

Liberty Township Comprehensive Plan

Butler County, Ohio



Mission Statement

The mission of Liberty Township is to maintain its position as a family-oriented community that promotes a high quality of life for all ages and income levels.

The Township is committed to providing reliable services, promoting education excellence, being environmentally conscious and encouraging a viable local economy with sustainable development and growth.

In pursuing this mission, the Township places a high value on protecting the residential character of the surrounding neighborhoods by ensuring that the commercial development is well planned and consistent with the character of the surrounding residential community.



Prepared By:

***Liberty Township Board of Trustees
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<i>Table of Contents</i>	<i>Page</i>
Acknowledgements	iv
I Introduction	1
<i>SWOT Analysis</i>	2
<i>Public Input Survey</i>	3
<i>Steering Committee Goals Prioritization</i>	5
II Demographics	8
<i>Current Population</i>	8
<i>Population Projections</i>	8
<i>Age Breakdown</i>	10
<i>Household and Household Size</i>	10
<i>Income and Employment</i>	11
<i>Education</i>	12
III Existing Conditions	13
<i>Existing Land Use / Development Patterns</i>	13
<i>1999 Adopted Land Use Plan</i>	13
<i>Subcommittee Goals</i>	17
<i>Existing Zoning</i>	18
<i>Existing Water / Sewer Service Areas</i>	18
<i>Transportation</i>	21
<i>Roads</i>	21
<i>Bike / Hike</i>	31
<i>Rail</i>	31
<i>Natural Constraints</i>	31
<i>Schools</i>	32
IV Parks	35
<i>Parks and Open Space Planning Principles and Strategies</i>	36
<i>Hike / Bike Trail Connection</i>	36
<i>Subcommittee Goals</i>	37
V Identity / Image	43
VI Proposed Land Use	45
<i>Cost of County Community Services</i>	45
<i>Neighborhood Concept Areas</i>	47
<i>Land Use Classifications</i>	53
<i>Land Use Plan Breakdown</i>	60
VII History of Liberty Township	63
<i>Early Surveying</i>	63
<i>Early Settlers</i>	63
<i>Historical Development</i>	63
<i>Churches</i>	66
<i>Schools</i>	66
<i>Industry</i>	66
<i>Bethany</i>	67
<i>Huntsville</i>	67
<i>Jericho</i>	67
<i>Kyles Station</i>	68
<i>Maustown</i>	68
<i>Princeton</i>	68
<i>Rockdale</i>	68
<i>Subcommittee Goals</i>	68
VIII Implementation and Recommendations	70
<i>Appendix 1: Historic Resources</i>	72

<i>List of Maps, Tables, and Figures</i>	<i>Page</i>
Exhibit 1: Regional Map	1
Exhibit 2: 1999 Existing Land Use	14
Exhibit 3: 2006 Existing Land Use	15
Exhibit 4: 1999 Adopted Land Use Plan	16
Exhibit 5: Zoning map	19
Exhibit 6: Existing Sewer Service Areas	20
Exhibit 7: BCEO Thoroughfare Plan	29
Exhibit 8: BCEO 2004 / 2005 BCEO Traffic Counts	30
Exhibit 9: FEMA Designated Floodplain	33
Exhibit 10: School District Facilities	34
Exhibit 11: Parks Location Map	39
Exhibit 12: Miami-2-Miami Trail Plan	40
Exhibit 13: Trails Plan	41
Exhibit 14: Future Park Sites	42
Exhibit 15: Image / Identity Plan	44
Exhibit 16: Neighborhood Concept Areas	48
Exhibit 17: Land Use Plan	62
Exhibit 18: 1875 Atlas	65
Table 1: SWOT Analysis	2
Table 2: Public Survey Results	4
Table 3: Steering Committee Goals Prioritization	5
Table 4: Residential Building Permit Activity	8
Table 5: Age Cohort (1990 and 2000 US Census)	10
Table 6: Household data	11
Table 7: Existing Land Use Comparison	13
Table 8: Zoning District Acreage (as of 4.14.06)	18
Table 9: Parks Classification	35
Figure 1: Residential Building Permit History (1990 to 2004)	9
Figure 2: Projected Population at Buildout	9
Figure 3: Age Distribution	10
Figure 4: 1999 Adopted Land Use Plan Table and Chart	17
Figure 5: Land Use Plan Table and Chart	61

Acknowledgements

The Liberty Township Comprehensive Plan was prepared by the Liberty Township Comprehensive Plan Steering Committee. The committee members dedicated their time to prepare a vision for the future of the Township. The members include residents, developers, home builders, county agency representatives, and Township employees. Sixteen Steering Committee Meetings were held through the course of the plan preparation in addition to 4 public open houses.

Steering Committee Members

Karin Baumann-Creekmore, Resident & Civil Engineer
Marty Baumhower, Resident & Builder
Wayne Bradshaw, Resident & Zoning Commission Member
Tim Burgoyne, Ohio Valley Development Council
Brad Clark, Resident & Board of Zoning Appeals Member
Jan Collins, Business Owner
John Davidson, Resident & Greater Cincinnati Concrete Council
Tom Farrell, Resident & Zoning Commission Member
John Fonner, Executive Director of Butler County TID and Port Authority
Patrick Hiltman, Resident (resigned from the committee when he took office as trustee 1.1.06)
Chuck Holliday, Resident & Parks Committee Member
Bob Hutsepiller, Developer
Paul Jones, Resident & Parks Representative
Mike Juengling, Director of the Butler County Department of Development
Paul Lovell, Resident
Dale Magie, Business Owner
Tina Manco, Middletown Library
Patrick Merten, Resident, Developer & Home Builders Association
Phil Morrical, Resident
Bob Niederman, Resident & Farmer
Arthur Ollendorff, M.D., Resident
Naomi Ormes, Resident & Garden Club Member
Eric Pottenger, Butler County Engineer's Office, Director of Development Services
Joan Powell, President, Lakota School Board
Jim Sapitro, Resident
James D. Schaeper, Resident & Architect
Mark Sennett, Developer
Martha Shelby, Resident & Butler County Department of Environmental Services

Liberty Township Staff:

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I Introduction

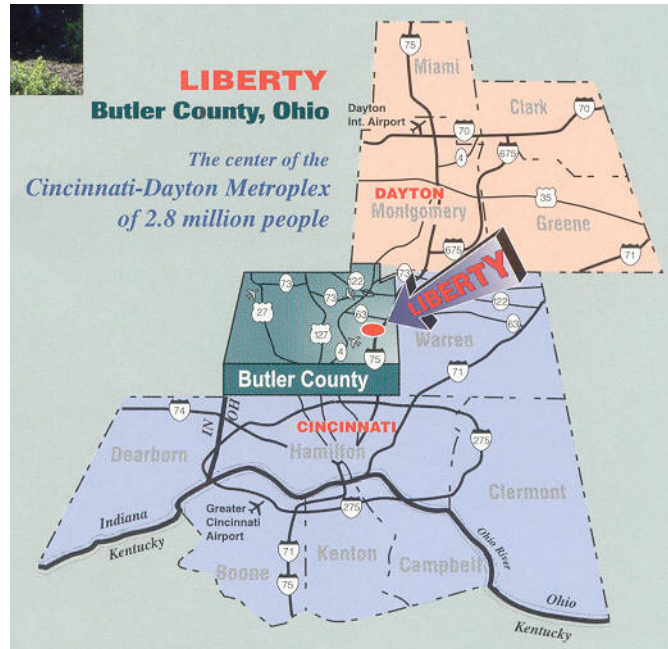


Exhibit 1: Regional Map

Liberty Township is conveniently located in the center of the Cincinnati-Dayton Metroplex of 2.8 million people. The Township is located 20 miles north of Cincinnati and 25 miles south of Dayton; it straddles Interstate 75 and the Butler County Veterans Highway (State Route 129). The Township's strategic location between two major metropolitan areas allows ready access to big-city amenities such as major colleges and universities, professional sports, two international airports, the performing arts, and other recreation resources, including zoos, museums, theme parks, and shopping.

Liberty Township can best be described as a semi-rural bedroom community with only 2% of the total land area in commercial use. The current population of Liberty Township is estimated at 32,073 (March 2005) which is a 40.5% increase from the 2000 US Census (22,819) and a 246.7% increase from the 1990 US Census (9,249). Liberty Township has a very strong workforce with 40.2% of the population holding a Bachelors degree or higher and the median household income is \$75,195 (US Census, 2000). Residential development is continuing to impact the historic rural character of the community and placing additional pressure on land that is planned for commercial development.

In January of 2005 the Liberty Township Board of Trustees authorized the staff to begin the preparation of a Comprehensive Plan and to update to the Proposed Land Use Plan due to the growth of the Township since the plan was adopted in 1999. A Steering Committee, made up of residents, developers, business owners, home builders, county agency representatives, and Township employees, was commissioned to guide the preparation of the plan. The Steering Committee held their first work session on May 9, 2005 and met 16 times through the course of the process. A public open house was held on May 31, 2005 to kick off the Comprehensive Plan process and to provide input on the Goals and Objectives for the future of the Township. Second and third public open houses were held on December 8, 2005 and January 12, 2006 to gather public input on the Concept Areas Analyses and Planning Issues. The residents were asked to review the Land Use Plan and Draft Comprehensive Plan at the fourth public open house on June

1, 2006. Additional Public Meetings were held for the Township Zoning Commission and the Liberty Township Board of Trustees prior to the adoption of the plan.

Upon adoption of this Comprehensive Plan, the next step will be to implement the recommendations and the revision to the Township Zoning Resolution.

SWOT Analysis

A public open house was held on May 31, 2005 to gather feedback from the residents of Liberty Township. One of the stations at the open house was established to help identify the “Strengths, Weaknesses, Opportunities, and Threats” as seen in the eyes of the public. The results are provided below. The number in parenthesis is the number of times the same statement was repeated by different people.

Table 1: SWOT Analysis

Strengths:

- Good school system (10)
- Land / Room to grow & develop (5)
- Proximity to Cincinnati and Dayton (3)
- Trained & knowledgeable township administration (3)
- A good start on park development (3)
- Rural character / beauty (3)
- Open space provided by large lot homesteads (2)
- Close to shopping (2)
- Blend of rural suburban (2)
- Skilled and educated populace (2)
- Location & access to major highways (2)
- Being proactive (2)
- Forward thinking (2)
- Sense of space / green space & walking trails (2)
- Sense of community, developing identity (2)
- Great Housing / Developments (2)
- Available space for planned commercial development
- Family community
- Property Value
- Upper middle class values.
- Services and Fire Department
- Close link to agricultural hence green past
- Affordable housing
- Still enough rural land to preserve natural areas
- Remain a bedroom community
- Good cross section of residents
- Lack of commercial / industrial development (7)
- No Post Office (3)
- Lack of identity (3)
- Lack of Downtown (3)
- Need Home Rule or City (township form of government is a weakness) (3)
- Loss of farmland (2)
- Too much residential (2)
- Unplanned growth (2)
- High taxes / poor tax base (2)
- No historical Township center (2)
- Rapid development is overloading schools (2)
- No buses to school
- Lakota Pointe Apartments
- Finding ways to control growth
- Understanding that a communities perception is reality
- Lack of ability to walk anywhere
- No Police force
- Unattractive development / work with ODOT on ugly fence line
- Old school trustees
- Inability to negotiate from a stronger position
- No Community Rec. Center, like Blue Ash
- Perception that it is inferior to West Chester
- Require / demand more from developers
- Permitting to much low cost density
- No concrete plan for future

Weaknesses:

- Roads inadequate for traffic (9)

Opportunities:

- Economic development (4)
- Control development pace (4)
- Land for commercial or tech developments (3)
- Increase tax base (3)
- Identify and create a downtown (2)
- Opportunity to do it right...low density & planned business (2)
- Cox Rd. extension (2)
- Continue good mix with expansion (Residential / Commercial) (2)
- Great location being a northern Cincy suburb (2)
- Assess up front new lot fees to help cover school cost
- Maintain openness by encouraging 1 acre lots
- We still have a chance to leverage our land in order to secure greater concessions from developers.
- Lure companies here
- Plant trees for the future and make sure all development is blended with an attractive surround
- New interchange at I-75 & Kyles Station
- Develop wonderful parks
- Develop bike trail and sidewalks
- Good geographic location
- Highly educated residents...need to pool resources
- New interchange on I-75
- Take back from developers control of what we want
- Cin-Day Rd. & Rt. 747 commercial development
- Continue strong school system
- Create a community center
- In early stages, time to plan and make corrections
- Preserve Gregory Creek corridor and tributaries
- Protect historical character

Threats:

- All residential, taxes too high (6)
- Unable to sustain growth roads, schools, green space etc... (5)
- West Chester Incorporate & annex Liberty (4)
- Over development (3)
- Unplanned development (2)
- Development dominated by developers and politicians (2)
- Forgetting about our older citizens (2)
- Schools deteriorate due to levy failures (2)
- People making decisions not based on the best interests of Liberty residents
Traffic issues (2)
- Liberty becomes a pass thru to work, commercial etc...
- Giving away our decision making opportunities
- Inability to project future needs
- Anti-Development groups
- Business in wrong places
- Area frozen due to the fact that everyone has to drive to get anywhere
- Loss of school district
- Lack of law enforcement protection
- Can't stand still, must move forward
- Good ole boy mentality
- Turmoil among the Board of Trustees scares away serious commercial development
- No mission statement to make decisions with
- Losing rural character

Public Input Survey

A public input survey was conducted in early summer 2005 to gather feedback from the residents of Liberty Township. The survey was mailed out to the 8,898 registered voter households; 1,392 completed surveys were returned, a 15.6% response rate. A summary of the results of the survey are provided in Table 1, below:

Table 2: Public Survey Results

1.	Average Years of Residency from survey respondents = 9.03		
2.	The streets in my area are adequate to serve the traffic demand.		
	a. Disagree	=	586 42.60%
	b. Neutral	=	328 23.90%
	c. Agree	=	460 33.40%
3.	There are not enough shopping areas or restaurants close to my home.		
	a. Disagree	=	804 58.90%
	b. Neutral	=	222 16.25%
	c. Agree	=	340 24.90%
4.	More public transportation (bus, transit, etc.) is needed in Liberty Township.		
	a. Disagree	=	720 54.14%
	b. Neutral	=	309 23.23%
	c. Agree	=	301 22.63%
5.	There is not sufficient employment opportunity in Liberty Township.		
	a. Disagree	=	399 30.91%
	b. Neutral	=	499 39.57%
	c. Agree	=	393 30.44%
6.	I usually shop outside of my community.		
	a. Disagree	=	333 24.25%
	b. Neutral	=	363 26.44%
	c. Agree	=	677 49.31%
7.	The recreational opportunities are very good in Liberty Township.		
	a. Disagree	=	431 30.64%
	b. Neutral	=	499 37.02%
	c. Agree	=	436 32.34%
8.	Do you feel that Liberty Township has a main gathering place?		
	a. Disagree	=	927 71.03%
	b. Neutral	=	251 19.23%
	c. Agree	=	127 9.73%
9.	Farming opportunity should be maintained in Liberty Township.		
	a. Disagree	=	85 6.23%
	b. Neutral	=	216 15.82%
	c. Agree	=	1064 77.95%
10.	There should be more pedestrian ways (sidewalks) to link important areas in Liberty Township.		
	a. Disagree	=	248 18.26%
	b. Neutral	=	224 16.50%
	c. Agree	=	886 65.24%
11.	Bicycle paths will improve the livability and recreational opportunity in Liberty Township.		
	a. Disagree	=	243 17.72%
	b. Neutral	=	218 15.90%
	c. Agree	=	910 66.38%
12.	Would you support a park levy?		
	a. Disagree	=	355 26.53%
	b. Neutral	=	298 22.27%
	c. Agree	=	685 51.20%
13.	Would you support the Township becoming "Home Rule"?		
	a. Disagree	=	92 6.63%
	b. Neutral	=	246 17.74%
	c. Agree	=	259 18.67%
	d. Did Not Answer	=	790 56.96%

Steering Committee Goals Prioritization

Community Goals and Values hold the Comprehensive Plan together. The statements listed below were prepared by the Steering Committee at the May 9, 2005 meeting to outline what they believe that the Goals of the Liberty Township Comprehensive Plan should be.

These goals were presented to the participants at the public open house on May 31, 2005. The open house participants were given three tape dots and asked to place a dot next to the three goals that were their highest priority. In addition, goals in bold, italic font were added at the hearing. The number in parentheses placed before each goal was the number of tape dots that goal received.

The Steering Committee reviewed the goals from the public hearing and prioritized those goals at the Steering Committee work session on June 20, 2005. The goals below have been re-arranged in order of priority:

Table 3: Steering Committee Goals Prioritization

ECONOMIC DEVELOPMENT

- **Priority #1 (8)** Develop, plan and encourage sufficient commercial, industrial, research park, retail, service and office development in Liberty Township to help offset the tax base and increase employment opportunity in the Township.
- **Priority #2 (4)** Be proactive in providing infrastructure to support, attract and expand business.
- **Priority #3** Form an Economic Development Committee.
- **Priority #4 (2)** Educate residents on the need for commercial development to help support taxes and other community costs.
- **Priority #5** Expand land earmarked for commercial development.
- **(3)** Maximize I-75 corridor for office and sustainable mixed uses.
- **(1)** Stimulate Economic Development.
- **(1)** Need commercial to offset residential services – commercial in selected locations – balance small retail neighborhood businesses with “big boxes” near interchanges.
- Expand the fiber optics HUB to encourage more business and industry.
- Preserve land along Regional Highway for Commercial development.
- Encourage Development that will produce jobs in the Township.

COMMUNITY IDENTITY / VISION

- **Priority #1 (2)** Develop and market a vision, image and identity – long-term and short-term.
- **Priority #2 (3)** Need a post office with our own Township zip code to increase identity.
- **Priority #3 (3)** Liberty Township needs an identified downtown and center for community.
- **Priority #4** Clarify / define the identity / perception of our community branding.
- **Priority #5** Evaluate the long term implication of Liberty Township being only a dormitory community.
- Have a central community area (a sense of place).
- Liberty Township needs an identity, are we a bedroom community or do we want to be a good mixed use community.
- ***Rural flavor could be encouraged with more rural-style businesses, like history-recreation farms, more community festivals, other similar ideas, public gardens.***

RESIDENTIAL DEVELOPMENT

- **Priority #1** Provide areas for mixed use development with retail / residential / transition type uses.
- **Priority #2 (2)** Provide areas for retirement and empty nester homes.
- **Priority #3** Provide a mixture of housing types, **including affordable housing**, to allow a wider range of residents to be able to live in the community.
- **Priority #4 Control and adhere to the Land Use Plan.**
- Low density urban sprawl will be reduced by creating development regulations that give incentives to provide more open space by building at higher densities.
- Provide housing types that make housing more affordable for a larger range of residents
- No house shall be substandard or infested with any health hazard.

TRANSPORTATION / INFRASTRUCTURE

- **Priority #1 (8)** Transportation improvements need to occur prior to or during development.
- **Priority #2 (3)** Integrate sidewalks / pedestrian ways and bike paths to create community linkages. **Prepare an overall pedestrian plan.**
- **Priority #3 (2)** Support and maintain good North-South and East-West thoroughfares to move traffic throughout the Township.
- **Priority #4** Provide a new interchange along I-75 between Kyles Station Road and Millikin Road.
- Plan route improvements to give the Township better access.

PARKS

- **Priority #1 (2)** Financing Parks – find alternative means to get money – Redefine Park Department – park conservation.
- **Priority #2 (3)** Make sure Liberty Township has adequate park space for the number of residents and locate them adjacent to residents.
- **Priority #3 (7)** Require developers to provide land for parks and park facilities (encourage active and passive park facilities both private and public).
- **Priority #4** Focus on quality of parks, not quantity.
- **Priority #5** There is a need for a central park facility.
- Parks Committee needs an identified plan for trails and parks.
- Allow a balance in social aspects (parks, etc) – join / link parks that are active and passive.
- Consider the preservation of farmland related to development of parks.
- *All parkland needs forward-view (100 year not 10 year flood plain) and tree plantings (oaks not Bradford pear).*
- *Plan for community parks where our youth have the opportunity to play team sports.*
- *Need Soccer Fields.*
- *Provide plant life areas not just “green deserts” in all recreation areas.*

ENVIRONMENTAL / HISTORIC RESOURCES

- **Priority #1 (9)** Keep rural character of the community with expanded open space areas.
- **Priority #2** *Developers should give “usable green space” not “left-overs.”*
- **Priority #3** Natural drainage courses shall be maintained and not altered without engineering and environmental review / approval. **Maintain natural features.**
- **(1)** Preserve natural areas – include sidewalks / pedestrian ways near arterials.
- **(1)** Don’t sacrifice historic resources. Maintain historic sites as much as we can.

- Provide maps of wetlands / floodplains.
- Identify historic features and preserve (look back at the 1992 Zoning Resolution creation).

PUBLIC FACILITIES / SERVICES / GOVERNMENT

- **Priority #1 (2)** Evaluate alternate forms of government (Home Rule and City). **Look at having 5 trustees instead of 3.**
- **Priority #2 (2)** Small business need architectural design that fits in with the area (i.e.: Fairfield’s Village on the Green – Permit mixed uses in planned developments with community facilities combined with a retail transition into the residential areas).
- **Priority #3 Develop a master plan for anticipated government facilities.**
- **Priority #4 Assess emergency public services – seem to need more police.**
- Combine Community Facilities with others.
- A community meeting facility is needed in the Township.
- Need to make sure we have sufficient coverage for emergency sirens.

SCHOOLS

- (5) Ensure a way that we have good quality schools in the future.

DEVELOPMENT GOALS

- **Priority #1 (5)** Evaluate impact fees on development.
- **Priority #2** *Can developer “benefits to the community” include linking school population and quality to new developed property including funding and sponsoring. Need to maintain low staff to student ratio for community quality, “plan for future school sites.”*
- **Priority #3 Development should be balanced and stick to the comprehensive plan.**
- (4) Developers need to give back to the community whether park land or trees; providing improvements to the land.
- Liberty Township needs a full fledged medical facility – and a Community Facility; cut down travel distance.
- Do we want the people to come or do we want to keep with it ourselves.
- *Slow development to keep pace with available school facilities rather than allow development to run amuck with resultant tax resource requirements which will drive older people from the community.*

FARMLAND

- (4) Help preserve farmland to the extent the property owner wants it preserved, **include marketing, providing incentives to keep property and identify agriculture on the land use plan.**

OVERALL GOALS

- (2) Balance land owner’s rights within this planning process.
- Make this comprehensive plan “stick / matter” and follow the plan.
- Form must follow function (desires and reality).

II Demographics

Looking at Liberty Township's population (past, present, and future) will provide a baseline for determining the demand on public services and projections for future community needs and land use. The Township has seen considerable growth over the past decade. Based on available property for residential development and increasing development pressures, Liberty Township will continue to see an increase in residential population.

Current Population

Liberty Township's population over the last decennial census has grown exponentially. From 1990 to 2000, total population increased from 9,249 to 22,819 persons, a 146.72% increase for the decade. Through December 31, 2004 an additional 2,865 residential building permits have been issued. Using the 2000 Census estimate of 3.23 persons per household in Liberty Township, the January 1, 2005 population estimate is 32,073 persons.

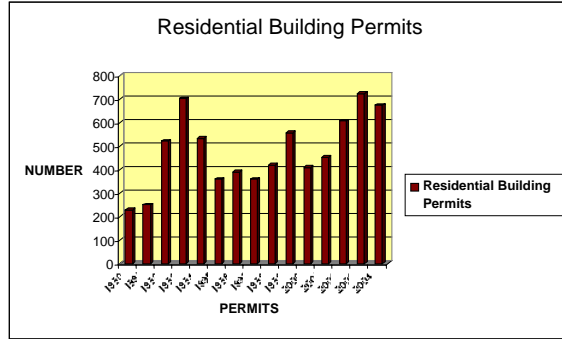
Population Projections

A review of regional growth factors, availability of residential land, current and future density, residential building permit history, and land use classification all play important roles in determining population projections.

Table 4: Residential Building Permit Activity in Liberty Township

YEAR	SINGLE-FAMILY UNIT
1990	228
1991	251
1992	521
1993	701
1994	534
1995	360
1996	392
1997	359
1998	420
1999	556
2000	410
2001	451
2002	607
2003	724
2004	673
2005	559
Total	7746

Figure 1: Residential Building Permit History (1990 to 2004)



Residential Building Permits have continued to increase steadily on average since 1990. One assumption to calculate build-out population would be to trend the building permits into the future until the remaining vacant land is developed. Because there are so many market factors that drive residential development, this would not be the best way to predict the year or amount of residents at build-out. The chart provides a good indicator that residential growth will continue in the future.

Exhibit 2 identifies 5395.65 acres of vacant land designated for residential use on the 1999 Adopted Land Use Map. Build out population is based on total “future dwelling units”. The number of future dwelling units is calculated by vacant land planned for residential development, proposed density of development (number of dwelling units per acre), and the number of occupants per dwelling unit. The 2000 US Census estimates that the average household size in Liberty Township is 3.23 persons per household. *Table 2* below, looks at the build out population based on the 5395.65 acres of vacant land designated for residential use, proposed density of 1.6 dwelling units per acre (average density in Liberty Township based on R-1 zoning), and 3.23 persons per household. In addition, higher densities (2.0 and 2.5 dwelling units per acre) are used to generate a range to identify build out population.

Figure 2: Projected Population at Buildout

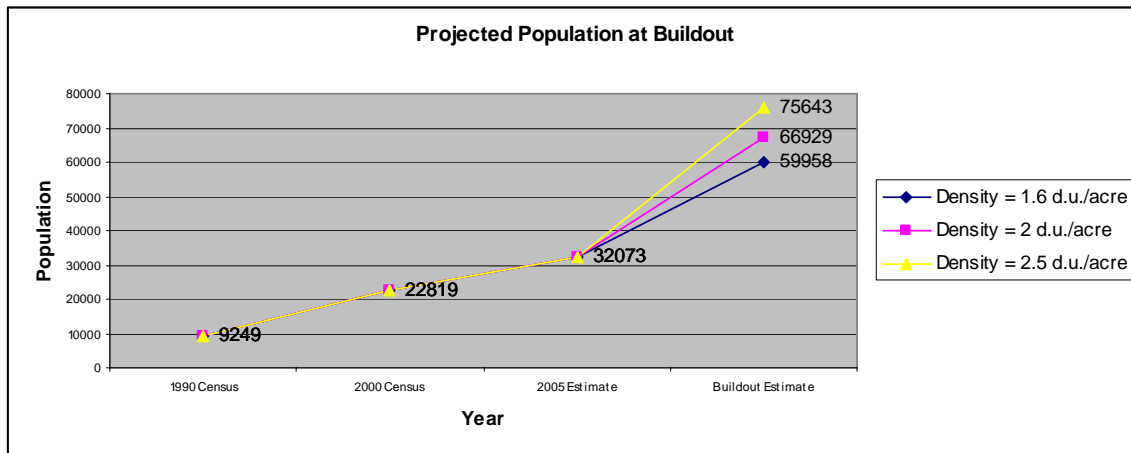


Figure 2 shows that build out population will range between 59958 and 75643. Many factors could change this build out population including higher / lower densities and a change in the estimated household size (persons per household).

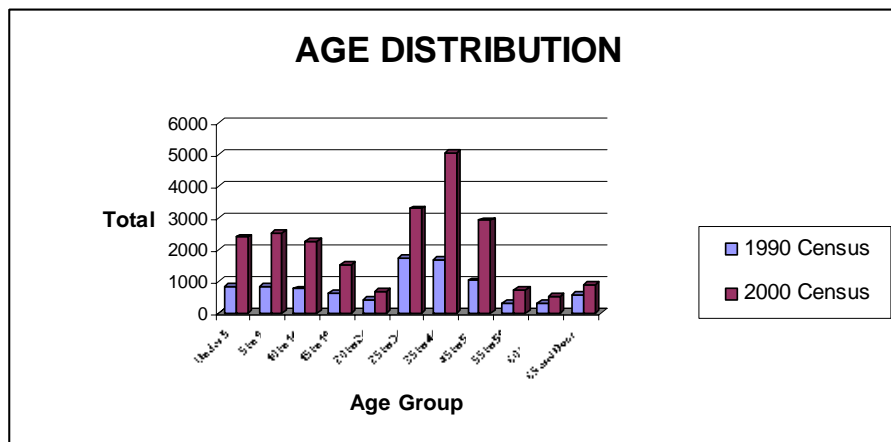
Age Breakdown

Table 5 below provides a comparison of age cohorts between 1990 and 2000 Census data. The table shows all age groups have increased significantly, with the lowest increases occurring in the 20 to 24 age group and 65 and over age group (53.1% and 58.3% respectively). Liberty Township is a family-oriented community with the two highest groups within the 0-19 year old age range (38.2% of total population) and 35 to 54 year old age range (34.9% of total population).

