations

- Township officials should limit the expansion of residential uses west of Eber and north of Maumee Western Road, and work with property owners, developers, Toledo Lucas County Port Authority, and Lucas County Planning and Development to make the appropriate parcels site ready with zoning and utilities. Many parcels in this area are in the Airport Tax Increment Financing (TIF) Area and the new property valuation from new development can be used to pay for public improvements.
- A portion of this planning area is located in the Toledo Express Airport JEDD, of which Monclova Township benefits from a portion of the income taxes. Preference should be given to development projects that yield the greatest number of jobs.
- Work with Metroparks Toledo and property owners in the advancement and development of the Moseley Trail.
- Work to improve pedestrian connectivity infrastructure along the following roads and areas: Eber Road.
- Development projects should be guided to ensure minimal impact to the Oak Openings environmental assets and biodiversity.



Due to its location to key assets, the Airport-Interchange Planning Area represents one of the community's prime areas to capture the type of economic development that can help to alleviate the residential tax burden. Township officials should continue to work with Port Authority and Lucas County Planning & Development officials to make properties site ready with public infrastructure and appropriate zoning.



The Southwest Planning Area is a largely rural residential area located in the southwest corner of the township, south of Maumee-Western Road and west of Weckerly Road and Eber Road. The main roadways in this area, along with the secondary roads including Laplante Road, Reed Road, and Ramm Road, are lined with residential homes on acreage parcels. A small rental housing complex is located on the east side of Whitehouse-Spencer Road between Monclova Road and Maumee-Western Road. A composting/recycling operation and other non-single-family land uses are also located along this stretch of Whitehouse-Spencer Road. A restaurant is located at the southeast corner of Eber Road and Maumee-Western Road.

Most of the vacant land is wooded rather than agricultural and the area is dotted with small ponds. This entire planning area is located within the Oak Openings Region and a number of parcels have been acquired by the Toledo Area Metropark District. This planning area is zoned almost entirely agricultural/residential, with the exception of a small commercially zoned area at the intersection of Eber Road and Maumee-Western Road.



Existing Land Uses

- Rural residential
- Agricultural
- Small-scale commercial (one restaurant)
- Composting/recycling operation (near the southeast corner of Whitehouse-Spencer Road and Sager Road (20A))



Preferred Land Uses

- Agriculture
- Rural, large lot Single Family Residential
- Parks and Preserves



Future Capital Improvements

- None at time of Plan Development (2021)



Transportation Considerations

- Future development and alignment of the Metropark Toledo's Moseley Trail that will connect Cannonball Prairie Metropark to Westwinds, Wiregrass Lake, and Secor Metroparks

Planning Issues and Areas of Concern

- Preservation of environmentally sensitive areas and habitat in Oak Openings Region.
- Likely to remain rural residential.
- Proximity to Toledo Express Airport and potential noise impacts.
- Consider a rural road and scenic preservation overlay for roadways in this area.
- Economic development potential of parcels near the southeast corner of Whitehouse-Spencer Road and Sager Road (20A) currently used for non-residential purposes, based on proximity to Toledo Express Airport and Ohio Turnpike interchange.
- U.S. 20A (Maumee-Western Road) and Monclova Road overlay zoning districts (western section).



Environmental Considerations

- Floodplain located in northwest portion of planning area
- Oak Openings Region characteristics
- Wetlands and hydric soils



General Recommendations

- Work with Metroparks Toledo, property owners, and other stakeholders on future park and trail expansion projects (Moseley Trail, etc.).
- Minimize development projects that could require public safety services as portions of this planning area have higher “run-times” due to the location of the Township’s fire station.
- Work to improve pedestrian connectivity infrastructure along the following roads and areas: Eber Road.
- Work with property owners on development projects to ensure minimal impact to the Oak Openings environmental assets and biodiversity.



Primarily rural in nature, the Southwest Planning Area is typified by large lot residential uses, woodlands, and environmental issues like wetlands. This planning area is fully located within the Oak Openings Region.

A photograph of the Monclova Community Center, a large, two-story brick building with a prominent central dome and several chimneys. An American flag flies on a tall pole in front of the building. In the foreground, a large, dark brown sign with white lettering reads "MONCLOVA COMMUNITY CENTER". Below this, a smaller sign on a brick pillar says "Visit our website: MonclovaCC.com". The scene is set outdoors with green grass and trees under a blue sky with scattered clouds. A white and orange geometric graphic element is overlaid on the left side of the image.

MONCLOVA COMMUNITY CENTER

Visit our website:
MonclovaCC.com

Plan Recommendations

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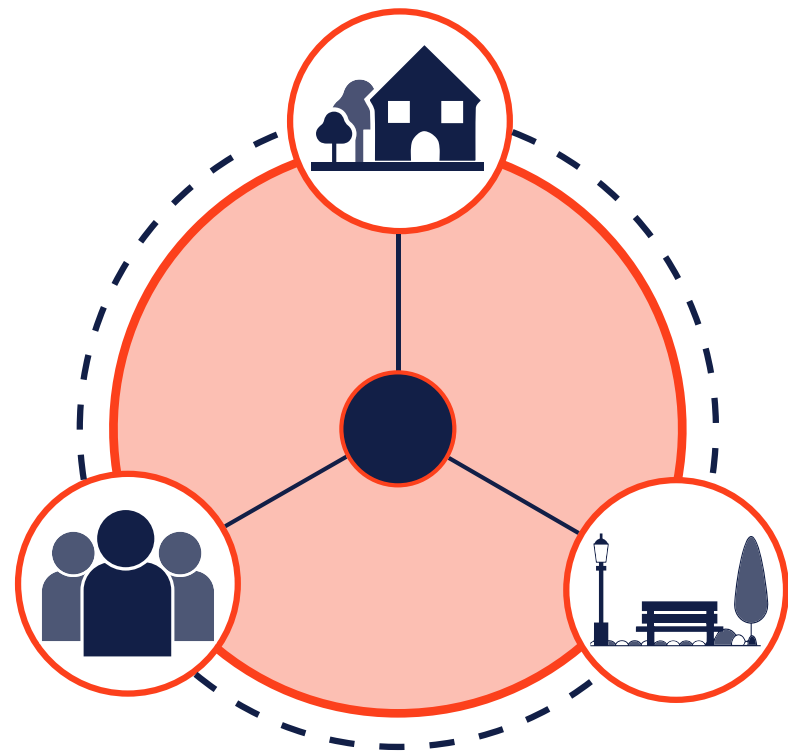
Recommendations

Future Land Use Plan

**Plan Implementation
Table**



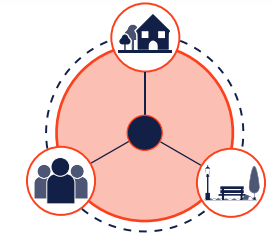
Connectivity



Connecting the People and Places Between the Spaces.

C.1. Develop a Connectivity Plan / Active Transportation Plan

Improving pedestrian connectivity is one of the most important priorities for residents that completed the plan survey. Survey respondents have a notable appreciation for the rural nature of the township but they do believe that neighborhoods and key assets should be linked by amenities safer than signed “share the road” on-berm bike routes which- aside from the two forks of the Wabash Cannonball Trail- is the primary connectivity method in the township. Key areas and destinations residents desire to be better connected include:



- Connecting the north and south forks of the Wabash Cannonball Trail (preferably by connectivity improvements along Waterville-Monclova Road).
- Salisbury Road and US 20A (preferably by connectivity improvements along Butz Road).
- The Township Center (preferably by connectivity improvements along Monclova Road from N. Jerome Road to Albon Road).
- Sidewalks and paths throughout the “downtown” area connecting key destinations like the Monclova Park to Freeze Daddy’s, Monclova Community Center, Monclova Primary School & Post Office, and north fork of the Wabash Cannonball Trail.
- Residential subdivisions (especially along key corridors).
- Fallen Timbers Shopping Area (preferably by connectivity improvements on Black Road and access points off the south fork of the Wabash Cannonball Trail).
- Better pedestrian connectivity across I-475 at new US 20A interchange.



Existing Streetscape of Monclova Road looking east, in front of the school.



