

Steve Miller
Mayor

Ron D'Epifanio
Council Member at Large

Chad Oberson
Council Member at Large

Bill Woeste
Council Member at Large



Leslie Besl
Council Member, 1st Ward

Craig Keller
Council Member, 2nd Ward

Debbie Pennington
Council Member, 3rd Ward

Tim Abbott
Council Member, 4th Ward

**CITY OF FAIRFIELD CITY COUNCIL
REGULAR MEETING AGENDA
MONDAY, NOVEMBER 11, 2019 7:00 PM
5350 PLEASANT AVENUE, FAIRFIELD, OH 45014**

Guidelines for Citizen Comments: Thank you for your interest and participation in city government. Fairfield City Council's Guidelines for Citizen Comments describe the rules for addressing City Council. The guidelines are posted in the Council Chambers.

ADA Notice: The City of Fairfield is pleased to provide accommodations to disabled individuals or groups and encourage full participation in city government. Should special accommodations be required, please contact the Clerk of Council at 867-5383 at least 48 hours in advance of the meeting.

- 1. COUNCIL-MANAGER BRIEFING**
 - A. 5:30 PM - 2020 Operating Budget
- 2. BUSINESS MEETING CALL TO ORDER**
- 3. PRAYER/PLEDGE OF ALLEGIANCE**
- 4. ROLL CALL**
- 5. AGENDA MODIFICATIONS**
- 6. EXECUTIVE SESSION REQUESTS**
- 7. SPECIAL PRESENTATIONS AND CITIZEN COMMENTS**
 - a. Proclamation - Trevor Orlett, Eagle Scout
- 8. PUBLIC HEARING(S)**
 - a. Joint Public Hearing - Zoning Code Changes
- 9. APPROVAL OF MINUTES**
 - a. Regular Meeting held October 28, 2019
- 10. OLD BUSINESS AND REPORTS**

A. COMMUNITY & PUBLIC RELATIONS COMMITTEE

Leslie Besl, Chair; Debbie Pennington, Vice Chair; Craig Keller, Member

B. DEVELOPMENT SERVICES COMMITTEE

Bill Woeste, Chair; Tim Abbott, Vice Chair; Ron D'Epifanio, Member

1. Ordinance to adopt new sections 1143.26.1 and 1143.31 and amend various sections of the Zoning Code of Ordinance No. 166-84, the Codified Ordinances of Fairfield, Ohio.
 - Legislation - Hold second reading pending Planning Commission recommendation

C. PARKS, RECREATION AND ENVIRONMENT COMMITTEE

Craig Keller, Chair; Bill Woeste, Vice Chair; Debbie Pennington, Member

D. PUBLIC SAFETY COMMITTEE

Ron D'Epifanio, Chair; Craig Keller, Vice Chair; Tim Abbott, Member

E. PUBLIC WORKS COMMITTEE

Chad Oberson, Chair; Ron D'Epifanio, Vice Chair; Bill Woeste, Member

F. PUBLIC UTILITIES COMMITTEE

Debbie Pennington, Chair; Chad Oberson, Vice Chair; Leslie Besl, Member

G. FINANCE & BUDGET COMMITTEE

Tim Abbott, Chair; Leslie Besl, Vice Chair; Chad Oberson, Member

11. NEW BUSINESS

A. DEVELOPMENT SERVICES COMMITTEE

Bill Woeste, Chair; Tim Abbott, Vice Chair; Ron D'Epifanio, Member

1. Ordinance to Adopt the Fairfield Forward Comprehensive Plan dated November, 2019 and include it as a part of the official comprehensive plan of the City of Fairfield, Ohio pursuant to §8.01(C)(2) of the Fairfield City Charter.
 - Motion - Read by Title Only (Optional)
 - Legislation - First Reading

B. PUBLIC SAFETY COMMITTEE

Ron D'Epifanio, Chair; Craig Keller, Vice Chair; Tim Abbott, Member

1. Ordinance to authorize the City Manager to execute an agreement for indigent legal representation for 2020 in the Fairfield Municipal Court with the Butler County Public Defender Commission/Butler County Board of Commissioners and declaring an emergency.
 - Motion - Read by Title Only (Optional)
 - Legislation - First Reading
 - Motion - Suspend Second and Third Readings

- Motion - Adoption

C. PUBLIC WORKS COMMITTEE

Chad Oberson, Chair; Ron D'Epifanio, Vice Chair; Bill Woeste, Member

1. Ordinance to authorize the City Manager to enter into a contract with Pat C. Wheeler for purchase of the Wheeler Property consisting of 7.16 acres along Pleasant Avenue, Fairfield, Ohio and declaring an emergency.
 - Motion - Read by Title Only (Optional)
 - Legislation - First Reading
 - Motion - Suspend Second and Third Readings
 - Motion - Adoption

D. FINANCE & BUDGET COMMITTEE

Tim Abbott, Chair; Leslie Besl, Vice Chair; Chad Oberson, Member

1. Ordinance to amend Ordinance No. 127-18 entitled "An Ordinance to make estimated appropriations for the expenses and other expenditures of the City of Fairfield, Ohio, during a period beginning January 1, 2019, and ending December 31, 2019."

Contractual Appropriations: \$160,000 for purchase of Wheeler property

 - Motion - Read by Title Only (Optional)
 - Legislation - First Reading
 - Motion - Suspend Second and Third Readings
 - Motion - Adoption
2. Ordinance to amend Ordinance No. 127-18 entitled "An Ordinance to make estimated appropriations for the expenses and other expenditures of the City of Fairfield, Ohio, during a period beginning January 1, 2019, and ending December 31, 2019."

Non-Contractual Appropriations: \$16,179 Justice Center Repairs and Upgrades; \$21,925 for 2019 Emergency Storm Sewer Lining; \$14,983 HVAC Upgrades at Community Arts Center; \$6,500 Lime Silo Improvements; \$49,896 Public Works Garage Equipment Upgrades; \$25,000 Upgrades to 2-Way Radio System; \$20,000 Guardrail award for 6611 River Road.

 - Motion - Read by Title Only (Optional)
 - Legislation - First Reading
 - Motion - Suspend Second and Third Readings
 - Motion - Adoption

12. MEETING SCHEDULE

- A. Monday, November 25 - Regular Meeting, 7:00 PM
- B. Monday, December 2 - Regular Meeting, 7:00 PM

C. Monday, December 9 - Regular Meeting, 7:00 PM

13. EXECUTIVE SESSION OF COUNCIL (IF NEEDED)

14. ADJOURNMENT



Public Hearing Notice

Fairfield City Council
November 1, 2019

PUBLIC HEARING NOTICE CITY OF FAIRFIELD, OHIO

All property owners and citizens of Fairfield, Ohio are hereby notified that a joint public hearing between the Planning Commission and City Council has been scheduled for 7:00 PM Monday, November 11, 2019 at the Fairfield Municipal Building at 5350 Pleasant Avenue, Fairfield, Ohio 45014. The purpose of the hearing is to solicit citizen input regarding modifications to Chapters 1133 (Definitions), 1143 (General Regulations), 1159 (C-2 Central Business District), 1165 (C-3 General Business District), 1168 (D-1 Downtown District), 1169 (M-1 Industrial Park District), and 1173 (M-2 General Industrial District) of the Planning and Zoning Code as part of the Fairfield Codified Ordinances.

Parties wishing to review the proposed changes may do so by visiting the Development Services Department located at the Fairfield Municipal Building or at the City website at <https://www.fairfield-city.org/162/Development-Services>. Questions may be directed to the Department by telephone at (513) 867-5345 or via e-mail at development@fairfield-city.org. The Department is open Monday through Friday between the hours of 8:00 AM and 5:00 PM.

Alisha Wilson
Clerk of Council

For insertion in the Journal News Friday, November 1, 2019.

**City of Fairfield
Minutes
Regular Meeting of City Council
October 28, 2019**

Council-Manager Briefing

A. 6:00 PM - 2020 Grant Request Discussion & 2020 Operating Budget

Mayor Miller called the briefing to order at 6:00 PM. Councilmembers present: Leslie Besl, Craig Keller, Debbie Pennington, Tim Abbott, Ron D'Epifanio, Chad Oberson and Bill Woeste.

Staff members present: Mark Wendling, Dan Wendt, Scott Timmer, Alisha Wilson, Steve Maynard, Tiphany Howard, Steve Wolterman, Carol Mayhall, Adam Sackenheim, Greg Kathman, Matt Young, Jason Hunold, Jenna Trice, Jenny Dexter and Dave Butsch.

Finance Director Scott Timmer and staff presented the first half of the proposed 2020 operating budget. See attached slides.

Business Meeting Call to Order

Mayor Miller called the Regular Meeting to order at 7:00 PM.

Prayer/Pledge of Allegiance

Councilmember Pennington led in prayer and Pledge of Allegiance.

Roll Call

Councilmembers present included:

Attendee Name	Title	Status	Arrived
Ron D'Epifanio	Council Member at Large	Present	
Chad Oberson	Council Member at Large	Present	
Bill Woeste	Council Member at Large	Present	
Leslie Besl	Council Member, 1st Ward	Present	
Craig W. Keller	Council Member, 2nd Ward	Present	
Debbie Pennington	Council Member, 3rd Ward	Present	
Tim Abbott	Council Member, 4th Ward	Present	
Steve Miller	Mayor	Present	

Agenda Modifications

None.

Executive Session Requests

Councilmember Abbott, seconded by Councilmember Pennington, moved for executive session to discuss pending and imminent litigation. Motion carried 7-0.

Special Presentations and Citizen Comments

Minutes Acceptance: Minutes of Oct 28, 2019 7:00 PM (Approval of Minutes)

a. Council on Aging Presentation

Marc Bellisario addressed Mayor and Council regarding the tax levy on the upcoming ballot. He informed them that it is not a tax increase and the money from the levy will help to provide meals on wheels and other programs to allow senior citizens to remain in their homes longer.

b. Citizen Comments

Della Lohrey, 595 River Bend Court, addressed Mayor and Council regarding the traffic on River Road. She is concerned because of drivers' high speeds and passing on a double yellow line. Mayor Miller asked Chief Maynard to discuss her concerns with her and look for solutions.

Public Hearing(s)

None.

Approval of Minutes

The Regular Meeting Minutes of October 15, 2019 were approved as written and submitted.

OLD BUSINESS AND REPORTS

Community & Public Relations Committee

Leslie Besl, Chair; Debbie Pennington, Vice Chair; Craig Keller, Member

Development Services Committee

Bill Woeste, Chair; Tim Abbott, Vice Chair; Ron D'Epifanio, Member

Parks, Recreation and Environment Committee

Craig Keller, Chair; Bill Woeste, Vice Chair; Debbie Pennington, Member

Public Safety Committee

Ron D'Epifanio, Chair; Craig Keller, Vice Chair; Tim Abbott, Member

Public Works Committee

Chad Oberson, Chair; Ron D'Epifanio, Vice Chair; Bill Woeste, Member

Public Utilities Committee

Debbie Pennington, Chair; Chad Oberson, Vice Chair; Leslie Besl, Member

Finance & Budget Committee

Tim Abbott, Chair; Leslie Besl, Vice Chair; Chad Oberson, Member

NEW BUSINESS

Development Services Committee

Bill Woeste, Chair; Tim Abbott, Vice Chair; Ron D'Epifanio, Member

Motion to Read by Title Only

Motion to read the following two (2) ordinances by title.

Minutes Acceptance: Minutes of Oct 28, 2019 7:00 PM (Approval of Minutes)

RESULT: CARRIED [UNANIMOUS]
MOVER: Bill Woeste, Council Member at Large
SECONDER: Tim Abbott, Council Member, 4th Ward
AYES: D'Epifanio, Oberson, Woeste, Besl, Keller, Pennington, Abbott

Ordinance to authorize the City Manager to execute the FY 2020 Community Development Block Grant (CDBG) Applications and Agreements with Butler County, Ohio and declaring an emergency.

Recommendation:

Authorize the City Manager to execute the FY 2020 Community Development Block Grant (CDBG) application.

ORDINANCE NO. 102-19. APPROVED 7-0.

RESULT: ADOPTED [UNANIMOUS]
MOVER: Bill Woeste, Council Member at Large
SECONDER: Chad Oberson, Council Member at Large
AYES: D'Epifanio, Oberson, Woeste, Besl, Keller, Pennington, Abbott

Motion to Suspend Second and Third Readings

Councilmember Woeste presented the first reading of this ordinance.

RESULT: CARRIED [UNANIMOUS]
MOVER: Bill Woeste, Council Member at Large
SECONDER: Debbie Pennington, Council Member, 3rd Ward
AYES: D'Epifanio, Oberson, Woeste, Besl, Keller, Pennington, Abbott

Ordinance to adopt new sections 1143.26.1 and 1143.31 and amend various sections of the Zoning Code of Ordinance No. 166-84, the Codified Ordinances of Fairfield, Ohio.

Recommendation:

It is recommended that City Council have a first reading on this ordinance at the October 28, 2019 meeting and set the joint public hearing date for November 11, 2019.

Councilmember Woeste presented the first reading of this ordinance and scheduled the joint public hearing for November 11, 2019.

RESULT: FIRST READING Next: 11/11/2019 7:00 PM

Public Utilities Committee

Debbie Pennington, Chair; Chad Oberson, Vice Chair; Leslie Besl, Member

Motion to Read by Title Only

Motion to read the following ordinance by title only.

Minutes Acceptance: Minutes of Oct 28, 2019 7:00 PM (Approval of Minutes)

RESULT: CARRIED [UNANIMOUS]
MOVER: Debbie Pennington, Council Member, 3rd Ward
SECONDER: Craig W. Keller, Council Member, 2nd Ward
AYES: D'Epifanio, Oberson, Woeste, Besl, Keller, Pennington, Abbott

Motion to Suspend Second and Third Readings

Councilmember Pennington presented the first reading of this ordinance.

RESULT: CARRIED [UNANIMOUS]
MOVER: Debbie Pennington, Council Member, 3rd Ward
SECONDER: Bill Woeste, Council Member at Large
AYES: D'Epifanio, Oberson, Woeste, Besl, Keller, Pennington, Abbott

Ordinance to authorize the City Manager to enter into a contract with Insituform Technologies, LLC, for inversion re-lining and rehabilitation of sanitary sewer lines.

Recommendation:

It is recommended that City Council authorize the City Manager to enter into a contract with Insituform Technologies, LLC and appropriate funding in the amount of \$166,500.00 from the Sewer Replacement and Improvement Fund for inversion re-lining of sanitary sewer lines. Rules suspension is requested in order to expedite the project.

ORDINANCE NO. 103-19. ADOPTED 7-0.

RESULT: ADOPTED [UNANIMOUS]
MOVER: Debbie Pennington, Council Member, 3rd Ward
SECONDER: Chad Oberson, Council Member at Large
AYES: D'Epifanio, Oberson, Woeste, Besl, Keller, Pennington, Abbott

Finance & Budget Committee

Tim Abbott, Chair; Leslie Besl, Vice Chair; Chad Oberson, Member

Motion to Read by Title Only

Motion to read the following three (3) ordinances by title only.

RESULT: CARRIED [UNANIMOUS]
MOVER: Tim Abbott, Council Member, 4th Ward
SECONDER: Debbie Pennington, Council Member, 3rd Ward
AYES: D'Epifanio, Oberson, Woeste, Besl, Keller, Pennington, Abbott

Ordinance to establish salaries and hourly rates for certain Municipal Court employees of the City of Fairfield, Ohio and to authorize and limit the numbers and types of certain Municipal Court employees to repeal Ordinance No. 27-19 and all amendments thereto and declaring an emergency.

Recommendation:

It is recommended that City Council approve this Ordinance for an additional part-time Magistrate in the Municipal Court, suspending the rules and declaring an emergency

ORDINANCE NO. 104-19. APPROVED 7-0.

RESULT: ADOPTED [UNANIMOUS]
MOVER: Tim Abbott, Council Member, 4th Ward
SECONDER: Bill Woeste, Council Member at Large
AYES: D'Epifanio, Oberson, Woeste, Besl, Keller, Pennington, Abbott

Motion to Suspend Second and Third Readings

Councilmember Abbott presented the first reading of this ordinance.

RESULT: CARRIED [UNANIMOUS]
MOVER: Tim Abbott, Council Member, 4th Ward
SECONDER: Craig W. Keller, Council Member, 2nd Ward
AYES: D'Epifanio, Oberson, Woeste, Besl, Keller, Pennington, Abbott

Ordinance to amend Ordinance No. 127-18 entitled “An Ordinance to make estimated appropriations for the expenses and other expenditures of the City of Fairfield, Ohio, during a period beginning January 1, 2019, and ending December 31, 2019.”

Recommendation:

It is recommended that City Council suspend the rules requiring a second and third reading of this Ordinance and adopt the appropriations listed above.

ORDINANCE NO. 105-19. ADOPTED 7-0.

RESULT: ADOPTED [UNANIMOUS]
MOVER: Tim Abbott, Council Member, 4th Ward
SECONDER: Bill Woeste, Council Member at Large
AYES: D'Epifanio, Oberson, Woeste, Besl, Keller, Pennington, Abbott

Motion to Suspend Second and Third Readings

Councilmember Abbott presented the first reading of this ordinance.

RESULT: CARRIED [UNANIMOUS]
MOVER: Tim Abbott, Council Member, 4th Ward
SECONDER: Debbie Pennington, Council Member, 3rd Ward
AYES: D'Epifanio, Oberson, Woeste, Besl, Keller, Pennington, Abbott

Ordinance to amend Ordinance No. 127-18 entitled “An Ordinance to make estimated appropriations for the expenses and other expenditures of the City of Fairfield, Ohio, during a period beginning January 1, 2019, and ending December 31, 2019.”

Recommendation:

It is recommended that City Council suspend the rules requiring a second and third reading of this Ordinance and adopt the appropriations listed above.

ORDINANCE NO. 106-19. ADOPTED 7-0.

RESULT: ADOPTED [UNANIMOUS]
MOVER: Tim Abbott, Council Member, 4th Ward
SECONDER: Craig W. Keller, Council Member, 2nd Ward
AYES: D'Epifanio, Oberson, Woeste, Besl, Keller, Pennington, Abbott

Motion to Suspend Second and Third Readings

Councilmember Abbott presented the first reading of this ordinance.

RESULT: CARRIED [UNANIMOUS]
MOVER: Tim Abbott, Council Member, 4th Ward
SECONDER: Chad Oberson, Council Member at Large
AYES: D'Epifanio, Oberson, Woeste, Besl, Keller, Pennington, Abbott

Public Works Committee

Chad Oberson, Chair; Ron D'Epifanio, Vice Chair; Bill Woeste, Member

Motion to Read by Title Only

Motion to read the following two (2) ordinances by title only.

RESULT: CARRIED [UNANIMOUS]
MOVER: Chad Oberson, Council Member at Large
SECONDER: Bill Woeste, Council Member at Large
AYES: D'Epifanio, Oberson, Woeste, Besl, Keller, Pennington, Abbott

Ordinance to authorize the City Manager to enter into an agreement with Duke Energy for LED Retrofit Improvements for Various Street Lights – Phase 1.

Recommendation:

It is recommended that the City Council authorize the City Manager to enter into an agreement with Duke Energy for the upgrade of 250 to 300 street lights to LED lighting. It is further recommended that Council authorize funding from the Capital Improvement Fund in the amount of \$150,000.

ORDINANCE NO. 107-19. ADOPTED 6-0.

RESULT: ADOPTED [6 TO 0]
MOVER: Chad Oberson, Council Member at Large
SECONDER: Debbie Pennington, Council Member, 3rd Ward
AYES: D'Epifanio, Oberson, Woeste, Besl, Keller, Pennington
RECUSED: Abbott

Motion to Suspend Second and Third Readings

Councilmember Oberson presented the first reading of this ordinance.

RESULT: CARRIED [6 TO 0]
MOVER: Chad Oberson, Council Member at Large
SECONDER: Craig W. Keller, Council Member, 2nd Ward
AYES: D'Epifanio, Oberson, Woeste, Besl, Keller, Pennington
RECUSED: Abbott

Ordinance to amend Ordinance No. 127-18 entitled “An Ordinance to make estimated appropriations for the expenses and other expenditures of the City of Fairfield, Ohio, during a period beginning January 1, 2019, and ending December 31, 2019.”

Recommendation:

It is recommended that City Council suspend the rules requiring a second and third reading of this Ordinance and adopt the appropriations listed above.

ORDINANCE NO. 108-19. ADOPTED 6-0.

RESULT: ADOPTED [6 TO 0]
MOVER: Chad Oberson, Council Member at Large
SECONDER: Craig W. Keller, Council Member, 2nd Ward
AYES: D'Epifanio, Oberson, Woeste, Besl, Keller, Pennington
RECUSED: Abbott

Motion to Suspend Second and Third Readings

Councilmember Oberson presented the first reading of this ordinance.

RESULT: CARRIED [6 TO 0]
MOVER: Chad Oberson, Council Member at Large
SECONDER: Craig W. Keller, Council Member, 2nd Ward
AYES: D'Epifanio, Oberson, Woeste, Besl, Keller, Pennington
RECUSED: Abbott

Meeting Schedule

Clerk Wilson read the following meeting schedule:

- A. Monday, November 11 - Council-Manager Briefing, 5:30 PM; Regular Meeting 7:00 PM
- B. Monday, November 25 - Council-Manager Briefing, 6:00 PM; Regular Meeting 7:00 PM
- C. Monday, December 2 - Council-Manager Briefing, 6:00 PM; Regular Meeting 7:00 PM

Executive Session of Council (if needed)

Council adjourned to Executive Session at 7:35 PM.

14. ADJOURNMENT

The Regular Meeting adjourned at 7:48 PM.

ATTEST:

Minutes Acceptance: Minutes of Oct 28, 2019 7:00 PM (Approval of Minutes)

Clerk of Council

Mayor's Approval

Date Approved _____

Minutes Acceptance: Minutes of Oct 28, 2019 7:00 PM (Approval of Minutes)



City Council Ordinance
Regular Meeting - November 11, 2019

Submitted by: Erin Lynn,
 Submitting Department: Development Services

Subject:

Changes to the Zoning Code

Legislation Title:

Ordinance to adopt new sections 1143.26.1 and 1143.31 and amend various sections of the Zoning Code of Ordinance No. 166-84, the Codified Ordinances of Fairfield, Ohio.

Recommendation:

It is recommended that City Council have a first reading on this ordinance at the October 28, 2019 meeting and set the joint public hearing date for November 11, 2019.

Background/Synopsis:

It is necessary to periodically update various provisions of the code to address relevant zoning issues within the City and to clarify existing zoning regulations.

Code elements that are being reviewed include:

1. Addition, modification and deletion of definitions for the following:
 - a) Junkyards
 - b) Kennel
 - c) Motor Vehicle
 - d) Motor Vehicle Service Facility
 - e) Motor Vehicle Repair Garage (replace Motor Vehicle Repair, major and minor)
 - f) Motor Vehicle, Boat, Recreational Vehicle or Trailer Sales Area
 - g) Motor Vehicle Storage Yard
 - h) Nightclub
 - i) Restaurant
2. Modification of the General Regulations to permit temporary portable storage containers in commercial zoning districts and to establish conditions for rain barrels in residential zoning districts.
3. Minor clarification of the C-2 and D-1 Zoning Districts related to motor vehicle service facility.
4. Modification of the C-3 and C-3A Zoning Districts to allow motor vehicle service facility and motor vehicle repair garage as conditional uses.
5. Modification of the M-1 and M-2 Zoning Districts to allow motor vehicle repair garage and motor vehicle storage yard as conditional uses.

Financial Impact:

There is no financial impact with this request.

Emergency Provision Explanation:**Rule Suspension Requested:**

No

Emergency Provision Needed:

No

Attachments:

1. Zoning Code-Ord
2. 2019 formatted code changes

ORDINANCE NO. _____

ORDINANCE TO ADOPT NEW SECTIONS 1143.26.1 AND 1143.31 AND
AMEND VARIOUS SECTIONS OF THE ZONING CODE OF ORDINANCE
NO. 166-84, THE CODIFIED ORDINANCES OF FAIRFIELD, OHIO.

BE IT ORDAINED by the Council of the City of Fairfield, Ohio, that:

Section 1. New sections 1143.26.1 and 1143.31 are hereby adopted and sections 1133.01, 1143.26, 1159.01, 1159.02, 1159.03, 1159.05, 1159.06, 1159.07, 1165.01, 1165.03, 1165.04, 1165.05, 1165.06, 1165.07, 1168.01, 1168.02, 1168.03, 1169.01, 1169.02, 1169.03, 1169.04, 1169.05, 1169.06, 1169.07, 1173.01, 1173.02, 1173.03, 1173.04, 1173.05, 1173.06 and 1173.07 of the Zoning Code of Ordinance No. 166-84, The Codified Ordinances of Fairfield, Ohio are hereby amended to read as follows:

See attached Exhibit "A" which is incorporated herein by reference.

Section 2. This Ordinance shall take effect at the earliest period allowed by law.

Passed	_____	_____
		Mayor's Approval
Posted	_____	
First Reading	_____	Rules Suspended _____
Second Reading	_____	
Third Reading	_____	

ATTEST:

Clerk of Council

This is to certify that this Ordinance has been duly published by posting and summary publication as provided by Charter.

Clerk of Council

Active Clients\City of Fairfield\Ordinances\2019\Zoning Code-Ord

Attachment: Zoning Code-Ord (1371 : Changes to the Zoning Code)

EXHIBIT A

CHAPTER 1133 Definitions

1133.01 Definitions.

CROSS REFERENCES

Subdivision regulations definitions - see P. & Z. 1105.01

Sign definitions - see P. & Z. 1187.02

Building Code definitions - see BLDG. Ch. 1303

1133.01 DEFINITIONS.

As used in Titles Three, Five and Seven of Part Eleven - Planning and Zoning Code, the following words and phrases shall have the following meanings ascribed to them in this section.

(1) – (41).....

(42) "Junkyard" means:

1. Any area where waste, discarded or salvaged materials are bought, sold, exchanged, baled, packed, disassembled or handled, ~~including auto wrecking yards~~, house wrecking yards, used lumber yards, and places or yards for storage of salvaged house wrecking and structural steel materials and equipment; but not including ~~establishments for the sale, purchase or storage of used cars in operable condition or~~ storage of materials incidental to manufacturing operations;
2. **ANY ESTABLISHMENT, PLACE OF BUSINESS OR PROPERTY UPON WHICH MOTOR VEHICLES ARE KEPT FOR THE PRIMARY PURPOSE OF DISASSEMBLING, DISMANTLING, CUTTING UP, STRIPPING OR OTHERWISE WRECKING SUCH MOTOR VEHICLE TO EXTRACT PARTS, COMPONENTS OR ACCESSORIES; OR**
3. **ANY ESTABLISHMENT, PLACE OF BUSINESS OR PROPERTY UPON WHICH TEN (10) OR MORE UNLICENSED, PARTIALLY DISASSEMBLED, WRECKED OR INOPERABLE MOTOR VEHICLES ARE KEPT OR STORED.**

(43) "Kennel" means any structure or lot on which more than ~~two~~ **FOUR** dogs or cats over four months of age are kept.

(44) – (59).....

~~(60) "Motor vehicle repair, major" means general repair, rebuilding or reconstruction of engines, motor vehicles or trailers; collision services, including body, frame or fender straightening or repair; overall painting or paint shop.~~

~~(61) "Motor vehicle repair, minor" means incidental body or fender work, other minor repairs, painting, and upholstering, replacement of parts and motor service to passenger cars and trucks not exceeding one and one-half tons capacity, but not including any operation named under "motor vehicle repair, major" or any other term or phrase similar thereto.
(Ord. 94-84. Passed 7-9-84.)~~

(60) "MOTOR VEHICLE" MEANS ANY MACHINE DESIGNED OR INTENDED TO TRAVEL OVER LAND, SEA OR AIR BY SELF-PROPULSION OR WHILE ATTACHED TO ANY SELF-PROPELLED VEHICLE, I.E. CAMPER, TRAILER, TRAVEL TRAILER.

**(63.1) "Motor vehicle fuel dispensing facility" means a place where gasoline or alternative fuel/power/energy is sold at retail to the public and deliveries are made directly into or onto motor vehicles and no other motor vehicle service is performed. The sale of gasoline or other motor vehicle fuel, alternative power/energy under this definition must be the primary use. Retail grocery and/or convenience store sales are permitted. Vending machines and outdoor retail display do not constitute retail sales under this definition unless specifically approved by the Planning Commission.
(Ord. 36-13. Passed 4-22-13.)**

(63.2) "Motor vehicle service facility" means a place where automobile service including removal and replacement of lubricants, tires, batteries, accessories or supplies, for operating or equipping motor vehicles are performed for the public. ANY ESTABLISHMENT OR PLACE OF BUSINESS WHICH IS MAINTAINED AND OPERATED FOR THE PRIMARY PURPOSE OF PERFORMING ROUTINE MAINTENANCE OF MOTOR VEHICLES SUCH AS REMOVAL AND REPLACEMENT OF LUBRICANTS, TIRES AND BATTERIES FOR THE PUBLIC AND WHICH MAY INCLUDE RETAIL SALES OF FUELS, LUBRICANTS, AIR AND/OR FOR WASHING OPERABLE MOTOR VEHICLES. THIS DEFINITION DOES NOT INCLUDE ANY ESTABLISHMENT, PLACE OF BUSINESS OR PROPERTY UPON WHICH STORAGE OR REPAIR OF ANY UNLICENSED, PARTIALLY DISMANTLED OR INOPERABLE MOTOR VEHICLES TAKES PLACE.

(63) "MOTOR VEHICLE REPAIR GARAGE" MEANS ANY ESTABLISHMENT OR PLACE OF BUSINESS WHICH IS MAINTAINED AND OPERATED FOR THE PRIMARY PURPOSE OF MAKING GENERAL REPAIR, REBUILDING OR RECONSTRUCTION OF ENGINES AND WHICH MAY INCLUDE MAKING GENERAL REPAIR TO MOTOR VEHICLE QUARTER PANELS, DOORS, FENDERS, BUMPERS, OTHER PARTS OF AUTO BODY, FRAMES OR OTHER EXTERIOR SURFACES OR PROVIDING COLLISION SERVICES INCLUDING BUT NOT LIMITED TO PAINTING, FRAME

STRAIGHTENING OR FRAME DISSECTING. THIS DEFINITION DOES NOT INCLUDE ANY ESTABLISHMENT, PLACE OF BUSINESS OR PROPERTY UPON WHICH TEN (10) OR MORE UNLICENSED, PARTIALLY DIASSEMBLED, WRECKED OR INOPERABLE MOTOR VEHICLES ARE KEPT OR STORED.

- (62.1) "Motor vehicle, ~~boat, recreational vehicle or trailer~~ sales area" means **ANY ESTABLISHMENT, PLACE OF BUSINESS, PROPERTY OR** an open area used for the display, storage, sale, lease or rental of new or used motor vehicles, ~~including motorcycles and motor scooters, boats, recreational vehicles or trailers~~ in operable condition.
(Ord. 108-17. Passed 10-23-17.)
- (63.2) **"MOTOR VEHICLE STORAGE YARD" MEANS ANY ESTABLISHMENT, PLACE OF BUSINESS OR PROPERTY USED BY A TOW COMPANY OR WRECKER OR OTHER BUSINESS FOR TEMPORARY STORAGE OF OPERABLE MOTOR VEHICLES, OR INOPERABLE MOTOR VEHICLES DESIGNATED TO BE TRANSPORTED TO A MOTOR VEHICLE REPAIR GARAGE OR JUNKYARD. THIS DEFINITION DOES NOT INCLUDE ANY ESTABLISHMENT, PLACE OF BUSINESS OR PROPERTY UPON WHICH TEN (10) OR MORE UNLICENSED, PARTIALLY DIASSEMBLED, WRECKED OR INOPERABLE MOTOR VEHICLES ARE KEPT OR STORED.**
- (64) **"NIGHTCLUB" MEANS ANY ESTABLISHMENT, INCLUDING BUT NOT LIMITED TO, BARS, LOUNGES, TAVERNS, DANCE HALLS AND POOL HALLS, THAT SERVES ALCOHOL AND/OR BEER AND PROVIDES ENTERTAINMENT THROUGH ANY OF THE FOLLOWING: AMPLIFIED MUSIC, DANCING, TABLE GAMES, VIDEO GAMES AND/OR OTHER LIVE ENTERTAINMENT ACTIVITIES. THIS DEFINITION DOES NOT INCLUDE RESTAURANTS OR BANQUET HALLS THAT PROVIDE THE ABOVE ENTERTAINMENT IF THE BUSINESS CLOSSES ON OR BEFORE 12:00 A.M. EVERY DAY OF THE WEEK.**
- (64.1) "Nonconforming use" means a use of a building or land legally existing at the time of adoption of the Zoning Ordinance, or any amendment thereto, and which does not conform with the use regulations of the district in which located.
- (65) – (70)....
- (70.1) "Restaurant" means any establishment where food or drinks are primarily served by a waitress or waiter to the general public in a dining area for consumption within the principal building. Carry-out services must be accessory to the service by waitresses and waiters. **THIS DEFINITION DOES NOT INCLUDE**

NIGHTCLUBS, fast food restaurants, drive-thru facilities and vending machines **are not included in this definition.**
(Ord. 90-84. Passed 7-9-84.)

CHAPTER 1143
Effects of Districting; General Regulations

1143.01 – 1143.25.....

1143.26 PORTABLE STORAGE STRUCTURES UNITS WITHIN A OR R ZONING DISTRICTS AND ON ALL OTHER PROPERTY USED FOR RESIDENTIAL PURPOSES IN ANY OTHER ZONING DISTRICT OR PLANNED UNIT DEVELOPMENT.

(a) For the purposes of this section, “portable storage unit” means any enclosed unit made of metal or other durable construction material designed for permanent or temporary storage of personal property which is designed to be transported by vehicle and is left on site in an A or R Zoning District or on any other property used for residential purposes in any other zoning district or planned unit development.

(b) Portable storage units are permitted as a temporary use for a period not to exceed thirty days within any one year period.

(c) Portable storage units must be located on a paved surface and outside the City right- of-way.

(d) If the portable storage unit is being used to store personal property as a result of a major calamity at the residence (i.e. fire, flood or other event where there is significant property damage), the Building Inspector may extend the time period to a maximum of ninety days total within a one year period.

(e) Portable storage units may not exceed a size of 1200 cubic feet on the interior. All portable storage units in excess of 1200 feet are prohibited in residential areas as defined in subsection (a) above. (Ord. 26-06. Passed 2-27-06.)

1143.26.1 PORTABLE STORAGE CONTAINERS WITHIN THE C-1, C-2, C-3, C-3A, D-1, D-1A, B-1, SE, ST, AND C-4 ZONING DISTRICTS AND ON ALL OTHER PROPERTY USED FOR NON- RESIDENTIAL PURPOSES IN ANY OTHER ZONING DISTRICT OR PLANNED UNIT DEVELOPMENT.

(A) FOR THE PURPOSES OF THIS SECTION, “PORTABLE STORAGE CONTAINER” MEANS ANY ENCLOSED CONTAINER MADE OF METAL OR OTHER DURABLE CONSTRUCTION MATERIAL DESIGNED FOR STORAGE OF PROPERTY WHICH IS DESIGNED TO BE TRANSPORTED BY MOTOR VEHICLE AND IS LEFT ON SITE. THE DEFINITION OF PORTABLE STORAGE CONTAINER INCLUDES, BUT NOT LIMITED TO, SHIPPING CONTAINERS, CARGO CONTAINERS OR SEMI-TRUCK TRAILERS.

(B) PORTABLE STORAGE CONTAINERS MAY BE USED WITHIN THE C-1, C-2, C-3, C-3A, D-1, D-1A, B-1, SE, ST, AND C-4 ZONING DISTRICTS AND ON ALL OTHER PROPERTY USED FOR NON- RESIDENTIAL PURPOSES IN ANY OTHER ZONING DISTRICT OR PLANNED UNIT DEVELOPMENT AS A TEMPORARY ACCESSORY USE, FOR A PERIOD NOT TO EXCEED NINETY (90) DAYS WITHIN ANY ONE-YEAR PERIOD, EXCEPT THAT STORAGE FOR CONSTRUCTION OR REMODELING SHALL NOT EXCEED 180 DAYS.

(C) PORTABLE STORAGE CONTAINERS SHALL BE SUBJECT TO THE FOLLOWING REQUIREMENTS:

- (1) PORTABLE STORAGE CONTAINERS SHALL NOT EXCEED FORTY (40) FEET IN LENGTH OR TEN (10) FEET IN WIDTH OR TEN (10) FEET IN HEIGHT.**
- (2) VERTICAL STACKING OF PORTABLE STORAGE CONTAINERS OR STACKING OF OTHER MATERIALS OR MERCHANDISE ON TOP OF ANY PORTABLE STORAGE CONTAINER IS PROHIBITED.**
- (3) PORTABLE STORAGE CONTAINERS SHALL BE PLACED ON A HARD DURABLE SURFACE SUCH AS ASPHALT OR PORTLAND CONCRETE.**
- (4) PORTABLE STORAGE CONTAINERS SHALL BE PLACED AT THE REAR OF THE PROPERTY BEHIND BUILDING(S) IN SUCH A MANNER AS TO MINIMIZE THEIR VISIBILITY FROM THE STREET AND ADHERE TO SIDE AND REAR YARD SETBACK REQUIREMENTS.**
- (5) PORTABLE STORAGE CONTAINERS SHALL BE KEPT IN GOOD CONDITION, FREE OF RUST, DAMAGE, GRAFFITI, AND PROPERLY MAINTAINED AT ALL TIMES.**

1143.27 – 1143.30.....

1143.31 RAIN BARRELS WITHIN A OR R ZONING DISTRICTS AND ON ALL OTHER PROPERTY USED FOR RESIDENTIAL PURPOSES IN ANY OTHER ZONING DISTRICT OR PLANNED UNIT DEVELOPMENT.

(A) FOR THE PURPOSES OF THIS SECTION, THE FOLLOWING TERMS ARE DEFINED AS:

- (1) “RAIN BARREL” MEANS A CONTAINER DESIGNED OR USED TO COLLECT RAINWATER FROM A COLLECTING STRUCTURE.**
- (2) “COLLECTING STRUCTURE” MEANS ANY HOUSE, GARAGE, BUILDING OR CANOPY FROM WHICH RAINWATER IS DIVERTED FOR COLLECTION IN A RAIN BARREL(S).**

(B) LOCATION. RAIN BARRELS AND ACCESSORIES ARE NOT PERMITTED IN THE FRONT OR STREET SIDE YARD AND SHALL BE LOCATED WITHIN 12 INCHES OF A COLLECTING STRUCTURE.

(C) **APPEARANCE.** RAIN BARRELS ARE TO BE EARTH TONE COLORS. RAIN BARRELS THAT DO NOT MEET THIS REQUIREMENT ARE TO BE SCREENED FROM VIEW BY EITHER A COLLECTING STRUCTURE OR A VINYL OR PRESSURE TREATED WOOD PRIVACY FENCE THAT IS OF A WHITE OR AN EARTH TONE COLOR.

(D) **HEIGHT.** THE HEIGHT OF THE RAIN BARREL, INCLUDING THE PEDESTAL RISER STAND, SHALL NOT EXCEED SIX FEET IN HEIGHT FROM GRADE. AN ELEVATED PLATFORM IS PERMITTED, BUT THE HEIGHT OF THE RAIN BARREL AND PLATFORM TOGETHER SHALL NOT EXCEED SIX FEET IN HEIGHT FROM GRADE.

(E) **MAXIMUM SIZE AND NUMBER.** THE MAXIMUM CAPACITY OF A RAIN BARREL SHALL NOT EXCEED 100 GALLONS. IF TWO OR MORE RAIN BARRELS ARE INTERCONNECTED, THEY MUST BE SCREENED FROM VIEW BY EITHER A COLLECTING STRUCTURE OR A VINYL OR PRESSURE TREATED WOOD PRIVACY FENCE THAT IS OF A WHITE OR EARTH TONE COLOR.

(F) RAIN BARRELS SHALL BE OPERATED IN SUCH A MANNER AS TO AVOID CREATING A PUBLIC OR PRIVATE NUISANCE.

CHAPTER 1159
C-2 Central Business District

1159.01 Principal permitted uses.	1159.05 Lot area, frontage and yard requirements.
1159.02 Conditional Uses	1159.06 Courts.
1159.03 Accessory uses.	1159.07 Height regulations.
1159.04 Required conditions.	

CROSS REFERENCES

Exceptions and modifications - see P. & Z. Ch. 1180

Signs - see P. & Z. Ch. 1187

Service stations; garages - see P. & Z. Ch. 1189

Nonconforming uses - see P. & Z. Ch. 1198

1159.01 PRINCIPAL PERMITTED USES.

No building, structure or land shall be erected, altered, enlarged or used which is arranged or designed for other than one of the following uses, except as provided in Chapter 1198.

- (a) General. Any use permitted and as regulated in the C-1 District, except as modified herein and except that no residential uses are permitted.
- (b) Retail and Service. Art and antique shops, artist supply stores, interior decorating shops, furniture and appliance stores, self-service laundries, dry cleaning shops, department stores, variety and dime stores, dry goods and apparel stores, laundry pick-up stores, supermarkets.
- (c) Office. Business and/or professional offices; office buildings.
- (d) Bank. Banks, savings and loans and other similar financial organizations with or without drive-through facilities.
- (e) Restaurants and Fast Food Restaurants. Restaurants and fast food restaurants provided the principal building is distant not less than 100 feet from a principal structure in any A or R District. This subsection does not include drive-through facilities.
- (f) School and Studio. Trade or business schools provided machinery which is used for instruction purposes is not objectionable due to noise, fumes, smoke, odor or vibrations; photographic studios, dancing studios, radio and telecasting studios and the like.
- (g) Printing and Related Trade. Publishing, job printing, lithographing and blueprinting, etc.

(Ord. 94-16. Passed 10-24-16.)

1159.02 CONDITIONAL USES.

The following uses shall be permitted only if expressly authorized by the Planning Commission.

- (a) General. All conditional uses permitted and as regulated in the C-1 District, except as modified herein.
- (b) Retail and Service. Any other retail business or service establishment or use which is determined by the Commission to be of the same general character as the above principal permitted uses, but not including any use which is first permitted or which is not permitted in the C-3 District.
- (c) Veterinary Hospital or Clinic. Veterinary hospitals and clinics, excluding any outside kennels, cages, exercise runs or keeping of animals.
- (d) Drive-thru Facilities. Any establishment with drive-thru facilities as defined in Section 1133.01(29.1) except bank drive-thru facilities which are a principal permitted use.
- (e) Entertainment. Nightclubs, game rooms, theaters, billiard parlors, bowling alleys, teen clubs, taverns and similar enterprises but not within 100 feet of a principal structure located in any A or R District.
- (f) Motor Vehicle Service FACILITY. ~~Motor vehicle service facility.~~
- (g) Clinic. (Ord. 94-16. Passed 10-24-16.)

1159.03 ACCESSORY USES.

Accessory uses, buildings or structures customarily incidental to any principal permitted or conditional use shall be permitted in conjunction with such use, including the following:

- (a) General. Accessory uses and structures as permitted and as regulated in the C-1 District, as well as accessory uses and structures not otherwise prohibited customarily accessory and incidental to any of the foregoing permitted C-2 uses.
- (b) Signs. As regulated and defined in Chapter 1187.
(Ord. 155-92. Passed 12-14-92.)

1159.04 REQUIRED CONDITIONS.

All conditions as specified for the C-1 District, except for new merchandise in the case of art and antique shops.

(Ord. 155-92. Passed 12-14-92.)

1159.05 LOT AREA, FRONTAGE AND YARD REQUIREMENTS.

The following minimum requirements shall be observed, except as provided in Chapter 1180.

(a)

	<u>Lot Area</u> (Sq. Ft.)	<u>Lot</u> <u>Frontage</u> (feet)	<u>Front</u> <u>Yard</u> <u>Depth</u> (feet)	<u>Side Yard Width</u> (feet)	<u>Rear Yard Depth</u> (Feet)
Non-Residential Uses	10,000	None	25	None; except when adjoining an A or R District, then no less than 10 feet.	None; except when adjoining an A or R District, then no less than 10 feet.

(b) Residential. Prohibited.

(c) Screening and Buffering.

<u>Zone</u>	<u>Use</u>	<u>Buffering (Horizontal Dimension)</u>	<u>Screening (Vertical Screen Dimension)</u>
C-2	Business	25' adjoining A and R Districts	6' adjoining A and R Districts

(Ord. 155-92. Passed 12-14-92.)

1159.06 COURTS.

Same as required in the A-1 District.

(Ord. 155-92. Passed 12-14-92.)

1159.07 HEIGHT REGULATIONS.

No principal or accessory structure shall exceed a height of three stories or forty feet, whichever is lower, except as provided in Section 1180.02 and except when expressly authorized as a conditional use by the Planning Commission.

(Ord. 94-16. Passed 10-24-16.)

CHAPTER 1165
C-3 General Business District

- | | |
|-----------------------------------|--------------------------------|
| 1165.01 Principal permitted uses. | 1165.05 Lot area, frontage and |
| yard 1165.02 Conditional uses. | requirements. |
| 1165.03 Accessory uses. | 1165.06 Courts. |
| 1165.04 Required conditions. | 1165.07 Height Regulations. |

CROSS REFERENCES

- Exceptions and modifications - see P. & Z. Ch. 1180
Trailer parks - see P. & Z. Ch. 1185
Signs - see P. & Z. Ch. 1187
Service stations; garages - see P. & Z. Ch. 1189
Nonconforming uses - see P. & Z. Ch. 1198

1165.01 PRINCIPAL PERMITTED USES.

No building, structure or land shall be erected, altered, enlarged or used which is arranged or designed for other than one of the following uses except as provided in Chapter 1198.

- (a) General. Any use permitted and as regulated in the C-2 District except as modified herein.
- (b) Retail and Service. Laundries, clothes cleaning or dyeing establishments, used merchandise stores.
- (c) Wholesale. Any wholesale business and mail order houses, including incidental warehousing; commercial greenhouses.
- ~~(d) Motor Vehicle Service Facility.~~
- ~~(e) Motor Vehicle Fuel Dispensing Facility.~~
- ~~(f) Motor Vehicle Service. Major or minor motor vehicle repair, repair garages, body and fender shops, and paint shops, but not including junk storage, all subject to the provisions of Chapter 1189 and provided that buildings shall be at least fifty feet from any A or R District, and shall have no openings adjoining the A or R District other than stationary windows and fire escapes.~~
- ~~(g) Animal Hospital, Veterinary Clinic. Animal hospitals, kennels, display and housing or boarding of pets and other domestic animals, provided that any enclosure or building in which the animals are kept shall be at least one hundred feet from any A or R District and at least fifty feet from any other C District. Exercise runs shall be enclosed on four sides by an unpierced well-maintained fence or wall at least six feet in height.~~
- ~~(h) Commercial Recreation Facility.~~
- ~~(i) Building and Related Trade. Carpenter shops, electrical, plumbing, paint shops, heating and tin shops, paper-hanging shops, furniture upholstery and similar enterprises, but not within fifty feet of any A or R District.~~

- (H) Bottling Works. Bottling of soft drinks or milk and distribution stations therefor, providing a building used for such processing and/or distribution, shall be at least 100 feet from any A or R District.
- (I) Signs. As regulated and defined in Chapter 1187.
- (J) Drive-Thru Facilities. Any establishment with drive-thru facilities as defined in Section 1133.01(29).
- (K) Car Washes.
(Ord. 89-15. Passed 10-13-15.)

1165.02 CONDITIONAL USES.

- (a) General. All conditional uses as permitted and as regulated in the C-2 District, except as modified herein.
- (b) Trailer Park. Subject to the provisions of Chapter 1185.
- (c) Warehousing Storage and Trucking Terminal. Warehouses for the storage of merchandise and materials, trucking or motor freight stations or terminals, carting, expressing or hauling establishments, contractor and building material yards, providing no such uses are conducted within 200 feet of any A or R District.
- (d) Laboratory. Experimental film or testing laboratories, provided no operation shall be conducted or equipment used which would create hazards, noxious or offensive conditions.
- (e) Manufacturing. The manufacturing, compounding, processing, packaging and assembling of products, such as:
 - (1) Bakery goods, candy, cosmetics, pharmaceuticals, toiletries, food and meat products except fish, sauerkraut, vinegar, yeast and the rendering or refining of fats or oils.
 - (2) Musical instruments, toys, novelties, rubber or metal stamps and other small rubber products.
 - (3) Electrical and electric appliances, instruments and devices, television sets, radios, phonographs.
 - (4) Electric and neon signs, billboards and other commercial advertising structures; light sheet metal products, including heating and ventilating equipment, cornices, eaves and the like.
- (f) Public Utility. Public utility buildings and structures including storage yards.
- (g) Self-Service Car Washes.
- (h) Residential. One residential use only where such use is incidental to a principal permitted use.
- (i) Other Uses. Any other use which is determined by the Commission to be of the same general character as the above permitted uses, but not including junk yards or any use other than those above, which is first permitted in the M-1 District or which is prohibited in the M-1 District. (Ord. 94-84. Passed 7-9-84.)
- (j) Sexually Oriented Businesses. Sexually oriented businesses may be permitted as conditional uses, subject to the following specific conditions:
 - (1) No sexually oriented business shall be located within a radius of 1,000 feet of any residentially zoned or used property.

- (2) No sexually oriented business shall be located within a radius of 1,000 feet of any church, synagogue, permanently established place of worship, school, library, park or public playground.
- (3) No sexually oriented business shall be located within 1,000 feet of any other sexually oriented business and no building, premises, structure or other facility that contains any sexually oriented business shall contain any other kind of sexually oriented business.
- (4) Distances for purposes of this subsection shall be from property line to property line along the shortest possible course, regardless of any customary or common route or path of travel, i.e., "as the crow flies" and includes both property in the City of Fairfield and in any other political subdivision.
(Ord. 124-17. Passed 11-27-17.)

(k) Flea Markets. Subject to the following required conditions:

- (1) No outdoor sales, display or storage.
- (2) Compliance with all Building Code requirements including submission and approval of a proposed plan showing aisles and emergency ingress and egress.
- (3) Only one special event sign as defined and regulated in subsection 1187.03(i) shall be permitted.
(Ord. 9-98. Passed 2-9-98.)

(l) Motor Vehicle, ~~Boat, Recreational Vehicle or Trailer~~ Sales Areas. May be located only on properties with principal street frontage on State Route 4 and located northwest of the intersection of State Route 4/Bypass 4/Ross Road, and subject to additional conditions as determined by the Planning Commission including, but not limited to:

- (1) Ingress, egress and internal circulation.
- (2) Sight distance and visibility.
- (3) Setback of displays or storage from right-of-way, sidewalk or edge of pavement.
- (4) Perimeter curbing, buffering, landscaping, parking lot striping and other similar aesthetic and/or safety requirements.
- (5) Minimum lot size of one (1) acre and minimum principal street frontage on State Route 4 of 100 feet.
- (6) Inoperable or junk motor vehicles, boats, recreational vehicles and trailers are not permitted on site. All repair and detailing beyond washing shall be completed in an enclosed building.

(m) Storage Shed or Barn, Carport or Play Structure Sales Areas. Subject to additional conditions as determined by the Planning Commission including, but not limited to:

- (1) Ingress, egress and internal circulation.
- (2) Sight distance and visibility.
- (3) Setback of displays or storage from right-of-way, sidewalk or edge of pavement.
- (4) Perimeter curbing, buffering, landscaping, lot coverage and other similar aesthetic and/or safety requirements.

- (5) Coverage of all outdoor display areas with an asphalt or Portland cement binder pavement so as to provide a durable, dustless surface.
(Ord. 108-17. Passed 10-23-17.)
- (n) Banquet Hall.
- (o) Self-Service Storage Facility.
(Ord. 123-18. Passed 12-3-18.)
- (P) MOTOR VEHICLE SERVICE FACILITY.**
- (Q) MOTOR VEHICLE REPAIR GARAGE.**

1165.03 ACCESSORY USES.

Accessory uses, buildings or structures customarily incidental to any principal permitted or conditional use shall be permitted in conjunction with such use including: Accessory uses and structures as permitted and as regulated in the C-2 District and such other accessory uses and structures not otherwise prohibited which are customarily accessory and incidental to any of the foregoing permitted C-3 uses. (Ord. 94-84. Passed 7-9-84.)

1165.04 REQUIRED CONDITIONS.

Processes and equipment employed and goods processed or sold shall be limited to those which are not objectionable by reason of odor, dust, smoke, cinders, gas, fumes, noise, vibration, refuse matter or water carried waste. (Ord. 94-84. Passed 7-9-84.)

- (a) Closed Buildings. All businesses, services or processing shall be conducted wholly within a completely enclosed building except for incidental display of merchandise, sale of motor vehicle fuel, lubricants and other fluids at service stations, loading and unloading operations, parking and such outdoor display or storage of vehicles, merchandise, materials and equipment as does not exceed five percent (5%) of the gross floor area of the principal permitted structure upon the lot or 5,000 square feet, whichever is less. The maximum height permitted is four feet measured from grade to top of display. The display must not interfere with any pedestrian or vehicular sight distance upon the site or any public thoroughfare. Automobile and other motor vehicle sales, boat sales, outdoor recreation, recreational vehicle sales, manufactured housing sales, construction and farm equipment sales and rental, nursery sales and lumber sales in side and rear yards only are excluded from the requirements of this subsection. The Planning Commission may authorize incidental outdoor display or storage which it determines to be similar to or not more objectionable than those uses already excluded from the requirements of this subsection.
(Ord. 154-96. Passed 10-15-96.)
- (b) Night Operation. No building customarily used for night operation, such as a bakery or milk bottling and distribution station, shall have any opening, other than stationary windows or required fire exits, within 100 feet of any A or R District, and any space used for loading or unloading commercial vehicles in connection with such an operation shall not be within 100 feet of any A or R District. (Ord. 94-84. Passed 7-9-84.)
- (c) Facade Design. After March 31, 2011, all new structures on parcels which abut a regional thoroughfare as defined in the comprehensive plan may not use metal siding or "smooth face" concrete block as the exterior finish material on any facade facing the regional thoroughfare. (Ord. 98-10. Passed 11-8-10.)

1165.05 LOT AREA, FRONTAGE AND YARD REQUIREMENTS.

The following minimum requirements shall be observed, except as provided in Chapter 1180.

	<u>Lot Area</u> (Sq. Ft.)	<u>Lot Frontage</u> (Feet)	<u>Front Yard Depth</u> (Feet)	<u>Side Yard Width</u> (feet)	<u>Rear Yard Depth</u> (Feet)
(a) Nonresidential Uses	10,000	None	20	None; except when adjoining A or R Districts, then not less than 25 feet.	None; except when adjoining A or R Districts, then not less than 25 feet.

(b) Screening and Buffering.

<u>Zone</u>	<u>Use</u>	<u>Buffering (Horizontal Dimension)</u>	<u>Screening (Vertical Screen Dimension)</u>
C-3	Business	25' adjoining A and R Districts	6' adjoining A and R Districts

(Ord. 94-84. Passed 7-9-84.)

1165.06 COURTS.

Same as required in the A-1 District. (Ord. 94-84. Passed 7-9-84.)

1165.07 HEIGHT REGULATIONS.

No principal or accessory structure shall exceed three stories or fifty feet, whichever is lower, except as provided in Section 1180.02 and except when expressly authorized as a conditional use by the Planning Commission.

(Ord. 94-84. Passed 7-9-84.)

CHAPTER 1168 D-1 Downtown District

- 1168.01 Purpose.
- 1168.02 Principal permitted uses.
- 1168.03 Conditional uses.
- 1168.04 Accessory uses.
- 1168.05 Prohibited uses.
- 1168.06 Required conditions.
- 1168.07 Lot area, frontage, height regulations and yard requirements.
- 1168.08 Courts.
- 1168.09 Application of D-1 requirements.
- 1168.10 Design review guidelines.
- 1168.11 Design requirements.
- 1168.12 Procedure.

CROSS REFERENCES

- Exceptions and modifications - see P. & Z. Ch. 1180
- Signs - see P. & Z. Ch. 1187
- Service stations; garages - see P. & Z. Ch. 1189
- Nonconforming uses - see P. & Z. Ch. 1198
- Off-street parking and loading - see P. & Z. Ch. 1183
- Underground electric and lighting - see P. & Z. Ch. 1125
- Sidewalks - see P. & Z. Ch. 1184

1168.01 PURPOSE.

The purpose of the Downtown District is to provide for a high quality, secure, visually interesting, architecturally integrated, comfortable and convenient environment that can attract a high volume of pedestrian activity in a strong cultural, institution, office and commercial presence. The D-1 District regulations and Design Guidelines for the D-1 District shall ensure the desired quality development.

(Ord. 130-94. Passed 9-26-94.)

1168.02 PRINCIPAL PERMITTED USES.

No building, structure or land shall be erected, altered, enlarged or used which is arranged or designed for other than one of the following uses, except as provided in Chapter 1198.

- (a) General. Any use permitted and as regulated in the C-1 District, except as modified herein and except that no residential uses are permitted.
- (b) Retail and Service. Art and antique shops, artist supply stores, interior decorating shops, furniture and appliance stores, self-service laundries, dry cleaning shops, department stores, variety and dime stores, dry goods and apparel stores, laundry pick-up stores, supermarkets.

- (c) Office. Business and/or professional offices; office buildings.
- (d) Financial. Banks, savings and loans and other similar financial organizations with or without drive-through facilities.
- (e) Restaurants. Restaurants without drive-through facilities.
- (f) School and Studio. Trade or business schools provided machinery which is used for instruction purposes is not objectionable due to noise, fumes, smoke, odor or vibration; photographic studios, dancing studios, radio and telecasting studios and the like.
- (g) Printing and Related Trade. Publishing, job printing, lithographing and blueprinting, etc.
(Ord. 94-16. Passed 10-24-16.)

1168.03 CONDITIONAL USES.

The following uses shall be permitted only if expressly authorized by the Planning Commission.

- (a) Restaurants. Restaurants as defined in Section 1133.01(70.1).
- (b) Retail and Service. Any other retail business or service establishment or use which is determined by the Commission to be of the same general character as the above principal permitted uses, but not including any use which is first permitted or which is not permitted in the C-3 District.
- (c) Veterinary Hospital or Clinic. Veterinary hospitals and clinics, excluding any outside kennels, cages, exercise runs or keeping of animals.
- (d) Drive-thru Facilities. Any establishment with drive-thru facilities as defined in Section 1133.01(29) except bank drive-thru facilities which are a principal permitted use. This is defined as an operation where transfer of goods and services to the customer is designed to be done while the customer remains in the vehicle.
- (e) Institutional. Schools and colleges for academic instruction, churches, and church schools.
- (f) Fruit and Vegetable Stores.
- (g) Entertainment. Night clubs, game rooms, theaters, billiard parlors, bowling alleys, teen clubs, taverns and similar enterprises, but not within 100 feet of any R District and subject to all applicable regulations and such permits as may be required by law.
- (h) Wind Turbines. An alternative energy device designed to harness the natural wind currents to produce energy.
- (i) Motor Vehicle Fuel Dispensing Facility.
- (j) Motor Vehicle Service FACILITY. ~~Motor vehicle service facility.~~
- (k) Day Care Center.
- (l) Clinic.
(Ord. 94-16. Passed 10-24-16.)

1168.04 – 1168.12.....

CHAPTER 1169
M-1 Industrial Park District

1169.01	Principal permitted uses.	1169.05	Prohibited uses.
1169.02	Conditional uses.	1169.06	Lot area, frontage and yard requirements.
1169.03	Accessory uses.	1169.07	Height regulations.
1169.04	Required conditions.		

CROSS REFERENCES

Exceptions and modifications - see P. & Z. Ch. 1180

Off-street loading and parking - see P. & Z. Ch. 1183

Signs - see P. & Z. Ch. 1187

Nonconforming uses - see P. & Z. Ch. 1198

1169.01 PRINCIPAL PERMITTED USES.

No building, structure, or land shall be erected, altered, enlarged or used which is arranged or designed for other than one of the following uses except as provided in Chapter 1198.

- (a) Warehousing for Storage, Wholesale or Distribution and Trucking Terminal.
Warehouses for the storage, wholesale or distribution of merchandise and materials, manufactured products, supplies, equipment and trucking or motor freight stations or terminals, carting, expressing or hauling establishments, contractor and building material yards, providing no such uses are conducted within 200 feet of any A or R District.
(Ord. 123-18. Passed 12-3-18.)
- (b) Laboratory. Experimental film or testing laboratories, provided no operation shall be conducted or equipment used which would create hazards, noxious or offensive conditions.
- (c) Manufacturing. The manufacturing, compounding, processing, packaging and assembling of products, such as:
 - (1) Bakery goods, candy, cosmetics, pharmaceuticals, toiletries, food and meat products, except fish, sauerkraut, vinegar, yeast and the rendering or refining of fats or oils.
 - (2) Products from the following previously prepared materials: bone, canvas, cellophane, cloth, cork, feathers, fiber, fur, glass, hair, horn, leather, paper, plastics, precious or semiprecious metals or stones, sheet metal, except where presses over twenty tons rated capacity are employed, shell, textiles, tobacco, wax, wood, except where saw and planing mills are employed, yarns.
 - (3) Musical instruments, toys, novelties, rubber or metal stamps and other small rubber products.
 - (4) Electrical and electric appliances, instruments and devices, television sets, radios, phonographs.

- (5) Electric and neon signs, billboards and other commercial advertising structures; light sheet metal products, including heating and ventilating equipment, cornices, eaves and the like.
- (d) Public Utility. Public utility buildings and structures, including storage yards. (Ord. 94-84. Passed 7-9-84.)

1169.02 CONDITIONAL USES.

The following uses shall be permitted only if expressly authorized by the Planning Commission.

- (a) Foundry. Casting of lightweight nonferrous metals for electric foundry not causing noxious or offensive conditions.
- (b) Heliport. As restricted by the Federal Aviation Authority.
- (c) Retail and Service. Any retail business or service establishment determined by the Commission to have been clearly demonstrated as necessary to serve the needs of the industrial park area, including restaurants, cocktail lounges, motels, banks and business or professional offices. (Ord. 94-84. Passed 7-9-84.)
- (D) MOTOR VEHICLE REPAIR GARAGE.**
- (E) MOTOR VEHICLE STORAGE YARD.**

1169.03 ACCESSORY USES.

Accessory uses, buildings or structures customarily incidental to any principal permitted or conditional use shall be permitted in conjunction with such use including off-street parking facilities subject to the provisions of Chapter 1183.

Signs. As regulated and defined in Chapter 1187. (Ord. 94-84. Passed 7-9-84.)

1169.04 REQUIRED CONDITIONS.

Processes and equipment employed in goods processed or sold shall be limited to those which are not objectionable by reason of odor, dust, smoke, cinders, gas, fumes, noise, vibration, refuse matter or water carried waste.

Closed Buildings. All businesses, services or processing shall be conducted wholly within a completely enclosed building except for loading and unloading operations and accessory off-street parking.

(Ord. 94-84. Passed 7-9-84.)

1169.05 PROHIBITED USES.

(a) Dwelling. Dwellings and residences of any kind; trailer parks, schools, hospitals, clinics and other institutions for human care, except where incidental to a permitted principal use; provided, however, that any of the aforesaid uses legally existing in the M-1 District at the time of the adoption of the Zoning Ordinance or any amendment thereto, shall not be classified as a nonconforming use as defined in Section 1133.01(a)(64) and shall not be subject to the provisions of Chapter 1198.

