

TOWN OF **MONROVIA**

COMPREHENSIVE PLAN 2021



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CHAPTER 1

EXECUTIVE SUMMARY

Monrovia is growing. The town has experienced a nearly sixty percent increase in growth since 2010, adding over 600 residents. Monrovia is not the only community growing either. According to the 2020 census, adjacent Hendricks and Johnson Counties grew at significant rates as well, with Hendricks growing 20.2% since 2010 and Johnson growing 15.8%. Growth is moving down the Interstate 70 corridor out of Indianapolis, and with completion of Interstate 69 through Johnson and Morgan Counties, development pressures will continue to grow for Morgan County and Monrovia.

PURPOSE OF PLAN

The Town of Monrovia realizes it needs a strategy for managing near-term and future development. The town's comprehensive plan was last updated 24 years ago, in 1997. However, Monrovia's neighbors have not been sitting idle. Morgan County and Hendricks County both recently completed updates to their comprehensive and thoroughfare plans, as have Plainfield and Martinsville. These communities have put forth their visions for the area. This plan is Monrovia's opportunity to put forward their vision and have their voice be a part of the conversations for the future of the area.

CHALLENGES FACING MONROVIA

Monrovia is at an inflection point for the community. Approach growth and development deliberately and strategically or take a laissez-faire approach and allow development to occur piecemeal as property is sold.

Growth over the last several years has strained aspects of life in Monrovia. New development and growth have added pressure to local infrastructure, such as roadways and water, and caused concern regarding capacity within the local school system. At the same time, new development in the town has not provided amenities or benefits to the community at large, nor has it brought retail or businesses that would benefit the town's tax base. The capacity of town staff, elected officials, and volunteer boards has also been strained as everyone tries to respond to and get ahead of new and proposed growth in the community.

The perception of uncontrolled development and unrestrained growth has also raised concern over the identity of Monrovia as a small, rural town and has created tension in the community between residents of newer home developments and those who live outside of those developments.

This tension between old and new Monrovia is one of the greatest challenges facing the town, but also, the greatest opportunity for the community to come together in ways it previously has not been able to. If Monrovia can start leveraging new development in ways that benefit and increase quality of life for all residents, the aspirations of Monrovia can be accomplished while keeping true to the small-town spirit and heritage of the community.

Tackling these issues will not be easy, and they will not be without investment, both in human and financial capital. This investment won't occur all at once, and will need to be gradual and within the Town's capacity. However, leaving growth in the town and the buffer zone to chance is not without its own risk and associated costs of unrestrained and piecemeal development.

"If Monrovia can start leveraging new development in ways that benefit and increase quality of life for all residents, the aspirations of Monrovia can be accomplished while keeping true to the small-town spirit and heritage of the community."



VISION STATEMENT AND CHAPTER GOALS

Monrovia will not simply be a bedroom community for Indianapolis, but will be the kind of town where people know their neighbor, are fiercely proud to come from, want to move to, or grow a business in. We will achieve this community pride while balancing steady, strategic, and balanced growth that offers a high quality of life and ensures the long-term vitality of the community.



PLAN THEMES

There were four main themes uncovered during this planning process which have helped inform the plan and support the vision.

COMMUNITY IDENTITY

The Town of Monrovia has a strong identity as a small town with a strong school system and rich agricultural heritage. However, this message is not being clearly communicated to developers, new residents, or new businesses through a branding message or community design standards.

The Town of Monrovia already has a “brand,” as a rural small-town, but it needs to develop the tools to communicate this brand to build off the assets and resources that exist in the community. These tools come in the form of updated development and architectural standards that reflect Monrovia’s culture and vision. This can also come in the form of a unifying community space, which can help bridge the ties between perceptions of ‘old’ and ‘new’ Monrovia.

POPULATION GROWTH

The Town of Monrovia is experiencing growth that is impacting infrastructure and public services.

A review of trends along the Interstate 70 corridor shows that growth from Indianapolis and Plainfield is headed southwest along the corridor towards Monrovia. Residents are already feeling the strain that population and business growth is having on the town, with more congestion along the State Road 39 and State Road 42 corridors.

With the increase in population and businesses, the demand for quality services and adequate infrastructure will continue to increase. The level of service that is being provided today will not be sufficient in the future. Strategies for growing capacity for stormwater, transportation, public safety, municipal staff, and municipal facilities will need to be developed.

TRANSPORTATION

Much of the public feedback has centered on transportation infrastructure issues in town. Monrovia’s transportation network is limited, with over half the road mileage in the town under the Indiana Department of Transportation’s (INDOT) jurisdiction. The main north/south corridor, State Road 39, intersects with the town’s main east/west corridor, State Road 42, at an awkward intersection in the center of town and experiences congestion at peak hours of the day.

As the community grows and evolves, it will be imperative to identify future roadway corridors, roadways to reconstruct, and intersection improvements. These improvements will need to meet the needs of a community in transition, as agricultural-related traffic will continued to be factored into design decisions.

ECONOMIC DEVELOPMENT

Monrovia is experiencing development opportunities and pressures due to the town’s proximity to Interstate 70, the City of Indianapolis, the Indianapolis International Airport, and the Plainfield Commerce Parks.

Monrovia is currently under a moratorium for new commercial development because current ordinances and development standards are not reflective of what the community wants today. Current standards allow pole-barn structures to be constructed for commercial businesses and allow for developments that may not reflect the highest and best use for properties along important commercial corridors.

Many residents are leaving Monrovia for everyday goods and services, which means local dollars are being spent outside the community. The community has shown a strong desire for local ‘mom and pop’ businesses with some chain development. With the moratorium in place, lack of clear standards, and overall vision for commercial corridors, it will be difficult for Monrovia to attract the type of development that is needed to capture ‘leaking’ dollars, expand the overall tax base of the community, and allow for the types of commercial development the community would like to see.



CHAPTER GOALS

The plan themes along with community and steering committee input have informed the goal statements developed for each chapter of this plan. These goals should be used to guide future decision-making in Monrovia and provide a framework through which specific policies and programs should be viewed. These goals are summarized below.

Land Use: Provide for an orderly and efficient transition of land uses by encouraging development and redevelopment in the core and primary transportation corridors of Monrovia and encouraging agricultural and rural uses on the western, eastern, and southern periphery of town.

Government and Fiscal Capacity: Build Monrovia's governmental and fiscal capacity to ensure the needs of residents, businesses, and visitors are being met.

Economic Development: Develop a strong foundation for diverse economic growth in Monrovia that supports a range of businesses from small home-grown businesses, to farming operations, and light industrial ventures.

Housing & Neighborhoods: Encourage the development of well-crafted, desirable neighborhoods that reflect the small-town atmosphere of Monrovia.

Transportation: Support the development of an interconnected seamless transportation network that appropriately meets the needs of current and future land uses and is flexible enough to handle agricultural, vehicular, bicycle, and pedestrian traffic.

Agriculture & Natural Resources: Retain and support agricultural lands and unique natural resource areas that bring value to the Town of Monrovia.

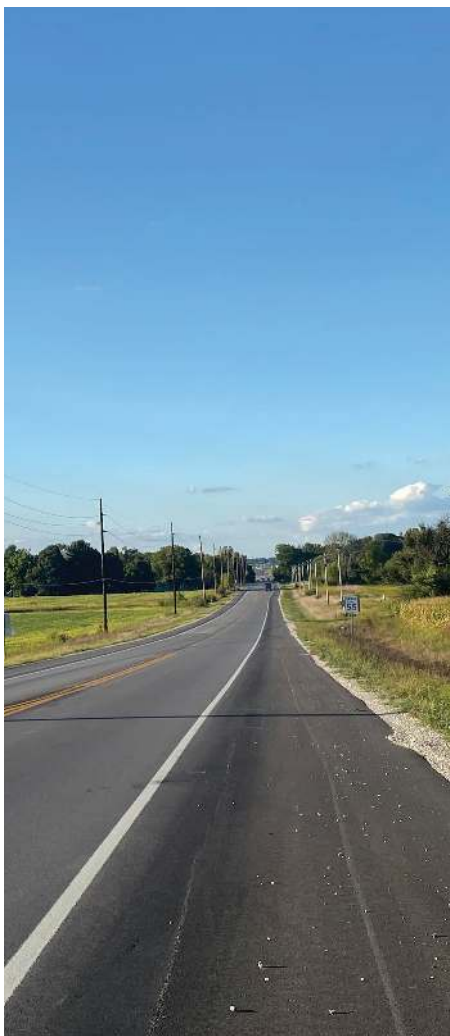
Utilities: Encourage the efficient, effective, and safe delivery of public and private utilities to the greater Monrovia area.

Quality of Life: Continue to cultivate Monrovia's distinct identity in all aspects of community development.



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INTRODUCTION



COMMUNITY CONTEXT

Monrovia is a small but growing community of just over 1,600 people along Interstate 70 in the north central portion of Morgan County, southwest of Indianapolis. Monrovia is the third exit west of Indianapolis and is very close to the Indianapolis International Airport and expanding commerce parks in the City of Plainfield and Hendricks County. This location, in addition to regional growth in Hendricks, Morgan and Johnson Counties, continues to increase growth pressure on Monrovia. The challenge for Monrovia in the next several years is to balance a growing population with its rural and small-town identity.

“Monrovia residents value its rural identity. In survey responses, descriptions such as small-town, small-community, and active residents were some of the top responses when asked what they were most proud of about Monrovia.”

DEMOGRAPHIC SUMMARY

Since 2010, **Monrovia grew by 54.6%**, growing from 1,063 people to 1,643 people in 2020, representing an **annual growth rate of 5.5%**. Monrovia is not alone in this growth. Adjacent Hendricks and Johnson Counties are also some of the fastest growing in the region, with recent growth of 20.2% and 15.8% respectively since 2010.

Morgan County has also grown by around 2.6% in the same period, though with completion of Interstate 69 and growth in Johnson and Hendricks Counties, Morgan County is expected to increase its growth rate as well.

Households have also been growing, with a growth of 44% since 2010 to an estimated 527 households in 2019.

Monrovia values its rural and small-town identity. In survey responses, descriptions such as **small-town, small-community, active residents, and everyone knows everyone** were some of the top responses when asked what respondents were most proud of about Monrovia. When asked how

they hoped to describe Monrovia in 10 years, similar descriptions such as **small-town, friendly people, and safe** were again top responses.

Monrovia is a family-centric community, with **family households representing 88%** of all households, 24% higher than the State of Indiana.

This is also reflected in the community's age distribution, with **a higher percentage of Pre-School Age Children (0-4), College Age (18 to 24) and Young Adult (25 to 44)** than the State of Indiana. Monrovia has a much **lower percentage of Older Adults (65+)** than the state. The median age in Monrovia is 29.5, 8.5 years younger than the state's median age.