Table 5: Age Cohorts (1990 and 2000 US Census)

	1990 Census	% of Total	2000 Census	% of Total	% Change 1990 to 2000
Under 5	843	9.1%	2394	10.5%	184.0%
5 to 9	858	9.3%	2508	11.0%	192.3%
10 to 14	768	8.3%	2254	9.9%	193.5%
15 to 19	648	7.0%	1550	6.8%	139.2%
20 to 24	441	4.8%	675	3.0%	53.1%
25 to 34	1738	18.8%	3286	14.4%	89.1%
35 to 44	1684	18.3%	5038	22.1%	199.2%
45 to 54	1035	11.2%	2924	12.8%	182.5%
55 to 59	345	3.7%	728	3.2%	111.0%
60 to 64	311	3.4%	547	2.4%	75.9%
65 and Over	578	6.2%	915	4.0%	58.3%
TOTAL	9249	100%	22819	100%	

Figure 3: Age Distribution



Household and Household Size

The number of households in Liberty Township has increased 128% from the 1990 Census to the 2000 Census and is projected to increase an additional 153% from the 2000

Census to Build-Out. Liberty Township has a very low household vacancy rate and continues to achieve a high level of owner occupied housing units (93.7%). The most significant change in the housing characteristics in Liberty Township is the Median Household Value. The Median Household Value has increased 80% (\$94,800 to \$170,500) in the 10-year census period. Household Value is anticipated to continue to increase, making Liberty Township a desirable place for owner-occupied residences and should play a role in the demand for residential development.

The 2000 Census estimated that the average number of persons per household was 3.23, a 5% increase from the 1990 Census (3.08).

Table 6: Household Data

	1990 Census	%	2000 Census	%	Aug. 1 2005 Estimate	Build Out Estimate*
Number of Households	3213	100%	7327	100%	10,575	18,560
Occupied Housing Units	3006	93.60%	7062	96.40%		
Vacant Housing Units	207	6.40%	265	3.60%		
Owner Occupied	2776	92.30%	6620	93.70%		
Renter Occupied	230	7.70%	442	6.30%		
Persons Per Household	3.08		3.23			
Median Household Value	\$94,800		\$170,500			

*Build out estimate is based on 59,950 build out population (assumes 1.6 dwelling unit per acre) divided by 3.23 (2000 Census Average Household Size)

Income and Employment

Liberty Township’s median household income has increased 73% from the 1990 Census to the 2000 Census (\$43,526 to \$75,195). The unemployment rate in Liberty Township has been fairly low and has improved from 2.36% in 1990 to 1.4% in the 2000.

The 2005 top ten list of employers in Liberty Township is below:

1. Lakota Local School District – 881 employees
2. Kroger (2 locations) – 315 employees
3. Peterman Bus Service – 227 employees
4. McDonalds (2 locations) – 118 employees
5. Liberty Township – 87 employees
6. Four Bridges Golf and Country Club – 70 employees
7. Butler Technology and Career Development Schools – 69 employees
8. Skyline Chili (2 locations) – 60 employees
9. Cox Ohio – 31 employees
10. Ohio State Highway Patrol – 30 employees

Education

The 2000 Census showed that Liberty Township is highly educated; 92.5% of its residents over the age of 25 have received at least a high school diploma. The Census also revealed that 40.2% of the population holds a bachelors degree or higher and 69.4% of the population has completed some post high school education.

III Existing Conditions

Existing Land Use / Development Patterns

In order to identify the future build out of Liberty Township, one must first look at the existing use of the land and past development trends. Liberty Township contains approximately 28 square miles. Table 7 below provides a summary of the area in each existing land use category comparing 1999 to 2006 conditions.

Table 7: Existing Land Use Comparison

Land Use Category	1999		2006		% Change
	Acres	% of Total	Acres	% of Total	
Agricultural	8457	48%	6076	27.9%	- 39%
Estate Residential	2179	12.4%	2529	11.6%	+ 14%
Single Family Residential	4693	26.7%	9477	43.5%	+ 50%
Multi Family Residential	120	0.6%	151	0.7%	+ 21%
Commercial	200	1.1%	240	1.1%	+ 20%
Industrial	19	0.09%	19	0.09%	0%
Public / Semi-Public / Institutional	423	2.4%	741	3.4%	+ 75%
Public / Private Recreation	1208	6.8%	1208	5.5%	0%
Open Space	**		452	2.1%	
Incorporated	300	1.4%	300	1.4%	0%
Vacant	**		601	2.8%	

** 1999 land use did not study these categories

Mapping the existing land uses in Liberty Township between 1999 and 2006 provides a picture of how each parcel of land is currently being used and the residential development trend that Liberty Township has experienced over the past six years. Additional analysis of the existing land uses will help identify future development areas and areas of incompatible land use. Exhibit 2 is the 1999 Existing Land Use Map and Exhibit 3 is the 2006 Existing Land Use Map.

Regarding land use organization within the Township, there are three (3) pockets of existing commercial development (General Business) including: Cincinnati-Dayton Road at State Route 129, State Route 747 and Princeton Road intersection, and the State Route 4 Corridor. Single family residential development has progressed from the south to the north and is still mostly rural in character with the northern third of the Township undergoing a transformation from agricultural production to single family residential development.

1999 Adopted Land Use Plan

The adopted land use plan to be replaced by the land use plan in this document was adopted by the Liberty Township Board of Trustees on December 20, 1999 and by the Board of County Commissioners on March 28, 2002. Figure 4 below provides a breakdown of the acreage in each land use category and Exhibit 4 displays the plan.

LIBERTY TOWNSHIP Comprehensive Plan

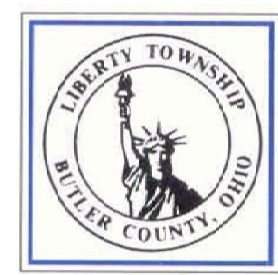
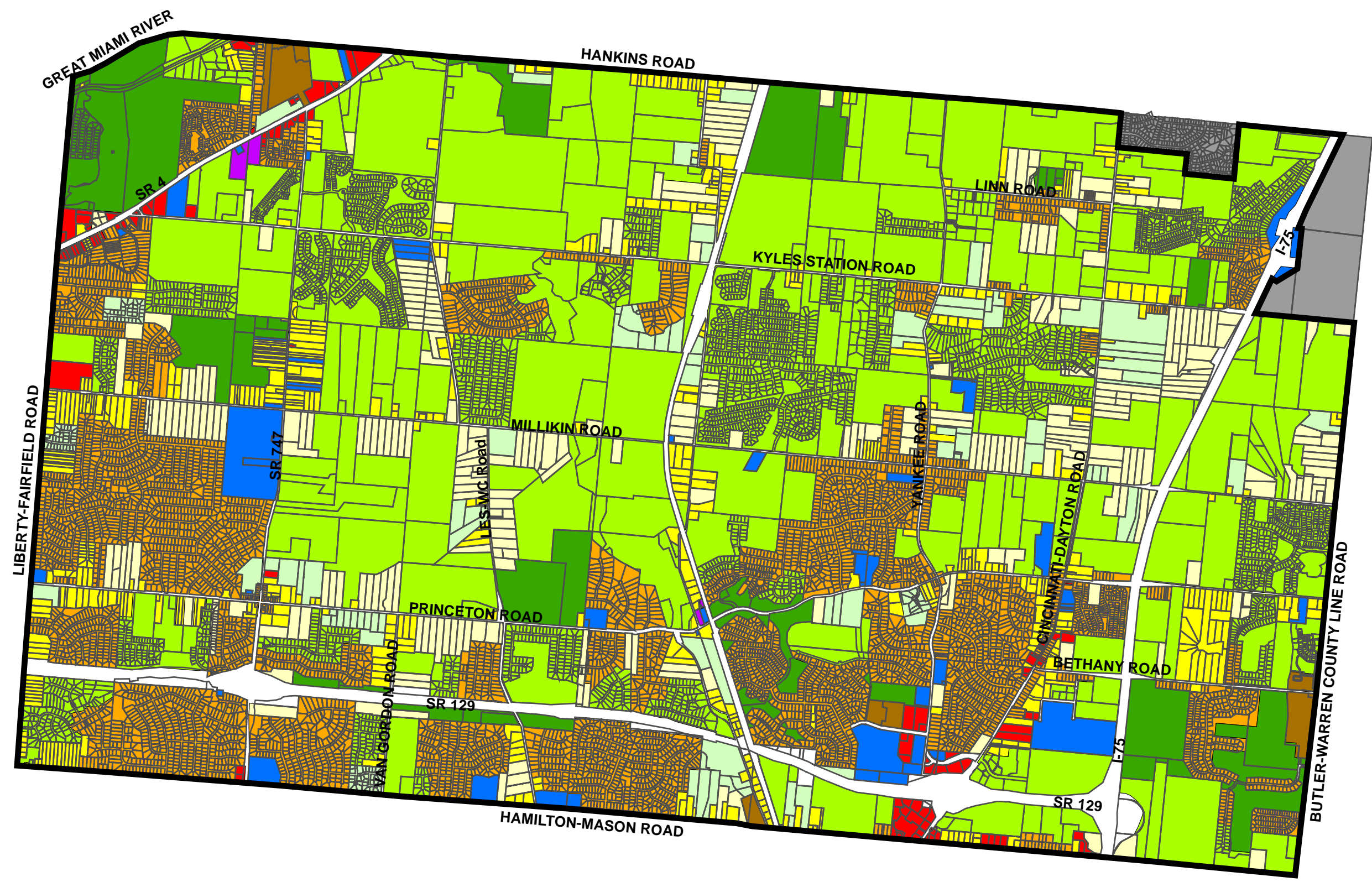


EXHIBIT 2

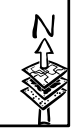
1999 EXISTING LAND USE



Legend

- Liberty Twp Boundary
- Parcels 5/16/06
- 1999 Existing Land Use**
- Land Use Classification**
- AGRICULTURE
- AGRICULTURE-ESTATE
- RURAL-ESTATE-RESIDENTIAL
- LOW-DENSITY-RESIDENTIAL
- SUBURBAN-RESIDENTIAL
- HIGH-DENSITY-RESIDENTIAL
- GENERAL-BUSINESS
- INDUSTRIAL
- MUNICIPALITY
- PUBLIC-PRIVATE-RECREATION
- PUBLIC-SEMI

1 inch equals 3,100 feet

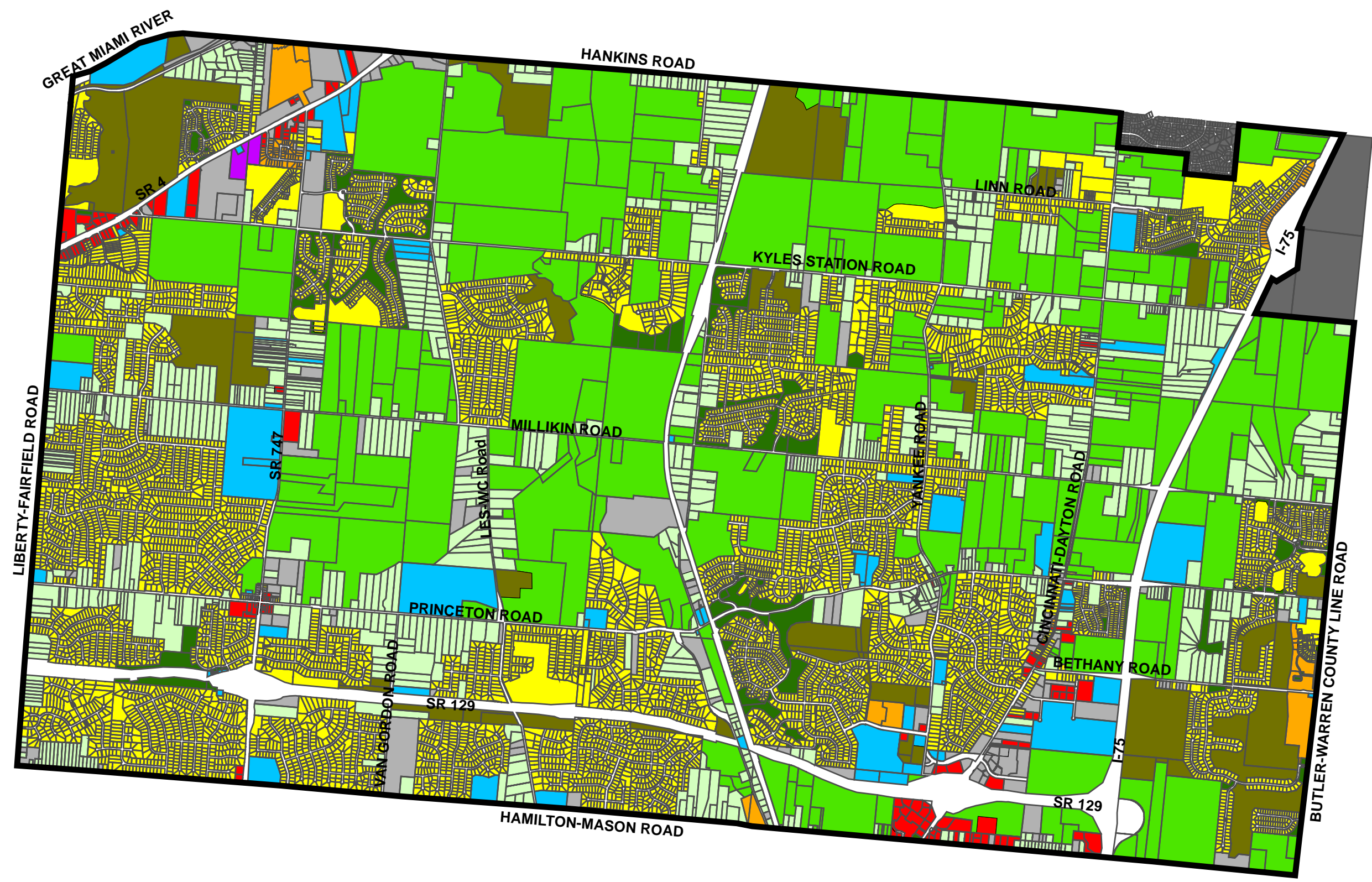


LIBERTY TOWNSHIP Comprehensive Plan



EXHIBIT 3

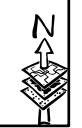
2006 EXISTING LAND USE



Legend

- Liberty Twp Boundary
- Parcels 5/16/06
- 2006 Existing Land Use**
- Existing Land Use Classification**
- Agriculture
- Estate Residential
- Single Family Residential
- Multi-Family Residential
- Commercial
- Industrial
- Public / Institutional
- Open Space
- Public / Private Recreation
- Vacant
- Incorporated

1 inch equals 3,100 feet

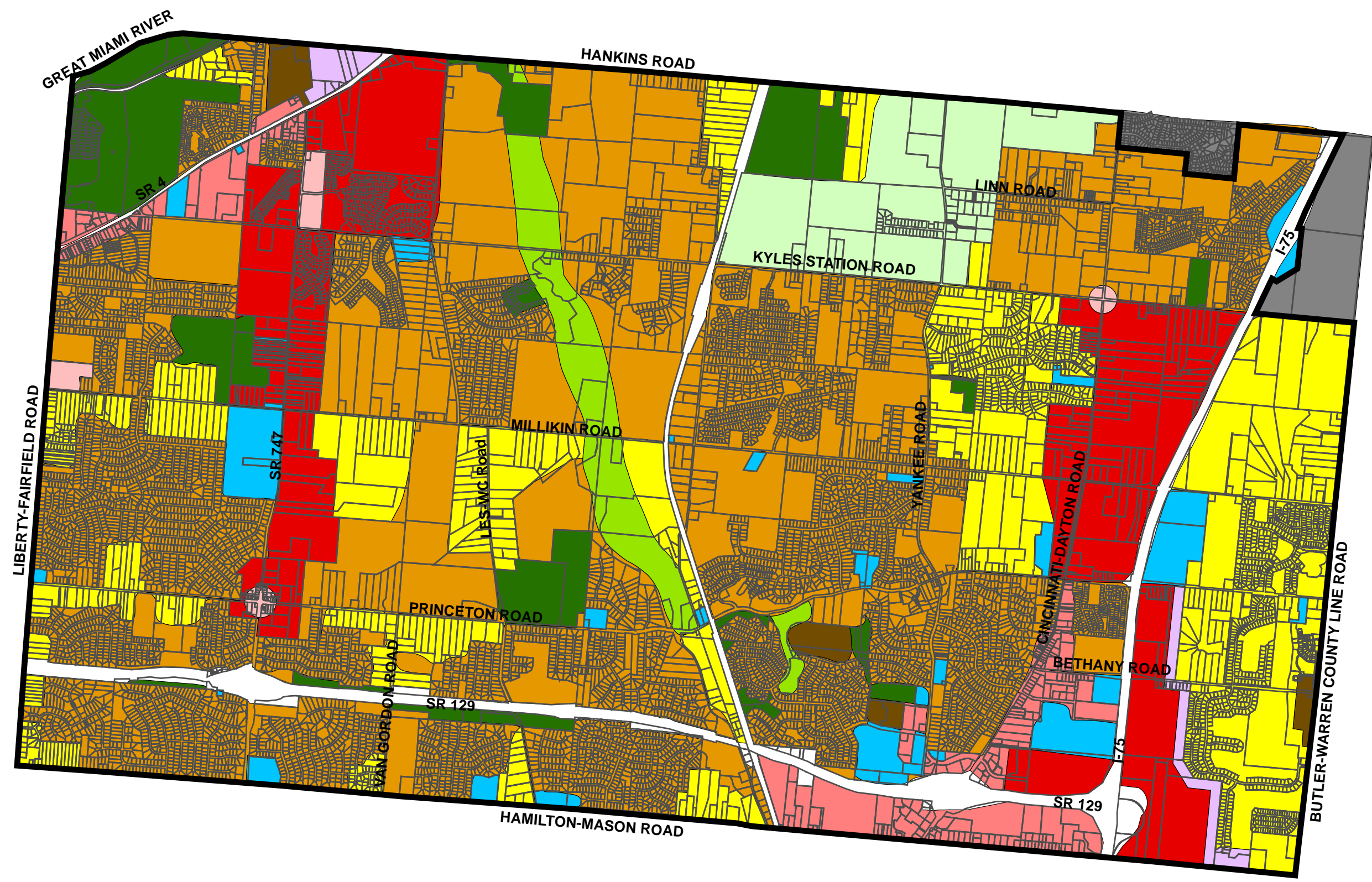


LIBERTY TOWNSHIP Comprehensive Plan



EXHIBIT 4

1999 ADOPTED LAND USE PLAN



Legend

- Liberty Twp Boundary
- Parcels 5/16/06
- 1999 Adopted Land Use**
- Land Use Classification**
- Agricultural Estate
- Developmentally Sensitive
- High Density Suburban Residential
- Incorporated
- Low Density Residential
- Planned Business Park
- Planned General Business
- Planned Neighborhood Business
- Planned Office
- Public / Private Recreation
- Public / Semi Public
- Suburban Residential

1 inch equals 3,100 feet

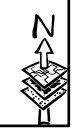
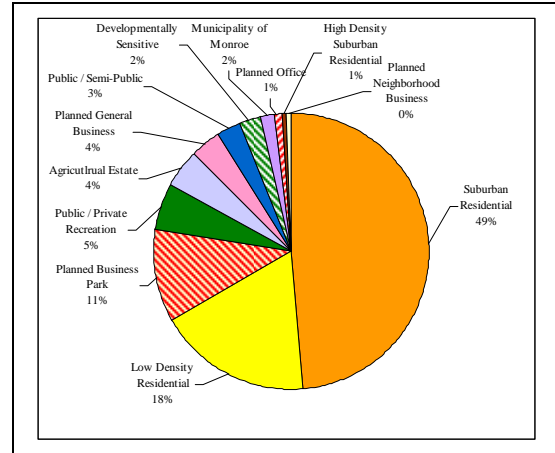


Figure 4: 1999 Adopted Land Use Plan Table and Chart

<i>Adopted Land Use</i>	<i>Acreage</i>
Suburban Residential	8,757
Low Density Residential	3,241
Planned Business Park	1,995
Public / Private Recreation	970
Agricultural Estate	791
Planned General Business	662
Public / Semi-Public	515
Developmentally Sensitive	428
Municipality of Monroe	322
Planned Office	129
High Density Suburban Residential	128
Planned Neighborhood Business	86



Subcommittee Goals

Below are a number of goals identified by the Existing Land Use / Development Patterns Subcommittee to be reviewed as part of the preparation of the future land use plan based on the changes in the existing land use, the development patterns which have occurred within Liberty Township and adjacent communities, planned transportation improvements, and incompatible land uses.

1. Provide adequate areas of commercial development to offset the tax burden on residential properties.
2. Provide more green space on the proposed land use plan instead of showing the entire Township as being developed.
3. Provide transitional land use classifications between the commercial and single family residential uses including, offices, town homes, and mixed use developments.
4. Provide alternative zoning classifications to provide a wider range of development options including mixed use, Neighborhood Business PUD, General Business PUD, Industrial PUD, and Office PUD.
5. Evaluate conservation development with greater amounts of open space in the rural areas of the Township.
6. Promote open space in development adjacent to existing open space to create larger pockets of open space.
7. Plan for larger lots in areas where sewer is not available.
8. Evaluate incompatible land uses including:
 - a. Areas planned for commercial use which have developed residential; and
 - b. Identifying factors outside of the Township that will come into play as we evaluate proposed future land uses.

Existing Zoning

Table 8 below summarizes the acreage within each zoning district and Exhibit 5 displays the current zoning map.

Table 8: Zoning District Acreage (as of 4.14.06)

ZONING DISTRICT		ACRES
A-1	Agricultural	6009.9
B-1	Neighborhood Business	110.9
B-2	Community Business	808.1
B-PUD	Business-Planned Unit Development	208.9
Incorporated	Incorporated (City of Monroe)	300.0
M-1	Light Industrial	20.2
O-1	Office	292.5
O-2	Office / Limited Industrial	403.0
R-1	Suburban Residential	2386.6
R-2	Single-Family Residential	58.0
R-3	One and two Family Residential	162.0
R-4	Multiple Family Residential	62.3
R-CO	Community River Recreation	230.6
R-PUD	Residential-Planned Unit Development	2218.9
R-RE	Rural Estate Residential	2631.5
R-SE	Suburban Estate Residential	2754.9

As of April 2006, 1843.7 acres (9.87%) of the total land area in Liberty Township is zoned for commercial / industrial use as opposed to 259 acres (1.19%) currently being used for commercial / industrial use.

Existing Water / Sewer Service Areas

Sanitary Sewer availability is a vital component to planning the future development in Liberty Township. The availability of public sewer service has direct implications on growth densities and commercial development. The areas currently served with public sewers are shown on Exhibit 6. Public sewers within Liberty Township are owned and maintained by Butler County Department of Environmental Service (BCDES).

BCDES policies require that developers install the local sewers within their development. This includes their upstream boundary in order to have the sewer available for the next upstream parcel. There are also policies in place to reimburse developers for oversize sewers if needed to serve the upstream drainage basin and to extend the sewers offsite of their development if needed to gain access to public sewer.

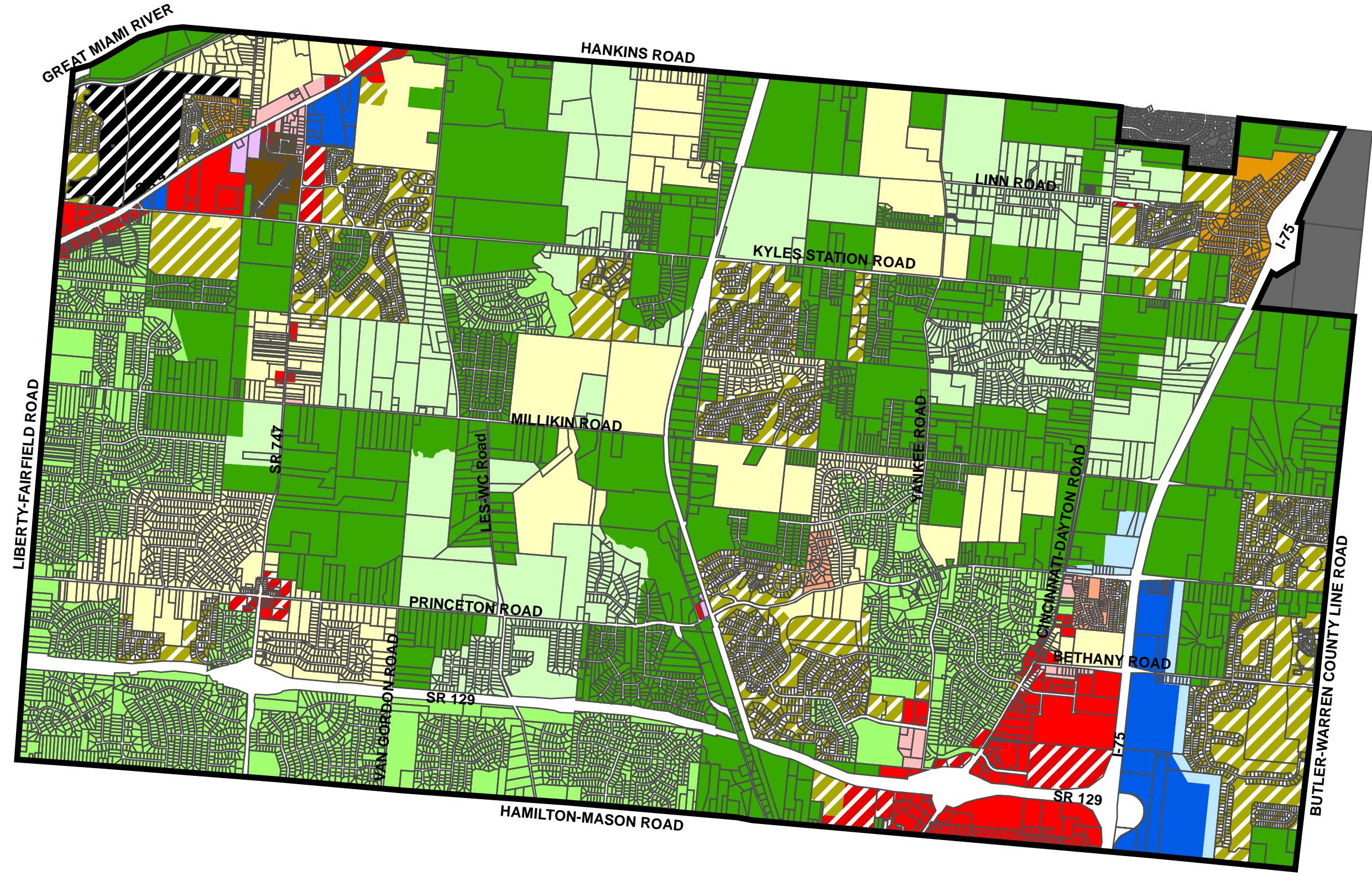
Water availability is also very important to development. Liberty Township is covered with a grid of water mains on most of the major roadways. Since the water is readily available throughout the Township, it has less impact on development planning than sewers. All the public water mains in the Township are owned and maintained by BCDES.

Developers are required to install local water mains within their development and to install the water mains across the frontage of the development along the major roadway.

LIBERTY TOWNSHIP Comprehensive Plan



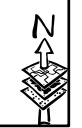
EXHIBIT 5 ZONING MAP



Legend

- Liberty Twp Boundary
- Parcels 5/16/06
- Liberty Township Zoning**
- ZONING DISTRICT**
- A-1 Agricultural
- B-1 Neighborhood Business
- B-2 Community Business
- B-PUD Business-Planned Unit Development
- Incorporated
- M-1 Light Industrial
- O-1 Office
- O-2 Office/Limited industrial
- R-1 Suburban Residential
- R-2 Single-Family Residential
- R-3 One and Two Family Residential
- R-4 Multiple Family Residential
- R-CO Community River Recreation
- R-PUD Residential Planned Unit Development
- R-RE Rural Estate Residential
- R-SE Suburban Estate Residential

1 inch equals 3,100 feet



LIBERTY TOWNSHIP Comprehensive Plan

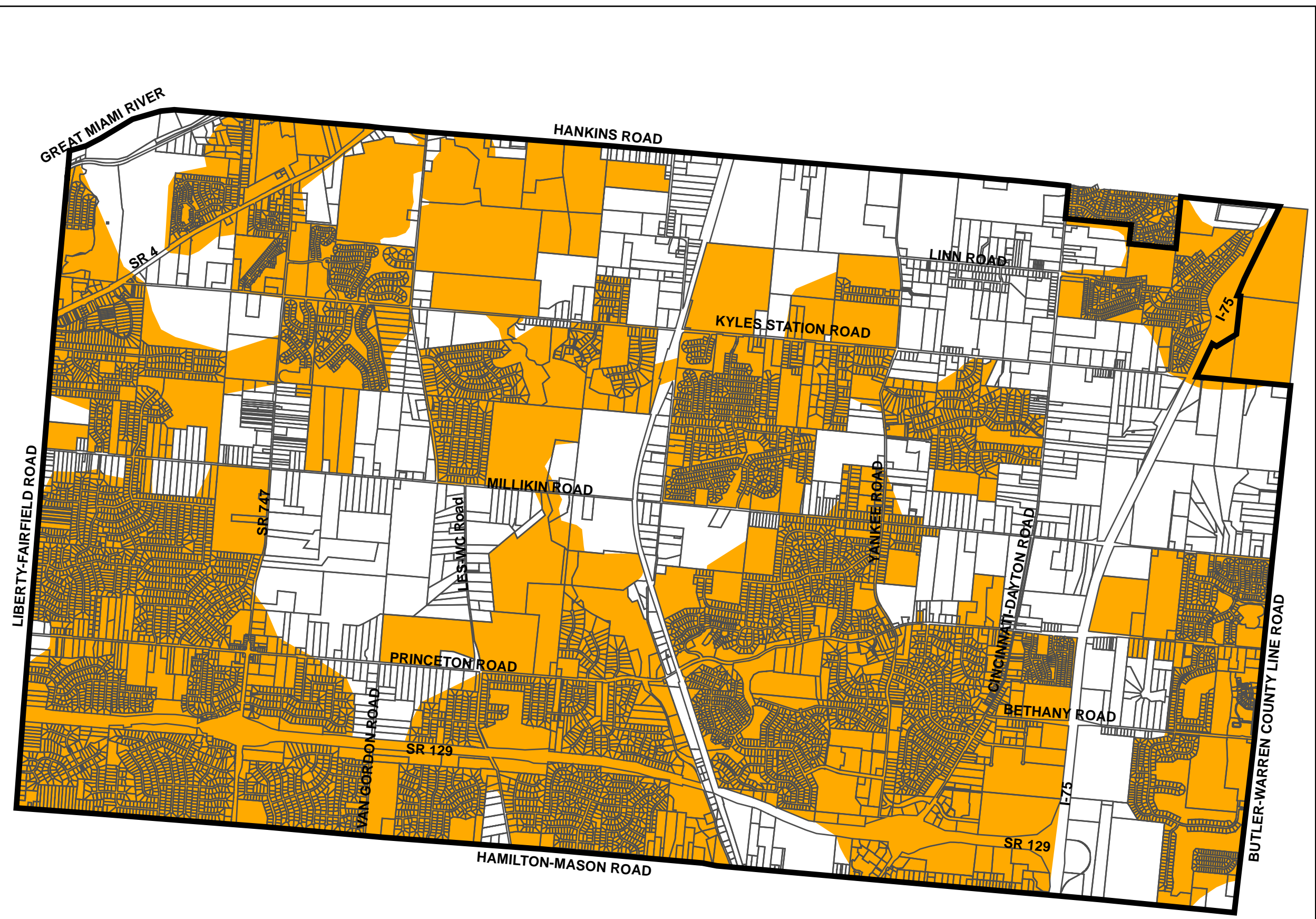


EXHIBIT 6

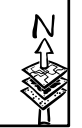
EXISTING SEWER SERVICE AREAS

Legend

- Liberty Twp Boundary
- Parcels 5/16/06
- Existing Sewer Service Areas



1 inch equals 3,100 feet



Areas already developed without sewer and/or water service can petition for service. If the petition is favorable to the majority of the properties affected, BCDES will install the sewer and/or water and assess the cost of the project to the property taxes of the parcels gaining availability to the sewer and/or water.