(b) Offensive Uses. No use shall be permitted or authorized to be established or maintained which, when conducted under adequate conditions and safeguards, in compliance with the provisions of the Zoning Ordinance and any additional conditions or requirements prescribed by

the Planning Commission is, or may become, hazardous, noxious or offensive due to the emission of odor, dust, smoke, cinders, gas, fumes, noise, vibration, beat frequency, refuse matter or water carried waste.

(Ord. 94-84. Passed 7-9-84.)

1169.06 LOT AREA, FRONTAGE AND YARD REQUIREMENTS.

The following minimum requirements shall be observed, except as provided in Chapter 1180.

(a) Nonresidential Use.

- (1) Front yard. The minimum required front yard shall be fifty feet. A strip adjacent to the front street lot line and having a minimum depth of twenty feet shall be appropriately landscaped and maintained except for designated pedestrian, vehicular and utility accessways. The remainder of the front yard may be used for off-street automobile parking.
- (2) Side yards.
 - A. The minimum required side yard shall be six feet; however, a designated fire lane fifteen feet wide shall be provided on one side of the building for interior lots. When adjoining an A or R District, the minimum required side yard shall be not less than fifty feet, of which fifteen feet must be designated as a fire lane. A street side yard shall be a minimum of thirty feet, appropriately landscaped and maintained except for designated pedestrian, vehicular and utility accessways.
 - B. Fire separations for high hazard buildings shall be in accord with Chapter 69 Industrial Buildings of the Ohio Building Code.
 - C. On a corner lot, nothing shall be erected, placed, planted or allowed to grow in such a manner as to materially impede vision between a height of two and one-half and ten feet above the center line grades of the intersecting streets in the area bounded by the street lines of such corner lots and a line joining points along such street lines fifty feet from the point of intersection.

- (b) Residential Use. Dwellings or other residential buildings are not permitted in M-1 District. Existing dwellings in case of reconstruction shall be the same as required in the R-1 District.

- (c) Lot Area. The minimum lot area shall be 10,000 square feet.

- (d) Screening and Buffering.

<u>Zone</u>	<u>Use</u>	<u>Buffering (Horizontal Dimension)</u>	<u>Screening (Vertical Screen Dimension)</u>
M-1	Industrial	30' adjoining R-3, R-4 40' adjoining R-0, R-1, R-2	6' adjoining A and R Districts

(Ord. 94-84. Passed 7-9-84.)

1169.07 HEIGHT REGULATIONS.

Within 200 feet of any A or R District, no structure shall exceed three stories or fifty feet in height, except as provided in Section 1180.02 and except when expressly authorized as a conditional use by the Planning Commission.
(Ord. 94-84. Passed 7-9-84.)

CHAPTER 1173
M-2 General Industrial District

- | | |
|-----------------------------------|---|
| 1173.01 Principal permitted uses. | 1173.05 Prohibited uses. |
| 1173.02 Conditional uses. | 1173.06 Height regulations. |
| 1173.03 Accessory uses. | 1173.07 Lot area, frontage and yard requirements. |
| 1173.04 Required conditions. | |

CROSS REFERENCES

Exceptions and modifications - see P. & Z. Ch. 1180

Signs - see P. & Z. Ch. 1187

Nonconforming uses - see P. & Z. Ch. 1198

1173.01 PRINCIPAL PERMITTED USES.

No building, structure or land shall be erected, altered, enlarged or used which is arranged or designed for other than one of the following uses except as provided in Chapter 1198.

- (a) General. All uses permitted and as regulated in the M-1 District, except as modified herein.
- (b) Uses 100 Feet From A or R District. The following uses are permitted provided no part of a building occupied by such uses shall have any opening other than stationary windows or required fire exits within 100 feet of any A or R District.
 - (1) Blacksmith, welding or other metal working shop, excluding punch presses over twenty tons rated capacity, drop hammers and other noise-producing machine operated tools; machine shops.
 - (2) Foundry, casting lightweight nonferrous metals or electric foundry not causing noxious fumes or odors.
 - (3) Bag, carpet and rag cleaning, provided necessary equipment is installed and operated for the effective precipitation or recovery of dust.
 - (4) Ice manufacturing and cold storage plant; creamery or bottling plant.
- (c) Uses 200 Feet From A or R District. The following uses are permitted when located not less than 200 feet from any A or R District:
 - (1) Inflammable liquids, underground storage only, not to exceed 25,000 gallons.
 - (2) Building material sales yards, including concrete mixing, lumber yards including millwork, open yards for storage, sale of feed and/or fuel and contractors' equipment storage.
- (d) Public Utility. Public utility buildings and structures.
- (e) Signs. As regulated and defined in Chapter 1187.
- (f) Uses 300 Feet From A or R District. The following uses are permitted when located not less than 300 feet from any A or R District and not less than 100 feet from any other district:

Acetylene manufacturing in excess of fifteen pounds pressure per square inch.
 Acid manufacturing, except as specified as a conditional use in Section 1165.02.
 Asbestos manufacturing.
 Automobile assembly.
 Bleaching, cleaning and dyeing plant of large scale production.
 Boiler shops, machine shops, structural steel fabricating shops, railway car or locomotive shops, including repair, metal working shops employing reciprocating hammers or presses over twenty tons rated capacity.
 Candle or sperm oil manufacturing.
 Coal yards.
 Cooperage works.
 Dextrine, starch or glucose manufacturing.
 Disinfectant, insecticide or poison manufacturing.
 Dye and dyestuffs manufacture.
 Emery cloth or sandpaper manufacturing.
 Enameling, lacquering or japanning.
 Felt manufacturing.
 Flour or grain mill.
 Forge or foundry works.
 Gas, generation or storage for illumination or heating.
 Grain drying or poultry feed manufacturing from refuse, mash or grain.
 Hair or hair products manufacturing.
 Lime or lime products manufacturing.
 Linoleum, oilcloth or oiled goods manufacturing.
 Match manufacturing.
 Meat packing; but not stockyards or slaughterhouses, specified as a conditional use in Section 1165.02.
 Oil, paint, shellac, turpentine, varnish or enamel.
 Paper and pulp manufacturing.
 Perfume manufacturing.
 Pickle, sauerkraut or sausage manufacturing.
 Plaster manufacturing.
 Poultry slaughterhouse, including packing and storage for wholesale.
 Printing ink manufacturing.
 Radium extraction.
 Sandblasting or cutting.
 Sawmill, the manufacture of excelsior, wood fiber or sawdust products.
 Sewage disposal plant.
 Shoddy manufacturing.
 Shoe blacking or polish or stove polish manufacturing.
 Soap manufacturing.
 Steam power plant, except where accessory to a permitted principal use.
 Stone and monument works employing power-drive tools.

Storage, drying, cleaning of iron, junk, rags, glass, cloth, paper or clipping, including sorting, refining, baling, woodpulling and scouring.
Sugar refining.

Tar or asphalt roofing or waterproofing manufacturing.

Tar distillation or manufacturing.

Vinegar manufacturing.

Wire or rod drawing; nut, screw or bolt manufacturing.

Yeast manufacturing.

(Ord. 94-84. Passed 7-9-84.)

1173.02 CONDITIONAL USES.

The following uses shall be permitted only if expressly authorized by the Planning Commission.

- (a) Generally. Any other use that is determined by the Commission to be of the same general character as the above permitted uses and is so regulated.
- (b) Uses 500 Feet From A or R District. The following uses are permitted when located not less than 500 feet from any A or R District and not less than 200 feet from any other district and subject to such conditions and requirements as may, in the opinion of the Commission, be necessary to protect adjacent property and prevent conditions which may become noxious or offensive:
 - Ammonia, chlorine or bleaching powder manufacture.
 - Animal black, lampblack, boneblack or graphite manufacture.
 - Celluloid or pyroxyline manufacturing or explosive or inflammable cellulose or pyroxyline products manufacture or storage.
 - Cement, lime, gypsum or plaster of Paris manufacture.
 - Crematory.
 - Creosote manufacture or treatment.
 - Distillation of coal, petroleum, refuse, grain, wood or bones, except in the manufacture of gas.
 - Explosives manufacture or storage, except for small arms ammunition.
 - Fertilizer, compost; manufacture or storage.
 - Fish curing, smoking or packing, fish oil manufacture or refining.
 - Garbage, offal, dead animals, refuse, rancid fats; incineration, reduction or storage.
 - Glue manufacture, size or gelatin manufacture where the processes include the refining or recovery of products from fish, animal refuse or offal.
 - Hogfarm.
 - Junkyards.
 - Livestock feeding yard.

MOTOR VEHICLE REPAIR GARAGE.
MOTOR VEHICLE STORAGE YARD.
 Petroleum or inflammable liquids production, refining and storage above ground.
 Rubber, caoutchouc or gutta-percha manufacture and treatment from crude or scrap material or the manufacture of balata.
 Slaughtering of animals or stockyards.

Smelting of ferrous or nonferrous ores.

Storage, curing or tanning of raw, green or salted hides or skins.

Sulphurous, sulphuric, nitric, picric, carbolic or hydrochloric or other corrosive acid manufacture.

Any other use, which in the opinion of the Commission, is of a similar character as those specified above. (Ord. 94-84. Passed 7-9-84.)

- (c) Wind Turbines. An alternative energy device designed to harness the natural wind currents to produce energy.
(Ord. 98-10. Passed 11-18-10.)
- (d) Self-service Storage Facility.
(Ord. 123-18. Passed 12-3-18.)

1173.03 ACCESSORY USES.

Accessory uses, buildings or structures customarily accessory and incidental to any principal permitted or conditional use shall be permitted in conjunction with such use. (Ord. 94-84. Passed 7-9-84.)

1173.04 REQUIRED CONDITIONS.

- (a) Enclosure Not Required. Any use may be conducted in the M-2 District within or without a building or enclosure, subject only to distance requirements where applicable.
- (b) Junkyards. All junkyards shall be enclosed by a well maintained solid board fence or wall not less than eight feet high. (Ord. 94-84. Passed 7-9-84.)

1173.05 PROHIBITED USES.

Same as specified in the M-1 District. (Ord. 94-84. Passed 7-9-84.)

1173.06 HEIGHT REGULATIONS.

Within 200 feet of any A or R District, no structure shall exceed three stories or fifty feet in height and no structure in any case shall exceed in height the distance measured to the centerline of any adjoining street; except as provided in Section 1180.02. (Ord. 94-84. Passed 7-9-84.)

1173.07 LOT AREA FRONTAGE AND YARD REQUIREMENTS.

The following minimum requirements shall be observed, except as otherwise provided in Sections 1180.03 and 1180.04.

- (a) Nonresidential.
 - (1) Lot area. 10,000
 - (2) Lot frontage. None.
 - (3) Front yard depth. Thirty feet.
 - (4) Side yard depth. The minimum required side yard shall be six feet; however, a designated fire lane twenty feet wide shall be provided at the discretion of the Fire Chief or his designee after review of the applicable fire code. When adjoining an A or R District, the minimum required side

yard shall be not less than fifty feet, of which twenty feet must be designated as a fire lane. A street side yard shall be a minimum of thirty feet, appropriately landscaped and maintained except for designated pedestrian, vehicular and utility accessways.

- (5) Rear yard depth. A minimum rear yard of six feet is required. Fire separations for high hazard buildings shall be in accord with Chapter 69 Industrial Buildings of the Ohio Building Code. When adjoining an A or R District, the minimum required rear yard shall be not less than fifty feet.

(b) Screening and Buffering.

<u>Zone</u>	<u>Use</u>	<u>Buffering (Horizontal Dimension)</u>	<u>Screening (Vertical Screen Dimension)</u>
M-2	Industrial	30' adjoining R-3, R-4 40' adjoining R-0, R-1, R-2	6' adjoining A and R Districts

(Ord. 36-13. Passed 4-22-13.)



City Council Ordinance

Regular Meeting - November 11, 2019

Submitted by: Erin Lynn,
Submitting Department: Development Services

Subject:

Fairfield Forward

Legislation Title:

Ordinance to Adopt the Fairfield Forward Comprehensive Plan dated November, 2019 and include it as a part of the official comprehensive plan of the City of Fairfield, Ohio pursuant to §8.01(C)(2) of the Fairfield City Charter.

Recommendation:

It is recommended that City Council has a first reading of the ordinance to adopt the Fairfield Forward Comprehensive Plan at the November 11, 2019 meeting and await a recommendation from the Planning Commission.

Background/Synopsis:

Fairfield Forward is the cumulative effort of a year-long process to develop a strategic framework to guide the future development, redevelopment and reinvestment of Fairfield. It identifies the community's goals and sets forth its vision for the future. The plan was developed from August, 2018 to September, 2019 with input from elected and appointed officials, residents and business leaders. A steering committee and four small area plan committees met regularly to guide the development of the plan. In addition, the city pursued an active public outreach campaign that included engaging residents at various community events, hosting public open houses, conducting stakeholder interviews, developing an online survey and promoting the process on social media.

The plan addresses elements controlled directly by the City, such as public services and regulations, as well as policy initiatives that encourage individual community members and private property owners to help realize the overall vision. The document is organized by the following topic areas:

- Land Use and Zoning
- Small Area Plans
- Housing and Neighborhoods
- Transportation
- Economic Development
- Public Services
- Sustainability

Fairfield first adopted a comprehensive plan in 1966 and it has been updated multiple times since then, with the most recent update approved in 2009.

Financial Impact:

None

Emergency Provision Explanation:

NA

Rule Suspension Requested:

No

Emergency Provision Needed:

No

Attachments:

1. Fairfield Forward_draft_10.31.19
2. Fairfield Forward Comprehensive Plan-Ord

FAIRFIELD FORWARD



NOVEMBER 2019

City of Fairfield Comprehensive Plan | Prepared by Jacobs

Attachment: Fairfield Forward draft 10.31.19 (1385 : Fairfield Forward)

ACKNOWLEDGEMENTS

This plan is a result of the city's collaborative efforts to move Fairfield forward, including input from community members, a Steering Committee, four Small Area Committees, elected officials, city staff, and the planning team:

Mayor & City Council

Steve Miller, Mayor
Tim Abbott
Leslie Besl
Ron D'Epifanio
Craig Keller
Chad Oberson
Debbie Pennington
Bill Woeste

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Brian Begley
Don Hassler
Dean Langevin
Dale Paullus
Terry Senger
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Valerie Simmons

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Jim Mitchell
Debbie Pennington
Lee Sanders
Terry Senger
Mary Stier
Terry White

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Special thanks to the Duke Energy Foundation for their generous financial contribution to this planning process.

FAIRFIELD FORWARD

CITY OF FAIRFIELD COMPREHENSIVE PLAN

EXECUTIVE SUMMARY

VII

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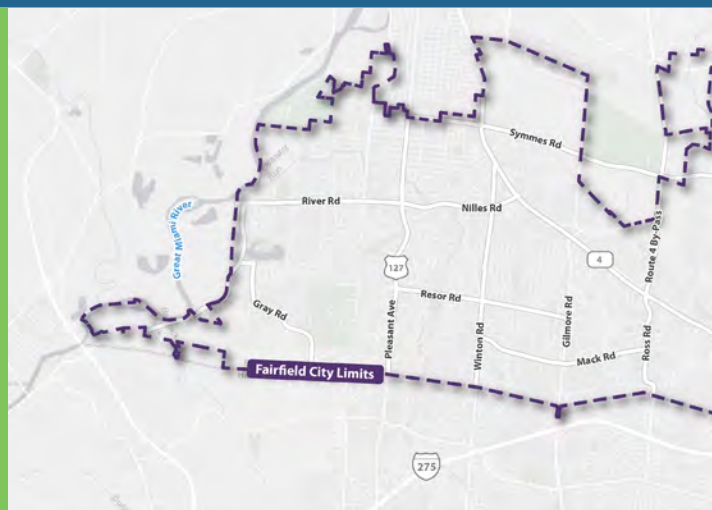
FAIRFIELD FORWARD

CITY OF FAIRFIELD COMPREHENSIVE PLAN

Executive Summary

The City of Fairfield has long enjoyed its position as a quality, well-balanced community located just north of I-275, about 20 miles from Cincinnati. With its regional convenience and small-town charm, Fairfield continues to attract residents, visitors, and businesses to the area. As a result of this growth, 87.3 percent of the approximately 20-square-mile total area has been developed, leaving minimal land remaining for new development. **Fairfield Forward provides a critical, strategic framework for future growth and community resources** to ensure a high quality of life can be sustained for years to come.

This dynamic, policy level document establishes a collective vision, goals, policies, and strategies to make future land use, zoning, and capital investment decisions in a reasonable and fiscally responsible manner. It should be used by city staff, elected and appointed officials to guide day-to-day decision making and to offer insight to community members, businesses, and developers on the direction of the city moving forward. For more information on how to use this plan, see page 9.



City of Fairfield

Attachment: Fairfield Forward draft 10.31.19 (1385 : Fairfield Forward)

VISION STATEMENT

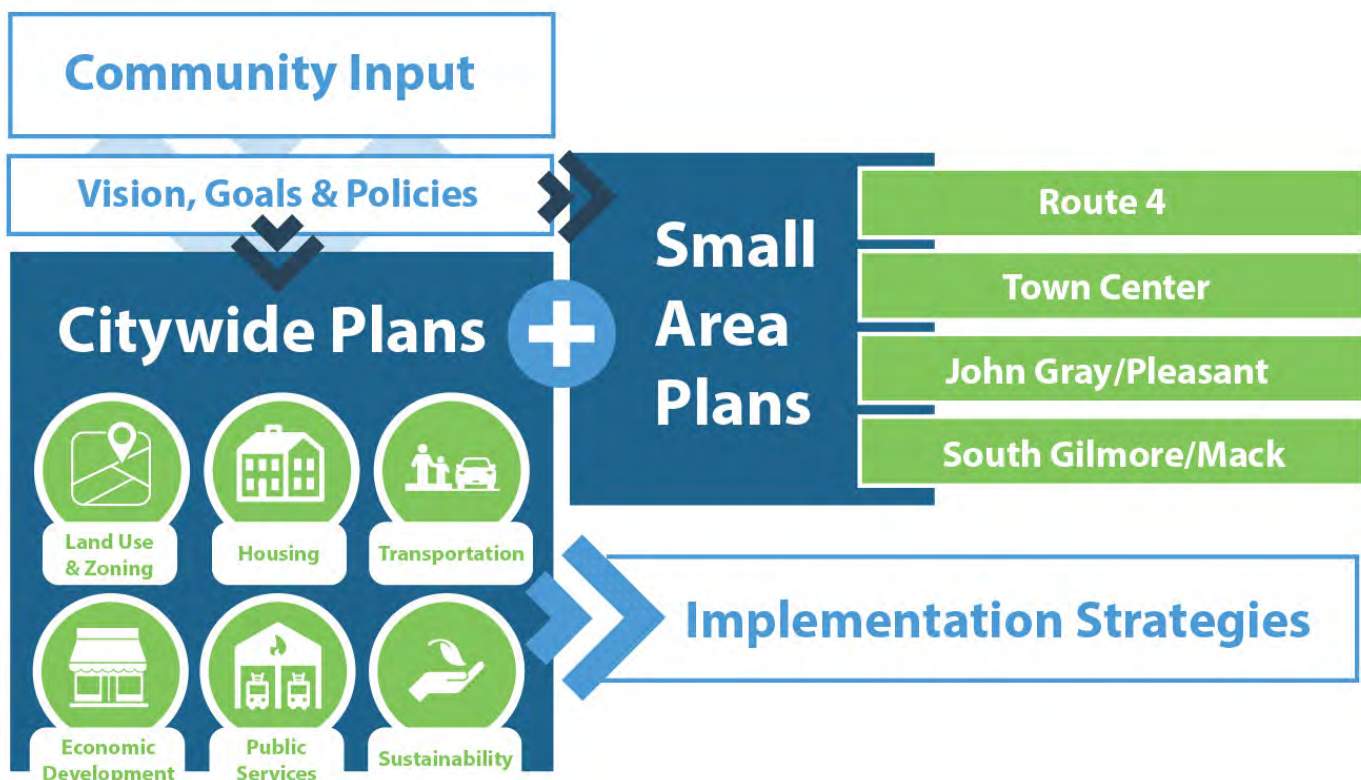
Fairfield is a vibrant and diverse city that values safe neighborhoods and a strong sense of community for all residents and businesses. Our public services are known for fostering a high quality of life, making Fairfield stand out as a desirable place in which to live, work, visit, and do business.

The vision of Fairfield Forward is to carry forward these key characteristics while embracing the diversity of the city and the versatility needed to adapt so that the city can welcome new investment and redevelopment that only strengthens these qualities.

The plan addresses elements controlled directly by the City of Fairfield, such as public services and regulations, as well as policy initiatives that encourage individual community members and private property owners to help realize the overall vision. It is organized by topic area:

- Land Use and Zoning (page 15)
- Small Area Plans (page 39)
- Housing and Neighborhoods (page 81)
- Transportation (page 93)
- Economic Development (page 109)
- Public Services (page 125)
- Sustainability (page 141)

Each chapter provides an overview of existing conditions, a set of goals and policies, future plans, and implementation strategies for that topic area. This executive summary provides an overview of key information and initiatives from the plan.



HOW WAS THIS PLAN CREATED?

This plan was developed from August 2018 to September 2019 with input from city staff, elected officials and community members. A steering committee and four small area plan committees met regularly to guide the development of the citywide and small area plans. Comments from community members are highlighted throughout this report in the “What We Heard” boxes like the one below. More information on the planning process can be found on page 6 and documentation of all public comments is available in the appendix.

*Popular
comments
received during
the planning
process include:*



- 1 Continue to provide excellent public services
- 2 More sidewalks, trails, and paths are needed for better overall connectivity throughout the city
- 3 Better property maintenance is needed
- 4 Design guidelines are welcomed in certain areas to provide for a more visually appealing, cohesive environment
- 5 More sit down dining options
- 6 Limit used car lots
- 7 Encourage single-family residential development over multi-family residential
- 8 Provide additional recreational opportunities
- 9 Target “blighted” areas for redevelopment, including northern Route 4 and the former Forest Fair Mall
- 10 Safer pedestrian routes to schools

**What We
Heard**





Land Use and Zoning

The Future Land Use Map on the following page, and in the Land Use and Zoning chapter, depicts an ideal future land use pattern for Fairfield. It should be used by staff, city officials, and leaders as a policy level guide for future decisions on proposed zoning, development and redevelopment applications, as well as to update standards and regulations. While it informs rezoning decisions, it is not a zoning map. There are 12 categories of future land uses, each illustrated on the Future Land Use Map and described in the Future Land Use Plan.

There are few remaining parcels of undeveloped land zoned for commercial, planned unit development, or residential. Most remaining undeveloped acres are zoned for industrial or agricultural uses. This limitation will likely constrain future development and require more compact, sustainable building patterns to accommodate new residents within this available land, as well as the redevelopment of existing built areas. Based on the population growth trends of the city over the last 20 years, approximately up to 30 to 40 years of growth can be accommodated on existing undeveloped residentially zoned land.

According to the plan, the city should continue to be a residential community with a mix of suburban single-family neighborhoods and higher density housing closer to mixed-use and commercial centers. Three areas have been identified as appropriate locations for walkable, higher density, mixed-use development: Town Center, the John Gray/Pleasant area, and the South Gilmore/Mack area. Detailed small area plans have been developed for each of these areas beginning on page 39. General commercial uses, such as shopping centers and auto-oriented

uses, should be limited to the Route 4 corridor. This corridor also serves as a buffer between the residential and industrial activity, which should be limited to the northeast side of Route 4. Public facilities, parks and recreation, and open spaces should be distributed across the city so all residents have equitable access to community resources.

Key Future Land Use Changes

- 1 Assigning agricultural areas to the appropriate land use for future growth
- 2 Implementing a mixed use category to permit a mix of residential, office and commercial uses
- 3 Establishing a mixed use industrial category to permit a mix of low intensity industrial, office, and commercial uses
- 4 Eliminating the heavy industrial land use category to prevent potentially noxious and incompatible uses
- 5 Identifying four small area plans that provide more detail on development and redevelopment activities

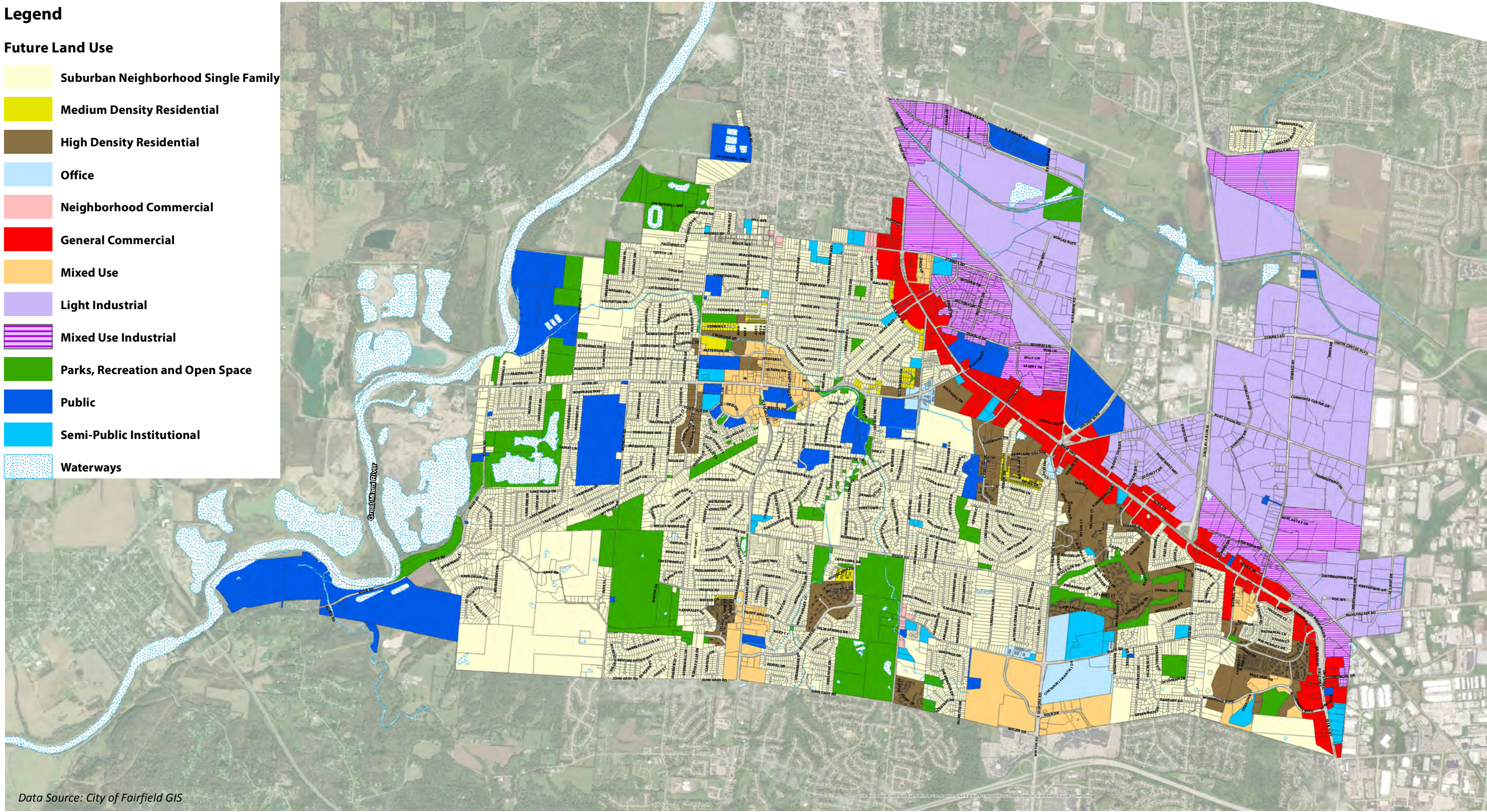
For more information on land use and zoning, refer to page 25.

Figure ES-1. Future Land Use Map

Legend

Future Land Use

- Suburban Neighborhood Single Family
- Medium Density Residential
- High Density Residential
- Office
- Neighborhood Commercial
- General Commercial
- Mixed Use
- Light Industrial
- Mixed Use Industrial
- Parks, Recreation and Open Space
- Public
- Semi-Public Institutional
- Waterways



Data Source: City of Fairfield GIS



City of Fairfield, Ohio

August 28, 2019

0 1,000 2,000 4,000 6,000 8,000 Feet NORTH

Future Land Use - Citywide

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Small Area Plans

Four areas of the city were identified as needing special, detailed attention due to ongoing issues and/or the potential for change and investment. These areas include:

Route 4 Corridor

Route 4 will continue to be the main commercial corridor in the city with a wide variety of businesses. It also serves as a major north/south roadway connector that is envisioned to have a more aesthetically appealing development style, enhanced landscaping and streetscaping, and improved and safer connections for vehicles and pedestrians. Key implementation strategies include reevaluating the sidewalk policy to permit and encourage sidewalks south of Nilles Road; enhancing parking lot landscaping and screening requirements; promoting redevelopment opportunities; and working with businesses to consolidate curb cuts, and use access management techniques to improve traffic flow and safety. (For more information, refer to page 42.)

Town Center

The Town Center is the heart of the city and will continue to be the central gathering area for the community, providing living, retail, service and social opportunities. There is a desire to expand the well-designed, compact, walkable characteristics of the Village Green to the entire Town Center area. Key implementation strategies include promoting available development and redevelopment sites; developing a

pedestrian and bicycle connectivity plan to establish access to and within the Town Center; and encouraging businesses that attract communal gathering opportunities. (For more information, refer to page 52.)

John Gray/Pleasant

The John Gray/Pleasant area is a main gateway into Fairfield, providing access to many of the city's residential neighborhoods, Harbin Park, and the Town Center. It will be a well-designed, small-scale, mixed-use area supported by low intensity retail and services that support the surrounding neighborhoods and low-to-medium-density residential uses. Key implementation strategies include developing design guidelines; creating a gateway feature at the corporation line; and encouraging the application of a Planned Unit Development (PUD) on key parcels. (For more information, refer to page 62.)

South Gilmore/Mack

The South Gilmore/Mack area is a primary gateway entrance into Fairfield with close proximity to the interstate, contains high traffic volume generating businesses, and is a regional draw. It will have strong design standards for development, but also have flexibility to accommodate a range and intensity of uses that are compatible with, and support the current office and medical land use patterns. Two of the largest undeveloped properties in the city—the Heine Property (110 acres) and the Benzing Property (27 acres)—are located in this area and have the potential to accommodate significant growth. Key implementation strategies include collaborating with Forest Park on the redevelopment of the former Forest Fair Mall; enhancing the existing gateway; and reducing roadway congestion. (For more information, refer to page 70.)



Small Area Plan Locations



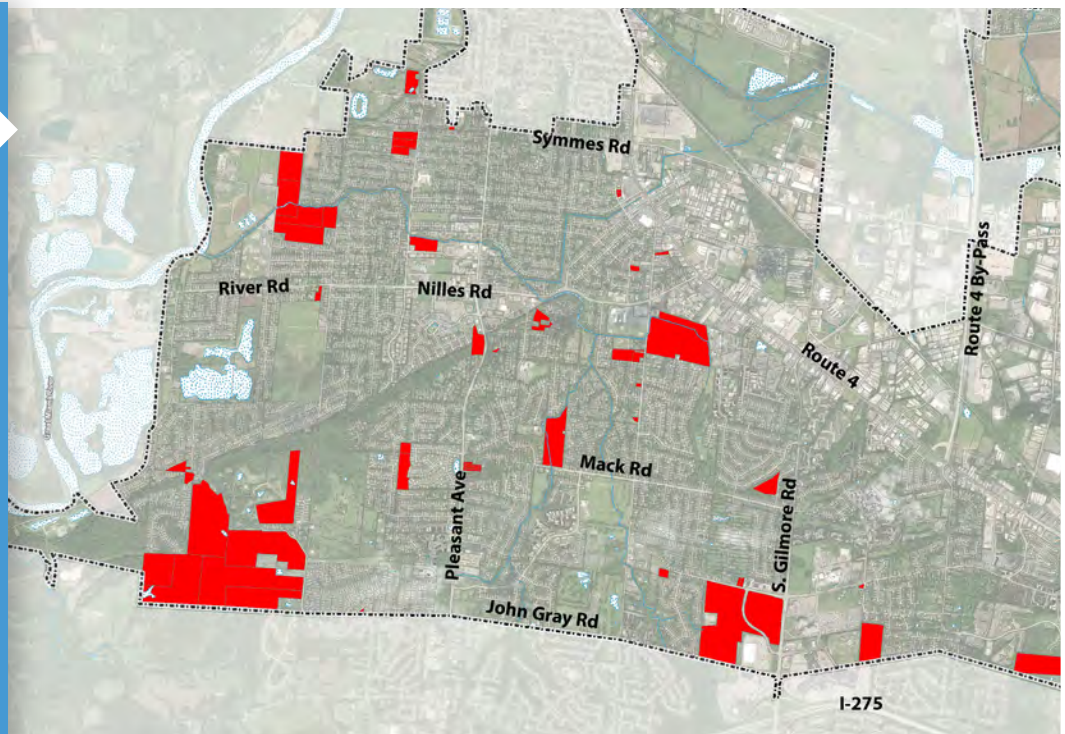
Housing

The right mix of housing types will ensure that a wide variety of people can live, work, and play in the Fairfield community. Most residences in the city today are single-family homes and most units are owner-occupied (62 percent). Home values and rents are fairly affordable but are on the rise, with the median home value increasing 13 percent and median rent increasing 16 percent between 2016 and 2018. Many housing units, including both single-family homes and apartment buildings, are older and are showing signs of aging and wear. Maintaining and enhancing the condition of existing residences through proactive code compliance, inspection programs, and rehabilitation incentive programs are key implementation strategies.

Limited land is available for new traditional subdivision-style residential development. As a result, new residential development will shift toward 1) infill on undeveloped lots within existing neighborhoods, 2) tearing down and rebuilding existing housing, and 3) cluster type housing in mixed-use developments. Infill housing within existing neighborhoods should be compatible with the setback, scale, and materials of the neighborhood. Future housing is encouraged to be sustainably designed. Incorporating housing into mixed-use developments in the Town Center, John Gray/Pleasant, and South Gilmore/Mack areas will create new opportunities for Fairfield residents to live in walkable neighborhoods near jobs and activities and reduce their dependence on cars.

For more information on housing, refer to page 81.

This map shows undeveloped tracts of land that have the potential for new residential developments.





Transportation

A transportation system should be well balanced and include motor vehicle access, public transportation, sidewalks, and bike paths. During the planning process, community members emphasized improving pedestrian access and vehicular access management as primary goals for the city's transportation network.

Walking

The City of Fairfield continues to build a connected sidewalk system, which will reduce the need to drive to most locations within the city. A pedestrian connectivity plan should be developed to identify gaps in the sidewalk network and create a program to install sidewalks and trails throughout Fairfield. In addition, the City of Fairfield will collaborate with the Fairfield City School District to prioritize sidewalk connections and paths to increase available safe routes for students, particularly on Route 4.

Biking

The Great Miami River Trail offers recreational cycling opportunities on the west side of the city; however, there are no marked bike lanes on roads or off-roads paths in other areas of the city. More than 13 miles of trails and connections have been identified in the city's Comprehensive Parks and Recreation Master Plan (2014).

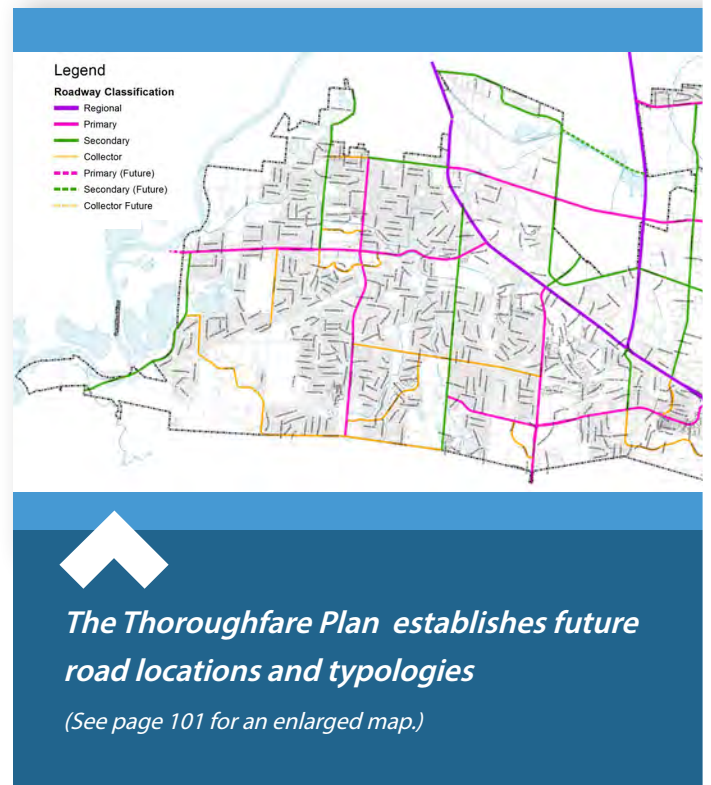
Driving

Fairfield has direct access to I-275 and is minutes from I-75, providing quick and convenient regional access to and from the city by car. Within the city, a comprehensive roadway network moves vehicles effectively. The Thoroughfare Plan establishes the locations and minimum standards for the future street network within the city, helping to establish rights-of-way and guide the construction of new roads and intersections such as the new roundabout at River and Gray Roads. Access management principles such as curb cut consolidation, frontage roads and service drives should be incorporated by the city along regional and primary thoroughfares.

Transit

The Butler County Regional Transit Authority (BCRTA) operates three bus routes along major roads within the city. The City of Fairfield will continue ongoing coordination with BCRTA to increase transit service in the area.

For more detailed information on transportation, refer to page 93.





Economic Development

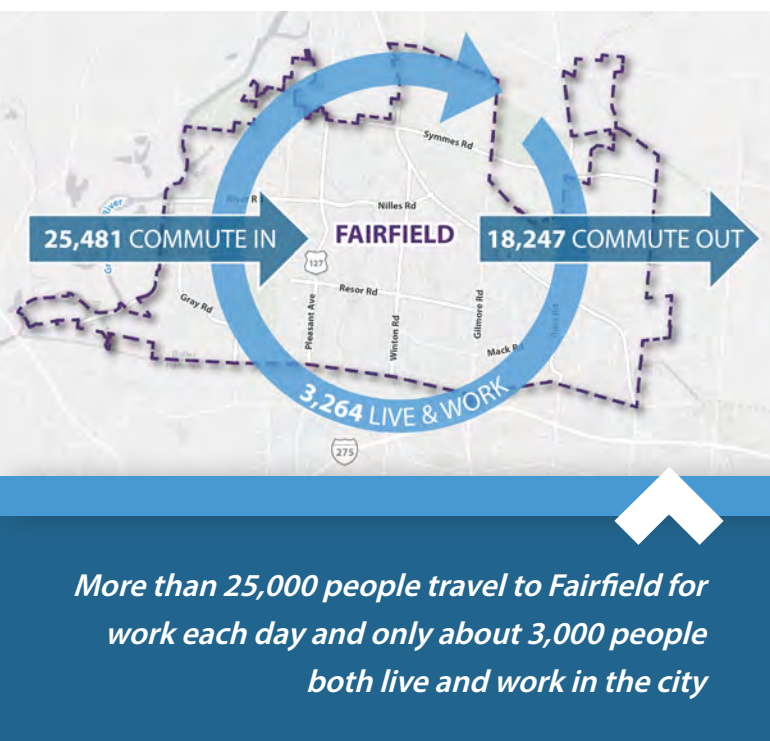
Business in the City of Fairfield is strong, growing, and diversified. Over the past 10 years, 200 new businesses were established, resulting in 8,500 additional employees working in Fairfield. The industries employing the greatest number of people in the city are finance and insurance (16.6 percent), manufacturing (13.2 percent), health care and social assistance (12.9 percent), retail trade (11.7 percent), and wholesale trade (10.1 percent).

The city uses a variety of economic development tools to encourage business growth, to create and retain jobs, and to assist in capital development, such as property tax abatements, small business loan programs, a redevelopment fund, workforce development partners, and other state and federal programs.

The primary business and employment areas in the city are the Route 4 corridor business district, the industrial area northeast of Route 4, the Mack and South Gilmore area, and the Town Center. Compared to the 12 surrounding communities, Fairfield has a slightly higher average commercial vacancy rate (10.8 percent vs. an average of 8.1 percent) and slightly lower asking rates per square foot for commercial rents (\$10.89/sf vs. \$13.86/sf). There has been strong investment in commercial properties over the past 10 years, including more than \$49 million in commercial building investment in 2018. There are 1,500 acres of remaining undeveloped land zoned for industrial uses and another 200 acres of undeveloped land zoned for commercial uses. The efficient use of this limited remaining land and the redevelopment of existing built properties will be critical to ensuring that land is available for future business activities.

Key economic development implementation strategies include promoting available sites for new development and redevelopment; investigating incentives and public assistance programs to be used in areas with high commercial vacancy rates; revising zoning regulations to allow higher densities near centers of activity; establishing design guidelines for major commercial areas; investigating the formation of Joint Economic Development Districts with neighboring communities; and continuing a dialogue and partnership with the city's major employers and educational institutions.

For more detailed information on economic development, refer to page 109.





Public Services

The resources the city provides and maintains greatly contribute to the quality of life for residents and businesses, and lend to the economic success of the city. The City of Fairfield offers a full range of municipal services, such as public works, public utilities, fire, police, municipal court, and parks and recreation. Public education is provided by the Fairfield City School District, which serves both the city and Fairfield Township. As new development and redevelopment occur in Fairfield, city services must be reviewed to ensure Fairfield continues to offer a high quality level of service.

Public Facilities and Services

The city is focused on maintaining high-quality water and wastewater systems through maintenance and proactive replacement of the aging infrastructure. To maximize the use of existing community services and facilities, the city will promote redevelopment opportunities in areas where public services and facilities currently exist. New development will be required to provide infrastructure upgrades as needed to maintain current levels of service. In addition, maintaining the transportation network will continue to be a priority. Fairfield is a diverse community and will strive towards inclusiveness by providing exceptional activities, services, and infrastructure to meet the needs of residents and businesses.

Parks, Recreation, and Open Space

The city's 800-acre portfolio of active and passive recreation facilities provide many places for Fairfield residents to play. The latest addition to the portfolio is a 6.5-acre dog park and trailhead along the river, which will connect to the Great Miami River Trail. *The Comprehensive Parks and Recreation Master Plan* (2014) guides decisions and funding for parks, recreation, and open space and is supplemental to *Fairfield Forward*. The redevelopment of Marsh Park as a water-based recreation site with access to the Great Miami River has been identified as a new project to be included in the plan. New private developments will also be encouraged to incorporate gathering spaces and pocket parks to add to the collection of recreation facilities in the city.

Intergovernmental Coordination

The City of Fairfield will continue to work closely with its partners in neighboring communities, Butler County, Fairfield City School District, and the Ohio-Kentucky-Indiana Regional Council of Governments, as well as collaborate with regional agencies and non-profit organizations to further achieve shared goals.

For more detailed information on public services, refer to page 125.



Dog park and trailhead concept plan on River Road



Sustainability

Sustainable actions support, maintain, conserve, and enhance the environmental, economic, and social systems on which communities depend to ensure these critical resources continue to be available for future generations. The City of Fairfield will be a leader in responsible stewardship, healthy environments, and reduced energy consumption on both public and private property. Fairfield has implemented sustainable initiatives such as curbside recycling, urban forestry, an environmental commission, a farmer's market, and groundwater resource protection. In order to reduce the carbon footprint at city-owned facilities, efficient lighting and mechanical systems are being installed, street lights are being replaced with energy efficient LEDs, and the city is investigating applying for a grant to install electric vehicle charging stations.

Key sustainable implementation strategies include exploring alternative energy technology to power city-owned properties; revising the zoning code to require landscaping on private property when it develops or redevelops; encouraging the preservation of mature trees and planting of new trees; exploring incentives for sustainable site and building design; increasing pedestrian and bicycle infrastructure; pursuing Greenroads certification status for eligible transportation projects; and creating a sustainability plan to detail and guide these efforts.

For more detailed information on sustainability, refer to page 3.

Attachment: Fairfield Forward_draft_10.31.19 (1385 : Fairfield Forward)



Top to Bottom: 1) Local vendor at the Village Green Farmer's Market; 2) The Ohio-Kentucky-Indiana Regional Council of Government's Solar Ready website informs property owners of their home's solar energy potential; and 3) Earth Day in Fairfield with Mayor Steve Miller, Council Member Tim Abbott, and Duke Energy employees.



Introduction

Introduction

The City of Fairfield has long enjoyed its position as a quality, well-balanced community located just north of I-275, about 20 miles from Cincinnati. With its regional convenience and small-town charm, Fairfield continues to attract residents, visitors, and businesses to the area. As a result of this growth, 87.3 percent of the approximately 20-square-mile total area has been developed, leaving minimal land remaining for new development. Fairfield Forward provides a critical, strategic framework for future growth and community resources to ensure a high quality of life can be sustained for years to come.

History

In 1787, Judge John Cleves Symmes, a colonel in the Revolutionary War and congressman from New Jersey, received word from Major Benjamin Stites that he had located “the garden spot of any place that he had seen.” After a visit to this area, Judge Symmes purchased all the lands between the mouth and the source of the two Miami Rivers, approximately 330,000 acres for about 67 cents per acre. President George Washington signed the land patent that became known as the Symmes, or Miami, Purchase in 1794.

Pioneers gave this area the name of Fairfield for the natural beauty of the surrounding

fields. Predominately an agricultural area, hamlets known as Symmes Corner, Jones Station (later Stockton Station), Furmandale (also called Snaptown), Fairplay (also called Black Bottom) and Flenner’s Corner grew into thriving communities. What is now the City of Fairfield was originally a part of Fairfield Township, one of 13 townships in Butler County, Ohio.

In October 1953, the City of Hamilton Chamber of Commerce published a map showing the areas under consideration for annexation. The map indicated that the Hamilton border would extend south

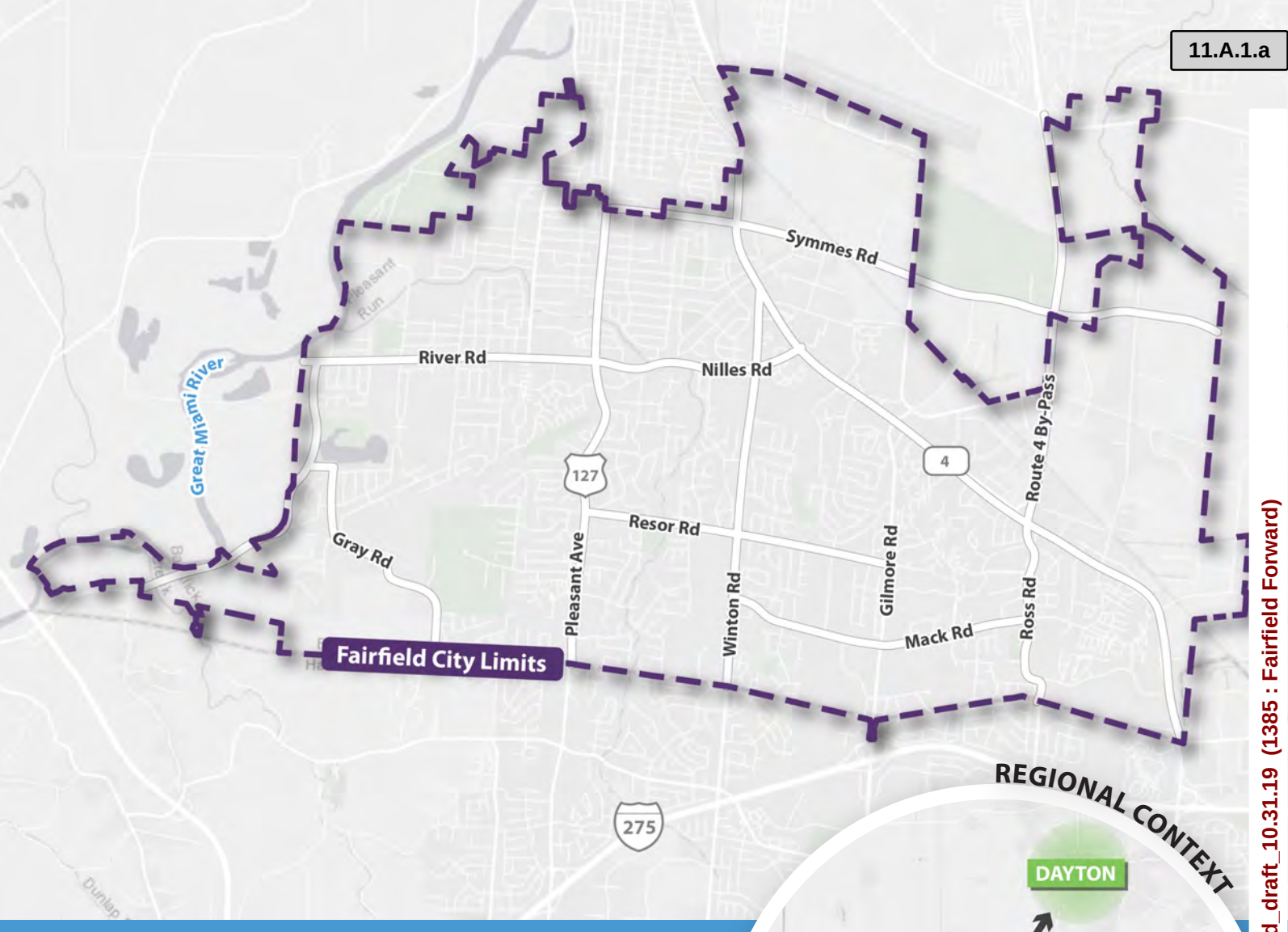
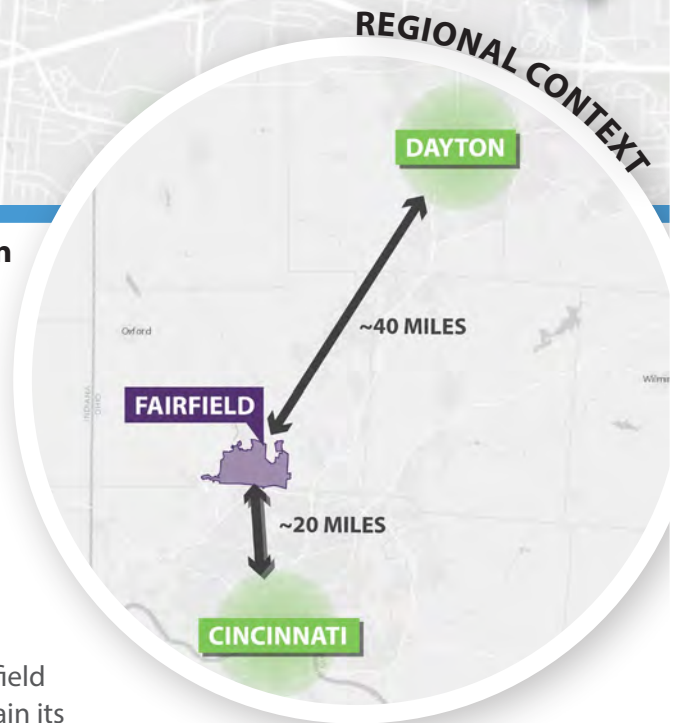


Figure 1-1. City of Fairfield Location

beyond Nilles Road, and west beyond Gilmore Road. Fairfield Township residents saw the annexation as a loss of industrial revenues, the loss of their school system, and the loss of the opportunity for self-government. Concerned residents joined together to form a village on July 10, 1954 and then by way of special census became a city on October 20, 1955. Eleven years later, the city adopted its first comprehensive plan in 1966.

With a population of approximately 42,600 persons, today's Fairfield is strategically positioned to build on its strong foundation, sustain its neighborhoods and business community, and offer quality of life facilities, services and programs. As a maturing city, the residential areas are approaching full development. Attracting high paying jobs to the commercial, office, and industrial zones, and building on the respect earned from the surrounding metropolitan area and region, will continue to be priorities so that the region continues to see Fairfield as an economic generator with a high quality of life for its residents and businesses.





Citywide Steering Committee

Purpose

The City of Fairfield has long enjoyed its position as a quality, well balanced community – strategically situated in Butler County, just north of I-275 (Figure 1-1). With an approximate population of 42,600 residents, the city is reaching build out capacity within the jurisdictional boundaries.

Fairfield Forward is the process and resulting documentation that engaged the citizenry and businesses of the City of Fairfield in the development of this Comprehensive Plan. Beginning in August 2018 and continuing through September 2019, the structured comprehensive planning process established a guide for future development and redevelopment in the city. Fairfield Forward is a dynamic, policy level document that establishes a collective vision, goals, policies and strategies to make future land use, zoning and capital investment decisions in a reasonable and fiscally responsible manner.

Prior to this document, the city relied on a Comprehensive Plan adopted by City Council in 2009. This update reassesses where Fairfield stands today and how it intends to develop, redevelop, or preserve lands within the jurisdictional boundaries of the city.

Plan Overview

What's Inside

The chapters in this document include:

- 1. BASELINE CONDITIONS SUMMARY.** Provides a brief background on where the city has been and where it currently is with respect to demographics, land use, economic development, housing, transportation and infrastructure, and community facilities and resources.
- 2. VISION, GOALS AND POLICIES.** Establishes the overarching vision for the city and supporting goals, and policies to achieve that collective vision.
- 3. FUTURE PLAN.** Establishes a citywide future plan for Fairfield and for four small areas of focus that includes: the Route 4 Corridor, the Town Center, John Gray/Pleasant and South Gilmore/Mack.
- 4. IMPLEMENTATION STRATEGIES.** Provides an implementation program and strategic steps to instruct the city on how to accomplish executing the policies of this plan and implementing the future land use concept.
- 5. APPENDICES.** Provides supplemental information used to support the development of this plan including items from previous planning efforts relevant to this update and summaries of public outreach events and the results of the online survey.

Why A Comprehensive Land Use Plan?

Fairfield Forward is a comprehensive land use plan. This plan is the primary document that focuses on defining the desired characteristics and strengths of the city and identifies growth and redevelopment strategies. This plan informs the decisions of City Council, the Boards and Commissions, and staff and when considering investments and actions related to the fiscal well-being and high quality of life that Fairfield residents and businesses have come to expect and enjoy.

Fairfield Forward sets forth recommendations on issues such as connectivity and economic development, that can lead to investments in the community either through business development from new companies looking to move to the area or matching grants for infrastructure improvements from agencies such as the State of Ohio or the Ohio-Kentucky-Indiana Regional Council of Governments. As such, this document should be revisited approximately every five years to ensure that the document remains relevant and current. A comprehensive assessment of this document should occur every 10 years.

“Visions describe what best should be, could be- if and when mankind has the will to make them real.”

*James Rouse, The Rouse Company
Urban Planner, Real Estate Developer, Philanthropist*



This document should be considered the primary policy level instrument for:

- The administration of zoning and subdivision regulations and standards
- Infrastructure planning and improvement including streets and utilities
- Promoting economic development
- Locating parks, open space and recreation uses
- The development of more detailed plans that lead to quality development, redevelopment and preservation of unique areas in the City



Citizen involvement at a Public Open House | it

Attachment: Fairfield Forward_draft_10.31.19 (1385 : Fairfield Forward)

[illegible]

Fairfield neighbors, elected officials, and staff collaborated to create a plan that illustrates the collective vision for the future and sets out a clear strategy to bring it to life over the next 20 years.

This Fairfield Forward Comprehensive Plan was developed over a 12-month process for adoption by City Council in December, 2019. The planning process included meeting with city staff to collect existing planning documents for analysis, and updating and validating that information through the Fairfield Forward Steering Committee and Small Area Committees appointed by the city. The goals of each of the committees were to:

- Seek agreement on key issues
- Establish a common vision for the future
- Decide goals and policies needed to achieve that vision
- Set priorities for implementation and continued planning efforts

This information was supplemented by:

- Targeted public input at community events, such as National Night Out and the Farmer's Market
- A public open house where residents were invited to provide initial input on a wide variety of topics
- A public workshop where residents participated in multiple mapping exercises and a visual preference survey
- Key stakeholder interviews
- An online survey that collected invaluable information on the perceptions, thoughts and desires of residents who live and work in Fairfield

These activities ultimately led to the vision, goals and policies of this comprehensive plan. Documentation of these public outreach events can be found in the Appendices of this document.

sidewalks

older-buildings
 maintenance no-car-lots
 extent-bike-trail small-business-owners
 design-guidelines used-car-lots
 walking-path
 entertainment-district
 playground
 bike-trail
 public-transportation
 connectivity
 traffic-light

restaurants

We Heard...



Once a plan draft was complete and vetted by the Steering Committee and Small Area Committees, it was presented to the public in an open house forum for comment and feedback. Those comments and feedback were integrated into the plan, as applicable, and the plan was presented to the Planning Commission and City Council. City Council adopted this Comprehensive Plan in December, 2019.

The graphic above depicts the common, recurring themes heard from the public throughout this planning process with respect to key issues regarding Fairfield. The larger the text, the more times that particular issue was mentioned by residents. The vision, policies, goals and implementation strategies in this plan were, in part, based on these key issues.



Public Open House

Attachment: Fairfield Forward draft_10.31.19 (1385 : Fairfield Forward)

Relationship to Other Plans

The development of Fairfield Forward took into consideration several other previous planning efforts including:

1. *Comprehensive Parks and Recreation Master Plan, 2014*
2. *20 Year Comprehensive Plan, 2009*
3. *Route 4 Committee Final Report, 2006*
4. *Route 4 Corridor Design Plan, 2003* (document completed, but never adopted by the city)
5. *Insight 2010 – Creating Fairfield's Future, A vision into Fairfield's Tomorrow, 2002*
6. *The Route 4 Plan, 1999*
7. *Town Center Development Plan, 1993*
8. *Route 4 Service Drive Plan, updated 1990*



How to Use this Plan

This plan, based on extensive public input, should be utilized when decisions are being considered regarding development and redevelopment, parks and recreation, and capital and transportation improvements. The elements listed below are examples of how reviews, processes and decisions should consider this document for alignment with the vision and goals of Fairfield Forward.

Lastly, flexibility is the key to this document. Economic conditions change. Great ideas are generated which may provide a better option to a parcel of land that were not considered during the development of this plan. The city should consider being flexible in the implementation of this planning document if that change is in alignment with the overall vision or vision of the four small planning areas. When flexibility is considered and agreed upon, the plan should be updated to reflect that change.

1

Development and Redevelopment

Administrative and legislative approvals (plan review, rezonings, etc.) are the front line means for the implementation of the vision and goals of this plan. Decisions made by staff and elected officials should reference the relevant policies in this document.

2

Plan and Code Updates

As other plans, codes and regulations are being updated, the city should utilize the vision, policies, and goals of this plan to support the changes required in such documents to implement this plan.

3

Capital Improvements and Funding

The city should review and use this plan as a reference when preparing updates to the Capital Improvement Program (CIP) for the city. The CIP should be in concurrence with the policies of this plan. Likewise, this plan can be used as a policy level foundation when seeking grants for funding public infrastructure projects such as sidewalks, trails, street widening or other improvements. Entities such as the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) give credence to communities seeking competitive funds that have comprehensive plans that involve the public.

4

City Budgets and Work Programs

City departments should be familiar with Fairfield Forward, in particular the vision and goals, when preparing annual budgets and work programs.

5

Private Developers

Fairfield Forward should not be solely utilized internally by the city. Developers, real estate agents, and private property owners should be proactively made aware of this planning document and take into consideration the vision and goals in their decisions to invest, develop and redevelop in Fairfield.



Vision, Goals, Policies & Implementation Strategies

Vision, Goals, Policies & Implementation Strategies

The City of Fairfield is an increasingly diverse and thriving community. City staff and leaders are committed to establishing and meeting a realistic agenda that reflects the needs, desires, passions, and endeavors that the community has stated they want for the future.



City staff seeking input from the community at the National Night Out event at the Justice Center

A vibrant town center, competitive and stable business environment, quality schools, desirable residential neighborhoods, ample parks and recreation areas, and top-notch public services are just some of the components that make Fairfield a desirable place to live and work.

This chapter identifies the overarching vision for the city, which sets the direction for the plan and defines the vision, goals, policies, and implementation strategies that are established throughout this document.

VISION

An **inspirational** statement of what Fairfield is striving to maintain and become.

GOALS

Statements **based on an analysis** of existing conditions, trends and priorities, based on community input, established to achieve the vision.

POLICIES

Statements providing **direction** on how specific goals can be achieved.

IMPLEMENTATION STRATEGIES

Statements identifying **specific actions** to achieve the stated goals and policies.

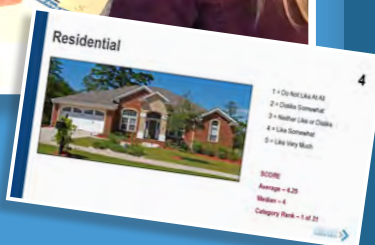
VISION

“Fairfield is a vibrant and diverse city that values safe neighborhoods and a strong sense of community for all residents and businesses. Our public services are known for fostering a high quality of life, making Fairfield stand out as a desirable place in which to live, work, visit and do business.

The vision of Fairfield Forward is to carry forward these key characteristics while embracing the diversity of the city and the versatility needed to adapt so that the city can welcome new investment and redevelopment that only strengthens these qualities.”



Top to Bottom: 1) Residents working together to provide recommendations at a planning workshop and 2) An example of the results of the Visual Preference Survey conducted at the Public Workshop



From this community engagement and review of the 2009 plan, the Vision, Goals, Policies and Implementation Strategies were developed for the following categories that are to be applicable to the entire city:

- Appearance and Visual Character (VC)
- Housing and Neighborhoods (HN)
- Transportation (T)
- Economic Development (ED)
- Public Facilities and Services (PFS)
- Open Space, Parks and Recreation (OPR)
- Intergovernmental Coordination (IC)
- Sustainability (S)

A Vision, Goals, Policies and Implementation Strategies were also developed for each of the four small area plans, which include:

- Route 4 Corridor
- Town Center
- John Gray/Pleasant
- South Gilmore/Mack

The Vision, Goals, Policies and Implementation Strategies were carefully developed through two efforts. The first effort was public engagement. Comments were solicited and received at public events, such as weekly concerts in the park, National Night Out, a Public Workshop, Public Open Houses, numerous stakeholder interviews, discussions with City Council and city staff, and an online survey. The public input was collected, vetted and reviewed with the Steering Committee and four Small Area Plan Committees.

The second element was the review of the Goals and Objectives of the current *Comprehensive Plan 2020* (adopted in 2009). This review was conducted to identify any goals and objectives that were still valid with this planning process.



Land Use and Zoning

Land Use and Zoning



The aerial images above show the increase in development in the southern portion of the Town Center over the past 25 years

Current Land Use and Zoning

The City of Fairfield is a community featuring a rich diversity of viable land uses comprised of residential, commercial, office, public, parks and recreation, and industrial uses. This diversity provides for a variety of locations to live, work and play. It also provides an important foundation for the economic well-being and stability of the city. Understanding the existing conditions on how land is currently used (existing land use) and is legislated to be used (zoning) allows the city to identify patterns and deficiencies in future land use needs that can be addressed through policies and implementation strategies in this plan.

Current Land Use Profile

- ✓ Fairfield is approximately 20 square miles in size.
- ✓ Approximately 13% of the land within the city is not built upon and is available for new development based on current zoning, city policies (e.g. parkland is not counted towards “developable”) and areas where environmental conditions (e.g. steep topography, wetlands) are not present. Land has been progressively developed, moving towards a full buildout of the city as indicated in the graph below.
- ✓ The largest land use category, in terms of acreage, is residential comprising 43% of the city.
- ✓ The city has a strong employment base with commercial, office and industrial comprising approximately 21% of the land within the city.
- ✓ Generally, existing land uses are established as shown in Table 3-1. Figure 3-1 identifies the existing land use pattern of the city.