90% of housing units in Monrovia are owner-occupied, with only 7% being renter-occupied. The **average age of homes built in Monrovia is 2003**, nearly 29 years newer than the state average of 1974.

Median household income is \$77,096, which is higher than the State of Indiana by nearly \$21,000.

The percentage of population who have an associates degree is 16% - 7% higher than the state. However, Monrovia lags the state by 5% when it comes to percent of the population with bachelor degrees, with 12% of the population.

The mean **travel time to work for commuters in Monrovia is 26 minutes**. Including the buffer zone area, nearly 1,570 residents commute out of the area, with the vast majority heading northeast towards Plainfield and Indianapolis. **Indianapolis is by far the most prevalent commuting destination**, accounting for around 40% of commuter destinations. Around 700 workers commute into Monrovia and the buffer zone area, while around 100 workers live and work within the town boundaries and buffer zone area. **Indianapolis is also the most prevalent home location of commuters coming into Monrovia** and the buffer zone, representing around 12% of commuters, while Plainfield represents around 6% of commuters coming into Monrovia and the buffer zone.

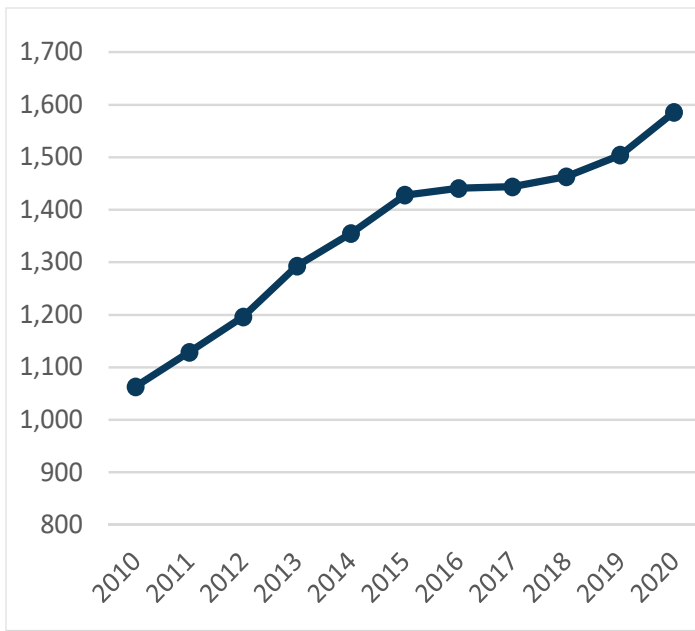


Figure 2.1 Population Chart
Source: US Census and 2019 American Community Survey

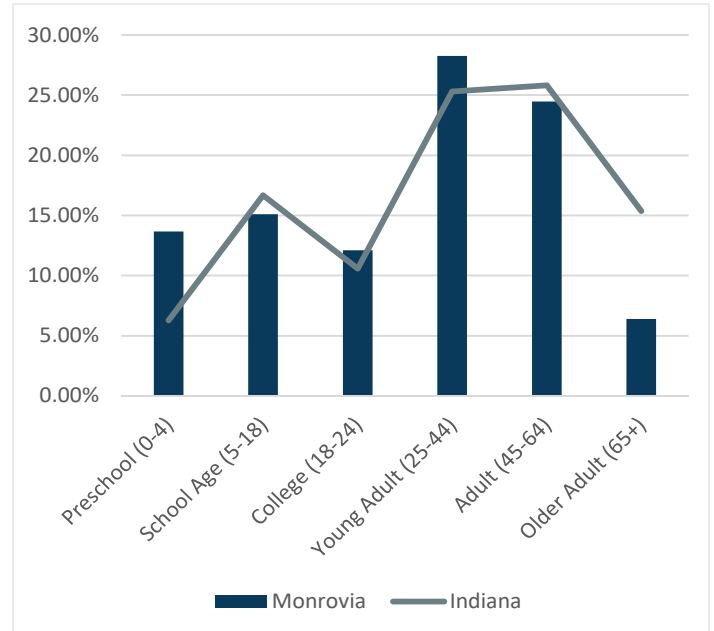


Figure 2.3 Age Distribution
Source: 2019 American Community Survey

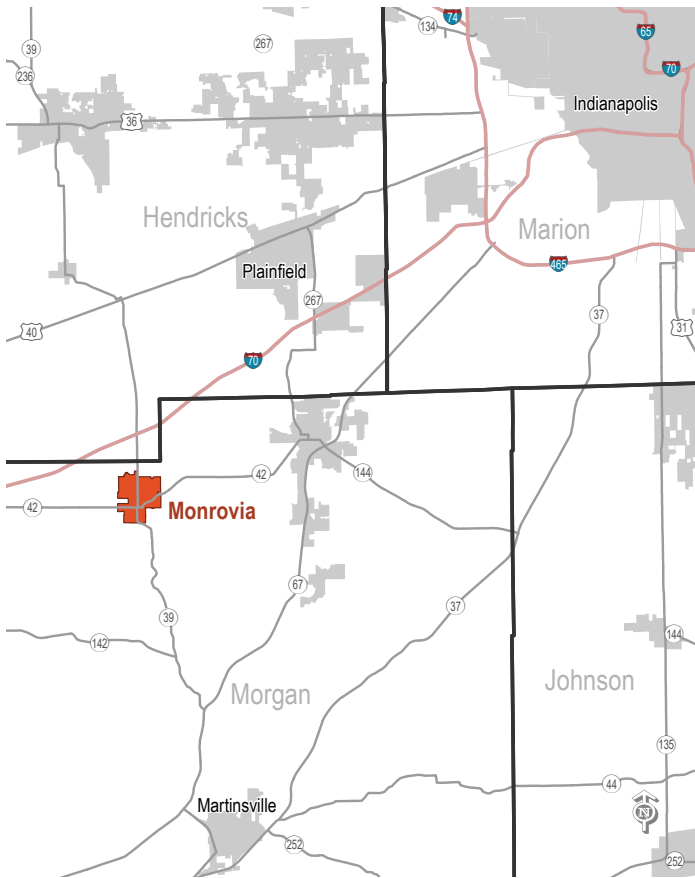


Figure 2.2: Regional Context Map

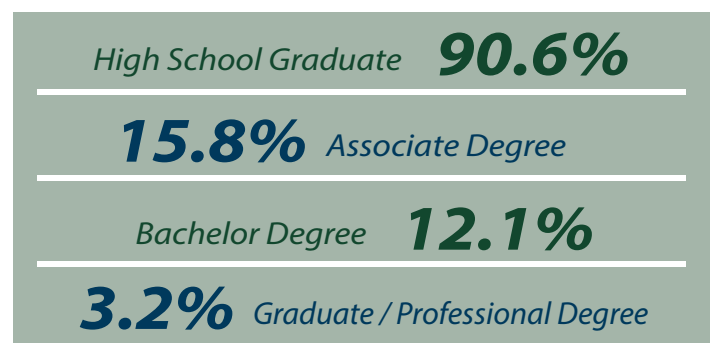


Figure 2.4: Educational Attainment
Source: 2019 American Community Survey



Figure 2.5: Housing Units
Source: 2019 American Community Survey



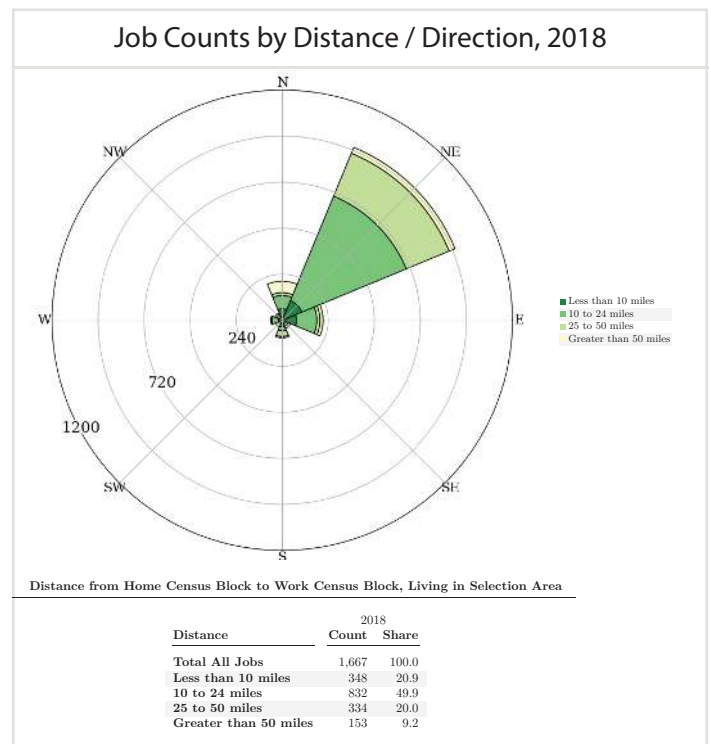
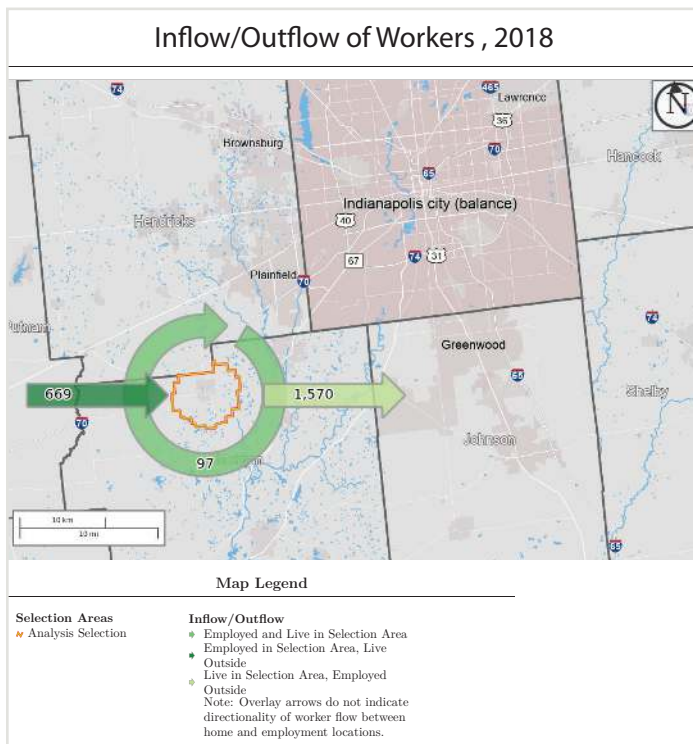
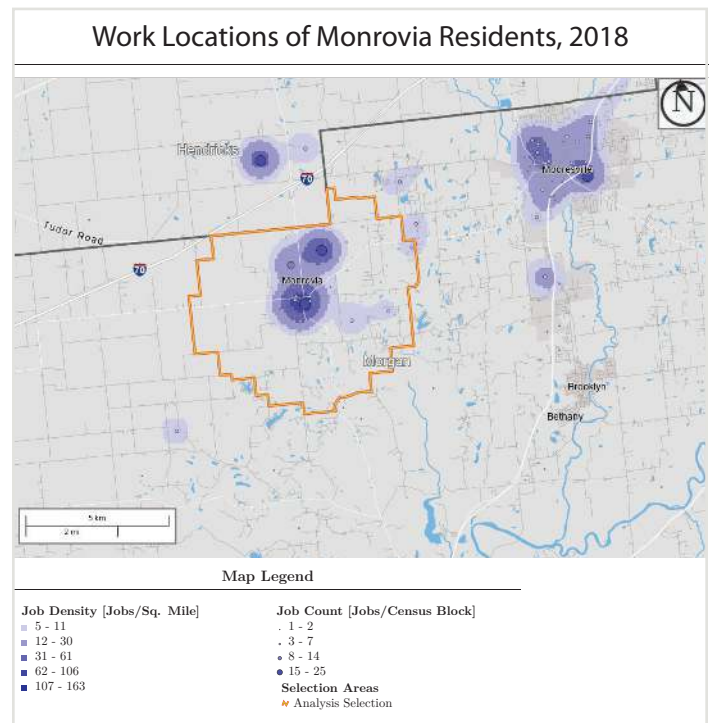
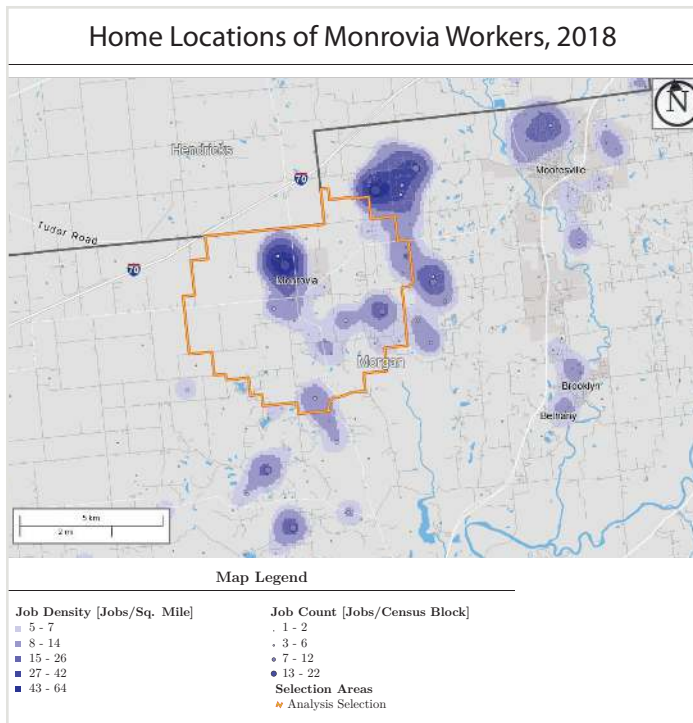