BCDES installs sewers to eliminate lift stations, to relieve capacity issues, or rehabilitate sewers in the existing collection systems. BCDES also performs construction projects to increase treatment capacity of the water reclamation facilities. BCDES installs water transmission mains and replaces existing cast iron water mains. The cast iron mains were installed in the 1970s and are prone to breaks.

Projects increasing the system capacity are funded with capacity fees which are paid to obtain a permit to connect the sewer and/or water system. Projects to rehabilitate existing sewers and/or water mains are funded with rate revenue obtained from monthly water and sewer service billings.

BCDES has recently completed a water master plan evaluating the system capacity along with projected growth through 2022. They have identified required improvements and updated the capital improvement plans to accommodate these improvements. The BCDES water system will support the build out of Liberty Township.

BCDES is currently performing a sewer master plan. This plan will also evaluate the existing collection system capacity and growth projections. The plan will identify any existing trunk sewers projected to have capacity limitations as well as develop a schedule in which additional treatment capacity is needed. BCDES is committed to ensuring the sewer system will also support the build out of Liberty Township.

Transportation

Roads

As the development in the Township continues to grow, the existing transportation infrastructure and demand for improvements need to be addressed and prioritized. Roads are the dominant mode of transportation in Liberty Township. For planning purposes Liberty Township has relied on the Butler County Engineers Office Thoroughfare Plan (March 1994) for roadway improvements, right-of-way dedication for future projects, and the classification of roads within the Township. Exhibit 7 displays the current Butler County Engineers Office Thoroughfare Plan in Liberty Township. In addition Exhibit 8 displays the 2004 / 2005 Butler County Engineer's Office Traffic Counts.

Proposed roads to more efficiently move traffic throughout the Township have been identified on the Thoroughfare Plan and consist of the following (as shown on Exhibit 7):

- Linn Road extension west of Yankee north to existing Yankee (Minor Collector Road)
- Millikin to Hankins north / south road between Lesourdesville-West Chester and Maud Hughes (Minor Collector Road)
- Linn Road extension west of Yankee south to Millikin (Minor Collector – 2nd Class)
- Lesourdesville-West Chester realign to SR 4 (Major Collector Road)
- Aspen Drive extension from SR 747 to Lesourdesville-West Chester (Minor Collector Road)
- Country View Drive extension to Kyles Station Road (Minor Collector Road)
- Cox Road Extension to Kyles Station (Minor Collector Road)

East / West Road from State Route 747 to Lesourdesville-West Chester, north of Millikin Road (Minor Collector Road)
 North / South Road from Millikin to Kyles Station, east of State Route 747 (Minor Collector Road – 2nd Class)
 Great Miami River Bike Path

Road Classifications

Interstate and Freeway (National Highway System)

Interstate 75
 State Route 129

Principal Arterial

State Route 4
 State Route 747

Minor Arterial

Liberty-Fairfield Road
 Princeton Road (Liberty-Fairfield to Cincinnati-Dayton)
 Millikin Road (Liberty-Fairfield to State Route 747)
 Cincinnati-Dayton Road
 Yankee Road
 Lesourdesville-West Chester (Hamilton-Mason to Princeton)

Major Collector

Hamilton-Mason Road
 Butler-Warren County Line Road
 Princeton Road (Cincinnati-Dayton to Butler-Warren)
 Millikin Road
 Kyles Station Road
 Hankins Road
 Lesourdesville-West Chester (Princeton to State Route 4)
 Maud Hughes (Hamilton-Mason to Princeton)

Minor Collector

Bethany Road
 Linn Road
 Van Gorden Road
 Country View

Minor Collector (2nd Class)

Maud Hughes (Princeton to Hankins)
 Devon Drive

Current Projects sponsored by BCEO:

Location	Project Description
Kyles Station and Maud Hughes Road	Culvert Replacement, Radius Widening on Maud Hughes
Bethany Road and Cincinnati-Dayton Road	Intersection Improvement
Cincinnati-Dayton Road; Cimмерon Drive to Millikin Road	Widening
Millikin Road East of Lesourdesville West Chester Road	Bridge Replacement
Cincinnati-Dayton Road; State Route 129 to Cimмерon;	Road Widening; Intersection
Yankee / Cincinnati-Dayton to Dutchland	Improvements
Cincinnati-Dayton Road and Kyles Station Road	Signal Installation

Future Projects sponsored by BCEO

Location	Project Description	Est. Start Date
Princeton at Lesourdsville-West Chester	Turn Lanes, Signal	April 2006
State Route 4 at Kyles Station	Safety Upgrade	October 2006
Bethany at Cincinnati-Dayton Road	Signal Installation	April 2006
Cox Road Extension	New Road Construction	April 2006
Cincinnati-Dayton at Cedarcrest Drive (Paid for by developer of Cedarbrook Subdivision)	Turn Lanes added	May 2006
Yankee – Childrens Hospital	Road Extension	July 2006
Hamilton-Mason Road (Cin-Day to Butler-Warren County Line Road)	Widening	September 2006
State Route 747 (Princeton to SR 4)	Widening	April 2007
Liberty-Fairfield GMR Bridge	Bridge Replacement	July 2007
Kyles Station at State Route 747	Turn Lane, Signal	April 2008
Liberty Interchange	New Interchange	2008
Liberty-Fairfield Road (Millikin to SR 4)	Widening	2010
Cincinnati-Dayton at Kyles Station	Intersection Improvement	2011
Liberty-Fairfield at State Route 4	Additional Lanes	2012
Butler-Warren Road (Tylersville to Kyles)	Widening	2012

Liberty Township Residential Incentive Districts (RID's) Planned Projects

Project Description	Cost	Date
Kyles Station Railroad Underpass	\$6 million	2011
Maud Hughes Road Bridge Replacement	\$300,000	2008
Cox Road Extension to Kyles Station	?	2007-2010
Kyles Station / Cincinnati-Dayton Intersection	\$1.3 million	2007
Cincinnati-Dayton widening (Millikin to Monroe)	\$1.5 million	2013
Fire Station on Cincinnati-Dayton north of Kyles Station		
Cox Road Extension to Kyles Station	?	2007-2010
Hamilton-Mason widening from Butler-Warren to Cincinnati-Dayton	\$17 million	2007-2009
Bethany Bridge over Interstate 75	ODOT	2008
Bethany Road widening	\$6.2 million	2010
Liberty Interchange (interchange and ramps only)	\$30 million	2008
Butler-Warren Road widening (Hamilton-Mason to Princeton)	\$8.1 million	2010
State Route 747 / Kyles Station Intersection	\$3 million	2008
State Route 747 widening to 5 lanes Princeton to Millikin	\$2 million	2009
State Route 747 widening to 5 lanes Millikin to State Route 4	\$2 million	2011
Fire Station north of Millikin on State Route 747		

Other Road Projects

Millikin Road Interchange at Interstate 75	
Hamilton-Mason Road / Maud Hughes Intersection	\$8,300,000
Hamilton-Mason Road widen (Cincinnati-Dayton to Maud Hughes)	\$3,600,000

Ohio-Kentucky-Indiana (OKI) Regional Council of Governments

Transportation Improvement Program (TIP)

The preparation of the Transportation Improvement Program (TIP) is a requirement in order to qualify the region for continuing eligibility for federal highway and transit funding assistance. The TIP is a program of publicly funded transportation improvements for the OKI region. Although OKI produces the TIP on a biennial basis, each edition covers a period of four years.

Along with an overview of the transportation planning process through which the projects are generated, the TIP provides a listing, by county, of all federally-assisted highway and transit improvements that are contemplated by municipal, county, or state governments or transit authorities.

The OKI FY 2006-2009 Transportation Improvement Program (TIP) is a compilation of highway and transit projects in the Ohio and Kentucky portions of the OKI region that are scheduled to receive state and/or federal funding. The document was adopted by the OKI Executive Committee on April 14, 2005. The TIP identifies highway projects by county with an associated map. In addition, the phases of each highway project, i.e. preliminary engineering, right-of-way and construction are shown with identified funding sources. Transit projects are identified for each agency and are listed for capital, operating, and planning activities.

Butler County

PID	Facility	Sec[OH]	Len	Location	Description	Programmed costs (000's)					AQ con- formity	Sponsor	Award/ Let	
						Fund Type	Phase	Pre 06	FY 06	FY 07				FY 08
75512	Butler County	0.00	0.00	Various routes in Butler County	Pavement Markings						Total Cost: \$56	Exempt	Butler County	1Q07
						STP	C	0	0	56	0	0		
80516	New Roadway	0.00	0.00	From US 27 to SR 73	Construct a new two-lane connector road (toll credits)						Total Cost: \$7,950	Analyzed	Oxford	
						Fed Disc	P	0	0	1000	0	0		
						Fed Disc	R	0	0	0	0	0	1450	
						Fed Disc	C	0	0	0	0	0	5500	
NP	NW Butler	0.00	0.00	Corridor study from SR 732 east to US 27 and continuing east to SR 73	NW Butler Transportation Study						Total Cost: \$5,000	Exempt	Oxford	UNSC
						Local	P	0	1000	0	0	0		
						Fed Disc	P	0	4000	0	0	0		
21946	SR 4	9.28	9.28	Hamilton NCL to 0.95 miles south of SR 4 Bypass	Widening for left turn lanes at Theodore and Allison Avenues						Total Cost: \$590	Exempt	ODOT	3Q08
						State	C	0	0	0	590	0		
25308	SR 4	9.28	9.81	Between Hamilton and Middletown	Crack sealing						Total Cost: \$217	Exempt	ODOT	4Q08
						State	C	0	0	0	217	0		
75677	SR 4	9.28	39.24	From Hamilton corporate line to Middletown corporate line	Microsurface a portion of SR 4 in Butler County						Total Cost: \$1,339	Exempt	ODOT	1Q10
						State	C	0	0	0	0	0	268	
						NHS	C	0	0	0	0	0	1071	
76380	SR 4	0.00	0.55	From Crescentville Road to Commercial Drive	Add NB and SB lane, improve signals and lengthen turn lanes on Crescentville						Total Cost: \$1,610	Analyzed	ODOT	3Q07
						STP	C	0	0	1449	0	0		
						State	C	0	0	161	0	0		
79390	SR 4	22.34	1.34	Routes in Middletown: SR 4 (LM 22.34 to 23.23), SR 122 D (LM 1.4 to 1.85)	Urban paving project in the City of Middletown						Total Cost: \$263	Exempt	Middletown	3Q09
						State	C	0	0	0	0	150		
						Local	C	0	0	0	0	113		
76290	SR 4 Bypass	0.00	0.00	Southern terminus to northern terminus	Widen to four lanes most of project; six lanes between Symmes and Tylersville roads						Total Cost: \$4,200	Analyzed	Butler County TID	2Q08
						Local	P	0	2400	0	0	0		
						Local	R	0	0	1800	0	0		
						TRAC	C	0	0	0	0	0		
						Local	C	0	0	0	0	0		
77738	SR 4 Bypass	0.00	0.00	SR 4 to corporate line	Urban paving in the City of Fairfield						Total Cost: \$245	Exempt	Fairfield	1Q08
						State	C	0	0	0	196	0		
						Local	C	0	0	0	49	0		
22850	SR 4/ SR 4B/ SR 63/SR 747	23.23	23.23	Middletown NCL to Montgomery County line; Hamilton NCL to SR 4; 0.49 miles W of Monroe WCL to Warren	Resurfacing						Total Cost: \$851	Exempt	ODOT	3Q07
						STP	C	0	0	366	0	0		
						State	C	0	0	170	0	0		
						NHS	C	0	0	315	0	0		
78073	CR 20 (Tylersville)	8.98	0.69	Lakota Hills to Wetherington	Tylersville Road Safety Upgrade (LPA), widening to 5 lanes						Total Cost: \$5,648	Analyzed	Butler County	3Q09
						OKI-STP	R	0	0	2224	0	0		
						Local	R	0	0	556	0	0		
						Local	C	0	0	0	0	574		
						OKI-STP	C	0	0	0	0	2294		
24440	US 27	17.70	0.90	1.98 miles S of Oxford NWCL to .88 miles south of Oxford NWCL.	Widen to 3 lanes; adding center turn lane; curb & gutter; sidewalks; lighting; signal improvement						Total Cost: \$3,776	Analyzed	Oxford	4Q06
						Local	C	0	0	1133	0	0		
						OKI-STP	C	0	0	2643	0	0		

Butler County

PID	Facility	Sec[OH]	Len	Location	Description	Programmed costs (000's)					AQ con- formity	Sponsor	Award/ Let	
						Fund Type	Phase	Pre 06	FY 06	FY 07				FY 08
77099	US 27	18.60	0.88	From Merry Day Dr./Melanee Lane to the Oxford corporate line	Widening US 27 including the addition of a center turn lane, sidewalks, street lighting & signals						Total Cost: \$3,236	Analyzed	Oxford	3Q08
						Local	C	0	0	0	971	0		
						OKI-STP	C	0	0	0	2265	0		
77746	US 27	14.49	1.97	Routes in Oxford: US 27 (LM 14.49 to 15.08), US 27 (LM 16.57 to 16.84) SR 732 (LM 8.74 to 9.85)	Urban paving project in the City of Oxford						Total Cost: \$195	Exempt	Oxford	1Q08
						State	C	0	0	0	111	0		
						Local	C	0	0	0	84	0		
77204	US 42	0.00	3.33	From Hamilton County line to Warren County line	Widen for a third lane where non-existent and improve access control						Total Cost: \$5,618	Exempt	ODOT	3Q08
						State	P	0	368	0	0	0		
						State	R	0	250	0	0	0		
						STP	R	0	2250	0	0	0		
						STP	C	0	0	0	0	2475		
						State	C	0	0	0	0	275		
76207	SR 63	0.00	4.37	City of Monroe	Plane and pave SR 63						Total Cost: \$1,378	Exempt	Monroe	3Q07
						STP	C	0	0	1102	0	0		
						State	C	0	0	276	0	0		
20499	SR 63 Extension	0.00	9.00	US 127 Eastward to existing SR 63 at SR4	New 2-lane facility						Total Cost: \$40,661	Analyzed	ODOT	3Q10
						State	C	0	0	0	0	0	6099	
						STP	C	0	0	0	0	0	24397	
						Local	C	0	0	0	0	0	10165	
23980	SR 73	11.60	0.01	Bridge carries SR 73 over Mutton Run from 0.88 to 0.89 miles east of SR 503	Replace concrete slab of bridge 73-1160, SFN:0901172						Total Cost: \$265	Exempt	ODOT	1Q07
						State	C	0	0	265	0	0		
24597	SR 73	10.55	0.37	From 0.14 miles west to 0.26 miles east of SR 503	Reconstruct vertical curves and widen the roadway to meet current design standards.						Total Cost: \$676	Exempt	ODOT	2Q07
						State	C	0	0	68	0	0		
						STP	C	0	0	608	0	0		
75505	SR 73	0.81	2.38	SR 73 from US 27 to Oxford eastern corporate line. SR 732 from Oxford southern corp line to Chestnut	Urban paving project						Total Cost: \$131	Exempt	ODOT	2Q07
						State	C	0	0	105	0	0		
						Local	C	0	0	26	0	0		
75717	SR 73	1.51	0.00	0.70 miles east of US 27	Install a rigid overlay on bridge no. BUT-73-0151, SFN: 0901024. Additional minor rehab						Total Cost: \$144	Exempt	ODOT	4Q10
						State	C	0	0	0	0	0	144	
77915	SR 73	12.20	0.00	Bridge no. BUT-73-1221, SFN:0901237-bridge carries SR 73 over a tributary of Cotton Run	Replace bridge superstructure						Total Cost: \$158	Exempt	ODOT	2Q11
						State	P	0	0	0	0	36		
						State	C	0	0	0	0	0	122	
80517	SR 73/177	4.19	0.77	Intersection of SR 73 and SR 177	Upgrade existing intersection by potential intersection realignment and addition of turn lanes.						Total Cost: \$2,380	Exempt	Oxford	
						Fed Disc	P	0	400	0	0	0		
						Fed Disc	R	0	0	0	550	0		
						Fed Disc	C	0	0	0	0	0	1430	
24664	IR 75	3.76	8.04	From Cincinnati-Dayton Road to 0.2 miles south of Middletown corporate line	Rehabilitate roadway, add median lane in both directions						Total Cost: \$57,048	Analyzed	ODOT	2Q08
						State	R	0	0	1251	0	0		
						State	C	0	0	0	5580	0		
						IM	C	0	0	0	50217	0		
75680	IR 75	6.77	47.28	From 0.33 miles north of Hamilton-Mason Road to 0.20 miles south of Middletown corp. line	Crack seal a portion of I-75 in Butler and Warren counties						Total Cost: \$264	Exempt	ODOT	1Q11
						State	C	0	0	0	0	0	264	

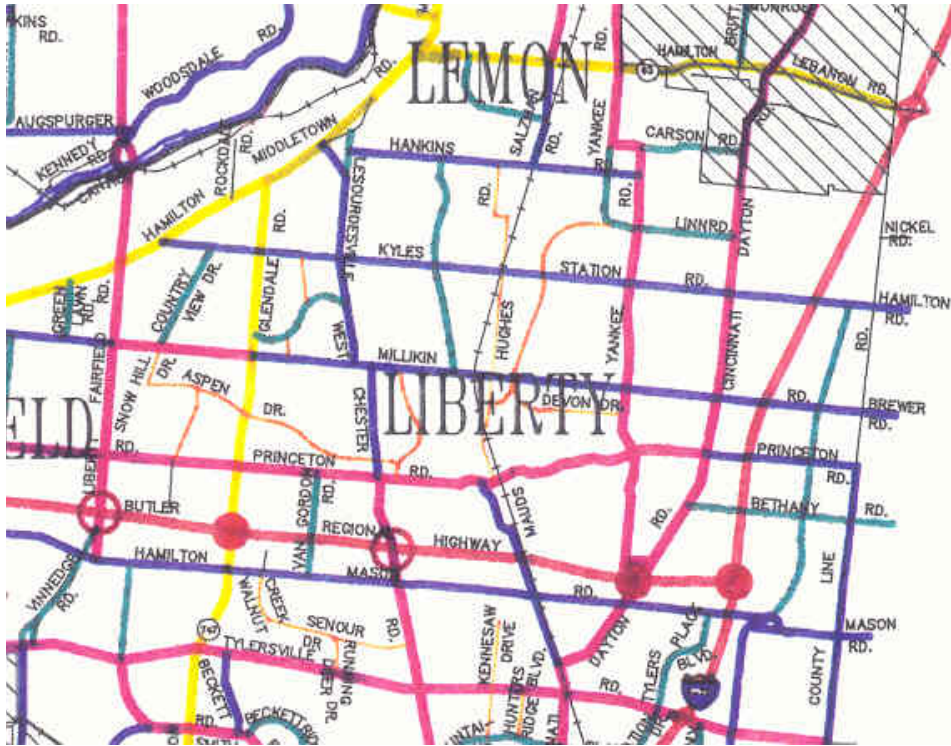
Butler County

PID	Facility	Sec[OH]	Len	Location	Description	Programmed costs (000's)					AQ con- formity	Sponsor	Award/ Let		
						Fund Type	Phase	Pre 06	FY 06	FY 07				FY 08	FY 09
75971	IR 75	5.91	0.00	Vicinity of existing I-75/State Route 129 interchange	Feasibility study, traffic pattern data collection						Total Cost: \$14,340	Analyzed	Butler County TID	3Q07	
						Local	R	0	590	0	0	0			
						Local	C	0	0	13750	0	0			
24659	IR 75/ SR 63	10.30	1.59	Intersection of SR 63 & I-75 (Environmental cleared under PID 10752)	Modify intersection and completion of access control on SR 63 in Monroe and 2 bridge replacements						Total Cost: \$35,150	Exempt	ODOT	2Q08	
						TRAC	R	0	4800	0	0	0			
						State	R	0	1200	0	0	0			
						STP	C	0	0	0	23320	0			
						State	C	0	0	0	5830	0			
14114	CR 113	5.72	0.50	Bridge over Great Miami River, 0.81 to 1.01 miles north of SR4	Liberty-Fairfield Rd. bridge replacement-add 2 lanes (toll revenue credit for CEAO funds)						Total Cost: \$12,600	Analyzed	Butler County	1Q08	
						BR	C	0	0	0	4000	0			
						Local	C	0	0	0	3600	0			
						CEAO	C	0	0	0	5000	0			
20240	SR 122	19.19	9.45	Preble County Line to 1.47 Miles East of SR744	Resurfacing, milling, striping and pavement markings						Total Cost: \$1,216	Exempt	ODOT	1Q06	
						State	C	0	1216	0	0	0			
75897	SR 122	5.82	11.16	Portions of SR 122 and US 27 in Butler County and SR 732 in Preble County	Plane and pave						Total Cost: \$644	Exempt	ODOT	4Q10	
						State	C	0	0	0	0	0	129		
						NHS	C	0	0	0	0	0	515		
79686	SR 122	10.94	0.95	Grand Avenue to IR 75 and from Union Road to Middletown east corporate line	Widening						Total Cost: \$5,500	Analyzed	Middle-town	UNSC	
						OKI-STP	C	0	0	0	0	3850			
						Local	C	0	0	0	0	1650			
25347	SR 126	2.55	0.07	From 5.11 miles east of SR 748 to 5.04 miles east of SR 748	Replace deteriorated 102" by 66" slabtop culvert. Minor roadway alignment modifications						Total Cost: \$495	Exempt	ODOT	1Q08	
						State	P	75	0	0	0	0			
						State	R	0	20	0	0	0			
						State	C	0	0	0	400	0			
77916	SR 126	5.32	0.00	From 2.34 miles west of SR 748 to 2.32 miles west of SR 748	Replace existing superstructure and widen Bridge No. But-126-0533, SFN: 0902527 (over Camp Run)						Total Cost: \$293	Exempt	ODOT	3Q11	
						State	P	0	0	0	58	0			
						State	R	0	0	0	0	0	25		
						State	C	0	0	0	0	0	210		
77912	SR 126/SR 177	6.43	0.00	SR 126: From 1.23 to 1.22 miles W of SR 748; SR 177: at intersection of Oren Rd. (TR-62)	Replace culvert nos. BUT-126-0650 and BUT-177-1400R						Total Cost: \$302	Exempt	ODOT	3Q11	
						State	P	0	0	0	0	15			
						State	C	0	0	0	0	0	287		
22372	US 127	11.03	0.00	1.68 to 1.66 miles south of SR 503	Bridge Overlays (BUT-127-11.03 and PRE-177-0486)						Total Cost: \$158	Exempt	ODOT	3Q8	
						State	C	0	0	0	158	0			
77740	US 127	3.11	5.29	Routes in Hamilton: US 127 (LM 3.11 to 5.67), US 127 (LM 6.87 to 7.48), SR 177 (LM 1.59 to 3.71)	Urban paving project in the City of Hamilton						Total Cost: \$1,163	Exempt	Hamilton	1Q08	
						STP	C	0	0	0	663	0			
						Local	C	0	0	0	500	0			
77928	US 127	14.82	1.74	From state line marker 14.82 to 16.56	Minor rehabilitation						Total Cost: \$199	Exempt	ODOT	2Q10	
						State	C	0	0	0	0	0	199		
79384	US 127	0.00	3.11	Southern corporate line to northern corporate line	Urban paving project in the City of Fairfield						Total Cost: \$411	Exempt	Fairfield	3Q09	
						Local	C	0	0	0	0	177			
						State	C	0	0	0	0	234			

Butler County

PID	Facility	Sec[OH]	Len	Location	Description	Programmed costs (000's)					AQ con- formity	Sponsor	Award/ Let
						Fund Type	Phase	Pre 06	FY 06	FY 07			
79396	US 127	15.75	0.55	From south of High Street to Poplar Street	Urban paving project in the City of Oxford	Total Cost: \$65					Exempt	Oxford	3Q09
						Local	C	0	0	0	0	28	
						State	C	0	0	0	0	37	
81336	US 127/ SR 73	16.37	0.00	Intersection of US 127 and SR 73 (north junction)	Upgrade intersection to standards with potential turn lanes & relocation of Hutson Rd connector.	Total Cost: \$2,650					Exempt	Oxford	
						RC SFT-LU	D	0	0	200	200	0	
						RC SFT-LU	R	0	0	0	100	500	
						STP	C	0	0	0	0	1320	
						Local	C	0	0	0	0	330	
21758	SR 128	8.56	0.00	Over Great Miami River	Overlay & Minor Bridge Rehabilitat (toll revenue credits)	Total Cost: \$2,141					Exempt	ODOT	2Q12
						State	P	0	0	0	0	161	
						STP	C	0	0	0	0	0	1980
79386	SR 129	13.71	13.71	From SR 177 east to Monument Avenue	Urban paving project in the City of Hamilton	Total Cost: \$97					Exempt	Hamilton	4Q09
						Local	C	0	0	0	0	42	
						State	C	0	0	0	0	55	
76678	SR 177	7.70	0.00	From line marker 7.70 to linemarker 8.28 and from line marker 8.80 to line marker 9.14	Move roadside ditch from the edge of pavement and widen shoulder at two locations	Total Cost: \$159					Exempt	ODOT	4Q07
						State	R	0	20	0	0	0	
						State	C	0	0	139	0	0	
77917	SR 177/ SR 725	8.61	0.00	SR 177: at 1.66 miles S of SR 73; SR 725: at 0.52 miles E of SR 177	Replace existing superstructure on bridge no. BUT-177-0861; minor rehab to bridge no. PRE-725-0332	Total Cost: \$727					Exempt	ODOT	3Q11
						State	P	0	0	0	0	30	
						State	C	0	0	0	0	63	
						STP	C	0	0	0	0	634	
75899	SR 747	4.25	0.95	Between Tylersville Rd. and SR 129 in West Chester and Liberty Townships	Widen SR 747 from 2 lanes to 4 lanes	Total Cost: \$5,206					Analyzed	Butler County TID	1Q07
						OKI-STP	R	700	0	0	0	0	
						State	R	300	0	0	0	0	
						State	C	0	0	1328	0	0	
						OKI-STP	C	0	0	2878	0	0	
78085	SR 747	0.25	0.20	Intersection with Interstate Drive	Install signal and convert access to Interstate Drive to right in/out only	Total Cost: \$823					Exempt	ODOT	3Q08
						State	P	0	82	0	0	0	
						State	R	0	0	30	0	0	
						STP	R	0	0	271	0	0	
						STP	C	0	0	0	0	396	
						State	C	0	0	0	0	44	

Exhibit 7: BCEO Thoroughfare Plan



Legend

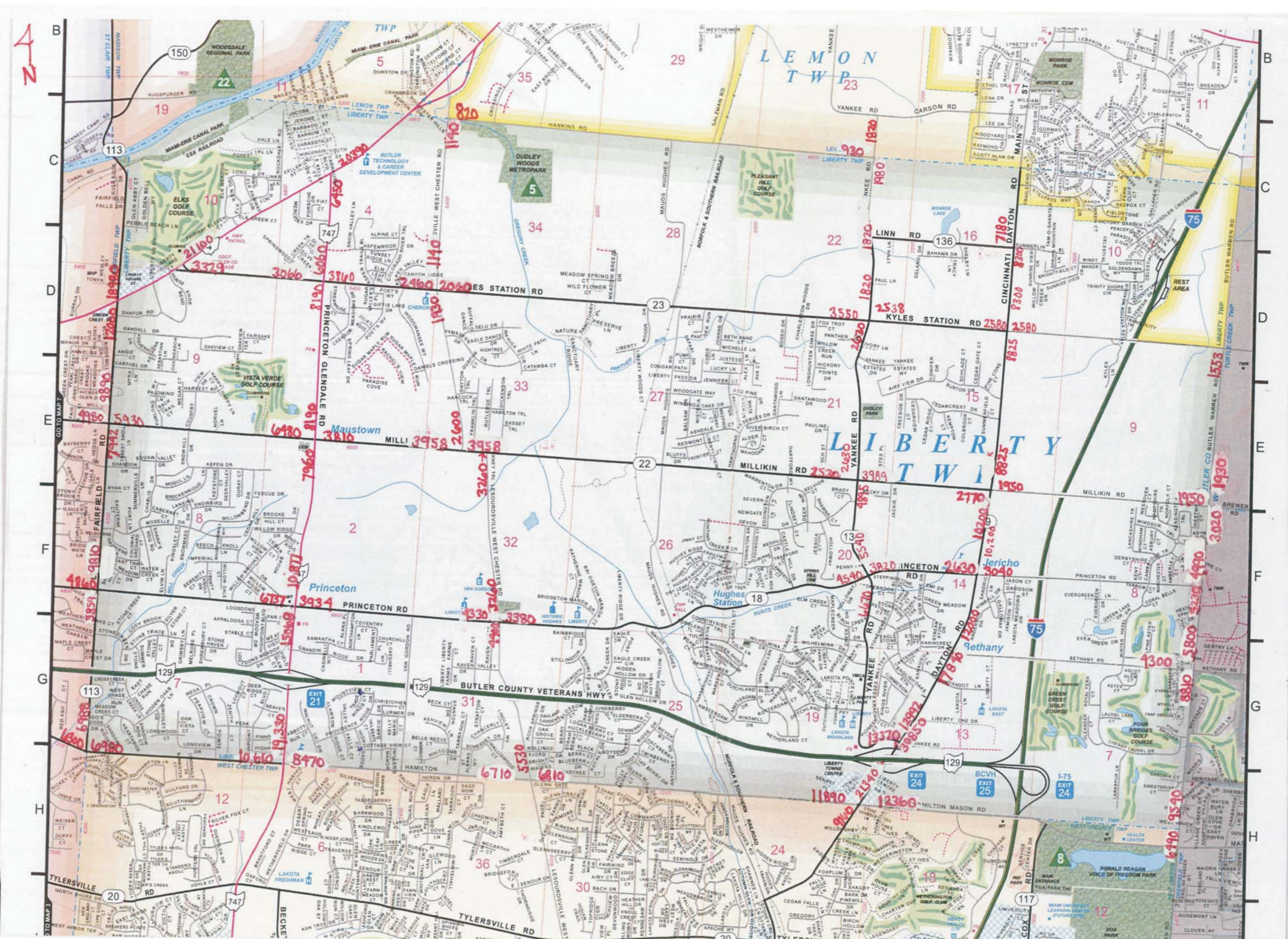
- Interstate and Freeway (National Highway System)
- Principal Arterial
- Minor Arterial
- Major Collector Roads
- Minor Collector Roads
- Minor Collector Roads - Second Class
- Local Streets
- Combined Road & Great Miami Bike Path
- Existing Great Miami Bike Path
- Proposed Great Miami Bike Path
- Incorporated Area

LIBERTY TOWNSHIP Comprehensive Plan



EXHIBIT 8

BCEO 2004 / 2005 TRAFFIC COUNTS



Bike / Hike

Another valuable transportation asset is the proposed trail network and bike lanes throughout the Township. Alternative forms of transportation and recreation provide a unique opportunity for the residents of the Township and surrounding areas to enjoy a healthy lifestyle. *Refer to Section IV, Parks for detailed information on proposed Bike / Hike routes throughout the Township.*

Rail

The Township is bisected by the existing Norfolk Southern rail line. The Norfolk Southern main line through Butler County is the former Conrail Cincinnati Line (and before that was New York Central). It diverges from the New Castle line at Evendale and goes up through eastern Butler County (through Liberty Township) to Middletown and then on to Dayton and Columbus.