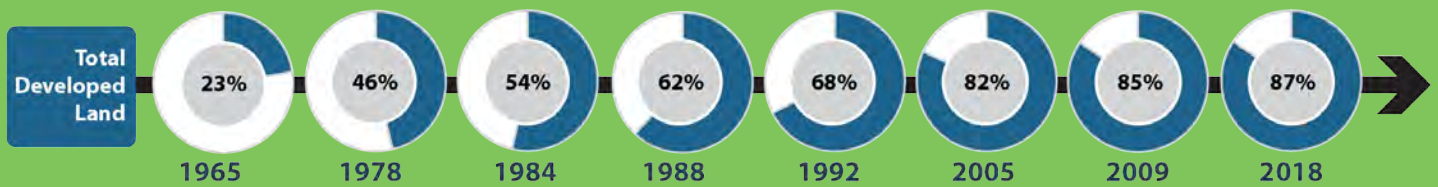
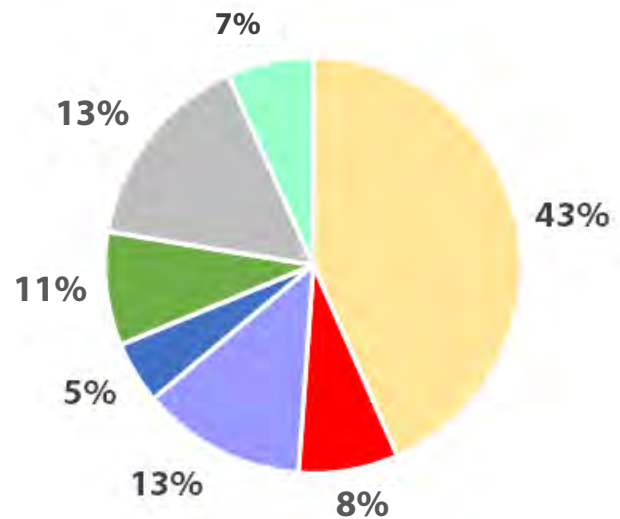


Table 3-1. Existing Land Use

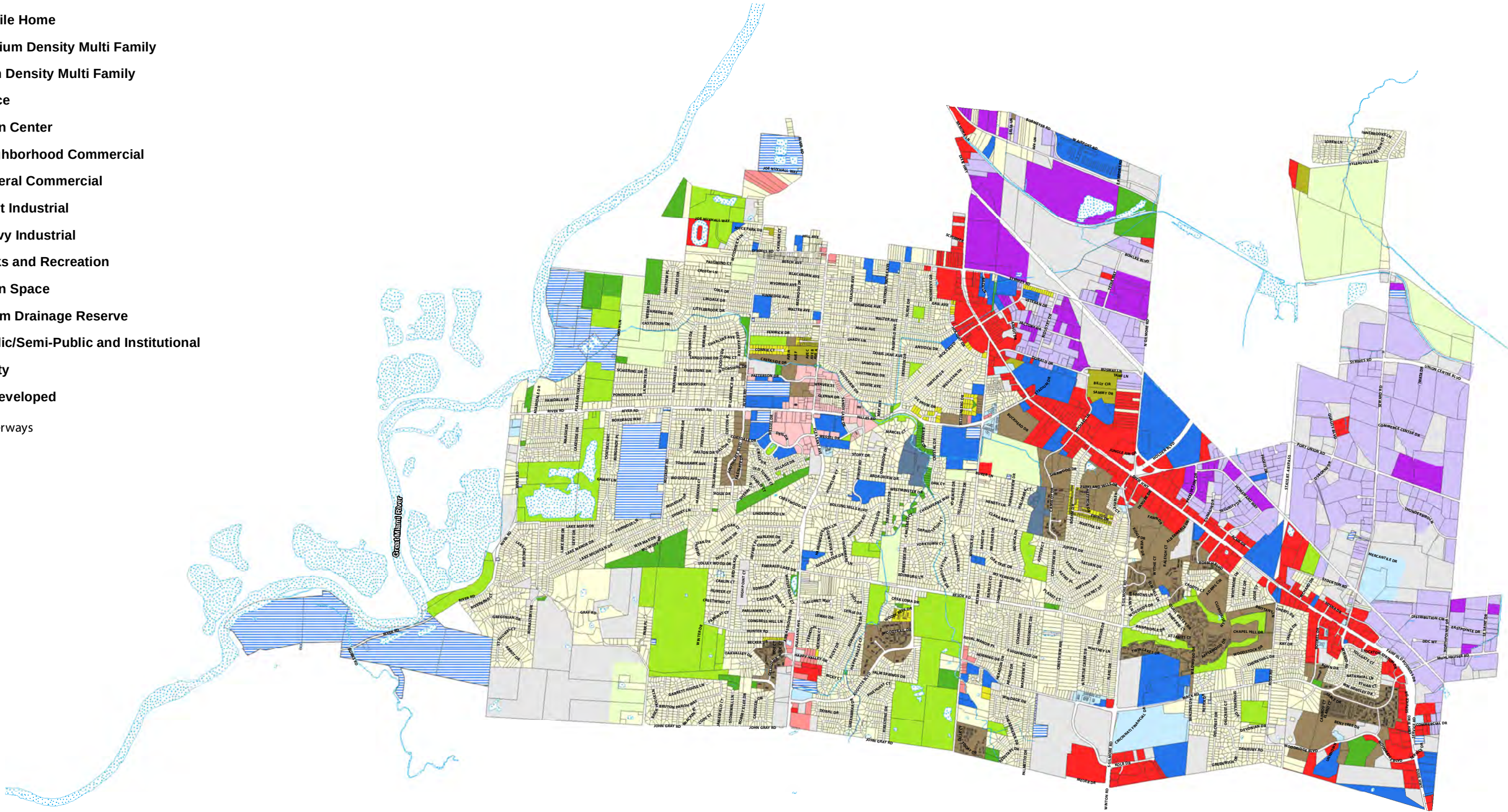
General Land Use Category	Acreage	% of Total
Residential	5,349	43%
Commercial/Office	998	8%
Industrial	1,574	13%
Public/Semi Public	595	5%
Parks, Recreation and Open Space	1,378	11%
Undeveloped*	1,602	13%
Utility/Right Of Way	827	7%
Total	12,323	100%

*Undeveloped land includes all property not built upon. This type of property is located in many different zoning districts. See Figure 3-3 on page 25 for a breakdown of undeveloped land by zoning district.



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Figure 3-1. Existing Land Use Map

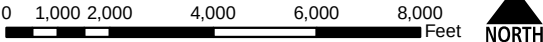


Data Source: City of Fairfield GIS



City of Fairfield, Ohio

August 28, 2019



Existing Land Use

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Current Zoning Profile

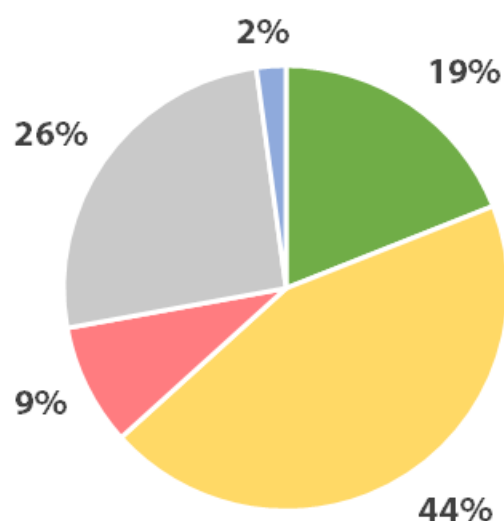
Zoning is a regulatory tool used by the city that establishes regulations for private property development. It is a tool that can be used to implement the land use elements of this plan. The zoning code includes standards and regulations including, but not limited to: permitted land uses; lot development standards including minimum lot sizes, minimum setbacks and building heights; design standards; sign standards; parking requirements; and landscaping and buffering standards. All property within the city is zoned in one of 24 unique districts ranging from a low intensity agricultural and large lot single family residential district (A-1) to a more intensive general industrial district (M-2).

- ✓ 63% of the city is zoned for some type of residential use, under eight different types of residential zoning districts, located mainly west of Route 4. This includes the large lot Agricultural and Estate Residential District (A-1). Of note, approximately 85% of the residentially zoned land is reserved for single family detached dwellings and 15% is zoned for higher intensity multi-family dwellings.
- ✓ 26% of the city is zoned for industrial uses under two types of zoning districts permitting a wide variety of manufacturing and warehousing uses. These districts are primarily located on the eastern side of the city and provide a solid, reliable tax base for the city now and in the future based on the flexibility of the districts.
- ✓ 11% of the city is zoned for commercial and service type uses primarily located along the Route 4 corridor and in the Town Center.
- ✓ Generally, the city's zoning districts can be categorized as shown in Table 3-2. Figure 3-2 identifies the existing zoning pattern of the city.

Table 3-2. Existing Zoning

General Zoning Category	Acreage	% of Total
Agricultural/Large Lot Residential	2,340	19%
Residential	5,460	44%
Commercial/Office	1,091	9%
Industrial	3,168	26%
Downtown (Town Center)	264	2%
Total*	12,323	100%

* Note: The difference in total land area between zoning and land use is due, in part, to unzoned areas of the city including rights-of-way and bodies of water within the city boundaries.

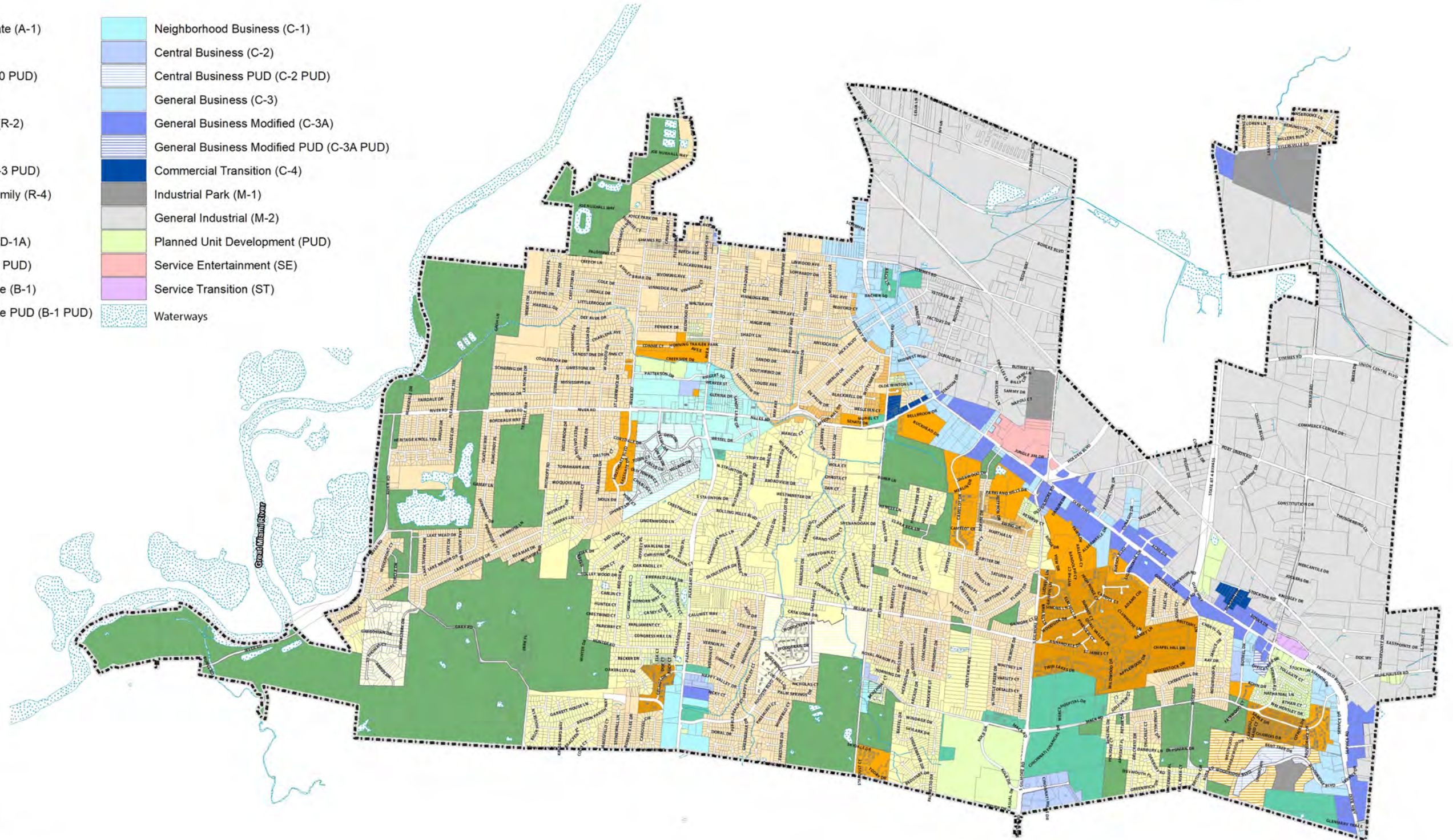


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Figure 3-2. Existing Zoning Map

Legend

- | | | | |
|--|---------------------------------------|---|--|
|  | Agricultural and Estate (A-1) |  | Neighborhood Business (C-1) |
|  | One-Family (R-0) |  | Central Business (C-2) |
|  | One-Family PUD (R-0 PUD) |  | Central Business PUD (C-2 PUD) |
|  | One -Family (R-1) |  | General Business (C-3) |
|  | One to Four Family (R-2) |  | General Business Modified (C-3A) |
|  | Multi-Family (R-3) |  | General Business Modified PUD (C-3A PUD) |
|  | Multi-Family PUD (R-3 PUD) |  | Commercial Transition (C-4) |
|  | Low Density Multi-Family (R-4) |  | Industrial Park (M-1) |
|  | Downtown (D-1) |  | General Industrial (M-2) |
|  | Downtown Modified (D-1A) |  | Planned Unit Development (PUD) |
|  | Downtown PUD (D-1 PUD) |  | Service Entertainment (SE) |
|  | Institutions and Office (B-1) |  | Service Transition (ST) |
|  | Institutions and Office PUD (B-1 PUD) |  | Waterways |



Data Source: City of Fairfield GIS



City of Fairfield, Ohio

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0 1,000 2,000 4,000 6,000 Feet



Existing Zoning

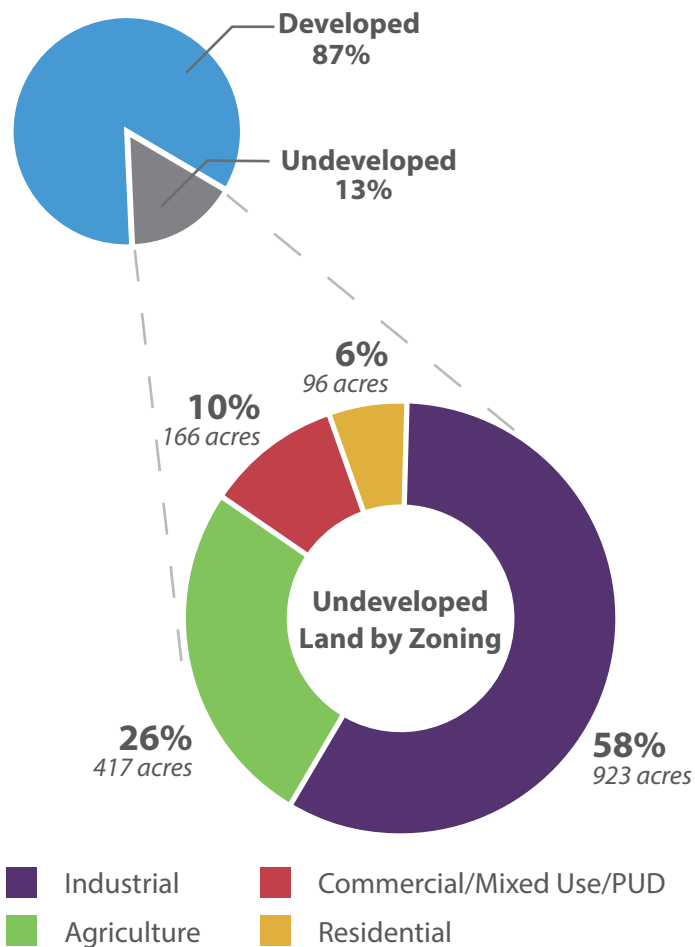
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Current Agricultural/Undeveloped Property

There are currently 1,602 acres of undeveloped land in Fairfield comprising approximately 13% of the city. Of this land:

- ✓ 58% is zoned for industrial uses (923 acres).
- ✓ 26% zoned agricultural (417 acres). This category also currently allows for large lot single family dwellings.
- ✓ 6% is zoned for residential (96 acres).
- ✓ The remaining 10% is commercial, mixed use or PUD zoned property.

Figure 3-3. Undeveloped Land by Zoning



WHAT THIS MEANS LAND USE ANALYSIS

An analysis of the existing land use pattern of Fairfield shows that the city is reaching full buildout, with 13% of land within the city limits considered undeveloped. As the city continues to grow, eventually there will be no more available greenfield land (undeveloped) for new construction. Currently, there is a significant amount of undeveloped land zoned for industrial and agricultural uses. Industrial land is key to the economic health of the city providing tax dollars and employment. This land should be protected as such.

It is anticipated that most of the land currently zoned for agricultural purposes will be rezoned for single family residential in the future, under single family residential zoning district category, based on the location of the land and the need for additional areas for housing. Based on the population growth trends of the city, there is a potential for approximately 30-40 years' of growth that can be accommodated on undeveloped, residentially zoned land. See Housing chapter for more information.

Appearance and Visual Character (VC) Goals and Policies

Appearance and visual character go hand in hand with the future land use decisions of the city. As properties develop and redevelop in the future, new development should be well designed, properly sited and cohesive with surrounding development, where applicable. The visual character of new and redeveloped properties should be of high quality, and in line with the high public standards that the public desires. Public input has led to establishing the following goals regarding the appearance and visual character of the city.

GOAL VC 1 Enhance the city's appearance and visual character through effective urban design improvements.

- **Policy 1.1** Require utility lines be located underground when new development or large-scale redevelopment occurs.
- **Policy 1.2** Review new telecommunication and information technology systems for compatibility and appropriateness of location (e.g. 5G networks).
- **Policy 1.3** Establish and promote a uniform streetscape program to include plantings, sidewalk treatment, lighting and coordinated public signage.
- **Policy 1.4** Encourage uniform signage for all new development and redevelopment to promote visual compatibility for future signs on private property.
- **Policy 1.5** Expand the locations of visual gateways into the city.
- **Policy 1.6** Promote high visual quality by requiring quality standards in urban design, construction, public infrastructure and appearance.

GOAL VC 2 Enhance the city's appearance and visual character through the reduction of improved off-street parking areas and supporting interior landscaping requirements.

- **Policy 2.1** Explore revising the off-street parking standards in the zoning code to identify the appropriate number of spaces for uses to prevent excessive and unnecessary parking spaces and, as a result, excessive lot coverage.
- **Policy 2.2** Explore enhancing the requirements for interior and exterior landscaping and screening for off-street parking areas.

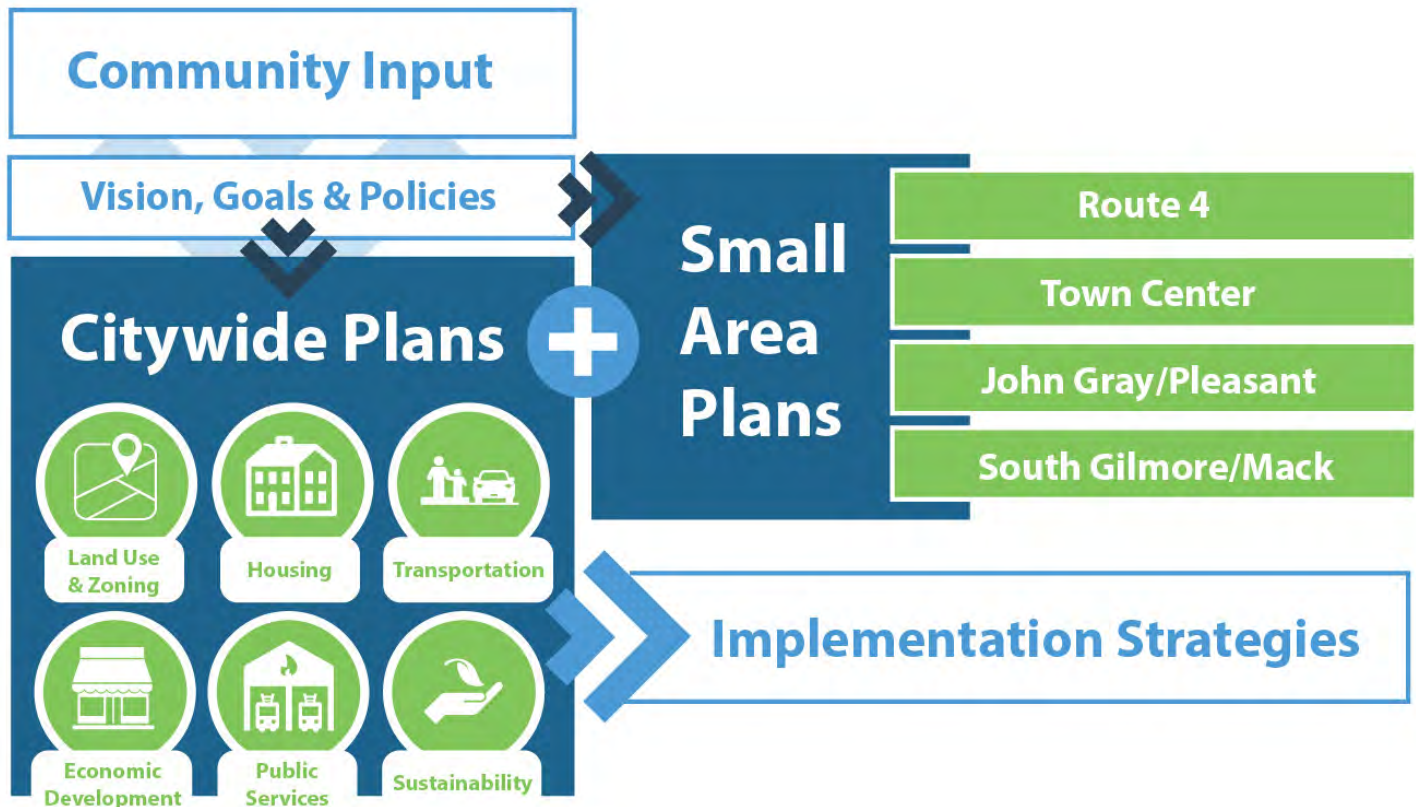


Future Land Use Plan

The future land use plan for Fairfield Forward, comprised of a land use map and supporting text, is based on extensive meetings with the public, the Fairfield Forward Steering Committee, the Small Area Plan Committees, City Council, Planning Commission and city staff. The future land use plan and related map is not a zoning code or a zoning map. It does not, by itself, directly affect the regulation of private property in the city. The future land use plan and map are a depiction of the ideal future land use pattern for Fairfield and should be used by staff, city officials and leaders as a policy level guide for future decisions on

proposed zoning, development and redevelopment applications. It should be used to update the standards and regulations used by the city to enforce land use patterns, connectivity, and design standards.

The vision, goals, policies and implementation strategies in the various chapters of this plan were used in the development of this future land use plan for the city. As such, the entire comprehensive plan should be reviewed often by the city, with changes made as needed to ensure the applicability of the plan.





Land use types located in Fairfield

The following uses represent the various categories of land use proposed in the city. Use types also include the general characteristics expected by residents and city leaders as properties are maintained, develop and redevelop. The future land use map is applicable to the entire city and is a result of the vision, goals and policies in this plan. The four small area plans establish a more detailed land use plan with unique visions, goals and policies. These small area plans are areas that have been identified as special areas based on gateway location, opportunity for development/redevelopment, or are central gathering places for the community.

The future land use plan establishes a diverse and responsibly balanced land use pattern as follows:

Table 3-5. Future Land Use Pattern

Use	Acres	% of Total
Suburban Neighborhood Single Family	4,884	40%
Medium Density Residential	62	1%
High Density Residential	683	6%
Office	140	1%
Neighborhood Commercial	17	0%
General Commercial	544	4%
Mixed Use	468	4%
Light Industrial	2,073	17%
Mixed Use Industrial	774	6%
Parks, Recreation and Open Space	1,112	9%
Public	1,112	9%
Right-of-way	270	2%
Semi-Public and Institutional	184	1%
Total	12,323	100%

Suburban Neighborhood Single Family

The Suburban Neighborhood Single Family land use will continue to be the dominant residential type in Fairfield, supporting multiple generations and lifestyles with quality, detached residential dwellings of varying types of design. This land use type is generally designed as a subdivision with residential densities ranging from 2 to 4 dwelling units per acre. Quality design and maintenance of property are paramount to the quality of life. Neighborhoods should be walkable and within a half mile walk to a park or public space.



Examples of typical single-family housing styles found in Fairfield

Medium Density Residential

The Medium Density Residential land use will provide higher density attached residential dwelling options for residents in Fairfield with quality and varying types of design. This land use type should only be considered in areas where this type of use currently exists, as infill, or where a transition is needed between a more intensive land use and the Suburban Neighborhood Single Family land use. This land use type is generally designed at a density ranging from 4 to 6 dwelling units per acre. Medium Density Residential developments should be within a half mile of a park or other public space.



Examples of medium density housing styles that may be suitable in Fairfield



High Density Residential

This Multi-Family Residential land use will provide the highest density attached residential dwelling options for residents in Fairfield, with high quality, multi-story buildings and integrated open spaces. This land use type should only be considered in areas where this type of use currently exists, as infill, or where a transition is needed between a more intensive land use and the other lower density residential type land uses. In transitional applications, this use shall only be permitted as part of a comprehensive mixed-use development. This land use type is generally designed at a density up to 8 dwelling units per acre. High Density Residential developments should be walkable and connected to an overall pedestrian sidewalk system.



Examples of upscale multi-family housing that may be suitable in Fairfield



Office

The Office land use will continue to provide a major employment and tax base for Fairfield in the professional, administrative, research and development, and medical fields. Office uses will range from large regional employers to smaller professional buildings. Office uses will primarily be located along major roadway corridors with smaller office locations being situated as a transition between more intensive commercial uses and non-commercial uses. Office buildings should include open space, well landscaped parking areas, and be well integrated with surrounding development and amenities that are within a walkable distance.



Examples of office developments found in Fairfield



Neighborhood Commercial

The Neighborhood Commercial land use represents areas serving the everyday convenience retail and personal service needs of residents of adjacent neighborhoods. Neighborhood Commercial uses will be small scale, low impact and will limit the use of drive through facilities which may generate higher volumes of traffic. Neighborhood Commercial uses are best located at intersections or along primary and secondary thoroughfares and should be connected to surrounding residential neighborhoods with sidewalks or bike trails. Finished architectural styles should be high quality on all sides visible from a right-of-way or as seen from a residential neighborhood.



Examples of neighborhood commercial businesses located in Fairfield



General Commercial

General Commercial land uses are more intense retail uses, characterized by mixed use single or multi-tenant commercial buildings (including strip commercial), and typically located along regional and primary thoroughfares. They contribute to a strong tax base while also providing a variety of places for the everyday retail, dining, lodging, entertainment, professional and service needs of a local and regional population. Drive through and drive in establishments are supported in these locations. General Commercial properties should be well maintained and contain well landscaped parking areas.



Examples of general commercial businesses located in Fairfield

Mixed Use

Mixed Use land uses are areas that encourage multiple, different types of uses in a single building or development. They can include multi-story buildings that incorporate retail and services uses on a ground floor and office and residential uses on upper stories. Mixed Use land uses are preferred in areas of Planned Unit Development where a concept plan is developed describing the interrelated nature of the different land uses established. Mixed Use buildings and developments should provide a sustainable mix of uses that provide a wide variety of retail, service, employment and housing needs.



Examples of mixed-use developments that may be suitable in Fairfield. Bottom left: Village Green located in Fairfield

Light Industrial

Light Industrial uses will provide places of employment and a strong, diverse tax base through a wide range of manufacturing and assembly uses, research and development, technology, and warehouse facilities serving the region and beyond. These types of development will be relatively clean in nature and will not create off-site impacts that affect surrounding properties. They will be in appropriate areas where the heavy truck traffic that may be generated can be accommodated on appropriate roadways that does not impact other non-industrial uses.



Examples of industrial businesses located in Fairfield



Mixed Use Industrial

Mixed Use Industrial uses are properties or buildings that are primarily light industrial in nature but may include an ancillary or secondary use such as a retail, service or other similar non-industrial use that provides flexibility in operations. Retail and service operations may be appropriate as the primary use, if the use fronts on a regional or primary roadway. These types of uses are typically located in transitional areas between industrial and commercial areas where flexibility is compatible with the surrounding land use patterns and where such flexibility would help maintain building occupancy.



Examples of businesses that may be appropriate in mixed-use industrial areas in Fairfield



Parks, Recreation, and Open Space

Parks, Recreation and Open Space land uses will provide public and semi-public locations for a variety of active and passive recreational opportunities. Uses may include, but not be limited to, sports fields, golf courses, swimming pools, playgrounds, trails, community recreation centers, passive open spaces, picnic areas, amphitheaters, dog parks, splash pads and fishing/boating lakes. Open spaces include public and private undeveloped lands such as woodlands, preserves, stream corridors, lakes, environmentally sensitive areas and lands dedicated to open space preservation. Such spaces shall be easily accessible and located within a convenient distance to neighborhoods and places of employment.



Examples of parks, recreation and open space in Fairfield

Public

Public uses are locations providing necessary governmental, civic, educational, utility or similar type services to Fairfield and the region. Such uses are essential to the function and well-being of the city. Pedestrian access is key to most government and educational buildings and should be easily accessible by street or sidewalk.



Examples of public facilities in Fairfield

Semi-Public and Institutional

Semi-Public and Institutional uses are uses generally operated as an open or publicly accessible use but maintained by a private or non-profit organization. Such uses include hospitals, religious places of worship, retirement communities, nursing homes and libraries. Buildings and sites should be well-designed, maintained and accessible by street or sidewalk.



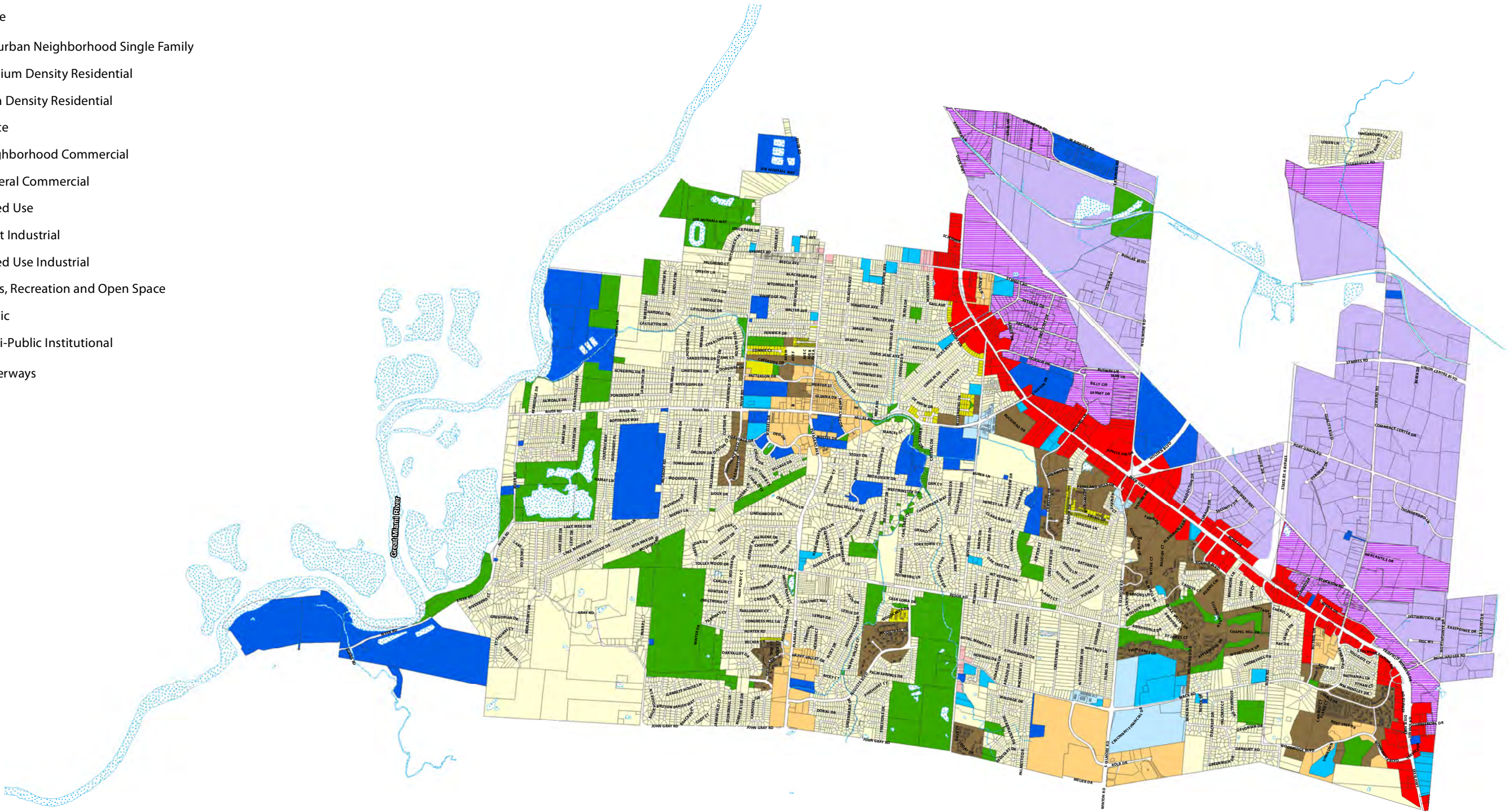
Examples of semi-public and institutional uses in Fairfield

Figure 3-4. Future Land Use Map

Legend

Future Land Use

- Suburban Neighborhood Single Family
- Medium Density Residential
- High Density Residential
- Office
- Neighborhood Commercial
- General Commercial
- Mixed Use
- Light Industrial
- Mixed Use Industrial
- Parks, Recreation and Open Space
- Public
- Semi-Public Institutional
- Waterways

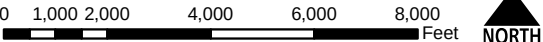


Data Source: City of Fairfield GIS



City of Fairfield, Ohio

August 28, 2019



Future Land Use

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Implementation Strategies - Land Use and Zoning



STRATEGY LUZ-1

Conduct a comprehensive overhaul of the city zoning code to implement the future land use plan and other policies of this plan.

STRATEGY LUZ-2

Encourage the use of Planned Unit Developments (PUDs), particularly for new, mixed-use developments.

STRATEGY LUZ-3

Evaluate trends in real estate development and revise the zoning code appropriately over time.

STRATEGY LUZ-4

Refer to this Comprehensive Plan document whenever new development, substantial redevelopment, or re-zonings are proposed.

Implementation Strategies - Appearance and Visual Character



STRATEGY VC-1

Develop a design guidelines manual or establish requirements in the city's zoning code that requires specific design regulations for private property structures and signage.

STRATEGY VC-2

Develop a design manual for uniform streetscapes in the city by thoroughfare type, allowing for appropriate scale based on the type of roadway. This should include plantings, signage in the public right-of-way and pedestrian amenities such as benches, trash cans and bus stops.

STRATEGY VC-3

Revise the parking and loading section of the zoning code to "right size" the required off-street parking spaces to prevent excessive parking and lot coverage.

STRATEGY VC-4

Revise the zoning code to provide comprehensive standards for enhanced landscaping and screening for off-street parking lots. As a minimum, this should include type, number and sizes of plantings required.

Small Area Plans

Small Area Plans

The Fairfield Forward planning process identified four areas within the city that needed special focus due to ongoing issues and/or potential for change and investment. These four areas include the Route 4 Corridor, the Town Center, John Gray/Pleasant, and South Gilmore/Mack. Figure 4-1 identifies the location of the four small areas.



**Route 4
Corridor**



**John Gray/
Pleasant**



Town Center

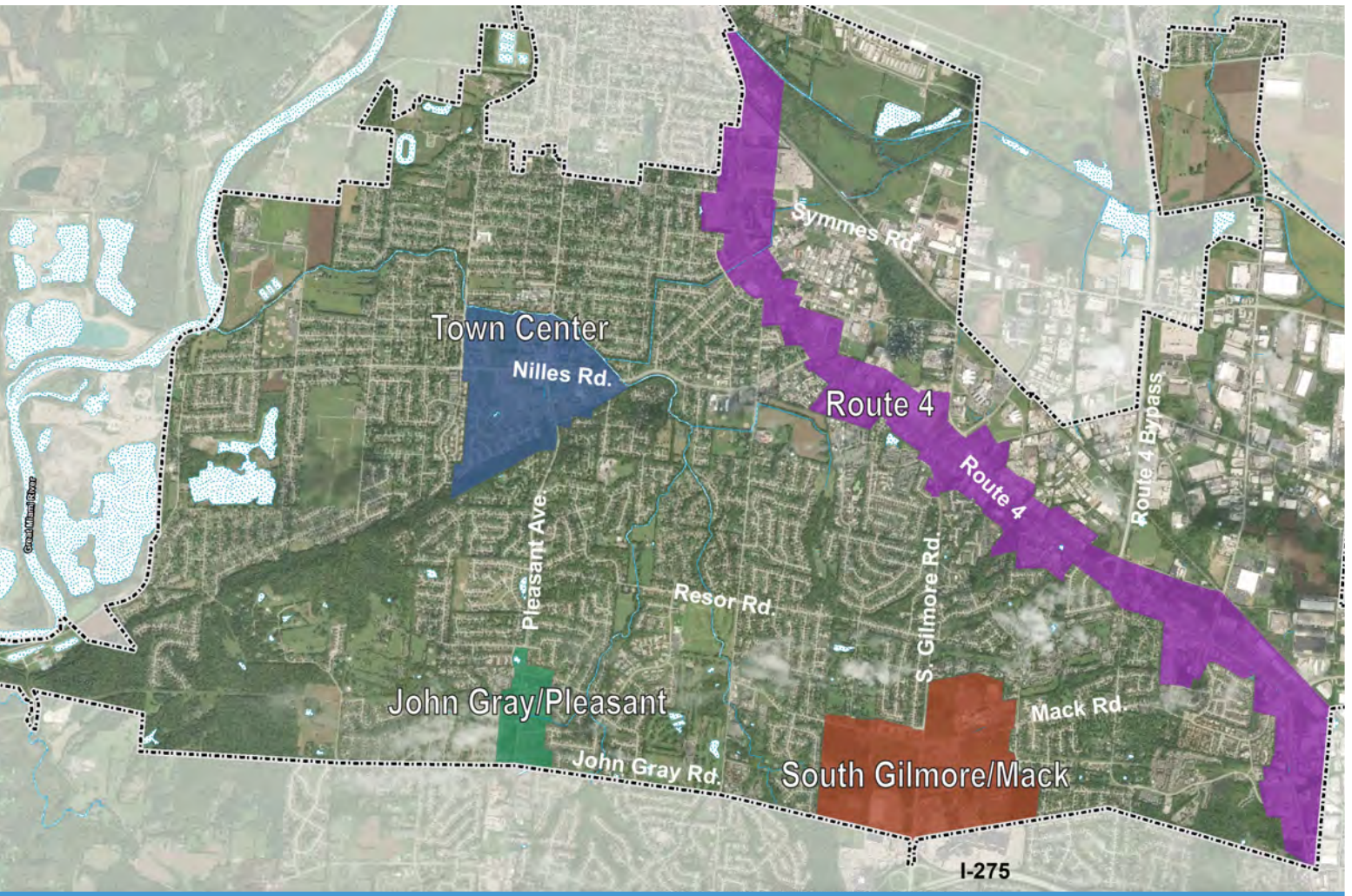


**South Gilmore/
Mack**

SMALL AREA PLANS

Attachment: Fairfield Forward_draft_10.31.19 (1385 : Fairfield Forward)

Figure 4-1. Small Area Plan Locations



Attachment: Fairfield Forward draft 10.31.19 (1385 : Fairfield Forward)

1. Route 4 Corridor

Route 4 has been a major commercial corridor throughout the history of the City of Fairfield and is one that has been continuously evolving. Spanning from I-275 at the city's southern border with the City of Springdale, north to the border with the City of Hamilton, this corridor is primarily populated by suburban commercial development including large-scale, multi-tenant commercial spaces, fast food chain restaurants, new and used car lots, and other auto-related businesses. Many areas of Route 4 are experiencing areas of investment or reinvestment with businesses upgrading their properties with new facades or constructing new buildings.

For the most part, Route 4 has evolved through a laissez-faire approach to development with basic, minimal regulations that have led to uncoordinated architecture, expanses of asphalt parking lots, and a lack of landscaping. Route 4 has also experienced recent pockets of disinvestment, primarily in the northern areas of the corridor, which is populated with mostly class B and C properties that are over 20 years in age, have lower quality tenants, and are in need of renovation or redevelopment. The original Jungle Jim's International Market has served as a major

anchor since the 1970s and continues to serve as a catalyst for new development and redevelopment, particularly in the surrounding area.

Due to the nature of Route 4 being a state route and the large number of viable businesses located along the corridor, traffic has been, and continues to be, one of the biggest issues. In the last few years, the average daily traffic counts for the southern half of Route 4 have exceeded 40,000 vehicles per day, with the northern portion experiencing counts over 25,000 vehicles per day.

This high level of traffic and many curb cuts (i.e., driveways and street intersections) with few crosswalks has resulted in a corridor not supportive of pedestrians who want or need to walk. This is especially a concern for students attending schools along or near Route 4 who are not able to safely walk or bike to and from school. Currently, the city has a policy in place that does not require sidewalk installation south of Nilles Road because of the large parcel, auto-oriented land use pattern of this area.

What We Heard



- Promote redevelopment of blighted and underutilized properties
- Create service drives or frontage roads to help bypass congested intersections
- Improve pedestrian environment on Route 4. Sidewalks, lighted crossings, better signage, pedestrian bridges are options, especially near schools
- More/better options for sit-down restaurants and local businesses
- Better property maintenance is needed, especially for vacant structures and older, run-down locations
- Establish a consistent sign design to promote a uniform appearance

The City of Fairfield continues to engage the Cities of Hamilton and Springdale to coordinate land use, economic development, and transportation projects where boundaries are shared.

Previous Studies

Two detailed studies were developed 20 years ago for the Route 4 Corridor. These two planning studies are summarized below.

The 1999 Route 4 Plan took a detailed view of the Route 4 Corridor and identified the following conditions which are still valid today, 20 years later:

- Route 4 is a major north-south corridor
- Route 4 is in transition as it relates to land use and function
- Route 4 is a destination for auto dealerships

- Require more landscaping on private property and along the street
- Reduce the number of used car dealerships
- Develop design standards to promote high quality development and redevelopment

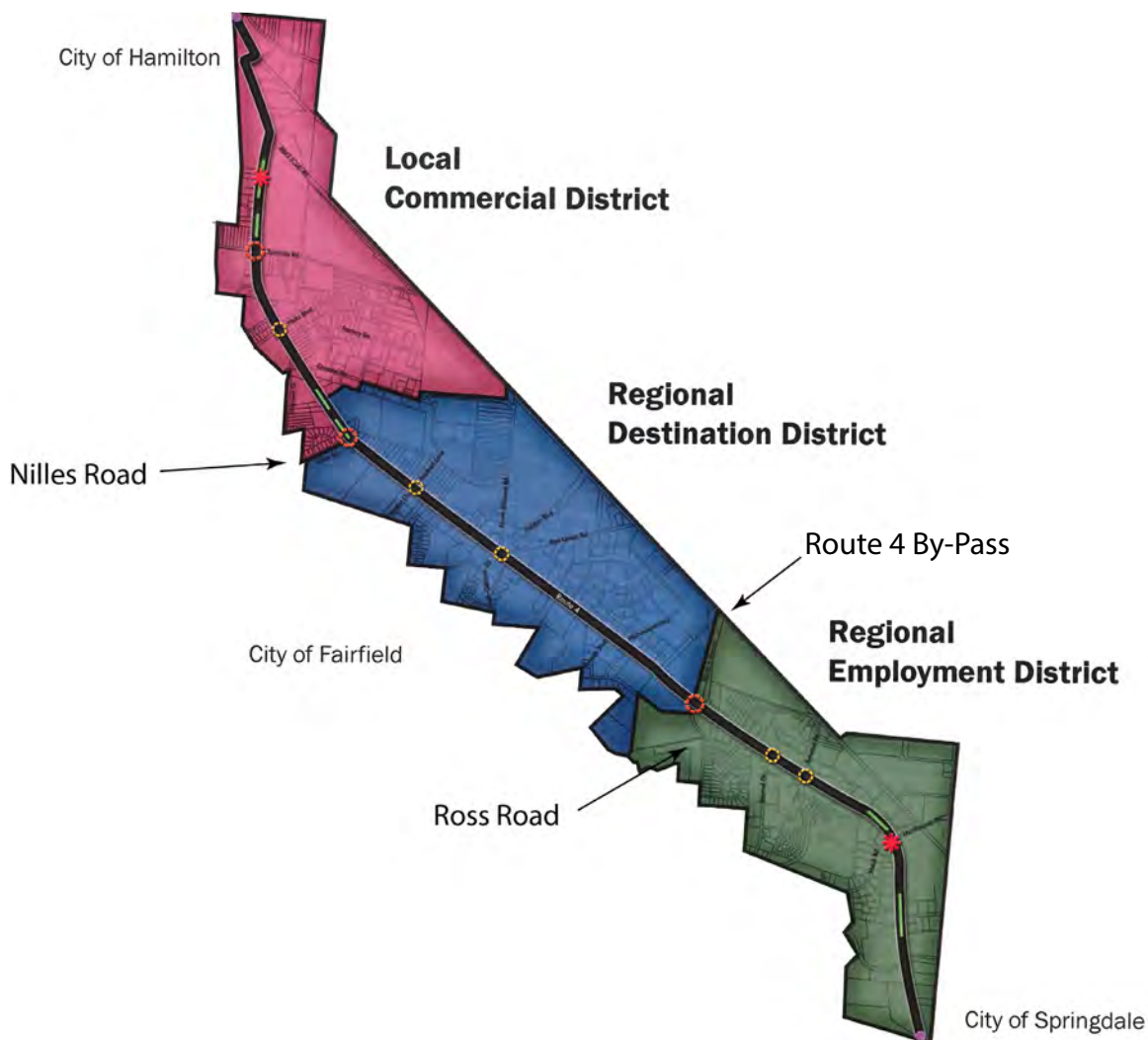
Figure 4-2. Route 4 Corridor Study Area



Route 4 Vision

Route 4 will continue to be the main commercial corridor in the city with a wide variety of businesses, and a major north/south roadway connector that will have a more aesthetically appealing development style, enhanced landscaping and streetscaping, and improved/safer connections for vehicles and pedestrians.

Figure 4-3. Business Districts from the 1999 Route 4 Plan



- The corridor is a competitive marketplace for service and convenience retail
- Jungle Jim's International Market is a regional retail generator
- Visual clutter exists along the length of the corridor
- Traffic circulation is a concern on Route 4

The 1999 Route 4 Plan established three distinct business overlay districts that encompassed different building forms and activities to capitalize on existing assets in each location. These included:

- 1 Regional Employment District**
This district focuses on attracting regional employment uses such as office and light industrial or "flex" commercial buildings.

Regional Destination District

- 2 This district is intended to focus on assembling a critical mass of regional destinations for recreation, entertainment, and large-purchase discretionary spending, while offering activities geared toward the local market as well.

Local Commercial District

- 3 This district focuses on retaining the existing mix of commercial and industrial uses, while attracting additional users to underutilized properties. These employers will provide support for other community-scale retail and services.

Each of these areas included in the 1999 Route 4 Plan targeted strategies to: stabilize the existing market, maintain and retain existing businesses, implement public improvements, promote reuse and redevelopment of existing vacant property, and encourage investment and renovation in existing properties and buildings in this corridor. Many of these strategies were also voiced by the public during public input meetings throughout this planning process. This reinforces the need to revisit this plan and its strategies for implementation. The city should revisit the 1999 Route 4 Plan to determine its applicability and revise as necessary to implement the study.

Four years later, the city undertook the development of the 2003 Route 4 Corridor Design Plan, which developed physical design strategies for the three business districts identified in the 1999 Route 4 Plan. While it remains unadopted by the city, many of the findings of the plan are still valid today including:

- The need for a Streetscape Enhancement Plan to "...improve the physical, functional setting of the corridor to create a more visual, aesthetically pleasing environment."
- The need for an access management plan to improve access and efficiency along the corridor.

Route 4 Corridor Goals and Policies

GOAL R4-1 Promote the continued revitalization of this vital commercial corridor.

- **Policy 1.1** Continue to be proactive in code compliance and inspection programs to mitigate and eliminate maintenance issues, zoning and building code violations.
- **Policy 1.2** Continue to implement the zoning code requirements for "Motor Vehicle, Boat Recreational Vehicle and Trailer Sales Areas" to ensure that such uses locate on parcels with adequate areas for sales and display that avoids visual clutter and excessive storage of inventory on the lot.
- **Policy 1.3** Create public-private partnership opportunities for redevelopment projects and identify and promote adaptive reuse opportunities for existing and underutilized properties.
- **Policy 1.4** Develop criteria for and identify blighted properties on Route 4 and engage in conversations with those property owners about future investment and continued maintenance to bring their properties up to standard.
- **Policy 1.5** Consider acquiring underperforming or blighted properties and landbank them for future development that meets the vision and goals of this Comprehensive Plan.

Attachment: Fairfield Forward_draft_10.31.19 (1385 : Fairfield Forward)



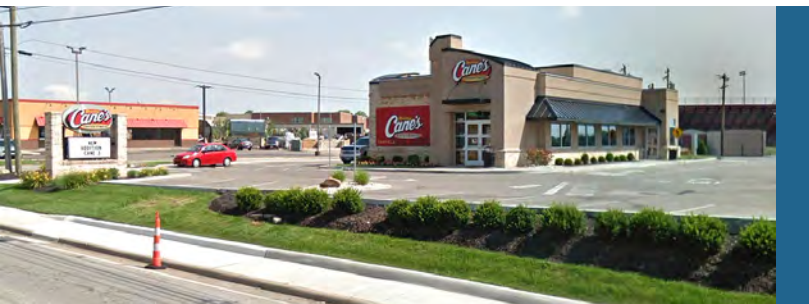
Blighted structure and lot located in the northern section of the Route 4 Corridor

GOAL R4-2 Provide comprehensive, safe, convenient, well balanced and fiscally responsible transportation infrastructure for the city that recognizes the need to move high volumes of traffic while also providing access to the businesses located in the corridor.

- **Policy 2.1** Implement roadway projects along Route 4 to reduce congestion and increase safety when practical.
- **Policy 2.2** Continue traffic signal monitoring and synchronization, and access management implementation, such as by encouraging service drives and curb-cut consolidation, where practical.

GOAL R4-3 Require that development and redevelopment along Route 4 meet the high standards of design expected by the community from a visual and quality perspective.

- **Policy 3.1** Establish design guidelines that focus on enhancing landscaping along the corridor, both on private property and in the public right-of-way.
- **Policy 3.2** Establish design guidelines for new development and redevelopment and explore incentivizing opportunities for existing building renovations.



New Raising Cane's Restaurant redevelopment
on Route 4 near Nilles Road

- **Policy 3.3** Ensure that standards for signs on private property are appropriate in height, scale, and location to promote visual quality and decrease visual clutter in the corridor.
- **Policy 3.4** Explore modifying the parking ratio requirements to identify the appropriate number of spaces for uses to prevent excessive parking and lot coverage.

GOAL R4-4 Develop safe pedestrian routes, especially in locations where neighborhoods and schools connect to Route 4.

- **Policy 4.1** Expand the development of sidewalks to all locations along Route 4, including streets that intersect Route 4.
- **Policy 4.2** Engage with Fairfield City Schools to determine safe crossing routes and determine design methods that are best to identify safer student pedestrian crossings.

GOAL R4-5 Continue to promote Route 4 as both a regional destination and local attraction by attracting and retaining a diverse economy of businesses to provide goods, services, employment, and entertainment opportunities for residents and to maintain a continued stable and healthy tax base.

- **Policy 5.1** Target uses and services that fill a gap in existing goods, services and entertainment opportunities for all ages.
- **Policy 5.2** Consider encouraging a greater mix of business uses at the north end of Route 4, including light industrial, to provide for a more economically sustainable environment.

Route 4 Corridor Future Land Use Plan

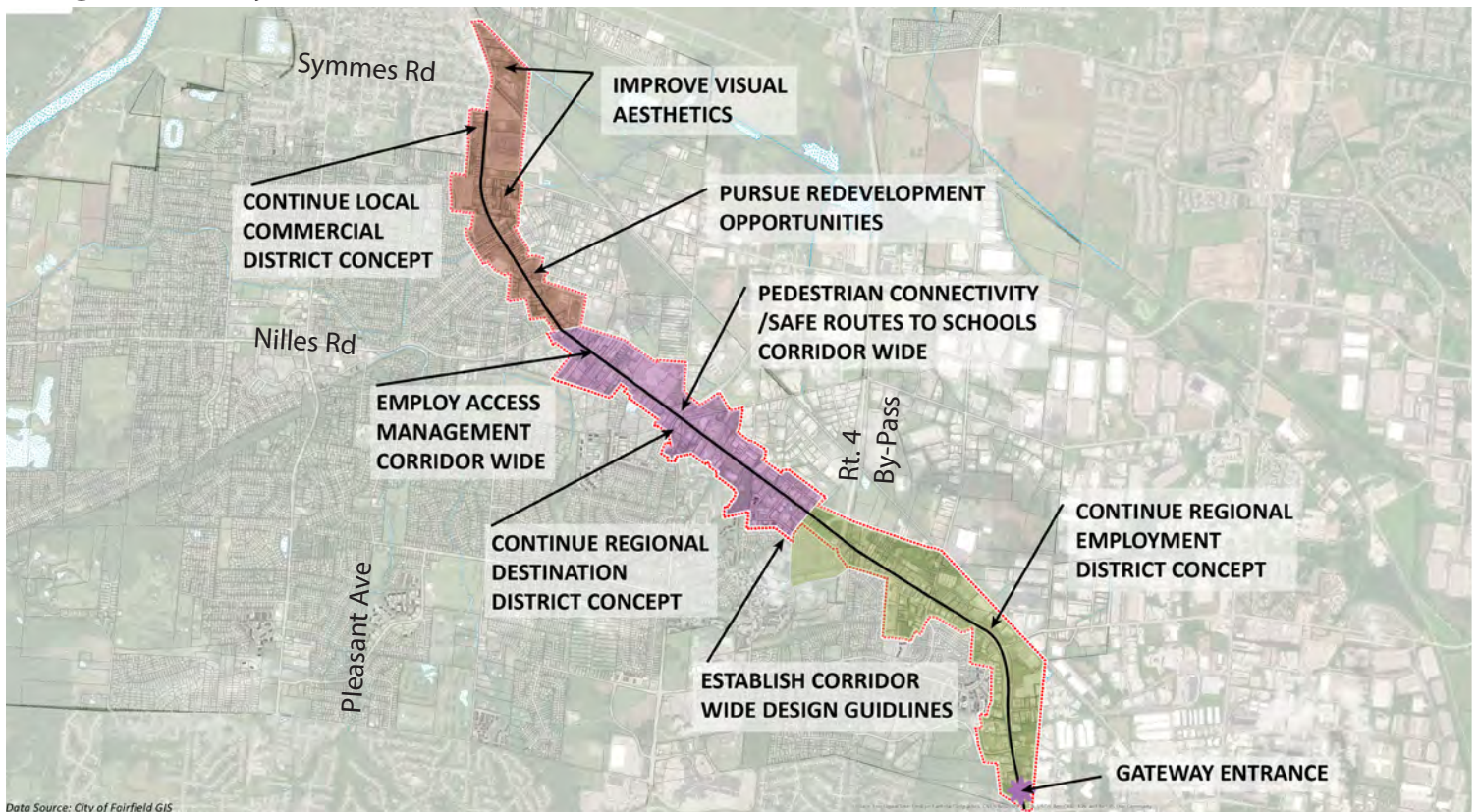
The following page represents the future land use pattern for the Route 4 Corridor area. Residents voiced concern regarding traffic conditions on Route 4 at every public planning event associated with Fairfield Forward. However, while traffic is considered to be a concern by the public for the future of Route 4, others also noted that development along the corridor is essentially a hodge-podge of buildings that vary in development style, type of design, state of repair and disrepair, vacancy, and use.

There is a growing desire to move the corridor forward and make it a destination for Fairfield, one that will attract more sit-down style restaurants and local businesses for the city and the region while shifting away from used car lots and discount stores. Many of the land uses along Route 4, including most of the used car lots, have been in operation since the 1970s

and 1980s and have been slow to redevelop. A major goal of this plan is to establish requirements for new development and redevelopment to gradually enhance the aesthetic quality of the Route 4 Corridor. This includes increasing the amount of landscaping along the street, buffering parking lots, and establishing design guidelines for new buildings. In order for this to be successful in getting private property owners to buy in and invest in upgrades, the city should continue public improvements, including investing in sidewalks and crosswalks along the entirety of the corridor, and expanding beautification efforts within the right-of-way.

Figure 4-4 identifies key recommendations for this corridor. Figure 4-5 identifies the proposed future land use for the Route 4 Corridor. Existing zoning, for reference, is located in the Land Use and Zoning chapter in Figure 3-5.

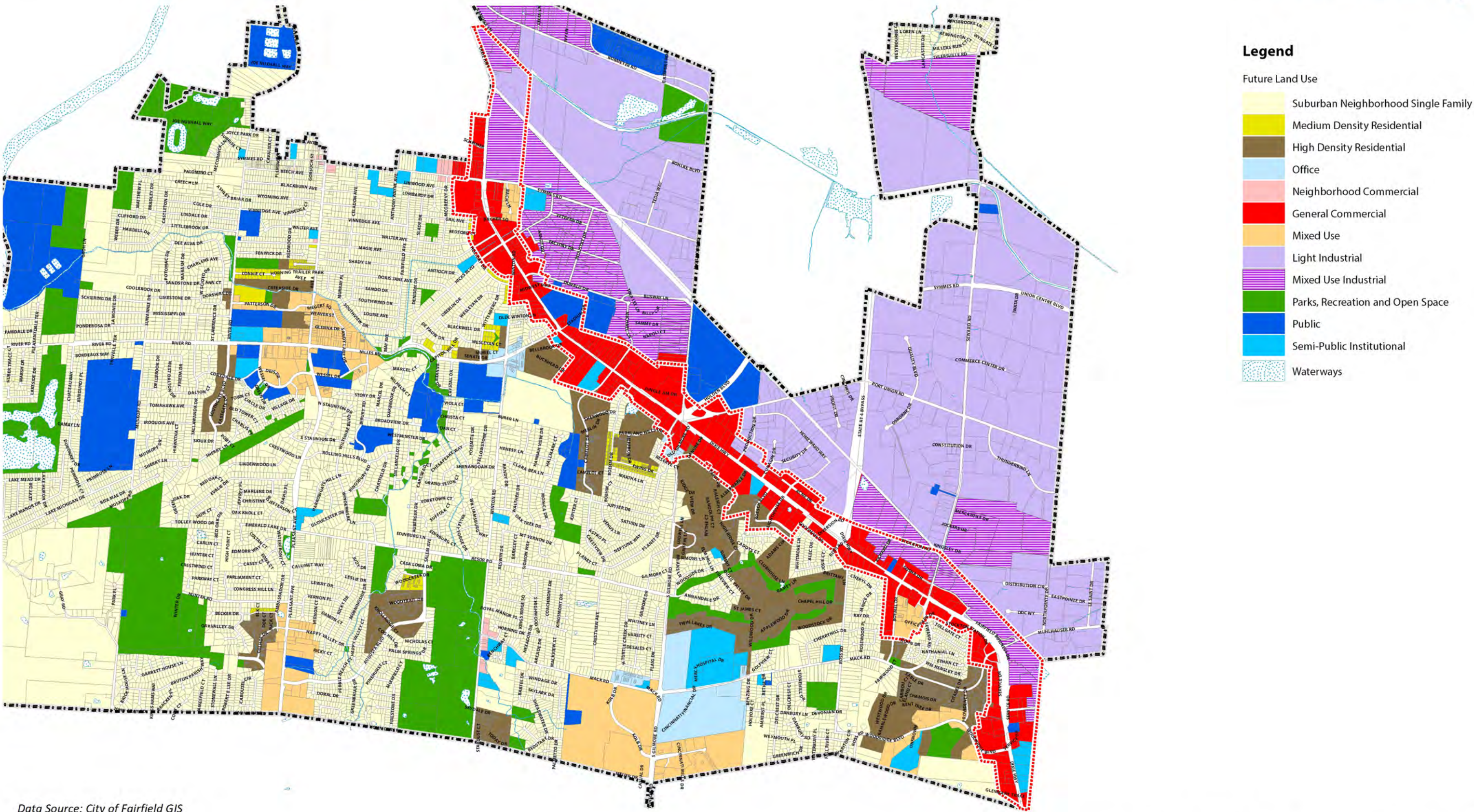
Figure 4-4. Key Recommendations — Route 4 Corridor



Data Source: City of Fairfield GIS

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Figure 4-5. Future Land Use Map — Route 4 Corridor



Data Source: City of Fairfield GIS



City of Fairfield, Ohio

August 28, 2019

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Future Land Use - Route 4 Corridor

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The CSX Railroad overpass (left) at the city's northern gateway on Route 4 has not been maintained by the railroad. As a result, the City of Fairfield erected a gateway sign (right) to screen the overpass from view.

Route 4 Corridor Implementation Strategies

Strategy R4-1 Revisit the 1999 Route 4 Plan to determine current applicability and revise, as necessary.

Strategy R4-2 Revisit the Route 4 Service Drive Plan and the draft 2003 Route 4 Corridor Design Plan to determine current applicability, functionality and update the documents as necessary to ensure safe and efficient traffic movement.

Strategy R4-3 Enter into dialogue with business owners to discuss the benefits of curb-cut consolidation and access management to improve traffic flow and safety.

Strategy R4-4 Revise the zoning code to modify the required number of off-street parking spaces to prevent over parking and excessive expanses of paved areas.

Strategy R4-5 Revise the zoning code to provide comprehensive standards for enhanced landscaping and screening for off-street parking lots.

Strategy R4-6 Proactively identify and promote available sites for development and redevelopment.

Strategy R4-7 Establish a landbank program to purchase available properties that are blighted, underutilized or are in key locations as a catalyst for growth.

Strategy R4-8 Revise or establish standards, codes, regulations or design guidelines for architectural design and signage specific to the Route 4 corridor.

Strategy R4-9 Reevaluate the city's sidewalk policy for Route 4, south of Nilles Road, and revise the policy and related regulations to reflect such changes.

Strategy R4-10 Collaborate with the City of Hamilton and CSX Railroad to repaint the railroad overpass to improve the visual aesthetics at the northern end of the corridor.

2. Town Center

The Fairfield Town Center is the heart of the community serving as “downtown Fairfield”. Comprising of approximately 270 acres, the Town Center is located at the intersection of Pleasant Avenue and Nilles Road, the historic crossroads of the community.

The concept of the Town Center originated in the early 1980s with a desire to create a sense of place, as Fairfield did not have a historic downtown.

The main zoning for the Town Center is D-1, Downtown District, which allows for a broad mixture of non-residential uses. The only residential areas in the Town Center were either constructed before zoning was adopted or as part of a broader planned development. The zoning was intended to make it easier to develop a community core comprised of destination uses.