Figure 2.6: Commuting graphics
Source: US Census On the Map

PURPOSE OF THE PLAN

This **comprehensive plan is designed to guide Monrovia** as the town moves forward, attracting the type of development and growth it desires, while protecting the unique qualities and attributes of a small-town that so many residents treasure. As a small community experiencing increasing growth pressures from the southwest out of Indianapolis, Monrovia is at the point of needing a plan to evaluate and manage future growth. With the last comprehensive plan update completed 24 years ago, Monrovia is in even more need of establishing a plan and future vision for the community.

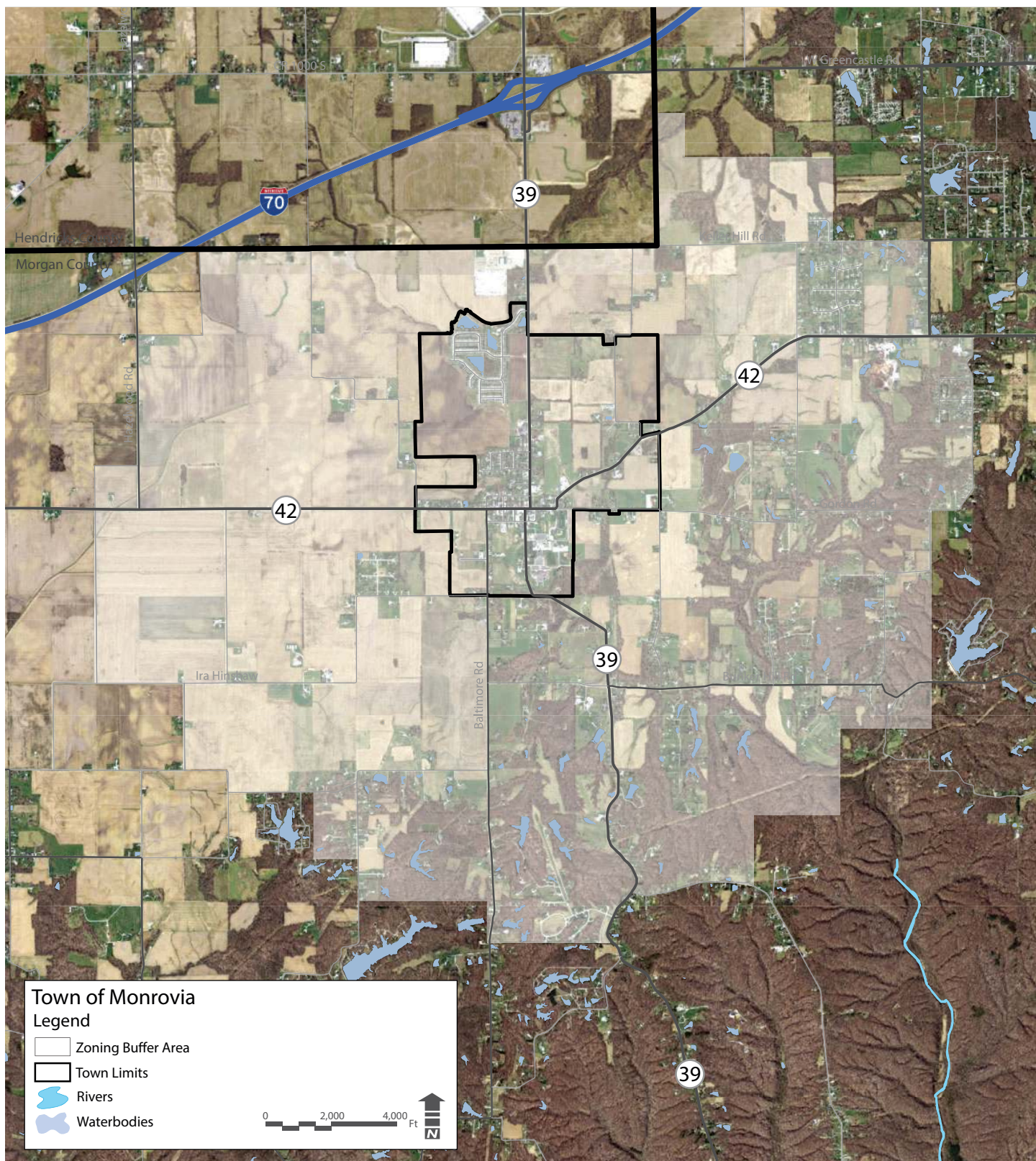
Without a comprehensive plan, decisions are often reactionary and respond to short-term issues without fully considering the future needs and capacity of the community. However, with a plan in place, town leaders will have a shared reference point. This comprehensive plan should be used to guide town leaders as they make planning decisions for the future of the town, and inform any potential would-be developers, businesses, or residents about the desired future for Monrovia. The timeframe for the plan is longer-term, looking out 10 or more years, to help focus decision-making when faced with short-term problems.

The comprehensive plan **is not the same as zoning** and is not intended to provide detailed guidance on specific development standards or the design of a certain amenity. That detailed level of guidance is reserved for ordinances adopted during zoning and subdivision control process. While the comprehensive plan certainly serves as a foundation for zoning, it of itself is a non-binding policy guide, focused more on desired outcomes.

In Indiana, comprehensive planning is permitted by the 500 series of Title 36-7-4 of the Indiana Code, which empowers town, cities, and counties to adopt plans.

This updated comprehensive plan covers the incorporated limits of the Town of Monrovia and the adjacent extra territorial jurisdictional area, commonly called the buffer zone, outside of the Town limits.

“This comprehensive plan is designed to guide Monrovia as the town moves forward, attracting the type of development and growth it desires, while protecting the unique qualities and attributes of a small-town that so many residents treasure.”



PLAN PROCESS

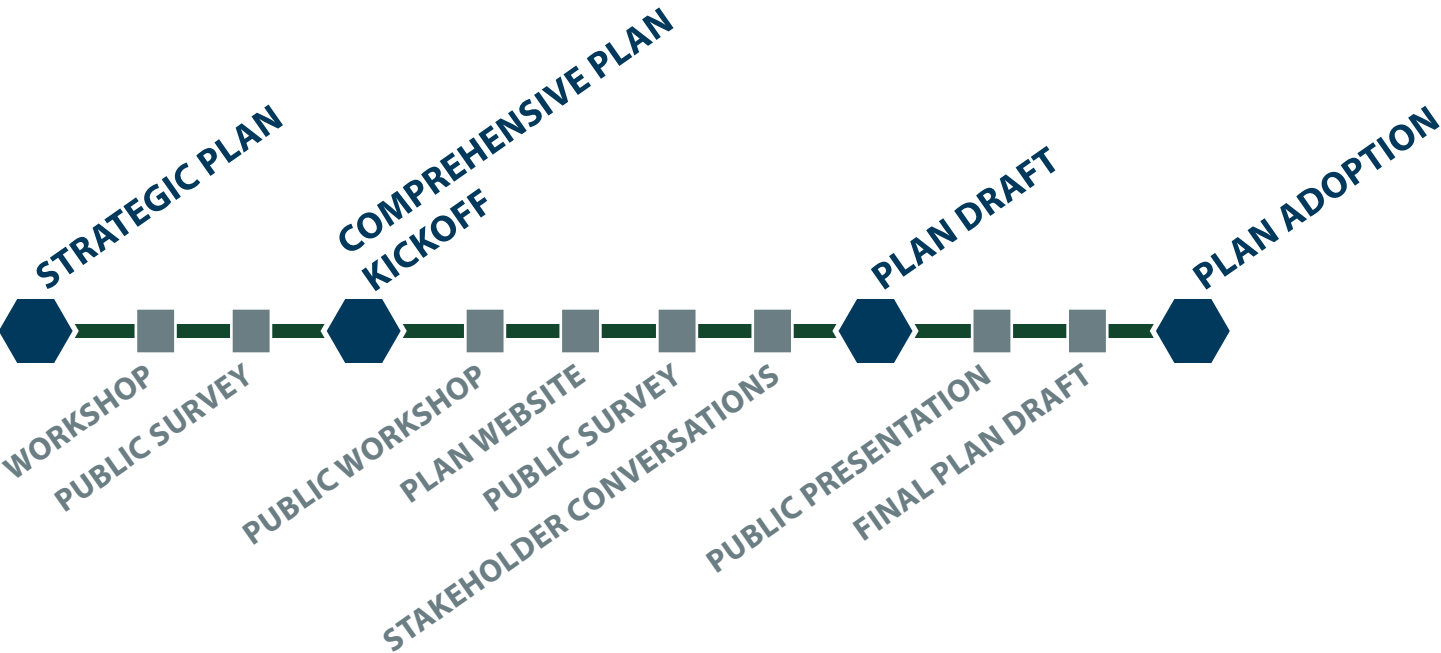
The planning process should be a continual process. Plans must be reviewed and evaluated regularly as community needs and realities change.