Norfolk Southern does not have an intermodal facility in Butler County at the present time. However, Norfolk Southern railroad operates major facilities for trucks and containers on flat cars in the Queensgate Yards area behind and north of the Cincinnati Union Terminal.

The Butler County Port Authority is in the process of developing a strategy for maximizing the County's industrial development potential, by leveraging its rail assets and the core rail industries in the county. The Norfolk Southern rail line through Liberty Township is a major Class I rail carrier and has a variety of established industries that ship industrial commodities as well as manufactured projects (none located in Liberty Township).

The scope of the Port Authority study will assess:

- The characteristics of existing freight activity in the county;
- The freight distribution and growth market potential for a freight village concept in the county;
- Potential locations and optimal sizing of a freight village facility for convenient access both by rail and highway modes;
- Integration of a freight village into the operations of the national rail network;
- Development of a business plan for phased implementation, and a financing plan to support both the initial capital requirements and ongoing operations of the facility;
- Economic impacts in terms of new jobs, income, and property value creation for Butler County; and
- Transportation improvements, enhanced connectivity.

The results of the rail study should provide Liberty Township an analysis of the potential for future rail serviced industries.

Natural Constraints

An important component to be considered when evaluating the future development of Liberty Township is the natural constraints. Natural constraints may consist of steep slopes, sensitive soils, wetlands, and floodplains. The two major constraints in Liberty Township are the presence of FEMA designated floodplain and hydric soils (as provided on the Butler County Soil Survey) which are often associated with the location of existing wetlands. FEMA Designated Floodplains are illustrated on Exhibit 9.

Wetlands are areas of abundant and diverse plant and animal life. They come in many shapes and sizes and they are not always wet year-round. Three factors are used to identify wetlands 1) the presence of plants that grow in saturated conditions, 2) soils that lack oxygen and have hydric conditions, and 3) water at or near the surface during some part of the growing season. Wetlands

provide many benefits to the environment as well as to a society as a whole. One of the greatest economic benefits of wetlands to a society is flood control. Wetlands are very effective in helping to reduce flooding by storing storm water during heavy rainfall and snowmelt. Wetlands are also particularly important in water purification and are integral to recharging groundwater supplies. Wetlands improve water quality by filtering out sediments and nutrients which would otherwise be discharged into our waterways, adversely affecting the quality of our streams and rivers. Finally, protected wetland areas can substantially improve the aesthetics of developments and increase property value; which is a value to the homeowner as well as the environment around it.

Schools

Liberty Township and West Chester Township share the limits of the Lakota Local School District, Ohio's seventh largest school district. In addition, Mother Theresa Catholic Elementary School and Butler Technology and Career Development School are located within the Township. The School District Facilities in Liberty Township are provided on Exhibit 10.

LIBERTY TOWNSHIP Comprehensive Plan

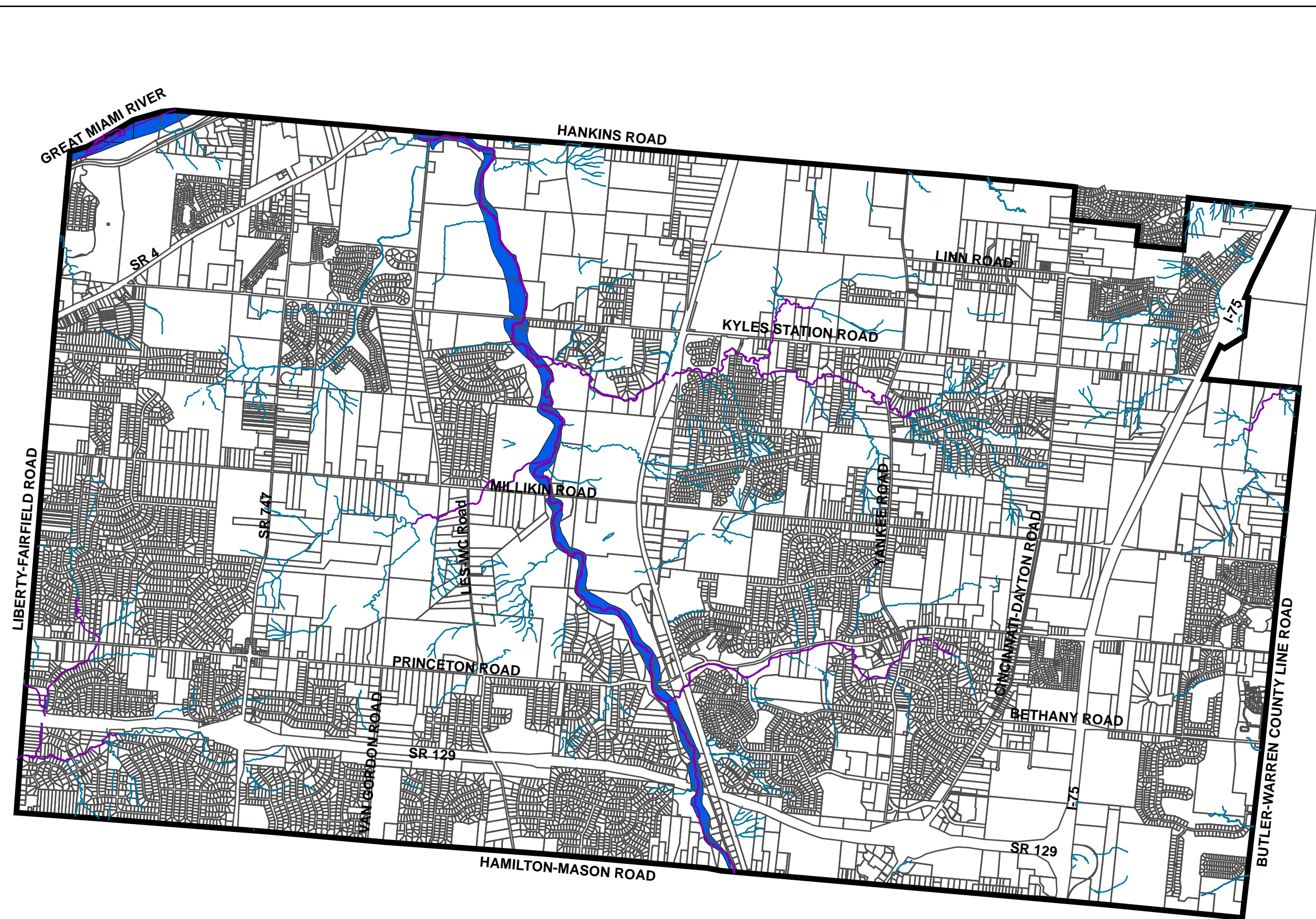


EXHIBIT 9

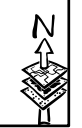
FEMA DESIGNATED FLOODPLAIN

Legend

- Rivers
- Streams
- ▭ Liberty Twp Boundary
- ▭ Parcels 5/16/06
- 100 year flood plain



1 inch equals 3,100 feet



LIBERTY TOWNSHIP Comprehensive Plan

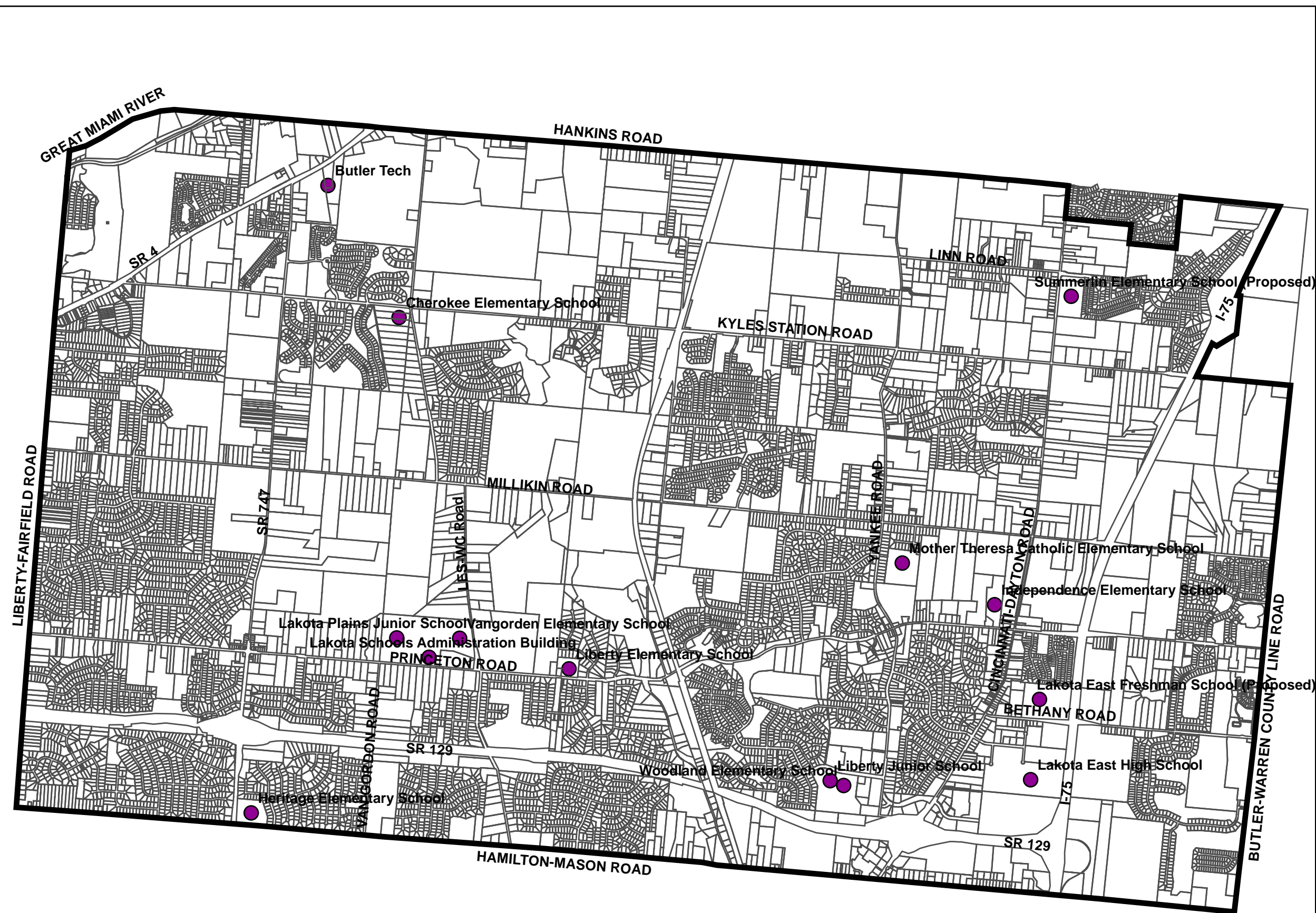


EXHIBIT 10

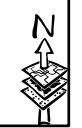
SCHOOL FACILITY LOCATIONS

Legend

- Liberty Twp Boundary
- Parcels 5/16/06
- School Facility Locations



1 inch equals 3,100 feet



IV Parks

Liberty Township is experiencing an evolution from a mostly agricultural community to a more suburban one. With continued population growth and increased demand for commercial and business development, the need for parks development and open space conservation becomes important to the community's quality of life.

In order to plan for future needs, local park facilities were inventoried and classified during site visits in cooperation with the Liberty Township Parks and Trails Committees. Township residents have a wide variety of recreational opportunities available to them:

Community parks are sites, typically 3-100 acres in size, accessible to residents within a one mile radius and beyond. Amenities may include athletic fields, play equipment, tennis courts, basketball courts, walking trails, picnic areas, and shelters, as well as undeveloped natural areas.

Regional parks are operated under the jurisdiction of the Butler County MetroParks. The goal of MetroParks is to enhance the quality of life in Butler County, by acquiring, establishing, and managing a system of regional natural area parks to preserve, restore, and protect the land, water, wildlife, and cultural resources contained therein and to provide for appropriate leisure time use and enjoyment by the citizens of Butler County.

Private parks are sites that are owned by private entity located within Liberty Township.

Parks can be further categorized based on the activities and amenities that they offer:

Active parks typically require intensive development and often involve cooperative or team activity including playgrounds and ball fields.

Passive parks emphasize the open space aspect of a park and typically involve a low level of development, including picnic areas and walking trails.

Table 9: Parks Classification

Park	Address	Acreage	Classification	Category
Allen Park	Joanne Drive	26	Community	Passive
Butler County Canal Park	Great Miami River at Lib-Fairfield Rd	17	Regional	Pass/Active
Cherokee Park	Watoga Drive	30.5	Community	Passive
Dudley Memorial Park	5700 Yankee Road	11.4	Community	Active
Dudley Woods	Hankins Road	63	Regional	Passive
Fort Liberty Playland	6845 VanGorden Road	3.346	Community	Active
Liberty Park	6757 Yankee Road	18.68	Community	Active
LSO Walter J. Long Park	7894 Kyles Station Road	20.073	Private	Active

Park	Address	Acreage	Classification	Category
LSO Park	Dutchland Boulevard	6.299	Private	Active
Maud Hughes Incline	Maud Hughes Road	4.46	Community	Active
Mill Creek Preserve	South side of SR 129, West of SR 747	13.776	Community	Passive
Metalux Park	5830, 5850 Princeton Road	77.549	Private	Active
Reserves Park	Grandin Ridge	13.137	Community	Active
Summerlin Park	Summerlin Subdivison	7.581	Community	Passive
Sunrise Stables Park	Logsdon's Meadows Drive		Community	Passive
Trails of Four Bridges	Princeton / Butler-Warren Road	15	Community	Passive
Voice of America Park	Cox Road (West Chester Township) Lesourdsville West Chester Road / Van	330	Regional	Active
Wetlands Park	Gordon Road	41.5	Community	Passive
Wilhelmina	Wilhelmina Drive	50.172	Community	Passive

(See Exhibit 11: Parks Location Map)

Parks and Open Space Planning Principles and Strategies

- Provide incentives to developers to set aside land for parks and park facilities (encourage active and passive park facilities for both public and private use)
- Prepare a parks master plan
- Provide linkages between existing and planned parks including hiker / biker connections
- Look into co-location of parks with schools and existing private recreation facilities
- Promote and expand existing hike / bike plan
- Add new community parks in growth and underserved areas (see appendix – one mile radius study)
- Utilize floodplain for open space conservation and greenways
- Promote conservation development
- Look into funding mechanisms for parks development
- Leverage donations for grants as matching funds

Hike / Bike Trail Connection

In an effort to establish a usable hike / bike trail connection throughout the Township and to create synergy between different neighborhoods, locations have been identified as access points to a proposed hike / bike trail following the natural path of creeks. Areas along the creek banks have been targeted for conservation, and at the same time, can serve as a valuable resource for Township residents. The proposed hike / bike trail will incorporate the proposed Miami 2 Miami Connection (see Exhibit 12) and the existing Liberty Township Trails Initiative. The Miami 2 Miami Connection is a proposed 84-mile trail system made up of a combination of 10-foot wide separate trails, 5-foot wide bike lanes on roadways, and signed shared roadways to connect the Great Miami River Path (existing and proposed) with the existing Little Miami Scenic Trail. The multi-use system will offer transportation and recreation opportunities for walking, jogging, cycling, skating, and wheelchair use. When completed, the trail system will not only connect two large north / south trails, but with those connections, will provide links to more than 400 miles of the multi-use trails across the state of Ohio.

The Liberty Township Trails Initiative first began in 1997. The goals of the Trails Initiative are to assure preservation of greenways through the Township for public use and enjoyment, to connect community areas of the Township with a safe corridor for pedestrian and bicycle traffic, and to connect the Township to neighboring bicycling and pedestrian networks. As development occurs, the Township will encourage the incorporation of proposed hike / bike trails to link neighborhoods to neighborhoods, parks, and schools (see Exhibit 13).

Access points have been proposed in the following locations throughout the Township:

1. Allen Park
2. Dudley Memorial Park
3. Dudley Woods Park (Hankins Road)
4. Fort Liberty Playland
5. Independence Elementary
6. Liberty Park
7. Maud Hughes Incline
8. Miami Erie Canal Park (Lemon Township)
9. Princeton north of State Route 747
10. Summerlin Park (proposed Lakota Elementary School)
11. Town Hall
12. Wetlands Park
13. Wilhelmina Park

In addition to the public and the Steering Committee goals a smaller subcommittee was put together from the larger Comprehensive Plan Steering Committee to focus on the goals and priorities for Liberty Township's Parks. The following goals listed below have been identified (order is not based on priority):

Subcommittee Goals

- Provide a map inventory of existing parks (public and private) with details on the features of each park. Include land owned by the Township identified as future parks.
- Prepare map showing one-mile radius around existing parks and identify areas where future parks would be desirable. Look into providing larger radius around community and regional parks to identify areas in the Township which may be suitable for these types of facilities.
- Make a goal to identify the maximum distance any resident should live from the nearest park and use this standard to identify future park sites and pedestrian / biker / hiker trail connections from existing neighborhoods.
- Define each park type including, "Neighborhood, Community, or Regional."
- Define a general rule for the goals of what should be in each park by type "Neighborhood, Community, or Regional."
- Identify what type of park the Township should prioritize "Neighborhood, Community, or Regional."
- Provide better identification / signage for the existing parks, including marketing each park with its features and events.

- Provide park linkages between the existing and future parks including hiker / biker trail connections.
- Promote the Bicycle Plan that is in place.
- Provide developer requirements for park land donation and investment, no more useless ground (unless for environmental resources); require the developer to make capital improvements to the park land they are providing.
- Identify new ways to fund parks / generate revenue.
- Look into co-locating parks with schools and existing private recreation facilities.
- Prepare a parks master plan
- Perform public needs assessment survey (active / passive recreation).
- Look into the Township / parks providing programmed recreation.

In order to identify areas that would benefit from the addition of park land (future park sites), the existing parks were first identified by location and a one-mile radius was placed around each park (see Exhibit 14).






LIBERTY TOWNSHIP Comprehensive Plan

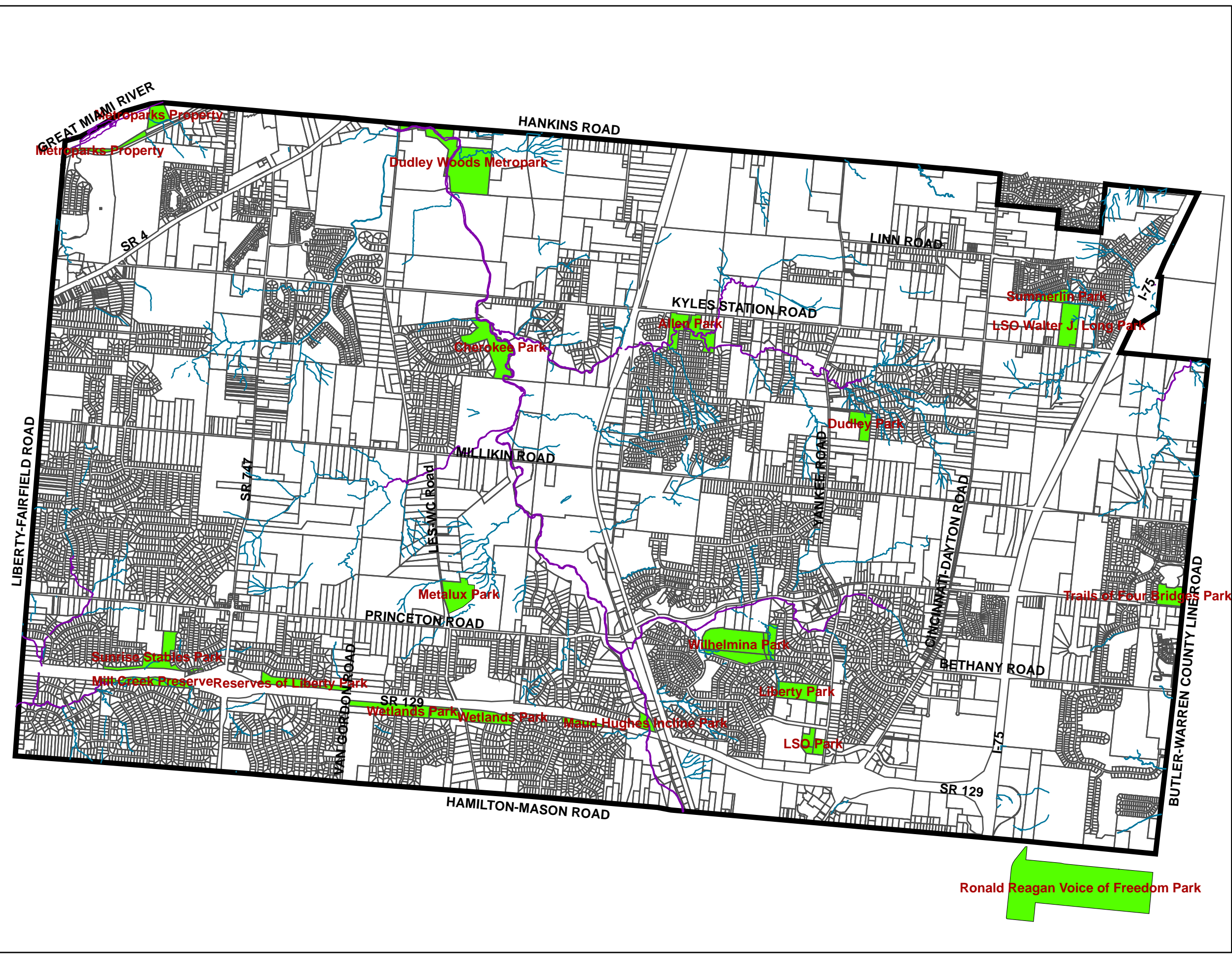


EXHIBIT 11

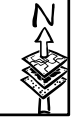
PARK LOCATION MAP

Legend

-  Rivers
-  Streams
-  Liberty Twp Boundary
-  Parcels 5/16/06
-  Park Locations