Pedestrian plaza, sidewalk, and crosswalk at Wessel Drive in Village Green



Town Center Vision

The Town Center will continue to be the central gathering area for the community providing living, retail, service (including government-provided) and social opportunities with a desire toward expanding the well-designed, compact, walkable characteristics of the Village Green development to the entire Town Center area.

What We Heard



- Encourage new, small businesses
- Replace pole signage with ground signage
- Create a bike trail connection between Town Center and the Great Miami River Trail
- Increase pedestrian connectivity to the Town Center
- Encourage redevelopment of older buildings in a style compatible with Village Green
- Enforce property maintenance requirements to keep property owners accountable

Figure 4-6. Town Center Study Area



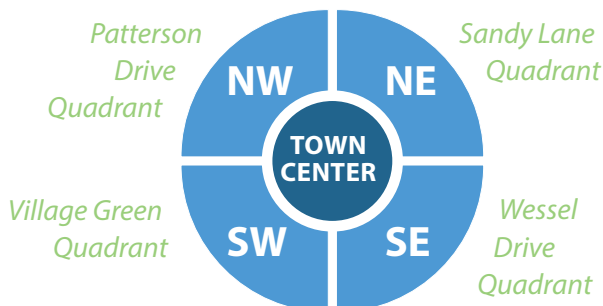
The 1993 Town Center Development Plan divided this small area into four quadrants along Pleasant Avenue and Nilles Road, in order to address the unique challenges located in each distinct area. The quadrants are as follows:



NW - Patterson Drive Quadrant

While this quadrant consists of existing institutional, commercial and multi-family uses, the main focus for redevelopment in recent years has been along Patterson Drive.

This area is characterized by large parcels anchored by the former Fair Plaza shopping center. The shopping center has since been torn down and redeveloped as a senior apartment complex and an Aldi's grocery store. Fourteen acres remain for redevelopment opportunities.





Village Green in the Town Center



NE - Sandy Lane Quadrant

This area is dominated by older single-family houses located behind dated strip centers that front on both Pleasant Avenue and Nilles Road. The Plan recommended that the houses be converted to office and service uses. This occurred to some extent on Sandy Lane, but for the most part, the houses have remained occupied as residences.



SE - Wessel Drive Quadrant

This area is characterized by multiple office and government buildings, and other professional and commercial uses on smaller lots. At the time, Kroger was located in this quadrant before relocating to Village Green in the early 2000s. The city purchased the former Kroger site to construct a new Justice Center to house the Police Department and Municipal Court.



SW - Village Green Quadrant

At the time, this area was dominated by the large McCormick farm bordered to the east and north by small scale retail and restaurants. The city recognized that the 120 acre farm, the last remaining large undeveloped tract of land in the Town Center, had tremendous potential for development. In the 1990s, a local developer sought a partnership with the city to develop the farm into a mixed use development called Village Green.

This planned development consists of retail, office, residential, and key community uses such as the two acre Village Green Park bookended by the Fairfield Lane Library and the Community Arts Center. The park is a public gathering place for community-wide events such as concerts, kid's activities and a farmer's market.

This area is one of the first areas in the city where design guidelines were developed and implemented successfully to create a cohesive, high quality development pattern.

Town Center Goals (TC)

GOAL TC-1 Ensure safe and efficient walkability, and connectivity to and within the Town Center area.

- **Policy 1.1** All new development and redevelopment will contain connected sidewalks and pathways to ensure that the entire Town Center continues to be a compact, walkable neighborhood.
- **Policy 1.2** Expand the development of sidewalks to all locations of the Town Center, as needed, especially in the northeast quadrant of this area.
- **Policy 1.3** Prioritize the development of sidewalk or path connectivity from external neighborhoods and parks to the Town Center area.

GOAL TC-2 Require that development and redevelopment meet the high standards of design expected by the community from a visual and quality perspective in the entire Town Center.

- **Policy 2.1** Continue to implement the design guidelines for the Town Center in all quadrants of the area.
- **Policy 2.2** Require utilities to be located underground for any major new development or redevelopment, and for all other development, encourage relocating utilities underground or consolidating and relocating to one side of the street to minimize visual clutter, wherever financially feasible.
- **Policy 2.3** Expand streetscape design elements throughout the entire Town Center area.

GOAL TC-3 Any new housing should reflect compact housing type development.

- **Policy 3.1** When proposed, new housing developments are encouraged to be developed as a Planned Unit Development (PUD) to ensure creativity and compatibility with the Town Center area.

GOAL TC-4 Encourage market stability and flexibility in the northeast quadrant of the Town Center area.

- **Policy 4.1** Permit existing dwelling units to convert to small office/business uses or back to single family dwelling units under an administrative review.
- **Policy 4.2** Conversion of residential units shall be done in a responsible manner to prevent front yard paving, excessive signage and outdoor storage, or other improvements that detract from a single-family residential neighborhood. Encourage parking to be sited in the rear of the property.



Multiple curb cuts located at an aging commercial strip center on Pleasant Avenue.

GOAL TC-5 Promote the continued revitalization of the aging commercial areas within the Town Center.

- **Policy 5.1** Continue to maintain and enforce a comprehensive set of standards for maintenance of property and buildings.
- **Policy 5.2** Renew efforts to reduce curb-cuts through permitting multiple parcel connectivity.
- **Policy 5.3** Renew efforts to encourage property owners to replace pole signs with ground signs or shared shopping center signs.
- **Policy 5.4** Use public-private partnerships to advance projects that have a positive impact in the community.

GOAL TC-6 Attract and retain a diverse economy of businesses to provide goods, services and entertainment opportunities.

- **Policy 6.1** Target uses and services that are of the appropriate size and context, fill a gap in existing goods and services, and provide entertainment opportunities for all ages.
- **Policy 6.2** Work with existing businesses in the Town Center area to ensure that they have the resources and space available to expand, as necessary, in the area.
- **Policy 6.3** Continue to encourage a mixed-use, walkable environment to maintain a sustainable Town Center.



City of Hamilton wellfield at Nilles Road and Wessel Drive.

GOAL TC-7 Utilize the City of Hamilton's wellfield for passive open space opportunities without compromising groundwater production wells.

- **Policy 7.1** Investigate the possibility of installing walking trails, public art and landscaping to beautify and use the site.

Town Center Future Land Use

The following page represents the future land use pattern for the Town Center area. Mixed-use development is encouraged throughout most of the Town Center that includes retail, service, office and residential uses in a well designed and coordinated manner. In some cases, this mixed-use pattern exists, such as Village Green. In other areas, it is to be applied in the form of redevelopment.

As identified through public comments, residents appreciate the continued investment in the area and would like the vision of Village Green to expand to all quadrants of the Town Center area creating a stronger sense of place. Furthermore, residents also want to be able to access the Town Center from neighborhoods through better pedestrian connectivity.

Future development in this area should encourage activity and walkable streets that are connected to surrounding neighborhoods. The Town Center should incorporate an area wide cohesive design strategy creating a sense of place throughout all four quadrants of this area. Locations such as Riegert Square, as they redevelop, should incorporate design guidelines in line with elements (building massing, scale, design, materials, etc.) used in the Village Green area. Access management should also be considered in the form of reducing/consolidating curb cuts for strip centers and larger properties undergoing redevelopment.

Figure 4-7 identifies key recommendations for this corridor. Figure 4-8 identifies the proposed future land use for the Town Center. Existing zoning, for reference, is located in the Land Use and Zoning chapter in Figure 3-5.

Figure 4-7. Key Recommendations — Town Center



Figure 4-8. Future Land Use Map — Town Center

Legend

- Future Land Use
- Suburban Neighborhood Single Family
 - Medium Density Residential
 - High Density Residential
 - Office
 - General Commercial
 - Mixed Use
 - Parks, Recreation and Open Space
 - Public
 - Semi-Public Institutional
 - Waterways



Data Source: City of Fairfield GIS

Source: Esri, DigitalGlobe, GeoEye, Earthstar



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Town Center Implementation Strategies

Strategy TC-1 Revise or establish standards, codes, regulations or design guidelines that address the high visual quality for all quadrants of the Town Center area.

Strategy TC-2 Revisit the Town Center Development Plan to determine what aspects of the plan remain viable and update as needed.

Strategy TC-3 Proactively identify and promote available sites and opportunities for new development and redevelopment.

Strategy TC-4 Undertake a connectivity plan to ensure pedestrian and bicycle access in all areas of the Town Center.

Strategy TC-5 Open discussions with the City of Hamilton on the possibility of passive open space in its wellfield site at Nilles Road and Wessel Drive.



Top: Town Center wayfinding sign located on Pleasant Avenue

Bottom: Fairfield Community Arts Center constructed in 2005 following the design guidelines established for the Town Center

Attachment: Fairfield Forward draft 10.31.19 (1385 : Fairfield Forward)

3. John Gray/Pleasant

What We Heard



- There is a need for more sidewalks and bike trail connections through the area
- Avoid fast-food restaurants, auto-related uses, and large-scale buildings
- Maintain a residential buffer for any development along the west side of Pleasant Avenue
- Create stronger design standards to make sure new buildings have a quality design
- Establish a physical gateway presence in this location

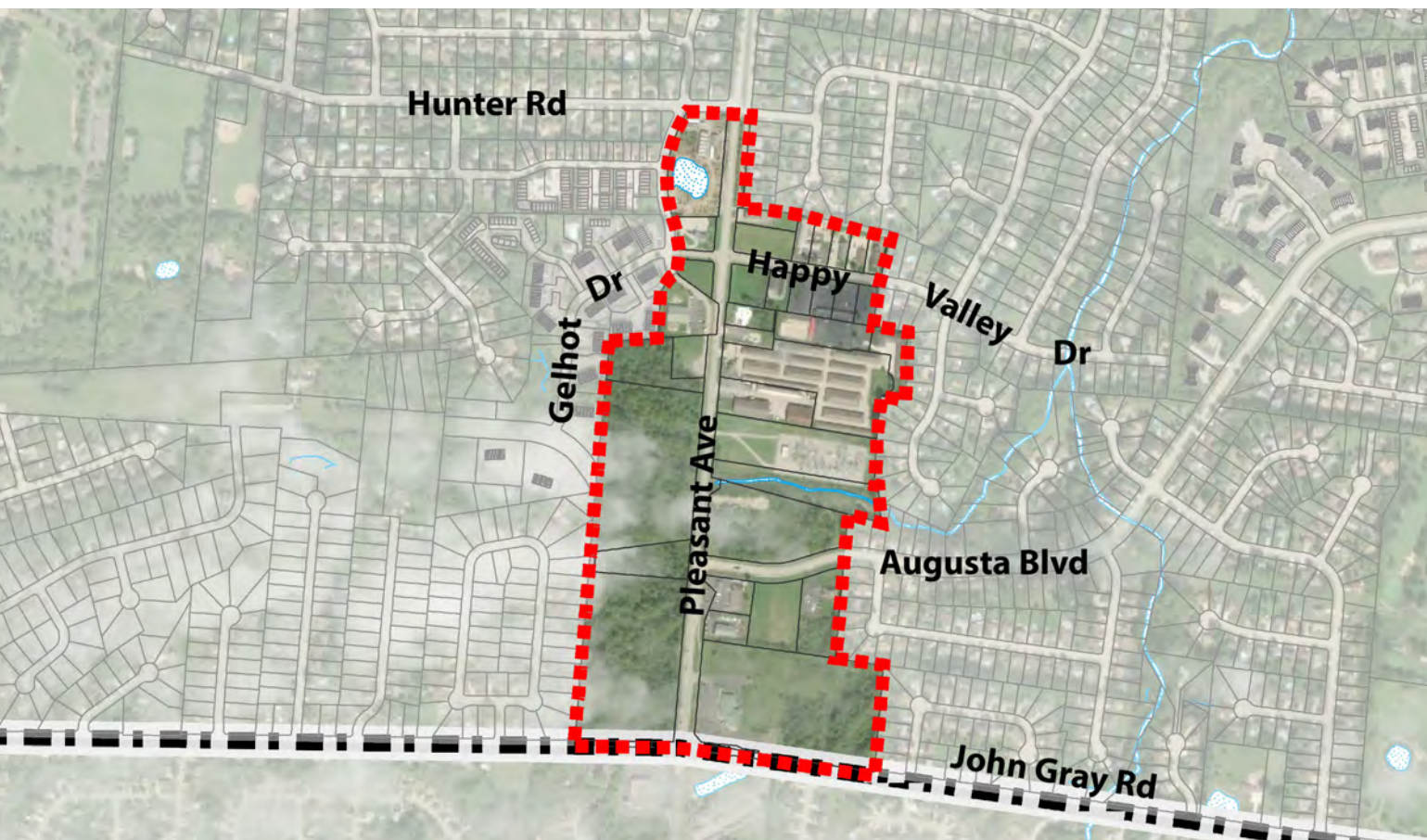
The John Gray/Pleasant area is a small-scale gateway into Fairfield that directly links Interstate 275, 1.5 miles to the south, with the Town Center via Pleasant Avenue. This entrance also provides more direct access to residential neighborhoods without the heavier commercial traffic found on Route 4 and South Gilmore Road, with many residents using Pleasant Avenue as their primary access road to the city. Residents noted during public input that the intersection of Pleasant Avenue and John Gray Road is highly congested with lengthy back-ups on Pleasant Avenue during peak hours.

This small area is currently defined by 24 acres of undeveloped land, mainly on multiple contiguous properties on the west side of Pleasant Avenue and several small commercial and office uses are located on the eastern and northern properties of this area. The primary zoning in this area is C-1 (Neighborhood Business) and B-1 (Institutions and Office), allowing for the continuation of these small scale uses.

John Gray/Pleasant Vision

The John Gray Road/Pleasant area is a main gateway into Fairfield, providing access to many of the city's residential neighborhoods, parks, and the Town Center, that will be a well-designed, small-scale mixed-use area supported by low intensity retail and services that support the surrounding neighborhoods, and low to medium density residential uses.

Figure 4-9. John Gray/Pleasant Study Area



John Gray/Pleasant Goals

GOAL JGP 1 Provide a comprehensive, safe, convenient, well-balanced and financially feasible transportation system.

- **Policy 1.1** Require developers to participate in infrastructure improvements as new development occurs.
- **Policy 1.2** Require all new development that generates 100 or more peak hour trips to submit a traffic impact study for city review and require the developer to participate in improvements to help reduce congestion at AM and PM peak hours that may be further worsened by new development.
- **Policy 1.3.** Coordinate roadway improvement projects within the Pleasant/Hamilton Avenues corridor with Hamilton County and the Ohio Department of Transportation.



Top to Bottom: 1) Mountain bike trail at Harbin Park;
2) Hunter Road, leading to Harbin Park, has a narrow sidewalk and no bicycle lanes; 3) Current gateway heading north on Pleasant Avenue at John Gray Road.

GOAL JGP 2 Undertake a comprehensive approach to the design of pedestrian, bicycle, and vehicular traffic flow through this area.

- **Policy 2.1** Provide pedestrian and bicycle connectivity to, within, and through this area with sidewalk and pathway systems.
- **Policy 2.2** Provide pedestrian and bicycle connectivity to Harbin Park through this area.
- **Policy 2.3** Encourage the use of service streets that provide access to and from land uses off John Gray Road to keep the number of curb cuts at a minimum.

GOAL JGP 3 Require that new development and redevelopment meet the high standards of design expected by the community from a visual and quality perspective for this primary gateway into the city.

- **Policy 3.1** Establish new design standards for the area that focus on high-quality building and site design, landscaping, lighting, and signage.
- **Policy 3.2** Balance design requirements for private developments with public investment in streetscape improvements for a comprehensive approach on both public and private property.
- **Policy 3.3** Develop a gateway feature at the corporation line welcoming both residents and visitors to the city.
- **Policy 3.4** Require utilities to be located underground for new development, and for all other development, encourage utilities to be relocated underground or consolidated and relocated to one side of the street to minimize the visual clutter, whenever financially feasible.
- **Policy 3.5** Encourage the coordinated planning of the parcels on the west side of Pleasant Avenue that avoids a piecemeal approach to development.

Attachment: Fairfield Forward_draft_10.31.19 (1385 : Fairfield Forward)

GOAL JGP 4 Encourage small scale land uses that provide a wide variety of goods, services, and opportunities for all ages, with a focus on local businesses.

- **Policy 4.1** Focus on attracting non-fast food restaurants, neighborhood retail and service type establishments.
- **Policy 4.2** When proposed, permit only drive-through establishments that do not create a demand for long vehicle stacking lines or generate traffic that degrades the level of service on the road network in the area or negatively affect surrounding residential neighborhoods.

GOAL JGP 5 Establish strong buffering requirements between nonresidential uses and any existing residential neighborhoods to protect residential property values and their quality of life.

- **Policy 5.1** Review zoning code regulations and revise as necessary to ensure that the appropriate standards are in place for buffering and screening between incompatible uses.
- **Policy 5.2** Require the preservation of mature trees when properties are developed or redeveloped, to the fullest extent possible.
- **Policy 5.3** Encourage screening for utility substations to create an aesthetically pleasing appearance.

GOAL JGP 6 If residential uses are proposed, encourage housing in this area that includes patio homes and cottage homes as a transition between Pleasant Avenue and surrounding single-family detached residential neighborhoods.

GOAL JGP 7 Discourage automobile-related businesses (e.g. gas stations, car washes, auto repair, etc.) and self-service storage facilities from locating in this area.



Self-storage warehouse on Pleasant Avenue, north of John Gray Road

John Gray/Pleasant Future Land Use

The following page represents the future land use pattern for the John Gray/Pleasant area. This location is the smallest of the four small areas, representing approximately 88 acres. It is also surrounded by well-established residential development on all four sides. Because of this, and because it is a gateway into Fairfield, well designed, mixed-use development is encouraged for this area that includes neighborhood retail, service, office and residential uses in a coordinated manner with limited curb-cuts. This will ensure the most efficient and economical use of this area upon development and redevelopment.

Residents stated during the public input process that they would like to see the low intensity scale

maintained in the long-term, with a focus on local businesses over those uses that generate high volumes of traffic, such as fast food restaurants, in a bid to minimize traffic congestion. Ideally, enhancements to the traffic circulation will include the use of service drives behind businesses that access John Gray Road supplemented with more sidewalk and bike trail connections that link the adjacent neighborhoods to new business development.

Figure 4-10 identifies key recommendations for this corridor. Figure 4-11 identifies the proposed future land use for the John Gray/Pleasant area. Existing zoning, for reference, is located in the Land Use and Zoning chapter in Figure 3-5.

Figure 4-10. Key Recommendations — John Gray/Pleasant

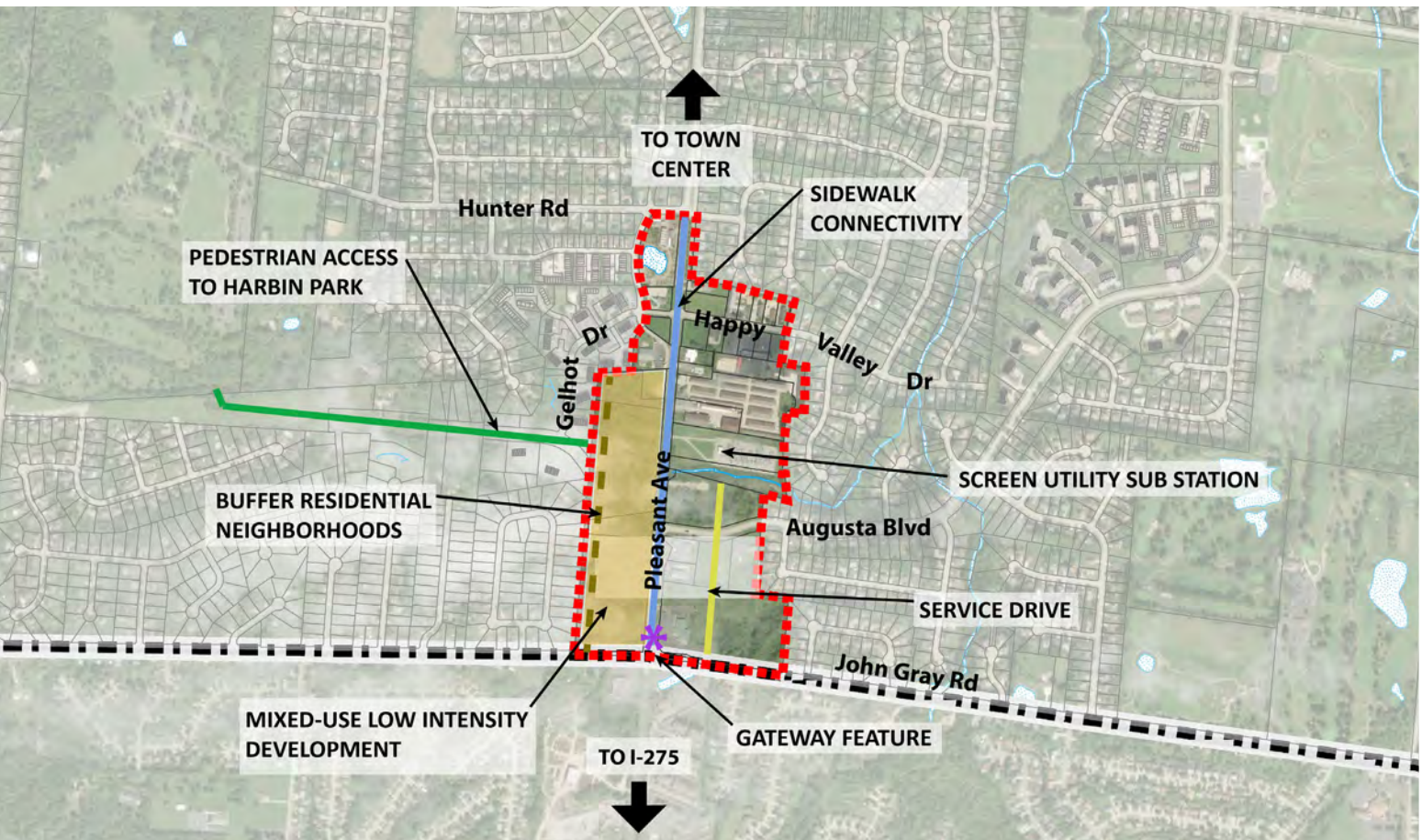


Figure 4-11. Future Land Use Map — John Gray/Pleasant



Legend

Future Land Use

- Suburban Neighborhood Single Family
- Medium Density Residential
- High Density Residential
- Neighborhood Commercial
- Mixed Use
- Parks, Recreation and Open Space
- Public
- Semi-Public Institutional
- Waterways



Data Source: City of Fairfield GIS



City of Fairfield, Ohio

August 28, 2019



Future Land Use - John Gray/Pleasant

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During the public input process, the community stated that any residential development should be single-family, such as patio homes, that is integrated in a mixed-use development. It was also noted that any development along Pleasant Avenue in this area must protect existing adjacent residential neighborhoods through the use of appropriate buffering implemented by the new development or redevelopment activities.

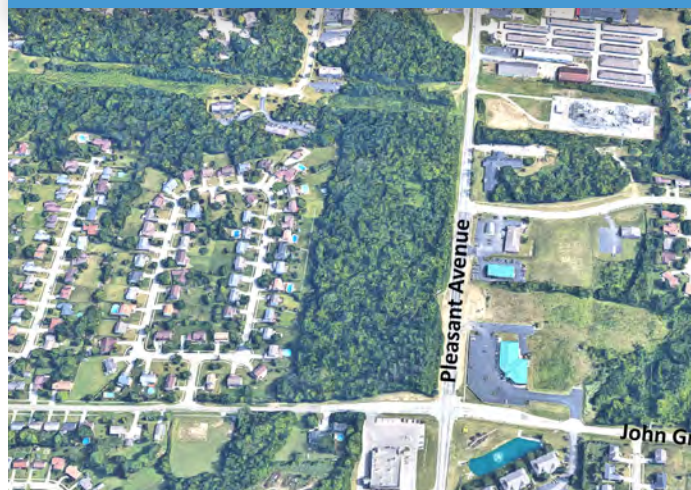
John Gray/Pleasant Implementation Strategies

Strategy JGP-1 Revise or establish standards, codes, regulations or design guidelines that address the high visual quality for all development and redevelopment in the John Gray/Pleasant area, including phasing out billboards, buffering, preserving trees, and reducing automobile-oriented uses and self-service storage facilities.

Strategy JGP-2 Encourage the application of a PUD on key parcels of land in the John Gray/Pleasant area to establish a comprehensive approach to mixed land use, pedestrian connectivity, open space preservation and access management. The city should investigate the creation of a concept plan for the undeveloped parcels west of Pleasant Avenue south of Gelhot Lane to the city boundary.

Strategy JGP-3 Engage in discussion with Duke Energy to provide adequate screening of the utility substation visible from Pleasant Avenue.

Strategy JGP-4 Develop a gateway plan for this primary entrance into the city.



Top: Undeveloped land on the west side of Pleasant Avenue

Bottom: Unscreened Duke Energy substation located on Pleasant Avenue

4. South Gilmore/Mack

The South Gilmore/Mack area is both a gateway into Fairfield and a major regional business activity area. It shares a common boundary with the City of Forest Park to the south, near I-275. While many identify the area with the former Forest Fair Mall, only one third of this largely vacant mall is located within the City of Fairfield.

In addition to the mall and surrounding commercial businesses and restaurants, the area contains three of Fairfield's top 10 largest employers in 2019 with over 5,200 combined employees (Cincinnati Financial, Veritiv, and Mercy Health Fairfield Hospital). These businesses serve as positive examples of economic development and community growth in the city with high-paying professional office and medical jobs. These businesses are also heavy traffic generators, producing congestion on the roadways both in and outside this small area during peak travel times. Several major roadway improvements have been completed near the I-275 interchange to alleviate this congestion.

This area is also the location of two of the largest undeveloped properties of land in the city - the Heine Property and the Benzing Property. Located at the southwest corner of Mack and South Gilmore Roads, the Heine property is comprised of approximately 110 acres of undeveloped prime, relatively flat land with singular ownership and easy interstate access. Another significant undeveloped property, known as the Benzing Property, is located at the northeast corner of Mack and South Gilmore Roads, directly west of Mercy Health Fairfield Hospital. This 27 acres of gently rolling topography is highly visible from both Mack and South Gilmore Roads. It is also easily accessible by I-275 to the south.

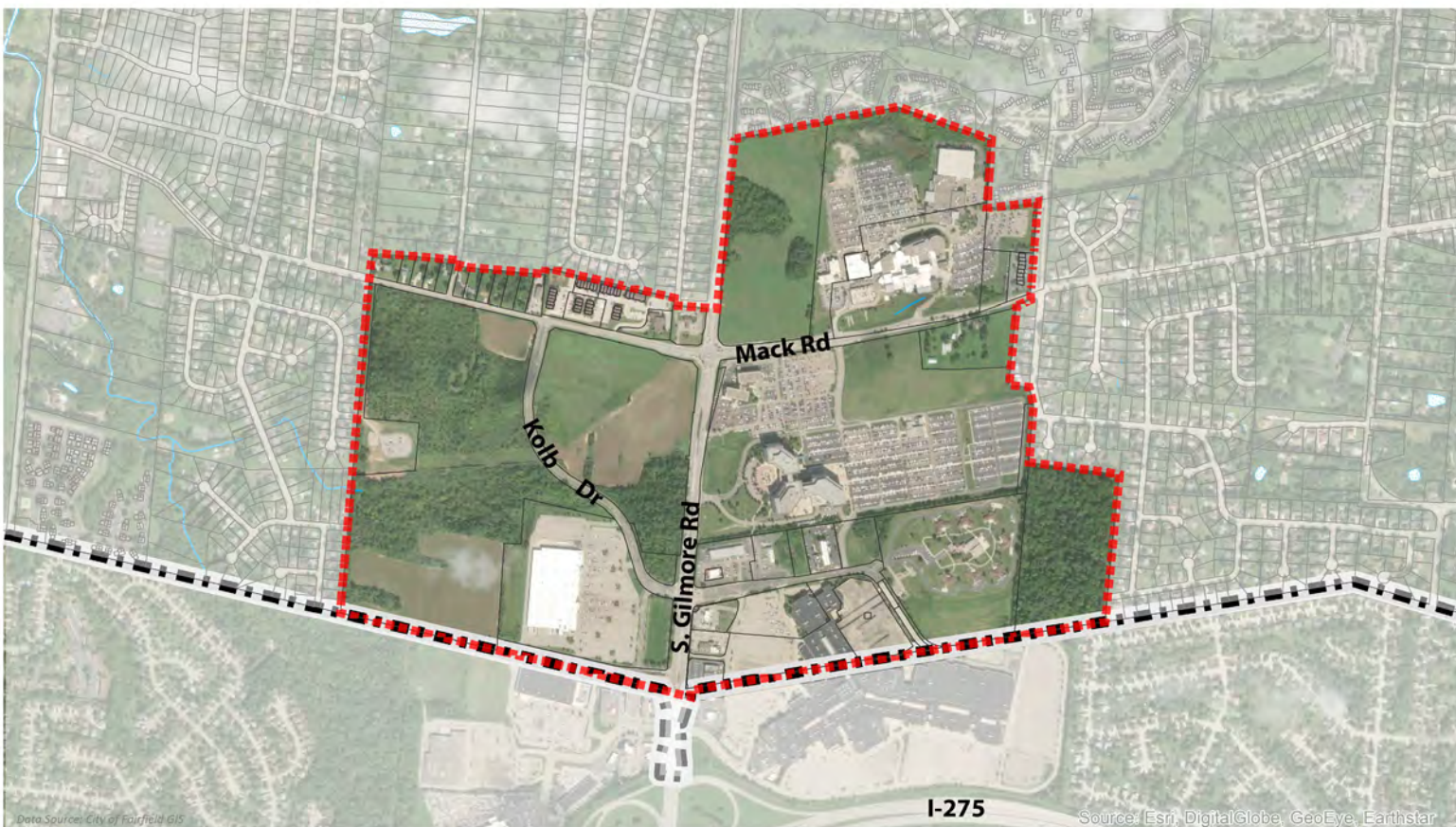
Given the history of development within this study area, there are three major questions that need to be addressed: 1) What is the future of two of the city's largest pieces of highly visible, undeveloped land (the Heine and Benzing Properties); 2) How should the mall redevelop; and 3) How can the city continue to mitigate ongoing traffic issues in this area that will result from the development of these properties?

South Gilmore/Mack Vision

The South Gilmore/Mack area is a primary gateway entrance into Fairfield with close proximity to the interstate, contains high traffic volume generating businesses, and is a regional draw. It will have strong design standards for development, but also have flexibility to accommodate a range and intensity of uses that are compatible with, and support the current office and medical land use patterns.



Figure 4-12. South Gilmore/ Mack Study Area



What We Heard

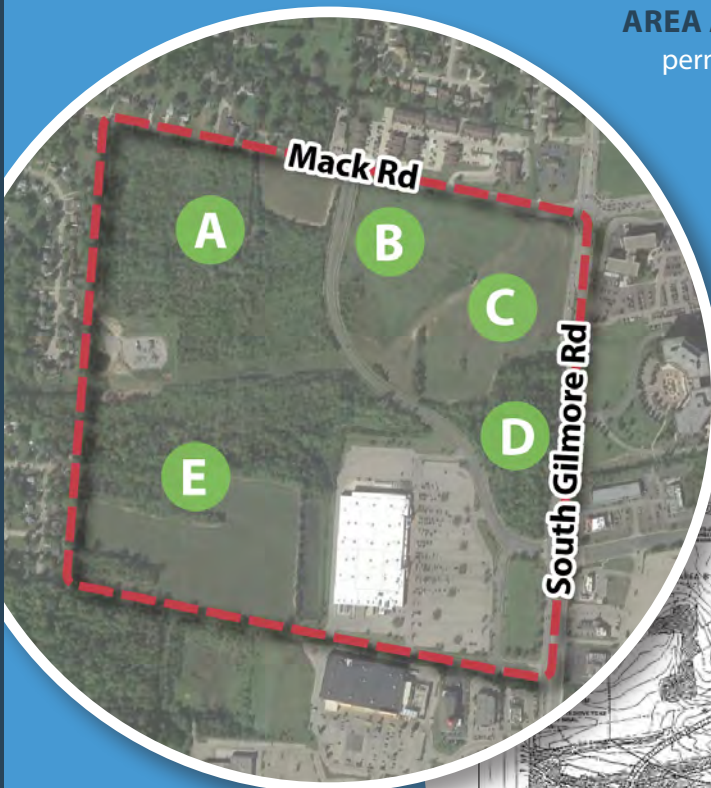


- This is an area with many future development and redevelopment opportunities
- Address ongoing traffic issues throughout the area, including evaluation of traffic signal monitoring and street design
- Work with the property owner and the City of Forest Park on redevelopment opportunities for the former Forest Fair Mall
- Integrate green space in the area
- Encourage the controlled development of large parcels of land through a planned unit development process

Heine Property PUD

A Planned Unit Development (PUD) is a zoning tool used by cities to promote large scale development that is coordinated in design and usage. PUDs typically take on a variety of forms including mixed use development, cluster housing combined with permanent open space, or larger scale commercial and office developments, requiring detailed review with respect to design and infrastructure.

The Heine property currently has a PUD designation approved in 1995. Because of the amount of time that has passed since the approval of this PUD, the city should conduct a thorough review of this plan to determine whether the proposed uses are still relevant in today's marketplace. The currently approved PUD divides the property into five areas, with a variety of conditions, which promote a mix of uses as follows:



1995 Heine Property PUD

AREA A – Elderly housing, single-family homes or other uses permitted in a B-1 District.

AREA B – Office, research, office campus or other uses permitted within the B-1 District.

AREA C – Corporate office or corporate office park or other uses permitted in the B-1 District.

AREA D – Sit-down restaurants or other uses approved by the city except fast food, drive-through/drive-in restaurants.

AREA E – Hotel or hotel and conference center, office complex or office campus, sports medicine center, elderly housing or other uses permitted within the B-1 District.



Former Forest Fair Mall Site

In 1989, a 1.5 million square foot shopping mall was built on the border of the Cities of Fairfield and Forest Park, directly north of I-275 on South Gilmore Road. It was the second largest mall in Ohio at the time of construction and opened to great fanfare despite only a 33 percent occupancy, ultimately reaching a peak of 65 percent occupancy. Most commonly known as Forest Fair Mall, this shopping mall has continued to see decline in occupancy, changes of ownership, and changes in name (Forest Fair Village, Cincinnati Mall, Cincinnati Mills) after the original owner filed bankruptcy a year after opening. Upon opening, there were five anchors; today two anchors remain, Kohls department store (opened in 1994) located in Fairfield and Bass Pro Shops (opened in 2000) located in Forest Park. Neither of these two existing anchors were part of the original occupancy. The remaining portions of the mall are largely vacant.

The property benefits from:

- High visibility from I-275 and South Gilmore Road and exceptional access.
- Infrastructure is in place to fully support new development or redevelopment, including utilities and roads.
- This segment of I-275 at South Gilmore and Winton Road has an average daily traffic count of almost 100,000 vehicles per day.
- Three of Fairfield's largest employers are located directly north of this property.



This is a large, high profile site with redevelopment opportunity which, in its current state, is a blighting factor at a primary gateway into the City of Fairfield. As such, the city must make it a priority to partner with the City of Forest Park, Butler County, Hamilton County, REDI Cincinnati, the Cincinnati Port Authority, affected school districts and other stakeholders to develop a vision and plan for this blighted property. Reuse, repurposing, or a comprehensive redevelopment of the site should all be considered.

South Gilmore Road/Mack Road Goals

GOAL SGM 1 Encourage a mixed-use environment that includes non-retail alternatives such as high-tech businesses, medical, office space, and small-scale flex office-industrial space. Limited areas of support retail and services are also appropriate. Upscale, higher density housing may be considered as a transitional land use between the more intensive corridor uses and single-family residential neighborhoods.

- **Policy 1.1** Revisit the Heine Property Planned Unit Development (PUD), located at the southwest corner of South Gilmore and Mack Roads, and consider updates, as needed, to reflect the vision, goals and policies of this Plan and to account for any changes in the economic market.
- **Policy 1.2** Develop a reuse plan for the former Forest Fair Mall property that includes a sustainable mixed-use development that does not rely solely on one major land use.
- **Policy 1.3** Consider limited flex office-industrial space only at appropriate locations where not directly visible from Mack and South Gilmore Roads.
- **Policy 1.4** Encourage alternative type restaurants, such as higher end dining, as opposed to the traditional quick service restaurants to provide a better variety of dining options.
- **Policy 1.5** Require new larger scale developments to plan for and incorporate public gathering spaces or pocket parks.
- **Policy 1.6** Discourage automobile focused businesses (e.g. gas stations, service stations, etc.) and self-service storage facilities from locating in this area.

GOAL SGM 2 Require that new development and redevelopment meet the high standards of design expected by the community from a visual and quality perspective for this primary gateway into the city and encourage planned coordination as opposed to uncoordinated and piecemeal type development.

- **Policy 2.1** Establish new design standards for the area that focus on high-quality building and site design, landscaping, and signage.
- **Policy 2.2** Require utilities to be located underground for new development and for all other development, encourage utilities to be relocated underground or consolidated and relocated to one side of the street to minimize visual clutter, wherever financially feasible.
- **Policy 2.3** Enhance the existing gateway at I-275 and South Gilmore through hardscape and landscaping and establish streetscape design elements in this area.



Gateway landscaping and underground utilities on South Gilmore Road



Traffic control and monitoring at Mack and South Gilmore Roads

GOAL SGM 3 Ensure walkability and connectivity to and within this area to allow residents and the local workforce an alternative mode of travel.

- **Policy 3.1** All new development and redevelopment will contain connected sidewalks and pathways to ensure that the South Gilmore/Mack area is walkable.

GOAL SGM 4 Undertake a comprehensive approach to the design of pedestrian, bicycle, and vehicular traffic flow through this area with an emphasis on the use of service streets that provide access to and from land uses off Mack and Gilmore Roads, where feasible.

GOAL SGM 5 Continue to ensure roadway efficiency as properties develop and redevelop in this area.

- **Policy 5.1** Continue traffic signal monitoring and synchronization, access management implementation through service drives on primary thoroughfares, and curb-cut regulation.
- **Policy 5.2** Require developers to participate in infrastructure improvements as new development and redevelopment occurs.
- **Policy 5.3** Require all new large-scale development and redevelopment (e.g. those developments creating 100 or more peak hour trips) in this area to submit a traffic impact study for city review and require the developer to participate in improvements to help reduce congestion at AM and PM peak hours that may be further worsened by new development.

South Gilmore/Mack Future Land Use

The following pages represent the future land use recommendations for the South Gilmore/Mack area. Well-designed, mixed-use environments are encouraged for this area, that include regional offices, support retail and services, restaurants and medical related facilities uses. Lodging and higher density housing may be appropriate in this area as a transition between the more intensive land use patterns along South Gilmore Road and the residential subdivisions to the west. Controlled access is important to this area to help mitigate the development and redevelopment that is expected for this area.

During the public input process residents expressed a desire to see retail or mixed-use focused redevelopment of the mall; however, the market realities of the overall region identify an alternative approach. This approach would complement the existing employers in the area with additional office, light industrial (research and development, or medical), service, ancillary medical and flex space developments

supplemented with high-end attached housing and smaller scale retail that can serve the local businesses and residents.

Future land use patterns would require a reevaluation of the zoning for this study area, which is currently focused on allowing large scale retail, office, and institutional uses. A full-scale redevelopment of the mall would allow for a comprehensive review of the traffic scenarios in this area to better address traffic issues, and a mixed use land use pattern would allow for multiple, viable uses at different levels of intensity to be developed. A full-scale redevelopment will require coordination with the City of Forest Park, where a majority of the mall property resides.

Figure 4-13 identifies key recommendations for this corridor. Figure 4-14 identifies the proposed future land use for the South Gilmore/Mack area. Existing zoning, for reference, is located in the Land Use and Zoning chapter in Figure 3-5.

Figure 4-13. Key Recommendations — South Gilmore/Mack

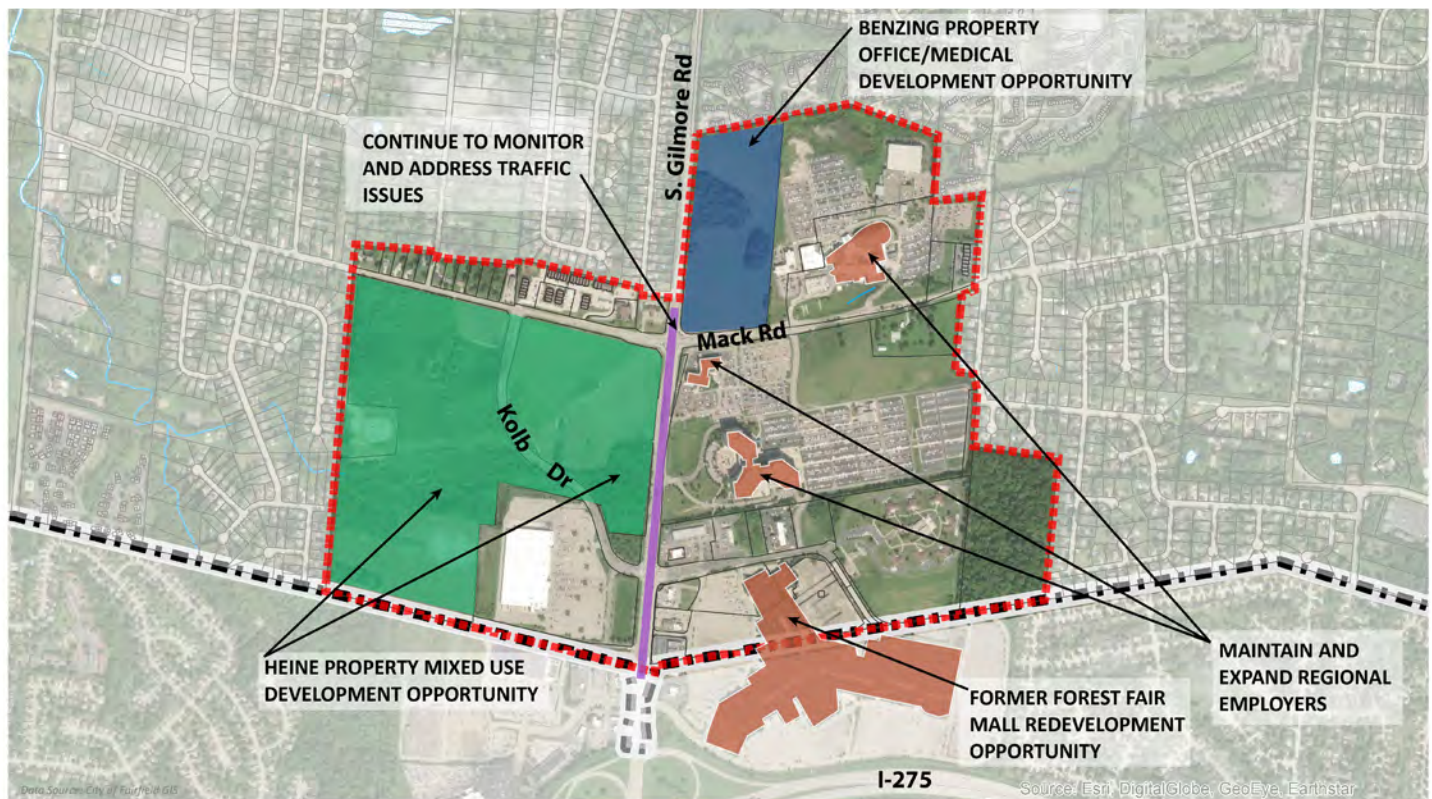


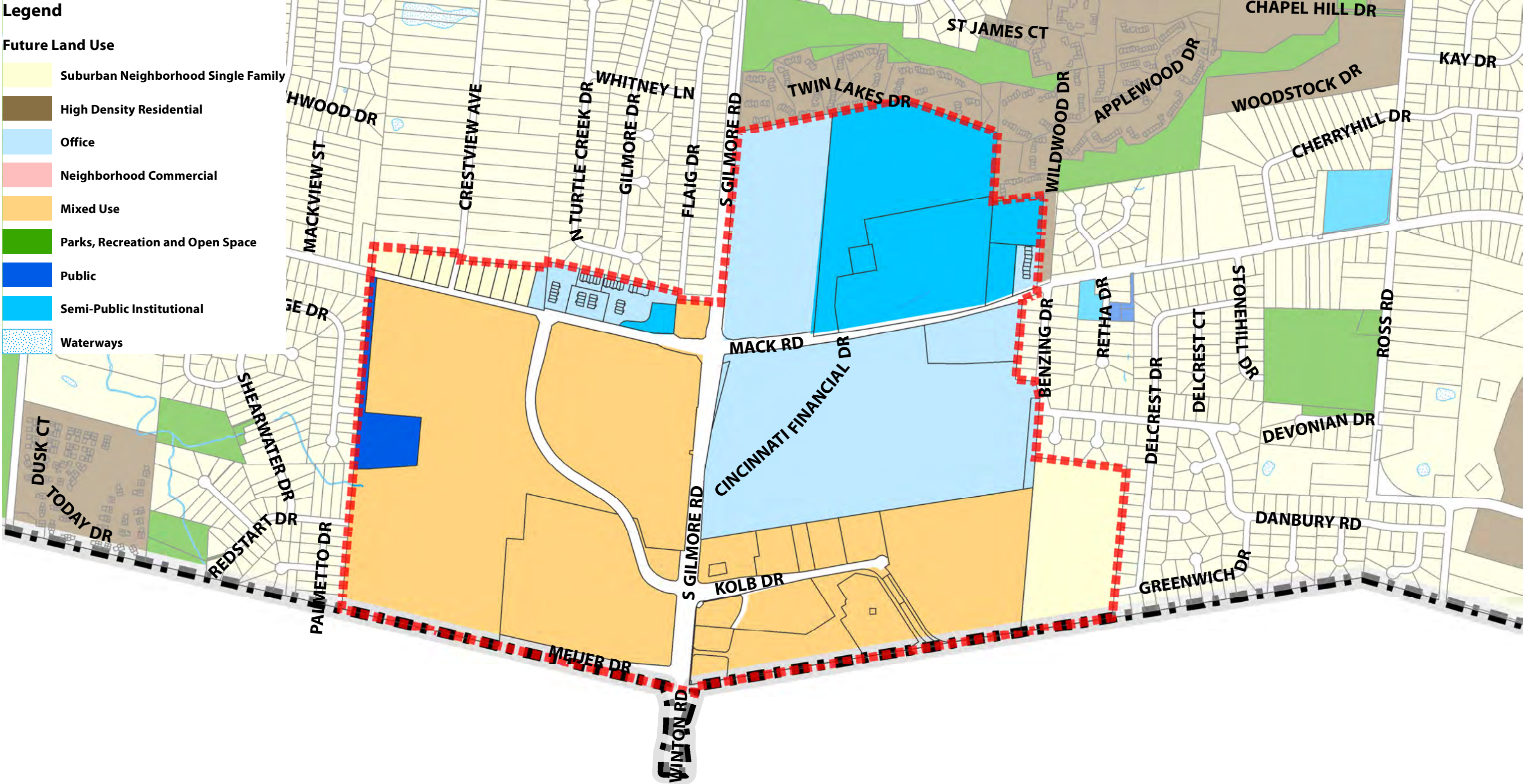
Figure 4-14. Future Land Use Map — South Gilmore/Mack



Legend

Future Land Use

- Suburban Neighborhood Single Family
- High Density Residential
- Office
- Neighborhood Commercial
- Mixed Use
- Parks, Recreation and Open Space
- Public
- Semi-Public Institutional
- Waterways



Data Source: City of Fairfield GIS



City of Fairfield, Ohio

August 28, 2019



Future Land Use - South Gilmore/Mack

Attachment: Fairfield Forward_draft_10.31.19 (1385 : Fairfield Forward)

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South Gilmore/Mack Roads Implementation Strategies

Strategy SGM-1 Collaborate with the owners of the Heine Property PUD to consider updates, as needed, to reflect the vision, goals and policies of this Plan and to account for any changes in the economic market.

Strategy SGM-2 Revise or establish standards, codes, regulations or design guidelines that address the desired high visual quality for all development and redevelopment in the South Gilmore/Mack area.

Strategy SGM-3 Explore partnering with appropriate agencies to fund roadway projects and transportation alternative projects in this area.

Strategy SGM-4 Continue to engage with the major employers in this location to identify and understand their needs regarding services, development and redevelopment efforts.

Strategy SGM-5 Encourage the application of a PUD on other key parcels of land in the South Gilmore/Mack area to establish a comprehensive approach to mixed land use, pedestrian connectivity, open space preservation and access management.

Strategy SGM-6 Continue to collaborate with the City of Forest Park, Butler County, Hamilton County, affected school districts, REDI Cincinnati, and the Cincinnati Port Authority to coordinate development and redevelopment opportunities on the former Forest Fair Mall site.

Strategy SGM-7 Enhance the existing gateway and create a streetscape plan for this small area to create a visually appealing entrance into the city.

Strategy SGM-8 Encourage the comprehensive development and redevelopment of this area through planned coordination of land use, infrastructure and site layout.



Top 10 City of Fairfield employer, Veritiv, located at the southeast corner of Mack and South Gilmore Roads

Attachment: Fairfield Forward draft 10.31.19 (1385 : Fairfield Forward)



Housing

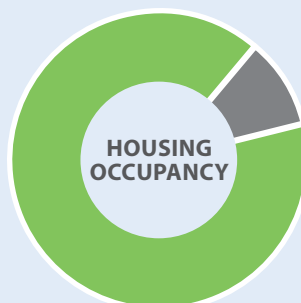
Housing

The mix of housing types in a city is important in order to provide acceptable options for a variety of incomes, household sizes and dwelling preferences. The age and condition of the housing stock are also important to a city for attracting and maintaining a viable residential base. The appropriate mix of housing types will ensure that people can live, work and play in the community.

Housing Profile

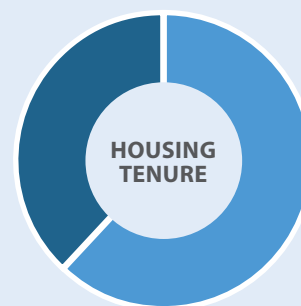
- ✓ There are approximately 18,560 housing units in the city.
- ✓ There are 116 individual phases of single-family residential subdivisions in the city. Single-family residential development began in the 1940s to 1950s in the northern areas of the city due to the close proximity to the City of Hamilton. By the 1960s and 1970s, this type of development was primarily occurring across the middle and southern areas of the city due to the completion of the I-275 expressway.
- ✓ Beginning in 1980 and until today, single-family residential development has been built throughout the city. See the Fairfield Subdivision Map in the appendix for a geographic representation of the city's subdivisions and their decade of development.
- ✓ The peak decade for housing units occurred during the 1970s, when more than 6,000 housing units were constructed to accommodate a large increase in population. The number of new housing units has slowly declined since 1979 in response to a slowing increase in population. Figure 5-1 on page 84 shows the correlation between housing unit construction and population growth.

- ✓ Since 2008, Fairfield has seen an increase of rental property in single-family subdivisions. This trend has a potential to negatively impact the stability of neighborhoods– in particular where landlords do not live in the city. The city should continue to monitor this trend to ensure property maintenance and upkeep.
- ✓ Over 90% of all housing units were occupied as of 2016, consistent with numbers across the state. Of that 90% of occupied units, 66% were owner-occupied. These percentages are similar to national and regional occupancy trends of 87% and 92% respectively. In the city, approximately 34% of housing units were renter-occupied. This rental-occupied percentage is also similar to that of the region (30%).
- ✓ The median housing value of owner-occupied units in Fairfield is \$149,300, while the median gross rent for renter-occupied units is \$863. This is a dramatic increase from 2016 when the values were \$131,900 and \$743, respectively, and is due in part to the continued housing recovery of the Great Recession, which began in 2008. In Butler County, the median value is \$159,800 and the median gross rent is \$823.
- ✓ In 2016, 59.0% of structures were single-family dwellings, which is a slight decrease from 2000, when 60.9% of structures were single-family. Looking back even further, the 1990 Census showed that 59.7% of housing was single-family; so the division between single-family and multi-family dwellings has remained relatively stable since 1990.



10% Vacant
90% Occupied

66% Owner-Occupied
34% Renter-Occupied

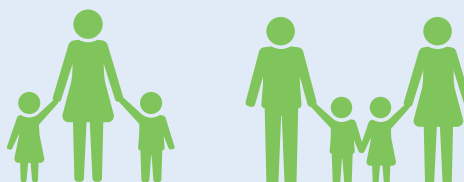


The median

housing value

(\$149,300) and rents (\$863/month) continue to

increase.



Most households in Fairfield (66 percent) are

families.

Figure 5-1. Population and Housing Units Built by Decade

Attachment: Fairfield Forward_draft_10.31.19 (1385 : Fairfield Forward)

- ✓ In Fairfield, 66% of households are comprised of families, either with a married couple or with single householders with children. The city's percentage is similar to what is seen across the county and state.
- ✓ In 2000, 13% of households were single householders with children while in 2016, that number has increased to almost 17% of households.
- ✓ Unlike the national trend of a shrinking household size, the average household size in Fairfield has slightly increased. Understanding trends in household size is important, as it correlates to an existing and future need for certain types of housing. Larger household trends, if they continue, often require larger dwellings.

WHAT THIS MEANS

HOUSING ANALYSIS

An aging housing stock may present multiple issues with respect to maintenance and upkeep, and a lack of diversity of housing types for new residents as newer housing types (patio homes, cottage homes, townhomes, etc.) may not be available in the current housing stock. This could unexpectedly lead to a lack of age and occupation diversity. However, compared to the other large cities in Butler County (Hamilton, Middletown), Fairfield's housing is somewhat newer, on average.

The fact that Fairfield has a higher number of apartment buildings and rental properties could potentially be an issue, as some public feedback has pushed back against new multi-family buildings. With an older population, there will likely be more of a demand for some type of housing that falls between single-family detached housing on a quarter acre lot and larger apartment complexes.

The composition of households in Fairfield has remained stable, even with some slight changes in the number of single-parent households and household sizes. Changes in the types of new housing the city supports will be one of the factors that could affect household composition in the future. If there is a push for smaller homes or more attached housing, it is likely that there will be a decrease in household sizes and potential shift in the division between family and non-family households.



Housing and Neighborhood Goals and Policies

GOAL HN 1 Protect and preserve existing residential neighborhoods.

Policy 1.1 Require that infill housing is compatible with the surrounding housing and with the general characteristics of the neighborhood, including setback, scale, and materials.

Policy 1.2 Ensure that adequate buffering is established to protect neighborhoods from incompatible land uses and development.

Policy 1.3 Continue to maintain a comprehensive set of standards for maintenance of property and buildings.

Policy 1.4 Continue to be proactive in code compliance and inspection programs to mitigate and eliminate maintenance issues, zoning and building code violations.

Policy 1.5 Create incentive programs for the rehabilitation of existing single-family homes to maintain and sustain a viable housing stock now and in the future, and include programs encouraging green principles in both the housing structure and on the parcel.

Policy 1.6 Promote strong residential neighborhoods through public investments in physical improvements (e.g. streetscapes) and through public policy decisions intended to protect and preserve existing neighborhoods.

GOAL HN 2 Encourage a range of housing choices and types that satisfy market demand and let residents continue to live in Fairfield across different life cycle stages for current and future residents.

Policy 2.1 Support an adequate supply of housing to meet the needs, preferences, stages of life and financial capabilities of Fairfield's households now and in the future.

Policy 2.2 Allow opportunities for residents to live and work within close proximity.

Policy 2.3 Encourage walkable neighborhoods, with appropriate levels of sustainable density, close to centers of activity (schools, retail and service, etc.) in appropriate areas.

Policy 2.4 Target single-family detached, patio homes, townhomes and similarly low-intensity residential uses for new residential developments.

Policy 2.5 Promote a higher level of owner-occupied housing compared to renter occupied housing units.



Patio home example which may be suitable for Fairfield

GOAL HN 3 Strive toward a housing mix ratio of 70% single-family residential and 30% multi-family residential.

GOAL HN 4 Encourage housing and site development that supports sustainable development patterns by promoting the efficient use of environmentally responsible and sustainable building materials and technology.

Policy 4.1 Encourage and promote resource efficient technologies and materials in housing construction that increase the useful life of new and existing housing and reduce costs for energy usage.

Policy 4.2 Encourage sustainable site development through the introduction of smart growth, new urbanism, and green building principles.

GOAL HN 5 Identify viable land suitable for residential development given the limited amount of developable land left in the city.

Policy 5.1 Revisit the Gray Road study to ensure that it is still applicable regarding future development of the southwest portion of the city.



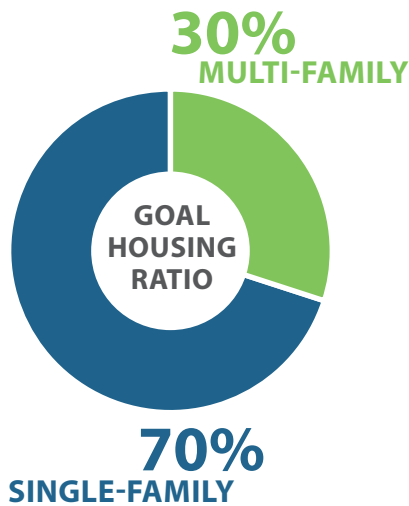
Top: Example of a bioswale to reduce surface water runoff into stormwater system

Bottom: Example of a residential solar panel

What We Heard



- No more multi-family apartment complexes
- Continue to enforce building and property maintenance codes
- Provide/update existing condo and townhouse complexes to appeal to all ages
- Higher end single-family detached houses and patio homes are needed
- More senior housing is needed
- Affordable housing for all
- Encourage green and sustainable building materials



The City of Fairfield adopted a ratio policy for housing in 1993 in response to over-saturation of apartment and condominium developments that were leading to a strain on city services, becoming increasingly burdensome and fiscally difficult to maintain.



Housing Plan

Housing is the most basic building block of neighborhoods. The type, value, age, condition, availability, and tenure of housing units establishes the character of the neighborhood and greatly influences Fairfield's ability to attract and retain residents and businesses. A well-maintained and preserved single-family housing stock will ensure long-term stability in the city. The city needs to be proactive to achieve the goal of a 70% single-family/30% multi-family ratio. This can be accomplished, in part, through the rezoning of undeveloped residential property that is conducive to single-family detached dwellings.

Housing resources should be closely tied to existing and future land use patterns and located in areas where the quality of residential life is not adversely impacted by businesses and industry. Housing policies should be considered with respect to changing demographics so that the types and costs of housing desired by individuals of all ages and lifestyles can be adequately accommodated. Housing should also be considered in areas where residents can live near their places of employment, minimizing travel times and congestion on local roadways.

Housing in Fairfield is fairly affordable, with a median housing value of \$149,300 and is primarily single-family residential, with 59% of all housing being single-family detached. The housing stock in Fairfield is also aging with only 25% of the housing stock being newer than 30 years. New housing types and options (e.g. a variety of sizes, styles, stories, and price points) must be considered in order to provide a comprehensive housing stock for all who desire to live in Fairfield.

Providing a variety of housing choices will offer opportunities to a wide variety of socioeconomic groups. These types can range from housing for Fairfield's service employment base to housing for professional and management employees. It will provide housing opportunities for new residents and provide opportunities for those living in Fairfield who, through a lifestyle change, need a different housing type and desire to remain in the city.

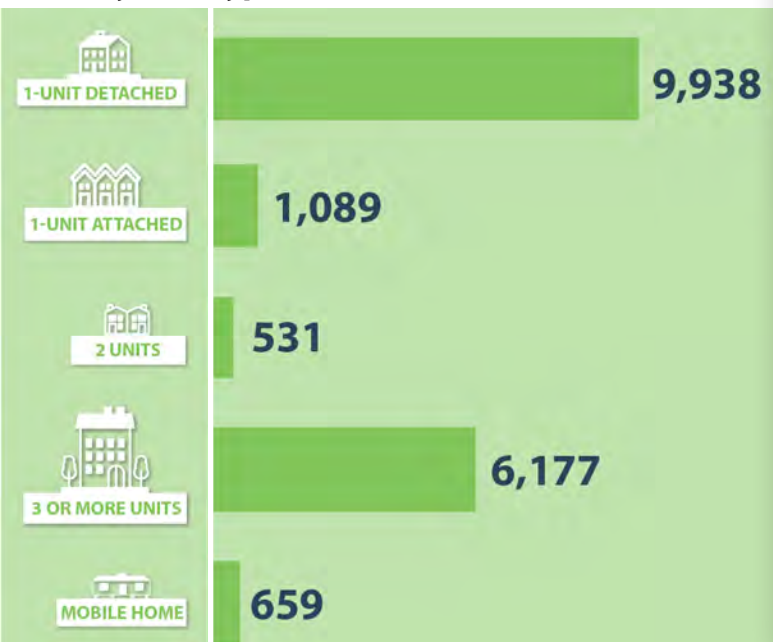
Types of Units

Public input throughout this planning process has identified that single-family dwellings continue to be the preferred housing type for the city in the future. This type of housing can be of varying densities:

traditional detached single-family dwellings, patio homes, cottage homes, and townhomes were all mentioned as acceptable types by the public, depending on location. Denser land use patterns for single-family residential units, such as townhomes or patio homes, should be located closer to higher intensity land use patterns such as office or commercial land uses. The quality of durable and sustainable building materials, design of housing, and continued maintenance are of paramount importance.

With respect to multi-family dwelling units (38% of the housing stock), the city currently has many developments ranging from duplexes to buildings of 20 or more units. Public input during this planning process has identified that the city has enough multi-family options and that additional units are not needed. It was stressed, however, that these multi-family developments must continue to be maintained and modernized as many were constructed in the 1970s and 1980s and are showing signs of age and wear.