Prior to the start of the comprehensive plan, the Town of Monrovia completed a strategic plan in December 2020, which helped identify immediate and longer-term issues and priorities for the town. The strategic plan involved a workshop comprised of elected officials, business owners, citizens, and public safety officials, as well as a public input survey that garnered around 160 responses. The strategic plan served as a starting point for the comprehensive plan and can be found in the appendix of this plan.

This comprehensive plan was developed during a seven-month timespan. With the strategic plan as a starting guide, a small steering committee helped affirm plan priorities and public engagement input. A public workshop was held on May 20, 2021, and attended by around 25 residents. A public input survey covering the same topics as the public workshop was

also distributed and garnered an additional 120 responses. Seven separate conversations with stakeholders representing the local school district, businesses, homeowners association, and public safety were held. A draft of the plan was completed in early September and brought before the planning commission and Town Council in October 2021 for adoption.

“The planning process should be a continual process.”



As part of the development of the December 2020 Strategic Plan, eight priorities were identified for the community, including:

PRIORITY CONFIRMATION

Those engaged through the public workshop and online survey were asked if they agreed with the priority statements. While there was generally agreement with all priorities, the top two priorities were:

- 1. Planning:** Monrovia should grow in a controlled manner while preserving its small-town appeal.
- 2. Infrastructure Capacity:** All facets of local water capacity should be improved, including water supply, wastewater treatment, and stormwater infrastructure.

The following other three statements all tied as the third top priority.

- 3. Public Safety: Operational capacity of local fire and police departments should be increased.**
- 3. Municipal Services: The Town needs to develop a long-term fiscal plan for how to support future expanded Town services, including future staff for town governance, parks, streets, police, parks, water and wastewater.**
- 3. Transportation Safety: Short and long-term measures should be developed to increase safety and decrease congestion approaching the SR 39 and SR 42 intersection.**

KEY SENTIMENTS AS EXPRESSED BY MONROVIA RESIDENTS

Through the public workshop and public survey, several key sentiments were expressed, which also informed the recommendations and goals of this plan.

There was a general acknowledgment of the need to grow and the fact that the town will grow. But there was also a fear and significant concern about growing too fast or with development and growth not reflective of the town and Monrovia's sense of identity as a small community.

There was a strong association with Monrovia and small-town values, such as knowing your neighbor and a sense of safety.

Strongly related to the concern about growth and the rate of that growth was the impact to local school capacity.

Also strongly related to the concern about growth and the rate of that growth was the impact to and capacity of local utilities and infrastructure, especially roadway and water/wastewater infrastructure.

There was a desire for 'more' in Monrovia, such as trails, parks, restaurants, etc.

There is a lack of trust between the community at-large and developers and town officials. Part of this lack of trust stems from the way previous developments were managed years ago.

There was desire for a strong mix of local mom and pop type establishment and chain establishments, as opposed to a strong focus on only chain establishments.

There was support for design standards for new residential development.

There was support for architectural standards for commercial development, especially along SR 39.

IMPLEMENTATION PLAN

The following pages list the goals and objectives for each topic chapter covered in this comprehensive plan. The goals should be used as a framework with which to view future decision-making and policies/programs for the community. The objectives are key steps the town can take towards the identified goals.

PRIORITY

- Immediate (I): ongoing to one year;
- Short (S): one to three years;
- Medium (M): four to six years
- Long (L): seven years or beyond

Land Use: Provide for an orderly and efficient transition of land uses by encouraging development and redevelopment in the core and primary transportation corridors of Monrovia and encouraging agricultural and rural uses on the western, eastern, and southern periphery of town.

Government and Fiscal Capacity: Build Monrovia's governmental and fiscal capacity to ensure the needs of residents, businesses, and visitors are being met.

Economic Development: Develop a strong foundation for diverse economic growth in Monrovia that supports a range of businesses from small home-grown businesses, to farming operations, and light industrial ventures.

Housing & Neighborhoods: Encourage the development of well crafted, desirable neighborhoods that reflect the small-town atmosphere of Monrovia.

Transportation: Support the development of an interconnected seamless transportation network that appropriately meets the needs of current and future land uses and is flexible enough to handle agricultural, vehicular, bicycle, and pedestrian traffic.

Agriculture & Natural Resources: Retain and support agricultural lands and unique natural resource areas that bring value to the Town of Monrovia.

Utilities: Encourage the efficient, effective, and safe delivery of public and private utilities to the greater Monrovia area.

Quality of Life: Continue to cultivate Monrovia's distinct identity in all aspects of community development.



1

LAND USE

Provide for an orderly and efficient transition of land uses by encouraging development and redevelopment in the core and primary transportation corridors of Monrovia and encouraging agricultural and rural uses on the periphery of town.

OBJECTIVES	PRIORITY
1.1 Designate clearly targeted preservation areas for agricultural, park/open space, and natural areas.	
1.2 Designate clearly targeted development and redevelopment areas for residential, commercial, and industrial uses.	
1.3 Develop an annexation and extra territorial jurisdictional strategy.	
1.4 Target the State Road 39 corridor and east State Road 42 corridor for commercial use with a high emphasis on roadway and architectural aesthetics.	

2

GOVERNMENT AND FISCAL CAPACITY

Build Monrovia's governmental and fiscal capacity to ensure the needs of residents, businesses, and visitors are being met.

OBJECTIVES	PRIORITY
2.1 Identify potential locations for a new, accessible, and visible municipal/community center to consolidate town and public safety offices.	
2.2 Build staff capacity and resources to meet the needs of an increasing town population.	
2.3 Continue to support and partner with the Monroe Township Fire District to provide fire protection to the Town of Monrovia.	

3

ECONOMIC DEVELOPMENT

Develop a strong foundation for diverse economic growth in Monrovia that supports a range of businesses from small, home-grown businesses, to farming operations, to light industrial ventures.

OBJECTIVES

PRIORITY

3.1 Develop local tools to support the expansion of business opportunities in Monrovia.

3.2 Collaborate with local, regional, and state partners to support economic development opportunities.

3.3 Provide controlled opportunities for business growth.

4

HOUSING AND NEIGHBORHOODS

Encourage the development of well crafted desirable neighborhoods that reflect the small-town atmosphere of Monrovia.

OBJECTIVES

PRIORITY

4.1 Adopt architectural design guidelines for residential zoning districts that ensure quality products and careful craftsmanship.

4.2 Review and update the subdivision ordinance to reflect the density, setbacks, and other neighborhood amenities desired by the town.

4.3 Limit developer use of Planned-Unit Development Ordinances to instances when the development truly offers a unique approach in land and building site planning.

4.4 Support the inclusion of park and open space elements through neighborhood development.

5

TRANSPORTATION

Support the development of an interconnected, seamless transportation network that appropriately meets the needs of current and future land uses and is flexible enough to handle agricultural, vehicular, bicycle, and pedestrian traffic.

OBJECTIVES	PRIORITY
5.1 Adopt supporting policies that enhance opportunities for appropriate bicycle and pedestrian options.	
5.2 Conduct a thorough review of town ordinances to ensure leadership has the appropriate tools needed to develop the transportation network.	
5.3 Identify alternatives to improve safety and congestion at the State Road 39 and State Road 42 intersection that can be reviewed with the Indiana Department of Transportation (INDOT).	
5.4 Complete a road inventory and develop an asset management plan that allows the town to be fiscally responsible when maintaining the transportation network.	
5.5 Identify longer-term improvements that may provide for alternative routes for local traffic to move around Monrovia.	
5.6 Set a vision for the State Road 39 corridor that includes elements such as access management, roadway configuration, and bicycle and pedestrian pathways.	
5.7 Consider agricultural uses in all road improvement projects.	

6

AGRICULTURE AND NATURAL RESOURCES

Retain and support agricultural lands and unique natural resource areas that bring value to the Town of Monrovia.

OBJECTIVES	PRIORITY
6.1 Encourage the preservation and protection of prime farmland.	
6.2 Continue to protect existing farms from nuisance complaints by using the "Right to Farm" ordinance.	
6.3 Encourage the preservation and restoration of natural areas.	
6.4 Ensure the most current trends in agriculture are reflected in the town's subdivision and zoning ordinances.	

7

UTILITIES

Encourage the efficient, effective, and safe delivery of public and private utilities to the greater Monrovia area.

OBJECTIVES	PRIORITY
7.1 Continue to follow the town's plan for sanitary sewer expansion and capacity.	
7.2 Create management practices for local stormwater infrastructure.	
7.3 Increase local water supply capacity.	
7.4 Build relationships with the private utility companies that serve Monrovia and learn about future plans that may affect Monrovia.	

8

QUALITY OF LIFE

Continue to cultivate Monrovia's distinct identity in all aspects of community development.

OBJECTIVES	PRIORITY
8.1 Develop a community-wide gathering space, such as a park, for future and existing town events.	
8.2 Identify ways to connect key community assets through pedestrian connections, such as trails and sidewalks.	
8.3 Expand the downtown area by using existing development patterns, building scale, and setbacks.	
8.4 Support the Monroe-Gregg School District in providing quality education with a small-town feel for Monrovia students.	
8.5 Ensure that planning documents and regulations clearly articulate the desired development standards envisioned by the Town of Monrovia.	

CHAPTER 3

LAND USE

One of the most important pieces of a comprehensive plan is casting a vision for future land use within a jurisdiction. To communicate this vision, a future land use map is often used. A future land use map shows desired land use patterns and should be used as a tool by the plan commission when considering changes to the town's zoning map.