New Proposed Streetscape

Timeframe

Short Term

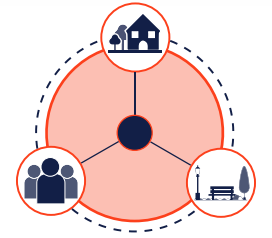
Lead Party

Administration





C.1. Action Items



1. Develop a “connectivity committee” and develop an Active Transportation Plan (or even a Parks and Recreation Master Plan). This committee could help to inventory sidewalk conditions and sidewalk-bikeway-trail network gaps, and develop tools and strategies to fill in the sidewalk and trail gaps in the township. This committee should work closely with TMACOG and the Wabash Cannonball Coordinating Committee, and Northern Ohio Rails-to-Trails Association (NORTA) to follow the Wabash Cannonball Stewardship Plan that was created to protect the trail corridors (north and south forks) from harmful and undesirable encroachments.
2. Conduct a thorough review of Township and County regulations regarding pedestrian connections. Determine if the current regulations are adequate to achieve Monclova’s vision for pedestrian connections throughout the Township. Consider passing a resolution adopting a sidewalk requirement for un-platted lots similar to Sylvania Township.
3. Utilize pay as you grow policies where future developments play a part in building the desired pedestrian infrastructure. Requirements for AASHTO-compliant multi-use paths (10-foot wide asphalt) do not appear adequate. For example, if a 10-foot wide asphalt path is planned as part of a regional trail network across the frontage of a future development, will the Developer be required to install it (or a portion of it)?
4. Develop a ‘wheel and spoke’ multi-use path network with the Town Center as the hub. Create loops of various distances where users can travel to their destination and return without backtracking or using park-and-rides.
5. Monclova Township is only one piece of a larger puzzle. Trail users do not care about municipal boundaries. A local trail system that serves the Township residents will likely require partnering with other municipalities and agencies (Metroparks Toledo, TMACOG, Lucas County Engineer and ODOT), in the funding, planning, design and construction of trail projects.
6. Funding efforts, private developers or grants, will rely on a regional trail master plan to be successful.
7. Follow AASHTO guidelines, Shared Lanes, Bike Lanes, Paths adjacent Roadways, Paths (independent R/W), wherever possible.
8. Do not mix and match sidewalks with multi-use paths. Discourage bicycle traffic from using sidewalks. In the same vein, a policy of “widened” berms isn’t a safe option either.
9. Align future separated multi-use paths with future roadway widening projects to help absorb costs.





To River
Highways



To State-Run Highways
and Trails

To Silsbee

To Silsbee

To Waberville
and Township Trail
adjacent Norman River





C.2. Pursue the feasibility of extending Keener Road between Monclova Road and US 20A (Maumee Western Road)

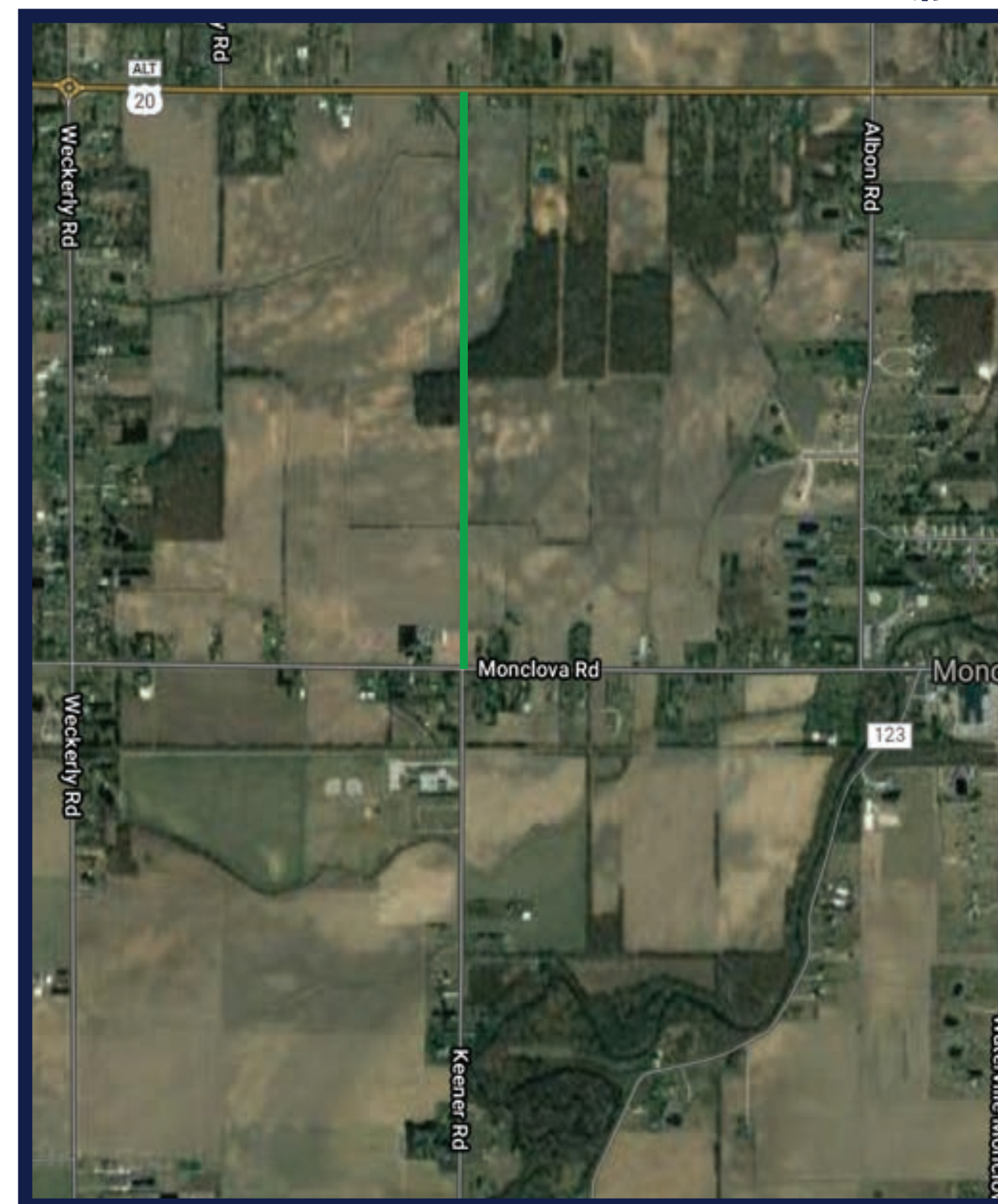
It is anticipated that the new interchange at I-475 at US 20A may bring with it additional traffic and traffic change patterns. This will likely increase congestion and safety issues at key intersections like the Albon Road /US 20A intersection. Programming the future extension of Keener Road between Monclova Road and US 20A could help alleviate congestion and improve traffic flow in the future. This project could either be public sector driven based upon funding and development projects or private sector driven by the developers being required to connect subdivisions using a local collector road and financing it using tax increment financing.

Timeframe

Medium Term

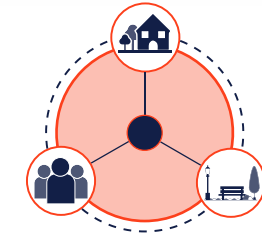
Lead Party

Administration



Extending Keener Road between Monclova Road and US 20A could help alleviate additional traffic in the township.





C.3. Improve Gateways

First impressions are extremely important, and gateways provide a sense of place and set the tone for the entire community. The visual appearance of routes leading into the Township is vitally important. Monclova Township needs to look visually appealing and give a good first impression to encourage investment and businesses, as well as providing an attractive and pleasant environment for its residents.

At the present time, the Township's gateways are absent or utilize standard ODOT signage. New gateway features are a key component to in helping to promote brand and image. These gateways should be strategically placed in high visibility areas on major thoroughfares near the Township's borders. Similar to efforts Springfield Township undertook to build the Dorr Street interchange signage, Township officials should work with ODOT and pursue the feasibility of gateway locations at I-475 and Salisbury Road, and at I-475 and the new US 20A interchange, as well as reinvigorate gateways/ signage along key corridors entering the township.



These gateway sketches show some potential gateway improvements for Monclova Township.