Figure 5-2. 2018 Housing Breakdown by Unit Type



REPRESENTATIVE TYPES OF HOUSING

Single-family detached dwellings



Duplex dwellings



Townhomes



Older multi-family developments





Example of a newer single-family housing in Fairfield

New and Infill Housing

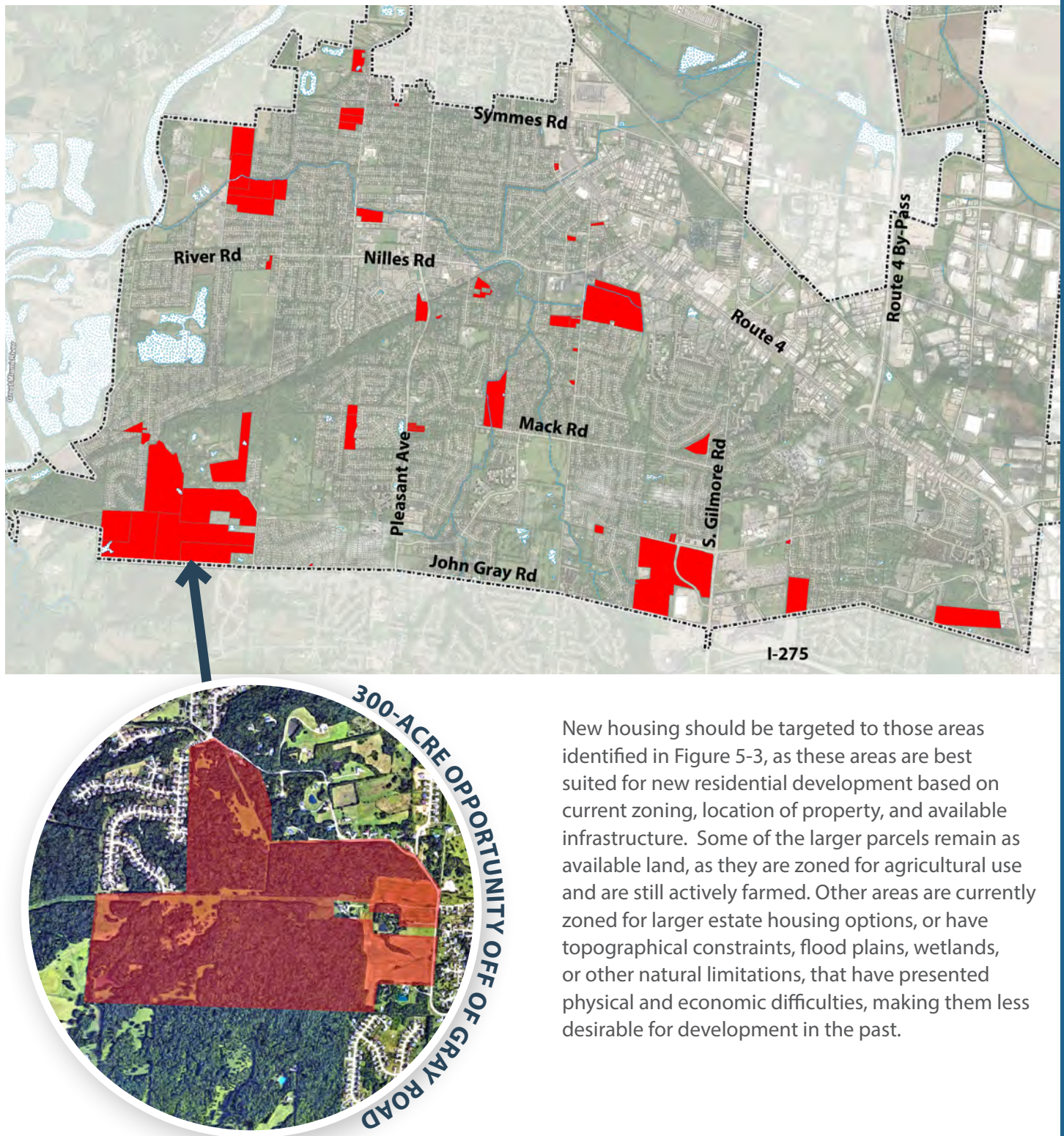
Fairfield is a maturing city that is slowly reaching full build-out. As a result, limited land exists for new greenfield development, much less residential development. While there is still land available for the development of traditional subdivisions, it is limited. The city will need to focus on other options for new residential development, such as infill on a lot-by-lot basis on vacant parcels, tear down and rebuild of existing houses, and cluster type housing in mixed-use developments. Infill housing should be respectful of the existing surrounding residential dwelling units and are expected to be compatible in size, materials, and character with surrounding housing units.

An analysis of areas suitable for new and infill residential development based on land availability, current zoning, and land use patterns, has identified approximately 700 acres appropriate for residential development and approximately 1,800 new residential

units can be accommodated within the City of Fairfield. These new units can range in number from a single infill lot in an established subdivision to approximately 800 units in a grouping of parcels in the southwest corner of the city off of Gray Road. This location, identified in the photo on the right, presents a challenge with steep terrain and woodland, and no existing public sewer or water mains, resulting in some unbuildable areas or areas worthy of preserving. A study was conducted in 2012 that included this Gray Road area to determine future sewer infrastructure potential given steep slopes. The Gray Road Sewer Service Study identified that approximately 230 acres of the 302 acres are buildable, based on sanitary sewer infrastructure restrictions.

The analysis identified a possible population increase of approximately 4,500 individuals based on minimum lot sizes ranging from 12,000 – 15,000 square feet and current household population trends.

Figure 5-3. New and Infill Housing Locations



New housing should be targeted to those areas identified in Figure 5-3, as these areas are best suited for new residential development based on current zoning, location of property, and available infrastructure. Some of the larger parcels remain as available land, as they are zoned for agricultural use and are still actively farmed. Other areas are currently zoned for larger estate housing options, or have topographical constraints, flood plains, wetlands, or other natural limitations, that have presented physical and economic difficulties, making them less desirable for development in the past.

Implementation Strategies - Housing and Neighborhoods

STRATEGY HN-1

Utilize available federal, state and local programs to assist in improving or maintaining existing housing stock.

STRATEGY HN-2

Revise or establish standards, codes, regulations or design guidelines that address the quality of housing, continued stabilization of neighborhoods, maintenance and protection of neighborhood, and community character, including neighborhood compatibility regulations for infill housing.

STRATEGY HN-3

Consider adopting LEED for Neighborhood Development (LEED-ND) standards for residential developments.

STRATEGY HN-4

Develop an inventory of infill housing sites/undeveloped land remaining that is viable for single-family residential development.

STRATEGY HN-5

Work with developers and real estate agents to determine and encourage the appropriate types of market rate housing for the city.



Transportation

Transportation

Fairfield's transportation infrastructure features a well-maintained roadway system with a 22.8-minute average commute to work. The City of Fairfield has direct access to I-275 and is minutes from I-75, providing quick and convenient access to and from the city.

A transportation system should be well balanced and include motor vehicle access, public transportation, sidewalks, and bike paths. Public input throughout the planning process has identified that while it is relatively easy to get to and around the city, there are some transportation issues that need to be addressed.

Better and more comprehensive pedestrian connectivity and access management are two of the issues that had the highest amount of feedback during the planning process. True connectivity encompasses all modes of transportation to link people to housing, employment, goods,

services and recreational opportunities. The future design of the transportation system for Fairfield should be right-sized for the traffic and environment it is serving and transport people where they need to be whether walking, bicycling, driving or using public transportation.



Elements of a well planned transportation system

Transportation Profile

- ✓ Fairfield is served by a comprehensive hierarchy of roadway networks including:
 - Regional Thoroughfares - major connectors that link Fairfield with other population centers in the southwest portion of the state. The movement of traffic is the primary function of a Regional Thoroughfare and is generally the highest traffic volume corridor. Route 4 and the Route 4 By-Pass are two examples of this type of thoroughfare.
 - Primary Thoroughfares – state roads designed to serve through traffic in a similar manner to regional thoroughfares, but at lower traffic volumes and fewer travel lanes. Pleasant Avenue, Nilles Road, Mack Road, and South Gilmore Road are examples of primary thoroughfares.
 - Secondary Thoroughfares – primarily city streets designed to connect neighborhoods to thoroughfares. River Road, North Gilmore Road and Winton Road are examples of this type of roadway.
 - Collectors – city roads intended to serve the properties that directly abut them or that are used for short distance trips. Resor Road, Woodridge Boulevard, John Gray Road and Gray Road are examples of collectors.
 - Local Streets – city roads intended to serve the properties that directly abut them. Residential subdivision streets are an example of this type of street.
- ✓ Sidewalks
 - Sidewalks are prevalent in most residential subdivisions, however, pedestrian connectivity between subdivisions and from a subdivision to non-residential areas is limited.
 - Regional and Primary Thoroughfares in Fairfield do not typically provide sidewalks. When they are available, they are often on one side of the street or are intermittently installed as properties redevelop. Dixie Highway is a good example of this.

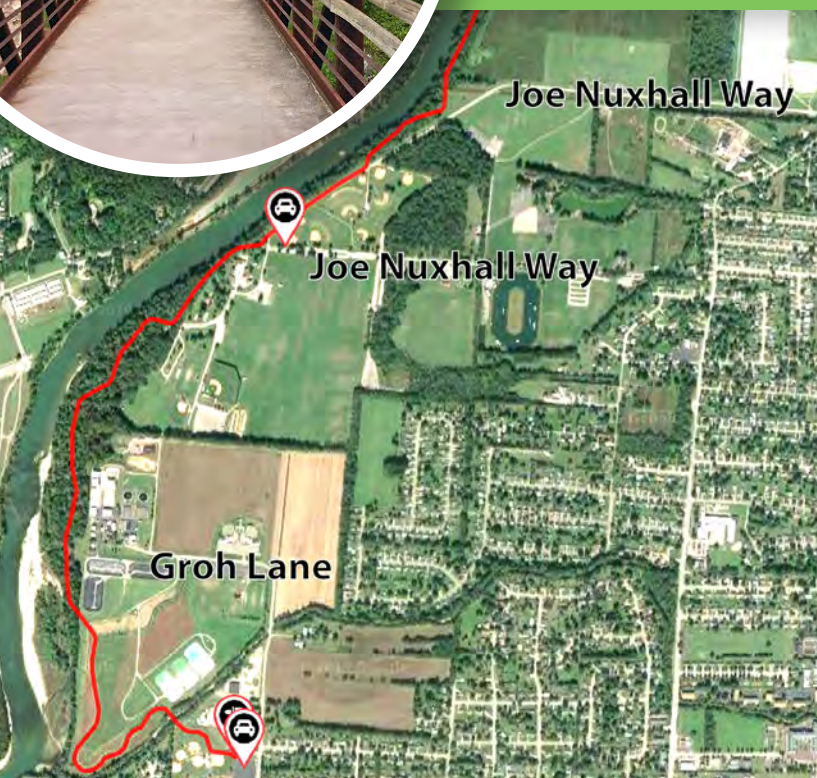
What We Heard



- Continued maintenance of roads is important.
- Consolidate curb cuts on major roads to improve safety.
- Create service drives or frontage roads to help bypass congested intersections.
- Build an overpass/underpass at Symmes Road rail road crossing to reduce congestion and traffic stoppage.



Sidewalks have been intermittently installed throughout city as properties develop and redevelop, seen here along Dixie Highway.



A 2.25-mile segment of the Great Miami River Trail is located in Fairfield, shown in the map and images above.

✓ Bike Paths and Trails

- Currently, bicycle paths and trails are primarily used for recreational purposes. This is due, in part, to the current system being inadequate for commuter bicyclists. However, the public expressed a desire for a more comprehensive bicycle system that can be used for transportation and commuter purposes.
- Bicycle trails are limited in Fairfield, apart from the Great Miami River Trail located on the west side of the city, which begins at Waterworks Park in Fairfield and travels north 82 miles to Sidney, Ohio. There is approximately 2.25 miles of the Great Miami River Trail in Fairfield including the southernmost trail head (Waterworks Park) and two areas for vehicle parking. Plans are currently in the works to extend the trail south to Hamilton County.
- There are no marked bike lanes on roads within the city, although the *Comprehensive Parks and Recreation Master Plan* (2014) identifies over 13 miles of “trails and connections” within the city. These include: Pleasant Run Creek Path, Harbin Park Bike Path, Huffman Park Bike/Hike Path, Miami-Erie Canal Bike Path and Marsh Park Bike Trail.

✓ Transit

- Public transportation is provided by the Butler County Regional Transit Authority (BCRTA).
- Three routes connect Fairfield riders to points south to Tri-County Mall in the City of Springdale and to points north to the Cities of Hamilton, Oxford, and Middletown, as well as an express service to the Greater Dayton Area.
- Transit routes provide multiple stops along major roads and within portions of the industrial areas in the city.

✓ Rail/Freight

- Rail and most motor freight activity, other than local deliveries, are primarily located and accommodated for on the east and northeast side of the city serving the industrial areas.
- Because of the concentrated location of the industrial base in the city, little conflict exists between motor vehicle, rail and freight traffic. However, where railroad crossings are at grade, there are frequent instances of stopped traffic on the roadways. Symmes Road and Seward Road are examples of conflicts between rail and motor vehicles.



WHAT THIS MEANS TRANSPORTATION ANALYSIS

The city has a comprehensive system of roadway networks for motor vehicles and public transit. The pedestrian and bicycle system lacks connectivity, making it difficult to walk or safely ride a bike between neighborhoods or to destination points such as parks or places of employment.

Transportation Goals and Policies

GOAL T-1 Provide a comprehensive, safe, convenient, well-balanced, and financially feasible transportation system.

- **Policy 1.1** Concentrate development in appropriate locations where the existing infrastructure has available traffic capacity to minimize congestion.
- **Policy 1.2** Utilize a “complete streets” policy that considers shared rights-of-way for motor vehicles, pedestrians and bicyclists in a safe manner.
- **Policy 1.3** Identify a method to slow traffic on local streets to make for safer roads.
- **Policy 1.4** Require a traffic impact study in compliance with Butler County’s requirements for any development that is anticipated to generate more than 100 vehicles during peak hour trips as a condition of plan review to ensure that transportation improvements, including non-motorized travel, if needed, are included as a condition for approval.
- **Policy 1.5** Look for opportunities to create service roads behind new developments to create multiple connection options for motor vehicles, especially when near congested intersections.
- **Policy 1.6** Plan for and acknowledge advances in transportation and travel technology systems (e.g. autonomous vehicles).

GOAL T-2 Attain greater pedestrian and bicycle mobility for day-to-day and commuter activity.

- **Policy 2.1** Establish multi-modal networks that link neighborhoods, recreational areas, and commercial areas to reduce motor vehicle traffic and points of pedestrian/motor vehicle conflict.

GOAL T-3 Increase roadway efficiency.

- **Policy 3.1** Continue traffic signal monitoring and synchronization, access management implementation through service drives on regional and primary thoroughfares, and reducing curb-cuts.
- **Policy 3.2** Establish a policy to require the continuation of stub streets when adjacent land is developed or redeveloped for future access and connectivity.

GOAL T-4 Provide for safe non-motorized routes to schools and other activity centers.

- **Policy 4.1** Establish a pedestrian system that reduces conflicts between students walking and bicycling, and motor vehicles.

GOAL T-5 Develop a favorable environment for greater connectivity to public transit systems that provides additional transit options to all populations.

- **Policy 5.1** Coordinate with public transit agencies for expanded public transportation access and connectivity.



Thoroughfare Plan

Purpose

The purpose of the Thoroughfare Plan is to establish locations and minimum standards for the future street network within the city. It is a planning tool used to establish future rights-of-way and plan the construction of new roads through the development process. It will also serve to guide public and elected officials in the development of future road improvement projects.

Past Thoroughfare Plans

The 1966 Plan was the first officially adopted thoroughfare plan for the city and created the roadway layout for many of the streets that exist today. The two major issues addressed in the plan were constructing additional north-south roads for inter-city traffic and diverting through east-west traffic around residential neighborhoods.

The 1977 Plan promoted the Loop Traffic Flow concept, to allow easy traffic flow inside the city boundaries. The 1992 Plan continued to promote the Loop Traffic Flow concept with the inception of the Town Center Loop Road. It also proposed frontage roads on Route 4 with the updated 1990 Service Drive Plan and the extension of Symmes Road east through West Chester Township to I-275.

The 2006 Plan was a major overhaul from past plans in that it upgraded and downgraded various roadway classifications to more accurately represent existing conditions and addressed the impact of future widening of Route 4 on adjacent businesses.

THOROUGHFARE OBJECTIVES

The thoroughfare system in Fairfield is classified and maintained by the City of Fairfield through the official Thoroughfare Plan. There are **five primary objectives** for the Thoroughfare Plan for the city:

- 1 The Thoroughfare Plan shall be an integral part of the development of the City of Fairfield.
- 2 The Thoroughfare Plan is a guide for the orderly development of thoroughfares through undeveloped areas and assures the proper extension and connection of existing thoroughfares. The plan is meant to be a plan only and may be adjusted to meet prevailing conditions.
- 3 The Thoroughfare Plan shall provide direct connection to major regional highways surrounding the city.
- 4 The Thoroughfare Plan shall be enacted when development occurs on vacant parcels, major expansions, and when parcels get redeveloped. For the purposes of this plan, redevelopment is defined as substantial demolition (greater than 50%) of existing structures and rebuilding for a new use.
- 5 The Thoroughfare Plan should be reviewed approximately every five years so that transportation and market condition impacts can be evaluated upon the various thoroughfares in the city.



The Thoroughfare Plan can be found in its entirety in **Appendix A**, including detailed information about street classifications and street standards.

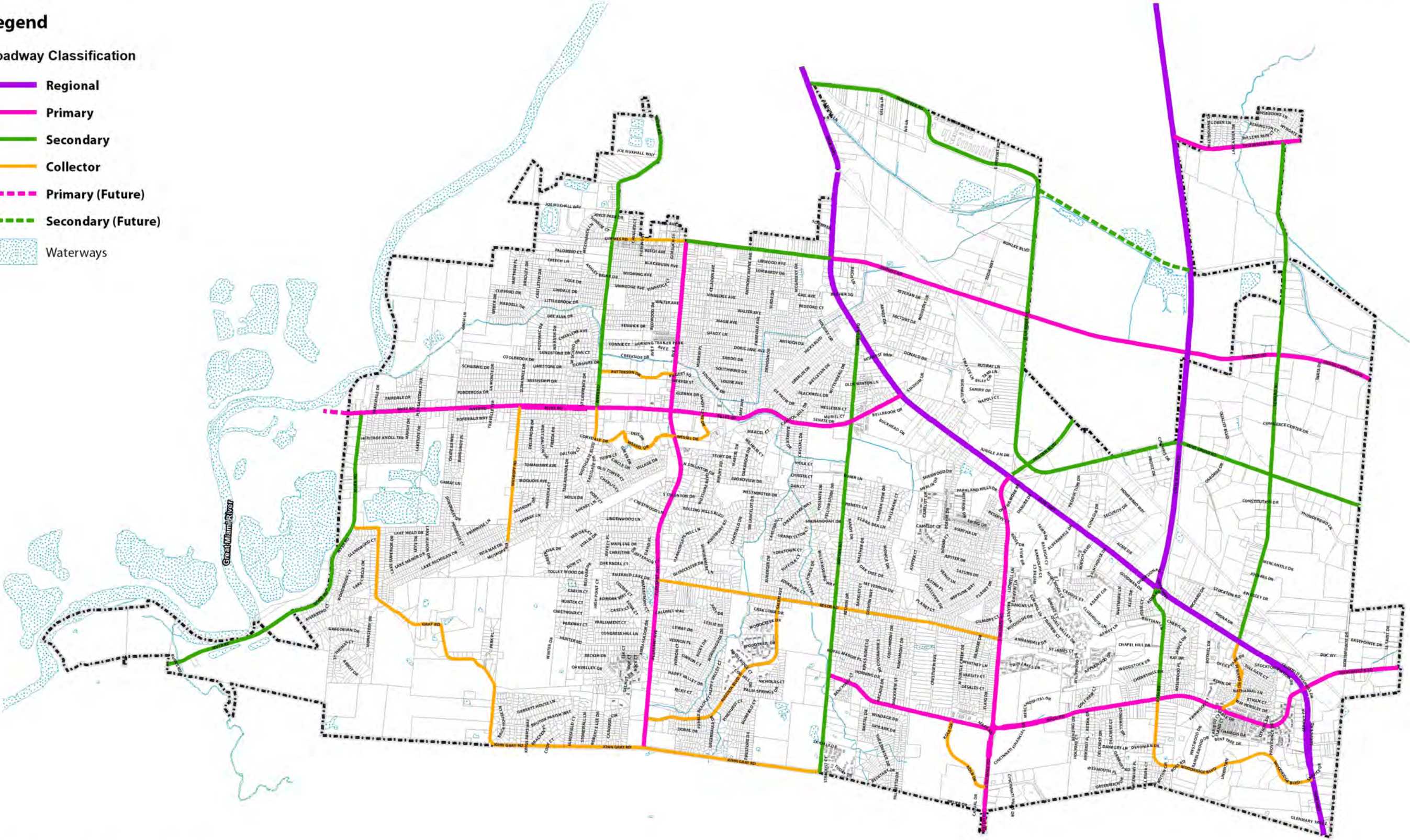
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Figure 6-1. Thoroughfare Plan

Legend

Roadway Classification

- Regional
- Primary
- Secondary
- Collector
- Primary (Future)
- Secondary (Future)
- Waterways



Data Source: City of Fairfield GIS



City of Fairfield, Ohio

August 28, 2019



Thoroughfare Plan

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Left: Access management - Stockton Station service drive adjacent to Route 4
 Right: Recently constructed roundabout at River Road and Gray Road

Access Management

Access management is the control of access to property from city roadways in a coordinated manner, that provides for safer and more efficient driving conditions through the implementation of frontage roads, service drives and curb-cut consolidation. Access management principles should be developed by the city for implementation along regional, primary and secondary thoroughfares. The principles should include best practices and standards for when curb cut consolidation, frontage road and service drives are recommended and who is responsible for installation and maintenance. These principles should be developed in conjunction with businesses and property owners to support their access needs. All new mixed use and multi-parcel development and redevelopment should be designed to the standards of the access management principles, once developed.

Roundabouts

Roundabouts are circular intersections in which traffic is permitted to flow in one direction around a central island. Priority is given to traffic already in the roundabout. These types of circular intersections have proven to be safe and efficient without the need for approaching vehicles to make a complete stop. According to the Butler County Engineer's Office, roundabouts provide a 30% efficiency over typical intersections, reduce fatal crashes at intersections by 90%, provide a 75% reduction in injury crashes, and reduce pedestrian crashes by 30-40% due to fewer conflict points, slower speeds and easier decision making. The city recently installed a roundabout at River Road and Gray Road (see above). Roundabouts, gaining tremendous popularity in the United States and in the Midwest for their efficiency, should be considered in lieu of adding turn lanes, traffic signals, or creating 4-way stop conditions.

Pedestrian and Bicycle Connectivity

The City of Fairfield continues to develop a comprehensive and connected sidewalk system. Public input during the planning process has identified sidewalk and bike trail connectivity as a top issue to study and implement. A connected sidewalk and trail system will provide safer routes from homes to schools, parks, services and places of employment. It will help to reduce motor vehicle traffic on city roads. It will promote health, wellness and safety, and increase the quality of life of neighborhoods and the city as a whole.

Currently, some students face unsafe conditions in areas on their route from home to school; walking along the side of busy roads, across parking lots, and crossing at locations not meant to be crossed by pedestrians. A good pedestrian connectivity plan will assist the city in obtaining Transportation Improvement Plan (TIP) funding through the Ohio-Kentucky-Indiana (OKI) Regional Council of Governments for sidewalk installation. Since 2015, OKI has awarded federal funding for over 200 sidewalk projects in the 8-county region in which they serve. The city should engage in an active partnership with the school district to establish safe and efficient routes to schools.

A good pedestrian connectivity plan should:

1. Establish a sidewalk and trail connectivity plan and program and dedicate annual funding to installation and improvements. This plan should identify gaps where sidewalks and trails are needed and prioritize those routes. Many national organizations provide toolkits to help communities assess current conditions and develop a plan to move forward, including the Pedestrian and Bicycle Information Center (PBIC), the National Association of City Transportation Officials (NACTO), and AARP Livability programming.
2. Design sidewalks for pedestrian comfort and safety depending on the roadway condition they are providing access along (e.g. wider sidewalks or greater separation between sidewalk and street depending on traffic speeds). Planter strips, trees, wider sidewalks, and on-street parking can increase pedestrian comfort.

What We Heard

- More sidewalks are needed throughout the city for better pedestrian connectivity.
- Expand the bike trail and multi-use trail systems.
- Improve pedestrian crossings on major roads, including Route 4. Lighted crossings, better signage, and pedestrian bridges are options.



3. Pursue greenway/trail opportunities (dedicated pedestrian and/or bicycle paths separate from road rights-of-way) and sidewalk improvements that connect neighborhoods to the Town Center and other destinations to be determined by a pedestrian connectivity plan. The plan should prioritize high use areas such as a quarter mile radius around parks, schools and key retail destinations.



HOW IT WORKS

Design guidelines recommend a minimum sidewalk cross section of five feet, exclusive of other amenities and large enough for at least two people to walk side by side. Below is a guide to potential spaces alongside a property:

- 1 **FRONTAGE ZONE:** An extension of the building
- 2 **PEDESTRIAN THROUGH ZONE:** Safe and adequate place for walking, five to seven feet wide in residential areas, eight to twelve feet in downtown or commercial settings
- 3 **STREET FURNITURE/CURB ZONE:** Plants, trees, benches, lighting, and bike parking to provide a protective barrier from motorized traffic
- 4 **ENHANCEMENT/BUFFER ZONE:** Curb extensions, parklets, parking, bike riding, bike e-racks, and bike stations

According to American Association of Retired Persons (AARP), sidewalks and pedestrian connectivity provide the following benefits:

- People who live in neighborhoods with sidewalks are 47% more likely to be active at least 39 minutes a day.
- A well-constructed walkway for a typical 50-foot-wide residential property might cost a builder \$2,000, but it can return 15 times that investment in resale value.
- In a scenario where two houses are nearly identical, the one with a five-foot-wide sidewalk and two street trees not only sells for \$4,000 to \$34,000 more but it also sells in less time.
- Retail properties with a Walk Score ranking of 80 out of 100 were valued 54% higher than properties with a Walk Score of 20 and had an increase in net operating income of 42% for more walkable properties.



The Future of Transportation

The transportation network is an essential element of the infrastructure system that helps drive the economic well-being of the city, region and the nation. The dynamics of transportation are changing quickly to include alternative methods of travel such as zero emission electric vehicles, hyperloop systems, Uber and Lyft ridesharing, bicycle sharing and driverless vehicles.

Smart road technology, also in its infancy stages, uses sensors and data to talk to traffic signs, signals and vehicles.

These growing changes in transportation technology and user preferences will have an impact on the transportation system, where fewer lanes of travel on a roadway may be needed, and new or alternative ways of maintaining transportation system elements may be required, such as providing electric charging stations in parking lots. The city must stay abreast of and consider changes in transportation modes in order to anticipate both physical and fiscal impacts, and provide the most affordable and comprehensive transportation options as possible.

Clockwise from top:

- 1) Electric recharging lane
- 2) Designated rideshare pick-up zone
- 3) Red Bike bikeshare station in Cincinnati
- 4) Autonomous vehicle

Implementation Strategies - Transportation



STRATEGY T-1

Utilize a level of service standard, methodology and submission requirements consistent with Butler County's traffic impact study requirements for new and substantially expanded existing development to be used to identify impacts and needed improvements required by the developer.

STRATEGY T-2

Develop a multi-modal transportation strategy for the city that establishes criteria and guidelines for citywide connectivity for sidewalks, trails, and complete streets. Require the construction of sidewalks or any non-sidewalk trails or paths identified on that plan by the developer.

STRATEGY T-3

Establish an access management policy that develops a plan for service drives and the reduction of curb cuts on regional and primary thoroughfares.

STRATEGY T-4

Work with the Fairfield City School District to identify student walking routes to school and to school related activities, and prioritize the establishment of sidewalks and paths to reduce pedestrian/motor vehicle conflicts. Consider incorporating the National Center for Safe Routes to Schools, "Advancing Transportation and Health: Approaches from the Federal Safe Routes to School Program" that offer broad application.

STRATEGY T-5

Engage public transit agencies to provide expanded service to and within Fairfield.

STRATEGY T-6

Revisit and reevaluate the city's sidewalk policy, that currently does not require the installation of sidewalks south of Nilles on Route 4 and in the industrial areas, based on need and location and determine if sidewalks are necessary along existing and future service drives.

Implementation Strategies - Transportation



STRATEGY T-7

Implement multi-modal networks within major transportation projects when possible.

STRATEGY T-8

Revise plans and ordinances as new transportation technology is developed and trends are established.



Economic Development

Economic Development

A community's economic base, development resources, and development practices have an important impact on economic growth and should continue to be reviewed on a regular basis. Local opportunities to expand or attract businesses and grow jobs for the labor force are often a function of local and regional resources and policies, such as labor supply, land use policy, and infrastructure.

Although most economic activity is in the private sector, local government's role is to establish parameters for private markets, provide necessary services, and participate in economic development in certain circumstances.

As such, a community's economic development goals and targets should be considered in strategic decisions related to land use policies, services and facility offerings, and infrastructure. Taxes and

fees are what provide the much-needed revenue for the services that the city provides to its residents and businesses.

Emerging economic development challenges for Fairfield include: 1) the scarcity of land immediately available in the city to accommodate new commercial, service, and industrial uses; 2) an aging building stock that requires new investment or redevelopment to retain marketability; 3) the increasing competition of online purchasing,

reducing reliance on brick and mortar retail; and 4) competition between cities to attract and retain businesses. Each of these factors can decrease much needed investment in the city.

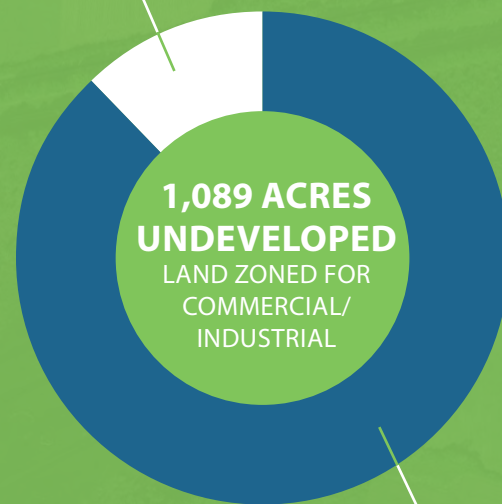
Land Resources

Business retention and expansion is of paramount importance to the economic well-being of the City of Fairfield. It is expected that much of the city's growth in coming years will be from existing companies. The city should focus additional resources on developing a robust Business Retention and Expansion program to enhance relationships with existing companies and encourage growth and investment from those already here.

The city will continue to face increased competition from surrounding jurisdictions in the Greater Cincinnati region for employment, retail, service and industrial opportunities. Fairfield's foremost economic challenge over the next 20 years will be to continue to diversify its employment base and provide opportunities for the well-planned development of all business sectors to maintain a healthy, balanced community from both a market and financial position.

Fairfield Forward advocates that the city continue to seek out and promote opportunities for expansion and diversification of the local economy that may present itself in the future. This diversification will help Fairfield maintain economic viability during fluctuating economic cycles and allow the city the luxury of being selective as to the type and quality of future development opportunities. A balance of office, retail, industrial and service employment will help to ensure that if one sector is down, the others will be in place to help weather any economic downturn. The Future Land Use Plan establishes a viable land use pattern that will help drive this balance.

Commercial Zoning
166 Acres (15%)



Industrial Zoning
923 Acres (85%)

Fairfield currently has approximately 4,300 acres of land zoned for commercial and industrial uses.

A majority of this, 3,100 acres (72%), is zoned for industrial uses.

Of the total land zoned for commercial and industrial uses, approximately 2,600 acres (60%) of this is developed.

A majority of the undeveloped land is zoned industrial, approximately 1,089 acres. Not all of the undeveloped land is immediately available for new development, as many areas contain site hindrances (floodplain, wetlands, topography, etc.). Large portions, particularly in the Seward Road area, are being actively farmed and are not currently available. However, these sites are expected to develop.

What We Heard



- More/better options for sit-down restaurants.
- Better property maintenance is needed, especially for vacant structures and older, run-down locations.
- Provide landscaping along major commercial corridors and at entrances into the city.
- Develop design standards for better development and redevelopment.
- Encourage green and sustainable materials in buildings and in site design.
- Reduce the number of used car lots along the Route 4 Corridor.
- Provide for more entertainment options for all age groups.
- Acquire and tear down older, vacant and dilapidated buildings.
- Partner with the City of Forest Park to redevelop former Forest Fair Mall area.
- Municipal Broadband/Wi-Fi internet access in key public spaces.
- More upscale stores – no more bargain, thrift or dollar stores.

The types of environments typically required to attract highly skilled, high-income workers and jobs include:

- The beautification and efficiency of major transportation corridors
- Connected walkability through the provision of sidewalks, bicycle trails, open space, and public gathering spaces
- The use of quality architecture, building materials, and site design
- Appropriate housing options
- The availability of alternative transportation choices

Finally, by offering a broad array of retail, service, entertainment, and dining activities within the community, the need for residents, employees, and visitors to leave Fairfield will be reduced, and the city's revenue base will be enhanced.

Economic Profile¹

- ✓ There are currently 1,694 businesses employing 28,745 people in the city. These figures increased over the last 10 years by approximately 200 businesses and 8,500 employees, respectively.
- ✓ The largest classification of jobs is the Service Sector with 632 companies employing 17,181 people.
- ✓ The 10 largest employers in city collectively employ approximately 11,000 people – almost 1/3 of the city workforce.

¹ Sources: Esri Business Analysts 2018 and the City of Fairfield Economic Development Department

TOP EMPLOYERS 2018

- 1 **Cincinnati Financial Corporation**
3,250 Employees (2,900 in 2009)
- 2 **Mercy Health- Fairfield Hospital**
1,400 Employees (1,200 in 2009)
- 3 **Liberty Mutual (Formerly Ohio Casualty)**
1,400 Employees (975 in 2009)
- 4 **Koch Foods**
1,250 Employees (450 in 2009)
- 5 **Fairfield City School District**
1,153 Employees (1,140 in 2009)
- 6 **Express Scripts (Formerly Medco Health)**
750 Employees (800 in 2009)
- 7 **Pacific Manufacturing**
700 Employees (500 in 2009)
- 8 **Veritiv Corporation**
475 Employees (Not in Fairfield in 2009)
- 9 **Martin Brower**
450 Employees (Not in Fairfield in 2009)
- 10 **Takumi Stamping**
425 Employees (Not in Fairfield in 2009)

- ✓ The city imposes an income tax of 1.5%. This is the same as some of the surrounding communities in the region, including the Cities of Forest Park and Sharonville. The Cities of Hamilton, Springdale, and Oxford impose a higher 2.0% income tax. Townships, such as Ross and Springfield, by nature of Ohio Law, do not impose income taxes, but they do have higher property taxes, in general, than cities. Fairfield does offer reciprocity on income tax.
- ✓ The largest source of revenue for the city is the Income Tax, which generated \$30,112,500 in 2018. This is an increase of 40% from 2008 when collections were at \$17,956,300.
- ✓ The city has one Joint Economic Development District (JEDD) with West Chester Township. This JEDD includes two buildings on Aviation Way, comprising of 43 acres. The JEDD requires employees working within the district to pay municipal income tax.
- ✓ Building investment in the city has been strong and relatively consistent over the last 10 years with over \$57 million in residential and commercial projects in 2018. Table 6-1 identifies building investment between 2009 and 2018. The strong investment trends are the result of both new business attraction and expansion by existing businesses.



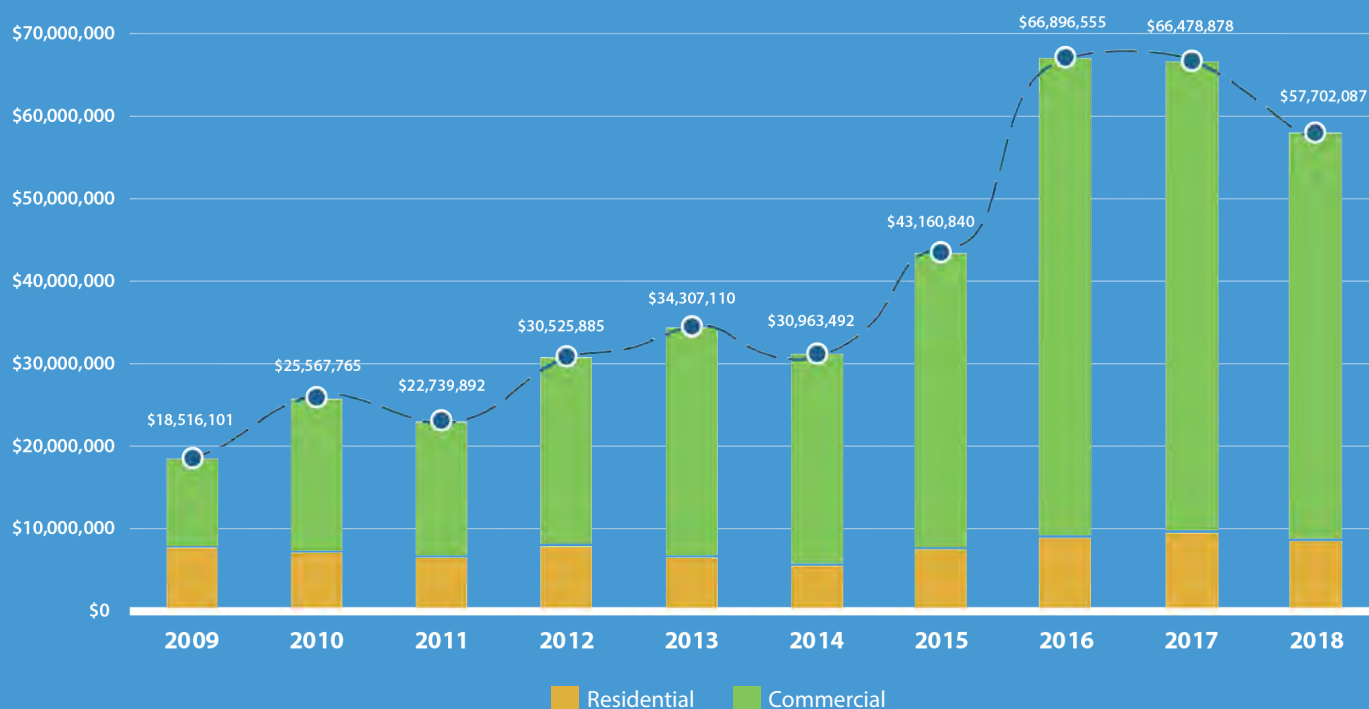
Three of the Top 10 Employers in the City

From top to bottom:

- Mercy Health - Fairfield Hospital
- Veritiv Corporation
- Cincinnati Financial Corporation

Table 7-1. Building Investment (2009-2018)

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Residential	\$7,878,345	\$7,131,659	\$6,581,580	\$8,020,432	\$6,689,302	\$5,589,157	\$7,516,667	\$9,058,653	\$9,667,134	\$8,551,521
Commercial	\$10,637,756	\$18,436,106	\$16,158,312	\$22,505,453	\$27,617,808	\$25,374,335	\$35,644,173	\$57,837,902	\$56,811,744	\$49,150,566
Total	\$18,516,101	\$25,567,765	\$22,739,892	\$30,525,885	\$34,307,110	\$30,963,492	\$43,160,840	\$66,896,555	\$66,478,878	\$57,702,087



Existing City Programs

Through the Economic Development Division, the City of Fairfield uses several incentive programs to encourage business growth, job creation and retention, and capital investment. These programs include:

- 1. Fast Track Permitting:** Certain projects may be eligible for expedited zoning and building review, and permitting on a project by project basis.
- 2. Infrastructure Improvements:** The city may elect to construct or share in the cost of infrastructure improvements that may be required as a condition for development or redevelopment.
- 3. Property Tax Abatement:** Businesses that make significant real property improvements and create new jobs can receive a temporary reduction in property taxes.

- 4. Small Business Loan Program:** The City of Fairfield can assist with the Small Business Administration 504 Loan Program, which provides growing businesses with long-term, fixed-rate financing for major fixed assets (real estate, machinery, and equipment).
- 5. Opportunity Zones:** Fairfield has two federally-approved zones that enable investors to receive reductions to capital gains tax liabilities. (See Opportunity Zone Map in the Appendix for more information.)
- 6. Landbank Program:** The city is a member of the Butler County Land Bank. The Land Bank can purchase strategic properties that are distressed, blighted, or key to the development/redevelopment of an area.
- 7. Ohio Job Creation Tax Credit:** The Job Creation Tax Credit Program provides corporate franchise or state income tax credit for businesses that expand or locate in Fairfield. Eligible businesses must create at least 25 new full-time jobs (10 jobs under special circumstances) within 3 years.
- 8. Redevelopment Fund:** The city has an annual appropriation that can be used to assist businesses with redevelopment of aging real estate.
- 9. Workforce Development Programs:** The city is in partnership with OhioMeansJobs and Butler Tech to provide programs that provide an educated and qualified workforce that meets the current and future needs of employers.
- 10. Property Assessed Clean Energy (PACE):** A program by which commercial and industrial building owners finance energy efficiency and renewable building improvements as part of an Energy Special Improvement District.



Redevelopment
on Dixie
Highway
- Caruso's
Ristorante &
Bar Opening at
Former Spinning
Fork Location



Market Analysis

Fairfield households spend slightly less than the national average in all expenditure segments (goods, services, and entertainment). As compared to 12 surrounding communities, Fairfield has a slightly higher commercial vacancy rate (10.8% as compared to the average of 8.1%) and a slightly below average commercial rent rate (\$10.89 per square foot compared to the average of \$13.86 per square foot).

Primary Business and Employment Areas

As identified in the previous Comprehensive Plan in 2009, there continue to be four primary business areas within the city:

- Route 4 Corridor
- Industrial areas east of Route 4
- Mack/South Gilmore area
- Town Center area

PRIMARY BUSINESS AREAS



Land use examples of the 4 primary business areas in Fairfield

Route 4 Corridor Area

The Route 4 Corridor, an automobile-oriented corridor, continues to be the dominant commercial corridor in Fairfield. The corridor represents a large amount of the city's income tax revenue with respect to service and retail activity. Vacancy rates continue to compare favorably to other similar commercial thoroughfares in the region. The corridor is, however, experiencing disinvestment and, in some cases, blighting conditions, particularly in the northern areas of the corridor. Recent closures of restaurants, downgraded hotel properties, and reuse of properties as thrift stores and used car lots have taken a toll on the northern end of this district.

The Route 4 Corridor is the most frequently visited area for visitors in the city, which helps establish Fairfield's regional reputation through unique retail anchors such as Jungle Jim's International Market and automobile dealerships. Overall, there are few remaining undeveloped sites along the corridor, representing less than 40 acres total. As a result, incoming businesses are forced to consider existing building inventory or redevelopment rather than building to suit.

Public infrastructure improvements include both transportation roadway projects (widening, turn lanes, and signal coordination) and streetscape-type projects (landscaping, signage). Additional public improvements are recommended in this plan that include gateway enhancements and sidewalk installation and connections, where warranted.

Industrial Area

The City of Fairfield is also known regionally for the strength of its manufacturing sector. Fairfield is part of the Tri-County industrial sub-market, which is generally recognized as the strongest industrial sub-market in the Greater Cincinnati region in terms of occupancy rates, rents, and diversity of uses. This is due to the infrastructure and utilities in place, the strong and plentiful workforce, available industrial land sites, synergies with existing industrial uses, and easy access to both the Cincinnati and Dayton markets via I-75 and I-275.

Fairfield has continued to make strategic investments in the industrial area, including roadway improvements and utility expansions, to be able to continue to attract and retain industrial businesses. Several hundred acres, particularly in the northern Seward Road area, remain available for development. Some of these areas, due to the lack of direct interstate access, may be best suited for small and mid-sized build-to-suits, and not for large floor plan speculative warehouse projects.

As was identified in the 2009 Comprehensive Plan, the older industrial areas off of Route 4 (Hicks Boulevard, Factory Drive, Industry Drive, Donald Drive, Production Drive, Homeward Way, and others) continue to present different opportunities and challenges for the city. These areas are characterized by older and smaller industrial lots and buildings, which are not typically conducive to today's need for manufacturing, warehousing or distribution space. However, this area provides a niche market; inexpensive spaces for smaller manufacturers or start-ups that are home to hundreds of jobs in the aggregate. The lack of owner investment in these properties may lead to chronic vacancies, under-utilization, or maintenance issues.



Koch Foods (top) and Cincinnati Financial Corporation (bottom)

Mack/South Gilmore Area

Located off exit 39 on I-275, the Mack/South Gilmore area continues to represent Fairfield's best opportunity for large-scale, high-quality economic development. The area is home to three of Fairfield's largest employers—Cincinnati Financial Corporation, Veritiv, and Mercy Health Fairfield Hospital. Veritiv is new to the area since the last comprehensive plan and has brought 475 high paying jobs to the city. Cincinnati Financial Corporation and Mercy Health Fairfield Hospital continue to expand, adding more than 500 high-skilled and high-wage professional jobs over the last 10 years. The Cincinnati Financial Corporation campus is home to three Class A office towers that house in excess of 3,000 workers. The company's master site plan was designed to accommodate additional office towers, so there is room for more growth. Likewise, Mercy Health Fairfield Hospital has invested millions of dollars in building expansions and upgrades over the past 10 years.



Heine Property and Benzing Property

The area, both in Fairfield and in neighboring Forest Park (to the south), is home to several local and national retailers including department stores, grocers and restaurants. The mall, formerly known as Forest Fair Mall, represents a major redevelopment opportunity in the area. Approximately one fourth of the 1.5 million square foot mall is in Fairfield, with the rest in Forest Park. The mall is mostly vacant at this time, with only the Kohl's anchor located in Fairfield and the Bass Pro Shops anchor located in Forest Park being viable. The mall site contains approximately 80 acres with interstate frontage and is controlled by one owner. Between the mall property and other undeveloped or under-utilized properties, there are numerous locations for new retail development in the corridor. A recent analysis by Colliers International has concluded that this area may be best suited and marketed for larger-scale offices, medical related uses, and ancillary support services, including limited retail and services to support the office and medical development, and some limited types of housing.

Two large tracts of undeveloped land are available for professional office, medical, high technology, and research & development uses in the area. The larger property located at the southwest corner of Mack Road and South Gilmore Road, known as the Heine Property, is approximately 110 acres and is zoned Planned Unit Development (PUD). The smaller property at the northeast corner, known as the Benzing Property, is approximately 27 acres and is zoned B-1, Institutions and Office District. Both properties have remained undeveloped. The vision of high-end professional uses is appropriate for these sites, due to the existing comparable businesses in the area and the ease of interstate access. The Heine Property may also be best suited for mixed use development, incorporating residential to the west, and more intensive larger scale office, research & development, retail, and medical uses to the north and east.

Town Center

A strategic focus of city investment over the past two decades has been the investment in new public buildings and amenities in the Town Center area. Fairfield has invested approximately \$30 million in recent years for a new Lane Library, Community Arts Center, Village Green Park and Justice Center. This public investment has leveraged significant private investment in the surrounding area, including new office, retail, and housing construction. Most of this investment has been in the southern quadrants of the Town Center, south of Nilles Road. This area is a central gathering point for festivals, concerts, and farmers markets throughout the year, making it a heavily used and active space. This area has also successfully incorporated design guidelines which have proved successful in their application. Public workshop events and surveys conducted during this planning process have identified that residents overwhelmingly believe that because of the success of these design standards, that the concept should be applied in other key areas of the city.

It is anticipated that more investment will occur in the northern quadrants of the Town Center. In 2008, the city created the North Town Center Tax Increment Financing (TIF) District to help fund new public infrastructure projects in the areas north of Nilles Road. It is expected that these public infrastructure projects will leverage significant private mixed-use development, particularly in the Patterson Drive area.



Farm R Treat in Village Green Park

Fairfield Workforce

According to the most recent Census data, the number of Fairfield residents in the workforce is 21,511 people. This is approximately half of the residents of the city, ages 16 and older, who are reported to be employed either in or outside of Fairfield. The typical Fairfield resident who is employed:

- Travels less than 10 miles to work
- Is between 30-54 years of age
- Makes more than \$3,333 a month in salary

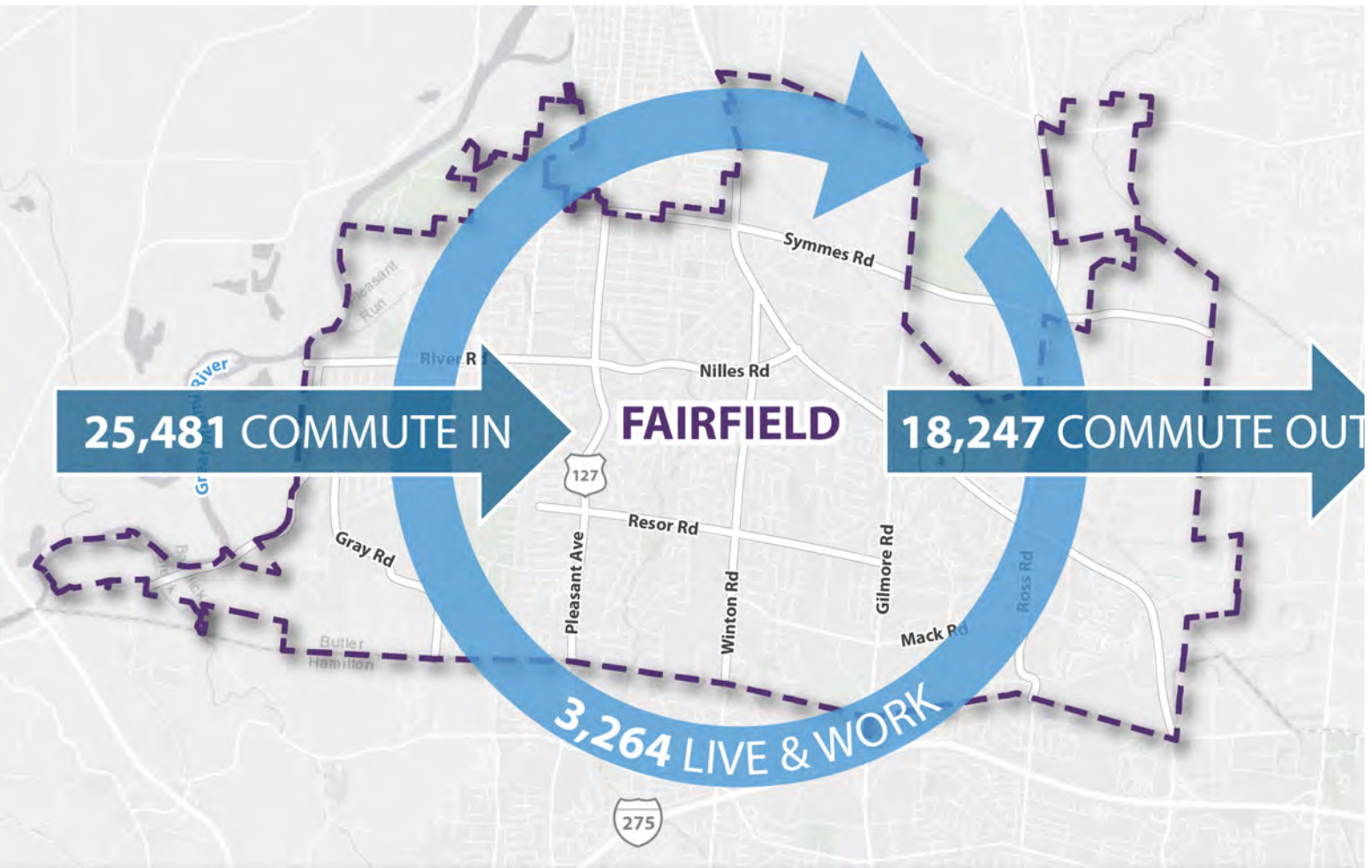
These figures are generally in line with those who commute into Fairfield to work.

According to the same Census report, the City of Fairfield is home to approximately 28,700 employees at 1,700 employers within the city limits. Figure 6-1 identifies the number of residents who live and work in Fairfield (3,264), live in Fairfield but work outside Fairfield (18,247), and those who do not live in Fairfield but commute to Fairfield for their place of employment (25,481). When compared to surrounding jurisdictions regarding the number of nonresidents commuting in for work, Fairfield, at 88.7%, is slightly lower than Forest Park (96.6%), Springdale (97.9%), and West Chester Township (91.4%). Fairfield is slightly higher than the City of Hamilton (77.2%).

There is a very diverse mix of small and large businesses, including a strong mix of employment types and sectors in Fairfield. This helps the city weather financial recessions and provides for a strong tax base. Of interesting note is the Management of Companies and Enterprises and the Finance and Insurance categories. According to these statistics, those who manage companies are not living in Fairfield.* While it may not be the case here, this trend is typically attributed to the lack of certain types of desired housing for CEO's and those who manage and lead large companies.

*Source: Esri Business Analyst

Figure 7-1. Commute Pattern



Attachment: Fairfield Forward draft 10.31.19 (1385 : Fairfield Forward)

Economic Development Goals and Policies

GOAL ED-1 Attract and retain a diverse economy of businesses and services to provide goods, services, and employment opportunities for residents, and to maintain a continued stable and healthy tax base.

- **Policy 1.1** Continue to ensure a streamlined regulatory process for the review and permitting of new uses.
- **Policy 1.2** Target uses and services that fill a gap in existing goods, services and entertainment opportunities for all ages.
- **Policy 1.3** Encourage safe and convenient pedestrian access to businesses and services to and from residential areas.
- **Policy 1.4** Support industrial and office development in strategic areas which retain and expand opportunities for employment and an increase in the tax base.

GOAL ED-2 Promote the revitalization of aging and deteriorating commercial areas.

- **Policy 2.1** Continue to ensure a streamlined regulatory process for the review and permitting of existing and expanding uses.
- **Policy 2.2** Identify and promote adaptive reuse opportunities for existing uses and underutilized sites.
- **Policy 2.3** Explore opportunities and mechanisms that allow the city to purchase and landbank strategic properties.

GOAL ED-3 Encourage investment and development in existing areas of the city through the promotion of mixed uses, increased densities, infill development, and adaptive reuse of existing buildings that promote walkable developments, including residential and non-residential uses, that will create vibrant centers of activity.

- **Policy 3.1** Promote mixed use development in the small area plans for Mack/South Gilmore, John Gray/Pleasant, Route 4 Corridor and the Town Center.
- **Policy 3.2** Create places where people want to be through “experience” type development including restaurants, studio spaces, small gathering spaces, and entertainment venues.
- **Policy 3.3** Promote cluster and compact development as opposed to strip commercial development that provides for walkability and open spaces.



Mixed use retail at Jungle Jim's International Market

GOAL ED-4 **Require that development meets the high standards of design expected by the community from a visual and a quality perspective.**

- **Policy 4.1** Establish design guidelines for new development and redevelopment, especially in key areas of the city (Route 4 Corridor, Mack/South Gilmore, John Gray/Pleasant area and the Town Center area) and along major corridors and at gateway entries, commensurate with what the public desires, to foster higher quality development and a better visual environment.
- **Policy 4.2** Consider the goals and policies of this comprehensive plan during project review to ensure that development and redevelopment is consistent with the vision of this plan.
- **Policy 4.3** Discourage heavy industrial uses that will detract from the city. If such uses are permitted to locate in the city, all activity should be required to be in a wholly enclosed building and any outside storage to be screened.

GOAL ED-5 **Encourage a land use pattern that promotes the fiscal stability of the city.**

- **Policy 5.1** Support a proper mix of net taxpayers and net tax receivers to keep property tax rates low, while continuing to provide adequate funding for public services.

GOAL ED-6 **Work with surrounding jurisdictions, including Butler County and the City of Hamilton, to attract businesses that are compatible and complement Fairfield businesses.**

- **Policy 6.1** Support development within the Airport Zoning District that is complementary to the Butler County Regional Airport and does not detract from aviation operations.
- **Policy 6.2** Identify opportunities to capitalize on development projects in adjacent jurisdictions (e.g. the City of Hamilton Spooky Nook complex).

New Taco Bell and Older Strip Center



New (left) and old (right) retail design on Nilles Road

Economic Development Plan

The City of Fairfield has many positives regarding economic development, including accessibility, areas for new development, redevelopment and adaptive reuse, and established areas for a variety of business types and sizes. However, many challenges also exist. First, is the aging building stock throughout the city. Continued reinvestment and/or redevelopment of these older structures, particularly in the Route 4 Corridor and the older industrial areas, continues to be critical to long-term success.

Second, is the decreasing available acreage for new build-to-suit development, both commercial and industrial. Maximum utilization of the available land is critical, as is the creation of new land options via selective demolition and redevelopment. Permitting developers to maximize density will also allow a better return on investment on smaller parcels in the city.

Finally, Fairfield's demographics are continuing to become more diverse, particularly in terms of age, ethnicity, and income levels. On the private side, the business community is expected to evolve in response to this increased diversity with more and different offerings in restaurants, retail, and services to accommodate all ages, ethnicities and incomes. The city can assist in this effort by keeping business owners and prospective new businesses aware of the comprehensive demographics of the city to ensure that all demographics are accommodated. As the city demographics change, new businesses are likely to be formed to serve these new and diverse populations.

Implementation Strategies - Economic Development



STRATEGY ED-1

Proactively identify and promote available sites and opportunities for new development.

STRATEGY ED-2

Prioritize key parcels for development and redevelopment opportunities.

STRATEGY ED-3

Develop incentives and public assistance programs to facilitate development and redevelopment efforts in targeted areas where vacancies exist to prevent blighting conditions.

STRATEGY ED-4

Require the private sector, as development and redevelopment occur, to provide the appropriate infrastructure upgrades to prevent deterioration of public facilities and public services.

STRATEGY ED-5

Continue to engage in active and frequent discussion with the city's major employers to identify and understand their needs regarding workforce, services and quality of life assets needed for retention in the city.

STRATEGY ED-6

Revise existing zoning regulations for areas close to centers of activity to permit higher densities, allow for a mixture of uses, and establish design guidelines for all major commercial areas in the city.

STRATEGY ED-7

Investigate the formation of Joint Economic Development Districts with neighboring communities to coordinate redevelopment and development efforts that benefit the city and the region.

STRATEGY ED-8

Promote workforce development efforts to ensure a sustainable pipeline of employees for the commercial, office, and industrial workers in the city.



Public Services

Public Services

The responsive and well-funded services the city provides and maintains contribute greatly to the quality of life for residents and businesses and lend to the economic success of Fairfield.



Public Works Fall Leaf Pick Up

This section outlines existing services provided by the City of Fairfield and establishes goals, policies and implementation strategies to continue these exceptional services.

Public services provide important functions to residents and businesses of the city, such as processing development applications, repairing roads, programming parks and recreation facilities, fighting fires, providing emergency medical services, and patrolling the community to keep residents safe. As new development and redevelopment occur in Fairfield, city services must be reviewed to maintain the quality and level of service that residents and businesses enjoy and appreciate.

Public Services Profile

The City of Fairfield provides services through more than 340 full- and part-time employees. Continuing to provide a complete array of services makes the City of Fairfield competitive as a place to live, work, and shop.



What We Heard



- Reasonable taxes
- Well run public services (snow removal, brush pick up). Must continue exceptional services
- Safe community to live in
- Continued enforcement of property maintenance code
- Great parks and recreation, but consider additional amenities such as splash pads
- Provide municipal broadband/ Wi-Fi Internet access in public spaces
- Bury or consolidate utility lines on Route 4



Development Services

The Development Services Department incorporates building, zoning, code enforcement, economic development, flood zone administration, and planning. This department is responsible for long-range planning, new business attraction, plan review and permitting, and building and zoning code enforcement. The department is also responsible for the development of this planning document, Fairfield Forward, to be used as a framework for development and redevelopment in the city.

In 2018, the Development Services Department was responsible for reviewing and issuing permits for more than \$60 million in new building investment, including new industrial projects, downtown development, and redevelopment on Route 4.



Public Works

The City of Fairfield Public Works Department is accredited by the American Public Works Association (APWA). This department is responsible for the public infrastructure of the city, including the planning,

design, maintenance and repair of streets, sidewalks, and the storm water system as well as seasonal programs such as brush collection, snow removal and street sweeping. The Public Works Department maintains more than 400 miles of roadway, and in 2018 resurfaced 26 miles of streets, replaced 16,197 lineal feet of curb, and picked up 7,855 cubic yards of brush. Upcoming infrastructure projects are identified in the Transportation Chapter of this plan.



Stormwater Management and Drainage

Fairfield requires on-site detention/retention facilities for all new development and redevelopment projects that increase the amount of impervious surface. City ordinances require that the construction of these facilities reduce a 100-year post-development peak flow rate from new development to a two-year pre-developed level.

The storm water quality benefits of the detention/retention facilities include the reduction of peak flows, which can erode stream channels, and the ability to remove pollutants from retention ponds. The city maintains two regional detention basins and 42 residential basins for non-routine maintenance and repair. As new development occurs, these drainage systems must continually be monitored for function and capacity.



Public Works repairing city road



Public Utilities

A strong and reliable network of utilities is essential for a high quality of life for residents and businesses. Maintenance and ownership of these utilities allows the city to directly control the water and wastewater services it provides to the community.

The city provides sanitary sewer and potable drinking water in accordance with federal, state, and local regulations. Due to the aging infrastructure, the City of Fairfield faces the continuing challenge of comprehensively rehabilitating and repairing the existing systems.

2018 UTILITY SERVICE BY THE NUMBERS



2 billion gallons of drinking water treated

2 billion gallons of wastewater treated

350 miles of water and sanitary sewer lines maintained





Public Water Facilities and Service

The City of Fairfield's water system serves city residents and businesses as well as limited areas in adjoining West Chester Township and the City of Hamilton. The city has reciprocity with both the City of Hamilton and Butler County, separately, via long-term, intergovernmental cooperation agreements. The city does not have any plans to expand service into these areas due to the financial impacts associated with installing the water lines.

The City of Fairfield draws its water supply from the Great Miami Buried Valley Aquifer. To ensure water quality and protection, the aquifer is monitored by the Hamilton to New Baltimore Ground Water Consortium, a multi-jurisdictional body that ensures the quality of the groundwater in the regional aquifer.

The city maintains a comprehensive water modeling program for the water distribution system to evaluate its performance. The city's distribution system sends water through a network of mains and service lines, including nearly 175 miles of water main, 2,288 fire hydrants, and 2,394 main valves. Three booster stations are used to help move water at adequate pressure through the city to consumers. The city's water storage capacity is seven million gallons of water located in five water tanks located at high points throughout the community.

The city's water treatment plant is designed to pump raw water from wells and to produce a consistently high quality of finished water. The average daily production is 5.2 million gallons. The plant has a design capacity of nine million gallons per day, which means it should not be necessary to perform any major expansions.

The focus of Fairfield's water system is and will continue to be high quality water through maintenance and replacement of existing aging water lines. The city is taking a proactive approach to this replacement via a critical needs assessment. This is evident with the city planning to spend over \$3 million to improve the system in 2019.



City water tower on Winton Road



Fairfield Wastewater Treatment Plant on Groh Lane



Public Wastewater Facilities and Service

Fairfield's wastewater system serves city residents and businesses as well as limited areas in surrounding jurisdictions, including the City of Hamilton and West Chester Township. Businesses located east of State Route Bypass 4 in the industrial section of Fairfield receive wastewater treatment service from Butler County, but the responsibility of the repair, maintenance, and replacement of the collection system is the responsibility of Fairfield. Many of the more than 170 miles of sanitary sewer lines in the city are approaching 50 years in age. Because of this, there is a continued need for ongoing maintenance, repair, or replacement.

The city maintains a comprehensive sewer modeling program for the wastewater collection system, which allows the city to evaluate the performance of the collection system and identify potential problem areas. This also allows the city to determine the potential impact of new connections and additional sources of wastewater discharge. Because of this, the city is able to carefully evaluate the investment of capital resources to ensure that funding is directed in an effective and efficient manner.

In 2012, the city undertook an engineering study to evaluate sewer infrastructure options for the Gray Road area that contains approximately 500 undeveloped and unsewered acres. This study evaluated the impact of potential sewage flows from this area generated by new residential development of 1/2-acre sized lots. It determined that the existing wastewater system and plant had enough capacity to serve the area with only minor upgrades as necessary.

In order to maintain the city's aging sanitary sewer infrastructure and provide quality and reliable service, the city has invested more than \$1.2 million in major upgrades in 2019.



Fire Department

The Fire Department is responsible for fire prevention and education, investigation and responding to fire and emergency medical needs for businesses and residences throughout the city. The department is staffed 24 hours a day by more than 80 full- and part-time firefighters, emergency medical technicians, and paramedics located in three stations throughout the city. The department employs state of the art equipment including quint and pumper trucks, rescue and advance life support units, and a mobile command center to ensure the safety and welfare of the city. The Fire Department uses a Fire Training Complex on Groh Lane for year round safety exercises. The department is funded through property tax millage and the city's Capital Improvement Fund. Federal grants, such as the Staffing for Adequate Fire and Emergency Response (S.A.F.E.R.) have also allowed the department to fund a number of full-time firefighter/paramedic positions.