KEY POINTS

- With high visibility and easy access to Interstate 70, land on the north side of Monrovia has been envisioned to serve the industrial needs of the town.
- The State Road 39 corridor is envisioned as a commercial area that helps transition from light industrial uses in the north to residential uses in Monrovia.
- Low density residential areas have been planned for the eastern and southern areas of Monrovia's planning jurisdiction.
- Rural residential areas have been identified in the southern area of the planning jurisdiction to act as a transition between low density residential areas and agricultural lands.
- Agricultural uses have been identified in the western and southwestern portion of Monrovia's planning jurisdiction, including the "Lake Country" area: a low-lying flood-prone area around Lake Ditch, a man-made ditch that flows into Mill Creek that was created to drain the area for agricultural purposes.

FUTURE LAND USE

A future land use map gives guidance on Monrovia's vision for the future. This should not be confused with a zoning map. A future land use map shows a vision for tomorrow, while a zoning map shows what land can be used for today.

Monrovia's future land use map was developed through a series of meetings with the steering committee. When developing the future land use map, the steering committee took into consideration existing land uses as well as areas that may be best suited in the future for elements such as farmland protection, natural resource protection, flood control, new industrial and commercial areas, and residential areas.

LAND USE CLASSIFICATIONS

RURAL RESIDENTIAL

The Rural Residential classification is to designate areas appropriate for residential living in a rural setting. These areas are typically within proximity of the Agricultural classification, can provide a transition between Low-Density Residential and Agricultural lands, and can help to protect the agricultural heritage of the Town of Monrovia.

LOW-DENSITY RESIDENTIAL

The Low-Density Residential classification is to designate appropriate locations for the creation of low-density neighborhood areas for residential living. Typically, these lands are served or have plans to be served by utilities.

RESIDENTIAL

The Residential classification is to designate appropriate locations for the creation of low to medium density neighborhood areas for residential living. Typically, these lands are served or have plans to be served by utilities.

COMMERCIAL

The Commercial classification is to provide appropriate locations for commercial business developments. Typically, land that has access to utilities and along main road thoroughfares in Town are suitable for this classification.

DOWNTOWN MIXED-USE

The Downtown Mixed Use classification is intended to encourage a mix of residential and business use within a traditional downtown setting. Regulations should encourage pedestrian orientation of the built environment within this classification, including a common street line and architectural features of structures.

LIGHT INDUSTRIAL

The purpose of the Light Industrial classification is to provide areas within the Town of Monrovia that are suitable for manufacturing and light industrial uses. Typically, land that has access to utilities, major road thoroughfares, and is within proximity to other manufacturing and industrial uses is suitable for this classification.

INSTITUTIONAL

The Institutional land use classification reserves areas that are appropriate for schools, churches, and civic uses. These lands should be served by or have plans to be served by utilities.

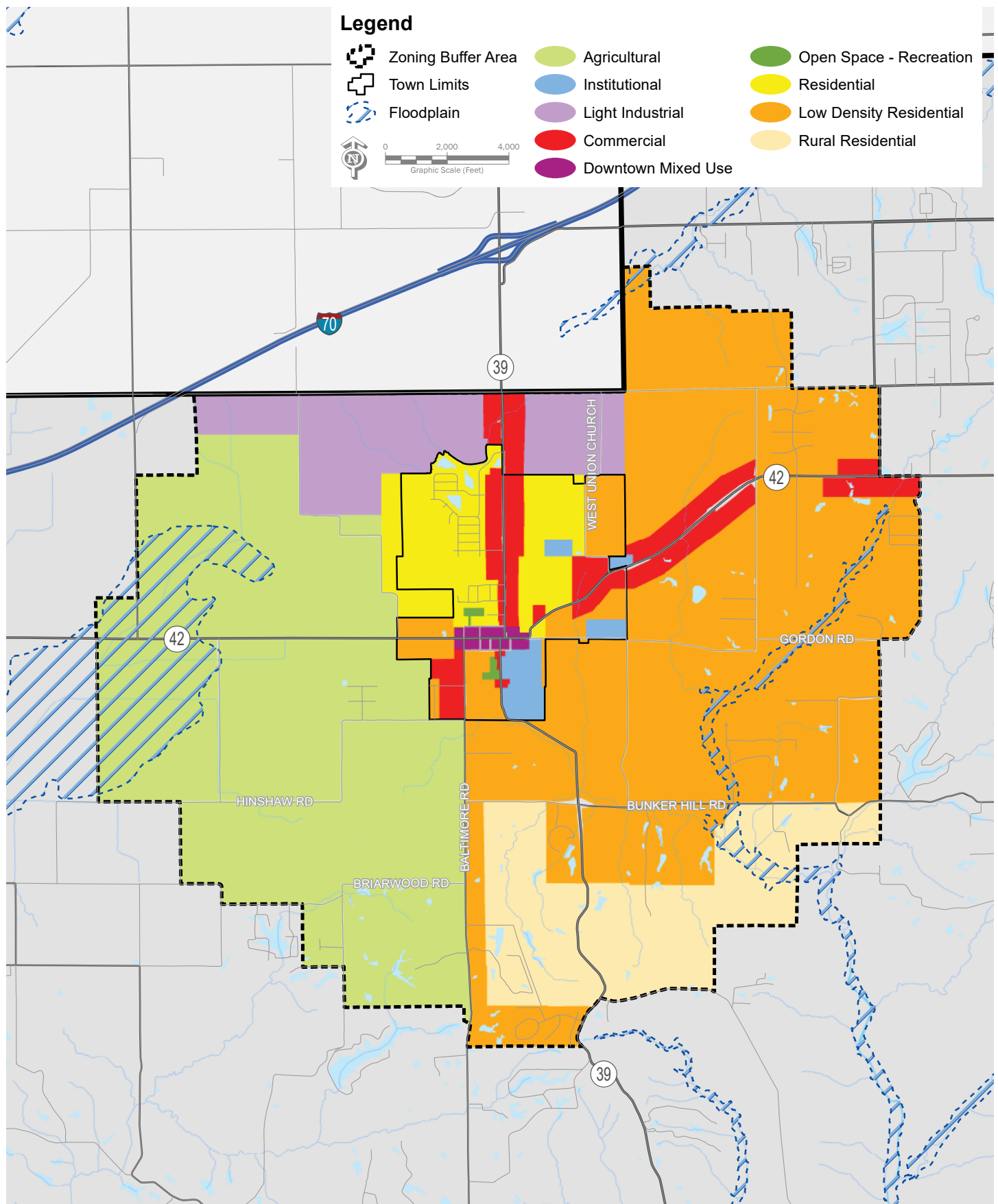
AGRICULTURAL

The purpose of the Agricultural classification is to preserve, protect, and support agricultural activities within and adjacent to the Town of Monrovia. Farming and agriculture are a strong component of Monrovia's identity and areas that protect this classification are important to Monrovia's heritage.

OPEN SPACE/RECREATION

The Open Space/Recreation classification reserves lands to conserve significant areas of open space and areas for future parks and recreation opportunities.

FIGURE 3.1: FUTURE LAND USE MAP



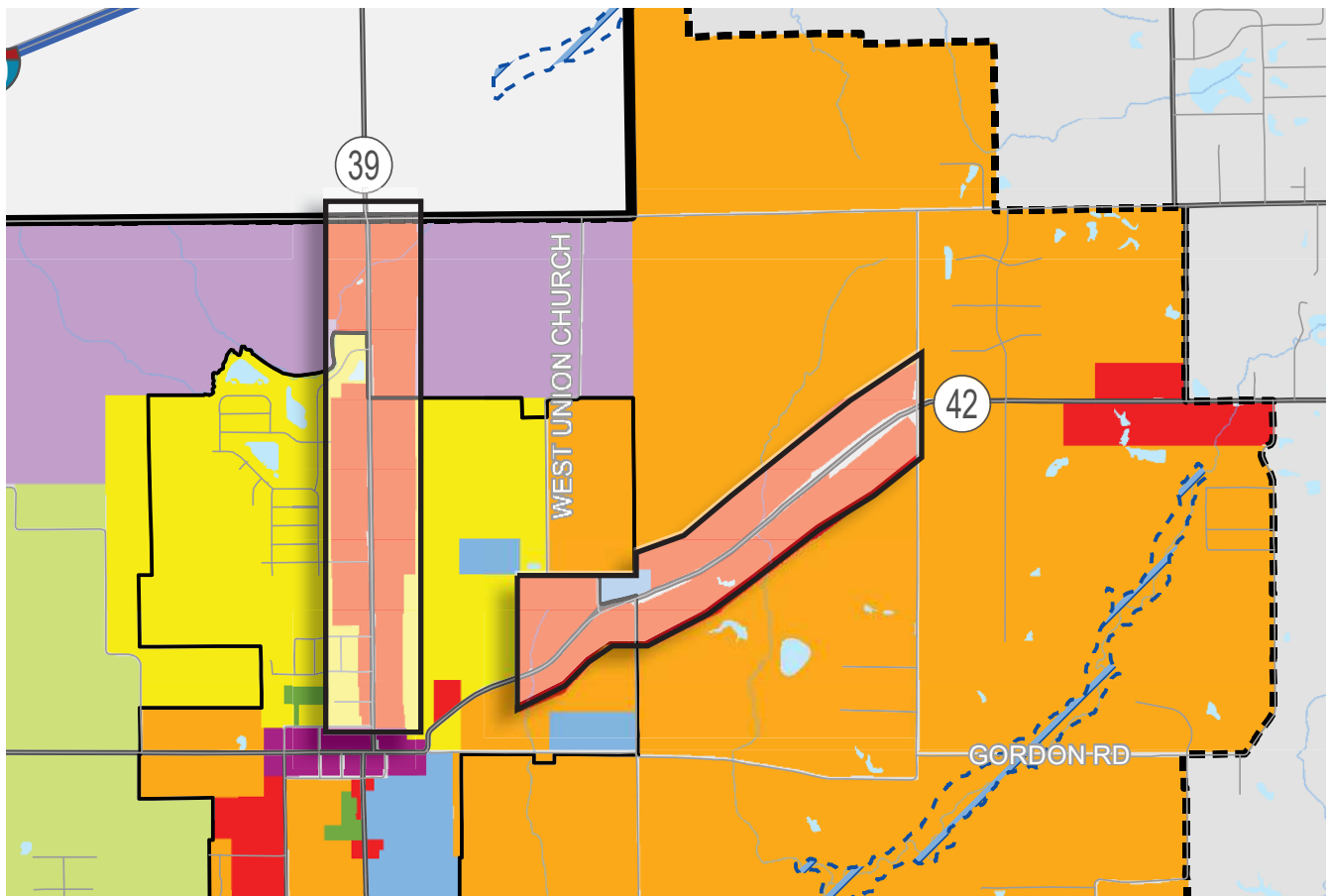
CORRIDOR OVERLAY DISTRICT

As the SR 39 and SR 42 corridors are the key gateways and corridors into Monrovia, careful attention needs to be paid to how these corridors are treated. An overlay zoning district is one tool Monrovia may use to create site and design standards for developments along these corridors. With an overlay district, the underlying zoning district remains intact, but special site development requirements may be required for developments within the corridor. See the transportation chapter for more information on potential expectations for development along the corridor.