Timeframe

Medium Term

Lead Party

Administration

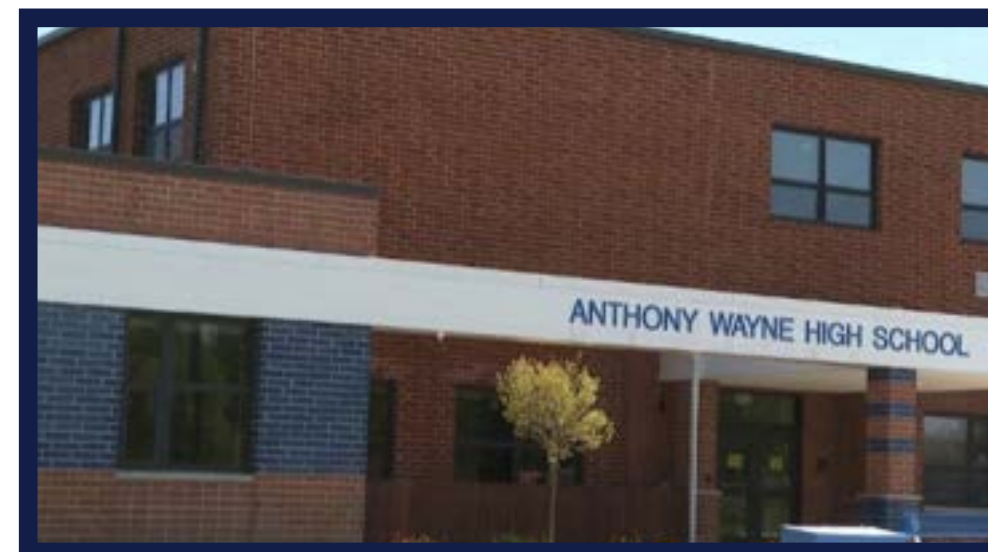




C.4. Promote Public/private partnerships that enhance the quality of life

The quality of life of Monclova Township is supported by numerous individuals, groups and organizations. Because growth management is at the heart of every comprehensive plan, some organizations play a larger role in plan implementation. To this end, some of these groups play a larger role, such as Anthony Wayne School District, Metroparks Toledo, Monclova Historical Foundation, and economic development groups like the JEDD/JEDZ boards, Lucas County Planning and Development, and Toledo-Lucas County Port Authority.

The school district serves students who live in the municipalities of Whitehouse and Waterville, and in Monclova Township; it also serves students in parts of Providence Township and Swanton Township in Lucas County, and Middleton Township in Wood County.



Anthony Wayne School District

Because “Encouraging Balanced Growth” and “Promoting Pedestrian Connectivity” are two important Plan recommendations, it seems fitting that the schools should be involved in Plan Implementation and helping to feed township officials with annual student enrollment figures and other important information.

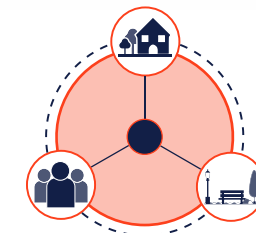
As another government entity, the Anthony Wayne School District can also help to leverage additional resources to help promote pedestrian connectivity. Township and school officials could work with neighborhood groups to develop a school travel plan (STP) to identify barriers to walking and cycling within neighborhoods and identify specific improvements that would make routes more attractive and useful. The Ohio Department of Transportation (ODOT) has grant funding available for communities with STPs to improve pedestrian connectivity to schools.

Timeframe	Lead Party
Ongoing	Administration



The Wabash Cannonball Trail is a primary connectivity method in the township.





Metroparks Toledo

The Wabash Cannonball Trail, Cannonball Prairie Metropark, Fallen Timbers Monument, and the other Metropark assets nearby play a vital role in the quality of life of township residents. The Metroparks' leadership is also embracing efforts with local property owners in creating Moseley Trail.

Because improving community and recreational programming is a priority voiced by residents that completed the survey, the development of a parks and recreation master plan could be an effort assisted by the Metroparks. Township officials should work closely with Metroparks Toledo in framing in these mutually beneficial programs.



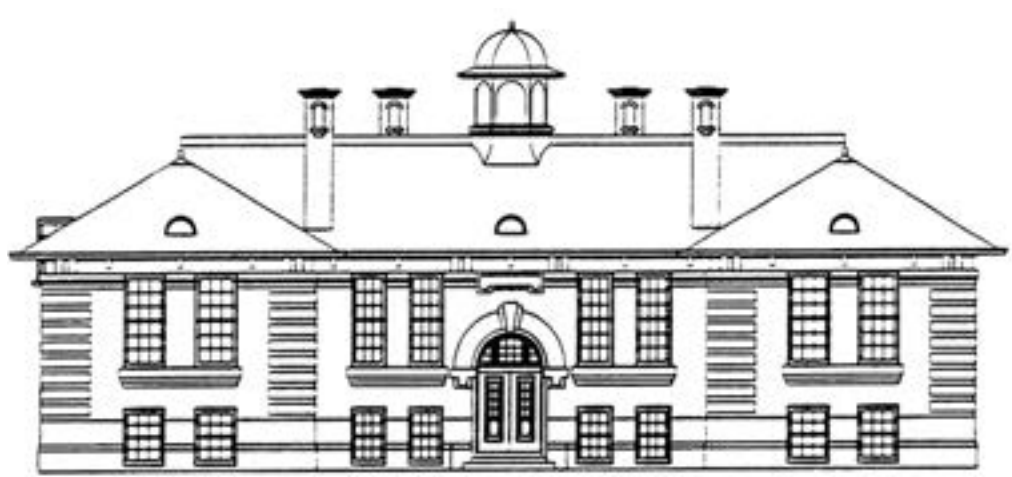
Fallen Timbers Battlefield consists of 187 acres of open field with a wooded area near the center. The property, owned by Metroparks Toledo, is bounded on the east by Interstate 475, on the south by US Highway 24, on the west by a proposed retail/commercial development, and on the north by additional commercial property.





Monclova Historical Foundation

The volunteers of the Monclova Historical Foundation play a vital role in helping to accentuate some of the township’s best assets, many of them located at the Monclova Community Center. Because the center’s location in the heart of “Downtown Monclova”, its leadership will be important in leveraging additional ideas, talent and resources to implement the vision set forth in this Plan for the Olde Monclova Township Area.



Monclova Historical Foundation

The mission of the Monclova Township Historical Foundation is to preserve historically significant sites in Monclova Township and to provide the Township with an inter-generational community center which will provide recreational, educational, social, and cultural activities.

Economic Development Actors

Monclova Township is home to one joint economic development zone (Monclova/Maumee/Toledo Joint Economic Development Zone), two economic development districts (Toledo Express Airport Joint Economic Development District and Monclova/Whitehouse Joint Economic Development District), and one area guided by a cooperative economic development agreement with the City of Maumee. These areas allow either for collection of income and corporate income taxes or for mutual service agreements to pay for infrastructure and other services.

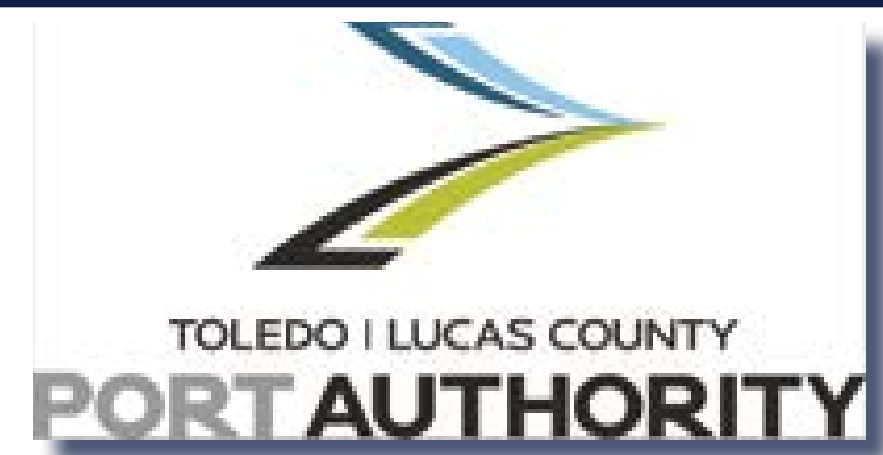
Township officials should continue to work with key stakeholders to better understand and utilize the revenue generated in these areas in a manner that directly benefits the constituents in these areas and remunerates

the public services that support them.

It is important the Township officials work closely with the both JEDZ / JEDD boards and private sector stakeholders to develop an implementable plan to improve the infrastructure and overall marketability of these areas. Township officials, in 2019, created two tax increment financing areas and the funding captured from the new property valuation will aid in the financing public infrastructure in these areas.