Police Department

The City of Fairfield Police Department is a fully accredited law enforcement agency, receiving the award of Advanced Accreditation with Excellence from the Commission on Accreditation for Law Enforcement Agencies (CALEA). Aside from 24 hour a day enforcement and the investigation of criminal activity, the Police Department offers a variety of services that inform, educate and protect the residents and businesses of the city through more than 60 officers and approximately 30 support staff. These services include: Citizen Police Academy, CodeRed Emergency Network, crime prevention education, Drug Abuse Resistance Education (D.A.R.E), Juvenile Diversion Program, Neighborhood Watch Program, and animal control.

2018 FIRE DEPARTMENT BY THE NUMBERS



INSPECTIONS: 1,752



FIRE CALLS: 1,002

Structure fires, vehicle fires, grass fires, alarm activations, CO runs, smoke detector activations, roadway flushes, etc.



EMS CALLS: 5,453

4,254 resulted in transport to a hospital

TOTAL CALLS: 6,455

2018 POLICE CALLS BY THE NUMBERS



911 Calls - 25,568

Arrests - 3,738

Business Checks - 932

Calls for Service - 29,940

Incident Reports - 49,761

Neighborhood Patrols - 2,771

Non-Emergency Calls - 52,073

OVI Arrests - 235

School Checks - 1,002

Traffic Crashes - 2,248

Traffic Stops - 6,981

Vacation Home Checks - 2,144



Municipal Court

Fairfield Municipal Court is governed by Chapter 1901 of the Ohio Revised Code. The territorial jurisdiction encompasses the Fairfield city limits. The Court hears all traffic and misdemeanor criminal cases, as well as initial appearances, and preliminary hearings for felony cases. Civil cases in which the amount in controversy does not exceed \$15,000, and small claims cases with claims of \$6,000 or less are also heard by the Court. Persons convicted and sentenced to jail are incarcerated in the Butler County Jail in Hamilton, Ohio. The Court also continues to explore alternatives to incarceration, such as community service, community control, Treatment Alternative Court and a Sobriety, Treatment, Accountability and Recovery (STAR) Program.



Public Schools

A strong public school system is important to the stability and well being of any community. As such, a strong relationship between the city and school district is imperative.

The city is served by the Fairfield City School District, which also serves Fairfield Township. The district provides primary and secondary education to more than 10,000 students in 11 schools in both the city and township. Sixty seven percent of students in the district reside in the city, but that trend is changing as enrollment is increasing from Fairfield Township,



New Fairfield Freshman School
constructed in 2018



Fairfield Municipal Court
processed 9,203 criminal,
traffic, civil, and small claims
cases in 2018.

3,700 traffic

4,065 criminal

1,438 civil and small claims

as new housing continues to be built. The district has already accounted for this growth by restructuring the school buildings and constructing three new schools. It is anticipated that any future construction will likely occur in the township.

Stakeholder interviews with the school district identified sidewalks and better connectivity for their students as a high priority. Lighting along routes to schools and around the schools is another important priority for the district.

Public Services Goals and Policies

GOAL PS 1 Continue to provide comprehensive, efficient, high-quality, cost effective public services and facilities.

- **Policy 1.1** Maximize the use of existing community services and facilities by promoting redevelopment, and infill in areas where public services and facilities currently exist, thereby reducing costs.
- **Policy 1.2** Ensure that levels of service are maintained for new and existing development by correcting existing deficiencies, and/or by requiring new development to provide infrastructure upgrades, as necessary.
- **Policy 1.3** Reduce stormwater run-off by requiring “green” on-site stormwater retention/detention for new development (e.g. bio swale, rain garden).
- **Policy 1.4** Consider the application of a variety of financing mechanisms to generate funds to pay for public facilities, services and infrastructure.
- **Policy 1.5** Continue to maintain and reinvest in the city’s infrastructure systems to provide exceptional services to both current and future users.

GOAL PS 2 Ensure that facilities and services provided by the city are adapting to meet the changing needs of the resident population of the city.

- **Policy 2.1** Ensure that all city buildings and rights-of-way facilities comply with the Americans With Disabilities Acts (ADA).
- **Policy 2.2** Continue advancement of multi-cultural and inclusive arts and entertainment activities to match the demographic diversity of the city.
- **Policy 2.3** Continue to provide avenues of communication with all residents, and offer opportunities for engagement.

GOAL PS 3 Use public-private partnerships and community organizations to advance projects that have a positive community impact and enhance quality of life.



National Night Out with Fairfield Police, an annual community-building campaign promoting police-community partnerships and neighborhood camaraderie

Implementation Strategies - Public Services

STRATEGY PS-1

Review all city codes and standards regarding public facilities and services to ensure they are adequate and representative of the desired future development for the city. This includes the application of green infrastructure (e.g. pervious pavement, pavers, or bioswales), and identifying requirements that require developers to assist financially for the cost of improvements to ensure that public services are not degraded because of new development.

STRATEGY PS-2

Establish a Transition Plan to ensure compliance with the ADA. Monitor the implementation of the Transition Plan and update periodically as needed.

STRATEGY PS-3

Conduct periodic water and sewer rate studies to ensure that the maintenance of adequate system capacities for future developments is achievable.



Parks, Recreation and Open Space

The Parks and Recreation Department has continued to earn accreditation through the Commission for Accreditation of Park and Recreation Agencies (CAPRA) and the National Recreation and Park Association (NRPA).

The Parks and Recreation Department provides a variety of services and programming through a system of parks, facilities, trails, and special events. The city has a *Comprehensive Parks and Recreation Master Plan* that is used to guide decisions and funding for the department. The plan is a supplement to *Fairfield Forward* and is proposed to be updated in the next one to two years. Refer to the *Comprehensive Parks and Recreation Master Plan* for detailed information.

The Parks and Recreation Department currently maintains and operates a portfolio of more than 800 acres of active and passive land in the city, including mini-parks, neighborhood and community parks,

regional parks and nature preserves. Facilities include an aquatic center, Community Arts Center, golf courses, ball fields, a skate park, and tennis courts.

The department partners with many local and regional agencies and organizations, including public, private and non-profit, to provide a comprehensive parks and recreation programs for all. Partner organizations include the Fairfield City School District, the Great Miami Valley YMCA, Joe Nuxhall Miracle League Fields, and Metroparks of Butler County. In 2019, the city constructed a 6.5-acre dog park adjacent to the Great Miami River. A new trailhead for the Great Miami River Trail is also a part of this project. This is just one component of the newly expanded Marsh Park.



Figure 8-1. Dog Park/Trailhead Concept Plan



Parks, Recreation and Open Space (PRO) Goals and Policies

GOAL PRO 1 Provide a variety of community open spaces, parks and recreational opportunities for programming, including active and passive recreation for all ages and abilities.

- **Policy 1.1** Identify deficiencies and continue the development of the city's park and recreation system, including maintenance, expansion and enhancements as needed.
- **Policy 1.2** Ensure convenient access to parks, open spaces and recreation opportunities through multiple modes of access (motor vehicle, bicycle path/trail, and sidewalk) and connectivity between parks.
- **Policy 1.3** Coordinate public and private resources to understand and meet the programming, open space and recreational needs of the city, and to avoid duplication of services.
- **Policy 1.4** Encourage new development to plan for and incorporate public gathering spaces and pocket parks in connection with the *Comprehensive Parks and Recreation Master Plan*.
- **Policy 1.5** Study the feasibility of developing Marsh Park as a water-based recreational venue, including access along the Great Miami River.
- **Policy 1.6** Identify locations within the park system for new and expanded trails for bicycling, hiking and walking and partner with key agencies to assist in funding opportunities.

GOAL PRO 2 Protect existing natural areas, environmentally sensitive lands and watersheds.

- **Policy 2.1** Identify and inventory lands suitable for conservation and protection, and establish mechanisms to restrict or prevent development on those lands (purchase of land, conservation easements).



Top: Summer Concert Series Groovin' on the Green
Bottom: Fairfield Cyclocross at Harbin Park

Attachment: Fairfield Forward draft 10.31.19 (1385 : Fairfield Forward)

Implementation Strategies - Parks, Recreation and Open Space

STRATEGY PRO-1

Revisit and update the city's *Comprehensive Parks and Recreation Master Plan* (December 2014) to update the existing system and to ensure that the needs and recommendations continue to be valid; that natural and environmentally sensitive lands are protected; and that trails and paths that provide recreation and connectivity are adequately planned.

STRATEGY PRO-2

Establish requirements for new residential, commercial or mixed-use development to dedicate land for useable public open spaces, pocket parks or gathering spaces.

STRATEGY PRO-3

Review and ensure that the proper zoning regulations are in place, or will be developed, to properly protect significant natural features.



Intergovernmental Coordination

Municipal governments work best when efforts are coordinated with surrounding jurisdictions. The coordination and sharing of land use, transportation, and public infrastructure information creates relationships that are mutual and beneficial.

Benefits of intergovernmental coordination include:

Interlocal agreements and regional partnerships for expanded service capacity and capability;

Improved planning and growth management of new development and redevelopment projects;

Adequate public facilities and services that ensure transportation, public utilities, and public services are able to meeting existing and increased service demands;

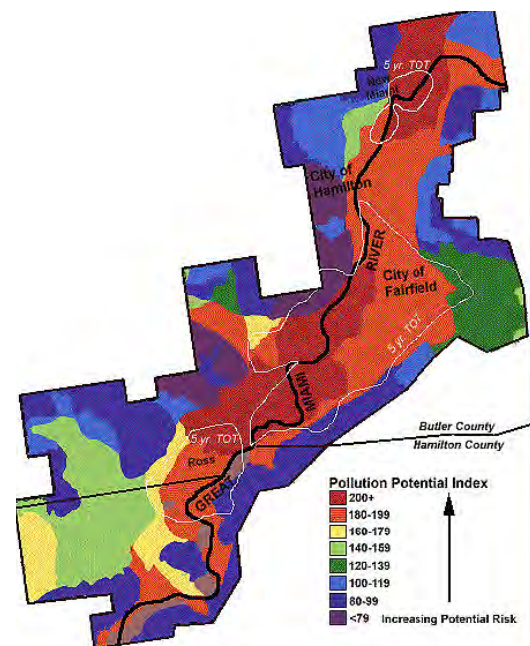
Coordinating land use to provide adequate buffers between potentially incompatible land uses; and

Balancing natural habitats, passive open spaces, and active recreation areas.

Intergovernmental Coordination (IC) Goals and Policies

GOAL IC 1 Coordinate this comprehensive plan with the plans of adjacent communities, Butler County, Fairfield City School District and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) as well as collaborate with regional agencies and non-profit organizations to further achieve shared goals.

- **Policy 1.1** Coordinate local planning activities with regional planning activities for land use, transportation, utilities and recreation for the purposes of shared services, connectivity and economic prosperity.
- **Policy 1.2** Continue the city's commitment to source water protection and preservation of the Great Miami Buried Valley Aquifer through membership in the Hamilton to New Baltimore Groundwater Consortium.



Map of the region identifying potential for groundwater pollution

Sustainability



Sustainability

Sustainability links the issues of environment, economy and social equity together. An action or decision in any one of these areas will have consequences on the others, whether anticipated or not. Sustainable actions are those that support, maintain, conserve, and enhance the environmental, economic, and social systems on which we depend.

This chapter is a brief overview of ways to approach sustainability in the City of Fairfield. The city will continue to develop a more comprehensive sustainability plan that provides policies and strategies for going green and long-term fiscal health, among other topics important to the city.

Sustainability is defined as the use, development and protection of all our resources in a manner that does not deplete them. A good sustainability plan enables the residents of Fairfield to meet their current needs and maintain a fulfilling quality of life without compromising or foregoing the ability of the opportunity for future residents to do the same.

What We Heard

- Continue to implement the green sustainability efforts as outlined in the *2009 Comprehensive Plan*
- Permit green energy (solar, aggregated electricity)
- Provide informational materials to residents for guidance on sustainability
- Make sure the city is environmentally sustainable
- Provide more opportunities for community gardens

City Initiatives

Fairfield actively supports sustainability and produces cleaner air by reducing its carbon footprint:

- ✓ Curbside Residential Recycling Program
- ✓ Tree City USA
- ✓ Environmental Commission
- ✓ Street lights replaced with LED lighting systems
- ✓ Greenroad Rating System
Attained Bronze Level for Route 4, Holden Boulevard, and South Gilmore Road Improvement Projects
- ✓ Hamilton to New Baltimore Ground Water Consortium Member
- ✓ Installation of efficient lighting and mechanical systems in city buildings
- ✓ Wind turbine used to power pond aeration system at Huffman Park
- ✓ Solar powered trash compactors at city parks
- ✓ Community gardens at Huffman Park

Fairfield's quality of life depends on the preservation and enhancement of its environment. As such, the city continues to recognize the sensitive interface between the natural and built environments. Fairfield should become a leader in creating a healthy environment for all and reducing energy consumption on public and private property.

Achieving sustainability may demand substantial departure from past and present actions as well as a fundamental commitment to conserving finite resources.



The following topics are briefly discussed in this chapter and recommended for further detailed study in a comprehensive Sustainability Plan for the city.

1 Air Quality and Climate Change

2 Community Health and Safety

3 Energy Conservation and Efficiency

4 Going Green

5 Water Quality

Sustainability Goals and Policies

GOAL S-1 Reduce the city's consumption of energy and fossil fuels.

- **Policy 1.1** Promote energy efficient systems and explore innovative energy technologies to reduce dependency on non-renewable energy at city-owned properties.
- **Policy 1.2** Encourage the preservation of existing mature trees and the planting of new diverse and native tree species on both public and private property.
- **Policy 1.3** Encourage sustainable practices in the design, construction and maintenance of both public and private buildings and infrastructure.
- **Policy 1.4** Apply sustainable initiatives for transportation infrastructure projects that support the Greenroads Rating System, where applicable.



Greenroads Award presented to city



Air Quality and Climate Change

Air quality can impact the health, economy and environment of any community.

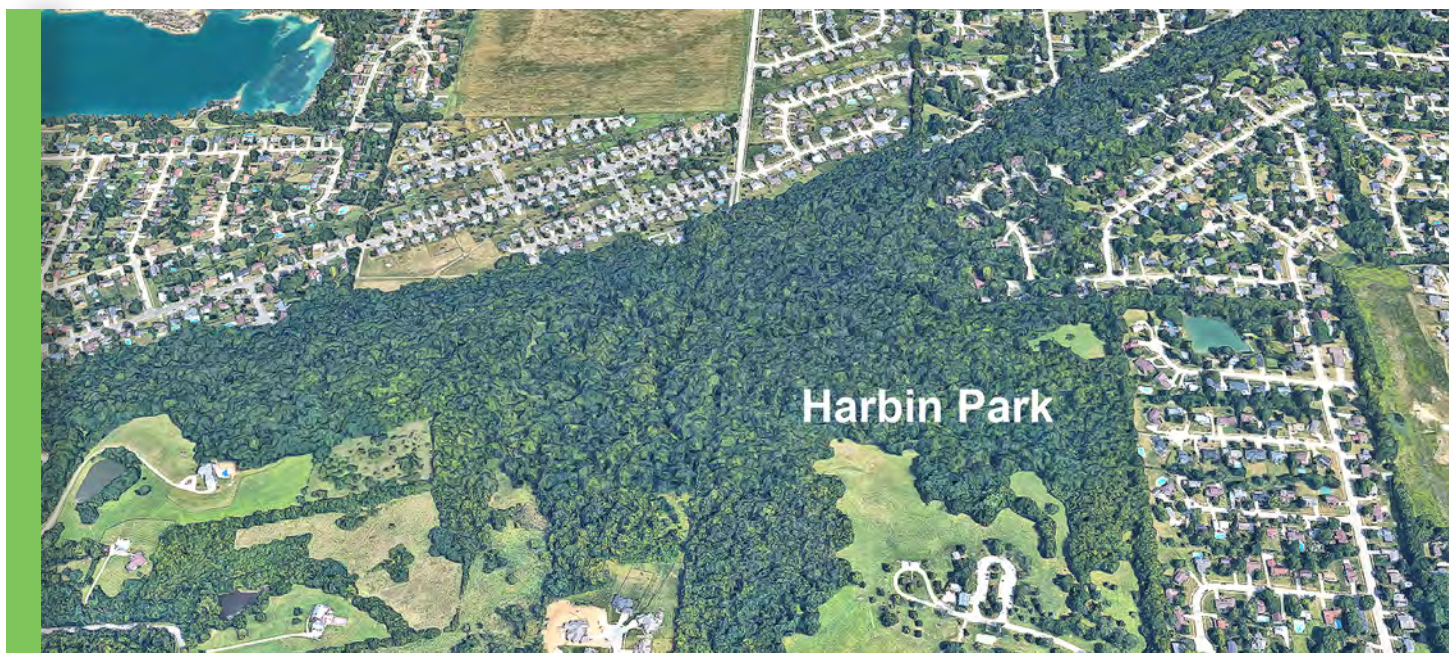
Air pollution is composed of a vast assortment of gases and particulates that can be grouped into three major categories: particulate matter, carbon monoxide and ozone. When these levels exceed thresholds set by the U.S. Environmental Protection Agency (EPA) the area is classified as a non-attainment area and must enact measures to lower the levels. The greater Cincinnati area, in which Fairfield is located, has been designated as a marginal non-attainment area for ozone.

As a member of the Ohio, Kentucky, Indiana Regional Council of Governments (OKI), Fairfield continues to support and promote efforts to improve air quality in the region through programs such as the Congestion Mitigation and Air Quality Program, which provides funding for projects that demonstrate measurable reductions in vehicle emissions.

By providing alternative, non-motorized modes of transportation, including a system of connected sidewalks, trails and bike paths, motor vehicle trips can be reduced, thereby reducing vehicle pollution.

The temperature of the micro-climate can be reduced by requiring that more trees and landscaping be preserved or planted on both public and private property during development and redevelopment. Destroying mature trees absorbs large quantities of greenhouse gases, providing for cleaner air. The destruction of mature trees and replacing them with smaller trees provides lower carbon dioxide absorption, leading to less clean air and, as a result, potential respiratory health issues for residents.

The City of Fairfield continues to support the Fairfield Environmental Commission, whose main purpose is to promote environmental stewardship. The commission is responsible for educating the public about the ecological, economic, and aesthetic benefits of forests.



Woodland preservation in Harbin Park



Community Health and Safety



Top and Bottom: Farmer's market booths at Village Green

Community health covers many aspects of a city, including active living and access to healthy foods. These two elements lead to a higher quality of life for both residents and those employed in the city. They are also key components to sustainable living.

Better community health can be accomplished by providing safe accessibility to all residents and encouraging less reliance on motorized transportation. Two mechanisms for encouraging active lifestyles in any city are: 1) requiring pedestrian and bicycle connectivity between developments, especially schools, that is safe and convenient; and 2) providing recreational facilities that are easily accessible for pedestrians and bicyclists.

Better community health can also be fostered through ensuring that residents have access to a variety of healthy food options. Community gardens allow residents to come together to grow fresh fruits and vegetables in close proximity to their homes while also providing social and healthy food benefits. The city operates a year-round farmer's market at Village Green, providing an excellent opportunity for residents to purchase fresh, locally grown produce.

The city is also encouraging community health by expanding the trails and sidewalk system throughout Fairfield to provide an alternative to motor vehicles. By connecting parks, schools, and other nonresidential uses to neighborhoods, the number of motor vehicle trips can be reduced and better health can be achieved through biking and walking.



Energy Conservation and Efficiency

The rising cost of energy production, together with diminishing fossil fuel sources (non-renewable resources) requires cities to consider conserving and searching for alternative energy resources. Alternative energy sources, including solar energy, geothermal, and biomass technology, should be encouraged in new development and redevelopment projects. Figure 9-1 is an example of a tool that both the city and residents can use to determine optimal locations for capturing solar energy on their rooftops.

Wind power, while on the rise across the country with better technology, is still not a viable option for Fairfield residents as the city is not located in a region suitable for wind energy. Considering this, the city should continue to take a proactive approach to energy conservation through other various methods, such as:

- Replacing inefficient public street lighting with energy-efficient LED bulbs
- Acquiring hybrid, electric, and other energy-efficient vehicles for city use
- Investigating the use of solar panels at public facilities
- Expanding sidewalk and bicycle path opportunities to reduce reliance on motor vehicles
- Investigating electric vehicle charging stations



Electric vehicle charging stations



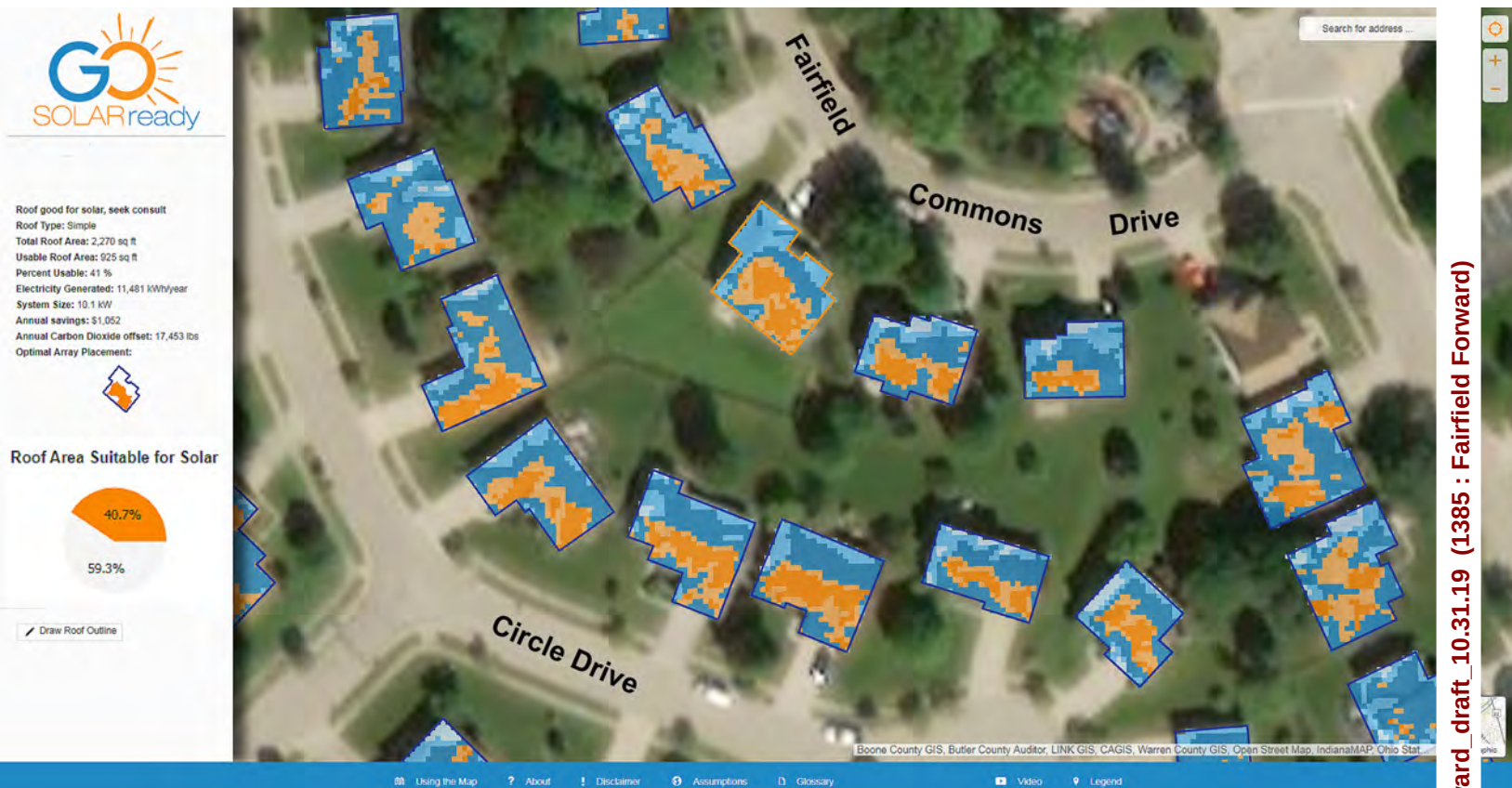
Going Green Through LEED

The planning, construction and maintenance of sites and buildings have an extraordinary effect on environmental resources. Facility construction requires significant quantities of water, wood and energy. In addition, buildings can be a significant source of interior and exterior urban air quality problems and can generate large quantities of waste. A green building is one that is designed, constructed, renovated and maintained in an ecological and resource efficient manner. They provide opportunities, not only for conservation and efficient use of resources, but also create healthier structures and long-term cost savings. Organizations such as Leadership in Energy and Environmental Design (LEED), developed by the U.S. Green Building Council, include rating systems for the design, construction, operation, and maintenance of environmentally responsible buildings and developments through site design. In addition, it provides building owners and operators with the tools needed to have an immediate and measurable impact on their building's performance.

LEED promotes a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health:

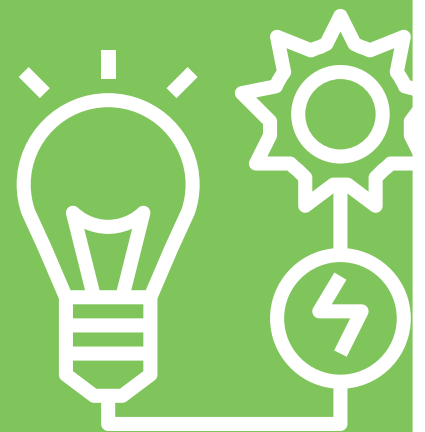
- 1 Sustainable site development
- 2 Water savings
- 3 Energy efficiency
- 4 Material selection
- 5 Indoor environmental quality

Figure 9-1. Solar Positioning for Energy Sustainability



SOLAR ENERGY READINESS

The Ohio-Kentucky-Indiana Regional Council of Governments (OKI) has developed a solar energy readiness program to assist businesses and homeowners on the installation of rooftop solar systems. The graphic above is an interactive online solar readiness map that shows the solar potential of homes in Fairfield (www.solar.oki.org).



Some examples of LEED practices and energy efficiency are: green roofs, captured rain water for landscape irrigation, solar energy to offset building energy costs, recycled building materials and building design that maximizes interior day lighting. The city should review codes and regulations to encourage LEED design and investigate incentives for developers who use LEED in their design.

Other policies promoting the use of green building principles and practices include the preservation of existing structures, the reuse and recycling of materials from deconstructed buildings, water and energy conservation, and the use of sustainable materials. Each of these efforts can reduce overall consumption of resources and should be encouraged in city codes and regulations.

Going green also includes encouraging green site improvements. The city should investigate incentives for developers who use green site principles in their design including the use of rain barrels, rain gardens, bioswales, xeriscape installation, and permeable pavement and pavers.



Earth Day in Fairfield with Mayor Steve Miller, Council Member Tim Abbott, and Duke Energy employees at Huffman Park



Water Quality

Public Drinking Water

As mentioned in the Public Services chapter, Fairfield receives its drinking water from an aquifer system that spans the southwest and central portions of the state. The aquifer is designated as a sole source under the federal Safe Drinking Water Act signifying a protection status as a valued natural resource. To ensure water quality and protection, the aquifer is monitored by the Hamilton to New Baltimore Ground Water Consortium.

In addition, the city, in partnership with the Consortium, has developed a Source Water Protection Program to help safeguard the aquifer from contaminants. The program designates protection zones around public wells to prevent, detect and

remediate groundwater contamination. Development in these zones is regulated and restrictions are placed on new businesses that have a high pollution risk potential. If contaminated, groundwater can remain unusable for many years.

Stormwater Pollution

When it rains, thousands of gallons of water enter Fairfield's storm sewer system. As runoff flows across lawns, driveways, parking lots and streets, it collects pollutants such as motor oil, pesticides, fertilizers, litter and other wastes. Since stormwater is naturally channeled to local waterways, and eventually into the groundwater, there is no opportunity for treatment to remove pollution. If left unmanaged, this runoff can change water quality.

Fairfield's Storm Water Quality Management Plan is designed to reduce the pollution created by stormwater runoff. It follows and meets the guidelines of the National Pollutant Discharge Elimination System (NPDES) Stormwater Program. The program requires local communities to institute control measures and implement "best management practices" to reduce stormwater pollution in order to improve the water quality of streams, lakes and other surface waters.

Efforts by the city to help manage stormwater quality include sweeping streets, controlling erosion at construction sites, and inspecting the storm sewer system to eliminate potential pollution sources.



Implementation Strategies - Sustainability

STRATEGY S-1

Develop a green initiative and sustainability plan to reduce the impact of the built environment.

STRATEGY S-2

Revise the zoning code, as applicable, to allow alternative energy technology and to reduce dependency on fossil fuels.

STRATEGY S-3

Revise the zoning code, as applicable, to require landscaping and trees on private property as part of development/redevelopment approval.

STRATEGY S-4

Work with the Ohio Department of Natural Resources and the Arbor Day Foundation to establish standards and guidelines for tree planting in the city.

STRATEGY S-5

Seek to achieve Greenroads certification status for eligible transportation projects. For all other projects, use Greenroads methodology as much as practical for producing sustainable and maintainable improvements.

Fairfield Recycling Program

The city offers a residential curbside recycling program through Rumpke. Large recycling carts are available through the city's website or Utility Billing Office to reduce the amount of materials entering the waste stream and landfills and to conserve more natural resources.





Appendix



A - Land Use

The following pages serve to identify secondary information related to land use as referenced in the plan.

Land Use Analysis – 2010 & 2018¹

	2010		2018		Change
Land Use Category	Acres	Percent	Acres	Percent	Acres
Residential					
One Family	4,197	37.33%	4,567	37.06%	+370
Two Family	54	0.48%	48	0.38%	-6
Multi-Family	695	6.18%	692	5.62%	-3
Mobile Home	38	0.33%	41	0.33%	+3
Total Residential	4,984	44%	5,348	43%	+364
Commercial					
Town Center	125	1.10%	122	0.99%	-3
Neighborhood	55	0.48%	62	0.50%	+7
Highway	610	5.42%	664	5.40%	+54
Office	202	1.79%	150	1.22%	-52
Total Commercial	992	9%	998	8%	+6
Industrial					
Light	1,195	10.63%	1,252	10.16%	+57
Heavy	348	3.09%	322	2.61%	-26
Total Industrial	1,543	14%	1,574	13%	+31
Public					
Semi-Public	511	4.55%	467	3.79%	-44
Storm Drainage Reserve	45	0.40%	45	0.37%	0
Utilities	105	0.94%	468	3.80%	363
Right-of-Way	1,824	16.22%	442	3.59%	-1,382
Total Public	2,485	22%	1,422	12%	-1,063
Recreation					
Parks	654	5.81%	795	6.45%	+141
Open Space	587	5.21%	583	4.73%	-4
Total Recreation	1,241	11%	1,378	11%	+137
Undeveloped Total²	-	-	1,602	13%	
Total Acreage	11,244	100%	12,323	100%	+1,079
Undeveloped Land	2,069	16%			

¹ Numbers may differ based on different ways of classification of uses or more precise GIS calculations.

² Undeveloped in 2018 includes developable open space not reserved for parks and agricultural lands.

Undeveloped Land Use Analysis – 2010 & 2018¹

		2010		2018		Change 2010- 2018
Land Use Category	Zone	Acres	Percent	Acres	Percent	Acres
Agriculture	A-1	545.83	26.38%	417	26%	-128.83
Total Agriculture		545.83	26.38%	417	26%	-128.83
Residential	R-0	38.78	1.87%	32.61	2.04%	-6.17
	R-0 PUD	3.24	<1%	3.06	0.19%	-0.18
	R-1	59.81	2.89%	39.58	2.47%	-20.23
	R-2	0.85	<1%	3.67	0.23%	2.82
	R-3	6.12	<1%	5.97	0.37%	-0.15
	R-3 PUD	1	<1%	11.2	0.70%	10.20
	R-4	0.97	<1%	0	0.00%	-0.97
Total Residential		110.77	5.35%	96	6%	-14.68
Commercial	C-1	26.58	1.28%	10.98	0.69%	-15.60
	C-2	3.57	<1%	1.71	0.11%	-1.86
	C-2 PUD	8.01	<1%	5.28	0.33%	-2.73
	C-3	37.94	1.83%	14.51	0.91%	-23.43
	C-3A	16.26	<1%	8.87	0.55%	-7.39
	C-4	5.53	<1%	0.00	0.00%	-5.53
	B-1	60.71	2.93%	20.55	1.28%	-40.16
	D-1	25.20	1.22%	3.82	0.24%	-21.38
	D-1 PUD	1.63	<1%	0	0.00%	-1.63
	ST	4.31	<1%	0	0.00%	-4.31
	SE	0	0%	0	0.00%	0
Total Commercial		189.74	9.30%	66	10%	-124.02
Industrial	M-1	98.61	4.76%	0	0.00%	-98.61
	M-2	959.53	46.37%	922.54	57.59%	-36.99
Total Industrial		1,058.14	51.13%	923	58%	-135.60
PUD	PUD	162.20	7.84%	100.44	6%	-61.76
Total PUD		162.20	7.84%	100	6%	-61.76
Total Undeveloped		2,066	100%	1602	100%	-464

¹ Numbers may differ based on different ways of classification of uses or more precise GIS calculations and changes in zoning.



B - Housing

The following pages serve to identify secondary information related to housing as referenced in the plan.

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C- Transportation Plan

The following pages serve to identify secondary information related to transportation as referenced in the plan.



Thoroughfare Plan

Purpose

The purpose of the Thoroughfare Plan is to establish locations and minimum standards for the future street network within the city. It is a planning tool used to establish future rights-of-way and plan the construction of new roads through the development process. It will also serve to guide public and elected officials in the development of future road improvement projects.

Past Thoroughfare Plans

The 1966 Plan was the first officially adopted thoroughfare plan for the city and created the roadway layout for many of the streets that exist today. The two major issues addressed in the plan were constructing additional north-south roads for inter-city traffic and diverting through east-west traffic around residential neighborhoods.

The 1977 Plan promoted the Loop Traffic Flow concept, to allow easy traffic flow inside the city boundaries. The 1992 Plan continued to promote the Loop Traffic Flow concept with the inception of the Town Center Loop Road. It also proposed frontage roads on Route 4 with the 1990 Service Drive Plan and the extension of Symmes Road east through West Chester Township to I-275.

The 2006 Plan was a major overhaul from past plans in that it upgraded and downgraded various roadway classifications to more accurately represent existing conditions and addressed the impact of future widening of Route 4 on adjacent businesses

This current plan is validation of the 2006 plan and moving forward the best practices of that planning effort to ensure safety and efficiency of all thoroughfares in Fairfield.

THOROUGHFARE OBJECTIVES

The thoroughfare system in Fairfield is classified and maintained by the City of Fairfield through the official Thoroughfare Plan. The **five primary objectives** for the Thoroughfare Plan for the city:

- 1 The Thoroughfare Plan shall be an integral part of the development of the City of Fairfield.
- 2 The Thoroughfare Plan is a guide for the orderly development of thoroughfares through undeveloped areas and assures the proper extension and connection of existing thoroughfares. The plan is meant to be a plan only and may be adjusted to meet prevailing conditions.
- 3 The Thoroughfare Plan shall provide direct connection to major regional highways surrounding the city.
- 4 The Thoroughfare plan shall be enacted when development occurs on vacant parcels, major expansions and when parcels get redeveloped. For the purposes of this plan, redevelopment is defined as substantial demolition (greater than 50%) of existing structures and rebuilding for a new use.
- 5 Thoroughfare Plan should be reviewed periodically so that transportation and market condition impacts can be evaluated upon the various thoroughfares in the city.

Street Classifications

Thoroughfares in the city have been divided into five primary categories of functional classification: Regional Thoroughfares, Primary Thoroughfares, Secondary Thoroughfares, Collector Streets and Local Streets. Configuration of local streets and their connections to the thoroughfare system will continue to be decided by the Planning Commission at the time of improvement.

1. Regional Thoroughfares

Regional Thoroughfares are major connectors that link Fairfield with other population centers in the southwest portion of the state. The movement of traffic is the primary function of a Regional Thoroughfare and is generally the highest traffic volume corridor. The standards for these thoroughfares shall generally conform to Types D or E (See on page C-9).

A. State Route 4

1. State Route 4 shall be maintained along its present alignment from the north corporation line to the south corporation line. It shall maintain its existing right-of-way in accordance with the Type E standard (See Table 2.1). The road will receive increased use as a traffic collector for fronting business developments and intersecting thoroughfares and will continue to act as a connector to the City of Hamilton and 1-275.

2. State Route 4 should continue to be monitored to evaluate traffic flow, accidents and points of congestion. If the various analyses present conditions of significant increases in accidents, traffic volumes or traffic congestion, that particular segment of that roadway section should be evaluated for improvement options including, but not limited to, speed limit, traffic signal timing, right turn lanes, and access control measures.
3. The city operates a Central Traffic Signal System which encompasses all traffic signals throughout the city. This system operates via high-speed internet service using fiber optic cable to provide faster and more reliable communications as well as the ability to obtain live video fees for more than 40 intersections. The system is currently being enhanced with a second phase scheduled for completion in 2019.
4. The city has developed the Route 4 Service Drive Plan which is a graphic representation of State Route 4 identifying the locations of existing and proposed service drives. This graphic also identifies recommended areas where curb cuts are preferred or required to occur.



Draft Access Management
Service Drive Plan

B. State Route 4 Bypass

The State Route 4 Bypass shall be maintained along its present alignment from its intersection with State Route 4 to the north corporation line. This road provides access from Fairfield to the northern portions of Butler County. The road was built by the State as a two-lane roadway with sufficient right-of-way to allow for construction of a four-lane highway which occurred in 2010 from Route 4 to Symmes Road. The Butler County Transportation Improvement District (TID) completed the widening from Symmes Road to Hamilton-Mason Road. This widening was a multi-jurisdictional project that included the Cities of Fairfield and Hamilton, Fairfield Township and Butler County.

2. Primary Thoroughfares

Primary thoroughfares are major traffic carriers within the city which carry traffic from collector and secondary thoroughfares to the regional thoroughfares. The primary function of this system of roadways is the movement of traffic, while land access is the secondary function. The standards for these thoroughfares shall generally conform to either Type C-1 or C-2 (See on page C-9).

A. Pleasant Avenue (US 127)

1. Pleasant Avenue serves as a major connector to I-275, City of Hamilton and Fairfield's Town Center. Strict curb-cut control is necessary between Wessel Drive and John Gray Road to prevent dangerous curb-cut configurations. Due to traffic congestion at AM and PM peak rush hour, it is recommended that access management be implemented in the form of service drives, where possible to provide for better traffic points.



Pleasant Avenue (US 127)

2. The Ohio Department of Transportation (ODOT) maintains US 127 south of John Gray Road. ODOT upgraded US 127 to five lanes from I-275 to Crest Road to relieve interstate access congestion and installed a center turn lane from Crest Road to Kemper Road. Coordination between Fairfield and ODOT will be necessary should ODOT plan to extend this third lane north to the corporation line at John Gray Road.
3. Better access management is required between Wessel Drive and Patterson Drive including the potential addition of more lanes and/or reconfiguring existing lanes of traffic for better efficiency, access and safety.

B. River Road (West of Nilles Road)

River Road shall be maintained along its present alignment from the western corporate boundary to Southgate Boulevard. This thoroughfare serves as a traffic collector for the western portion of the City and should be upgraded to Type C-2 Standard should the road extend to Ross Township.

C. River Road Connector (West of River Road, near Lakeside Manor subdivision)

1. River Road has the potential to serve as a connector for residential traffic to western Butler County. The River Road Connector is proposed to extend west over the Great Miami River to State Route 128, providing an east-west connection between Ross Township and the City of Fairfield as well as a connection to US 27.
2. Revisit the June 2003 "Environmental Inventory and Preliminary Transportation Options" study prepared for the Butler County TID that determined the best "east-west" route over the Great Miami River to western Butler County. Based on three options, River Road was determined to be the best option for crossing the river at that time. Revisiting this study should be undertaken to determine if this option continues to be the best option.

D. South Gilmore Road

South Gilmore Road is a main access for residential neighborhoods and commercial businesses in the city. In addition, it provides direct access to the interstate system and the central portion of Fairfield. Large businesses and commercial development exist along the corridor and contains over 140 acres of undeveloped land within the vicinity of Mack Road south to I-275. Many improvements have been made since 2006 to the corridor from Mack Road to I-275. Plans are being developed to add an additional lane on to westbound I-275 from southbound South Gilmore Road.

Top to Bottom:
 1) South Gilmore Road
 2) River Road
 3) Bobmyer Road



E. Seward Road (North of Port Union Road)

Seward Road shall be improved with alignment modifications (to be determined) from Union Centre Boulevard to Tylersville Road and shall serve as a collector for traffic generated by existing and future industrial development having close proximity to the road. Seward Road has been upgraded to three lanes (center turn lane) from Port Union Road to just south of the Norfolk Southern Railroad line. The section of Seward Road from the Norfolk Southern Railroad line to Tylersville Road will be upgraded to three lanes contingent on future development in the area. Coordination with Fairfield Township will be required for this improvement.

F. Tylersville Road

Tylersville Road shall be maintained along its present alignment. It is a major east-west connector in Butler County that receives high traffic volumes, which will continue to increase as the surrounding land develops. Any improvements made to Tylersville Road will be coordinated with the Butler County Engineer's Office.

G. Symmes Road

Symmes Road between Route 4 and North Gilmore Road is a two-lane road that serves many industrial businesses. An active CSX Rail line bisects the road near Industry Drive causing approximately 40 interruptions a day in traffic flow. An overpass at the CSX rail line as well as widening Symmes Road to five lanes is a consideration for the future of this section of roadway.

3. Secondary Thoroughfares

Secondary Thoroughfares collect traffic from collector and local streets and direct it to primary and regional thoroughfares. These roads are similar in function to primary thoroughfares, though usually carry less traffic. The standards for these thoroughfares shall conform to Type B (See on page C-9).

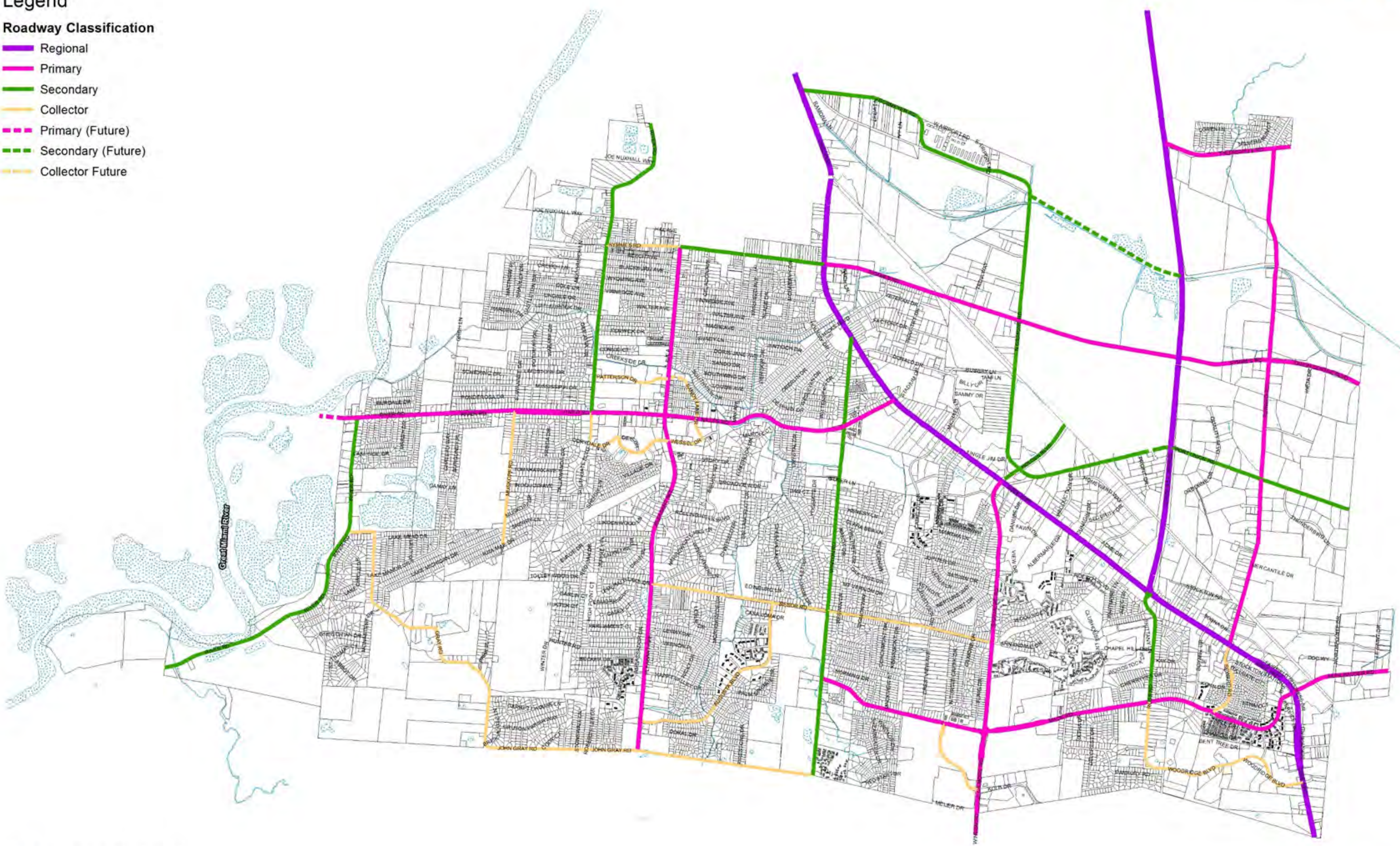
A. Bobmeyer Road Extension

Bobmeyer Road shall be extended from the eastern terminus at North Gilmore Road to By-Pass 4 via the City of Hamilton. The extension will provide better access from the airport to the expressway. The Butler County Thoroughfare Plan continues to propose this to be a three-lane road. Since the extension is not located in Fairfield, it will not be the city's responsibility to construct it, but rather the City of Hamilton, Butler County, or a private developer. A roundabout at North Gilmore Road and Bobmeyer Road should be considered for this improvement.

4. Collector Streets

Collector streets are two-lane thoroughfares which collect traffic from residential subdivisions and direct it to larger thoroughfares. The standard for collector level streets shall conform to the Type A (See on page C-9).

- Legend
- Roadway Classification
- Regional
 - Primary
 - Secondary
 - Collector
 - Primary (Future)
 - Secondary (Future)
 - Collector Future



Data Source: City of Fairfield GIS



City of Fairfield, Ohio

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Street Standards

The street standards shown in are recommended for the various types of thoroughfares in the City. These standards are meant to be a guide in the design and construction of the various roads. At the time of construction these standards may be adjusted to prevailing conditions and altered where necessary. All pavement measurements are from back-to-back of curb based on two (2) foot wide curbs.

Table 7-1. Street Standards

Type	Name	ROW	Pavement Width (ft)	Number of Lanes	Notes
A	Collector	60	38	2	
B	Secondary Thoroughfare	80	38	2	
C-1	Primary Thoroughfare	100	38	2	
C-2	Primary Thoroughfare	100	52	2-4	
D	Regional Thoroughfare	200	-	-	Applies only to State Route Bypass 4
E	Regional Thoroughfare	Varies	Varies	4+	Applies only to State Route 4

- 1. Type A.** The Type A Standard shall be constructed for collector thoroughfares. This standard requires a sixty (60) foot right-of-way, thirty-eight (38) foot pavement and four (4) foot sidewalks on both sides of the road. The pavement is sufficiently wide to allow two (2) parking lanes of seven (7) feet each and two (2) moving lanes of ten (10) feet each. In undeveloped areas, the developer shall provide grading, curbs, pavement, sidewalks and all utilities for the entire street.
- 2. Type B.** The Type B Standard shall be constructed for secondary thoroughfares. This standard requires an eighty (80) foot right-of-way, thirty-eight (38) feet of pavement and minimum

four (4) foot sidewalks on both sides of the road. The pavement is sufficiently wide to allow two (2) parking lanes of seven (7) feet each and two (2) moving lanes of ten (10) feet each. The extra right-of-way is reserved to allow future widening of the road. In undeveloped areas, the developer shall provide grading, curbs, pavement, sidewalks and all utilities for the entire street.

- 3. Type C-1.** The Type C-1 Standard shall be constructed for primary thoroughfares. This standard requires a one hundred (100) foot right-of-way, thirty-eight (38) feet of pavement and minimum four (4) foot sidewalks on both sides of the road. The pavement is sufficiently wide to allow two (2) parking lanes of seven (7) feet

each and two (2) moving lanes of ten (10) feet each. The extra right-of-way is reserved to allow future widening of the road. In undeveloped areas, the developer shall provide grading, curbs, pavement, sidewalks and all utilities for the entire street.

4. **Type C-2.** The Type C-2 Standard shall be constructed for primary thoroughfares. This standard requires a one hundred (100) foot right-of-way, fifty-two (52) feet of pavement and minimum four (4) foot sidewalks on both sides of the road. The pavement is sufficiently wide to allow two (2) parking lanes of seven (7) feet each and two (2) moving lanes of approximately seventeen (17) feet each. An alternative is to provide two (2) ten (10) foot wide moving lanes in each direction. In undeveloped areas, the developer shall provide grading, curbs, pavement, sidewalks and all utilities for the entire street.
5. **Type D.** The Type D Standard applies to the State Route 4 Bypass. This standard requires a two hundred (200) foot wide right-of-way dedicated to the City. When a subdivider develops a lot containing right-of-way for a regional highway, he/she will not be required to build any part of the thoroughfare but will be required to dedicate the right-of-way for future use.
6. **Type E.** The Type E Standard applies to the entire length of State Route 4 within the City corporate limits. The existing right-of-way, acquired in 1962 by the Ohio Department of Transportation, shall suffice, except for intersection upgrades and/or deceleration lanes.

7. **Frontage Roads/Service Drives.** The Planning Commission shall have the authority to grant a waiver from frontage roads and accept an alternate proposal requested by the landowner. As a condition of waiver from frontage roads, an agreement must be executed which will insure that the alternate proposal will be executed regardless of later lot splits or changes of ownership.

8. Intersections

At each intersection sufficient right-of-way shall be reserved for the inclusion of turn lanes. This right-of-way shall be the right-of-way lines for each intersecting road rounded by an arc having a minimum radius of seventy-five (75) feet. Additional right-of-way may be needed when considering roundabouts. Roundabouts should be considered in lieu of adding turn lanes, traffic signals or creating 4-way stop conditions.



Example of a roadway network serviced with roundabouts

Current Restrictions on Roadways

The City has implemented the following restrictions on City roadways that should be continued to maintain efficiency and travel safety:

1. Lots shall be discouraged from direct frontage on primary or secondary thoroughfares unless frontage roads or another access control method is provided and approved by the Planning Commission.
2. All thoroughfare and associated frontage road right-of-way shall be dedicated to the City.
3. When the Staff Technical Review Committee (STR) discusses future development or redevelopment, the Committee must require sufficient building setback to protect the right-of-way required by the Thoroughfare Plan.
4. No building permit will be granted that would prevent construction of the Thoroughfare Plan.
5. At the time a lot(s) is rezoned, the rezoning ordinance will require the developer to make provisions for the installation and/or upgrade of affected thoroughfares.
6. When development occurs along the right-of-way of an existing street, which is designated as a thoroughfare, the developer shall dedicate the required right-of-way and may be required to make improvements.
7. Pavement design in non-residential areas shall be determined on an individual basis. The design shall be in accordance with the procedures outlined in the most recent addition of the Ohio Department of Transportation "Pavement Design Manual".



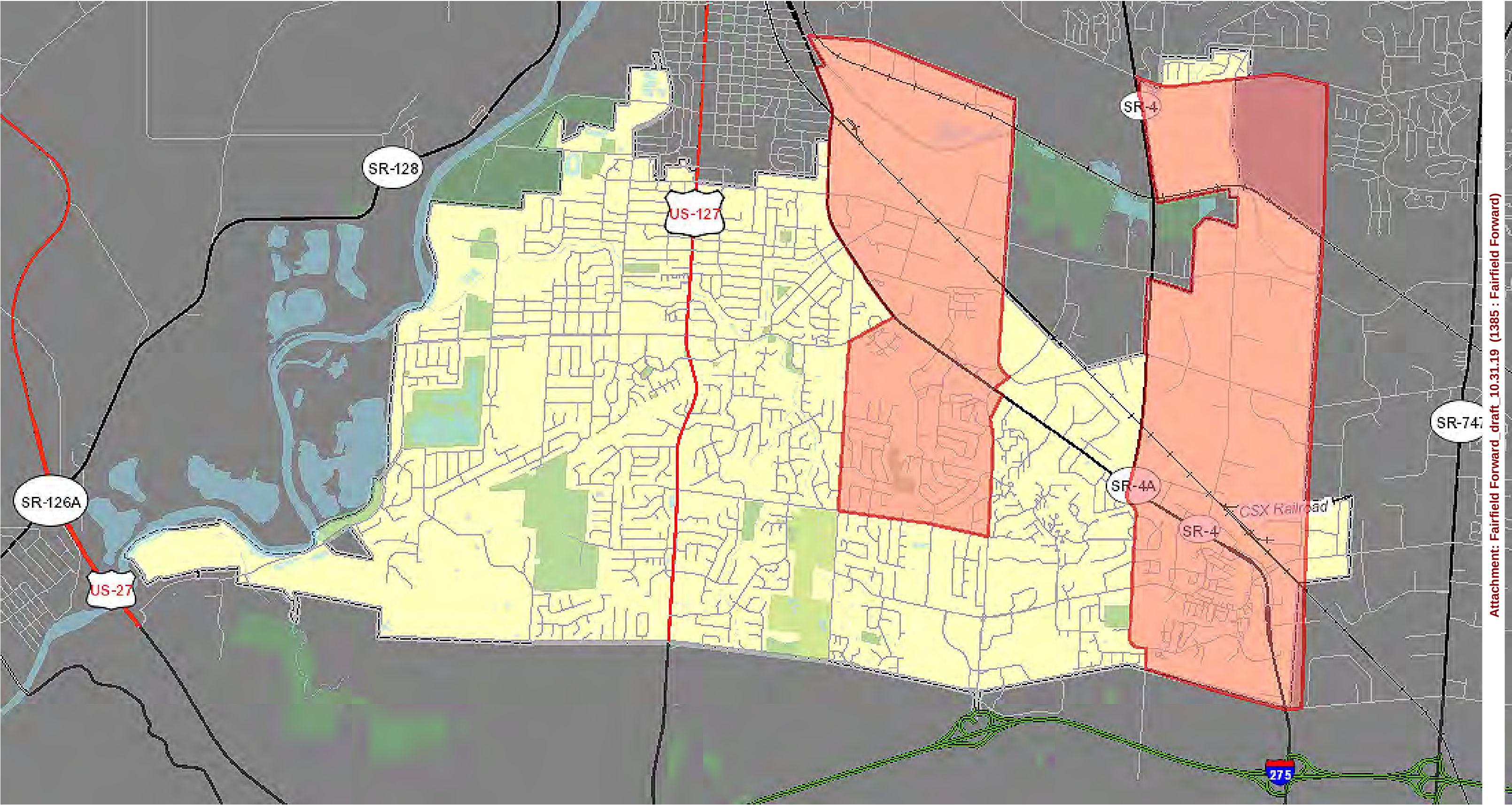
D - Economic Development

The following pages serve to identify secondary information related to economic development as referenced in the plan.

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Fairfield Opportunity Zones

Opportunity zones are identified in the areas highlighted in red on the map below.



Attachment: Fairfield Forward_draft_10.31.19 (1385 : Fairfield Forward)

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Commute Distance

	Fairfield Residents (Who Work)		Workers in Fairfield	
	Number	%	Number	%
Total	21,511	100.0%	28,745	100.0%
Less than 10 Miles	11,168	51.9%	14,993	52.2%
10 to 24 Miles	7,600	35.3%	9,048	31.5%
25 to 50 Miles	807	3.8%	1,993	6.9%
Greater than 50 Miles	1,936	9.0%	2,711	9.4%

Age of Workers

	Fairfield Residents (Who Work)		Workers in Fairfield	
	Number	%	Number	%
Total	21,511	100.0%	28,745	100.0%
Age 29 or Younger	5,214	24.2%	6,433	22.4%
30 to 54	11,353	52.8%	16,045	55.8%
Age 55 or Older	4,944	23.0%	6,267	21.8%

Income

	Fairfield Residents (Who Work)		Workers in Fairfield	
	Number	%	Number	%
Total	21,511	100.0%	28,745	100.0%
\$1,250 per Month or Less	4,162	19.3%	5,100	17.7%
\$1,251 to \$3,333	8,253	38.4%	10,735	37.3%
\$3,333 or More	9,096	42.3%	12,910	44.9%

Where Residents Work (Top 10 Places)

	Fairfield Residents (Who Work)	
	Number	%
Total	21,511	100.0%
City of Fairfield	3,264	15.2%
City of Cincinnati	2,891	13.4%
West Chester Township	1,913	8.9%
City of Hamilton	1,268	5.9%
City of Springdale	798	3.7%
City of Sharonville	738	23.4%
City of Blue Ash	698	3.2%
Sycamore Township	483	2.2%
Colerain Township	457	2.1%
City of Forest Park	457	2.1%
All Other Locations	8,544	39.7%

Where Employees Live (Top 10 Places)

	Fairfield Employees	
	Number	%
Total	21,511	100.0%
City of Fairfield	3,264	15.2%
City of Cincinnati	2,891	13.4%
West Chester Township	1,913	8.9%
City of Hamilton	1,268	5.9%
City of Springdale	798	3.7%
City of Sharonville	738	23.4%
City of Blue Ash	698	3.2%
Sycamore Township	483	2.2%
Colerain Township	457	2.1%
City of Forest Park	457	2.1%
All Other Locations	8,544	39.7%

Attachment: Fairfield Forward_draft_10.31.19 (1385 : Fairfield Forward)

Industry Classification

	Fairfield Residents (Who Work)		Workers in Fairfield	
	Number	%	Number	%
Total	21,511	100.0%	28,745	100.0%
Agriculture, Forestry, Fishing and Hunting	6	0.0%	1	0.0%
Mining, Quarrying, and Oil and Gas Extraction	13	0.1%	33	0.1%
Utilities	78	0.4%	127	0.4%
Construction	811	3.8%	1,108	3.9%
Manufacturing	2,672	12.4%	3,798	13.2%
Wholesale Trade	1,520	7.1%	2,890	10.1%
Retail Trade	2,346	10.9%	3,351	11.7%
Transportation and Warehousing	835	3.9%	1,248	4.3%
Information	342	1.6%	131	0.5%
Finance and Insurance	1,345	6.3%	4,768	16.6%
Real Estate and Rental and Leasing	241	1.1%	324	1.1%
Professional, Scientific, and Technical Services	1,136	5.3%	879	3.1%
Management of Companies and Enterprises	736	3.4%	122	0.4%
Administration & Support, Waste Management and Remediation	1,485	6.9%	1,927	6.7%
Educational Services	1,596	7.4%	1,223	4.3%
Health Care and Social Assistance	3,055	14.2%	3,714	12.9%
Arts, Entertainment, and Recreation	384	1.8%	291	1.0%
Accommodation and Food Services	1,843	8.6%	1,881	6.5%
Other Services (excluding Public Administration)	576	2.7%	666	2.3%
Public Administration	491	2.3%	263	0.9%

Attachment: Fairfield Forward_draft_10.31.19 (1385 : Fairfield Forward)

ORDINANCE NO. _____

ORDINANCE TO ADOPT THE FAIRFIELD FORWARD COMPREHENSIVE PLAN DATED NOVEMBER, 2019 AND INCLUDE IT AS A PART OF THE OFFICIAL COMPREHENSIVE PLAN OF THE CITY OF FAIRFIELD, OHIO PURSUANT TO §8.01(C)(2) OF THE FAIRFIELD CITY CHARTER.

BE IT ORDAINED by the Council of the City of Fairfield, Ohio, that:

- Section 1. The Fairfield Forward Comprehensive Plan dated November, 2019, a copy of which plan is on file in the office of the Clerk of Council, is hereby adopted and included as part of the official comprehensive plan of the City of Fairfield, Ohio pursuant to §8.01(C)(2) of the Fairfield City Charter.
- Section 2. Future planning decisions by the City Administration, Planning Commission and City Council be made in light of the contents of this Plan.
- Section 3. Ordinance No. 140-09 and all other ordinances which are inconsistent herewith are hereby repealed.
- Section 4. This Ordinance shall take effect at the earliest period allowed by law.

Passed	_____	_____
		Mayor's Approval
Posted	_____	
First Reading	_____	Rules Suspended _____
Second Reading	_____	
Third Reading	_____	

ATTEST:

Clerk of Council

This is to certify that this Ordinance has been duly published by posting and summary publication as provided by Charter.

Clerk of Council

Active Clients\City of Fairfield\Ordinances\2019\Fairfield Forward Comprehensive Plan-Ord

Attachment: Fairfield Forward Comprehensive Plan-Ord (1385 : Fairfield Forward)



City Council Ordinance
Regular Meeting - November 11, 2019

Submitted by: John Clemmons,
 Submitting Department: Legal

Subject:

Agreement with Butler County Public Defender Commission and Butler County Board of Commissioners

Legislation Title:

Ordinance to authorize the City Manager to execute an agreement for indigent legal representation for 2020 in the Fairfield Municipal Court with the Butler County Public Defender Commission/Butler County Board of Commissioners and declaring an emergency.

Recommendation:

It is recommended that Council adopt an ordinance to authorize the City Manager to execute the agreement for indigent legal representation for 2020 in the Fairfield Municipal Court with the Butler County Public Defender Commission/Butler County Board of Commissioners.

Background/Synopsis:

The City previously provided legal representation for indigent defendants from its own funds by appointment of attorneys on a case-by-case basis. This new system which was started in 2011 has reduced the overall cost of indigent defense as stated above.

The Butler County Public Defender Commission/Butler County Board of Commissioners will provide legal representation for all indigent defendants by providing four (4) public defenders including both felony and misdemeanor representation and state statute and City ordinance violations.

Financial Impact:

The Fairfield Municipal Court has estimated an annual savings of at least \$65,000.00 from the implementation of this agreement.

Emergency Provision Explanation:

Rules suspension and the emergency clause are requested so that the agreement can be in place and reimbursement by the State of Ohio can be obtained in accordance with state guidelines.

Rule Suspension Requested:

Yes

Emergency Provision Needed:

Yes

Attachments:

1. 2019-10-30-Public Defender Letter to attach to Minute Traz

2. Butler County Public Defender-Ord



County of Butler

11.B.1.a

MICHAEL P. WEISBROD
PUBLIC DEFENDER

**LAW OFFICE OF THE
BUTLER COUNTY PUBLIC DEFENDER
315 HIGH STREET, 8TH FLOOR
HAMILTON, OHIO 45011
PHONE: (513) 887-3540
FAX: (513) 887-3545**

October 17, 2019

Enclosed you will find the 2020 renewal contract between Fairfield Municipal Court and the Butler County Public Defender's office.

Please return the signed contract to:

Toni Maggard
Butler County Public Defender
315 High Street, 8th Floor
Hamilton, Ohio, 45011

Thank you,
Toni Maggard

Attachment: 2019-10-30-Public Defender Letter to attach to Minute Traz (1384 : Agreement with Butler County Public Defender Commission and

**AGREEMENT FOR INDIGENT DEFENSE SERVICES
IN FAIRFIELD MUNICIPAL COURT
Public Defender and Assigned Counsel**

This Agreement is entered into by and between the Butler County Public Defender Commission, with a mailing address of 315 High Street, 8th Floor, Hamilton, Ohio 45011 (hereinafter referred to as the "COUNTY"), and the City of Fairfield, with a mailing address of 5350 Pleasant Avenue, Fairfield, Ohio 45014, (hereinafter referred to as the "CITY").