Examples of local overlay districts within the local region include:

- Morgan County/Martinsville I-69 Corridor Overlay District
- Zionsville US 421 Overlay District
- Westfield US 31 and SR 32 Overlay District
- Boone County I-65 Overlay District

FIGURE 3.2: CORRIDOR OVERLAYS



LAND USE GOAL

Provide for an orderly and efficient transition of land uses by encouraging development and redevelopment in the core and primary transportation corridors of Monrovia and encouraging agricultural and rural uses on the periphery of town.

Objective 1.1: Designate clearly targeted preservation areas for agricultural, park/open space, and natural areas.

- Update the zoning and subdivision ordinance to preserve rural character in appropriate areas of the community (lot size, clustering of homes in rural areas to preserve land).
- Adopt agricultural zoning policies that are supportive of farms and farm growth.

Objective 1.2: Designate clearly targeted development and redevelopment areas for residential, commercial, and industrial uses.

- Ensure utilities are readily available in targeted development areas.
- Provide economic incentives to developers for locating in targeted development areas.
- Offer expedited permit review or development fees in areas that are targeted for development.
- Clearly communicate where utilities and supporting infrastructure (for example, roads) are not readily available and that the expense of extending utilities will fall on the developer.

Objective 1.3: Develop an annexation and extra territorial jurisdiction strategy.

- Explore the feasibility of adjusting the extra territorial jurisdiction boundary as annexations are completed.
- Develop an interlocal agreement with Mooresville that outlines mutually agreed upon annexation and extra territorial jurisdiction boundaries.

Objective 1.4: Target the State Road 39 corridor and east State Road 42 corridor for commercial use with a high emphasis on roadway and architectural aesthetics.

- Consider creating an overlay zoning district that identifies special provisions for development in addition to those in the underlying base zone.

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CHAPTER 4

GOVERNMENT AND FISCAL CAPACITY

The pace of growth in Monrovia has put a strain on the ability of current town staff and volunteers to respond to community needs and proposals for new development. As the community continues to grow, increased demand for additional services will put even more strain on limited fiscal and human capacity.

KEY POINTS

- Current community needs are outpacing the ability of the town to provide them.
- Future growth and development will exacerbate this trend.
- Additional staff will be needed to manage town infrastructure and respond to building permits and development proposals
- Additional funding will be required to provide an increased and higher level of service.
- Fees related to new development, such as permits and potential impact fees, should be instituted and adjusted to ensure the fiscal burden of new development is minimized for existing residents.

IMPROVEMENTS AND IMPACTS

Public feedback indicated that residents would like to see more quality of life amenities, such as parks and trails. There is also a desire to ensure development controls and architectural standards are in place to ensure high quality and appropriate commercial and residential developments for Monrovia. As population increases, there will also be a higher level of service required for local roadways, water infrastructure, wastewater infrastructure, and public safety services.

These improvements are not possible with the current level of fiscal and human resources available to the town. Many functions of local government are currently completed by volunteers, and their capacity to respond to increasingly complex proposals or issues is limited by time and expertise. Likewise, current revenue and funds available to the town limit the ability to respond to many issues as would be preferred.

There is a monetary cost to increasing services in the community. However, if the additional amenities, development standards, and quality development are to be implemented as the community desires, investment will be needed. The alternative is to allow growth to continue piecemeal and without proper oversight, which will bring its own set of costs to the community.

The town should review both short and long-term approaches for increasing revenue, beyond taxes, in order to minimize the burden on existing Monrovia residents. Fees such as stormwater, building permits, and zoning applications should be reviewed against comparable fees in neighboring communities. Impact fee studies should also be undertaken to explore creating impact fees for new developments which can benefit local roadway infrastructure, sewer infrastructure or park and recreation amenities. Tax Increment Financing (TIF) districts in appropriate areas can also help the Town fund future infrastructure improvements.

"The Town should review both short and long-term approaches for increasing revenue, beyond taxes, in order to minimize the burden on existing Monrovia residents."



GOVERNMENT & FISCAL CAPACITY GOAL

Build Monrovia's governmental and fiscal capacity to ensure the needs of residents, businesses, and visitors are being met.

Objective 2.1: Identify potential locations for a new, accessible, and visible municipal/community center to consolidate town and public safety offices.

Objective 2.2: Build staff capacity and resources to meet the needs of an increasing town population.

- Develop a staff hiring plan that includes a town manager, needed departments and department heads, expansion of existing departments, and a timeline for funding and implementation.
- Adjust fee schedule for permits and applications to ensure fees align with neighboring communities and are an accurate reflection of the staff time needed to process.
- Investigate system development fees for wastewater and implement if appropriate for Monrovia.
- Consider implementing impact fee studies for infrastructure and parks.

Objective 2.3: Continue to support and partner with the Monroe Township Fire District to provide fire protection to the Town of Monrovia.

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CHAPTER 5

ECONOMIC DEVELOPMENT

Monrovia is extremely well situated to capitalize on economic development opportunities. The town is the third exit west of Indianapolis along Interstate 70, minutes from the Indianapolis International Airport and the expanding commerce and industrial parks in Plainfield and Hendricks County. The challenge for Monrovia is identifying the type of opportunities that the community wants to support and where those opportunities exist within the community.

KEY POINTS

- Monrovia is well-positioned along the Interstate 70 corridor and near Plainfield and the Indianapolis International Airport.
- The town should achieve a balance between residential, business, industrial and agricultural areas to maximize a healthy tax base.
- SR 39, SR 42, and the downtown core present the best opportunities for small retail and mom and pop retail opportunities.
- Monrovia should develop stronger local tools for economic development, such as establishing a Redevelopment Commission and Tax Increment Financing (TIF) Districts.
- Coordination with local officials in Hendricks and Morgan Counties is key to ensuring appropriate and desired development within and adjacent to Monrovia.

ECONOMIC DEVELOPMENT OPPORTUNITIES

Community feedback through the public workshop and survey indicated a strong desire to support mom and pop type retail establishments with some chain establishments. Many residents are leaving Monrovia for everyday goods and services, which means local dollars are being spent outside the community. Based on the future land use map and current trends, the best location for every-day goods, services, and retail opportunities are along the SR 39 and SR 42 corridors and within the downtown district.

To achieve a healthy tax base, Monrovia must balance residential areas with commercial, business, and agricultural areas. As discussed in the Land Use Chapter, the western and southern portions of Monrovia and its extra territorial jurisdictional area are proposed to remain agricultural land uses. Monrovia has an opportunity along its northern edge to capitalize on some limited light industrial uses, mirroring the development and growth occurring across the county line. Both Hendricks and Morgan County are planning for additional interstate interchanges on either side of Monrovia, further supporting these uses. As this northern edge is the primary gateway into Monrovia, it is imperative that any development here, including industrial development, presents a quality architectural aesthetic.

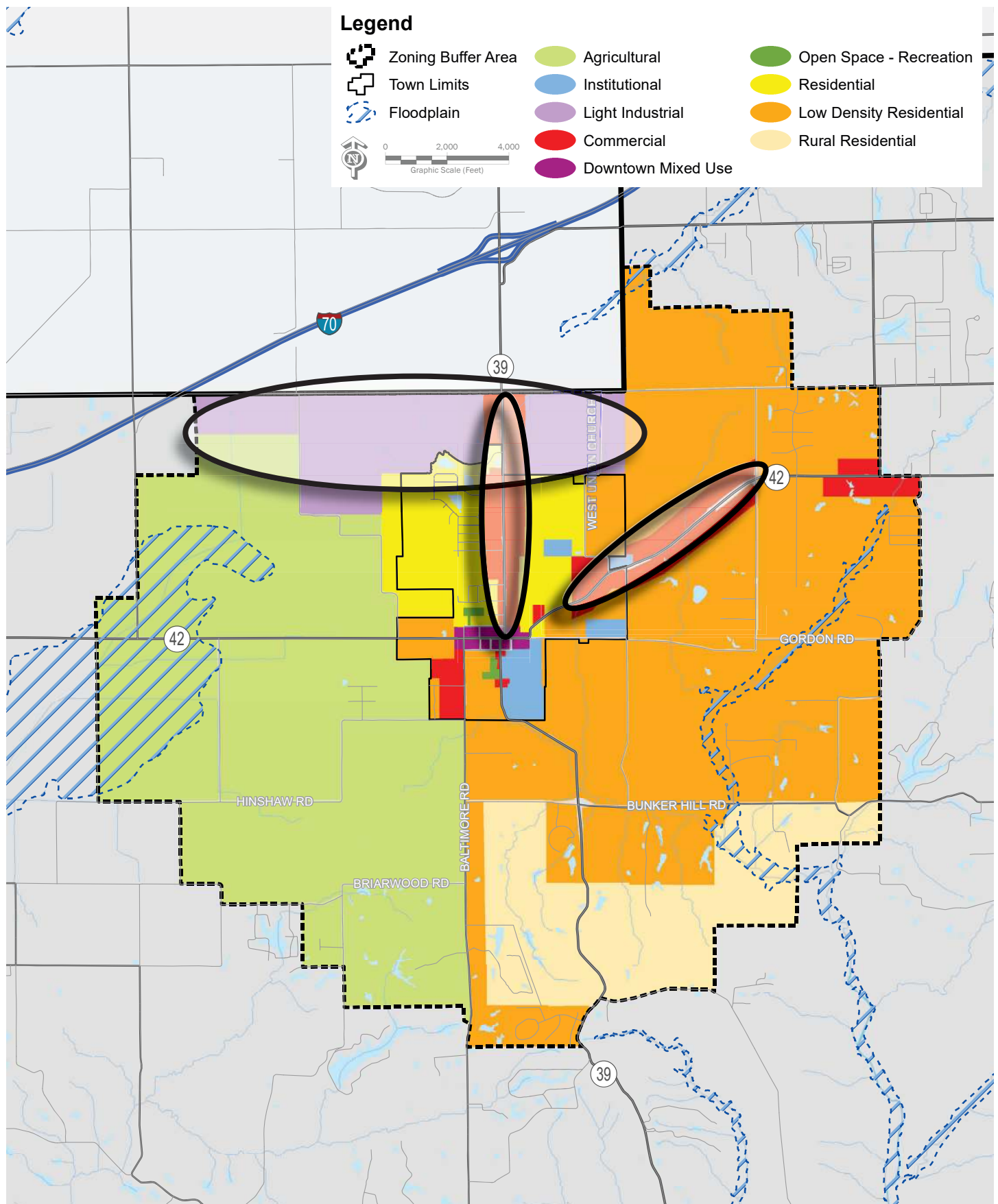
Both commercial and industrial development should meet minimum standards to meet the architectural aesthetic the town wants to maintain, especially along the primary SR 39 and SR 42 corridors.