While Port Authorities are quasi-governmental bodies and are partially exempt from local zoning regulations, an expansion of land uses supportive of the air commerce will require proactive planning to ensure sites are zoned property with the appropriate public utilities. Because

environmental challenges posed on many parcels in this area, this Plan encourages proactive coordination with the Toledo-Lucas County Port Authority and the Lucas County Planning and Development office.



The mission of the Toledo-Lucas County Port Authority is to develop expertise and assets that drive and grow the region’s transportation and logistics infrastructure and its economic prosperity for all.





C.5. Establish a dedicated capital improvement fund for pedestrian connectivity

Monclova Township funds all road and connectivity improvements out of their general fund and does not have a separate fund created. Having a separate, dedicated capital improvement fund, fueled by contributions from the general fund and developer exactions from future projects, should help to implement the Township's newly adopted Complete Street Policy and improve the Township's transportation and pedestrian connectivity systems (see Map: *Pedestrian Connectivity*). These funds could also help improve efforts by the County Engineer, Metroparks Toledo and TMACOG when attaining outside grant funds for projects.

Timeframe

Short Term

Lead Party

Administration



The Stitt Road and Waterville-Monclova Road intersection is a single-lane, all-way yield roundabout.



Sustainability



**Managing Land and Resources
for Future Generations.**





S.1. Encourage Balanced Growth

Over the past 20 years Monclova Township has seen significant growth, primarily in residential land uses. Some of these residential land uses, like villas and senior living, bring certain challenges from a public and safety services standpoint.

Throughout the development of this Plan there was a strong public desire to ensure that future development does not affect traffic safety and the existing quality of life. The desire to curb residential sprawl and to limit large scale commercial development was a common theme during this planning process, just as it was during the 1998 and 2008 planning processes. Including other entities that comprise the Anthony Wayne School District into this discussion would be wise. This was a valuable recommendation made by Jim Fritz, the school's superintendent who helped develop this Plan.

Ensuring that the township's servicer providers, like the Fire and EMS Department, and zoning and public works departments grow appropriately to keep up with the servicing demand

has been and continues to be very challenging. This encompasses not only the Fire and EMS incident response aspect, but also in other programs such public works, nuisance abatement and code enforcement, and the expansion of parks and open spaces. Creating additional parks and recreational programs, open spaces, and pedestrian connectivity elements was desired by many residents that completed the community survey. To help promote the optimal level of connectivity, parks and open spaces, Township officials should review and optimize the use of the Monclova Township Open Space Preservation Program (MTOSPP). The program could be amended to include provisions for connectivity.

Timeframe

Ongoing

Lead Party

Zoning



This home is located in the Quarry subdivision, a community of single-family residential homes situated around the Salisbury quarry on Salisbury Road.





S.2. Update the Zoning Resolution

One overarching theme of this Plan is to improve the overall livability and quality of life of Monclova Township residents. While this main theme is supported in each of the Plan's chapters, it is crucial for existing residents to have the fewest obstacles possible in living a healthy lifestyle.

The built environment--that is, the street layout, zoning, recreation facilities, parks and location of public buildings among other design elements -- are all components of a community that help to build healthy lifestyles that can either encourage or discourage active living. Although the township's primary road network has been established, these systems can be redesigned with a pedestrian focus and provide opportunities for people of all ages and abilities to engage in routine physical activity and to have optimal access to goods and services.

The Township's land use and zoning policies and programs can be used to support this active living, and improved access to its parks, recreational outlets and trails. While some of these

practices are currently in play right now, recommendations are enumerated throughout this Plan to help promote the Township become fully aligned as a healthy community. The development and site planning review process should also be utilized in the future to ensure all new development provide linkages to adjacent subdivisions, trail systems, and recreational outlets or other pedestrian outlets.

Timeframe

Short Term

Lead Party

Zoning



This image shows land for sale along Waterville-Monclova Road.





S.2. Action Items

1. Reduce the overall number of residential zoning districts.
2. Create a new “Special” or “Public” classification that has new zoning specifications. Monclova Township currently does not have a specific park or open space zoning classification, but permits or requires them in most districts.
3. Monclova Township does not have a specific zoning classification for governmental-related uses, but permits these uses in most zoning districts.
4. Develop and/or refine guidelines for area identification signage and structures in Section 7.3 (residential subdivision neighborhood entry signage, commercial, industrial, etc.)
5. Review and update the Sexually-Oriented Business regulations.
6. Review existing permitted and conditional uses allowable in all zoning districts.
7. Township officials should updated Article 30 of the Township’s zoning resolution, and revise buffer zone standards and distances between land uses, to include improving buffer zone standards (setbacks and screening) between single-family and multi-family uses, and, improving the required buffers for the industrial zoning districts, including development standards and required setbacks abutting residential uses, to ensure adequate buffering is provided for quarry and other industrial operations.
8. Incorporate green infrastructure practices into parking design standards, landscape standards, and other applicable sections of the zoning resolution.
9. Pursue the feasibility of adopting the creating a Riparian Corridor Overlay or adopt the county model riparian setbacks zoning guidelines. County officials currently enforce 100 foot riparian setbacks along Ten Mile Creek in Sylvania Township, per Section 4.13 of the Lucas County Floodplain Damage Prevention Regulations. Similar, but enhanced development and setback requirements could be established for riparian areas along other floodway areas in Monclova Township.
10. Pursue the creation of a Wabash Cannonball Trail Overlay Zone to protect the trails from undesirable encroachments and to coordinate and plan future trail connections. A majority of residents over the past two comprehensive plan efforts (1998 and 2008) expressed a profound interest to ensure this asset is well-protected and well-connected to other community assets, parks and neighborhoods.
11. Review and adjust the specifications (boundary depths of 600 feet, landscaping and design guidelines, etc.) in two overlay zones (US 20A and Monclova Road zoning overlay districts)
12. Consider utilizing a certified landscape architect during the site planning and plan review process. Township officials could also pursue the feasibility of developing an architectural review board (ORC 519.171) to promote better landscaping and architectural standards (and updated environmental standards). This board would consist of 5 residents, 1 member of which would be a licensed landscape architect or engineer.





S.3. Develop a Mixed Use Zoning District

Township officials should pursue the creation of a Mixed Use Zoning District to promote higher density residential and commercial uses. Currently, no zoning district provides for the innovative deployment of both land uses. The zoning resolution currently allows for mixtures of land uses in using Planned Unit Development (PUD), but only permits some mixture of uses and caps any residential uses 40% or less of the overall proposal and commercial uses to 65% or less. The township has key areas like the Olde Monclova Township Center where a mixed of uses is desirable but a PUD is not deployable due to gross site acreage restrictions.

This district could be deployed in situations where infill development, tactical densification, and higher density residential, commercial and office uses are preferred for revenue purposes, and to help to provide buffers to existing single family residential uses and other land uses.