1 inch equals 3,100 feet

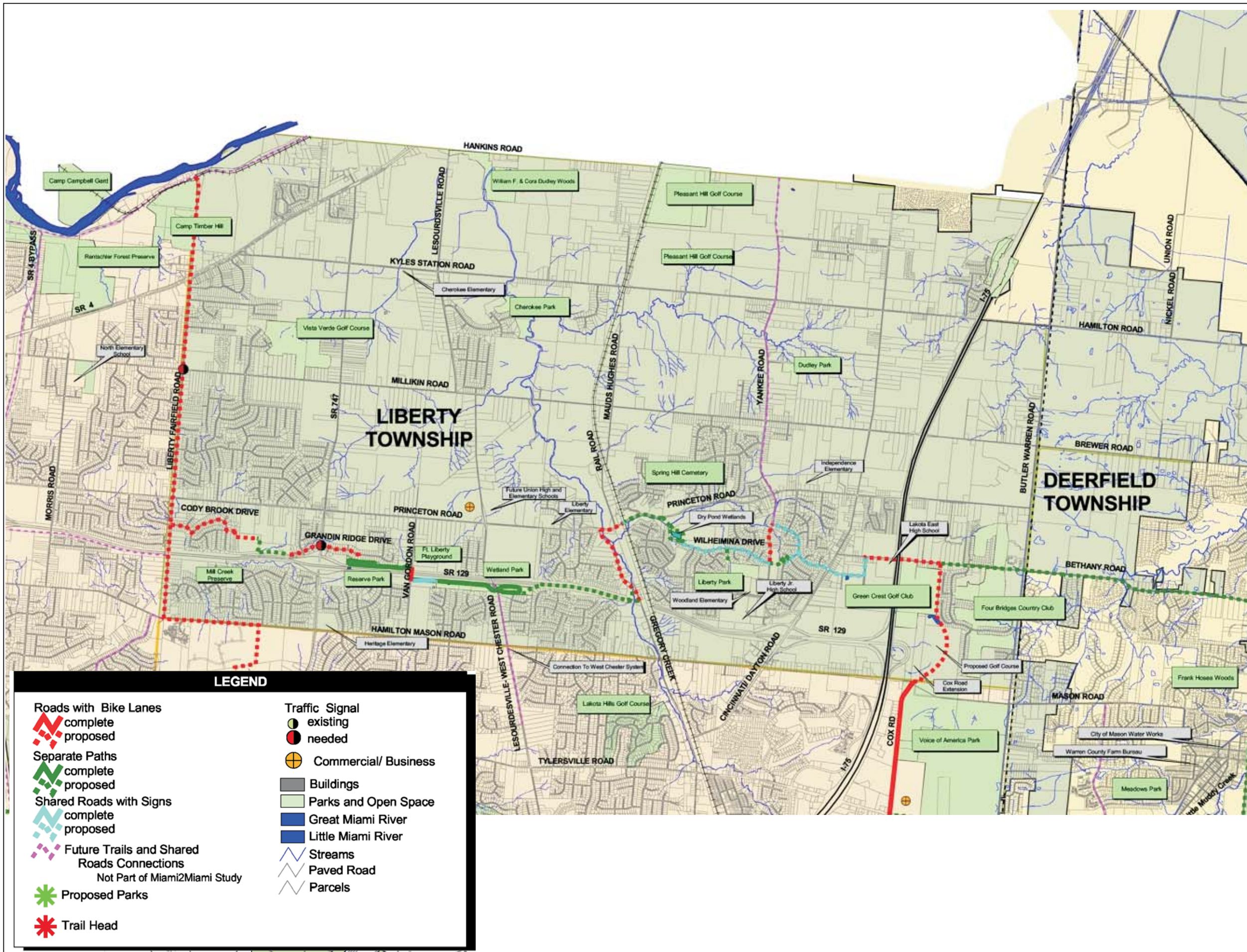


LIBERTY TOWNSHIP Comprehensive Plan



EXHIBIT 12

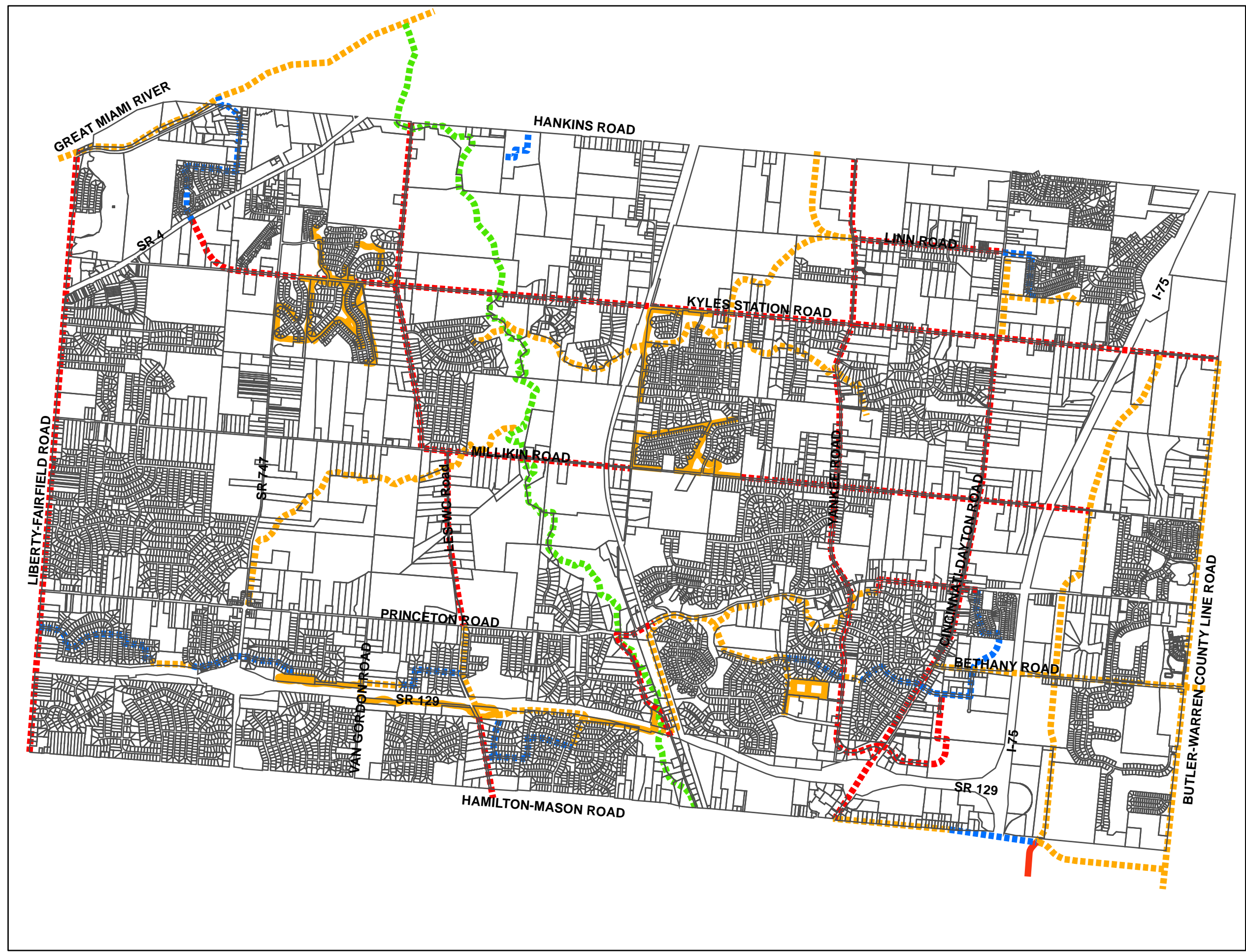
MIAMI-2-MIAMI TRAIL PLAN (Liberty Township)



LIBERTY TOWNSHIP Comprehensive Plan



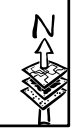
EXHIBIT 13 TRAILS PLAN



Legend

- Parcels 5/16/06
- Bicycle Thoroughfare Plan**
- Road with Bike Way, Existing
- Road with Bike Way, Proposed
- Seperate Path, Existing
- Seperate Path, Proposed
- Shared Road with Sign, Proposed
- Hike/Equestrian Trail, Proposed

1 inch equals 3,100 feet








LIBERTY TOWNSHIP Comprehensive Plan



EXHIBIT 14

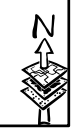
FUTURE PARK SITES

Legend

-  Parcels 5/16/06
-  Park Locations
-  Liberty Twp Boundary
-  Community Parks 1 Mile Buffer
-  Regional Parks 1 Mile Buffer



1 inch equals 3,100 feet



V Identity / Image

A number of items have been brought up to address the lack of marketing or branding of Liberty Township compared to surrounding areas, specifically West Chester and Mason. Many residents are concerned that when they mention Liberty Township people do not know where it is or have not heard of it. A number of general issues that need to be addressed include:

- a. Use Image to address public safety and a sense of security.
- b. Use Image / Identity to attract businesses to Liberty Township.
- c. Address issues to distinguish Liberty Township as a safe place to live.
- d. Address the location of Liberty Township for the general public.

In order to address items a through d above, the Steering Committee looked at what other communities have done to address Community Identity / Image and has made the following recommendations:

1. Provide landmarks to contribute to identity by providing a sense of place using features such as sculptures, bells, fountains, flags in either a space or a structure;
2. Create a formula / signature for development (existing and proposed) including building materials, front porches on residential structures, signs, banners, streetscape (street trees, sidewalks), fences, colors, wording, logos;
3. Provide uniform scenic enhancements (landscaping and signs) at key entrance nodes to the Township;
4. Enhance and expand pedestrian and bike ways throughout the Township, including connectivity to adjacent communities to create regional networks;
5. Review connectivity and access inside and outside of the community;
6. Review development requirements including fences, landscaping, street trees, street lights, park bench, shelters, gazebos, pavement for visual consistency;
7. Look into adopting Architectural Guidelines including colors, materials, and style;
8. Use the history of Liberty Township to promote location, image, and identity;
9. Determine if Liberty Township wants to maintain the rural character of our community, preserving our historic agricultural past;
10. Look at including water features in developments or public spaces; and
11. Review zoning code and continue to update as the community changes and grows.

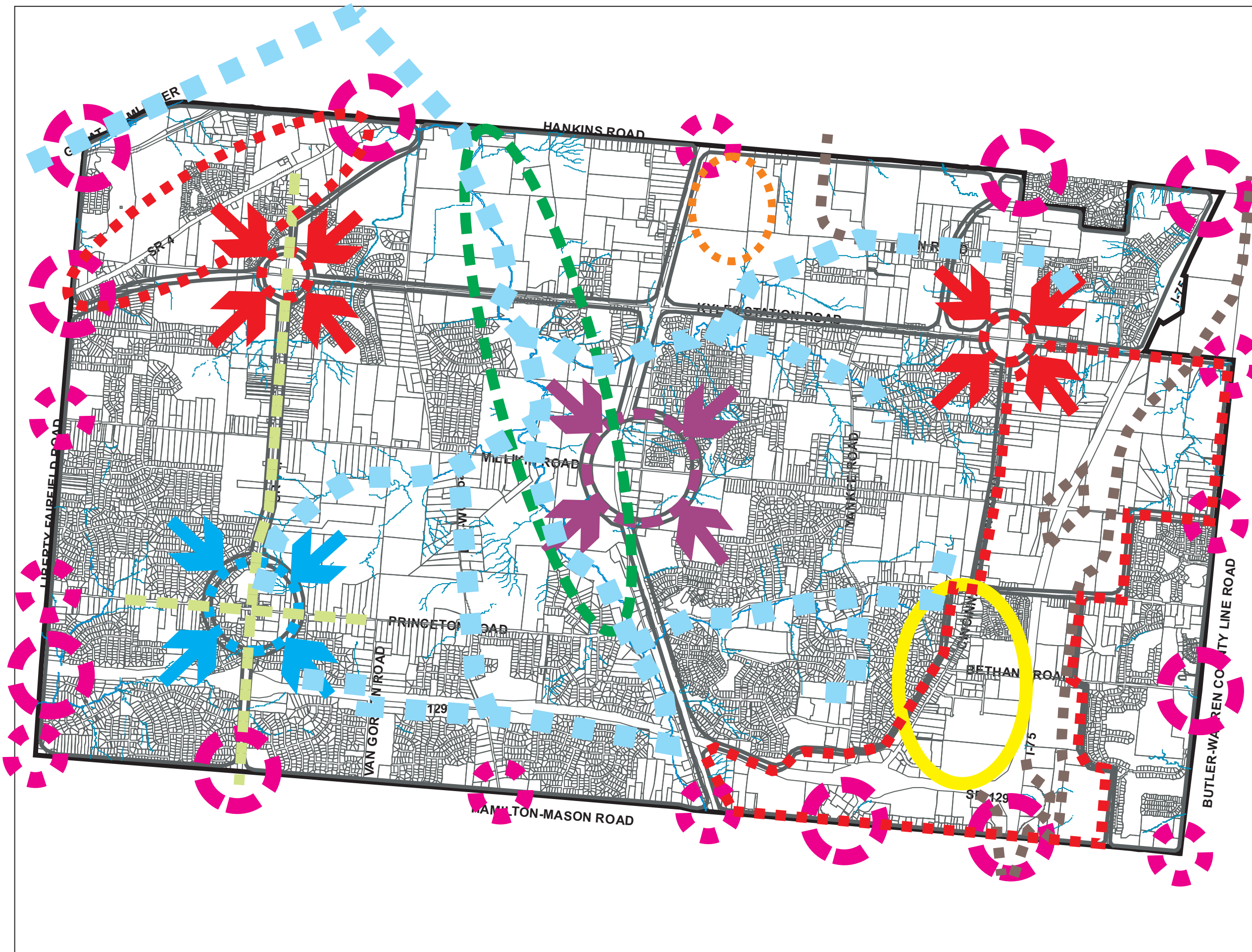
These features shall be incorporated, to the extent possible, in new development, redevelopment, and as a guideline for the Township to provide. Exhibit 15 identifies proposals to help Liberty Township address image / identity and to create a sense of place.













LIBERTY TOWNSHIP Comprehensive Plan



EXHIBIT 15

IMAGE / IDENTITY PLAN



-  Major Node
-  Minor Node
-  Bethany Overlay
-  Commercial Corridor
-  Park Links
-  Light Industrial
-  Conservation Corridor
-  Boulevard
-  Road Improvements
-  Commercial Node
-  Liberty Station
-  Liberty Town Center

1 inch equals 3,100 feet



VI Proposed Land Use

The proposed Land Use Plan is the basic planning tool used to guide future development and policy decisions to achieve the desired vision for the future of Liberty Township looking at a 20 year build-out scenario. The Land Use Plan makes recommendations of future land use classifications and densities and provides “General Location and Development Characteristics.” It should be noted that the Land Use Plan is a vision for the future and is to be used as a guideline for making recommendations. The Township Zoning Commission and Liberty Township Board of Trustees shall have the ability to analyze specific proposals and uses based on current market conditions and impact to adjacent properties while making future land use decisions.

There are several factors to take into account when reviewing the Land Use recommendations. The first is the Planning Issues associated with the Neighborhood Concept Areas Analysis (Exhibit 16), the second is the Land Use Categories, and the third is the Land Use Plan (see Exhibit 17).

Cost of County Community Services¹

The Comprehensive Plan Steering Committee evaluated the Cost of County Community Services (average net fiscal impacts of existing land uses on local budgets) as part of the review and analysis during the preparation of the Land Use Plan. The data used to evaluate the Cost of County Community Services came from a study prepared by the American Farmland Trust (AFT) for Butler County that compared the net fiscal impacts of farm/open land uses to residential and commercial/industrial land uses. AFT analyzed the revenues generated by each of these land uses and compared them to the expenditures with county services. The study was prepared in October 2004. County services include education, public health and safety, public works, local government and courts.

The findings of the Cost of County Community Services Study presented a snapshot in time of revenues versus costs of providing services to major land uses. The findings show:

- 85 percent of county revenue was generated by residential land uses, 13 percent by commercial/industrial land uses, and 2 percent by farm/open lands.
- 93 percent of expenditures were used to provide services to residents, 6 percent for services to the commercial/industrial sector and 1 percent for farm/open lands.
- For every \$1 of revenue generated by the residential sector, \$1.12 was spent to provide county-level services to residents.
- For every \$1 of revenue generated by commercial/industrial land uses, 45 cents was spent to provide county-level services to businesses and industries.
- For every \$1 of revenue generated by farm/open lands, 49 cents was spent to provide county-level services to farm and undeveloped lands.

¹ The Cost of County Community Services Study is based on county level services and does not reflect all of the services that are provided by the township, including but not limited to: police, fire and emergency services, road maintenance, parks, cemeteries, and zoning.

The findings show that farm/open and commercial/industrial land uses are important to fiscal equilibrium. Together these uses offset the shortfall associated with providing county-level services to residential development. The findings suggest that decisions that retain and enhance commercial, industrial and agricultural land uses can help improve the long-term fiscal stability of the community.

In order to identify the need for balanced growth in Liberty Township the Steering Committee reviewed the Cost of County Community Services Study based on the 1999 Adopted Land Use Plan.

Land Use	Acres	Avg. Tax \$/acre	Total Taxes (using 2005 avg. values)	Cost of County Comm. Services
Residential = 69%	12126	\$16,729	\$202,854,641	\$227,197,198
Commercial/Industrial = 16%	2872	\$16,827	\$ 48,327,201	\$ 21,747,241
Farm/Open Space = 15%	2704	\$37.50	\$ 101,400	\$ 49,686
TOTAL			\$251,283,243	\$248,994,125

The results above showed that with 16% Commercial/Industrial land use and 15% Farm/Open Space land use, that the community at build out could have fiscal stability based on the Cost of County Community Services only. It was noted that the cost of providing Township Community Services may exceed the cost of providing County Level Community Services and as time passes it is anticipated that the Cost of Providing Community Services will continue to increase and the need for increased commercial/industrial and/or farm/open space will be needed for Liberty Township's fiscal stability.

The Steering Committee recommended that the community carefully evaluate land use decisions as they relate to the fiscal impact such uses may have on the community.

Neighborhood Concept Areas

The Steering Committee divided the Township into “Neighborhood Concept Areas” to better analyze existing conditions, market factors, and anticipated future development (see Exhibit 16). For each concept area “Planning Issues” have been identified to assist in the preparation of the land use plan. The goal was to analyze the bigger picture of the area prior to looking at land use on a site by site basis.

Concept Area	Planning Issues
A: Canal Town Commercial Corridor	<ul style="list-style-type: none"> a. Recognize potential redevelopment of Golf Course – Make Golf Course “Planned Community Mixed Use” with the following uses; office, retail, multi-family, single family, parkland, open space, recreation b. Promote highway commercial development / redevelopment along State Route 4 c. Look at industrial development where existing mobile home park is or “Planned Community Mixed Use” d. Preserve area along river for future park and canal bike trail connecting to Gregory Creek e. Recognize infill development and work with owners to find new uses f. Buffer existing residential uses g. Similar signage / lighting shall be used throughout the corridor h. Take advantage of fiber backbone along State Route 4 for development i. Link / extend bike / hike trails
B: Kyles / State Route 747 Commercial Node	<ul style="list-style-type: none"> a. Promote neighborhood retail / service uses (non-regional, no 24-hour service), pedestrian scale with commercial uses close to road, parking, and access in rear b. Buffer / transition commercial uses to single-family uses c. Upgrade / widen and signal intersection d. Create an image / identity for development on the intersection (lights, signs, landscaping, materials) e. Provide planned transitional uses between commercial and residential f. Link / extend bike / hike trails




LIBERTY TOWNSHIP Comprehensive Plan

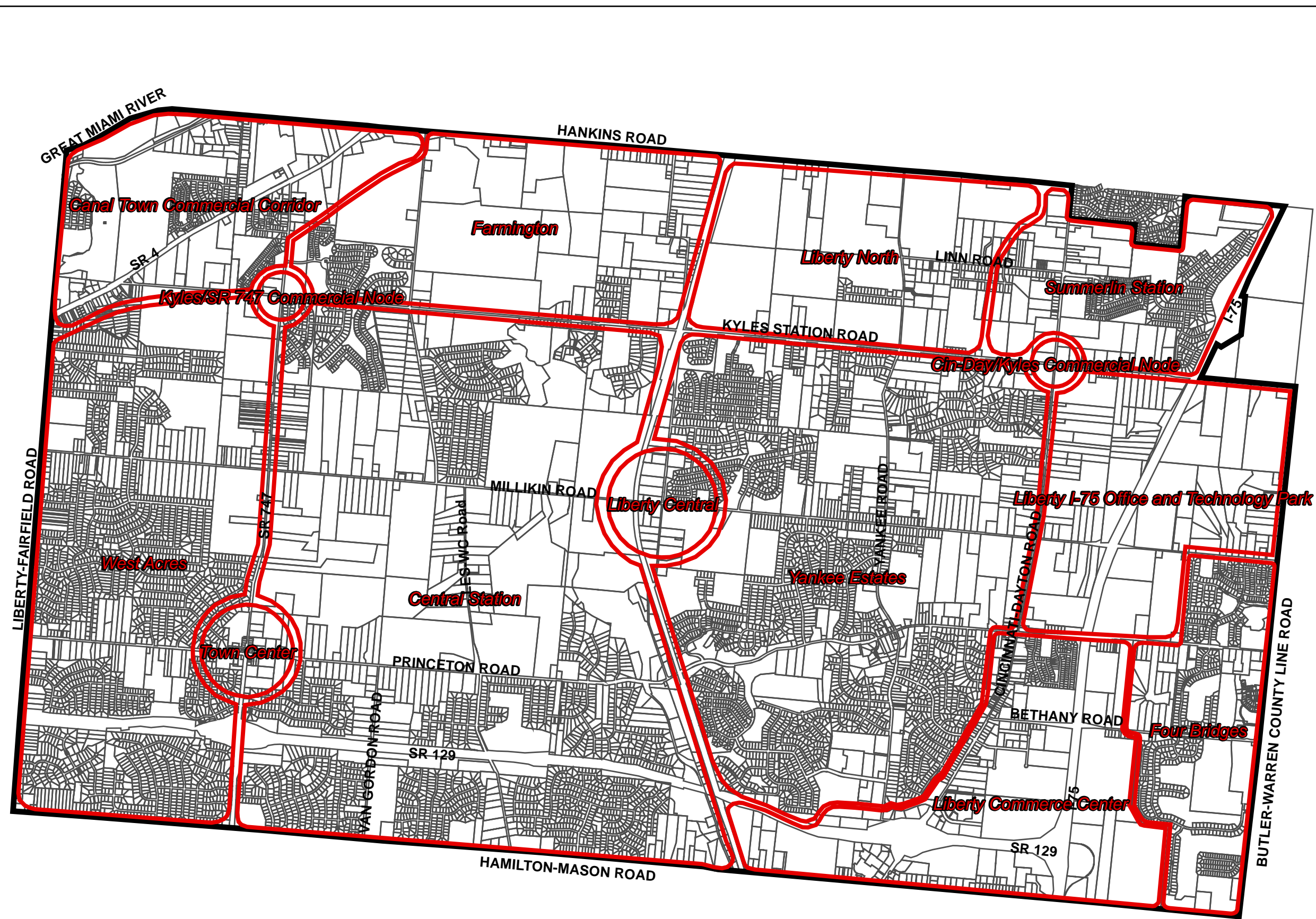


EXHIBIT 16

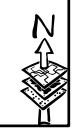
NEIGHBORHOOD CONCEPT AREAS

Legend

-  Parcels 5/16/06
-  Liberty Twp Boundary
-  Neighborhood Concept Areas



1 inch equals 3,100 feet



Concept Area**Planning Issues**

C: Farmington

- a. Analyze farmland preservation tools and work with individual property owners
- b. Preserve Gregory Creek corridor and promote hike / bridle path
- c. Provide hike / bridle connection from Gregory Creek to Great Miami River
- d. Evaluate larger minimum lot size or conservation development potential to allow cluster development at one (1) dwelling unit per acre (gross) max with greater open space preservation
- e. Link / extend bike / hike trails

D: Liberty North

- a. Continue Linn Road extension to Yankee Road to provide secondary access to State Route 63
- b. Promote O-2 (Office and Limited Industrial) development as a new employment center in northwest corner of concept area only
- c. Provide transitional buffers between O-2 (Office and Limited Industrial) and different uses
- d. Work with Butler County to make water / sanitary sewer improvements / connections
- e. Work with Lemon Township to coordinate development up to State Route 63
- f. Rezone northwest corner of concept area to O-2 (Office and Limited Industrial) to reserve the land
- g. Take advantage of railroad for O-2 (Office and Limited Industrial) uses and evaluate rail spurs
- h. Improve Salzman, Hankins, and Yankee Roads to State Route 63
- i. Link / extend bike / hike trails
- j. Provide Transitional development between O-2 (Office and Limited Industrial) and existing / proposed Single Family Residential
- k. Provide Estate Residential in northeast corner of concept area (1-5 acre lot size)
- l. Provide ½ acre minimum lot size Single Family Residential use where existing subdivisions planned and include southeast corner of concept area

Concept Area

**F: Cincinnati-Dayton / Kyles
Station Commercial Node**

Planning Issues

- a. Promote neighborhood retail / service uses (non-regional, no 24-hour), pedestrian scale with commercial uses close to road, parking and access in rear
- b. Buffer / transition commercial uses to single-family uses
- c. Provide area for future Fire Station
- d. Link / extend bike / hike trails

G: Central Station

- a. Preserve Gregory Creek Corridor and promote hike / bridle path and link from Dudley Woods Metropark to Incline Park and west to State Route 747 Town Center
- b. Provide higher density residential development as a transition to commercial development in Town Center and adjacent to State Route 747
- c. Promote and preserve ½ acre minimum lots for single-family detached residential
- d. Evaluate conservation development in the Gregory Creek Corridor
- e. Promote pedestrian / bike / hike connections between developments and parks
- f. Provide neighborhood park near Lesourdsville-West Chester Road and Millikin Road
- g. Provide landscaped median along State Route 747 and Princeton Road to enhance image of Liberty Township and to assist in controlling access points
- h. Promote planned community mixed use development along State Route 747 Corridor
- i. Link / extend bike / hike trails

Concept Area

I: Liberty Town Center

Planning Issues

- a. Promote centralized location of public services
- b. Create community gathering area(s)
- c. Promote Planned Community Mixed Use development
- d. Provide transitional uses between commercial and residential development
- e. Promote pedestrian friendly development to link neighborhoods to Town Center which could include landscaped median street on State Route 747 and Princeton Road
- f. Provide graphics and pictures of landscaped medians and pedestrian crossings
- g. Use common light fixtures and signage as an image component
- h. Link / extend bike / hike trails

J: Yankee Estates

- a. Provide intersection improvements and traffic calming devices (landscaping) at Yankee Road and intersecting streets
- b. Provide higher density residential uses and broad range of housing types to support adjacent commercial uses in Liberty Commerce Center and Interstate 75 office / manufacturing corridor in Huntsville / Jericho area
- c. Include retirement communities / empty nester development
- d. Promote ½ acre lot sizes on available property
- e. Promote connection to Dudley and Yankee Parks and evaluate expansion of existing park facilities
- f. Link Hunts Creek to Gregory Creek with hike / bike trail
- g. Link / extend bike / hike trails

Concept Area

L: Liberty Commerce Center

Planning Issues

- a. Promote Liberty Interchange project including Cox Road Extension and Hamilton-Mason Road
- b. Upgrade of Hamilton-Mason Road will require the redevelopment of properties on the north side of the road
- c. Rezone land along Bethany Road (west of Interstate 75) for commercial use
- d. Promote redevelopment of Bethany along Cincinnati-Dayton Road for arts, entertainment, and business district. Evaluate overlay district to allow for mixed use, new urbanism concepts encouraging pedestrian friendly, shared limited access, shared parking, and streetscape
- e. Provide transitional uses between commercial and residential uses
- f. Upgrade Hamilton-Mason Road at railroad overpass near Maud Hughes Road
- g. Link / extend bike / hike trails

M: Four Bridges

- a. Coordinate Butler-Warren County Line Road widening with Warren County
- b. Re-evaluate Cox Road Corridor Overlay District to maximize business development potential and to protect residential properties
- c. Support Bethany Road upgrade
- d. Buffer Trails of Four Bridges from Liberty / Interstate 75 office and manufacturing corridor
- e. Mixed use on northwest corner of Township line and Butler-Warren County Line Road
- f. Link / extend bike / hike trails

N: Liberty Central

- a. Location should be a focal point of community because of its location in the center of the Township
- b. The Ohio Rail Commission is evaluating this railroad line for a possible future commuter train location that would run from Cincinnati, Dayton, Columbus, and Cleveland and beyond. If this line is selected Liberty township should evaluate the impact on the community and continue to participate in the studies that are completed.
- c. Evaluate future central community gathering space
- d. Link / extend bike / hike trails

Land Use Classifications

Based on the evaluation of the Neighborhood Concept Areas and Planning Issues described for each area, the committee identified and defined the Land Use Categories to be applied to the land use plan (see Exhibit 17). While many of the categories are unique to certain Concept Areas, many are community-wide. These Land Use Categories shall be reviewed with each development proposal that comes before the Township.

- **Conservation Development**

Conservation Development is intended to maximize the protection and preservation of existing natural features (wetlands, floodplains, stream corridors, steep slopes, agriculture, forestry, and woodlands) while balancing landowner rights to develop their property at a low gross density with clustered home sites and large amounts of open space.

General Location and Development Characteristics

1. Located along sensitive stream corridors, steep slopes, woodlands, wetlands, and flood plains;
2. Maximize the potential for each residence to have direct physical and visual access to inter-connected open space;
3. Gross density shall be one (1) dwelling unit per acre;
4. Houses shall be concentrated where the best home sites are located;
5. Open space shall be at least 40% with the focus on the preservation of natural features;
6. Open space shall protect natural environment that provides wildlife habitat and undisturbed natural vegetation to absorb and slow water runoff; reduce soil erosion, stream sedimentation, and flooding; improve on-site and downstream water quality; and enhance infiltration and groundwater recharge; and
7. Density Bonus: 40% open space minimum will be required with one (1) additional dwelling unit granted for each additional one percent (1%) of open space up to 50% open space (for an additional 10 dwelling units maximum).

- **Cox Road Corridor Overlay District**

The purpose of the Cox Road Corridor Overlay District is to provide certain design standards which are unique to a particular area. The standards specifically are created to address the unique existing and desired physical and architectural characteristics which are inherent to a particular area in order to:

1. Improve the compatibility between residential and non-residential uses;
2. Mitigate the detrimental effects concerning intensity of use within the Corridor concerning the safety of residents and their use and enjoyment of their property;
3. Preserve the streetscape along the roadways, maintaining the character, and promoting safe pedestrian movement;

4. Reduce traffic congestion;
5. Improve the appearance, usefulness, and signage; and
6. Extend overlay district to Millikin Road to protect Trails of Four Bridges Subdivision.

- **Estate Residential 1-5 Acre Lot Size**

Large parcels of land with country-like characteristics, containing low density detached single-family homes.

General Location and Development Characteristics

1. Large lots – between one (1) to five (5) acre(s) per dwelling unit;
2. Significant amount of open space – rolling fields, pasture; and
3. Significant amount of road frontage (200 feet minimum) and yard setbacks (100 feet minimum front yard).

Redevelopment Criteria

1. One dwelling unit per acre gross density and
2. Significant setback from existing public roads (100 feet minimum) to preserve rural character.

- **Planned General Business**

The purpose of the General Business use is to reserve certain land areas for a broader range of retail, service, and office uses serving a greater population than those uses permitted in the Neighborhood Business Classification. These areas shall accommodate the most intensive commercial and office development.

General Location and Development Characteristics

1. Shall not be located adjacent to residential districts unless situated on a collector or arterial road;
2. Uses adjacent to residential shall provide significant mounding and buffering;
3. Uses shall serve the community or regional market; and
4. Shall be developed according to a unified development plan (PUD) taking advantage of shared amenities including parking, vehicle and pedestrian access, signage, and landscaping.

- **Multi-Family Residential**

Medium density detached or attached housing (apartments, townhouses, condominiums, landominiums, and row houses).

General Location and Development Characteristics

1. Densities consistent with surrounding uses, but generally not exceeding six units per acre;
2. Access shall be provided to a collector or arterial road, or in close proximity to high volume traffic area;

3. Shall serve as a buffer between high intensity commercial uses and single family residential uses;
4. Building and parking areas shall be screened and buffered;
5. Typically will be one or two story structures with exceptions for three story structures where there will be no impact on adjacent uses;
6. Unique development and architectural design characteristics are encouraged;
7. Common vehicular access and parking shall be provided;
8. Common open space and recreation shall be provided; and
9. Designed to encourage easy pedestrian access.