WHEREAS, the CITY recognizes its responsibility under the laws of the State of Ohio and of the United States of America to provide legal counsel to indigent persons charged with a violation of a City ordinance for which the penalty or any possible adjudication includes the potential loss of liberty, and

WHEREAS, Butler County has adopted a program whereby a Public Defender Commission has been formed and has established a Public Defender Office for providing indigent defense and if there is a conflict, then the court will appoint assigned counsel attorneys.

WHEREAS, the COUNTY Public Defender Commission pursuant to Ohio Revised Code §120.14 and §120.16 may enter into a contract with a municipal corporation whereby the County provides legal representation to indigent persons charged with a violation of an ordinance of a municipal corporation for which the penalty or possible adjudication includes the potential loss of liberty and under which the municipal corporation shall pay the COUNTY for these services.

WHEREAS, these contracts must contain terms in conformance with Ohio Administrative Code §120-1-09 and the parties must follow the Ohio Public Defender Commission standards and guidelines and the COUNTY Maximum Fee Schedule for Appointed Counsel, in order for the COUNTY to obtain reimbursement for indigent defense costs pursuant to Ohio Revised Code §120.18, §120.33 and §120.35, and pay the CITY its appropriate share if such has not already been calculated in the formula to determine compensation, and

WHEREAS, this Agreement has been authorized by the CITY by Ord.# _____, passed by the Fairfield City Council on _____.

NOW THEREFORE, the parties do mutually agree to bind themselves as follows:

1. REPRESENTATION

- 1.1 The COUNTY, on behalf of the CITY, agrees to provide legal representation in Municipal Court on or after the commencement date and during the term of this agreement in cases where the defendant is indigent and charged with the commission of an offense or act which is a violation of a CITY ordinance and for which the penalty or any possible adjudication includes the potential loss of liberty.
- 1.2 Indigency shall be determined in accordance with the standards of indigency and other rules and guidelines established by the Ohio Public Defender Commission and the State Public Defender, pursuant to Ohio Revised Code §120.03 and Ohio Administrative Code §120-1-03. In addition to indigency determination, all rules, standards and guidelines issued by the Office of the Ohio Public Defender and Ohio Public Defender Commission shall be followed.
- 1.3 A major purpose of this agreement is to enable the COUNTY and CITY to obtain partial reimbursement of its costs to have the Public Defender office or appointed counsel in conflict situations, provide legal representation in Fairfield Municipal Court for indigent persons charged with any violation of a CITY ordinance for which the penalty or any possible adjudication includes the potential loss of liberty. Any question regarding terms or performance of this agreement should be resolved in favor of obtaining this result.

2. COMPENSATION

- 2.1 For and in consideration of the CITY'S annual payment of the sum of \$65,753.56 to the COUNTY, said sum to be paid in equal monthly installments of \$5,479.46 per month due on or before the 15th of each month, for which the Public Defender Office provides representation in Fairfield Municipal Court in consideration of the COUNTY being authorized to receive and keep any and all reimbursement, if any, it may be able to obtain from the Ohio Public Defender Commission for such representation, the COUNTY agrees to have its Public Defender attorneys undertake the representation of indigent adults who are charged in the Fairfield Municipal Court with the commission of an offense that is a violation of a Fairfield Municipal Ordinance for which the penalty includes a potential loss of liberty. The parties further agree that due to the staffing commitment required from the COUNTY by the Fairfield Municipal Court,

this payment may also include some contribution for representation in connection with certain violations under the Ohio Revised Code as contemplated by the parties.

- 2.2 In addition to the payments for the Public Defender services; in conflict situations, where assigned counsel is appointed, the County will pay the attorney and bill the CITY monthly for the municipal code violation cases the County paid assigned counsel in any particular month, based on qualifying attorney vouchers. The COUNTY will issue an invoice to the CITY.
- 2.3 Amounts paid by the CITY for representation of such indigent persons, whether by a contractual amount or fee schedule, shall not exceed the fee schedule in effect and adopted by the COUNTY Commissioners.
- 2.4 Applications for transcripts and expert fees may be made to the court by the Public Defender or Assigned Counsel. When granted by the court and in municipal code violation cases, the county will pay, bill the CITY and the CITY will reimburse the COUNTY.
- 2.5 The type of case (ORC vs Municipal Code) for payment purposes is based on the offense charged, not the offense of conviction or plea. If any ORC violation is charged at the same time as a Municipal Code violation, then the CITY is not required to reimburse the COUNTY.
- 2.6 The COUNTY shall promptly pay over to the CITY any reimbursement received from the Office of the Ohio Public Defender Commission pursuant to Chapter 120 of the Ohio Revised Code for any amounts the CITY expended pursuant to this agreement for assigned counsel fees, expert and transcript costs.

(There is no sharing of state reimbursement for the County Public Defender office costs.)

3. DURATION OF CONTRACT and TERMINATION

- 3.1 The term of this agreement shall be for one year, January 1, 2020 to December 31, 2020. This contract may be renewed for additional one year terms upon proper resolution of each entity agreeing to the one year extension and proper appropriation of funding for the new year. Copies of

the resolutions are to be sent to the Ohio Public Defender, 250 East Broad Street, Suite 1400, Columbus, Ohio 43215.

- 3.2 If COUNTY or CITY shall fail to fulfill in a reasonable, timely and proper manner its obligations under this agreement or if either party shall substantially violate any of the covenants, agreements or stipulations of this agreement, then the aggrieved party shall hereupon have the right to terminate this agreement by giving written notice to the other party of such termination and specifying an effective date thereof at least thirty (30) days before the effective date of said termination. Termination by either party shall not constitute a waiver of any other right or remedy it may have in law or in equity for breach of this agreement by the other party.
- 3.3 Written notice shall be considered furnished when it is sent by Certified Mail; return receipt requested or is hand delivered.

4. TERMS OF AGREEMENT

- 4.1 Indigency and client eligibility for representation under this agreement shall be determined in conformity with the standards of indigency and other rules and standards established by the Ohio Public Defender Commission and the State Public Defender.
- 4.2 Recognizing that the requests for reimbursement must be received by the State Public Defender in a timely manner, the Municipal Court Clerk shall promptly notify the COUNTY of the CITY ordinance cases completed and pending in any month.
- 4.3 After approval, the County Auditor shall thereafter, process the fees and expenses approved by the Court in accordance with the procedure set forth in Ohio Revised Code §120.33.
- 4.4 There shall be no discrimination against any employee who is employed in the work covered by this agreement or against any application for such employment because of race, color, religion, sex, age, handicap or national origin. This provision shall apply to, but not be limited to employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, raises of pay or other forms of compensation, and selection for training, including apprenticeship. The COUNTY shall insert a similar provision in any subcontract for services covered by this agreement.

- 4.5 No personnel of the parties or member of the governing body of any locality or other public official or employee of any such locality in which, or relating to which, the work under this Agreement is being carried out, and who exercises any functions or responsibilities in connection with the review or approval of the understanding or carrying out of any such work, shall, prior to the completion of said work, voluntarily acquire any personal interest, direct or indirect, which is incompatible or in conflict with the discharge and fulfillment of his or her functions and responsibilities with respect to the carrying out of said work.

5. MODIFICATION

- 5.1 This contract may not be amended orally.
- 5.2 This contract may be amended only by written addendum, signed and executed by the parties named herein, or their successors.

IN WITNESS WHEREOF, the parties have hereunto set their hands.

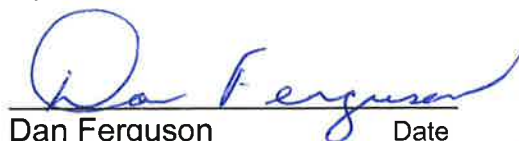
BUTLER COUNTY PUBLIC DEFENDER COMMISSION

 10/12/19
 Jack F. Grove Date
 Chairperson

CITY OF FAIRFIELD

 Mark T. Wendling Date
 City Manager

Approved as to Form Only:

 10/19/19
 Dan Ferguson Date
 Assistant Prosecuting Attorney

Approved as to Form Only:

 John H. Clemmons Date
 City of Fairfield Law Director

Approved: _____
 Ohio Public Defender Date

By adoption of its Resolution No. _____ adopted on _____, the Board of County Commissioners of Butler County has approved all provisions of this Agreement which pertain to the financing of defense counsel for indigent persons who are charged with a violation of the ordinances of the City of Fairfield.

**Board of County Commissioners of
Butler County, Ohio**

President Date

Vice President Date

Member Date

ORDINANCE NO. _____

ORDINANCE TO AUTHORIZE THE CITY MANAGER TO EXECUTE AN AGREEMENT FOR INDIGENT LEGAL REPRESENTATION FOR 2020 IN THE FAIRFIELD MUNICIPAL COURT WITH THE BUTLER COUNTY PUBLIC DEFENDER COMMISSION/BUTLER COUNTY BOARD OF COMMISSIONERS AND DECLARING AN EMERGENCY.

BE IT ORDAINED by the Council of the City of Fairfield, Ohio, that:

Section 1. The City Manager is hereby authorized to execute an agreement with the Butler County Public Defender Commission/Butler County Board of Commissioners for indigent legal representation in the Fairfield Municipal Court for 2020 in accordance with the agreement on file in the office of the City Manager.

Section 2. This Ordinance is hereby declared to be an emergency measure necessary for the urgent benefit and protection of the City and its inhabitants for the reason that State of Ohio reimbursement can be obtained in a timely manner; wherefore, this ordinance shall take effect immediately upon its passage.

Passed	_____	_____	
		Mayor's Approval	
Posted	_____		
First Reading	_____	Rules Suspended	_____
Second Reading	_____	Emergency	_____
Third Reading	_____		

ATTEST:

Clerk of Council

This is to certify that this Ordinance has been duly published by posting and summary publication as provided by Charter.

Clerk of Council

Active Clients\City of Fairfield\Ordinances\2019\Butler County Public Defender-Ord



City Council Ordinance
Regular Meeting - November 11, 2019

Submitted by: Ben Mann,
 Submitting Department: Public Works

Subject:

Agreement for Purchase of the Wheeler (Pleasant Avenue) Property

Legislation Title:

Ordinance to authorize the City Manager to enter into a contract with Pat C. Wheeler for purchase of the Wheeler Property consisting of 7.16 acres along Pleasant Avenue, Fairfield, Ohio and declaring an emergency.

Recommendation:

It is recommended that City Council authorize the preparation of legislation, with rules suspension and emergency provision, authorizing the City Manager to execute an agreement with Pat C. Wheeler for the purchase of the 7.16 acre Pleasant Avenue property known as Parcel A0700-012-000-041.

Background/Synopsis:

It is necessary for City Council to authorize the City Manager to enter into an agreement with Pat C. Wheeler to purchase the Wheeler property, parcel A0700-012-000-041. This project is for purchase of approximately 7.16 acres along Pleasant Avenue, south of Wessel Drive, and adjacent to the existing City property behind Village Green.

The purchase is contingent on completing the agreement with Clean Ohio for the reimbursement of expenses as outlined in the financial impact. The local district has approved funding based on the City application submitted in September.

This property location will be a useful addition to the existing City owned property and will fit into future trail and sidewalk plans as well as greenspace conservation and preservation.

OPWC District 10 will be funding up to 75% of the acquisition expenses. The local share of the property value is being donated by the property owner by taking 25% off of the agreed upon price for the land acquisition.

Financial Impact:

\$160,000 from the Capital Improvement Fund.

Purchase price of \$200,000 with \$10,000 in administrative costs. The property owner will donate \$50,000 of the price as the local match and Clean Ohio will reimburse the City for \$150,000 of the property cost and \$6,500 of the administrative costs.

Final cost to the City after reimbursement should be approximately \$3,500.

Emergency Provision Explanation:

It is anticipated that the funding will be approved soon and once the agreement is signed, the City will close on the property as quickly as practical so a suspension of rules and emergency provision is being requested.

Rule Suspension Requested:

Yes

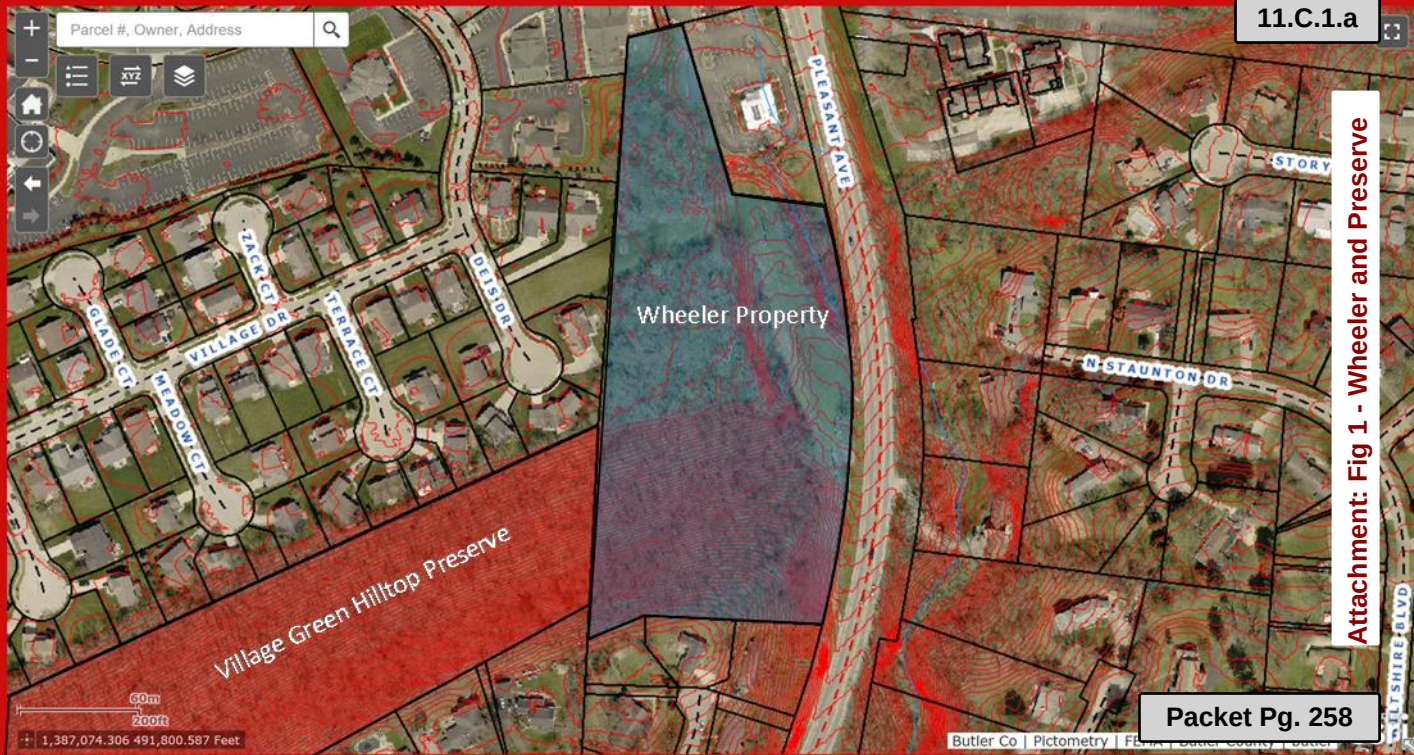
Emergency Provision Needed:

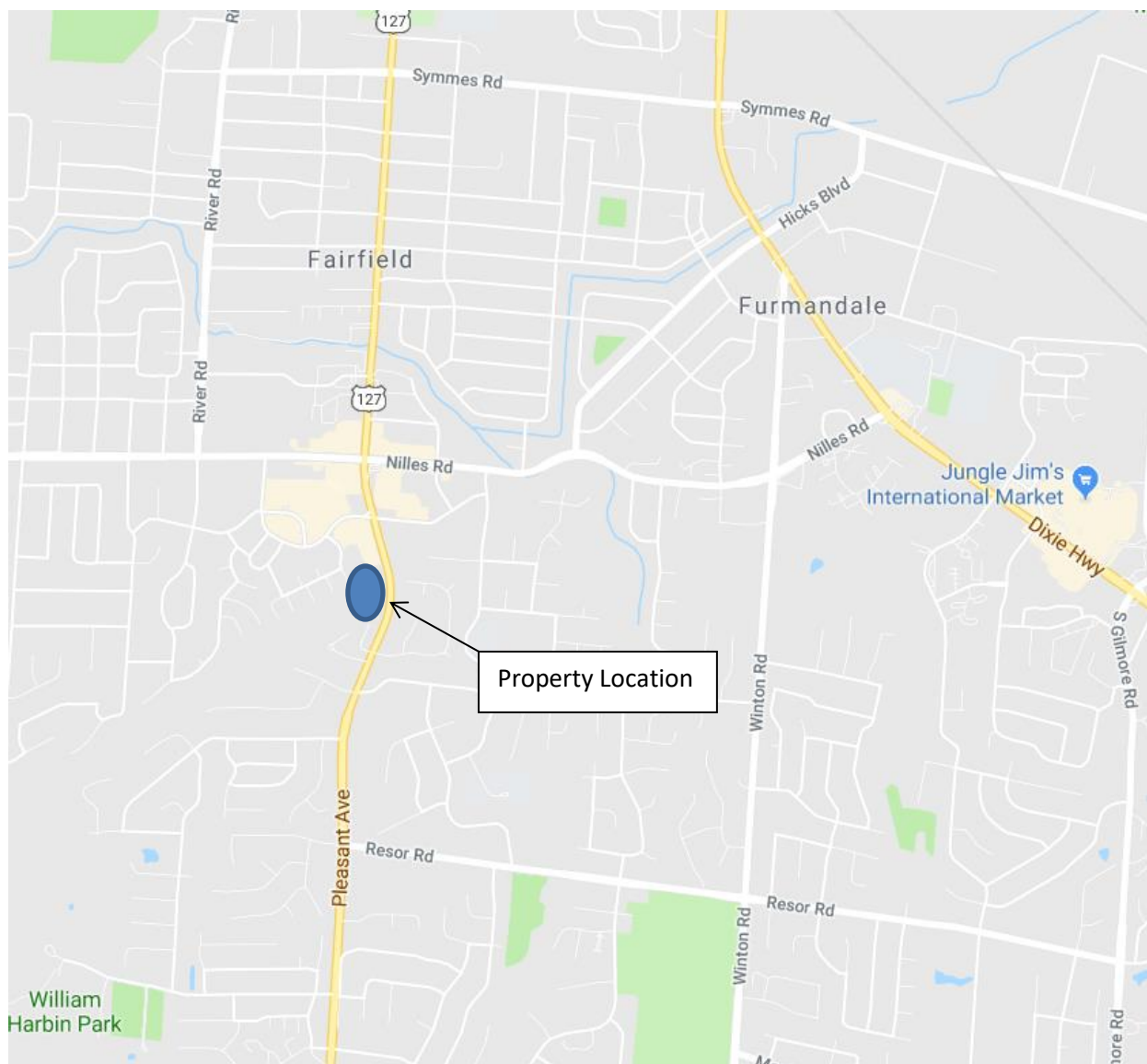
Yes

Attachments:

1. Fig 1 - Wheeler and Preserve Property
2. Vicinity Map
3. Property Line Schematic
4. Wheeler Property-Ord

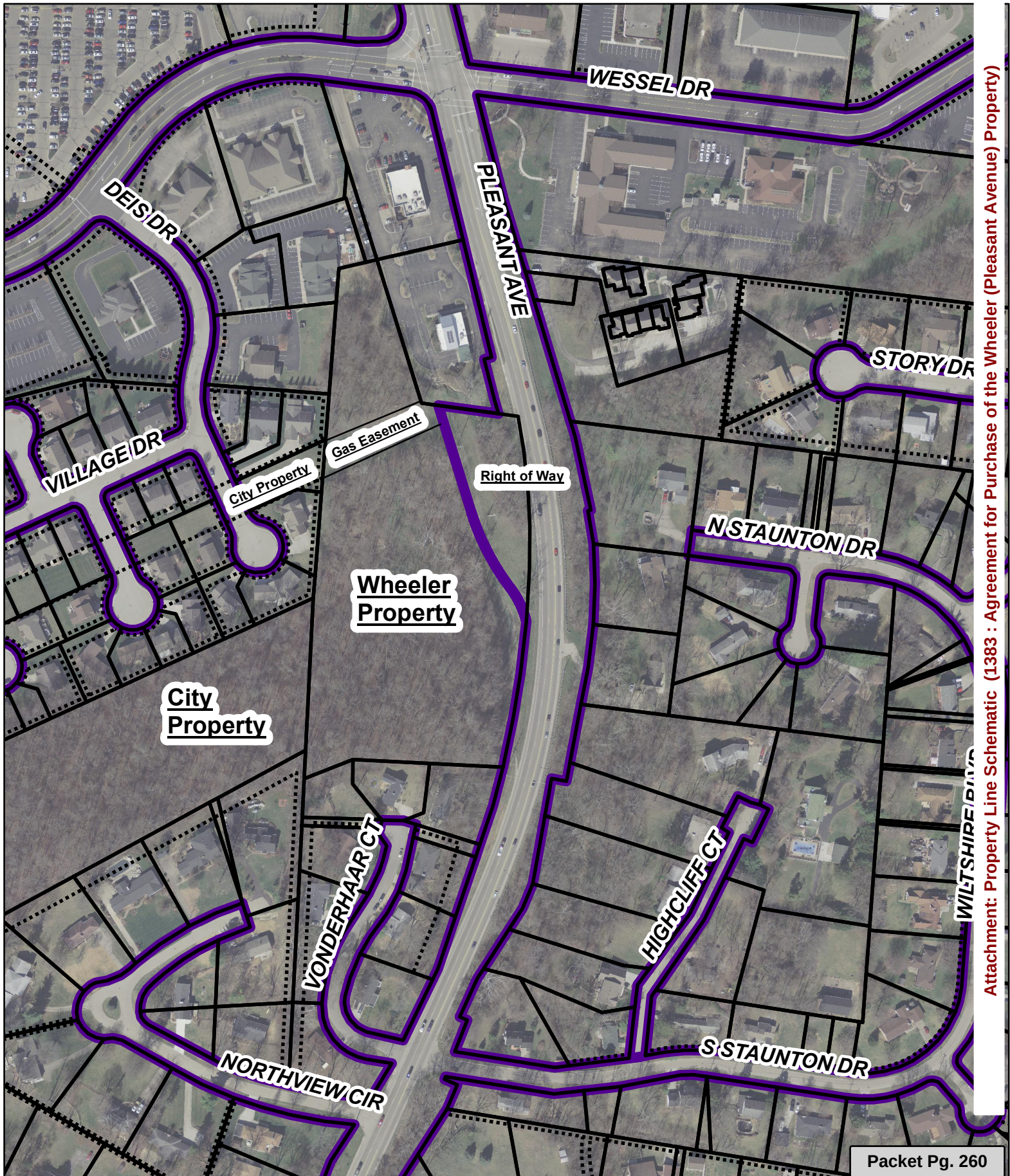
11.C.1.a





Vicinity Map

5333 Pleasant Avenue / Wheeler Property Acquisition



ORDINANCE NO. _____

ORDINANCE TO AUTHORIZE THE CITY MANAGER TO ENTER INTO A CONTRACT WITH PAT C. WHEELER FOR PURCHASE OF THE WHEELER PROPERTY CONSISTING OF 7.16 ACRES ALONG PLEASANT AVENUE, FAIRFIELD, OHIO AND DECLARING AN EMERGENCY.

BE IT ORDAINED by the Council of the City of Fairfield, Ohio, that:

Section 1. The City Manager is hereby authorized to enter into a contract with Pat C. Wheeler for purchase of the Wheeler property consisting of 7.16 acres along Pleasant Avenue, Fairfield, Ohio in accordance with the contract on file in the office of the City Manager.

Section 2. This Ordinance is hereby declared to be an emergency measure necessary for the urgent benefit and protection of the City and its inhabitants for the reason that the purchase be completed in a timely manner consistent with the Clean Ohio grant requirements; wherefore, this ordinance shall take effect immediately upon its passage.

Passed	_____	_____	_____
		Mayor's Approval	
Posted	_____		
First Reading	_____	Rules Suspended	_____
Second Reading	_____	Emergency	_____
Third Reading	_____		

ATTEST:

Clerk of Council

This is to certify that this Ordinance has been duly published by posting and summary publication as provided by Charter.

Clerk of Council

Active Clients\City of Fairfield\Ordinances\2019\Wheeler Property-Ord

Attachment: Wheeler Property-Ord (1383 : Agreement for Purchase of the Wheeler (Pleasant Avenue) Property)



City Council Ordinance
Regular Meeting - November 11, 2019

Submitted by: Alisha Wilson, Clerk
 Submitting Department: Clerk

Subject:

Contractual Appropriations

Legislation Title:

Ordinance to amend Ordinance No. 127-18 entitled “An Ordinance to make estimated appropriations for the expenses and other expenditures of the City of Fairfield, Ohio, during a period beginning January 1, 2019, and ending December 31, 2019.”

Recommendation:

It is recommended that City Council suspend the rules requiring a second and third reading of this Ordinance and adopt the appropriations listed above.

Background/Synopsis: Please refer to specific Council Communications for full description of these items.

\$160,000 for purchase of Wheeler property

Financial Impact: \$160,000 from noted funding source.

Rule Suspension Requested:

Yes

Emergency Provision Needed:

No

Attachments:

1. Contractual 11-11-Ord

ORDINANCE NO. _____

ORDINANCE TO AMEND ORDINANCE NO. 127-18 ENTITLED "AN ORDINANCE TO MAKE ESTIMATED APPROPRIATIONS FOR THE EXPENSES AND OTHER EXPENDITURES OF THE CITY OF FAIRFIELD, OHIO, DURING A PERIOD BEGINNING JANUARY 1, 2019, AND ENDING DECEMBER 31, 2019."

BE IT ORDAINED by the Council of the City of Fairfield, Ohio, that:

Section 1. Ordinance No. 127-18, the 2019 Appropriation Ordinance, is hereby amended in the following respects:

From:	Unappropriated Capital Improvement Fund	\$160,000
To:	40216025-252000 Improvements Other Than Building (Property Acquisition - Wheeler)	\$160,000

Section 2. This Ordinance shall take effect at the earliest period allowed by law.

Passed	_____	_____
		Mayor's Approval
Posted	_____	
First Reading	_____	Rules Suspended _____
Second Reading	_____	
Third Reading	_____	

ATTEST:

Clerk of Council

This is to certify that this Ordinance has been duly published by posting and summary publication as provided by Charter.

Clerk of Council

Active Clients\City of Fairfield\Ordinances\2019\Contractual 11-11-Ord

Attachment: Contractual 11-11-Ord (1391 : Contractual Appropriations)



City Council Ordinance
Regular Meeting - November 11, 2019

Submitted by: Alisha Wilson, Clerk
 Submitting Department: Clerk

Subject:

Non-Contractual Appropriations

Legislation Title:

Ordinance to amend Ordinance No. 127-18 entitled “An Ordinance to make estimated appropriations for the expenses and other expenditures of the City of Fairfield, Ohio, during a period beginning January 1, 2019, and ending December 31, 2019.”

Recommendation:

It is recommended that City Council suspend the rules requiring a second and third reading of this Ordinance and adopt the appropriations listed above.

Background/Synopsis: Please refer to specific Council Communications for full description of these items.

\$16,179 Justice Center Repairs and Upgrades;
 \$21,925 for 2019 Emergency Storm Sewer Lining;
 \$14,983 HVAC Upgrades at Community Arts Center;
 \$6,500 Lime Silo Improvements;
 \$49,896 Public Works Garage Equipment Upgrades;
 \$25,000 Upgrades to 2-Way Radio System;
 \$20,000 Guardrail award for 6611 River Road

Financial Impact: \$154,483.00 from noted funding source.

Rule Suspension Requested:

Yes

Emergency Provision Needed:

No

Attachments:

1. NonContractualAppropriations.Nov11
2. Non Contractual 11-11-Ord



City Council Ordinance
Regular Meeting - November 11, 2019

Submitted by: Brian Rose,
 Submitting Department: Public Works

Subject:

Justice Center Repairs and Upgrades

Legislation Title:

Justice Center Repairs and Upgrades

Recommendation:

It is recommended that the City Council authorize and direct the preparation of legislation authorizing the appropriation of funding in the amount of \$16,179 from the Capital Improvement Fund for the purchase and installation of carpet at the Justice Center by Classic Carpets and Flooring, Fairfield, OH.

Background/Synopsis:

This request will replace carpet at the Justice Center in the Police Chiefs area and in the Community Service area due to condition. Two quotes were received for this project, one from DeGeorge Ceilings and Flooring for \$13,261 and one from Classic Carpets and Flooring for \$13,179. Classic Carpets and Flooring was chosen due to price.

Financial Impact:

\$16,179 (\$13,179 for this project + \$3,000 for Justice Center needs and contingencies) from the Capital Improvement Fund. This project is listed in the 2019 CIP as # 9FC71 Justice Center Repairs and Upgrades (\$20,000).

Emergency Provision Explanation:

N/A

Rule Suspension Requested:

No

Emergency Provision Needed:

No

Attachments:

1. Classic Carpet

2. Degeorge

CLASSIC CARPETS & FLOORING

CITY OF FAIRFIELD – JUSTICE CENTER

675 Nilles Rd.
Fairfield, OH 45014
10/30/2019

CARPET TILES

** Areas: Entry, Conference Room, Copy Room, Waiting Room, Receptionists Area,
Closet, Chiefs Office & (2) Closets

- Installation Method: Glue Direct (Releasable)

- Adhesive: SHAW5000

- Standard Labor/Material Costs

* Standard Carpet Tile Labor: 1,277 SF @ \$.61 SF	\$ 778.97
* Adhesive/Glue: (2) 4 gallon pails @ \$ 127.99 each	\$ 255.98
* R/D old glue down carpet: 1,277 SF @ \$.32 SF	\$ 408.64
* New 5" Cove Base: (3) ctns @ \$ 203.00 ctn	\$ 609.00
* Cove Base Installation: 288 ft @ \$.99 ft	\$ 285.12
* R/D old cove base: 288 lineal ft @ \$.35 ft	\$ 100.80
* Move/Place Back Large Furniture	\$ 875.00
* Transition Edge @ VCT: (1) edge @ \$ 18.99 each	\$ 18.99
* Clean/Scrape/Prep Concrete Floors: 1,277 SF @ \$.25 SF	\$ 319.25
	\$ 3,651.75
	Tax \$ 237.36
	TOTAL \$ 3,889.11

*

- Carpet Tile #1: (SHAW) CARBON COPY

* Carpet Tiles: (29) ctns = 1,305 SF @ \$ 2.19 SF	\$ 2,857.95
	Tax \$ 185.77
	TOTAL \$ 3,043.72

- Carpet Tile #2: (SHAW) HOOK UP

* Carpet Tiles: (29) ctns = 1,305 SF @ \$ 2.39 SF	\$ 3,118.95
	Tax \$ 202.73
	TOTAL \$ 3,321.68

- Carpet Tile #3: (SHAW) MATERIAL EFFECTS
(SHAW) STRAIGHT SHIFT/SHIFTING GEARS
(SHAW) BLOCK TO BLOCK

* Carpet Tiles: (29) ctns = 1,305 SF @ \$ 2.59 SF	\$ 3,379.95
	Tax \$ 219.70
	TOTAL \$ 3,599.65

*

- Carpet Tile #4: (SHAW) AREA

* Carpet Tiles: (29) ctns = 1,305 SF @ \$ 2.89 SF	\$ 3,771.45
	Tax \$ 245.14
	TOTAL \$ 4,016.59

- Carpet Tile #5: (SHAW) MESHWEAVE

* Carpet Tiles: (29) ctns = 1,305 SF @ \$ 3.39 SF	\$ 4,423.95
	Tax \$ 287.56
	TOTAL \$ 4,711.51

\$7,488.76

Attachment: NonContractualAppropriations.Nov11 [Revision 1] (1392 : Non-Contractual Appropriations)

CLASSIC CARPETS & FLOORING

CITY OF FAIRFIELD – JUSTICE CENTER

675 Nilles Rd.
Fairfield, OH 45014
10/30/2019

CARPET TILES

** Areas: Community Services, Entry & (2) Offices

Installation Method: Glue Direct (Releasable)

Adhesive: SHAW5000

Standard Labor/Material Costs

* Standard Carpet Tile Labor: 1,006 SF @ \$.61 SF	\$ 613.66
* Adhesive/Glue: (1) 4 gallon pails @ \$ 127.99 each	\$ 127.99
* R/D old glue down carpet: 1,006 SF @ \$.32 SF	\$ 321.92
* New 5" Cove Base: (2) ctns @ \$ 203.00 ctn	\$ 406.00
* Cove Base Installation: 192 ft @ \$.99 ft	\$ 190.08
* R/D old cove base: 192 lineal ft @ \$.35 ft	\$ 67.20
* Move/Place Back Large Furniture	\$ 800.00
* Clean/Scrape/Prep Concrete Floors: 1,006 SF @ \$.25 SF	\$ 251.50
	\$ 2,778.35
Tax	\$ 180.59
TOTAL	\$ 2,958.94

Carpet Tile #1: (SHAW) CARBON COPY

* Carpet Tiles: (22) ctns = 990 SF @ \$ 2.19 SF	\$ 2,168.10
Tax	\$ 140.93
TOTAL	\$ 2,309.03

Carpet Tile #2: (SHAW) HOOK UP

* Carpet Tiles: (22) ctns = 990 SF @ \$ 2.39 SF	\$ 2,366.10
Tax	\$ 153.80
TOTAL	\$ 2,519.90

Carpet Tile #3: (SHAW) MATERIAL EFFECTS

(SHAW) STRAIGHT SHIFT

(SHAW) SHIFTING GEARS

(SHAW) BLOCK TO BLOCK

* Carpet Tiles: (22) ctns = 990 SF @ \$ 2.59 SF	\$ 2,564.10
Tax	\$ 166.67
TOTAL	\$ 2,730.77

Carpet Tile #4: (SHAW) AREA

* Carpet Tiles: (22) ctns = 990 SF @ \$ 2.89 SF	\$ 2,861.10
Tax	\$ 185.97
TOTAL	\$ 3,047.07

Carpet Tile #5: (SHAW) MESHWEAVE

* Carpet Tiles: (22) ctns = 990 SF @ \$ 3.39 SF	\$ 3,356.10
Tax	\$ 218.15
TOTAL	\$ 3,574.60

\$5,689.71

Attachment: NonContractualAppropriations.Nov11 [Revision 1] (1392 : Non-Contractual Appropriations)

DeGeorge Ceilings & Flooring, Inc.

• 3675 Symmes Road Hamilton OH

(513) 860-2600

(513) 860-2638 Fax

City of Fairfield
8870 North Gilmore Rd.
Fairfield, OH 45014

Job: Chiefs Office and Community Services

513-404-2405 Brian Rose

DeGeorge Ceilings & Flooring is pleased to present the following proposal for your consideration.

Re: Carpet Replacement Option # 1 - Chiefs Office Area

We will perform the following in all areas where needed:

We will perform the following in all areas where needed:

- *Move around all of the furniture
- *Remove and haul away the existing glue down carpet and cove base
- *Clean and prep the floors to make ready for the new installation of carpet tiles
- *Provide and install 24" x 24" glue down carpet tiles (Manufacture-Style-Color: TBD)
- *Provide and install 4 1/2" rubber cove base along the perimeter of each wall
- *Provide and install matching transitions

Total Cost \$ 7, 473.00

Re: Carpet Replacement Option # 2 – Community Services Area

We will perform the following in all areas where needed:

- *Move around all of the furniture
- *Lift up the existing cubicles with a cubicle lift system
- *Remove and haul away the existing glue down carpet and cove base
- *Clean and prep the floors to make ready for the new installation of carpet tiles
- *Provide and install 24" x 24" glue down carpet tiles (Manufacture-Style-Color: TBD)
- *Provide and install 4 1/2" rubber cove base along the perimeter of each wall
- *Provide and install matching transitions

Total Cost \$ 5, 788.00

Attachment: NonContractualAppropriations.Nov11 [Revision 1] (1392 : Non-Contractual Appropriations)

*All material is guaranteed to be as specified. All work is to be completed in a workmanlike manor according to standard practices. Any alternation or deviation from above specifications involving extra costs will be executed only upon written orders and will become an extra charge over and above the estimate. All agreed to be contingent **upon strikes, accidents or delays beyond our control. Owner will carry fire, tornado and other necessary insurance. Our workers are fully covered by the Bureau of Workers' Compensation Insurance.** Customer will assume all electrical work unless otherwise specified. Any and all permits required to be supplied by customer. Total sum of estimate is due when specified. If the account is turned over for collection, the customer will be charged for all legal fees and interest added in accordance to local and state laws. Job is based on non-prevailing wage.

11.D.2.a

Signature: **Matt Dunn**

Note: This proposal may be withdrawn by us if not accepted within 30 days.

ACCEPTANCE OF PROPOSAL

The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Accepted by: Signature: _____ Date: _____

Attachment: NonContractualAppropriations.Nov11 [Revision 1] (1392 : Non-Contractual Appropriations)



City Council Ordinance
Regular Meeting - November 11, 2019

Submitted by: Ben Mann,
 Submitting Department: Public Works

Subject:

2019 Emergency Storm Sewer Lining – Annandale Drive and Lamplighters Court

Legislation Title:

2019 Emergency Storm Sewer Lining – Annandale Drive and Lamplighters Court

Recommendation:

It is recommended that funding be appropriated for Insight Pipe Contracting, LLC of Harmony, PA in the amount of \$21,925.00 from the Capital Improvement Fund for the emergency lining of storm sewers.

Background/Synopsis:

This project is in the Capital Improvements Program for 2019-2023 as 9PW03 Drainage Improvements (Contracted). The project will line approximately 239' of 12" diameter storm sewer on Annandale Drive and Lamplighters Court.

This polymer based liner is expected to extend the useful life of the existing pipe for thirty to fifty years.

This project is part of a cooperative effort between Wastewater and Public Works to perform culvert and storm sewer inspections. The City's Wastewater Division has expertise in both video inspection and lining that has and will continue to aid in the maintenance and rehabilitation of the storm sewers by Public Works. A price for this project was solicited independently of the sanitary sewer lining to be completed early next year.

Financial Impact:

\$21,925.00 (\$17,925.00 for the base bid and \$4,000.00 for supplemental services) from the Capital Improvement Fund.

Emergency Provision Explanation:

This lining is being considered an emergency repair as there has already been a sinkhole developed over top of the Lamplighter storm sewer.

Rule Suspension Requested:

Yes

Attachment: NonContractualAppropriations.Nov11 [Revision 1] (1392 : Non-Contractual Appropriations)

Emergency Provision Needed:

Yes

Attachments:

1. 102219.pricequote.fairfield.oh.jmu.js.lining
2. 2019 Storm Sewer Lining Sites

INSIGHT PIPE CONTRACTING, LLC**724-452-6060****Fax: 724-452-3226****232 E. Lancaster Road
Harmony, PA 16037**

October 22, 2019

City of Fairfield
Attention: Benjamin Mann, MPA
8870 N Gilmore Road
Fairfield, OH 45014Email: bmann@fairfield-city.org
Office: (513) 867-4213**RE: City of Fairfield, OH – 12” CIPP Liner – Annandale & Lamplighter**

Dear Ben:

Below is the price quote for the above referenced project. In order to proceed with this work, please sign in the space provided, and return to our office via Fax at 724-452-3226 at your earliest convenience.

We appreciate the opportunity to provide our services. Please contact our office if you have any questions.

PRICE QUOTE

<u>Quantity</u>	<u>Description</u>	<u>Unit Price</u>	<u>Total</u>
239 LF (Min. 239 LF)	Lining of approximately 239 LF of 12” diameter storm sewer with 12” dia. x 6 mm Premier Pipe, U.S.A. Cured-in-Place Pipe. Price includes all equipment, labor and material. Liner to be processed using steam to cure the liner.	\$75.00/LF	\$17,925.00
100 LF	Lining of additional 100 LF of 12” diameter storm sewer with 12” dia. x 6 mm Premier Pipe, U.S.A. if liner can be inverted through bottom catch basin to the outfall.	\$40.00/LF	\$4,000.00
Each	Reinstatement of service laterals. Does not include grout.	\$350.00/EA	
Each	Remote removal of Break-in-Connections as directed by others.	\$450.00/EA	
Per HR	Heavy cleaning (any cleaning after initial 2 jet passes) and/or root removal	\$365.00/HR	
Per LF	CCTV inspection of segments not lined	\$10.00/LF	

**Work to be performed when Insight Pipe Contracting
Is working in the area.**

Notes/Exclusions:

1. Attached “Summary of Work”.
2. No fuel surcharge will be applied to this job.

Video Pipe Inspection – High Pressure Sewer Cleaning & Bucketing – Power Vacuuming – Manhole & Pipe Rehabilitation

Attachment: NonContractualAppropriations.Nov11 [Revision 1] (1392 : Non-Contractual Appropriations)

3. Price **does not** include IPC employees being paid Prevailing Wage.
4. Others to supply access to all manholes/catch basins for 20 Ton 2-Wheel drive Vehicle.
Others to remove/reinstall fence.
5. Others to supply water for pipe cleaning, inversion and processing.
6. Others to provide dump site for debris removed from the cleaning operations.
If no dump site provided, then city will pay for tipping fees at landfill and an hourly rate of \$250.00/hour will apply for transporting debris to and from landfill.
7. Others responsible for providing manifest for debris if one is required by landfill for the execution of the work.
8. Other to provide traffic control and to acquire work easements, right of ways and permits.
Traffic Control to be in compliance with the Department of Transportation. Any downtime due to non-compliant traffic maintenance, will result in a charge for time and material.
9. Bypass pumping for lining of the sewer segments is included in the price.
10. The Cured-in-Place liner will conform to the existing pipe, thus all deformations will remain the same as the host pipe.
11. Price includes initial closed-circuit televising (CCTV) to determine if pipe is in an acceptable condition to be lined. If pipe is determined to be unacceptable for lining, then CCTV Inspection at the above LF will apply.
12. The existing condition of the pipe will determine the amount of roots/debris that can be removed. The pipe condition may also cause the root removal/cleaning equipment to become lodged. If this does occur, others will be responsible for the removal of the equipment and/or Insight Pipe Contracting, LLC's time and material to remove the equipment.
13. Proof of general liability insurance to be provided upon request (excluding additional insured).
14. **Neither Insight Pipe Contracting, LLC, nor any of its representatives, agents, subcontractors, or insurance carriers will be responsible for any host pipe failures or collapses during any of the cleaning, CCTV, and/or lining activities. If this does occur, others will be responsible for the removal of the equipment and/or Insight Pipe Contracting, LLC's time and material to remove the equipment.**
15. **All service laterals that cannot be verified as a capped service per CCTV mainline camera will be reinstated unless written authorization by the owner's representative is provided denying reinstatement. Neither Insight Pipe Contracting, LLC, nor any of its representatives, agents, or insurance carriers will be responsible for any backups or damages resulting from the authorized non-reinstatement of the lateral connection.**
16. **The lining process uses Styrene Based Resin, thus odors may be associated with the lining process. Neither Insight Pipe Contracting, LLC, nor any of its representatives, agents, subcontractors, or insurance carriers will be responsible for any complaints or issues associated with the lining activities.**
17. **Customer will be required to pay for material and/or manufacturing costs if the job should be cancelled after contract has been signed and material has been ordered.**

The signing of this price quote constitutes the agreement to the terms and conditions and becomes the contract between Insight Pipe Contracting, LLC and its customer. The customer also agrees to complete a credit application and provide a copy of its Performance and Payment bonds, if applicable. If a separate contract or written agreement is required by the customer this price quote will be amended to reflect the change in scope, terms and conditions of such contract or agreement. Upon review and approval of the credit application the contract will be executed, and the information forwarded to our Operations Department for scheduling.

PRICE QUOTE IS GOOD FOR 60 DAYS

City of Fairfield
 Page 3
 October 22, 2019

Insight Pipe Contracting, LLC will only store electronic and hard copies of CCTV reports, documents and project data for 60 days after completion of project. Full and final payment is to be made to Insight Pipe Contracting LLC within 30 days after completion of the above-mentioned work (video evidence to confirm date and completion of project). A finance charge of 1.5% per month will apply on all overdue invoices.

Sincerely,

John Sebolt

John Sebolt
 Service Representative

 Authorized Signature to Proceed with Work

 Date

 Title

 Printed Name

 Purchase Order Number

Bill to Information (if different from above):

 Company Name

 Address

 Phone Number

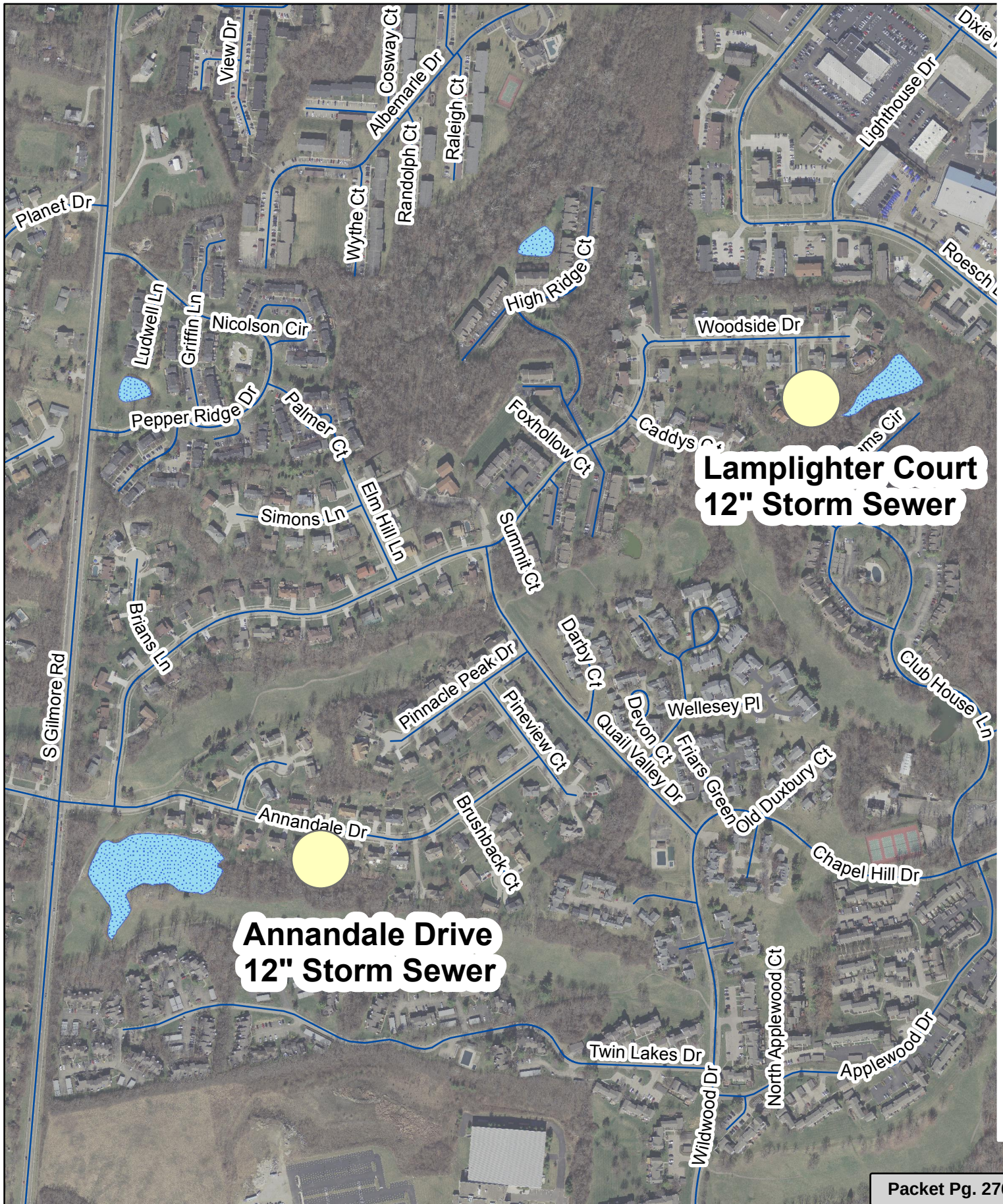
Attachments: Summary of Work

102219.pricequote.fairfield.oh.jmu.js.lining

Attachment: NonContractualAppropriations.Nov11 [Revision 1] (1392 : Non-Contractual Appropriations)



2019 Storm Sewer Lining
City of Fairfield - Butler County, Ohio



Attachment: NonContractualAppropriations.Nov11 [Revision 1] (1392 : Non-Contractual Appropriations)



City Council Ordinance Regular Meeting - November 11, 2019

Submitted by: Brian Rose,
Submitting Department: Public Works

Subject:

HVAC Upgrades at the Community Arts Center

Legislation Title:

HVAC Upgrades at the Community Arts Center

Recommendation:

It is recommended that the City Council authorize and direct the preparation of legislation authorizing the appropriation of funding in the amount of \$14,983 from the Capital Improvement Fund for this project to be installed by The Cincinnati Air Conditioning Company, Cincinnati, OH.

Background/Synopsis:

This request will replace (2) HVAC units at the Community Arts Center. One unit serves the theater sound booth and one serves the sound room equipment room. The unit that serves the sound booth will be eliminated and replaced with a Variable Air Volume (VAV) box that will be served from the main HVAC unit that serves the entire building. This will increase energy efficiency and reduce maintenance costs. The sound room equipment room HVAC unit will be replaced with a 2 ton Mitsubishi mini-split system. Both units are being replaced due to age and condition. The Cincinnati Air Conditioning Company was chosen for this project due to the City's existing engineering investment in the building with them and due to their specialized engineering skills and aptitude.

Financial Impact:

\$14,983 (\$4,959 for the sound booth VAV box + \$9,324 for the sound room equipment room + \$700 for contingencies) from the Capital Improvement Fund. This project is listed in the 2019 CIP as # 9FC51 Parks Buildings Repairs and Upgrades (\$15,000).

Emergency Provision Explanation:

N/A

Rule Suspension Requested:

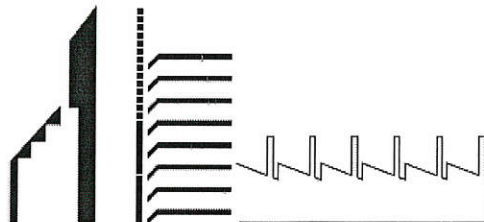
No

Emergency Provision Needed:

No

Attachments:

1. HVAC CAC



The Cincinnati Air Conditioning Co.

Air Conditioning • Process Piping • Commercial Refrigeration • Heating

Since 1938

October 22, 2019

City of Fairfield
8870 North Gilmore Drive
Fairfield, Ohio 45014

Attn: Mr. Brian Rose

Re: HVAC – Fairfield Performing Arts Center

Dear Sir,

Recently you and I examined two areas at the above location to determine a cost for replacement cooling/dehumidification systems. These areas with replacement costs are listed below:

- I. Replace existing Liebert system for Theatre Control Room with 800 cfm variable air volume box. Install 8" diameter tap from supply duct of AHU-1 and penetrate stairway walls with two (2) 8" 2-hour fire dampers. Connect to new Price 8" diameter inlet VAV box. Outlet of box is to be connected to existing low pressure supply air duct entering control room. Removal of Liebert system included. No controls for VAV box are included.

Total Installed Cost \$4,959.00

- II. Replace existing 2-ton Liebert system for Lighting Control Room with 2-ton Mitsubishi ductless mini-split system. New Mitsubishi system to consist of roof mounted condenser and wall hung evaporator. An auxiliary drain pan is to be installed below evaporator and drained below floor to condensate system. No power wiring is included.

Total Installed Cost \$9,324.00

Please call should any questions arise concerning this quotation.

Sincerely,

The Cincinnati Air Conditioning Company

Mark Radtke
President



City Council Information Item Regular Meeting - November 11, 2019

Submitted by: Jason Hunold,
Submitting Department: Public Utilities

Subject:

Lime Silo Improvements

Legislation Title:

Lime Silo Improvements at the City's Water Treatment Plan

Background/Synopsis: The City of Fairfield Water Treatment Plant utilizes the Lime Softening water treatment process to soften raw water withdrawn from the Great Miami Buried Valley Aquifer. Slaked lime, in the form of calcium hydroxide, is added to raw water to increase the pH of the water in order to remove mineral hardness (calcium and magnesium) via chemical precipitation.

The Water Treatment Plant is equipped with two (2) Lime Silos which are used to store pebble lime for the softening process. Pebble lime is typically added to the silos on a weekly basis. Pebble lime is off loaded from a tanker truck and displaced into the silo via a “fill pipe” by forced air. The fill pipe for the Treatment Plant’s North Silo is showing signs of failure and is in need of repairs.

The appropriation request will be used to purchase new fill pipe materials, fill pipe elbows, and hardware to support the elbows, as well as for equipment rentals to make the repairs. Proposals are attached for review. Water Division staff will make the repairs in house.

Financial Impact: An appropriation in the amount of \$6,500.00 is being requested to make repairs to the Water Treatment Plant’s North Lime Silo Fill Pipe.

Funding for this project is included in the 2019-2023 Capital Improvement Program under project number 9WT15, Building Improvements. The funding source is the Water Surplus Fund.

It is recommended that City Council authorize an appropriation in the amount of \$6,500.00 from Water Surplus Fund to make repairs to the Water Treatment Plants North Lime Silo Fill Pipe.

Attachments:

1. Ferguson Pipe
2. HammerTek Fittings
3. Sunbelt Rental

Kyle Plvan

From: Mark Plvan - 2396 OHIO_WV_WATERWORKS <mark.plvan@ferguson.com>
Sent: Tuesday, October 22, 2019 10:23 AM
To: Kyle Plvan
Subject: Email Bid# B398963

Price Quotation # B398963**FEL-CINCINNATI, OH WW (F528)**

11860 MOSTELLER ROAD
 CINCINNATI, OH 45241-1525

Phone : 513-942-2525
 Fax : 513-942-2533

Bid No.....: B398963
Bid Date....: 10/22/19
Quoted By: MKP
Customer.: CITY OF FAIRFIELD
 5021 GROH LANE
 FAIRFIELD, OH 45014

Cust Phone: 513-867-5300
Terms.....: NET 10TH PROX
Ship To.....: CITY OF FAIRFIELD
 5021 GROH LANE
 FAIRFIELD, OH 45014

Cust PO#..:**Job Name.:**

Item	Description	Quantity	Net Price	UM	Total
FF147310	4X10 SS REP CLMP 4.45-4.73	2	110.260	EA	220.52
SZF2S4	*CVR* 4 ZIP FLG EQ UAS200-4	4	58.790	EA	235.16
DBPPEA53BP	4 BLK BE A53B S40 ERW SRL PIPE	25	1200.000	C	300.00

Subtotal: \$755.68
 Inbound Freight: \$0.00
 Tax: \$0.00
 Order Total: \$755.68

↑
 25' of
 Pipe

Quoted prices are based upon receipt of the total quantity for immediate shipment (48 hours). SHIPMENTS BEYOND 48 HOURS SHALL BE AT THE PRICE IN EFFECT AT TIME OF SHIPMENT UNLESS NOTED OTHERWISE. QUOTES FOR PRODUCTS SHIPPED FOR RESALE ARE NOT FIRM UNLESS NOTED OTHERWISE.

CONTACT YOUR SALES REPRESENTATIVE IMMEDIATELY FOR ASSISTANCE WITH DBE/MBE/WBE/SMALL BUSINESS REQUIREMENTS.

Seller not responsible for delays, lack of product or increase of pricing due to causes beyond our control, and/or based upon Local, State and Federal laws governing type of products that can be sold or put into commerce. This Quote is offered contingent upon the Buyer's acceptance of Seller's terms and conditions, which are incorporated by reference and found either following this document, or on the web at <https://www.ferguson.com/content/website-info/terms-of-sale>. Govt Buyers: All items quoted are open market unless noted otherwise.



2400 Emrick Blvd • Bethlehem, PA 18020
Toll Free 1-800-505-9665
Phone: 610-814-2273 • Fax: 610-814-0600
Email: sales@hammertek.com
www.hammertek.com

11.D.2.a



Conveying Solution Proposal

Contact: JASON BLEVENS
Company: CITY OF FAIRFIELD WATER DEPARTMENT
5021 GROH LANE
FAIRFIELD, OH 45014
513-867-5375
jblevens@fairfield-city.org

Quote Number: 6954
Date: 10/21/2019

Thank you for your interest in the Smart Elbow®! We are pleased to offer the following quotation:

Qty	Part Number & Description	List Price	Unit Price	Extended
2	H4PF904A 4" Schedule 10/40 Pipe Size (4.5" 11-Gauge Tube Size) 90° HammerLast 400 with 125# Flat Face Flanged Ends Currently in Stock	\$1,379.00	\$1,379.00	\$2,758.00

Material Conveyed:

Total: \$2,758.00

Freight \$180.00

Availability as quoted above, subject to prior sale. In-stock items usually ship within 2-5 business days after receipt of order. If not in-stock, production lead times range from 8 to 15 weeks.

This quotation has been prepared without knowledge of system parameters.

FCA Bethlehem, PA (Coated Elbows: Houston, TX)

Standard Terms: Net 30 with open account credit.

Note: Credit card orders will incur a 3% surcharge.

This Quotation is valid for (30) Days.

~~11.000~~ Misc Ho 12
\$1,000

Thank you for the opportunity to present this quotation. We look forward to working with you on this application. Should you have any questions or need additional information, please call me at 1-800-505-9665.

Sincerely,
Alex McCans

Attachment: NonContractualAppropriations.Nov11 [Revision 1] (1392 : Non-Contractual Appropriations)



PC#: 0535
6490 DIXIE HWY
FAIRFIELD, OH 45014-5422
513-874-7368

SUNBELT RENTALS, INC.

Salesman: 053504 DUNHAM, MARK (535)
Typed By: MDUNHAM

Job Site:

CITY OF FAIRFIELD WATER PLANT
5021 GROH LN
FAIRFIELD, OH 45014 2303

C#: 513-867-8120 J#: 513-460-5435

Customer: 2702249

CITY OF FAIRFIELD
5350 PLEASANT AVENUE
FAIRFIELD, OH 45014

QUOTE



Contract #.. 95250922
Contract dt. 10/23/19
Date out.... 11/04/19 8:00 AM
Est return.. 11/11/19 8:00 AM
Job Loc..... 5021 GROH LANE, FAIRFIELD
Job No..... 6 - CITY OF FAIRFIEL
P.O. #..... BOOM LIFT QUOTE
Ordered By.. BLEVINS, JASON
NET DUE UPON RECEIPT

QTY	EQUIPMENT #	Min	Day	Week	4 Week	Amount
1.00	60' STR MANLIFT W/JIB 0580626	535.50	535.50	1315.60	2630.75	1315.60

*** EQP MSG ***

* Familiarization of the equipment stated on this contract has been offered to the customer.
* An Operator's Manual and the Manual of Responsibilities has been provided with the equipment stated on this contract.
* OSHA 1926.453 & ANSI Regulation A92 requires All Boom Lift occupants of the platform to wear Personal Fall Protection. Personal Fall Protection equipment is available for purchase from Sunbelt Rentals.

SALES ITEMS:

Qty	Item number	Unit	Price	
1	DLPKSRCHG	EA	48.000	48.00
1	TRANSPORTATION SURCHARGE			
1	ENVIRONMENTAL	EA	21.040	21.04
	2133 ENVIRONMENTAL CHARGE			
	FREIGHT :			320.00

Sub-total: 1704.64
Total: 1704.64

Rate your rental experience www.sunbeltrentals.com/survey

IF THE EQUIPMENT DOES NOT WORK
PROPERLY, NOTIFY THE OFFICE AT ONCE

MULTIPLE SHIFTS OR
OVERTIME RATES MAY APPLY

CUSTOMER IS RESPONSIBLE FOR
REFUELING, DAMAGES AND REPAIRS

- The total charges are an estimate based on the estimated rental period and other information provided by Customer.
- Customer assumes all risks associated with the Equipment during the Rental Period, including injury and damage to persons, property and the Equipment.
- Customer is responsible for and shall only permit properly trained, Authorized Individuals to use the Equipment.
- If the Equipment does not operate properly, is not suitable for Customer's intended use, does not have operating and safety instructions or Customer has any questions regarding use of the Equipment, Customer shall not use the Equipment and shall contact Sunbelt immediately.
- Equipment misuse or using damaged or malfunctioning Equipment may result in serious bodily injury or death and Customer agrees that Customer (i) assumes all risk associated thereunder, and (ii) indemnifies Sunbelt Entities for all claims or damages as a result of misuse or use of damaged or malfunctioning Equipment.
- Customer has received, read, understands and agrees to the estimated charges and all the terms on this page, plus all sections on the reverse side of this Contract ("Sections"), including Release and Indemnification in Section 8 and Environmental Fee in Section 16, which can also be found at www.sunbeltrentals.com/rentalcontract. * Delivery/Pickup Surcharge fee explanation is available at www.sunbeltrentals.com/surcharge.
- Customer must contact Sunbelt to request pickup of Equipment, retain the Pick-Up Number given by Sunbelt and will be responsible for Equipment until actually retrieved by Sunbelt.
- Customer waives its right to a jury trial in any dispute as set forth in Section 19.
- At the election of Sunbelt or Customer, Customer agrees to submit every dispute to arbitration and waives any right to bring a class action as set forth in Section 20.

Customer is declining Rental Protection Plan (see reverse side for details) _____ (Customer Initials)

Customer Signature

Date

Name Printed

Delivered By

Date



City Council Ordinance Regular Meeting - November 11, 2019

Submitted by: Brian Rose,
Submitting Department: Public Works

Subject:

Public Works Garage Equipment Upgrades

Legislation Title:

Public Works Garage Equipment Upgrades

Recommendation:

It is recommended that the City Council authorize and direct the preparation of legislation authorizing the appropriation of funding in the amount of \$49,896 from the Capital Improvement Fund for the purchase of a vehicle lift, 55 ton Ironworker, and additional tools as listed from multiple vendors.

Background/Synopsis:

This past year the Ohio Bureau of Workers' Compensation Public Employment Risk Reduction Program (PERRP) personnel performed an inspection of the City Garage at our request to ensure that we are in compliance with current Ohio State PERRP and national OSHA rules as they pertain to employee safety. There primary concern focused around the age of some of our tools and equipment as it pertains to the current safety standards because many of our tools are in excess of 30 years old. This request will replace all equipment that they felt could be a compliance issue due to the age of the equipment combined with the lack of safety guards that will be provided on the new equipment and are required due to current OSHA standards. The major items include a Rotary SPO16 16,000 lb. vehicle lift being replaced due to due to age and condition. This lift could be purchased through Rotary Lift, with contracts held with Sourcewell Purchase Agreement (061015-RRL), utilizing Ohio Revised Code Section 9.48 (B)(2) allowing for the purchase of contract items through a joint purchasing program operated by or through a national or state association of political subdivisions for \$14,430. KOI Auto Parts of Fairfield has quoted us the same lift for \$14,050. KOI Auto parts was chosen due to price. An Edwards 55 ton Ironworker is also being requested and two quotes were received, one from Smith Hamilton (Southern Tool) for \$12,846 and one from BIS for \$12,898. Smith Hamilton (Southern Tool) was chosen due to price. This request also includes a tire cage required to safely fill tires with air, drill press, sheet metal brake, bench grinder, drill press, belt/disk sander, metal lathe, metal cutting band saw, bearing press, floor jack, and other associated equipment.

Financial Impact:

\$49,896 (\$14,050 for the vehicle lift + \$12,846 for the 55 ton Ironworker +\$23,000 for the drill

press, tire cage, metal cutting band saw, floor jack, bearing press, sheet metal brake, and other associated miscellaneous tools) from the Capital Improvement Fund. This equipment is listed in the 2019 CIP as # 9FC61 Public Works Repairs and Upgrades (\$50,000).