Timeframe

Short Term

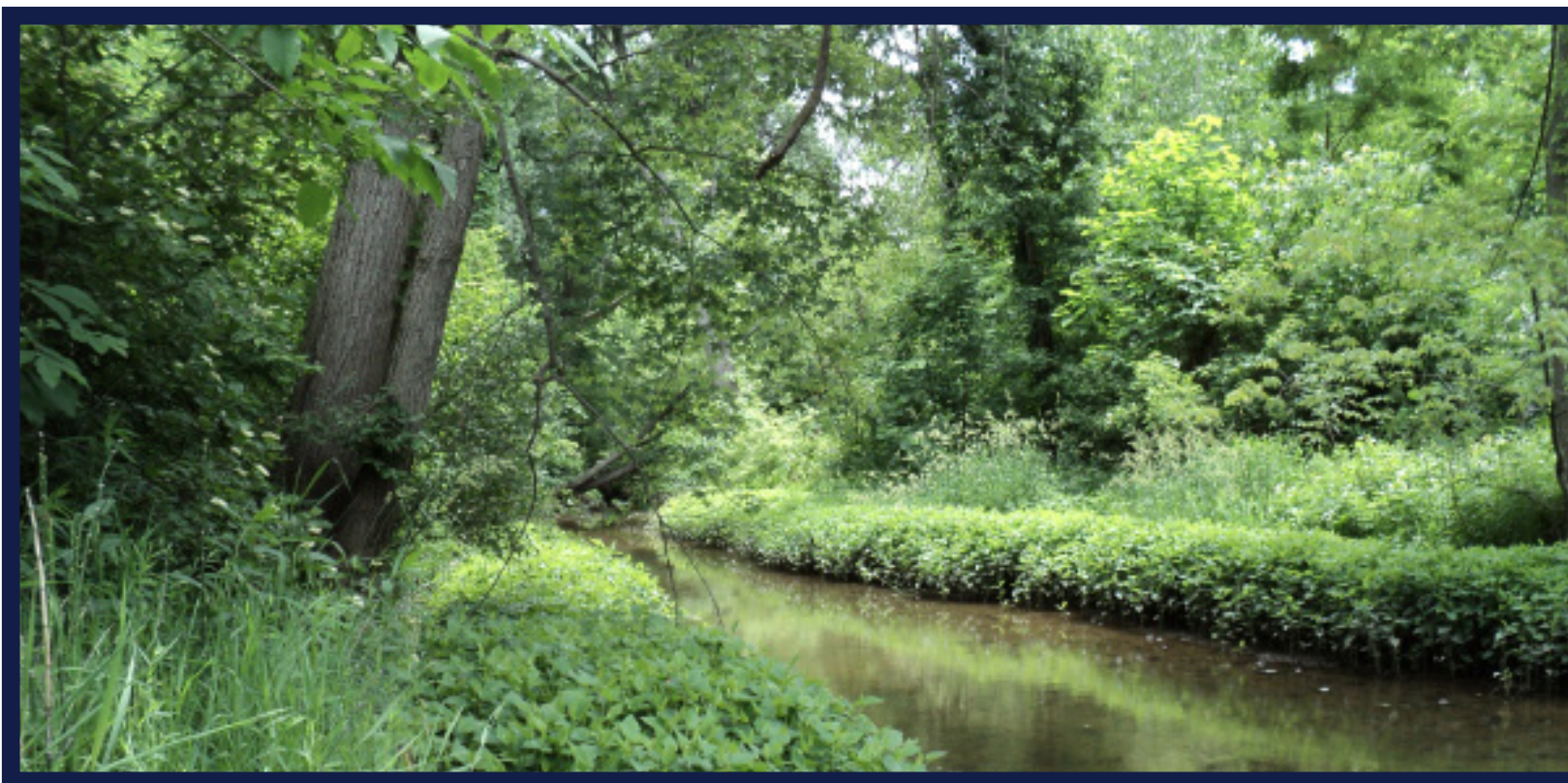
Lead Party

Zoning

Riparian areas are lands that occur along watercourses and water bodies. They are distinctly different from surrounding lands because of unique soil and vegetation characteristics that are strongly influenced by the presence of water. The image to the right shows Swan Creek.

S.4. Pursue the Feasibility of Adopting a Riparian Corridor Overlay District

Township Officials should pursue the feasibility of adopting the county model riparian setbacks zoning guidelines. County officials currently enforce 100 foot riparian setbacks along Ten Mile Creek in Sylvania Township, per Section 4.13 of the Lucas County Floodplain Damage Prevention Regulations. Similarly, Township officials could develop enhanced development and setback requirements for riparian areas along Swan Creek and other floodplain & floodway areas in Monclova Township. If planned and timed properly, the setbacks could be used to provide pedestrian connectivity elements like trails and bikeways that could help to connect important elements of the community. The Anthony Wayne High School and Monclova Primary School both are situated along Swan Creek.



Timeframe

Medium Term

Lead Party

Administration





S.5. Revisit and Update the Monclova Township Open Space Protection Program (MTOSPP) and Monclova Township Open Space Enhancement Fund (MTOSEF)

The 2008 Comprehensive Plan, and the steering committee and residents that participated in its development, recommended that programs be developed to ensure parks and open spaces are created commensurate with new development. To that end, township officials created the Monclova Township Open Space Protection Program (MTOSPP) and Monclova Township Open Space Enhancement Fund (MTOSEF). While in place since 2009, the program has not been used effectively to encourage developers to contribute fees or land to create additional public parks and open spaces.

The purpose of this program is provide incentives for development activities and further allows the township to gain valuable park-like properties without significant taxpayer burden. Through collective agreements with private parties, properties deemed desirable and appropriate by the township may be allocated for public use in exchange for additional development or zoning density consideration. The program requires acceptance on a per case basis by the township prior to any zoning or

development incentives being granted. The PUD section of the Monclova Township Zoning Resolution is one example of open space requirements by resolution. However, most-if not all- of these open spaces/riparian areas in residential subdivisions are privately owned and primarily benefits the members of the association.

If the intent is to provide true public access to an improved parcel, township officials should begin requiring developers to either provide properly located, reasonably sized and useable parcels that provide benefit all residents of the township or provide funding fees-in-lieu of land into the Open Space Enhancement Fund. Over time, this fund could be used as leverage to land grant programs from the Ohio Department of Transportation, TMACOG, or aid the Metroparks in expanding trails in the township.



This image shows the Wabash Cannonball Trail crossing.

Lead Party

Administration

Timeframe

Short Term





S.6. Embrace Public Safety Planning

Public safety provisions are provided by the Monclova Township Fire and EMS Department and the Lucas County Sheriff. These services are often impacted by residential growth and land development.

The Monclova Fire and EMS Department has experienced increased call volume each year since the development of the last Comprehensive Plan. In 2008, the department responded to 805 incidents. Five years later, (2013) incidents had increased to 969. Department leadership anticipates that over 1700 incidents will be responded to by the end of 2021 (837 calls were responded to through June 30th, 2021).

Average response times have also increased over time. With the residential growth over the past ten years, the Fire and EMS Department have noted significantly increased frequency of simultaneous emergency incidents occurring. At the present time, the staffing model of three firefighters on duty allows the Department to meet the established standard of the initial response apparatus arriving on scene in

eight minutes or less to 80% or more of the emergency incidents responded to. However, the second, third or greater incidents occurring while the duty crew is out rely on paid per call personnel to respond. The increased frequency of this occurring has significantly increased the Department's average response time. Additional commercial and industrial growth around the airport or residential development in the rural northwest/southwest portions of the township may solidify the need of a second fire station.

Factors that dictate increase staffing and additional fire stations are size of the response area in conjunction with occupancy hazards, demand volume and public expectation. To this end, township and zoning officials should consider these burdens on public safety and work closely with the Fire and EMS Department, Lucas County Sheriff, and other important stakeholders when considering all development projects and the zoning and rezoning of parcels, as certain land uses are more demanding as others.



The Monclova Fire and EMS Department has seen increased call volume since the last Comprehensive Plan. Without adequate public safety planning, the township risks decreasing service performance and delivery.

Timeframe

Ongoing

Lead Party

Administration



Future Land Use Plan

Purpose

The Future Land Use Plan is a key component of the Monclova Township Comprehensive Plan as it helps set the tone for future development and revitalization efforts, the preservation of natural resources, and the location of future infrastructure.

The Future Land Use Map helps to set the tone for the density and placement of various land use types within the community with this vision being implemented by the township zoning commission and administrative staff through tools such as the zoning resolution and subdivision regulations.



The Future Land Use Map is broken into several key land use areas that include:

Rural Residential/Agricultural

Monclova Township has prime agricultural land with significant agricultural operations in the central portion of the township, primarily in the area bounded by Albon Road and Waterville-Monclova Road to the east and Weckerly Road and Eber Road to the west. Located in the Albon/Weckerly and Waterville-Monclova/Eber Planning Areas, this area includes agricultural land uses such that contribute to Monclova Township's unique rural character. Several residential subdivisions, existing and under construction, have been developed in the eastern portion of this area as more established areas of the township have approached build out. Designating the area located west of Keener Road (and a line approximating Keener Road's location extended north) for rural residential/agricultural uses on the future land use map would encourage farmland preservation and discourage more intense residential uses in this area, while providing sufficient room for future residential development to the east. This would reflect the desire expressed by township residents in the community survey to preserve the township's rural character and would discourage a costly leapfrog development pattern.

The far western portion of the township to the south and east of the airport has unique environmental characteristics, is primarily wooded rather than agricultural, and is in relatively close proximity to Toledo Express Airport. Located primarily in the Southwest Planning Area, this area maintains a

uniquely rural and scenic character, has largely been developed with acreage residential parcels, and is designated for rural residential/agricultural uses on the future land use map. Portions of this area have been acquired by Metroparks Toledo for parks and open space purposes.