- **Planned Neighborhood Business**

Low intensity neighborhood oriented retail, office, and service uses that provide a transition between residential uses and other types of development or that achieve compatibility with and provide services to the adjacent residential areas.

General Location and Development Characteristics

1. Road frontage on or near Collector or Arterial road, or at major intersections;
2. Small or unique sites developed as a Planned Unit Development (PUD) on sites between three (3) and (10) acres;
3. Adjacent to or near residential areas;
4. Buildings and structures designed at a residential scale maximizing the use of natural materials (brick, stone, hearty plank, cedar shake), sloping roofs with dimensional shingles to be compatible with adjacent residential uses;
5. Buildings and parking areas shall be buffered and screened from adjacent residential areas and rights-of-ways; and
6. Designed to encourage easy pedestrian access.

- **Office / Retail / Light Industrial**

Professional and corporate office, warehouse, and research and development uses, and related compatible uses including restaurants, retail, and service uses, provided to support the adjacent development.

General Location and Development Characteristics

1. Developed as a Planned Unit Development or Community Mixed Use Development with controlled access, adequate internal street network, and common / shared parking areas;
2. Open space areas to serve the needs of the employees and community;
3. Internal and perimeter landscaping shall be maximized; and
4. Multiple building layouts shall consist of coordinated architectural design and building materials.

- **Office and Limited Industrial Development**

The purpose of this district is to provide space in the Township for more intensive office development, research facilities, and limited commercial and industrial

activity, provided it is compatible with the more intensive office development and related compatible uses including restaurants, retail, and service uses provided to support the adjacent development. It is also intended to provide space for larger employment centers without traffic congestion and for certain community facilities.

General Location and Development Characteristics

1. Large scale office / industrial developments should be clustered, open settings with adequate access to a collector or arterial road;
2. Planned large scale developments with internal street network, common / shared parking areas, and a high degree of internal landscaping and open space; and
3. Multiple buildings with coordinated architectural design features and building materials.

- **Open Space**

Areas designated to remain in their natural state, areas set aside or designated as open space in an approved PUD Development Plan, areas which contain natural environmental features which shall be preserved, and active and passive recreation areas.

General Location and Development Characteristics

1. Open space areas shall include but not limited to: wetlands, floodplains, stream corridors, steep slopes, and woodlands;
2. Open space areas may contain walking trails, bike / hike trails, or other recreational (active and passive) and natural uses;
3. Development of adjacent parcels shall provide connecting open space to allow for larger expanses of open space lands;
4. Open space areas shall remain in their natural state or improved / maintained as recreation areas with the goal of minimizing impacts to existing natural areas;
5. Open space areas shall be maximized to promote a high quality of life for the residents; and
6. Promote the use of conservation easements.

- **Planned Business Park**

Large scale corporate, research, medical, technical, and limited industrial uses, with limited and compatible commercial uses.

General Location and Development Characteristics

1. Campus style layout;
2. Unified and extensive landscaping and open space plans;
3. Attractive entrance treatments;
4. Controlled vehicle access and parking areas;
5. Shared amenities including parking, vehicle and pedestrian access, signage, and lighting; and

6. Unified building materials.

- **Planned Community Mixed Use**

Planned Community Mixed Use includes areas that develop with a mix of uses (office, retail, recreational, and residential) which maintain a more vibrant, walkable, and economical development. Neo-traditional street and pedestrian patterns shall be maximized to achieve a community oriented urban lifestyle.

General Location and Development Characteristics

1. Large sites, generally 20 acres or more;
2. Developed as Mixed Use Planned Unit Development;
3. Max building height three (3) stories or 45 feet, whichever is greater;
4. Retail uses are only permitted on the first floor;
5. Office and residential uses are permitted on all floors;
6. Commercial (retail / office) uses shall be at least twenty-five percent (25%) of the overall development;
7. Residential buildings may be freestanding from other uses;
8. Mixed Use Buildings (Residential / Commercial) shall not exceed twelve (12) dwelling units per acre;
9. Residential density that is free standing within the mixed use development shall not exceed six (6) dwelling units per acre and have at least 30% open space;
10. Detached residential units shall not exceed two (2) dwelling units per acre;
11. Minimum open space shall be thirty percent (30%);
12. Streetscape design shall be included in development plan;
13. The sidewalks and parkways must be tree lined;
14. Parking rations must conform to the zoning resolution except when common / shared parking areas can be provided;
15. Community gathering areas and/or focal points shall be provided at all major nodes;
16. Uniform building materials, signage, lighting, and landscaping shall be provided throughout the development or divided by neighborhood district;
and
17. Buffering shall be provided between existing adjacent divergent or less restrictive uses.

- **Professional Office**

Low rise office uses (including the conversion of single family homes to offices) that provide a transition between residential uses and other types of development.

General Location and Development Characteristics

1. Located along a collector or arterial road;
2. Located between residential uses and other types of development;
3. Professional office uses designed to fit in with adjacent residential character including pitched roofs, compatible building materials and scale;

4. Landscaped buffers and berms located between the residential use and the Professional Office use that effectively screens the use and parking areas; and
5. Max building height of two (2) stories or 35 feet (whichever is greater).

- **Public / Institutional**

Public or semi-public uses such as government buildings, churches, schools, utilities, cemeteries, and historic properties or structures that should be preserved, that possess a unique character representative of the past and/or a feature which plays an important role to the identity of the area, and/or possesses historical or architectural value.

- **Public / Private Recreation**

Public, semi-public, and private park and recreation facilities.

- **Senior Independent / Assisted Living**

Senior Independent / Assisted Living are areas that provide an alternative for seniors who are looking to remain in the community. Independent senior living shall provide distinctive retirement living for seniors in a full service club residence. Assisted Living shall provide independent senior living and private retirement living with up to 24-hour healthcare services available.

General Location and Development Characteristics

1. Located on sites near or adjacent to community services for ease of transportation;
2. Developed according to a unified Planned Unit Development Plan;
3. Located in areas that shall serve as a transition between single-family residential uses and more intense uses;
4. Located along or adjacent to arterial or collector roads; and
5. Developments shall be heavily landscaped and provide passive recreation options for the residents.

- **Single Family Residence – Planned Development**

Variable residential densities that are developed and maintained with integral recreational uses and protection of historic and natural resources on land set aside for open space use only.

General Location and Development Characteristics

1. Developed as Planned Unit Development (PUD);
2. Densities shall be consistent with surrounding development as approved on a PUD plan;
3. Developments shall be unique and creative in the design of how the subdivision is laid out;
4. Common open space, recreational facilities, and pedestrian walkways shall be provided and maintained as part of the development;

5. Existing historic resources as identified on the historic properties map may be preserved and become an integral part of the character of the development;
6. Consideration for connectivity to adjacent open space, park lands, natural features, and historic resources shall be considered for the location and character of open space provided;
7. Developments are encouraged to preserve as many natural features (streams, wetlands, woodlands) as possible; and
8. Usable open space is encouraged.

- **Single Family Residence – Suburban**

Areas existing or proposed for single-family detached residential uses which are generally provided with a higher level of urban services, including: public water and sewer, sidewalks, curbs, gutters, and other amenities.

General Location and Development Characteristics

1. Densities shall not exceed 2.25 dwelling units per acre;
2. Minimum lot size shall not be less than 15,000 square feet unless part of a Planned Unit Development;
3. Developments are encouraged to provide lot widths not less than 100 feet to allow for side entry garages; and
4. Developed as part of a recorded subdivision.

- **Single Family Residence ½ Acre Minimum Lots**

Areas existing or proposed for single-family detached residential uses which are generally provided with a higher level of urban services, including: public water and sewer, sidewalks, curbs, gutters, and other amenities.

General Location and Development Characteristics

1. Densities shall not exceed 1.7 dwelling units per acre;
2. Minimum lot size shall not be less than 20,000 square feet unless part of a Planned Unit Development;
3. Developments are encouraged to provide lot widths not less than 110 feet to allow for side entry garages and to provide an “estate” feel to the development; and
4. Developed as part of a recorded subdivision.

- **Single Family Residence 5 Dwelling Units Per Acre Maximum Density**

Medium density detached residential uses that provide a transition between more intense and less intense uses which are generally provided with a higher level of urban services, including: public water and sewer, sidewalks, curbs, gutters, and other amenities.

General Location and Development Characteristics

1. Located adjacent to a major thoroughfare;
2. Located between more intense and less intense uses to serve as a transition; and
3. Developed as part of a recorded subdivision.

- **Transitional**

Transitional shall be a development of a blend of adjacent uses that provide a transition between more intense and less intense uses.

General Location and Development Characteristics

1. Located between more intense and less intense uses (e.g. commercial and single-family residential) and
2. Buffering shall be provided between more intense and less intense uses unless the development itself provides adequate buffering.

- **Two-Family Residence**

Two-Family attached housing (townhouses, condominiums, landominiums, duplexes).

General Location and Development Characteristics

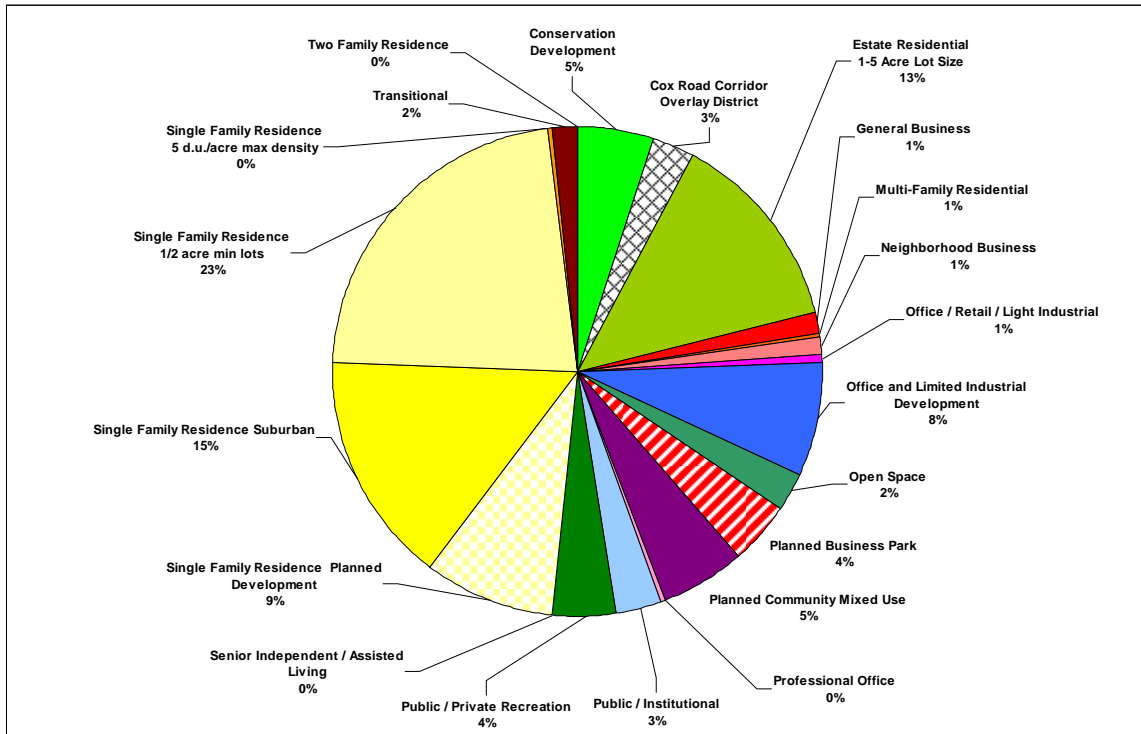
1. Located adjacent to arterial or collector roads and single family residences, which serve as a transition between the more intense and less intense uses and
2. Shall be developed as part of a recorded subdivision and include public water and sewer, sidewalks, curbs, gutters, and other amenities;

Land Use Plan Breakdown

In order to create a sustainable long term community through the balance of land use, the Steering Committee strived for a good balance of commercial / residential land use as provided in the chart and table below. Eighteen Percent (18%) of the land area on the Land Use Plan has been identified for commercial use.

Figure 5: Land Use Plan Table and Chart

<i>Land Use</i>	<i>Acres</i>
Conservation Development	767
Cox Road Corridor Overlay District	453
Estate Residential 1-5 Acre Lot Size	2109
General Business	194
Multi-Family Residential	85
Neighborhood Business	157
Office / Retail / Light Industrial	97
Office and Limited Industrial Development	1189
Open Space	384
Planned Business Park	665
Planned Community Mixed Use	862
Planned Professional Office	26
Public / Institutional	477
Public / Private Recreation	659
Senior Independent / Assisted Living	28
Single Family Residence – Planned Development	1357
Single Family Residence – Suburban	2376
Single Family Residence ½ acre min lots	3569
Single Family Residence 5 d.u. / acre max density	40
Transitional	241
Two Family Residences	16

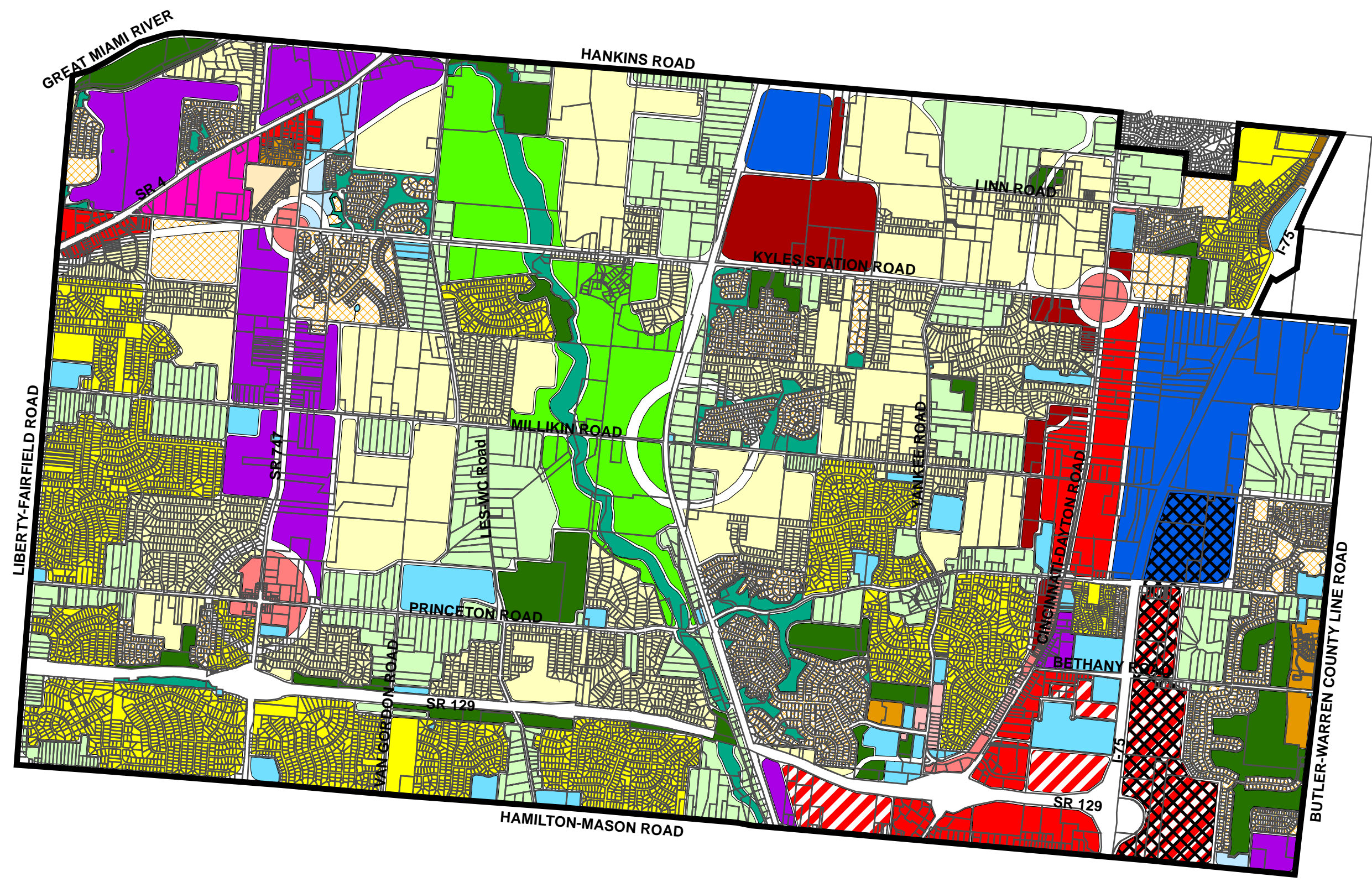


LIBERTY TOWNSHIP Comprehensive Plan



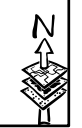
EXHIBIT 17

LAND USE PLAN



- Legend**
- Parcels 5/16/06
 - Liberty Twp Boundary
 - Land Use Classifications**
 - Proposed Land Use**
 - Cox Road Corridor Overlay District
 - Conservation Development
 - Planned General Business
 - Planned Neighborhood Business
 - Office / Retail / Light Industrial
 - Office and Limited Industrial Development
 - Planned Business Park
 - Planned Community Mixed Use
 - Professional Office
 - Public / Institutional
 - Open Space
 - Public / Private Recreation
 - Senior Independent / Assisted Living
 - Estate Residential 1-5 Acre Lot Size
 - Single Family Residence - Planned Development
 - Single Family Residence - Suburban
 - Single Family Residence 1/2 acre min lots
 - Single Family Residence 5 d.u./acre max density
 - Two Family Residence
 - Multi-Family Residential
 - Transitional

1 inch equals 3,100 feet



VII History of Liberty Township

Early Surveying

Liberty Township is located in a region lying between the Great Miami (simply the Miami River at the time) and Little Miami Rivers and as such is a part of the “Between the Miami’s” district identified by C.E. Sherman in his report Original Ohio Land Subdivisions. Judge John Cleves Symmes, bearing certificates of indebtedness for assisting George Washington on his retreat thru New Jersey in 1776, made application for 1,000,000 acres of land between the Miami’s. Symmes traveled across the mountains in October of 1787 to lay claim to his territory. Unable to raise enough cash to pay for the entire grant he was eventually given a deed by George Washington on September 30, 1794 for a total of 311,682 acres, including several reservations for use by Congress.

The area is unique in its numbering of the subsequent breakdown of the land into smaller portions known as sections, towns, and ranges. Also, the contract with Symmes required these subdivisions be done at the purchaser’s expense, resulting in a fair number of surveyors being employed by Symmes. The survey instructions given by Symmes, yielded less than desirable results with many irregular shaped sections being created with overlapping boundaries which caused land disputes. The Supreme Court of the State eventually stepped in and confirmed that earlier instructions given by an act of Congress and accepted at the Treasury Department were final and obligatory and, therefore, could not be altered.

Today, what little recorded information that remains concerning the original surveys within the Symmes Purchase is recorded in Hamilton, Butler, and Warren counties Recorder Offices. Most of the original survey notes were destroyed in a fire at Judge Symmes home in North Bend in 1810.

Early Settlers

Early settlers in Liberty Township are listed on the Jas McBride Map of Butler County, Liberty Township, dated 1836.

Historical Development

In 1803, the Legislature of the State of Ohio divided Hamilton County, establishing Butler County. The Legislature appointed County Commissioners on April 15, 1803, who in turn appointed associate judges. The associate judges in Butler County established five townships: Liberty, Fairfield, Lemon, St. Clair, and Ross. In 1804, the Legislature passed a law empowering County Commissioners to alter the boundaries of townships and to set up new townships. On June 2, 1823 Union Township (now known as West Chester Township) was formed from part of Liberty Township.

Prior to 1800, the area, today known as Liberty Township, was a wilderness area inhabited by Indians and animals. The last decade of the eighteenth century saw the first white settlers in Liberty Township. Into the beginning of the nineteenth century, the pioneers, mostly from Maryland and New Jersey, bought large tracts of land for agricultural pursuits. Even by 1840, the land was still owned in quarter and half sections

by a relatively small number of people. The early activities in the Township were farming and some commercial and industrial enterprises in the fledgling villages. The earliest villages were platted in the second and third decades of the nineteenth century along the turnpike roads. The busy and self-sufficient character of these town's early histories, particularly of Princeton and Huntsville, with such enterprises as shoemaking, brick making, pork-packing, distilleries, and stores, suggest communities in relative isolation from larger centers where they could get such services. These villages served the surrounding agricultural countryside throughout the nineteenth century.

The towns were thriving at mid-century, still possessing their early character as agricultural centers and as stops on the turnpike roads. Bethany was becoming the largest village, presumably because the Great Miami Turnpike, where it was located, was the busiest of the roads throughout the Township. A number of industries including wagon makers, shoemakers, blacksmiths, masons, and carpenters, were located in Bethany throughout the nineteenth century, as were a variety of stores. By mid-century the Methodist-Episcopal Church in Huntsville, the first in the Township, was moved to Bethany.

Many farmhouses were constructed during the mid nineteenth century, a fertile period of growth in Liberty Township's history. These farmhouses, many still in existence today, replaced earlier log cabins or brick and frame houses.

After the Civil War, the biggest event in the Township was the construction of a railroad line through this area. In 1872, the Cincinnati and Dayton Short, also called the Cleveland, Cincinnati, Chicago, and St. Louis Railroad, was built through the center of the Township. Two stations, known as Hughes Station and Kyles Station, were established in the Township. Small settlements grew up around both stations, which like the earlier villages served the surrounding agricultural community. Bethany was still growing in the late nineteenth century, probably achieving its peak growth in the 1870's and 1880's. The other early villages were losing their self-sufficient character by this time while Bethany appears to have become the "town" for the community. In 1859, a new church building replaced the earlier 1830's structure for the Methodist-Episcopal Church in Princeton, indicating some vitality there, but the Universalist Church and the Auburn Methodist-Episcopal Church organizations were basically gone by the Civil War. In 1875, a new brick structure for the Methodist-Episcopal Church was built in Bethany; that same year the Cumberland Episcopalians built a church in Bethany, at the south end of the village (see Exhibit 18, 1875 Atlas).

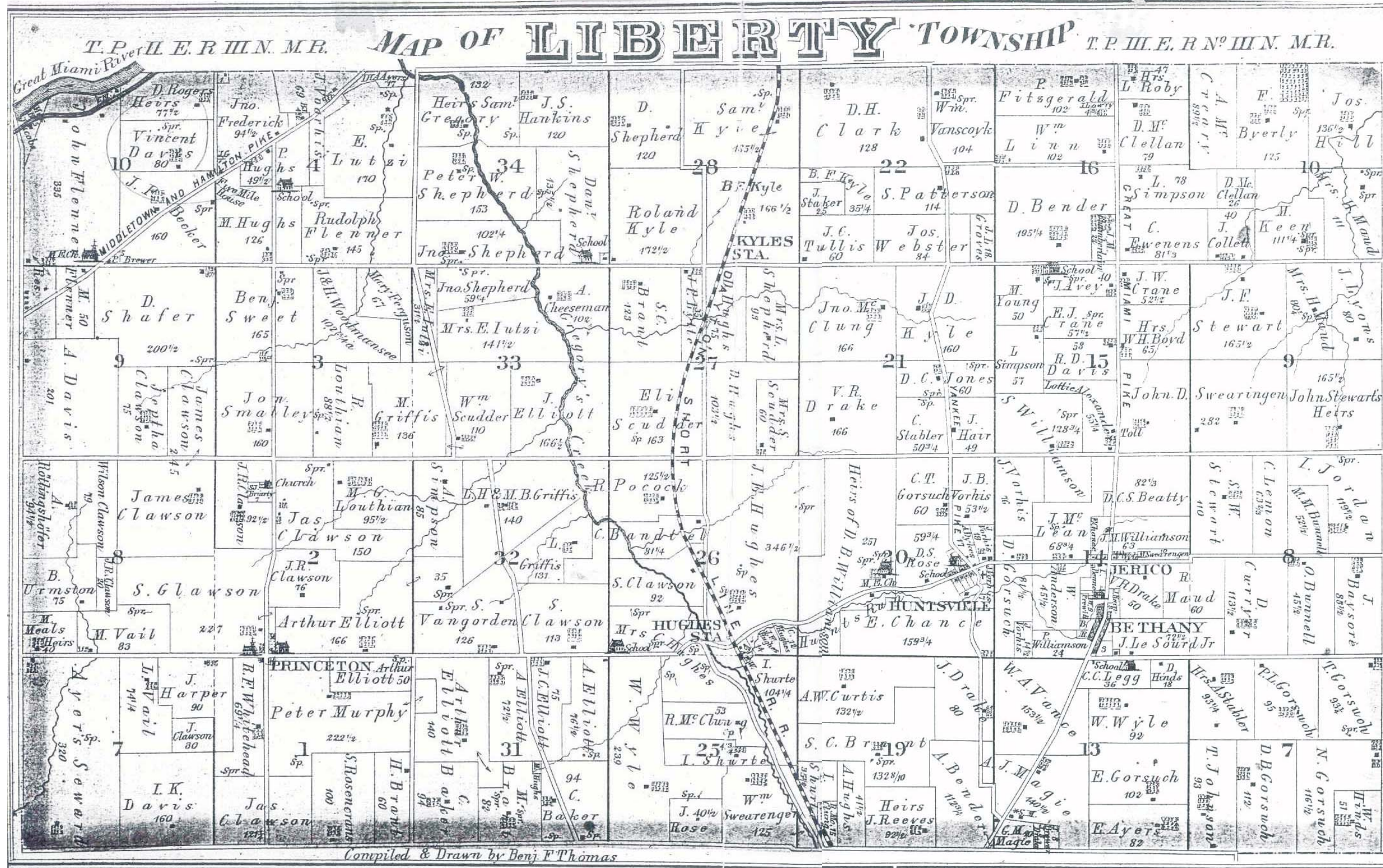
A small number of farmhouses, mainly of frame construction, were built in the Township during the 1880's and 1890's; but the largest concentration of farmhouses still existing are those dating from before 1870.

LIBERTY TOWNSHIP Comprehensive Plan



EXHIBIT 18

1875 ATLAS



1 inch equals 3,100 feet



In 1911, a new set of railroad tracks was put through the Township, the New York Central Railroad, and the older tracks removed. Since the new tracks were generally in the same location as the earlier line, the two railroad communities of Kyles Station and Hughes Station remained unchanged; however, a grain mill and elevator were constructed at both stations. The Township hall, which was built in the 1890's at Hughes Station, presumably because of its central location and proximity to the railroad, remained here to serve as the community's voting hall.

Churches

Several churches were in the Township by the mid-nineteenth century. The first church was a Methodist-Episcopal, founded in the Huntsville area in the center of the Township. This Methodist-Episcopal Church also was the first in the county of this denomination. Another Methodist-Episcopal Church was established in Princeton in the 1830's and a third, called the Auburn Methodist-Episcopal Church was built in the northwest corner of the Township. A group called the New Lights built a brick church in Huntsville in the 1830's. In the 1850's a Universalist Church was built in Princeton, but by the Civil War it had languished. An Old School Baptist Church was erected in the mid-nineteenth century on Princeton-Glendale Road, north of Princeton, and appears to have lasted into the early twentieth century.

Schools

There were rudimentary schools in the Township before the mid-nineteenth century, but the number was very small. In 1853, a law establishing public schools caused the formation of district schools in the Township. One school dates from nearly this time, the District No. 5 School, or Kyles School, on Kyles Station road, dates from 1858. The other schools, two dating from 1871, one from 1887 and one from the 1880's, were replacements of earlier district schools in the same locations remain today. Two other schools in the Township, one located on Princeton Glendale Road, north of Kyles Station Road, and one on Yankee Pike in Huntsville, are the only schools that are not in existence today. In the 1920's, the district schools were disbanded as the result of the Rural School Code of 1914, which eliminated the sub-district and township units of organization. In 1928, the schools were superseded by a large consolidated school on Princeton Pike.

Industry

A small industrial community known as Rockdale, which is assumed to have been established by either a paper company or an asbestos manufacturing company, appeared in the early twentieth century in the northwest corner of the Township between the Great Miami River and State Route 4. Very little is known about the community, except that the industry moved houses here, presumably for its workers. Although the community is shown on the 1810 U.S.G.S. map, the majority of the buildings in this vicinity date from the 1920's through 1940's.

Another small settlement, known as Maustown, grew up along Princeton-Glendale Road in the 1920's through 1950's; it was named for members of the Maus family who owned the first lots there. Today Princeton Glendale Road is heavily traveled, and it is assumed that it had a similar character in the early twentieth century when the small houses with

large setbacks were built. The residents in Maustown were made up of a number of workers in the City of Hamilton's many industries; perhaps they were looking for a more pastoral, suburban location for their homes and yet within easy access to Hamilton.

A number of bungalows were built in the 1910's and 1920's, most of them small farm complexes built out of the larger tracts of nineteenth century farm complexes.

The future of Liberty Township's subsequent development was first seen in 1948, with the establishment of the Horse Shoe Bend subdivision along State Route 4 in the northwest corner of the Township. The small frame and concrete block houses on the road are assumed to have been built for laborers, who worked in Hamilton's industries.

Today, Interstate 75 runs north-south through the eastern edge of the Township. The Butler regional highway (State Route 129) runs east-west to Interstate 75 through the southern edge of the Township. Improved access saw substantial residential growth in the Township throughout the 1990's and the early 2000's. The planned interchange at Interstate 75 and Hamilton Mason Road has brought increased commercial development; it is anticipated that this commercial growth will continue to expand as the interchange project moves forward.

Refer to Exhibit 18 for the location of the neighborhoods listed below.