Emergency Provision Explanation:

N/A

Rule Suspension Requested:

No

Emergency Provision Needed:

No

Attachments:

1. Garage equipment pricing



EQUIPMENT & TOOL

513-542-4800 • 1-800-736-1214

2701 Spring Grove Ave. • Cincinnati, OH 45225 • www.koiautoparts.com

May 13, 2019

City of Fairfield
8870 North Gilmore Rd
Fairfield, Ohio 45014

Thank you for giving KOI the opportunity. The following contains pricing and technical information on a Rotary Lift.

(1) Rotary Model # SPO16, Surface Mounted, 16,000 lb Capacity Frame Contact Lift. Clear Floor, All TRIO Arms, Electric/Hydraulic operation. with overhead Adjustments of 15 ft., 15 ft 6 in., 16 ft and 16 ft. 6 in. Includes air operated single point lock release. Comes with Stack Adaptors	\$14,050.00
(1) Rotary Model # FJ71015, Low Profile Adapter Kit	\$ 381.00
Installation (Excluding Electric & Air Connections)	\$ 750.00
Remove (1) 2 post lift and set aside	\$ 200.00

Please feel free to contact me with any questions you may have.

Sincerely:

John Crouch
KOI Equipment & Tool Division
513-706-4416
john.crouch@koiautoparts.com

Accepted By _____ Date _____

The above quotation is based upon normal business hours and does not include applicable taxes.

Attachment: NonContractualAppropriations.Nov11 [Revision 1] (1392 : Non-Contractual Appropriations)



"THE OFFICIAL AUTO PARTS STORE OF THE CINCINNATI REDS"



www.KOIAUTOPARTS.com • 1-800-354-0408

Packet Pg. 286



EQUIPMENT & TOOL

513-542-4800 • 1-800-736-1214

2701 Spring Grove Ave. • Cincinnati, OH 45225 • www.koiautoparts.com

May 13, 2019

City of Fairfield
8870 North Gilmore Rd
Fairfield, Ohio 45014

Thank you for giving KOI the opportunity. The following contains pricing and technical information on a Rotary Lift Accessories.

(1) Rotary Model # FJ6258Kit, Adapters (2) for 2019 GM Trucks with 3 Stage Arms	\$405.00
(1) Rotary Model # FA5191, Tool Holder	\$67.00
(1) Rotary Model # N823, Door Defender	\$87.00
(1) Rotary Model # FA5974, Wheel Wing Kit, Includes (set of 2)	\$166.00

Please feel free to contact me with any questions you may have.

Sincerely:

John Crouch
KOI Equipment & Tool Division
513-706-4416
john.crouch@koiautoparts.com

5/16/19

Accepted By _____ Date _____

The above quotation is based upon normal business hours and does not include applicable taxes.

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"THE OFFICIAL AUTO PARTS STORE OF THE CINCINNATI REDS"



www.KOIAUTOPARTS.com • 1-800-354-0408

Packet Pg. 287

Rotary Lift

Sourcwell Contract Quotation

Contract #061015-RRL



Quote # : 2019321A
 Date: 5/13/2019
 Requested By: Ken Bulach
 Quote Expires: 6/13/2019
 Payment Terms: 1/2%-15th, NET 30
 Warranty: 1yr. Parts & Labor

Prepared By: Christine Bilz

***If the completion of the installation is delayed more than one month due to governmental entity delays (i.e. electrical etc.), then Rotary can request partial payment for the portion of work completed (both equipment and installation).**

Note: Quote for equipment and installation.

Project Name: City of Fairfield Member #34142

Model No.	Description	Unit Price Ea.	Qty.	Extended Price
SPO16	2 Post Lift 16,000lb Capacity Single Phase Power	\$ 14,429.94	1	\$ 14,429.94
	Only All Trio Arms			
FJ71015-1KIT	Low Profile Adapter Kit for SPO16	\$ 389.58	1	\$ 389.58
FJ6258KIT	3 Stage Adapter Kit (not used on SPO16)	\$ 415.38	1	\$ 415.38
FA5191E	Tool Holder	\$ 68.37	2	\$ 136.74
N823	Door Defender	\$ 89.01	2	\$ 178.02
FA5974	Wheel Wing Kit	\$ 169.64	1	\$ 169.64
XXX01CTT	Installation includes removal of existing 2 post lift	\$ 350.00	1	\$ 350.00
XXX01CTT	Install for labor and travel to setup new lift	\$ 850.00	1	\$ 850.00
	*does not include electrical or concrete work			
	*does not include disposing of existing lift			
	*site to take delivery and offload lift			
	*does not include any applicable sales tax			
Freight	Pre Paid By Rotary Lift			
Total Price:				\$ 16,919.30

ADDITIONAL TERMS AND CONDITIONS: By submitting a purchase order to Vehicle Service Group, LLC. (VSG), customer accepts and agrees to these terms and conditions as additional terms to the existing agreement between the parties referenced on the face of this quotation (Existing Agreement), notwithstanding anything to the contrary contained therein. All additional or different terms and conditions contained in Customer's purchase order are hereby rejected. No additional or

Attachment: NonContractualAppropriations.Nov11 [Revision 1] (1392 : Non-Contractual Appropriations)

different terms or conditions, or any modifications, changes, or amendments to these terms of the existing agreement shall be binding on VSG, unless expressly accepted by VSG in writing.

DISCLAIMER: Notwithstanding anything to the contrary in the Existing Agreement, VSG shall not be liable for any loss, damage or additional costs arising from unforeseen conditions affecting installation, including but not limited to contaminated soil, bed rock, in-floor heating system, high water conditions, or any othertype of in-ground conditions. Customer acknowledges and agrees that Customer shall be responsible for any additional costs due to such conditions, in addition to the installation price set forth herein.

DELAY: Notwithstanding anything to the contrary in the Existing Agreement, if delivery of the equipment or completion of the work is delayed by more than thirty (30) days due to the acts or omission of Customer or any third party other than VSG or its sub-contractors, VSG may require Customer to render payment for equipment manufactured or delivered, and portions of the work completed, within thirty (30) days from the date of VSG's invoice, in the amounts set forth in such invoice.

*Cancelled orders or returned goods are subject to 20% restocking fee.

Sourcewell:	061015-RRL	Rotary Lift
CAGE #:	7K311	2700 Lanier Dr.
Tax ID #:	90-0501347	Madison, IN 47250
DUNS #:	00-638-2634	Christine Bilz, Government Sales Leader
		800.445.5438 x5655
		800.578.5438



SPO16/20 Two Post Lifts

HEAVY-DUTY SYMMETRIC LIFTS

16,000 lbs. / 20,000 lbs. CAPACITIES



Available with
SHOCKWAVE™

**SPOTRIO™
HD SERIES LIFTS**

16,000 lbs. / 20,000 lbs. capacities



Model shown: SPO20U0T0RD
20,000 lbs. capacity SHOCKWAVE-equipped lift

This lift is designed for most class 4 and 5 vehicles.
Some vehicles within each class may exceed arm capacity but not the lift capacity.
Please consult vehicle axle information and lift manual for more information.



The World's Most Trusted Lifts™

www.rotarylif.com

Packet Pg. 290

HEAVY DUTY TWO-POST SYMMETRIC LIFTS



SPO16/20 Two Post Lifts

16,000 lbs. and 20,000 lbs. CAPACITIES

NEW SUPER DUTY SYMMETRIC LIFTS WITH GREATER LIFTING CAPACITIES AND PATENTED THREE-STAGE TRIO™ ARMS!

INDUSTRY LEADING VERSATILITY:

PICK UP A GREATER VARIETY OF VEHICLES FASTER AND EASIER ALL ON ONE HEAVY DUTY 2-POST LIFT.

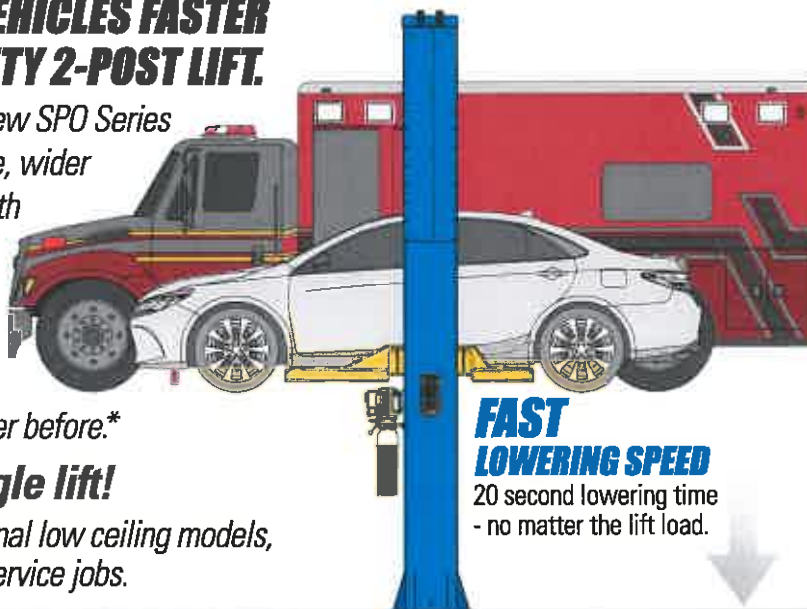
Packed with industry leading features, these new SPO Series lifts combine high capacity, a low profile stance, wider options and extreme arm reach possibilities with patented lifting speed!

SHOP VERSATILITY

From Class 1 to Class 5 vehicles, low profile TRIO™ arms maximize lifting capabilities as never before.*

Service your entire fleet on a single lift!

With capacities up to 20,000 pounds and optional low ceiling models, you can be assured we have a lift for all your service jobs.



**FAST
LOWERING SPEED**
20 second lowering time
- no matter the lift load.

SPO TRIO™ ARMS:

THREE STAGES OF FLEXIBILITY IN A TWO-PIECE ARM!

No extra heavy inner arms to move for positioning. Greater productivity equals higher profits per bay, every day!

TRIO 3-STAGE ARM RANGE

STAGE ONE

TRIO arm at full retraction
34 11/16" MINIMUM ARM REACH

STAGE TWO

Single inner arms shown
at full arm extension



STAGE THREE ADAPTER REACH

Patented multi-position adapter slider
Integrated "third stage" adapter adjustment easily slides to a pinpoint vehicle contact location without having to move heavy inner arms - saving technicians even greater set-up time!

PATENTED STAGE THREE RANGE



*NOTE: Level bay floors provide the best underbody clearance needed to accommodate the broadest range of vehicles to spot and lift. Wide setting installations create the best tire clearance on shorter wheelbases. Vehicle axle weight MUST NOT EXCEED one half of total lift capability. Maximum arm load is 1/4 of lift rated capacity.

LIFT FEATURES

HIGHER LIFTING CAPACITIES

SPO16: 16,000 lbs. (7257kg)

SPO20: 20,000 lbs. (9072kg)

MAXIMIZE RISE HEIGHT

Rise is measured from floor to adapter in the lowest and highest position.

77 - 31/32" to 80 - 1/32"
(1979 to 2035mm)

THE ORIGINAL "DOUBLE S" COLUMN DESIGN

The single piece column design maximizes column strength.



SHOCKWAVE™ EQUIPPED

Supercharge your lift with SHOCKWAVE™ and make your lifting speed twice as fast!

36 SECOND RISE TIME!*

*Patented DC power system reduces operating costs.***

Accelerate productivity immediately!

Increase service orders per bay!

Added productivity equals EXTRA PROFIT!

* Actual rise times may vary depending on weight of the vehicle.

** Shockwave's patent pending DC power system uses two standard Group 24 batteries with built in 110v power battery charger. Batteries not included.

SPOTLINE™ Motion Activated Laser

Standard with SHOCKWAVE-equipped lifts, this laser-guided system helps center vehicles quickly and accurately the first time.

EFFICIENT LOCKING SYSTEM

Column locks engage every 4" and are fully accessible for maintenance.

AIR OPERATED LOCK RELEASE

Single point air operated lock release.

AUTOMATIC ARM RESTRAINTS

Restraints engage when the lift is raised.

MULTIPLE HEIGHT ADJUSTMENT OPTIONS

Standard height options
from 15' to 16' 6"
(4572 - 5029mm)

Low ceiling adjustments
from 13' 6" to 14' 6"
(4115 - 4420mm)

SYMETRICAL DESIGN WITH THREE COLUMN WIDTH OPTI

Improve vehicle access for your shop
From 12' 11" (3937mm) to 13' 11" (4242mm)

PATENTED TRIO™ ARMS. THREE STAGES OF FLEXIBILITY IN A TWO-PIECE ARM

Spotting vehicles has never been faster and easier.



Model shown SPO20U0T0BL
20,000 lbs capacity SHOCKWAVE-equipped lift

16,000 LBS. / 20,000 LBS. CAPACITIES www.rotarylif.com**SINGLE-PIECE
OVERHEAD**Robust design for
greater strength.**THREAD-UP ADAPTERS FOR EASY VEHICLE CONTACT**

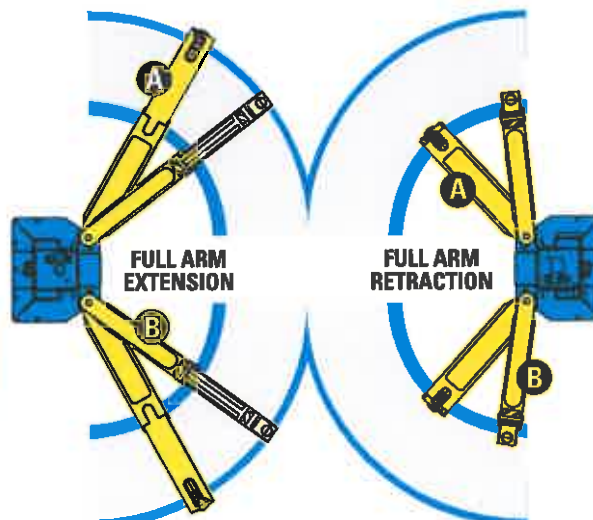
Adjustable adapters with rubber pads come standard with ultra-strong 10" (2 each) and 5" (4 each) stackable adapter extensions.

**Minimum Adapter Height:** 5 31/32"
(152mm)**Maximum Adapter Height:** 8 1/32"
(203mm)**5" Low Step Height:** 10 31/32" to 13 1/32"
(278-344mm)**10" High Step Height:** 15 31/32" to 18 1/32"
(406-470mm)**CLIP ON ADAPTER PADS**Rubber padded adapter clips provide lifting
option for spotting
unibody passenger
cars. Set of four (4)
standard.**OPTIONAL ROUND ADAPTERS
FOR UNIBODY VEHICLES**Round rubber
adapters provide
a 3/8" lower
profile for pinch
weld lifting.**LIFTING CAPACITY:**11,000 lbs. (4989kg) / 2,750 lbs. per arm (1247kg)
#FJ71015KIT for SP016 / #FJ71016KIT for SP020**SPO TRIO™ ARMS
22% GREATER
ARM REACH****VERSUS CONVENTIONAL
2-STAGE ARMS**

GREATER REACH AND RETRACTION

A SP016 / 20
TRIO ARMS
ARM REACH
RANGE:
64" to 34-11/16"
ADAPTER AREA COVERAGE: 9,088 SQUARE INCHES

B 2-STAGE ARMS
CONVENTIONAL
ARM REACH
RANGE:
62" to 38-1/2"
ADAPTER AREA COVERAGE: 7,395 SQUARE INCHES



MEASURED IN WIDEST STANCE INSTALLATION

WHEEL SPOTTING DISHESTwo (2) three-position spotting
dishes come standard.

LIFT SPECIFICATIONS†

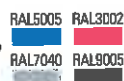
Lifting Capacity	 SP016 16,000 lbs. (7257kg)
	 SP020 20,000 lbs. (9072kg)
Max. Load (per arm)	SP016 4,000 lbs. (1814kg)
	SP020 5,000 lbs. (2268kg)
A. Rise*	Min. Truck Adapter Height 77 31/32" (1979mm)
	Max. Truck Adapter Height 80 1/32" (2035mm)
B. Height Overall:	Standard Adjustments 15' to 16' 6" (4572-5029mm)
	Low Ceiling (LC) 13' 6" to 14' 6" (4115-4420mm)
C. Width Overall (outside to outside of base plates)	Narrow 12' 11" (3837mm)
	Standard 13' 5" (4089mm)
	Wide 13' 11" (4242mm)
	Wide setting provides greatest tire clearance for shorter wheelbases
D. Drive-Thru Clearance	Narrow 105 11/32" (2677mm)
	Standard 111 11/32" (2829mm)
	Wide 117 11/32" (2981mm)
E.	Floor To Overhead Switch 15' 10 13/16" (4851mm)
F.	Reach / Front Arm Min./Max. 34 11/16" (881mm) / 64" (1626mm)
G.	Reach / Rear Arm Min./Max. 34 11/16" (881mm) / 64" (1626mm)
H.	Min./Max. Truck Adapter Height 5 31/32" to 8 1/32" (152-203mm)
I.	Min./Max. Low Step Height 10 31/32" to 13 1/32" (278-344mm)
J.	Min./Max. High Step Height 15 31/32" to 18 1/32" (406-470mm)
K. Inside Columns	Narrow 120 15/32" (3061mm)
	Standard 126 15/32" (3213mm)
	Wide 132 15/32" (3366mm)
	Motor / Voltage** 4 HP / 208v-230v
	With SHOCKWAVE 5 HP / 110v
	Time of Full Rise 81 seconds at full capacity
	With SHOCKWAVE*** 60 seconds at full capacity
	36 seconds at half capacity
	Time of Descent 20 seconds for all vehicles
Ceiling Height Required:	Standard 15' 2" to 16' 8" (4576-5080mm)
	Low Ceiling (LC) 13' 8" to 14' 8" (4166-4470mm)
Min. Bay Size	15' x 30' (4572 x 9144mm)
Total Product Weight	3,500 lbs.

* Rise is measured from floor to adapter in lowest and highest position

** Optional DC SHOCKWAVE battery power available

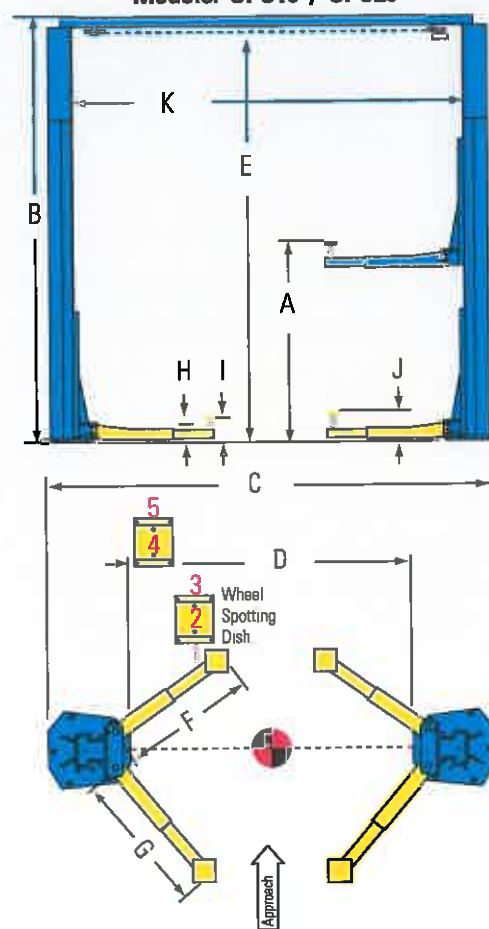
*** Actual rise times may vary depending on weight of the vehicle

Standard color of lifts are blue and red unless otherwise noted. Gray and black are available at no additional charge. Additional colors are available, consult your Rotar® representative for details.



†NOTE: Level bay floors provide the best underbody clearance needed to accommodate the broadest range of vehicles to spot and lift. Wide setting installations create the best tire clearance on shorter wheelbases. Vehicle axle weight **MUST NOT EXCEED** one half of total lift capability. Maximum arm load is 1/4 of lift rated capacity.

Models: SP016 / SP020



STANDARD / OPTIONAL LIFT FEATURES

FEATURE	Standard Feature ●	Optional Feature ○	SP016 16,000 lbs.	SP020 20,000 lbs.
Lift column design			Symmetric	Symmetric
ALI Certified	●	○		
Surface mounted models	●	○		
3-stage TRIQ™ arms	●	○		
Automatic arm restraints	●	○		
Single point air lock release	●	○		
Multi-position locking systems	●	○		
Original single piece "Double S" column construction	●	○		
Hydraulic cylinders in each column	●	○		
Overhead cables / clear floor design	●	○		
Overhead padded switch bar	●	○		
Multi-position wheel spotting dish	●	○		
Seismic rated column baseplate	○	○		
Low ceiling model available	○	○		
SHOCKWAVE™ Equipped models	○	○		

ROTARY LIFT SPO16/20

HEAVY-DUTY SYMMETRIC TWO-POST LIFTS



Service your whole fleet with one lift.

All of Rotary's award winning light duty features can be found on our heavy duty two-post lifts. With capacities up to 20,000 lbs. and options like low ceiling and extended width models, you can rest assured we have a lift for your job.

VISION / QUALITY / SAFETY

ROTARY LIFT PRODUCT BENEFITS

ENGINEERED FOR PRODUCTIVITY

For decades, Rotary® has been the recognized leader in vehicle service lifts. This legendary reputation has set the standard for quality, durability, reliability and attention to safety throughout the automotive service market.

SERVICE AND SUPPORT

With Rotary lifts, you have the service and support you need. Our world-wide network of service companies are always standing by.

THIRD-PARTY GOLD CERTIFIED

Rotary lifts are third party tested by ETL and certified by ALI to meet or exceed strict ANSI standards such as cable cut and deformation tests. Be sure the lift you buy has the gold ALI/ETL label that assures your lift has been tested to meet these standards.



Rotary Lift
2700 Lanier Drive
Madison, IN 47250, USA



North / South America Contact Information

Sales: p 800.640.5438
e userlink@rotarylif.com
Tech. Support: p 800.445.5438
e techlink@rotarylif.com

Global Contact Information

USA: 1.812.273.1622
Canada: 1.905.812.9920
Latin America / Caribbean: 1.812.273.1622
Brazil: +55.11.4534.1995

Assistance for Government Purchasing

Government Sales: 800.445.5438 X5655



Lit# Rotary_SPO16_20_Brochure_2018.08

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Trio Arms™ (US Patent No. 8,973,712 / US Patent No. 9,550,658)

For additional world wide contact information and a complete guide to our product offering, visit us on the web at rotarylif.com.

Smith Hamilton, Inc.

Established 1926

Industrial Cutting Tools

Power Tools - Machinery - Sharpening

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Invoice RH2Y

Invoice: RH2Y	Prior 0	Entered On 2019-09-11	Your Order
Date 2019-09-11	Partner No. RH2Y	FOB 02 Ship. Poi	Ship Via CUST. PICKUP
Terms C.O.D.	Sales Tax 0.000 [DEF]	Salesperson RT	Entered By Folio 192

Created by: Robert Thompson robert@southern-tool.com 800-458-3687x801

Smith Hamilton, Inc.
4401 NW 37th Ave.
Miami, FL 33142
305-633-6372
FAX 305-635-1213
800-432-2454
sales@smithhamilton.com

11.D.2.a

CITY OF FAIRFIELD

FAIRFIELD, OH 45014

QUOTED BY ROBERT THOMPSON
Ph: 800-458-3687 X801
robert@southern-tool.com
QUOTE GOOD FOR 14 DAYS,

Item	Quantity	Unit Price	Disc.	Tax	Extended
EDW55231512	1	12846.00		0.00	12846.00
55 Ton Ironworker 1 Phase, 230 Volt					
EDWAC0900	1	226.25		0.00	226.25
<< Gauging Table Kit 40T, 50T, 55T,					
EDWAC1051	1	1178.39		0.00	1178.39
<< 10 Brake with 4-way Die 55T, 60T					
EDWHAT2000	1	2277.42		0.00	2277.42
20 Ton Shop Press					
FREIGHT	1	404.00	100	0.00	0.00
LTL FREIGHT CHARGES					
CLESTTP1	1	303.00	100	0.00	0.00
8PC P/D KIT 219/413 3/16" - 1-1/16"					
FREIGHT	1	0.00		0.00	0.00
FREE GROUND UPS CHARGES					

Page 1 of 1

Product: 16,528.06

Tax: 0.00

Total Amount: USD

16,528.06

Attachment: NonContractualAppropriations.Nov11 [Revision 1] (1392 : Non-Contractual Appropriations)



[Home](#) > [Ironworker Packages](#) > 55231022, Edwards 55 Ton Ironworker 1 Phase, 230 Volt,10" Brake

55231022, Edwards 55 Ton Ironworker 1 Phase, 230 Volt,10" Brake

[Be the first to review this product](#)

\$12,898.00

\$314 /mo

SKU#: EI-55231022

Qty

1

Add to Cart

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The Edwards 55 Ton JAWS Ironworker is well suited to fit the needs of any fab shop, large or small. Standard features include a Punch Assembly with Pedestal Die Table, Flat Bar Shear, Angle Shear and a universal open tooling station designed to accept optional Tooling Accessories.Built to order; approx. 2 week lead time.



Product Description

55231022, Edwards 55 Ton Ironworker 1 Phase, 230 Volt,10" Brake

The Edwards 55 Ton JAWS Ironworker is well suited to fit the needs of any fab shop, large or small. Standard features Include a Punch Assembly with Pedestal Die Table, Flat Bar Shear, Angle Shear and a universal open tooling station designed to accept optional Tooling Accessories.

Includes:

AC1051, Edwards 10" Brake with 4-way Die for 55T, 75T, 100T, 110 Elite

Attachment: NonContractualAppropriations.Nov11 [Revision 1] (1392 : Non-Contractual Appropriations)

Precise, Repeatable Bends Brackets, frames, pans and tanks are just a few of the applications appropriate for the Edwards Brake Tooling. This length brake is designed to work with the 55 ton, 65 ton, 100 ton Deluxe, 120 ton, and 110-65 Elite Dual Operator Ironworkers. Brake Tooling includes a standard punch and a four-way die that allows for 1/16", 1/8", 3/16", and 1/4" material to be bent to a 90° angle. The bottom brake die is held with brackets that easily bolt to the mounting table. Repeatable bending is achievable with the combination of Brake Tooling and the Ironworker's electric stroke control.

Features:

- Four Available Workstations
- Universal Open Tooling Station
- Electric Stroke Control
- ANSI B11.5-1988R(02) Compliant
- ETL/UL Approved Controls

Specifications:

PUNCH

- Rating 55 Tons
- Max. Capacity 1-1/16" Dia. in 5/8" A36 (65,000 PSI Tensile)
- Stroke 1-1/4"
- Throat Depth 7-1/2"
- Open Height 8-1/8"
- Shut Height 6-7/8"
- Work Height 36-9/16"

FLAT BAR SHEAR

- Max. Capacity 3/8" x 14" 1/2" x 12" 3/4" x 4"
- Max. Round 7/8"
- Max. Square 7/8"
- Work Height 34-1/2"

ANGLE SHEAR

- Max. Capacity 3" x 3" x 3/8" 4" x 4" x 1/4"
- Work Height 39-7/8"

OPTIONAL COPER NOTCHER

- Max. Capacity 2-1/2" x 4" x 5/16"
- Work Height 39-1/2"

OPEN STATION

- Throat Depth 11-3/16"
- Open Height 8-1/8"
- Shut Height 6-7/8"
- Stroke 1-1/4"
- Work Height 34-1/2"

GENERAL SPECIFICATIONS

- Standard Motor 5 HP 3~ 208 V or 230 V 1725 RPM 14 A
- Optional Motors 5 HP 3~ 460 V 1725 RPM 7 A
- 5 HP 3~ 575 V 1725 RPM 6 A
- 5 HP 1~ 230 V 1725 RPM 23 A
- Hydraulic Pump 3-1/2 GPM - 1 Stage
- Valve Pressure 2500 PSI
- Reservoir 7 Gallons
- Cylinder 2-1/2" Ram

DIMENSIONS

- Height 55-1/4"
- Width 44-3/8"



MARTINSINDUSTRIES.COM

1200 INDUSTRIAL BLVD
FARNHAM, QUEBEC
CANADA J2N 3B5

TELEPHONE (450) 293-9000
TOLL FREE (800) 409-7225
FAX: (450) 293-9004

QUOTATION

Q19001275**SOLD TO:****City of Fairfield**

Ken Bulach
8870 N. Gilmore Rd.
Fairfield, OH 45014
USA
513-867-4239
kbulach@fairfield-city.org

SHIP TO

City of Fairfield
Ken Bulach
8870 N. Gilmore Rd.
Fairfield, OH 45014
USA
513-867-4239
kbulach@fairfield-city.org

Sales Quote Date: 10-09-2019

Valid Until: 25-09-2019
(DD-MM-YYYY)

Account Manager: Guy Martel
Phone: 514-476-6117

Email: gmartel@martinsindustries.com

Payment Terms: Payment before delivery

Incoterm: Delivered Duty Paid (DDP)

Item No.	Quantity	Description	Unit Price	Total Price
MSTWD	1	Truck Wheel Dolly www.martinsindustries.com/en/produits/MSTWD Max. tire size 48" OD, Weight capacity 275 lb Powder Coated Paint ORANGE/GREY - 2 yearS Warranty	129.00	129.00
MIC-4-IPS	1	Inflation pit stop - 4 bars www.martinsindustries.com/en/produits/MIC-4-IPS Max. tire size (OD x W) 47" x 19" Certified to inflate up to 130 psi Meet & Exceed OSHA Standards no 29 CFR, 1910.177 Powder Coated Paint ORANGE - 1 year Warranty	1,318.00	1,318.00
MH-30	1	Flate Mate Handheld www.martinsindustries.com/en/produits/MH-30 Incl. 6' air hose, clip on chuck & 2 batteries Max. 174 psi, 42 CFM, Reading accuracy ± 1 psi Exceed CE/CSA EC-86/217, BS-EN12645:1999 Standards ORANGE/BLACK - 1 year Warranty	79.00	79.00
	1	Freight charges	99.00	99.00

QST Registration No.

Account Type:

**TOTAL USD****1,625.00**

Cardholder Name:

Credit Card Number:

Exp (mm/yy):

CCV:

SIGNATURE

DATE

/// READY FOR EFFICIENCY

MARTINS

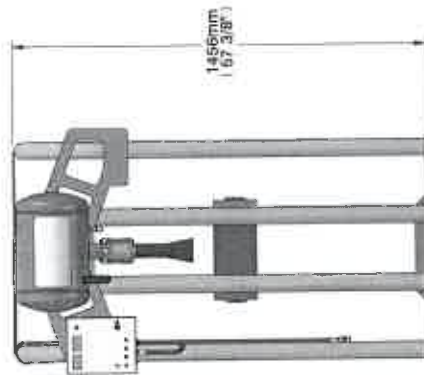
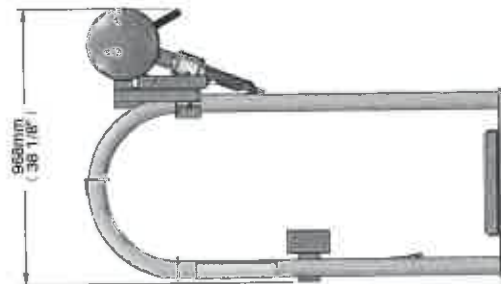
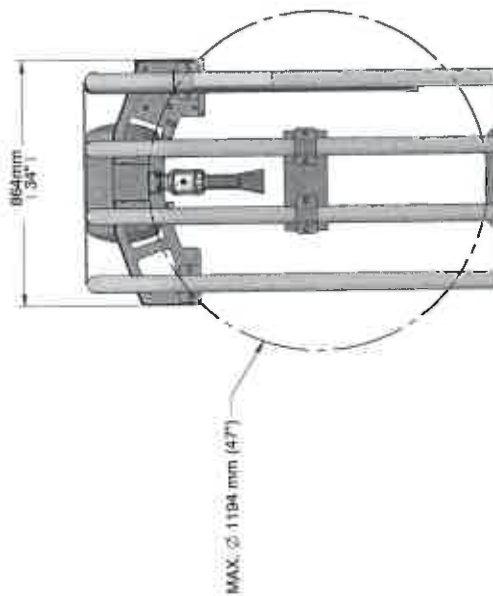
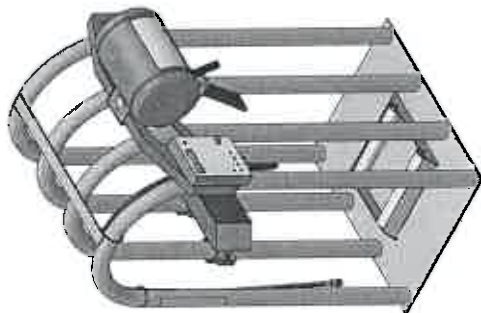
MIC-4-IPS

For more information visit us at

WEIGHT

100 kg / 220 lb

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Home (/) > Sheet Metal Machines (/products/category/520) > Pan & Box Brakes (/products/category/520013)
Item #: T10718 Model # T10718



(5) ★★★★★

Grizzly T10718 - 50" Deluxe Pan and Box Brake



\$2,150⁰⁰

+ \$169⁰⁰ Freight ?

Available to Ship

Qty
1

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[Bench Buffers and Bench Grinders >](#) [8" Bench Grinder, 115V, 1 HP, 3450 Max. RPM, 5/8" Arbor, 3.5/1.75 Amps >](#)

JET

8" Bench Grinder, 115V, 1 HP, 3450 Max. RPM, 5/8" Arbor, 3.5/1.75 Amps

Item # 18F216 Mfr. Model # 577102 Catalog Page # 2359 UNSPSC # 27112704



Your Price
\$315.60 / each

☒ One Time Delivery☐ Auto Reorder

1

[Add to Cart](#)[+ Add to List](#) | [+ Add to Quote](#)☒ Shipping ☐ PickExpected to arrive **Wed. Sep 1**Ship To **45014** (Change)[Add Extended Protection Plan for \\$92.11 each.](#)

Be the first to write a review

Shipping Weight **58.7 lbs.**Country of Origin Taiwan | *Country of Origin is subject to change.*

Save money
on this similar
product!



DAYTON 8" Bench Grinder, 12
0/240V, 3/4 HP, 3450 Max. RP
M,...

Your Price
\$312.84 / each



Note: Product availability is real-time updated and adjusted continuously. The product will be reserved for you when you complete your order. More

[How can we Improve our Product Images?](#)[Compare](#)

Product Details

[View More](#)

Technical Specs

Finishing Function	Grinding	Voltage	115
Item	Bench Grinder	HP	1
Finishing Wheel Diameter	8"	Finishing Wheel Width	1"
		Phase	1



Max. RPM	3450	Exhaust Port Size	1-1/2"
Arbor Hole Size	5/8"	Wheel Material	Aluminum Oxide
Amps	3.5/1.75	Grit	36 and 60
Standards	UL Listed	Light	No
Dust Collection	No	Hz	60
Wheels Center-Center	14-1/4"	Includes	Adjustable, Ratcheting Tool Rests, Adjustable Eye Shields With Hurricane Bolts, Spark Arrestors, Grinding Wheels, 6 Ft Cord
Overall Length	18-1/2"		
Overall Height	10"		

How can we improve our Technical Specifications?

Compliance and Restrictions

None

Documentation

JET Elite 354170 Milling Machine Overview and Spec Sheet

JET Model JDP-20MF Drill Press OIPM

Alternate Search Terms

Drill Presses (151)

Floor Drill Presses (77)

Related Products

1 of 2 [Prev](#) [Next](#)



Item # 19T326

Machinist, Clamping Kit, Slot Size (In.) 3/8", 3/8" T-Slots, Number of Pieces 54

WESTWARD

Your Price
\$91.27 / each



Item # 2YGP5

Machinist, Clamping Kit, 1/2 T-Slots, Number of Pieces 54, For Use With 3/8-16 Stud Size

TE-CO

Your Price
\$220.06 / each



Item # 31LZ70

Drill Press Vise, Precision, Fixed Base, 6 Jaw Opening (In.), 6 Jaw Width (In.)

DAYTON

Your Price
\$194.35 / each



Item # 41D445

Drill Press Vise, Low Profile, 6 Jaw Opening (In.), 6 Jaw Width (In.)

WILTON

Your Price
\$188.23 / each



Item # 41D456

Drill Press Vise, Cross Slide, Stationary Base, 6 Jaw Opening (In.), 6 Jaw Width (In.)

WILTON

Your Price
\$386.52 / each

Customers Also Purchased

[Print](#)
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Tools > Drill Presses and Accessories > Drill Presses >
 1-1/2 Motor HP Floor Drill Press, Belt Drive Type, 20" Swing, 115/230 Voltage >

JET

1-1/2 Motor HP Floor Drill Press, Belt Drive Type, 20" Swing, 115/230 Voltage

Item # 18F196 Mfr. Model # 354170 Catalog Page # 2345 UNSPSC # 27112703



How can we improve our Product Images?

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\$1,161.73 / each

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☒ Shipping

☐ Pick Up

Expected to arrive **Wed. Sep 11**

Ship To **45014** (Change)



Add Extended Protection Plan for \$394.74 each.

★ ★ ★ ★ ★ | 1.0 of 5 | 1 review | Write a Review

Shipping Weight 305.0 lbs.

Country of Origin China | *Country of Origin is subject to change.*

Note: Product availability is real-time updated and adjusted continuously. The product will be reserved for you when you complete your order. More

Product Details

View More ▾

Technical Specs

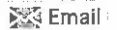
Drill Press Product Grouping	General Purpose Drill Presses	Power Down Feed Included	No
Item	Floor Drill Press	Voltage	115/230
Drive Type	Belt	Number of Speeds	12
Swing	20"	Chuck Size	3/4"
Spindle Taper	3MT	Spindle Speed	150 to 4200 rpm
Motor HP	1-1/2	Corded/Cordless	Corded
Capacity Steel	3/4"	Spindle Travel	4-5/8"
Capacity Cast Iron	1"	Base Size	13-3/4" x 22-3/4"
Drilling Capacity Wood	Not Specified	Table Work Surface	18-1/2" x 16"
Includes	Chuck with Key	Hz	60



Packet Pg. 305

Phase	1	Quill Dia.	2-7/16"
Number of T-Slots	6	Spindle to Table	29-1/8"
Table Slot Size	1/2"	Overall Width	26-1/2"
Column Dia.	3-3/8"	Overall Depth	13"
Tilting Angle	45 Degrees	Overall Height	58"
Max. Spindle To Base	46-3/4"		



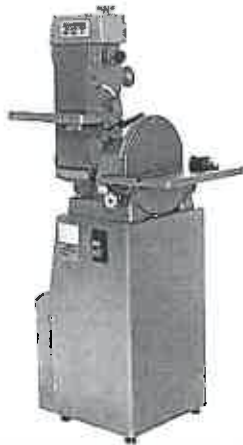


Tools > Grinding, Sanding, and Finishing Tools > Sanders and Kits > Belt/Disc Sanders >
Belt/Disc Sander, 12 In Disc, 6 x 48 Belt >

JET

Belt/Disc Sander, 12 In Disc, 6 x 48 Belt

Item # 3WRR2 Mfr. Model # 414551 Catalog Page # 2361 UNSPSC # 27112708



How can we improve our Product Images?

Compare

Your Price

\$1,760.46 / each

This item requires special shipping, additional charges may apply.



One Time Delivery



Auto Reorder

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Shipping



Pickup

Expected to arrive **Wed. Sep 11**

Ship To **45014** (Change)



Add Extended Protection Plan for \$394.74 each.



Be the first to write a review

Shipping Weight 250.0 lbs.

Country of Origin Taiwan | *Country of Origin is subject to change.*



**Save money
on this similar
product!**



DAYTON Disc Sander, 12 In., 1-
1/2 HP, 120/240 V

Your Price

\$1,408.36 / each

View
Specs

Note: Product availability is real-time updated and adjusted continuously. The product will be reserved for you when you complete your order. More

Product Details

View More

Technical Specs

Item	Belt/Disc Sander	Corded/Cordless	Corded
HP	1-1/2	Hz	60
Voltage	115	Disc Dia. (In.)	12
Amps AC	20/10	Disc Speed (RPM)	1960
Phase	1	Belt Size (In.)	6 x 48



Drill with Bit icon

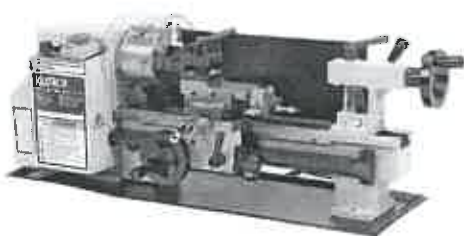
Belt SFFM	2850	Table Material	Cast Iron
Disc Table Size (In.)	12 x 16-3/8	Overall Width (In.)	19
Table Work Surface (In.)	7-3/8 x 14-3/4	Overall Depth (In.)	29
Disc Table Tilt-In Angle (Deg.)	20	Overall Height (In.)	58
Disc Table Tilt-Out Angle (Deg.)	45	Features	Belt operates at any angle, Contour finishing, mitering, flat finishing, beveling and precision finishing, Plain and compound miters are easily obtained by using the standard die cast aluminum miter gage, Adjustable heavy duty, cast iron, removable platen
Belt Table Tilt Angle (Deg.)	0 to 90 Degrees		
Platen Size (In.)	6 1/4 x 14 3/4	Includes	Stand, Miter Gauge
Dust Collection Port Size (In.)	3		



NorthernTool.com | 1-800-221-0516 | Available Online Only

Klutch Mini Metal Lathe — 7in. x 12in.

Item# 49656

New — [Write a Review](#)

Reg. \$799.99

Sale \$749.99 *Order today to guarantee this price*

Save \$50.00

- Low range spindle speed of 100–1100 RPM; high range spindle speed of 100–2500 RPM
- 12in. distance between centers
- Cross slide travel of 2 1/2in. with compound travel of 2 1/8in.
- 105mm working depth
- Includes a 100mm, 3-jaw chuck, MT2 tailstock taper, change gear set, wrench set and oil can

Ship it | [See Shipping Options](#) | [Need help unloading this item?](#)

Product Summary

This Klutch® Mini Metal Lathe delivers big performance. The compact 7in. x 12in. lathe features a 7in. swing-over bed and quick locking tailstock. Has a dependable 3/4 HP, 110V motor.

What's Included

(1) Mini metal lathe (1) 3-jaw chuck (1) MT2 center (1) Change gear set (1) Wrench set (1) Oil can

Features + Benefits

- Low range spindle speed of 100–1100 RPM; high range spindle speed of 100–2500 RPM
- 12in. distance between centers
- Cross slide travel of 2 1/2in. with compound travel of 2 1/8in.
- 105mm working depth
- Includes a 100mm, 3-jaw chuck, MT2 tailstock taper, change gear set, wrench set and oil can

Key Specs

Item#	49656	HP	0.75
Brand	Klutch	Speed (RPM)	100–2,500
Manufacturer's Warranty	1 year Limited Warranty	Thread Cutting (mm)	0.4–2
Ship Weight	88.0 lbs	Dimensions L x W x H (in.)	27 1/2 x 11 7/8 x 11 7/8
Volts	110		
Watts	250		

Compare with Most Popular Lathes

Item# 79687

Item# 123491

Item# 71307

Item# 334983

 Currently Viewing
 Item# 49656



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1-800-221-0516

Available Online Only

JET Horizontal Metal Cutting Band Saw with Hydraulic Feed — 8in. x 14in., 1 HP, 110/220V, Model# HBS-812GH

Item# 145734

[3 Reviews](#)

Reg. \$2799.00

Sale \$2699.00 *Order today to guarantee this price*

Save \$100.00 + Free Shipping (Lower 48 states)

- Roller cabinet
- Hardened and ground worm gears
- 12in. blade wheel diameter
- Miters at 45°
- Quick-action vise

Ship it | [See Shipping Options](#) | [Need help unloading this item?](#)

Product Summary

The JET® Horizontal Metal Cutting Band Saw with Hydraulic Feed features a heavy-duty geared transmission for quick speed change, plus an easy-access control panel for operator ease. The HBS-814GH has a 1 HP with three blade speeds: 135, 197 and 256 SFPM. Portable on wheels.

What's Included

(1) Band saw (1) 3/4in. steel blade (1) Adjustable stop (1) Deluxe enclosed stand (1) Chip brush

Features + Benefits

- Roller cabinet
- Hardened and ground worm gears
- 12in. blade wheel diameter
- Miters at 45°
- Quick-action vise
- Coolant system to improve life of blade and cutting efficiency
- Rectangle capacity: 6 1/2in. x 6in. and 2in. x 7in. @ 45°
- Easily accessible control panel for operator use
- Hydraulic feed for controlled cutting
- 26in.H bed; 45° vise swivels and 12in. blade wheel dia.

Key Specs

Item#	145734	Cutting Depth at 90° (In.)	8 round
Brand	Jet	Cutting Angles	45–90
Manufacturer's Warranty	24 months parts / 24 months labor	Blade Type	Carbon steel
Ship Weight	437.0 lbs	Blade Size L x W x Thickness (In.)	97 x 3/4 x 0.035
Cordless	No	Blade Included	Yes
HP	1	Stand Included	Yes
Volts	115/230 (prewired 115)	Case Included	No
Variable Speed	Yes	UL Listed	No
Cutting Capacity (SFPM)	135, 197, 256		



GRAY MANUFACTURING
Company, Inc. • St. Joseph, Missouri
A tradition of quality since 1952

(800) 821-7320
 (816) 233-6121
 (816) 233-7251 fax
www.grayusa.com
 email: gray@grayusa.com

9/10/2019

Quote #: 22369

Ken Bulach
 City of Fairfield
 8870 N Gilmore Road
 Fairfield, OH 45014

Ken Bulach:

Thank you for your interest in Gray Equipment. In response to your request, we submit the following quote:

Quote Valid Through: 10/10/2019 FOB Destination

Quantity	Model	Description	Unit Price	Ext Price	Current Availability
1	TSL-50LP	50,000 lb capacity Truck Service Lift - Large Pad model	\$1,676.00	\$1,676	In Stock
1	SP-25 Air	25 Ton Shop Press	\$3,344.00	\$3,344	In Stock
1	SP-25 Guard	Safety Guard (One side)	\$675.00	\$675	In Stock
1	25 Ton Accessory Kit	25 Ton Accessory Kit	\$848.00	\$848	In Stock
Quote Total:				\$6,543	

Financing Available - ask about equipment lease plans!

All Gray equipment is backed by our exclusive Gray Guard Warranty. We are the manufacturer of the above equipment and the only factory direct source of this product. Our customer service and sales representatives are available to you via telephone Monday through Thursday 7:00 a.m. - 6:00 p.m. and Friday from 7:00 a.m. - 5:00 p.m.(CST).

Sincerely,

Randallyn Wilcoxson

Randallyn Wilcoxson

Core Accounts

Payment terms: We accept all major credit cards. Upon prior approval, Gray will accept purchase orders on Net 30 day terms.

The above quote does not include any applicable sales tax.

3501 S. Leonard Road • St. Joseph, MO • 64503

Attachment: NonContractualAppropriations.Nov11 [Revision 1] (1392 : Non-Contractual Appropriations)

Snap-on Tools Quote

Quote Date - 7/18/2019 9:29:31

LJR TOOLS LLC
Sold By: ROB KLOCKE
Address: 2 Sweet Gum Ln
MILFORD, OH 45150-

Sold To: CITY OF FAIRFIELD
Address: 8870 N GILMORE RD
FAIRFIELD, OH 45014-

Account Type: RA
Invoice #: 071819261450

Phone: 513-324-6710

Phone: 513-867-4236

Tax Exempt #: 31-6006598

PO #:

Part #	Qty	Description	Line Type	Price	Discount	Total
FJ300	2	3 TON FLOOR JACK	Sale	726.25	106.25	1,240.00

- Wear safety goggles
- Use the right tool
- Use the tool properly
- Maintain the tool regularly

SubTotal 1,240.00
0.00 % Tax
Freight
Grand Total 1,240.00

AccountType	Previous Balance	Purchases	Total	Payment	New Balance
RA	0.00	1,240.00	1,240.00	0.00	1,240.00

Your Next RA Payment Will Include: 0.00
Your Agreed Upon Weekly Payment Is: 248.00
Your Next RA Payment Will Be: 248.00

2, 3 or 4 Ton Floor Jacks

- Premium U-Cup seals on pumps and ram pistons for long life
- Professional, 1 pc handle design
- Special high-performance hydraulic oil for extreme temperatures and reduced wear
- Meets ASME®/PASE® - 2014

2-Ton Floor Jack
FJ200 ~~\$621.40~~ **\$559.25**

3-Ton Floor Jack
FJ300 ~~\$726.25~~ **\$653.65**

4-Ton Floor Jack
FJ400 ~~\$932.20~~ **\$839.00**



Dual pump pistons to reach service height quickly

Grease fittings in yoke pivot



Grease fittings in front wheels

Contoured lift arm for low clearance height



Nut and shoulder design on front wheels for positive retention



Removable saddle with rubber pad

Features	FJ200	FJ300	FJ400
Low Height (in.)	3.5	3.8	4.2
Max Lift Height (in.)	23	23.4	24.5
Saddle Size (in.)	5.2 x 5.2	5.2 x 5.2	5.2 x 5.2
Ground Clearance	0.55	0.56	0.66
Chassis Length (in.)	31.5	31.5	32.5
Overall Width @ Front Wheels (in.)	11.25	11.25	11.5
Body Width (in.)	7.1	7.1	7.125
Overall Width @ Rear Casters (in.)	14.5	14.75	15
Handle Length (in.)	47.3	47.3	47.187
Front Wheel Diameter (in.)	3.3	3.7	3.875
Saddle Raise, one pump, no load (in.)	6.9	9.4	8.5
Pump strokes to reach max lifting height, no load	4	4.5	6
Weight (lbs.)	101	113	128

Jack Stands

YA512A (12-Ton) ~~\$365.90~~ **\$329.30**

YA875B (6-Ton) ~~\$227.20~~ **\$204.50**

YA874B (3-Ton) ~~\$169.15~~ **\$152.25**



Offer expires August 31, 2019. Limited quantities. Participating Franchisee or other sales representative only. Offer cannot be combined with any other trade in or discount. *Extended Credit (EC) Payments based on purchase price, less a trade in or cash down payment at 19.8%. Weekly payments are estimated with approved credit (may be higher based on credit review).



City Council Ordinance Regular Meeting - November 11, 2019

Submitted by: Brian Rose,
Submitting Department: Public Works

Subject:

Upgrades to 2 Way Radio System (PW)

Legislation Title:

Upgrades to 2 Way Radio System (PW)

Recommendation:

It is recommended that the City Council authorize and direct the preparation of legislation authorizing the appropriation of funding in the amount of \$25,000 from the Capital Improvement Fund for this project to be purchased through Mobilcom, Cincinnati, OH

Background/Synopsis:

This request is for the purchase of a digital repeater with installation and 2 way radios for communication purposes for Public Works employees. Public Works is currently using the Butler Regional Interoperable Communications System (BRICS) 800 mhz 2 way radios to communicate between our workers for snow operations and other Public Works activities. The radios we purchased for this system will be obsolete in the next couple of years due to software updates that are required and would require us purchasing new 800 mhz radios at approximately \$2,000/radio. We currently have 38 radios for Public Works so that would be a total cost of \$76,000 just for the purchase of the radios for the BRICS system. In addition we currently pay \$5,510/year for the use of the BRICS system. This request would eliminate the need for the monthly costs associated with the BRICS system as well as provide us with radios that are roughly a fourth of the price. This request will install a Motorola Digital Repeater on our Winton Road water tower to allow for communication of our own private UHF 2 way radio communication system and also provide for the purchase of the individual radios at roughly \$600/radio. The installation and radio purchase will be through Mobilcom of Cincinnati which is a sole source supplier of the Motorola digital repeater. This will also allow for the future addition of the Public Utilities Department to the system.

Financial Impact:

\$25,000 (\$14,048 for the digital repeater system and \$10,952 for the radios and contingencies for this project). This project is listed in the 2019 CIP as # 9FT68 Upgrades To 2 Way Radio System (PW) (\$25,000).

Emergency Provision Explanation:

N/A

Rule Suspension Requested:

No

Emergency Provision Needed:

No

Attachments:

1. Mobilcom Quote



1211 WEST SHARON ROAD, CINCINNATI, OHIO 45240 513-595-5800

PROPOSAL FOR: Fairfield, City of, Public Works

ADDRESS: 5350 Pleasant Ave

CITY, STATE, ZIP: Fairfield, Ohio 45014

SYSTEM #: 4060

SALES TAX:

DATE: 10/31/2019

EXPIRES: 30 Days

REV:

ATTENTION: Bryon Rose

E-MAIL: brose@fairfield-city.org

TELEPHONE: O (513) 867-4209, C (513) 404-2405

SALES REP: Dave Morris

TELEPHONE: 513-595-5901

E-MAIL: dmorris@mobilcomm.com

QUOTE #:

PREPARED BY: Rick Swain

TELEPHONE: 513-595-5864

E-MAIL: rswain@mobilcomm.com

DESCRIPTION: New UHF Digital Repeater and antenna system installed at the Winton Rd Water Tank.

Documents Included:

Scope of Work

Terms & Conditions

Motorola radio pricing reflects Ohio State term schedule discount levels. 21336

50 % Payable to Mobilcomm upon receipt of Order	\$7,024.46
30 % Payable to Mobilcomm upon receipt of Equipment	\$4,214.67
20 % Payable to Mobilcomm upon Completion	\$2,809.78
Sales Tax is Not Included:	
Total Payable to Mobilcomm:	\$14,048.91

ACCEPTED BY: _____

PO #: _____

PRINT NAME: _____

DATE: _____

Attachment: NonContractualAppropriations.Nov11 [Revision 1] (1392 : Non-Contractual Appropriations)

ITEM	QTY	DESCRIPTION	SUBTOT	11.D.2.a
A		Winton Road Water Tank	6,889.33	
1	1	SLR5700 UHF Digital Repeater, 50 watts		
2	1	UHF Duplexer 435 - 470 MHz		
3	1	N - Type Male to N - Type Male 24"		
4	1	N - Type Male to BNC Male 24"		
5	1	Indoor Equipment Cabinet - Like new		
6	1	Battery Back-up Cables		
7	1	Battery		
8	1	Battery Box		
9	1	Duplex Outlet Surge Protection		
10	1	Misc Materials		
11		Staging		
B		Antenna System	6,599.58	
1	1	UHF Gain Antenna		
2	175	1/2" Foam Helix Antenna Cable		
3	3	Grounding Kit-1/2"		
4	3	N Male Connector		
5	1	N Female Connector		
6	1	Hoisting Grip 1/2" Cable		
7	1	Misc Materials		
8		Installation		
C		FCC License	560.00	
1	1	Mobilcomm Processing		
2	1	Coordination		
3	1	Simplex Channels (up to 5)		
D		Portable / Mobile Unit Pricing - Pricing Reference Only.		
		Portables Units		
D1	1	XPR3300e 403 - 512 MHz 4 W Capable Portable		
		Inc: Standard Battery, Standard Charger, Antenna & Warranty		
		Unit Price: \$570.04		
		Mobiles Units		
D2	1	XPR2500 403 - 470 25W Mobile Unit		
		Inc: Compact Mic, Mounting Bracket, Pwr Cable, Antenna & Warranty		
		Unit Price: \$634.30		
SHIPPING:				
SALES TAX IS NOT INCLUDED:				
PROJECT TOTAL:			\$14,048.91	

Attachment: NonContractualAppropriations.Nov11 [Revision 1] (1392 : Non-Contractual Appropriations)

[illegible]

TERMS / CONDITIONS for: Fairfield, City of, Public Works
Description of Work: New UHF Digital Repeater and antenna system installed at the
Proposal By: Rick Swain

11.D.2.a

Item Description	Details - Please contact Rick Swain for questions or clarification of this document	Mobilcomm	Customer	Other
Owner Responsibilities	Costs associated with any of the following are excluded unless specifically listed in the proposal			
	Cost of any required permits for zoning and/or building will be the owner(s) responsibility		X	
	Access to building is available to Mobilcomm personnel		X	
	If building or tower space is leased, permission to use the property has been obtained		X	
	Leased tower space may require load analysis and additional fees imposed by the tower owner		X	
	Electric service is available where needed or will be provided by the owner(s)		X	
	IP network requirements, if needed, are understood and agreed to by the owner's IT personnel		X	
	HEPA tents, if required, must be supplied by the owner(s)		X	
	Rental of lift platforms, if required, is not included		X	
	Mobilcomm must be informed of any known or potential hazards on the property; if hazards are present, cost for remediation will be the owner(s) responsibility.		X	
	If asbestos is present, cost for remediation will be the owner(s) responsibility		X	
	Notify Mobilcomm prior to the proposal if plenum rated cable is required for any portion of the project		X	
	Notify Mobilcomm prior to the proposal if site safety training is required and length of time to complete		X	
Assumptions	Floor space or wall space is available		X	
	Antenna & cable routing paths are available		X	
	Building ground system connection is available		X	
	A backup power plan, if required, is understood and agreed to by the owner(s)		X	
	The proposed radio coverage area is understood and agreed to by the owner(s)		X	
	An FCC license can be obtained for the required frequency(s)		X	
	Subscriber radio programming plan is understood and agreed to by the owner(s)		X	
	A site inspection and installation plan has been performed and approved by the owner(s)		X	
	All work will be performed during normal business hours		X	
Proposal	All work is proposed during normal business hours, 8:00am through 4:00pm Monday through Friday			
	After hours or weekend work is not included; if required, additional labor will be added to the final invoice			
	Prevailing wage is not included; if required, Mobilcomm must be notified before accepting this proposal			
	Title will pass upon shipment, risk of loss will pass upon delivery to purchaser's facility			
	Additional charges will apply for any material or labor not included in this document			
	This proposal is valid for 30 days; after that time, a review of the proposal is required			
	Quotations are exclusive of all installation, programming charges and applicable taxes unless expressly stated in the proposal.			
Purchase Orders	Purchase Orders, if required, must be included with the signed copy of this quotation.			
Confidential	This proposal has been prepared for use of the addressee only. This document shall not be reproduced and/or distributed to anyone other than the addressee and required personnel.			
Liability & Damages	Mobilcomm's total liability, arising from the ordered products, will be limited to the purchase price of the products with respect to which losses or damages are claimed.			
	In no event will Mobilcomm be liable for incidental or consequential damages			
Maintenance Agreement	Maintenance (if included) provides labor and parts for the time period stated at the bottom of this quotation. Please read the maintenance agreement document for additional conditions and/or restrictions that may apply to your particular equipment.			
Manufacturer's Warranty	Manufacturer's standard equipment warranty (furnished upon request) applies to all ordered equipment. Mobilcomm disclaims all other warranties with respect to the ordered products, express or implied, including the implied warranties or merchantability and fitness for a particular purpose.			
Returns	Ordered equipment may be returned for a full refund, less a 20% restocking fee, if the equipment is returned unused and undamaged, in it's original packaging, within fifteen (15) days after shipment.			
Payment Terms & Tax	If sales tax is not included, this is indicated on the proposal			
	Final payment is due within thirty (30) days after completion of the project			
	Payment by credit card on orders over \$5000 will have a 3% surcharge added to the final invoice			
Acceptance	By accepting this proposal, it is assumed that you have read and understood these terms and conditions. If you do not understand this document or scope of work, please contact the person that prepared this document for clarification.			

Attachment: NonContractualAppropriations.Nov11 [Revision 1] (1392 : Non-Contractual Appropriations)



City Council Ordinance Regular Meeting - November 11, 2019

Submitted by: Ben Mann,
Submitting Department: Public Works

Subject:

Guardrail award for 6611 River Road

Legislation Title:

Guardrail award for 6611 River Road

Recommendation:

It is recommended that City Council approve legislation for an appropriation in the amount of \$20,000.00 from the Capital Improvement Fund, for a purchase order with Lake Erie Construction Company of Norwalk, Ohio for Guardrail Improvements.

Background/Synopsis:

The construction of the Dog Park at 6611 River Road removed vegetation and demonstrated the need for guardrail along a portion of the west side of River Road. The guardrail will be placed along a 650 foot segment of River Road where the clear zone is less than 15 feet between the edge line and the greater than 3:1 slope. This project was not scheduled in the Capital Improvement Program but there are unused funds remaining under 9PW03 (Drainage Improvements – Contracted).

In the past, there has been a guardrail replacement/upgrade program that was implemented to add/upgrade/replace sections of guardrail within the City found to be sub-standard during routine Public Works inspections. There was not a program scheduled for 2019 as there is not always enough of a need to warrant a project, but there will be years in future CIP's that will contain guardrail projects.

Requests for proposals were solicited from three contractors (MP Dory Company, Security Fence, and Lake Erie Construction Company). Proposals were received from MP Dory and Lake Erie Construction Company November 4, 2019.

<i>Contractors</i>	<i>Total</i>
MP Dory Company – Columbus, Ohio	\$24,225.00
Security Fence – Cincinnati, Ohio	No Proposal
Lake Erie Construction Company – Norwalk, Ohio	\$16,930.00

The lowest and best bidder is the Lake Erie Construction Company of Norwalk, Ohio.

Financial Impact:

\$20,000.00 (\$16,930.00 for the guardrail plus a contingency of \$3,070.00) from the Capital

Improvement Fund.

Emergency Provision Explanation:

An emergency provision and rules suspension is being requested in order to get this safety improvement installed before winter if possible. The contractor believes that they can get it scheduled (weather depending).

Rule Suspension Requested:

Yes

Emergency Provision Needed:

Yes

Attachments:

1. River Road @ Dog Park Guardrail Layout1 (1)

NEW FurField Dog Park
6611 River Road

6620 River Road

6698 River Road

Total Guardrail Length 650 Feet
Type E Anchor 2 Each

**all steel posts

ORDINANCE NO. _____

ORDINANCE TO AMEND ORDINANCE NO. 127-18 ENTITLED "AN ORDINANCE TO MAKE ESTIMATED APPROPRIATIONS FOR THE EXPENSES AND OTHER EXPENDITURES OF THE CITY OF FAIRFIELD, OHIO, DURING A PERIOD BEGINNING JANUARY 1, 2019, AND ENDING DECEMBER 31, 2019."

BE IT ORDAINED by the Council of the City of Fairfield, Ohio, that:

Section 1. Ordinance No. 127-18, the 2019 Appropriation Ordinance, is hereby amended in the following respects:

From:	Unappropriated Capital Improvement Fund	\$147,983
To:	40216025-252000 Improvements Other Than Building (Repairs & Upgrades - Justice Center 9FC71 (\$16,179); Community Arts Center HVAC Upgrades 9FC51 (\$14,983); Public Works Garage Equipment Upgrades 9FC61 (\$49,896); Guardrail at River Road (\$20,000))	\$101,058
To:	40216025-252500 Drainage Improvements (2019 Annual Drainage Improvements 9PW03)	\$21,925
To:	40216025-253200 Capital Equipment (Upgrades to 2-Way Radio System PW 9FT68)	\$25,000
From:	Unappropriated Water Surplus Fund	\$6,500
To:	60516025-252000 Improvements Other Than Building (Lime Silo Improvements 9WT15)	\$6,500

Section 2. This Ordinance shall take effect at the earliest period allowed by law.

Passed	_____	_____
		Mayor's Approval
Posted	_____	
First Reading	_____	Rules Suspended _____
Second Reading	_____	
Third Reading	_____	

Attachment: Non Contractual 11-11-Ord (1392 : Non-Contractual Appropriations)

ATTEST:

Clerk of Council

This is to certify that this Ordinance has been duly published by posting and summary publication as provided by Charter.

Clerk of Council

Active Clients\City of Fairfield\Ordinances\2019\Non Contractual 11-11-Ord

Attachment: Non Contractual 11-11-Ord (1392 : Non-Contractual Appropriations)