Low/Medium Density Residential

Most of the existing residential subdivisions and other low/medium density residential developments are located in the eastern portion of the township in the Brandywine/Quarry/Code and Fallen Timbers Planning Areas. These existing subdivisions include a number of stub street connections to adjacent acreage and these areas are largely accessible to public water and sewer. While acreage residential parcels such as those on Coder Road will remain in this area, most of the area is designated for low/medium density residential uses on the future land use map. The area between Albon Road/Waterville-Monclova Road and Keener Road (extended) would also be designated for low/medium density residential development to provide for the natural progression of development westward while discouraging leapfrog development that would detract from the township's rural character.

High Density Residential

The existing high density residential developments, primarily apartment and condominium complexes, are clustered along Salisbury Road between U.S. 23/I-

475 and Holloway Road, and south of Monclova Road between Lakeside Drive and Jerome Road. Small apartment complexes are also located on Deer Ridge Drive and River Road. These areas are designated for high density residential development on the future land use map in line with the existing development. Given the desire to ensure that a range of high-quality housing options exist for township residents of all ages and the limited supply of apartments, small areas located north of the Fallen Timbers Shopping Center (on west side of Jerome Road) and near the Albon Road/Maumee Western Road (20A) intersection are also designated for high density residential development. This would be a transitional use between commercial development and low/medium density residential in these areas, and the Albon Road/Maumee Western Road (20A) area already has multi-family zoning. Additional high density residential land uses may be incorporated as components of mixed use developments where suitable in the areas designated for mixed use development on the future land use map.

Township Center Mixed Use

The Olde Monclova Township Center Planning Area includes a unique mix of public/institutional, neighborhood commercial, and residential land uses along with parks/openspace and recreational amenities (the Swan Creek floodplain, Monclova Community Park, and Wabash Cannonball Recreational Trail). This area presents opportunities for a well-planned mix of residential and commercial development as well



as community uses and amenities that would enhance its role as a focal point for the Monclova Township community. The entire planning area is designated for township center mixed uses on the future land use map and is intended for a mix of compatible commercial and residential uses with pedestrian connections and community amenities. This area would be subject to the development standards of Monclova Road Zoning Overlay District - Central Section, which is intended to provide for the enhancement and preservation of the historic “Downtown” area of Monclova Township.

Neighborhood Commercial

While there are relatively few neighborhood commercial land uses currently located within the township, continued residential growth will increase the need for small neighborhood businesses to serve nearby residential areas. Neighborhood Commercial nodes of varying size are shown along Maumee Western Road (20A) at its intersections with Strayer Road (southwest corner), Albon Road (northeast, northwest and southwest corners) and Eber Road (southeast and southwest corners) on the future land use map. These areas include some existing commercial uses and/or zoning near major intersections and would be subject to the development standards of the U.S. 20A (Maumee Western Road) Zoning Overlay District. A somewhat unique area located between Stitt Road, Black Road and U.S. 24 that is bisected by railroad tracks is also designated for neighborhood commercial land uses due to its small size and proximity to residential areas.

General Commercial

General commercial uses in the township are clustered along Briarfield Boulevard and Salisbury Road near the I-475/U.S. 23 interchange, and on Airport Highway near Toledo Express Airport and the Ohio Turnpike interchange. The proximity to existing highway interchanges and major roadways makes these two areas the most suitable for general commercial uses that serve a wide geographic area and they are designated for general commercial land uses on the future land use map in line with their existing development. An area fronting on Monclova Road at the Monclova Road/Jerome Road intersection is also designated for general commercial uses, which would be a transitional land use between business park and industrial land uses to the east and residential land uses to the west. This area would be subject to the development standards of the Monclova Road Zoning Overlay District – Eastern Section. In addition, an area fronting on the west side of Jerome Road just north of the Fallen Timbers Shopping Center is also designated for general commercial uses, which would represent an extension of the general commercial uses planned for the area surrounding the shopping center.

Office Commercial

Monclova Township has a number of areas that are suitable for offices located in individual buildings or office park settings but not suitable for more intense

commercial uses or industrial uses due to their close proximity to residential areas. These include the Andersons Headquarters campus, the southwest corner of Salisbury Road and Strayer Road, and the undeveloped parcel at the northeast corner of Maumee-Western Road (20A) and Strayer Road. These areas are designated for office commercial uses on the future land use map and are best developed under a PUD in order to ensure appropriate buffers and standards are applied.

Business Park/Light Industrial

Three business parks (Briarfield, Triad and Keystone) are located in the Briarfield/Triad Planning Area in the eastern portion of the township near I-475/U.S. 23, in close proximity to the existing Salisbury Road interchange and planned U.S. 20A interchange. These business parks include a mix of office, warehouse and light industrial uses (the northern portion of Briarfield also includes some general commercial uses). The southern portion of Briarfield along with Triad and Keystone are designated for business park/light industrial uses on the future land use map. Several parcels located south of Maumee Western (20A), east of Strayer Road, along with an area located south of Monclova Road between I-475/U.S. 23 and Jerome Road, are also designated for business park/light industrial uses. Three areas in close proximity to Toledo Express Airport and the Ohio Turnpike Airport Highway interchange (an undeveloped area on the north side of Airport Highway abutting the Ohio Turnpike interchange, an area on the west side of Eber



Road abutting Toledo Express Airport and the Ohio Air National Guard Base, and an area on the south side of Sager Road east of Whitehouse Spencer Road), located in or adjacent to the Airport/Interchange Planning Area, are also designated for business park/light industrial.

Industrial

While the area designated for business park/light industrial uses is considerably larger than the area designated for industrial uses, there are several areas designated for industrial uses to accommodate more intense industrial operations. These areas include two large parcels partially developed with factories located on the south side of Maumee Western Road (20A), two large undeveloped parcels located on the north side of Monclova Road west of I-475/U.S 23, and the Johns Manville Plant located on River Road near Stitt Road.

Public/Institutional

Areas designated for public/institutional uses include existing schools, community facilities, township facilities, and government buildings (including Toledo Express Airport and the Lucas County Water Resource Recovery Facility) as well as a large church-related campus and four existing large residential complexes for special needs populations (four senior housing and care facilities and the Sunshine Residential Campus). The public/institutional and park uses in the Township