Bethany is a community in Section 14 in Liberty Township on Cincinnati-Dayton Road (formerly United States 25). The first house there is believed to have been built in 1798 by David Williamson, who also built a tavern there. Bethany was formally laid out in 1822 by Samuel Lowery. The Bethany post office, which was moved June 24, 1844, from Huntsville, closed in 1957. Nearby is the community of Jericho (or Jerico). Bethany (or House of Dates) was a biblical village, mentioned in the New Testament, on the Mount of Olives in Jordan near Jerusalem.

Huntsville is in Section 20 of Liberty Township at the intersection of Princeton Road (the extension of Hamilton's High Street) and Yankee Road. It was founded about 1800 by Thomas Hunt, who died in 1814 at the age of 65. Yankee Road reportedly got its name because members of the Hunt family were considered Yankees. The Huntsville post office was established on April 1, 1817, and was moved on June 24, 1844, to Bethany. In 1807, Thomas Hunt and his sons, Ira, William, and Nathan, built Yankee Road to Middletown. The sons constructed the Miami Bridge (on the present site of Hamilton's High-Main Bridge) between Hamilton and Rossville. The bridge opened in December of 1819.

Jericho, also Jerico, Jericho Corners, and Jerico Corner, is a name found on opposite sides of Butler County, in Milford and Liberty Townships. There was a Jericho post office from May 8, 1852, until December 28, 1855, in Liberty Township. The community is at the eastern end of Princeton Road at Cincinnati-Dayton Road, immediately north of Bethany and east of Huntsville.

Kyle, Kyles, or Kyles Station in Section 28 in Liberty Township was settled in 1803 by Thomas Kyle. A post office was established there on August 22, 1872, as Fontana. It was changed to Kyle's on August 29, 1879, and to Kyle on June 5, 1893. It also was a station on the Short Line Railroad (later the Cleveland, Columbus, Cincinnati, & Indianapolis Railroad, New York Central, Penn Central, Conrail, and, finally, Norfolk Southern since June 1, 1999).

Maustown or Mausestown is at the intersection of Millikin Road and Princeton-Glendale Road (State Route 747) in sections 2 and 3 in Liberty Township. It was named after the Maus family, who is believed to have been the first to live there, starting with the Nicholas Maus family. The community name was misspelled as Mausestown briefly on state highway signs. Pronunciation of the name has been disputed as either "Moss town" or "Mouse town." In the 1970s, some residents tried to change the name to North Princeton, but failed.

Princeton is at the intersection of Princeton Road and Princeton-Glendale Road (State Route 747) in Sections 1 and 2 in Liberty Township. Princeton was laid out in 1812 by Samuel Enyart. A Princeton post office opened on December 27, 1816, and moved to Hughes Station on December 9, 1872. The name was changed to Clawson, from 1881 to 1900, to avoid confusion with another Princeton in Ohio, but eventually reverted back to Princeton.

Rockdale is on the Great Miami River at the Liberty and Lemon Townships line at the north end of Rockdale Road, north of State Route 4. The mill and factory site was situated on the Great Miami River, the Miami-Erie Canal, and the Louisville, Cincinnati & Dayton Railroad (now the CSX New Miami-Middletown line).

Subcommittee Goals

As part of the Comprehensive Plan Process, a subcommittee focusing on history was formed to work through historical information and to determine how, and to what degree, history should be incorporated into the plan. Given, the rich historical foundation of Liberty Township and seeing that foundation begin to erode with development, the subcommittee felt the following items important to Liberty Township's future:

1. Create a better inventory of existing historical resources in the Township (see Appendix 1);
2. Map the inventoried resources to make the community and decision makers aware of their existence (see Appendix 1);
3. Appeal to the public via the local newspaper to gather additional historic data on the resources listed on the inventory;
4. Provide incentives to developers (density bonuses, etc.) to encourage the protection and preservation of identified resources;
5. Create a driving tour / pamphlet of the inventoried resources enabling the community to learn firsthand about the historical foundations of Liberty Township;
6. Gather additional historical information on inventoried resources and incorporate that information into the pamphlet / tour.

7. Establish a historic district (incorporating architectural, pedestrian-friendly, and mixed use development standards for development / redevelopment) in the Bethany Road Corridor;
8. Identify the old boundaries of Maustown, Princeton, Bethany, Jericho, and Huntsville and provide historic signage.
9. Portray the value of the people (for example, work ethic, ideology, etc.); and
10. Re-create / restore historic stone turnpike markers along State Route 747 (Princeton-Glendale Road) and Cincinnati-Dayton Road.

VIII Implementation and Recommendations

The following implementation and recommendation strategies to serve as an Executive Summary of the key elements of the Comprehensive Plan.

1. When improvements are made adjacent and along SR 747 or Princeton Road, Liberty Township will require that a landscaped boulevard be constructed within the median, along with left turn storage at key points.
2. The Comprehensive Plan indicates entry nodes and key intersections throughout the Township and a unified landscaping, signage, lighting and design will be required for each of these areas.
3. The Open Space and Recreational Map indicate a linkage between parks and schools in Liberty Township. When a new project is presented to the Township; an area and linkage will be required to be included in the development plan.
4. Recommend appointing a committee that evaluates the funding of preservation for open space, park improvements, and the potential to including funding for preservation of historic sites.
5. The zoning resolution needs to be updated to more clearly define transitional land uses, screening criteria, building coverage ratios, mixed use PUD regulations and dimensional relationships. This resolution may need revisions and updates to the PUD and overlay provisions.
6. Recommend meeting with Ohio State Representatives and Trustees from Lemon Township to develop a unified improvement Strategy.
7. Liberty Township shall actively market property and public relations in order to attract investment into the community. In addition, the Township should provide a variety of public activities that will bring attention to Liberty Township and foster community identity and unification.
8. The Butler County Engineer's Office Thoroughfare Plan needs to be referenced with every new development proposal. Liberty Township should work with the county Engineer to add future improvements that will eliminate offset intersections, improve pedestrian access along county roads and upgrade bridges and culverts for future road widening. Liberty Township should pursue the development of a new interchange with I-75 and Millikin Road. This will link the Cox Road Extension and the development planned east and west of I-75.
9. The Liberty Interchange project should be the highest priority transportation improvement in Liberty Township.
10. The Township should continue to support expanded infrastructure (roads and sewer) to vacant commercial properties.
11. The Township should work with property owners to rezone land planned for commercial use.
12. A Parks Master Plan shall be prepared.
13. Liberty Township shall move forward with preparation of overlay district and development master plan of Cincinnati-Dayton Road corridor in Bethany.

14. Liberty Township shall create an Economic Development Committee to create a Community Improvement Corporation (CIC) in order to foster and market economic development activities.

Appendix 1: Historic Resources

Table of Historic Resources

Map Id #	Description	Address
0	Liberty Elementary	6040 Princeton Road
1	VanGorden Home	5550 Princeton Road
2	Bales Farm	5780 Buckthorn Knoll
3	Lang/Schumacher Home	5699 Princeton Road
4	Baker Cemetery	5536 Beck Court
5	Lopshire Home	5270 Princeton Road
6	Neal Home	5100 Princeton Road
7	District #6 Schoolhouse	5040 Princeton Road
8	Brashear Home	6500 Princeton Road
9	Urmston Home	6481 Princeton Glendale Road
10	Clawson Cemetery	Princeton Glendale Road
11	Terry Barn	6312 Princeton Road
12	Creech Home	4751 Princeton Road
13	Westrick Home	4803 Princeton Road
14	Onufrock Home	4811 Princeton Road
15	Thomin Log Cabin	4231 Princeton Road
16	Wagner Home	4800 Millikin Road
17	Kadle Home	4812 Millikin Road
18	Caudill Home	4820 Millikin Road
19	Gibson Home	4842 Millikin Road
20	HTTG Dev Co LTD	5475 Millikin Road
21	Keeton Home	5850 Millikin Road
22	Riggenberg Farm	6050 Millikin Road
23	Shackelford Home	6111 Kyles Station Road
24	Allie Home	6237 Kyles Station Road
25	Chalk Home	5853 Kyles Station Road
26	Shannon Home	5600 Kyles Station Road
27	Woodmansee Cemetery	Falling Water Subdivision
28	Dudley Memorial Woods	Hankins Road
29	Platt Home	5701 Hankins Road
30	Niederman Home/ Farm	5110 Lesourdesville West Chester Road
31	Gaker Home/ Farm	4951 Lesourdesville West Chester Road
32	Kestermann Home	6955 Hankins Road
33	Hughes School	5994 Princeton Road
34	DHJ Keehner	5980 Kyles Station Road
35	Oak Hill School	7361 Kyles Station Road
36	Providence Ridge Inc.	5771 Hankins Road

Map ID#	Description	Address
37	Gilchrist Home	5721 Princeton Glendale Road
38	Mehl Home	5343 Princeton Glendale Road
39	Rufener Home/ Farm	4651 Kyles Station Road
40	Fiscal Office	6361 Princeton Road
41	Irvan Home	6990 Princeton Road
42	Wesley Home	7083 Princeton Road
43	Cradler Home	7485 Princeton Road
44	Gaylord Home	7503 Princeton Road
45	Bethany United Methodist Church	6388 Cincinnati Dayton Road
46	Ross Home	6410 Cincinnati Dayton Road
47	Anderson Home	6440 Cincinnati Dayton Road
48	Keever Home	6464 Cincinnati Dayton Road
49	Moore Home	6483 Cincinnati Dayton Road
50	Bolin Home	6491 Cincinnati Dayton Road
51	Kristof Home	6494 Cincinnati Dayton Road
52	Fugate Home	6501 Cincinnati Dayton Road
53	Klein Home	6503 Cincinnati Dayton Road
54	Leist Home	6520 Cincinnati Dayton Road
55	Scheidler Home	6533 Cincinnati Dayton Road
56	Prather Home	6551 Cincinnati Dayton Road
57	Hilton Home	6580 Cincinnati Dayton Road
58	R. Alsdorf Home	7564 Bethany Road
59	Alsdorf/ Burnette Home	7611 Bethany Road
60	Tunney Home	8001 Bethany Road
61	Hen-Jur LLC	8000 Hamilton Mason Road
62	Beatty Home	7876 Hamilton Mason Road
63	Cedarbrook Cemetery	Cedarcrest Drive
64	Koehler Studio	5457 Cincinnati Dayton Road
65	Wills Home	7956 Kyles Station Road
66	Grooms Home/ Farm	5019 Yankee Road
67	Koch Farm	4900 Yankee Road
68	JKW	5830 Cincinnati Dayton Road
69	Henry Home	5323 Cincinnati Dayton Road
70	Marquerat Home	5612 Cincinnati Dayton Road
71	Meyers Home	5517 Yankee Road
72	Clark Home	5912 Yankee Road
73	Tunney Home	7655 Princeton Road
74	Schipper Home	8175 Princeton Road
75	Cornett Home	8142 Princeton Road

Map ID#	Description	Address
76	Beckwith Home	7416 Millikin Road
77	Smith Home	5200 Millikin Road
78	Grevey Home	5215 Millikin Road
79	Campbell Home	5911 Princeton Glendale Road
80	Hoffman Home	6135 Lesourdesville West Chester Road
81	Curtsinger Home	6161 Lesourdesville West Chester Road
82	Potts Home	6951 Lesourdesville West Chester Road
83	Powell Johnson Barn	4585 Princeton Road
84	Colonial Crossing LLC	6548 Princeton Glendale Road
85	Princeton Pike Parsonage	6201 Princeton Glendale Road
86	Princeton Pike	6195 Princeton Glendale Road
87	Hernandez Home	5730 Liberty Fairfield Road
88	Anthony Home	4340 Hamilton Middletown Road
89	Elk Run Cemetery	Hamilton Middletown Road
90	Hardy Home	4776 Hamilton Middletown Road
91	Ensor Home	4909 Rockdale Road
92	Curry Home	4700 Hale Lane
93	Griffith Home	4837 Rockdale Road
94	Seven Mile House	5070 Rockdale Road
95	Muncy Home	5695 Princeton Glendale Road
96	Zimmerman Home	6401 Princeton Road
97	Reese Home	6341 Princeton Road
98	Schaefer Home	6350 Princeton Road
99	DeBord Home	4420 Princeton Road
100	Ogelsby Home	4946 Princeton Road
101	Elliot Home	5601 Butler Warren Road
102	Wesseler Home	7098 Princeton Road
103	Nuss Farm	6316 Kyles Station Road
104	Wuennemann Home	4848 Rockdale Road
105	Patrick Home	5110 Hamilton Middletown Road
106	Beatty Carriage House	6091 Cincinnati Dayton Road

LIBERTY TOWNSHIP Comprehensive Plan

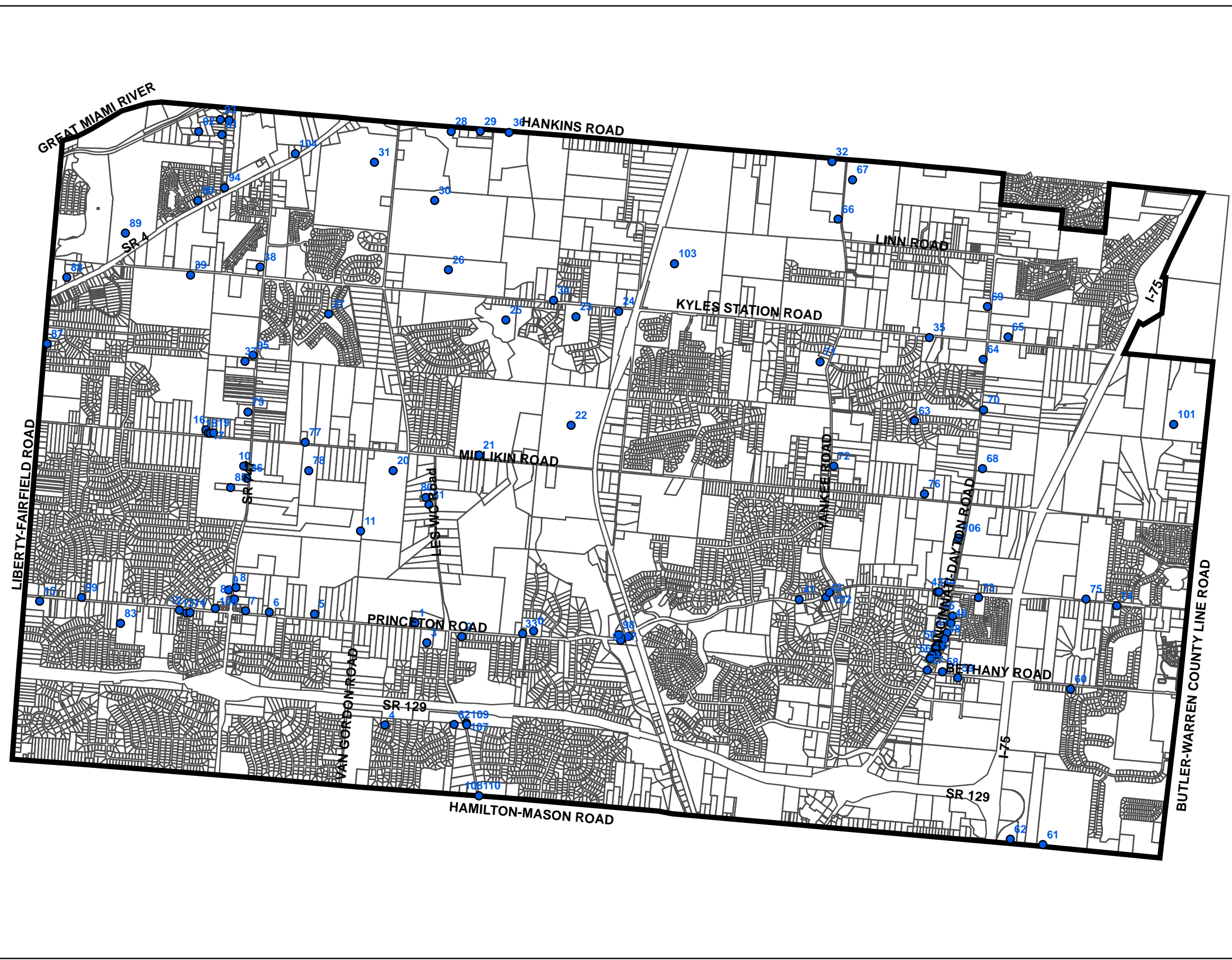


Appendix 1

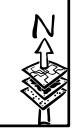
HISTORIC RESOURCES

Legend

- Historic Resources
- ▭ Liberty Twp Boundary
- Parcels 5/16/06



1 inch equals 3,100 feet



Liberty Elementary



0. 6040 Princeton Road, parcel D2010-022.000-012
Liberty Elementary School- Built C. 1928

Map	Property Owner
1836 Map	Nicholas Curtis Sect 26
1868 Map	C Hughes
1875 Map	Mrs C Hughes
1914 Map	James F Clawson
1875 Atlas	N/A

VanGorden Home



1. 5550 Princeton Road, D2010-026.000-010
Constructed in 1807, addition in 1823

Map	Property Owner
1836 Map	Daniel Woodruff Sect 32
1868 Map	S Vangorden
1875 Map	S Vangorden
1914 Map	Squire Vangorden
1875 Atlas	Not shown

Woodruff line married into the VanGorden family. Woodruff's were originally buried on their land and moved to Springhill Cemetery in 1930's with the VanGorden family.

Bales Farm



2. 5780 Buckthorn Knoll, parcel D2020-291.000-032
Built between 1853 and 1859? Slade/Elliott/Corwin/Bales Farm, in 2005 became part of Knolls
of Liberty subdivision.

Map	Property Owner
1836 Map	William Kirk Sect 2
1868 Map	JC Elliott
1875 Map	JC Elliott
1914 Map	J Corwin Elliott
1875 Atlas	N/A

Lang/Schumacher Home



3. 5699 Princeton Road, D2010-025.000-003
Constructed in 1900, Slade/Elliott/Corwin Farm, Carol Lang and Loren Schumacher Home

Map	Property Owner
1836 Map	Wiilliam Gary? Sect 31
1868 Map	A Elliot
1875 Map	Arthur Elliott
1914 Map	J Corwin Elliott
1875 Atlas	

Baker Cemetery



Map	Property Owner
1836 Map	Ephraim Baker Sect 2
1868 Map	C Baker
1875 Map	C Baker
1914 Map	Squire Vangorden
1875 Atlas	Not shown
1882 Cyclopedia	Yes

House built on the property by Ephraim Baker is now torn down.



Ephraim BAKER was born in NJ, in Essex County, on the 4th of March, 1779, and died Sep 9, 1845. He married, in 1801, Nancy EASTON, born in NJ, Feb 28, 1786, who died

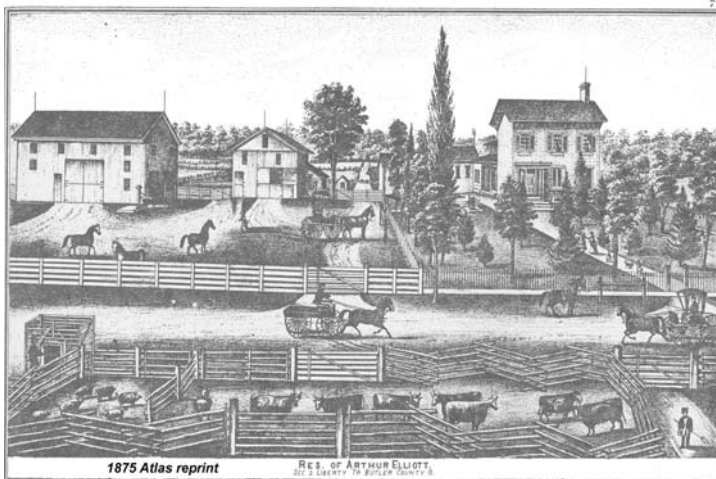
May 21, 1831. They had nine children, of whom one is living, Clark BAKER. Ephraim BAKER came to Butler County in 1802, and settled in Liberty Twp. His father had purchased 270 acres off John Cleves SYMMES, and gave 90 acres of it to him, and 90 acres each to Matthias BRANT and John C. LONG, his sons-in-law. He was drafted for the War of 1812, but sent a substitute. His father was a soldier of the Revolution, and his brother David was pressed with his team. He was only 14 years of age, and was taken to drive the horses. His son, Clark BAKER, was born in Liberty Twp, Aug 8, 1807, and married in Shelby County, OH, to Sarah LAWRENCE, a native of Liberty Twp, where she was born, Mar 12, 1812. He had 7 children, of whom four are living. Ephraim V., Clark L., and Moses E. are married and live in Liberty Twp. Margaret is the wife of Clark A. BAKER. He received a little property from his father, but he has since acquired 228 acres in Butler County. He now resides on the farm his father settled

<http://www.rootsweb.com/~ohbutler/cyc/491.htm>



4. 5536 Beck Court, D2020-204.000-022
Baker Cemetery, lot 60 in the Welbourne Farms subdivision

Davidson Home



5. 5270 Princeton Road, D2010-002.000-008
Davidson House/Koch Farm

Map	Property Owner
1836 Map	Benjamin Fulkensen- Sect 2
1868 Map	Residence shown- lost name
1875 Map	Arthur Elliott
1914 Map	EJ Elliott
1875 Atlas	Picture of house in the Atlas

Neal Home



6. 5100 Princeton Road, D2010-002.000-007
Constructed in 1916, Davidson Residence/Rosencrans/Brophy Farm, Gary and Valerie Neal
Home

Map	Property Owner
1836 Map	Sect 2
1868 Map	
1875 Map	Arthur Elliott
1914 Map	EJ Elliott
1875 Atlas	N/A

District #6 Schoolhouse



7. 5040 Princeton Road, parcel D2050-029.000-005
Constructed in 1849, Price Residence/District #6 Schoolhouse

Map	Property Owner
1836 Map	Sect 2
1868 Map	School shown on map
1875 Map	Arthur Elliott surrounds
1914 Map	EJ Elliott Surrounds
1875 Atlas	NA

Brashear Home



8. 6500 Princeton Road, parcel D2010-002.000-018

Jennifer's Gallery

This home is unique within Township- "tin" pre-ARMCO sheet roof. Home has a summer kitchen in the back. Former owners, Clawson's, are tied to now called "Clawson cemetery" once possibly an Old Order Baptist Church cemetery (i.e. use of two doors, one for women one for men). Two door entrance may be implemented in this house design. The home was built between 1875 and 1880 for Stephen Clawson.

Map	Property Owner
1836 Map	James Clawson? Sect 2
1868 Map	Joseph Clawson or JH Clawson
1875 Map	James Clawson or JR Clawson
1914 Map	Moore or Luella Clawson?
1875 Atlas	

Urmston Home



9. 6481 Princeton-Glendale Road, parcel D2010-002.000-013
 Constructed in 1805, addition in 1846, was a stage stop called 20 Mile House.
 Consider house in Darrtown and off 73 out toward Oxford- similar construction style.

1836 Map	Lewis Miller or Cornelius Murphey Sect 2
1868 Map	S Clawson
1875 Map	S Clawson
1914 Map	BE Urmston (1906)
1875 Atlas	no

Clawson Cemetery



10. Clawson cemetery, D2010-002.000-056

1836 Map	Jonathan Smalley Sect 2
1868 Map	JR Clawson-church shown
1875 Map	JR Clawson- church and burial ground shown
1914 Map	Laura R Moore Burial ground shown
1875 Atlas	No

Terry Barn



11. 6312 Princeton Road, restored historical barn owned by Marc T. and Nancy Terry,
D2010-002.000-036

Creech Home



12. 4751 Princeton Road, parcel D2010-005.000-023
Current Creech home, past Rodefeld home, existing log cabin-one room down and one room up;
two rooms added prior to 1875 with other piecemeal additions

Map	Property Owner
1836 Map	Daniel Miller Sect 7 W of 747 (2 sect 7 in twp)
1868 Map	J Harper
1875 Map	J Harper
1914 Map	EA Clawson
1875 Atlas	

Westrick Home



13. 4803 Princeton Road, D2010-005.000-024
Constructed in 1900, Smith/Jestic Residence, Thomas L. Westrick Home

Onufrock Home



14. 4811 Princeton Road, parcel D2010-001.000-095
Constructed in 1900, Onufrock home

Thomin Log Cabin



15. 4231 Princeton Road, parcel D2010-005.000-053

Constructed around 1803-1810. The log cabin is on its original foundation. When the current property owner, Robert Thomin, purchased the ten acres with a two-story home from David Proeschel in 1980, he was not aware of the existence of the log cabin. David Proeschel purchased the home from Maratha Rahfuse. Maratha was shocked when she heard what Mr. Thomin paid for the property, as it was 1/3 of what Mr. Proeschel paid her for the entire farm. Mr. Thomin rented the two-story home and the tenant asked permission to cut a window in the structure, which Mr. Thomin agreed to allow. When the tenant told him it would be a difficult job because there was a log house underneath all the asphalt shingles that were covering both the home and log house, Mr. Thomin told him he would give him six months rent free to allow him time to find another place to live. After Mr. Thomin's daughter told him she didn't think her father should make the tenant move because he had been there a long time, he told him he could remain at the property, but do no work. A year later the tenant asked permission to re-wire the home and install a furnace in the part of the home that was the basement. Mr. Thomin again gave six month free rent so that he could find another place to live because he became worried that something may happen to the log home. Once the tenant moved, Robert began removing the shingles. The two story home, constructed in 1843 was in too poor condition to save. Robert went to the Butler County Courthouse to find more information on the home. He contacted Maratha Rahfuse, but she had a limited amount of information about the structure. Her maiden name was Seward and the home had been in her family a long time. She referred to the house as the weaning house, for all new brides to start their families there. The property was part of the land grant to John Cleves Symmes who was in the Revolutionary War. The first deed was to Frederic Blue and then to the Seward family. The barn was constructed in 1843. The property has tow hand dug wells, ten to twelve feet and that have in them at all times. Since Mr. Thomin has owned the property he has had a windmill and a silo installed. The windmill was built by the Amish people from the eastern part of Ohio with a telescope at the top. Many people use the property to take photographs and mistakenly think that the Township owns the property.

1836 Map	Frederick Blue Sect 7
1868 Map	Ayers Seward
1875 Map	Ayees Seward
1914 Map	Albert Seward
1875 Atlas	No

Wagner Home



16. 4800 Millikin Road, parcel D2020-031.000-001
Constructed in 1926, Shawn D. and Tamara L. Wagner home

Kadle Home



17. 4812 Millikin Road, parcel D2020-031.000-002
Constructed in 1926, Rueben E. and Geneva A. Kadle home

Caudill Home



18. 4820 Millikin, D2020-031.000-003
Constructed in 1926, Ronald Caudill home

Gibson Home



19. 4842 Millikin Road, D2020-031.000-004
Constructed in 1926, Penny D. and Robert J. Gibson Residence

HTTG DEV CO LTD



20. 5475 Millikin, parcel D2010-026.000-002
Constructed c. 1846 - 1853, Wilder Residence/Aaron Simpson Farm, owned by HTHG
Development Company LTD

1836 Map	Area owned by Aaron Simpson Sect 32
1868 Map	Residence shown on map A Simpson Shown
1875 Map	Residence shown on map A Simpson
1914 Map	L Rothlingshafor
1875 Atlas	1882 Cyclopedia

Keeton Home



21. 5850 Millikin Road, D2010-027.000-015

An example of Italianate design, outbuildings consist of a brick smokehouse, brick privy with pointed arch windows, and a gable roof barn with pointed arch windows and board and batten siding.

This substantial residence features an Eastlake porch on the southwest corner and a turn-of-the century one with Corinthian columns on the rear of the east side. A stone stoop is found at the front entrance. 1/1 windows have segmental arched stone lintels with keystones. Wood entablature around building is decorated with modillions, brackets and panels with small

segmental arched attic windows. A two-story bay can be found on the east side. Transom and panel doors in front have frosted glass with etched designs. The home has a large board-and-batten addition on the rear with gable roof. According to Howard Elliot, a descendant of the Elliot family that built this house, this residence was constructed in 1875 for Mary Frances Elliot, who was a widow at the time. Prior to the construction of this house, there was another house on the property which was set further back. The 1875 map shows this earlier house, which at this time was in the name of J. Elliot. The 1880 Auditor's record lists a \$3,000 house on the property (outbuildings valued at \$1,500), by far the most expensive house in the township. The property is in the name of Mary Frances Elliot. The 1880 census shows the household to be headed by James Elliot, 35 years old, with Mary Frances Elliot listed as 32 years old (although relationship to the head of households is not listed in this census, it appears that James is Mary Frances' husband). Both were born in Ohio; James' occupation is farming. The house is one of the few late nineteenth century buildings seen in the township; it is one of the most sophisticated buildings seen in the township and one of the few whose architectural integrity and setting have been preserved. Fearing the 137 acre parcel would become yet another sea of homes and asphalt, the property was purchased in 1990 by Gayle and Otto Keeton, who began the arduous process of restoring the home and buildings to their original splendor.

1836 Map	Stephen Scudder Sect 33
1868 Map	S Scudder
1875 Map	J Elliott
1914 Map	J Elliot
1875 Atlas	J Elliot

Riggenberg Farms LLC



22. 6050 Millikin, parcel D2010-023.000-009

Constructed in 1830's, Scudder House, brick section is Flemish bond, owned by Riggenberg Farms LLC

1836 Map	Sect 2
1868 Map	
1875 Map	
1914 Map	
1875 Atlas	

Shackelford Home



23. 6111 Kyles Station Road, parcel D2010-023.000-016
Constructed in 1809 by the Brandt family, addition constructed in 1870, Satterfield home,
Schackelford home, six generations of descendants have lived here.