These opportunities do not occur in a vacuum. Monrovia should continue to build relationships with other economic development leaders in Hendricks and Morgan Counties, to ensure Monrovia has a seat at the table and can help direct preferred development to the community. Monrovia should also look at creating additional local tools to assist with development and redevelopment opportunities, such as establishing a Redevelopment Commission and Tax Increment Financing (TIF) Districts.

“Monrovia should continue to build relationships with other economic development leaders in Hendricks and Morgan Counties to ensure Monrovia has a seat at the table and can help direct preferred development to the community.”



FIGURE 5.1: PRIORITY DEVELOPMENT AREAS



ECONOMIC DEVELOPMENT GOAL

Develop a strong foundation for diverse economic growth in Monrovia that supports a range of businesses from small home-grown businesses, to farming operations, to light industrial ventures.

Objective 3.1: Develop local tools to support the expansion of business opportunities in Monrovia.

- Establish a Monrovia Redevelopment Commission.
- Expand the economic development section on the Town of Monrovia website to include available sites, utility information, and other pertinent information.
- Review and revise permitting procedures and requirements to be clear, efficient, and understandable to town staff and business owners.
- Consider supporting the formation of a local business association or chamber of commerce.
- Consider establishing a Tax Increment Finance District in appropriate areas of Monrovia that may help the town fund future infrastructure projects.
- Consider establishing a Riverfront Development District along McCracken Creek to help bring additional restaurant opportunities to Monrovia.

Objective 3.2: Collaborate with local, regional, and state partners to support economic development opportunities.

- Determine Monrovia's representation on the following agencies and identify if town representation on a board or commission is allowed or appropriate: Morgan County Economic Development Corporation, Morgan County Redevelopment Commission, Morgan County Convention and Visitors Bureau.
- Continue to foster relationships with Morgan County and Hendricks County leadership.
- Work with Morgan County to understand the role Monrovia can play to contribute to the area becoming a regional destination for workforce attraction and retention.

Objective 3.3: Provide controlled opportunities for business growth.

- Adopt design guidelines for industrial and commercially zoned districts.
- Clearly communicate the areas within the town that are targeted for growth and development and the areas targeted towards agriculture and land preservation.

CHAPTER 6

HOUSING & NEIGHBORHOODS

Housing has been a much discussed issue in the community over the last several years. With projected population growth and continued development pressure in and around Monrovia, housing will continue to be a focus of discussions and deliberations within the community. Single family housing is by far the most prevalent style and preference of housing.

KEY POINTS

- Housing density and style have been a source of strong opinions in the last several years.
- Future housing should incorporate recreational amenities for the town as a whole and provide pedestrian infrastructure into and throughout the community.
- Low density residential uses mixed with some medium density residential is appropriate along SR 39 north of SR 42.
- Outside of the northern half of the SR 39 corridor, lower density developments are the preference of the community.
- New housing should be of high quality, with varied architectural elevations and a mix of materials.
- Opportunities should be made for small-scale multi-family options.

HOUSING OPPORTUNITIES

Many in the community feel that opportunities were missed with Monrovia's first large housing development in 2006, and many lessons have been learned since that time. The location of the development north of town, the lack of connection between the development and downtown Monrovia, and a housing aesthetic different than what the town previously had led to a disconnect between residents and a perceived 'old' and 'new' Monrovia.

More recently, another new housing development spurred passionate discussions throughout the community. The sentiment among many in the community is that new and proposed developments have not added to existing residents' quality of life and that new developments should be done in a way that also benefit existing residents. New developments should look at ways to provide recreational amenities for all residents and help expand or fund pedestrian infrastructure such as trails and sidewalks that can connect assets in Monrovia such as the school campus, library, and downtown to new housing.

The quality and density of new housing in Monrovia is also of utmost concern when reviewing and discussing proposed developments. Housing density similar to the Homestead subdivision is what has been established along the SR 39 corridor north of downtown, especially with future sections of this development planned and underway. Areas beyond the SR 39 corridor, especially east and along the SR 42 corridor present an opportunity for slightly less dense housing developments. The most popular lot spacing identified during the public workshop and survey process was a 75' wide lot, with a smaller percentage selecting 60' wide lots. There was also strong consensus that new homes should be high quality, with varied architectural elevations and a mix of building materials.

Though low-density single-family housing is the most desired form of housing in the community, accommodations should be made and allowed for small multi-family developments, such as duplex, triplex, and quadplex developments. These multi-family units can often be designed to look very much like single family detached housing and would be appropriate within the downtown area of Monrovia or within redevelopment areas of older Monrovia close to the downtown.

"The quality and density of new housing in Monrovia is also of utmost concern when reviewing and discussing proposed developments. "



DENSITY/HOUSING STYLE EXAMPLES

Homes Far Apart, Larger Yards to Maintain

IMPACTS: More land per home; Higher infrastructure and public service costs to community.



Homes Closer, Moderate Yards to Maintain

IMPACTS: Moderate land per home; Moderate infrastructure and public service costs to community.



Homes Close Together, Small Yards to Maintain

IMPACTS: Less land per home; Lower infrastructure and public service costs to community.



Participants at the public workshop preferred 75 wide lots, with 60' wide lots secondary.

Multi-family units should maintain the same preferred architectural quality as single-family detached units, and fit within the context of the community.



Participants at the public workshop preferred homes with greater architectural quality and styling.



HOUSING AND NEIGHBORHOODS GOAL

Encourage the development of well-crafted desirable neighborhoods that reflect the small-town atmosphere of Monrovia.

Objective 4.1: Adopt architectural design guidelines for residential zoning districts that ensure quality products and careful craftsmanship.

- Consider partnering with Morgan County, Martinsville, and Mooresville to complete a housing needs assessment to identify gaps or needs in housing stock and to ensure community desires are supported by the market.

Objective 4.2: Review and update the subdivision ordinance to reflect the density, setbacks, and other neighborhood amenities desired by the town.

Objective 4.3: Limit developer use of Planned-Unit Development Ordinances to instances when the development truly offers a unique approach in land and building site planning.

Objective 4.4: Support the inclusion of park and open space elements through neighborhood development.

- Establish minimum park and open space requirements for new subdivisions.
- Complete a park impact fee study and implement impact fees to allow the town to create equitable park spaces for the community at large.

TRANSPORTATION

Transportation safety was one of the top concerns raised by the public, both during the strategic plan and the comprehensive plan update. Monrovia is in a unique position, where the two main thoroughfares through the community are state routes and the community lacks a strong parallel network of roadways that would allow residents to by-pass these roadways when desired.

KEY POINTS

- The intersection of SR 39 and SR 42 is one of the most pressing traffic and roadway concerns in the community.
- Congestion along SR 39 and SR 42 can be heavy at peak times, such as when school lets out.
- Future commercial development along the SR 39 and SR 42 corridors will only add to congestion unless access management policies are pro-actively applied to development along these corridors.
- Alternative and secondary routes to the main north-south corridor of SR 39 and the main east-west corridor of SR 42 are needed for residents to navigate without using these roadways.

TRANSPORTATION OPPORTUNITIES

Lack of parallel road networks and reliance on SR 39 and SR 42 for transportation throughout the community has resulted in heavy congestion on these roadways at key times during the day, such as when school lets out. In addition, the intersection of SR 39 and SR 42 is an awkward intersection in the middle of the community, with the north/south continuation of SR 39 offset along SR 42, resulting in even more difficulty navigating this intersection at peak times.

As development continues both in Monrovia and in Hendricks and Morgan Counties, it is anticipated traffic flow on both SR 39 and SR 42 will continue to increase. Beyond the safety concerns expressed by the community at the intersection of SR 39 and SR 42, development standards and traffic management will be critical along these two corridors. SR 39 is the primary gateway into Monrovia. Both SR 39 and SR 42 are identified in the future land use map as commercial corridors. Pro-active access management strategies are needed along these corridors before development occurs to ensure that the congestion experienced at the intersection of SR 39 and SR 42 at peak times is not continued up and down these corridors at non-peak times as people try to navigate multiple driveway entrances.

Coordination and cooperation with INDOT will be critical to solving both the problems with the SR 39 and 42 intersection, as well as managing growth along these corridors.

The town should also explore how to strengthen and develop parallel routes to SR 39 and SR 42 to allow for residents to more easily navigate around town without having to utilize the state routes. As developers propose new development, creation or improvement of these secondary routes and key intersections should be required of the developer to ease traffic impacts. Impact fees, if implemented, can assist with these infrastructure improvements. Secondary routes should also include bicycle and pedestrian infrastructure. Trails along the state routes and robust sidewalk infrastructure throughout the community can also help reduce congestion and the need to travel with an automobile.

Developing a robust secondary road network is critical not only to help mitigate current traffic concerns, but also to help mitigate future changes in traffic flow. Morgan County and Hendricks County have both planned for future interchanges along Interstate 70 on either side of Monrovia. A proposed interchange east of Monrovia is currently under further study to determine it's optimum location. These proposed locations are highlighted on Figure 7.3.