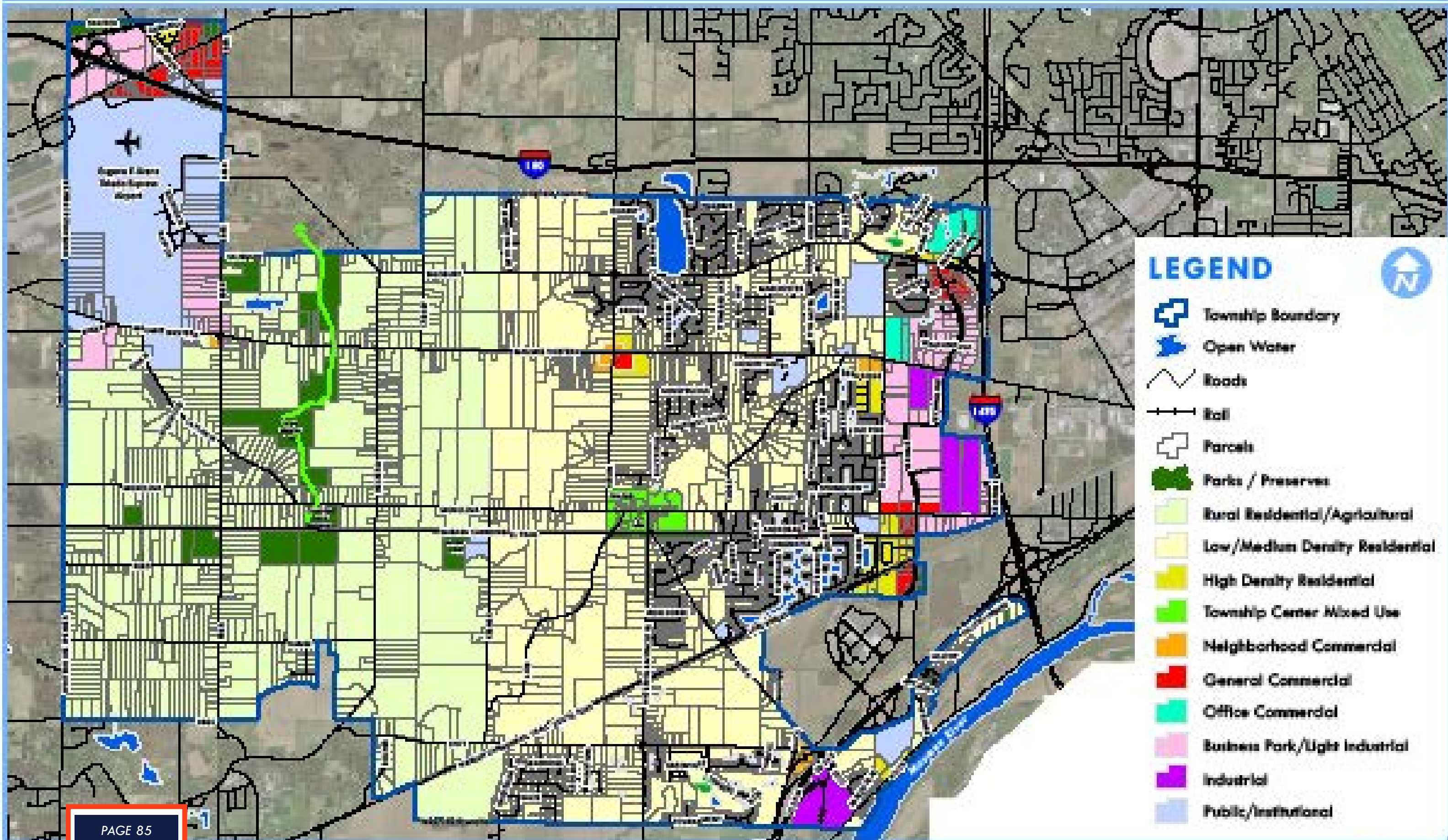
Center Planning Area are shown as township center mixed use on the future land use map.

Parks/Preserves

Areas designated for local and regional parks and open space preserves include Metroparks Toledo properties, Keener Park and the Wabash Cannonball Recreational Trail North and South Forks.



This image shows farmland in the Albon-Weckerley planning area.



LEGEND

- Township Boundary
- Open Water
- Roads
- Rail
- Parcels
- Parks / Preserves
- Rural Residential/Agricultural
- Low/Medium Density Residential
- High Density Residential
- Township Center Mixed Use
- Neighborhood Commercial
- General Commercial
- Office Commercial
- Business Park/Light Industrial
- Industrial
- Public/Institutional

Rural Residential/Agricultural

Rural Residential / Agricultural areas are typified by large agricultural tracts, and large lot single family residential developments. This area has infrastructure limitations posed either by environmental constraints or cost.

Recommended Uses

Agricultural activities and related uses, single-family generally on lots one (1) acre in size or larger and related uses (schools, churches, parks, etc.) permitted or conditional.



Corresponding zoning district

- A/R

Low/Medium Density Residential

The Low Density Residential development type is characterized by a variety of single family homes of various house and lot sizes. A range of architectural styles should be promoted, featuring rear or side facing garages and alleys, if possible. The development should be laid out to preserve and leverage environmentally sensitive areas. Cul-de-sacs should be avoided due to their limitations to neighborhood connectivity. Existing residential communities should be well-maintained and well-connected to nearby amenities.

Areas planned for new development should feature green spaces within or adjacent to the development. Streets should include sidewalks and street trees and be designed to promote a walkable environment with short blocks. Streets and paths should connect to adjacent developments. Every home should be within a half-mile walk of a park or public space, and can feature amenities such as playgrounds, dog parks, and community gardens.

Medium Density Residential uses should include a range of housing options at a range of price points, including small-lot single family homes and incorporate

open space and/or public spaces and integrated common areas. Various amenities should be available to residents and could include a community center, recreational paths, and natural areas.

Primary structures and entryways should face the street and be well-landscaped. Streets should include sidewalks and street trees and be designed to promote a walkable environment with short blocks. Parking should include and private parking in surface lots or garages, accessed from a service road behind the structure.

Recommended Uses

Single-family and related uses (schools, churches, parks, etc.) permitted or conditional. Density generally ranges from two units per acre to six units per acre. Villa type residential uses should be minimized due to the additional pressures that these development types place on the Township's community services and public safety services.



Corresponding zoning districts

- R-C
- R-B
- R-A
- R-1

High Density Residential

High Density Residential uses are characterized by a variety of multifamily uses such as townhomes and apartments. Neighborhoods should be highly walkable to nearby parks, employment, and retail uses. Multifamily developments may act as micro-neighborhoods and provide a multitude of amenities on site such as a community center, pool, fitness center, recreational paths, and natural areas that are incorporated throughout the development.

Buildings should face the street and have narrow and well landscaped setbacks, creating an urban environment. Parking should be located to the side or rear of the structure or in a structured garage on the lower levels of the building and screened from view. Guest parking should be accommodated on-site and surface lots should incorporate landscaped islands and trees.

Recommended Uses

Two-family and multi-family and related uses (schools, churches, parks, etc.) permitted or conditional. Density generally exceeds six units per acre.



Corresponding zoning district

- R-3

Township Center Mixed Use

The mixed use area allows for both neighborhood-scale commercial and public uses. This space should be characterized by a vertical and/ or horizontal mix of uses that has high public and private realm features and materials, and is designed at the neighborhood and human scale to promote walkability and social interaction.

Open spaces should be highly connected and create both small and large places for people to gather including plazas, green lawns, and natural areas (Swan Creek). Creating recreational path linkages to the Wabash Cannonball Trail and local trail network is encouraged. Architecture should consist of high quality, natural materials that reflect an environment with buildings that face the street and have narrow, well landscaped setbacks. Buildings should create visual interest on the street. Parking should be to the side or rear and screened from view. Roadways should incorporate “complete streets” that promote all modes of travel.

Recommended Uses

Coordinated development with a mix of compatible commercial and higher density residential uses with pedestrian connections and community amenities

to serve as a focal point for the Monclova Township community and build upon the existing community uses and facilities located in close proximity. Planned unit developments are encouraged.



Corresponding zoning districts

- C-1
- R-3
- R-1

Neighborhood Commercial

These land use areas provide small scale retail and commercial services opportunities.

Recommended Uses

Small retail businesses with convenience-type goods, personal services, and office buildings. All uses and activities are inside buildings that typically do not exceed 10,000 square feet in size. Typically located at neighborhood activity nodes such as major street intersections.



Corresponding zoning district

- C-1



General Commercial

These land use areas are intended for small to medium scale commercial uses adjacent to primary arterials that serve the larger community. This may include large format retail, entertainment uses, grocery stores, and restaurants. Buildings must be well designed and have distinct architectural character. When buildings are set-back from the street, landscaping should be used to define the street and internal parking should be organized with landscape islands and trees.

Uses in this area must be well-suited for both vehicular and pedestrian connections. Parking should be to the side or rear of the development and pedestrian and bike access provided to all surrounding uses. Cross-access drives are encouraged between developments to reduce curb-cuts on major roadways. Shared parking agreements may be appropriate for compatible uses to reduce overall parking ratios.

Recommended Uses

Generally larger commercial uses along major highways or thoroughfares, including retail uses, eating and drinking establishments, services and professional offices oriented to customers from a larger area.



Corresponding zoning districts

- C-1
- C-2

Office Commercial

These areas are designated to serve a variety of office uses that include small professional offices and large format offices in a campus setting.

Buildings and sites should be integrated into the surrounding area and include both vehicular and non-motorized connections. Parking lots should be oriented to the side or rear of these facilities and be well landscaped with shade trees. Shared parking agreements are encouraged and may be used to lower parking requirements. Attractive landscaping, streetscape elements, and signage should be used to integrate larger sites into the existing street network. Site designs are encouraged to include outdoor plaza and/or landscaped areas for employees and visitors. Pedestrian access and interconnected pathways that cross multiple developments are encouraged in large office settings to provide employees low intensity recreation options.

Recommended Uses

Professional offices, research facilities and related uses in individual buildings or office park/campus settings in areas not suited for more intense commercial uses or industrial uses.