Allie Home



24. 6237 Kyles Station Road, parcel D2010-023.000-007
Constructed in late 1800, tied to Osman family, owned by Judy M. Allie

Chalk Home



25. 5853 Kyles Station Road, parcel D2010-027.000-020
Constructed in 1802 by the Brandt family, home of Dale and Alfa Satterfield Chalk, seven generations of descendants have lived here

Shannon Home



26. 5600 Kyles Station Road, parcel D2010-028.000-012
Constructed in 1840, Shannon residence/Joseph Shepard farm

Woodmansee Cemetery



Farm cemetery is final resting place for Griffis and Woodmansee families and other early Liberty Township settlers. James Woodmansee, 1732-1818, was a Revolutionary War Veteran from Pennsylvania. James and Hannah Worden Woodmansee with grown children came to Liberty Township in the early 1800's. The 1882 Cyclopedia describes their trip to Liberty Township. Daniel Woodmansee, one of James & Hannah's sons, became an Ohio Senator. Daniel and Rachel Cushman Woodmansee's son, James,

became known as a poet. All are buried in the Woodmansee Cemetery. Sugar Valley is where the cemetery is located. Once covered with sugar maple trees, the area is soon to be surrounded with large homes as part of the Falling Water subdivision.



David Griffis, a Revolutionary War Veteran, settled in Liberty Township when the wheel on his cart broke stranding his wife and new son in Liberty Township. The 1882 Cyclopedia describes David Griffis' trip to Liberty Township. David Griffis, at least one of his wives, 2 children and 4 grandchildren are buried in the Woodmansee Cemetery. Other Griffis' family members left Liberty Township and founded towns in Kansas. Look at <http://www.rootsweb.com/~ohbutler/> to see the cyclopedia or search for this family online.



The mausoleum of James Woodmansee “the Poet” can be found here. James died in 1887, and was the son of Daniel and Rachel Cushman Woodmansee and grandson of James Woodmansee, the Revolutionary War Veteran. Known as a poet who wrote in the style of Milton. 1870 Census showed his profession as “poet”.



27. Woodmansee cemetery, parcel D2020-255.000-065

Located in the Falling Water subdivision, the cemetery is burial place to three Revolutionary War soldiers.

Above ground burial vault has been disrupted by tree growth and is seen in shambles.

Reconstruction efforts began in 2005 by the Liberty Township Historical Society

Dudley Memorial Woods



28. Dudley Memorial Woods, parcel D2010-028.000-024

Gregory log cabin was taken from Long/Neiderman farm.

This original log house used by the Gregory family. The house was expanded over the years. The log house was revealed when the large house was being torn down. To learn about the Gregory family and early Gregory Station, see website <http://www.rootsweb.com/~ohbutcem/> Liberty Township then Gregory burials (listed as Lemon and Liberty Township).

Platt Home



29. 5701 Hankins Road, parcel D2010-028.000-002
Constructed in 1929, Blankenship/Dudley residence, home of Stephen C. and Edith Janette Platt
This home is a nice example of a Sears & Roebuck catalog house. Internet sources show this plan from the original catalog descriptions.

Niederman Home



30. 5110 Lesourdesville West Chester Road, parcel D2010-028.000-013
Constructed in 1900, Niederman residence and farm/Shepard/Kohler farm

Gaker Home



31. 4951 Lesourdesville West Chester Road, D2010-004.000-005

Iutzi/Gaker Farm

There are two burials on this farm property. Michael (1777 - 1840) & Marie Holly Iutzi came to the United States in 1832 with Michael's half brother, Christian Iutzi. The home and farm was owned later by grandson, Ben (1885 - 1970), then by Helen Schubert (1891-1972). Michael and Marie are buried on this farm. No dates for Marie Holly Iutzi were given. A burial location or if stones are present is not known. If the people were conservative- there may be no marker similar to the cemetery on Chrisholm property in Madison Township (Metro Park)

Once upon a farm- A self guided driving tour of the Historic Amish Mennonite community of butler county, OH, pg 27.

c. Friends of Chrisholm Historic Farmstead, PO Box 234, Trenton, OH 45067

Kestermann Home



32. 6955 Hankins Road, William E. and Doris M. Kestermann home
D2010-020.000-004

Hughes School



33. Hughes School, 5994 Princeton Road, D2010-022.000-011

Originally built in 1887 to replace a previous school building, this was in use until 1922 or 1923. In 1975 the Liberty Township Historical Society was formed to restore this building into a representative one-room schoolhouse. Nicholas Curtis originally deeded land for use as a school in 1832. This is the only remaining “one-room schoolhouse” in Butler County (other buildings exist but serve other functions)

Hughes School, was added to the National Register of Historic Places in 1976. The web site of the Ohio Historic Preservation Office (OHPO) of the Ohio Historical Society says it "represents an exceptionally fine example of 19th century one-room school architecture. For the early construction date, the brick and overall design show an advanced degree of architectural sophistication." An example of 'a little red school house,' Hughes School can be seen as a memento of early education in rural Ohio. Hughes School is also locally significant because it was named for one of the area's earliest settlers, the Hughes family, and is therefore, associated with some of the area's earliest history. In 1832, Nicholas Curtis gave the Hughes School to School District No. 4. Elijah Hughes was a school director of the district at that time and is mentioned in the original deed. Elijah Hughes was born in Maryland in 1777. He married Sarah Muchner in 1800 and they came to Butler County in the 1820's with five children. A neighbor of the Hughes family in Maryland had come to Butler County some time previously and had purchased 160 acres of land on which he had started to make improvements. However, the Indians were numerous in this locality and the owner was continuously menaced by them. Deciding to return to the more civilized east, he sold his property to Elijah Hughes. It was upon this land that Elijah set up his trade as blacksmith, of him it has been recorded that “so skilled and industrious was he that he was soon controlling the business of the entire countryside. It was rule of his never to charge for any work that he

did for the early preachers, and these traveling divines would come from 100 miles around to get their horses shoed at the shop of this sturdy pioneer's smith". OHPO says "Hughes Station located on the Cleveland, Columbus, Cincinnati & Indianapolis Railroad was named for the Joshua Hughes, son of Elijah, who owned the land the town was built on and was the town's first postmaster.

<http://www.lanepl.org/blount/jbplaces/>

DHJ Keehner Inc.



34. 5980 Kyles Station Road, DHJ Keehner Inc, D2010-028.000-007

Oak Hill School



35. 7361 Kyles Station Road, parcel D2010-015.000-021
Remodeled Oak Hill School, home of Douglas R. McGowan
The Paul's sisters living in the "Webster House" built 1823/1828, walked to this school.

Providence Ridge Inc.



36. 5771 Hankins Road, parcel D2010-028.000-027
Owned by Providence Ridge Inc.

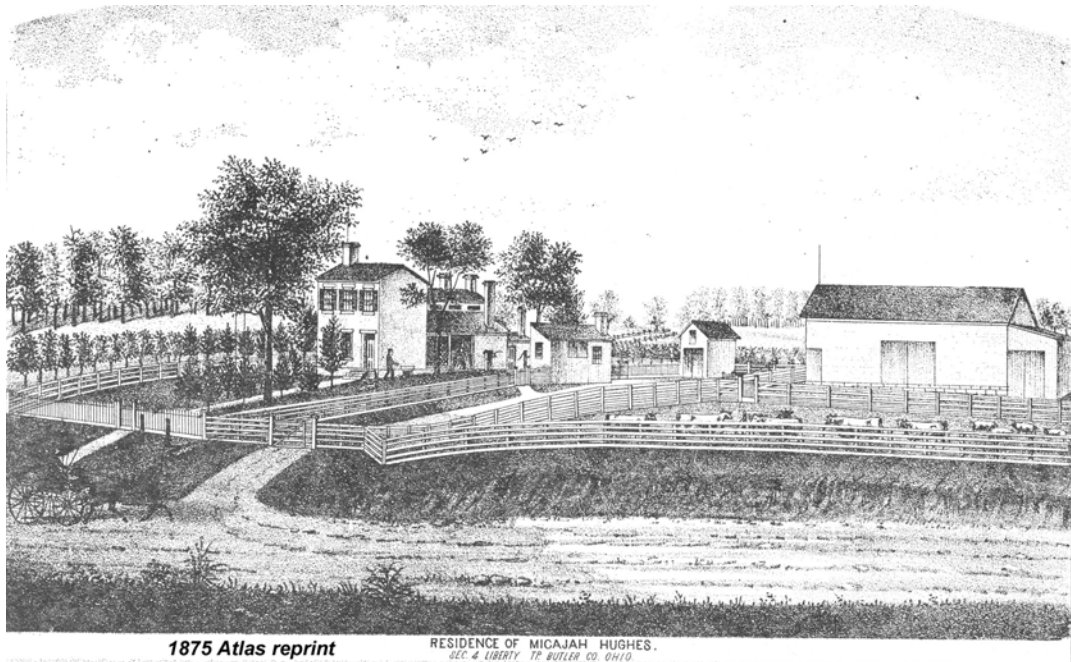
Gilchrist Home



37. 5721 Princeton Glendale Road, parcel D2020-030.000-020
Gilchrist residence/Herman summer residence

Emma Mehl's



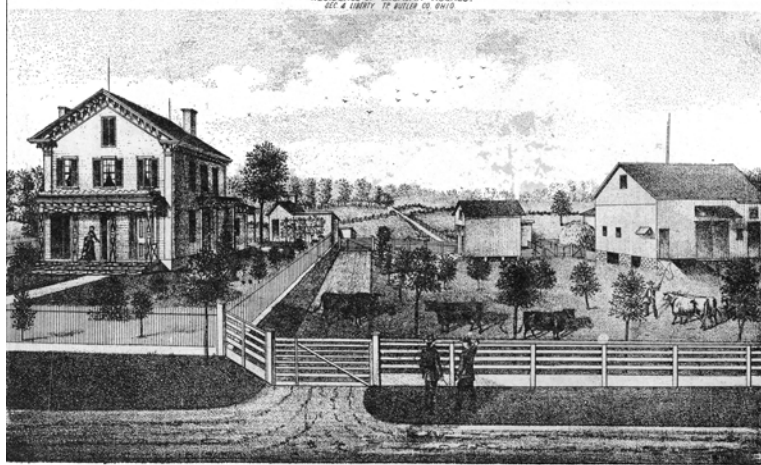


38. 5343 Princeton Glendale Road, parcel D2010-004.000-073
Emma Mehl's house

Originally built for Micajah Hughes and added onto by the same family. Same house is built off Hankins Road in Lemon Township for the brother, Daniel Hughes. Load bearing brick construction from bricks "burned on the land." Property has been in the Mehl family for nearly 100 years. Home is shown in the 1875 Atlas.

Rufener Home





1875 Atlas reprint RESIDENCE OF PETER SHAFOR, LIBERTY TOWNSHIP, BUTLER COUNTY, OHIO.

These breed of cattle, according to the best information that we can obtain, originated in the lowlands of Scotland, in the northwestern part of what was known as the ancient province or kingdom of Gallaway. They are hardier and more healthy, tough and hardy, and well adapted to the soil than any other breeds of cattle would be. It is said that by crossing them with short-horn or other animals may be produced which unite with great rapidity, and with little loss, giving animals of the age of two or three years. The Gallaway cow won the first prize for all breeds at the Southfield Christmas Show last year, beating short-horn, Hereford, and Devon.

39. 4651 Kyles Station Road, parcel D2010-007.000-001
 Constructed in 1860, F.R. Rufener residence/Sheper/Shafor farm. Shown in the 1875 Atlas.
 Farm to become Harbourtowne Village subdivision, approved in 2006, home to remain.

Fiscal Office



40. 6361 Princeton Road, parcel D2010-022.000-004
Township Meeting Hall until Firehouse No. 2 was built on Yankee Road c. 1978. Now used as the Clerk's Office, built 1890 – 1895 with renovation in 1988, identical front and rear facades feature clipped gable ends with shingles in the upper half of the façade. Stone foundation with shiplap siding.

Irvan Home



41. 6990 Princeton Road, parcel D2010-018.000-040
Constructed in 1945, Holloway residence/Anderson/Lesourd/Rose/Brandt farm, Bunny Irvan home

Wesley Home



42. 7083 Princeton Road, parcel D2040-061.000-013
Wesley residence/Bowman/Schenck house

Cradler Home



43. 7485 Princeton Road, parcel D2030-049.000-033
Constructed in 1869, Anderson/Chance/David H. Cradler home

Gaylord Home



44. 7503 Princeton Road, parcel D2030-049.000-007
Constructed in 1920, Eads residence/Fatute/Valerie L. Gaylord house

Bethany United Methodist Church



45. 6388 Cincinnati Dayton Road, parcel D2030-049.000-023, 026
1875 housed Grace Bethany Church. Was the original congregation from the Spring meeting house of ME- Methodist Episcopal church, the first ME church in Butler County. See Cyclopedia for more. Becomes Bethany United Methodist Church. There is a rumor that the Brethren Church and the Methodist church combined to become United Methodist.

Ross Home



46. 6410 Cincinnati Dayton Road, parcel D2030-049.000-022
Constructed in 1940, Ross residence/Russell Abrams residence. World fair had an exhibit
of an ARMCO steel house in 1935.

Anderson Home



47. 6440 Cincinnati Dayton Road, parcel D2030-050.000-002
Constructed in 1849, Anderson residence/James Kain residence

Keever Home



48. Keever Home, 6464 Cincinnati Dayton Road, parcel D2030-050.000-005
Constructed in 1859, Tucker /Lowe/Stabler/Keever Home. Home has a standing seam steel roof.
Stabler is buried in Springhill cemetery.

Moore House



49. 6483 Cincinnati Dayton Road, parcel D2030-050.000-041
Brockman house/Lewis/Davis/Billingslea/Rocky A. Moore house (built c.1846- 1853)
1810 census showed the house being used as the telephone exchange, first in the county.
This house looks similar to gray house up the street on the east side in Jericho. Miss Ada
Billingslea ran the post office out of this house.

Bolin House



50. 6491 Cincinnati Dayton Road, parcel D2030-050.000-039
McClung/Allen/James Ray and Dessie M. Bolin house (built c. 1846 – 1853) interesting
story about the WPA concrete out house.

Kristof Home



51. 6494 Cincinnati Dayton Road, parcel D2030-050.000-008
Constructed in 1879, Stauton residence/Dilley/Kimberley A. Kristof house/Methodist Parsonage

Fugate Home



52. 6501 Cincinnati Dayton Road, D2030-050.000-038
Arvel Fugate house, deceased 2006

Klein Home



53. 6503 Cincinnati Dayton Road, parcel D2030-050.000-037
Constructed in 1869, Karl Ernest and Janet Lee Klein
house/Radifer/Pocock/Binkley/Berger building (built c. 1870 – 1875 store front was
possibly used as a barber shop). There was an implement building next to the grocery
which was part of J.O. Wiley Store and the implement building was owned by the
Knights of Pythius.

Leist Home



54. 6520 Cincinnati Dayton Road, parcel D2030-050.000-012
Constructed in 1915, Lowe/Theodore H. and Donna K. Leist residence. Lowe family is buried in Springhill.

Scheidler Home



55. 6533 Cincinnati Dayton Road, parcel D2030-050.000-032
Constructed in 1879, Hamilton/LeSourd/Stanley E. and Marla A. Scheidler house
Built c. 1868- 1870 according to man in the Cleveland area I spoke with who summered at his uncle JO Wyle's in early 1900's to 1930's, this house was the same as the one to the right. The one to the right sounds like where JO Wyle lived. The gentleman spoke

about building a cinder brick garage where a Prince Albert can (tobacco) was used as a time capsule. The “locals” put stuff in the can and sealed it into one of the bricks of the garage. The house to the right of this one has the garage. He also said that this house was just like the one above until JO Wyle added a 2nd floor. Apparently JO WYLE would take the bus to Cincinnati and make deals. He also drove a car to pick up his deals. Large write up on JO WYLE in Marnie’s original quilt write up. JO was quite the entrepreneur. Vincent Wyle’s name is on stained glass window of Methodist Church. JO WYLE began his general store before 1900 until the 1970’s. The building is gone but upstairs the Knights of Pythias had a meeting hall. By 1910, JO Wyle sold John Deere equipment. Very like the house on Cincinnati-Dayton/ Bethany Roads that was torn down in 2005. J.O. Wyle owned a large barn in back of the home.

Prather House



56. 6551 Cincinnati Dayton Road, parcel D2030-050.000-029
Constructed in 1905, Reis residence/Bertal/Crane/Hair/Rush/John Prather house

Hilton Home



57. 6580 Cincinnati Dayton Road, parcel D2030-050.000-026
Constructed in 1853, Rhein/Anderson/Hershner/Crane/Mike Hilton house

Alsdorf Home



58. 7564 Bethany Road, parcel D2030-050.000-021
Constructed in 1876, Ralph Alsdorf /LeSourd/Mitzel/Wyle house
Lesourd, Mitzel and Wyle are buried in Springhill Cemetery.

Alsdorf/Burnette Home



59. 7611 Bethany Road, parcel D2010-013.000-014

Constructed in 1871, Liberty Township School District 8 Building/Earl Alsdorf and Tascha Burnette home 2 room schoolhouse used in transition with school consolidation-Emma Mehl said that classes were held in the Methodist Church then or in parallel with Bethany school prior to the opening of Liberty Elementary in 1828/1829.

Tunney Home



60. 8001 Bethany Road, D2010-009.000-013
George William and Joanne L. Tunney home

Hen-Jur LLC



61. 8000 Hamilton Mason Road, parcel D2010-009.000-007
Constructed in 1900, Ross residence/Gorsuch farm/owner by Hen-Jur LLC

Elizabeth Beatty Home



62. 7876 Hamilton Mason Road, parcel D2010-009.000-009
Constructed in 1870, Elizabeth Beatty TR residence/Thomas Johnston farm

Cedarbrook Cemetery



63. Cedarbrook Cemetery, parcel D2020-244.000-016
Two burial sites not found/Cedarbrook HOA
Said to be the burial place of a young woman killed by Indians. She is said to be buried
at the place of the killing.

Koehler Studio



64. 5457 Cincinnati Dayton Road, parcel D2010-015.000-099
Arthur J. and Deborah A. Koehler studio, possible tavern along Cincinnati Dayton
Stagecoach route

Wills Home



65. 7956 Kyles Station Road, parcel D2010-012.000-008
Constructed in 1900, Orville and Gelatta Wills residence/Collett/Melampy farm

Grooms Home



66. 5019 Yankee Road, parcel D2010-020.000-018
Constructed in 1900, Murphy residence/Connie F. Grooms TR home and farm

Koch's Farm



67. 4900 Yankee Road, parcel D2010-020.000-005
Constructed in 1900, Bernice Koch's Valley View Turkey Farm/VanScoyk farm

JKW



68. 5830 Cincinnati Dayton Road, parcel D2010-015.000-057
Currently owned by JKW Development LLC

Roger Henry



69. 5323 Cincinnati Dayton Road, parcel D2010-016.000-018
Currently owned by Roger Henry

Marquerat Home



70. 5612 Cincinnati Dayton Road, parcels D2010-015.000-036 & 102
Currently owned by the William R. and Kimberley R. Marquerat family, constructed in
1845

Meyers Home



71. 5517 Yankee Road, D2010-019.000-029, owned by R.T. Meyers and Rosalie Blake Meyers

The property is part of John Cleves Symmes purchase of 248,540 acres for \$165,693.42 from the United States of America. Property transferred to Jonathan Dayton in 1794 for \$45,897, no acreage amount was available. 640 acres were transferred to Dr. John Ross from Jonathan Dayton and Daniel Marsh in 1795. The next known ownership is listed in 1832, when 320 acres were transferred from John S. Clark to Arthur W. Elliot for \$4100. The property remained in the Elliot family until 160.23 acres were sold by Silas H. Elliot to James Kyle for \$6880 in 1839. The property was purchased Arthur Elliot in 1888 for \$12,280. It remained with the Elliot family until 1901 when B.F. and Alice T. Elliot sold the 160.23 acres to Wilk and Nora Beatty for \$8000. In 1948 the property transferred from Nora Beatty, deceased, to Blanch Allen. In 1963 the 65.865 acres transferred from Blanche Allen, deceased to Joe P. Dudley for \$35,000. Immediately 15.002 acres was transferred from Joe Dudley to Lena Eiler, his aunt, for \$6000. The current owners, Ralph Todd and Rosalie Blake Meyers purchased the property in 1969 for \$33,000. Here they have lived for thirty-eight years and raised their six children. They have given a home to many people, dogs, cats, horses and cows. Todd is now 77 and in ill health. Rosalie is almost 75. Their garden has been a garden for over 100 years. Rosalie is a charter member of the Liberty Township Historical Society since it began in 1975. They hope to keep their 21 acres for their family members and friends to return to as part of the great goodness of America and Butler County, as a beautiful place of green, gold, and black dirt for a little while yet. Many 4th of July picnics, church groups, and family weddings and dinners have been held here.

-taken from a writing of Rosalie Blake Meyers, April 2006

Clark Home



72. 5912 Yankee Road, parcel D2010-019.000-003
Current home of Karin and Bradley Clark

Tunney Home



73. 7655 Princeton Road, parcel D2010-014.000-032
Current home of Thomas and Janie Tunney, constructed in 1900.

Schipper Home



74. 8175 Princeton Road, parcel D2010-010.000-018
Currently owned by Robert E. Schipper, constructed in 1900

Cornett Home



75. 8142 Princeton Road, parcel D2010-010.000-007
Cornett residence, constructed in 1900

Beckwith Home



76. 7416 Millikin Road, parcel D2010-015.000-039
Current home of David and Beverly Beckwith, constructed in 1940

Smith Home



77. 5200 Millikin Road, parcel D2010-003.000-006
Current home of Mark and Sonya Smith, constructed in 1940, tenant home on Munafó's farm

Grevey Home



78. 5215 Millikin Road, parcel D2010-002.000-026
Current tenant house of Scott Grevey, formerly Wetherington Farms

Campbell Home



79. 5911 Princeton Glendale Road, parcel D2020-031.000-141
Current home of Lois Campbell, constructed in 1920, known as the
“Maustown Mansion”

Hoffman Home



80. 6135 Lesourdesville West Chester Road, parcel D2010-026.000-003
Currently owned by Sandra Hoffman, significant farm

Curtsinger Home



81. 6161 Lesourdesville West Chester Road, parcel D2010-026.000-021
Current home of Robert and Deborah Curtsinger, addition constructed in 1971

Potts Home



82. 6951 Lesourdesville West Chester Road, parcel D2010-025.000-009
Currently owned by Timothy and Gina Potts, constructed in 1909

Powell Johnson Barn



83. 4585 Princeton Road, parcel D2010-005.000-015
Currently owned by Deborah Powell Johnson, barn constructed in 1958

Colonial Crossing LLC



84. 6548 Princeton Glendale Road, parcels D2050-029.000-017-019
Currently owed by 1910 Colonial Crossing LLC

Princeton Pike Parsonage



85. 6201 Princeton Glendale Road, parcel D2010-002.000-056
Princeton Pike Church of God Parsonage, constructed in 1938

Princeton Pike



86. 6195 Princeton Glendale Road, parcel D2010-002.000-057

Hernandez Home



87. 5730 Liberty Fairfield Road, parcel D2020-080.000-036
Constructed in 1900, current home of Edy Hernandez

Anthony Home



88. 4340 Hamilton Middletown Road, parcel D2010-007.000-010
Constructed in 1940, current home of Eugenia Anthony

Elk Run Cemetery



89. Cemetery, parcel D2010-008.000-006
Located on the Elk Run Golf Course, the cemetery is visible from Hamilton Middletown Road

Hardy Home



90. 4776 Hamilton Middletown Road, parcel D2020-043.000-015
Constructed in 1929, current home of Bruce and Tara Hardy

Ensor Home



91. 4909 Rockdale Road, D2020-042.000-001
Constructed in 1920, current home of Henry Ensor

Curry Home



92. 4700 Hale Lane, D2010-008.000-038
Constructed in 1879, current home of Sara L. Curry

Griffith Home



93. 4837 Rockdale Road, parcel D2020-042.000-006
Margaret Griffith home

Seven Mile House



94. 5070 Rockdale Road, parcel D2010-004.000-023
Possibly known as the seven mile house

Muncy Home



95. 5695 Princeton Glendale Road, parcel D2010-003.000-001
Current home of Dorothy Muncy, constructed in 1930

Zimmerman Home



96. 6401 Princeton Road, parcel D2010-022.000-002
Zimmerman home

Reese Home



97. 6341 Princeton Road, parcel D2010-022.000-009
Reese home

Schaefer Home



98. 6350 Princeton Road, parcel D2010-022.000-010

DeBord Home



99. 4420 Princeton Road, parcel D2020-037.000-001
Constructed in 1802, Charles DeBord Residence, Moses Vail Residence

1836 Map	John Hudsen? Sect 8
1868 Map	M Vail residence is shown on map
1875 Map	M Vail
1914 Map	MA Cramer?
1875 Atlas	

Stephen Vail of Middletown, brother to Samuel Vail of Liberty Township, came to the area about the same time. At least initially the family was Quaker. Portions of Samuel and Deziah Jenning Vail's family moved west. to Illinois. Samuel Vail and Deziah are buried in the "Clawson" cemetery. Genealogy inquiries from Texas have been received.

Note that the "Clawson Cemetery" may be "old Order Baptist".

Ogelsby Home



100. 4946 Princeton Road, parcel D2050-029.000-036
Constructed in 1900, Ogelsby Residence/Princeton Methodist-Episcopal Church
The Princeton Methodist Church was built in 1835 with a new brick building built in 1859.

1836 Map	Sect 2
1868 Map	Shown as a church building on this map
1875 Map	Shown as a church building on this map
1914 Map	
1875 Atlas	
1882 Cyclopedia	Y Solomon Flenner pg 491

Elliot Home



101. 5601 Butler Warren Road, parcel D2010-011.000-003
Current home of Jim Elliot

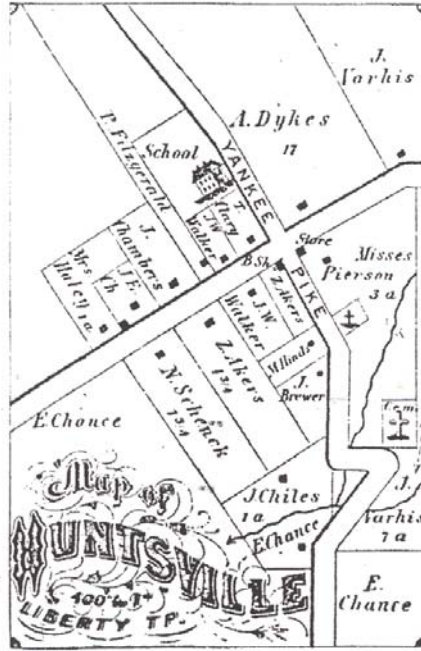
Wessler Home



102. 7098 Princeton Road, parcel D2040-061.000-003
Wessler residence/Whittaker/Garrison/Chambers house
<http://www.lanepl.org/blount/jbplaces/>

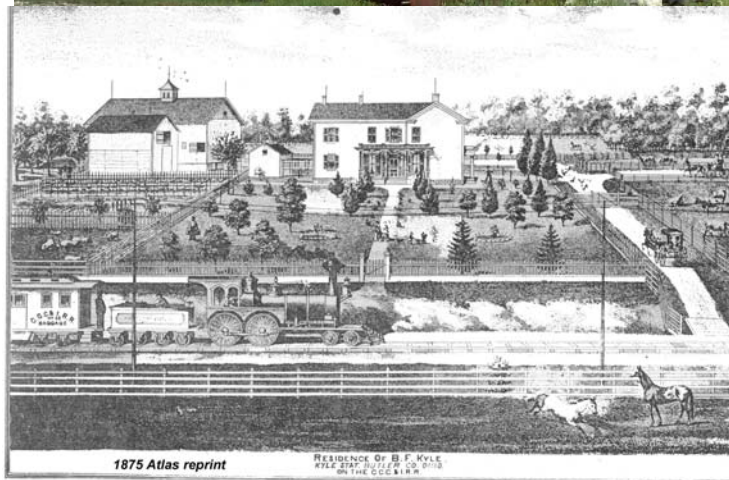
Huntsville is in Section 20 of Liberty Township at the intersection of Princeton Road (the extension of Hamilton's High Street) and Yankee Road. It was founded about 1800 by Thomas Hunt, who died in 1814 at the age of 65.

Note the Cemetery on the Map- Mr. Hunt buried there. See website for known burials.



1875 Liberty Twp, Butler County, OH

Nuss Farm



103. 6316 Kyles Station Road, parcel D2010-024.000-036
Constructed in 1900, Hickory Grove Farm/Benjamin Kyle Farm, owned by Lois Jean Nuss

Wuennemann Home



104. 4848 Rockdale Road, D2010-004.000-016
Constructed in 1930, Kilgore/ Bernard J. Wuennemann residence

Patrick Home



105. 5110 Hamilton Middletown Road, parcel D2010-004.000-013
Vaughn Patrick home

The attached log house is supposed to be a relocated “Toll House.” Early township roads were put in by citizens as toll roads were not funded by local government. The original location of the log toll house is not known.

Beatty Carriage House



106. 6091 Cincinnati Dayton Road, parcel D2010-014.000-006
Beatty Carriage House