Corresponding zoning district

- C-3

Business Park/Light Industrial

These areas of commerce are intended to serve users in a planned and integrated fashion that require substantial buffering from incompatible uses such as residential and public and institutional uses. Retail may be considered as a secondary use to accommodate workers in business park settings. High interconnectivity to green spaces and pathways within and around the site should create a campus of cross-collaboration. Parks, public amenities, and pedestrian and bicycle access should also be considered.

Recommended Uses

Professional offices, research facilities, and related uses in individual buildings or office park/campus settings. May also include distribution centers, warehouses, light industrial uses, and supportive facilities provided that adequate buffering and separation are provided to nearby residential districts.



Corresponding zoning district

- C-3
- M-1

Industrial

These areas serve the most intense form of commerce within the township and are intended to serve users that require substantial buffering from incompatible uses such as residential and public and institutional uses.

Recommended Uses

Professional offices, research facilities, and related uses in individual buildings or office park/campus settings. May also include distribution centers, warehouses, light industrial uses and heavy industrial uses.



Corresponding zoning districts

- M-1
- M-2

Public/Institutional

These areas are intended to accommodate public and semi-public uses. Buildings and land owned by the government, churches, emergency and service departments, privately owned schools, and the public school system share this development character. Such facilities should be well designed and integrated into their surroundings.

Pedestrian access is key on these sites and must be ADA accessible. Structures should be connected to pedestrian and bicycle facilities in the area, and enhanced crossings should be provided to ensure pedestrian safety. In larger institutional settings, parking that serves a greater area may be located at a further distance to preserve the pedestrian experience within the site, such as on a university campus. Attractive landscaping, streetscape elements, and signage should be used to integrate larger sites into the existing street network.

Recommended Uses

These uses generally include schools, community facilities, township facilities, large residential complexes for special needs populations, and government buildings.



Corresponding zoning districts

- P/O and other districts with necessary approvals (conditional use permits, etc.)

Parks/Preserves

Parks and preserve areas include a range of active and passive uses or activities promoted by Metroparks Toledo or Monclova Township, and should be designed to reduce maintenance expenses. The existing park network should be expanded into new areas of development. New park development should be easily accessed by a variety of mobility options, include multi-generational activities, and provide environmental education opportunities. Residential neighborhoods often gain an even greater value when located in proximity to parks and open space and should be connected when and where feasible, especially if adjacent to the Wabash Cannonball Trail or another Metropark trail.

Recommended Uses

Local and regional parks and reserves, public and private outdoor recreational areas.



Corresponding zoning districts

- P/O and other districts with necessary approvals (conditional use permits, etc.)

Plan Implementation

How to Implement this Plan

The Plan Implementation Section is structured into an Action Matrix that decision-makers can easily utilize to achieve the vision and recommendations outlined within this Plan. This Comprehensive Plan is intended to be a dynamic planning document – one that responds to changing needs and conditions. Over time, each strategy may need to be revised or amended to reflect the current planning environment, and removed when accomplished.

To this end, the Plan should be used in the following situations:



Planning and Zoning Affairs



Capital Improvements



Intergovernmental Relations

Planning and Zoning Affairs

The usual processes for reviewing and processing development projects, subdivision plans, and zoning amendments provide significant opportunities for implementing this Comprehensive Plan. Each zoning, development and subdivision decision made by the Monclova Township Zoning Commission, Township Trustees, and Toledo-Lucas County Plan Commissions should be evaluated and weighed against applicable recommendations and policies contained herein.

Monclova officials will likely encounter development proposals that do not reflect the Plan's vision and recommendations. If and when this happens, a consistent process should be utilized that allows additional dialogue and evidence to be reviewed as to why a deviation from this Plan is needed. Comprehensive Plans are often updated along with the regulatory tools that support it, like the zoning resolution.

Capital Improvements

This Plan should be utilized when working to promote the overall quality of life in the community and in making capital improvement decisions. Whether it is the extension of pedestrian connectivity elements, the extension of public infrastructure, or encouraging the reimagining of the downtown area, it should be done in accordance with the Plan's vision.

Intergovernmental Relations

Many of the recommendations in this Plan may require township officials to coordinate and work with other local, county and state organizations like Anthony Wayne School District, Monclova Historical Foundation, Lucas County Planning and Development, Lucas County Engineer & Sanitary Engineer, Metroparks Toledo, Toledo-Lucas County Plan Commissions, Port Authority, and TMACOG, to name a few. This Plan could be helpful to advance programs and initiatives that these entities could mutually benefit from.



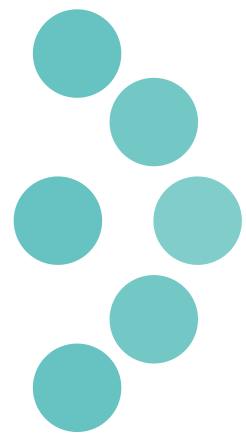
Development or Zoning Requests



Capital Improvement Projects



Community Projects





Coordinated & Successful Outcomes

Plan Review

It is imperative that this Plan is reviewed annually by the Zoning Commission, Township Trustees, and the Monclova Township Comprehensive Plan Steering Committee to ensure progress is being made. This discussion should identify the Plan’s beneficial impacts and recognize areas where the Plan may not have assisted in facilitating the visions and strategies. To further assist discussion, planning stakeholders can assign a “percentage complete” to each plan strategy (See: *Plan Implementation Table*). Major plan amendments should not be made without thorough analysis of immediate needs, as well as consideration for long-term effects of proposed amendments.



Plan Element	Strategy	Collaborating Entity or Organization								Time Frame	Percent Complete
		Twp Trustees	Zoning Commission	Twp Departments	Parks / Rec Organizations	Area Schools	County Organizations	Local/Other Organizations			
 <p>Connectivity</p>	Develop a Connectivity Plan / Active Transportation Plan	X	X	Administration*; Fire Department; Maintenance Dept.	MetroParks Toledo	X	Toledo Lucas County Plan Commission; County Engineer	Maumee; Springfield Twp; Whitehouse; Waterville Twp; TMACOG; NORTA	S		
	Pursue the feasibility of extending Keener Road between Monclova Road and Maumee Western	X	X	Administration *			Toledo Lucas County Plan Commission; County Engineer	TMACOG; Property Owners	M		
	Improve Gateways	X	X	Administration*; Maintenance Dept.		X	Toledo Lucas County Plan Commission	Private Sector Businesses; ODOT; Monclova Historical Foundation; Volunteer Groups	M		
	Promote Public/private partnerships that enhance the quality of life	X	X	Administration*; Maintenance Dept.	Metroparks Toledo	X	County Engineer; Sanitary Engineer; Lucas County Planning & Development; Port Authority	Private Sector Businesses; Monclova Community Center; Monclova Historical Foundation; Property Owners	O		
	Establish a dedicated capital improvement fund for pedestrian connectivity	X		Administration*; Fiscal Department; Maintenance Dept.			County Engineer		S		
 <p>Sustainability</p>	Encourage Balanced Growth	X	X	Administration; Zoning*; Fire Dept; Maintenance Dept.	Metroparks Toledo	X	Toledo Lucas County Plan Commission; County Engineer; Sanitary Engineer;	Waterville; Whitehouse; Waterville Twp; Providence Twp; Business and Property Owners	O		
	Update the Zoning Resolution	X	X	Zoning*			Toledo Lucas County Plan Commission	Business and Property Owners	S		
	Develop a Mixed Use Zoning District	X	X	Zoning*			Toledo Lucas County Plan Commission	Property Owners; Developers	S		
	Pursue the Feasibility of Adopting a Riparian Corridor Overlay District	X	X	Administration* Zoning	MetroParks Toledo		Lucas County Engineer / Floodplain Manager; Toledo Lucas County Plan Commission	TMACOG; Nature Conservancy; Maumee Area of Concern Committee; Property Owners; Farmers; Interested Stakeholders	M		
	Revisit and Update the Monclova Township Open Space Protection Program (MTOSPP) and Monclova Township Enhancement Fund (MTOSEF)	X	X	Administration*; Zoning; Maintenance Dept.	MetroParks Toledo		Toledo Lucas County Plan Commission	Property Owners	S		
Embrace Public Safety Planning	X	X	Administration*; Fire Department		X	Lucas County Sheriff		O			

MAP OF

MONCLOVA

TOWNSHIP