Figure 0.0: Photo Description, Source:



Figure 0.0: Photo Description, Source:

FIGURE 7.1: EXISTING FUNCTIONAL CLASSIFICATION

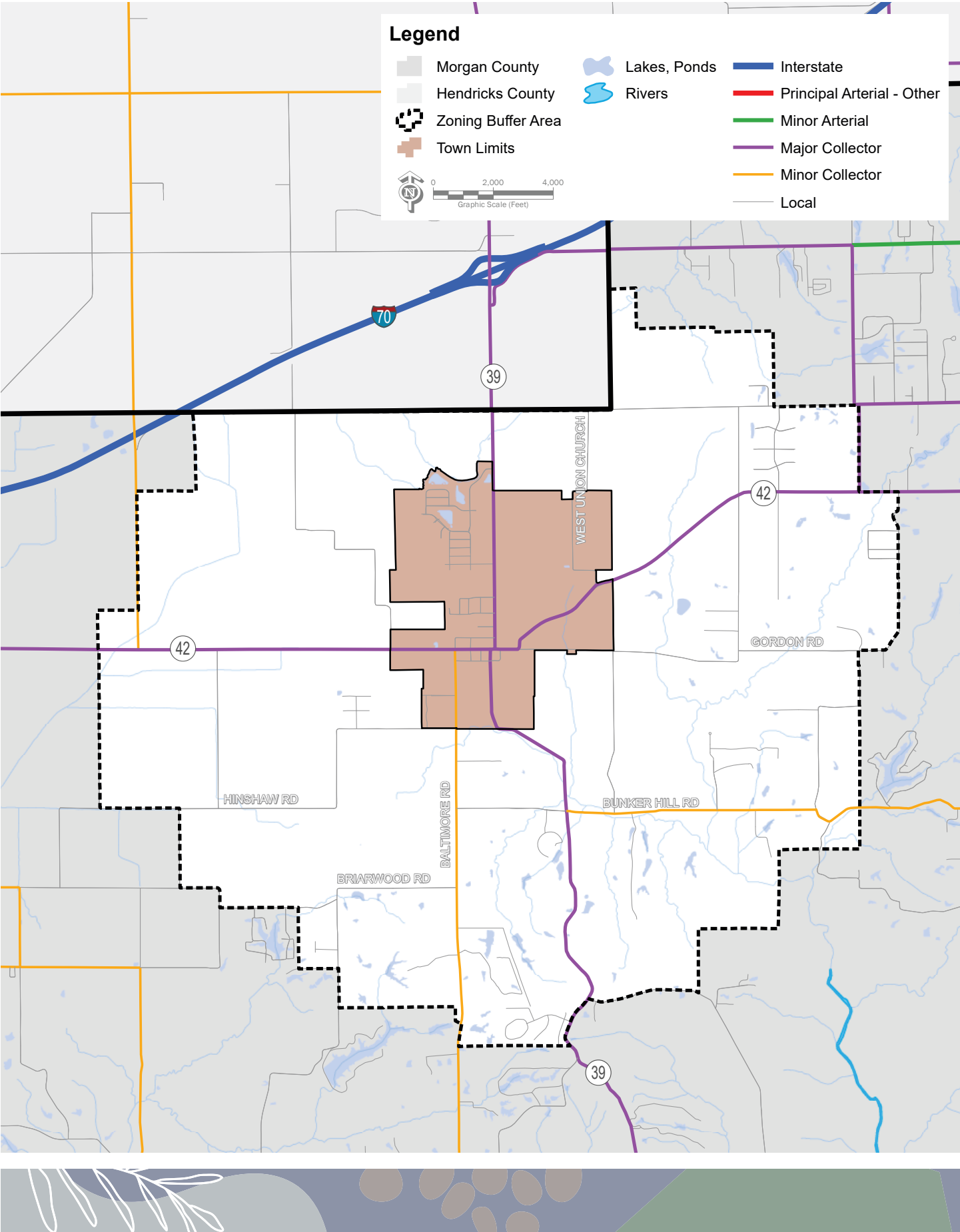


FIGURE 7.2: POTENTIAL ALTERNATIVE ROUTES

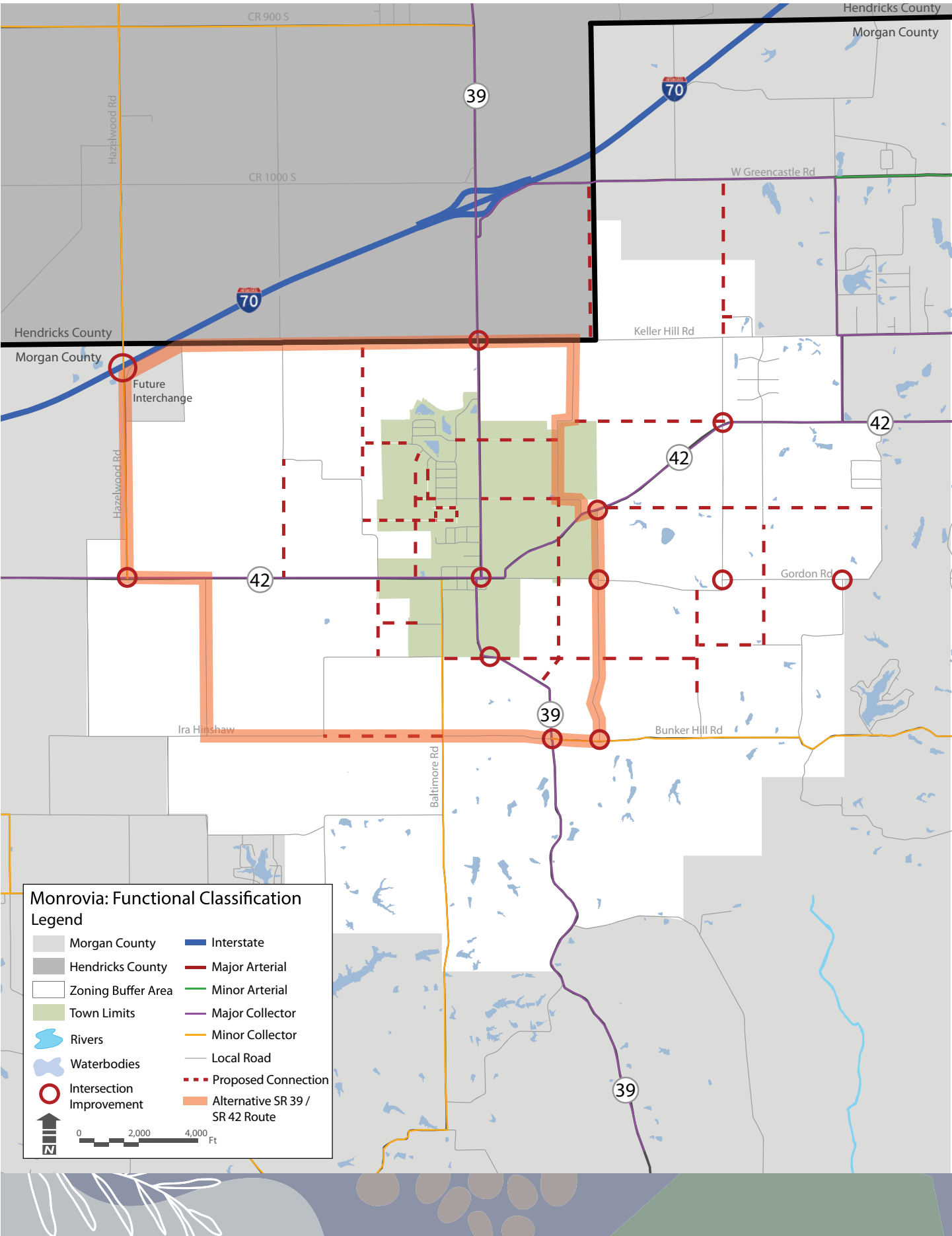
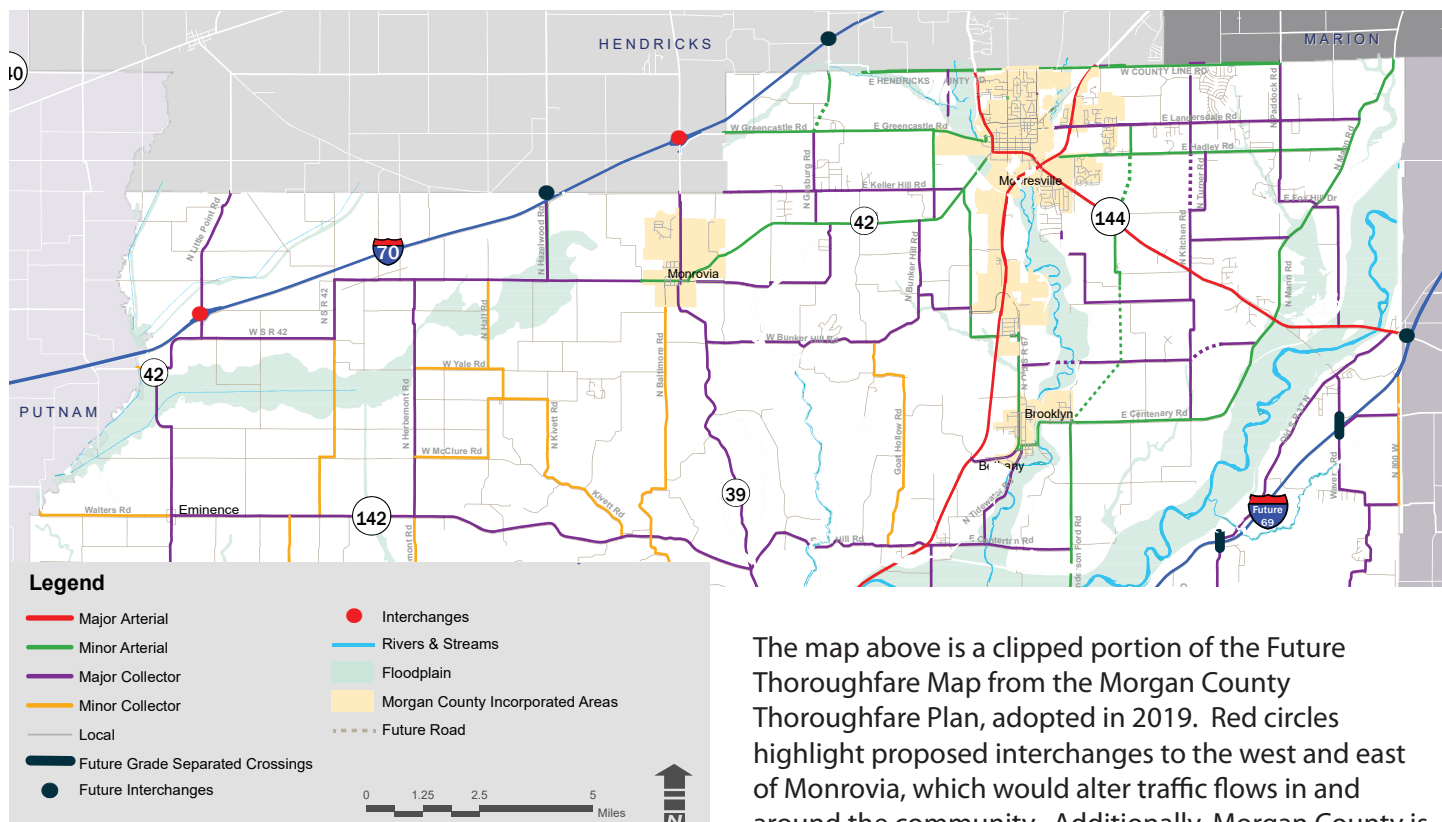


FIGURE 7.3: PROPOSED INTERSTATE INTERCHANGE



The map above is a clipped portion of the Future Thoroughfare Map from the Morgan County Thoroughfare Plan, adopted in 2019. Red circles highlight proposed interchanges to the west and east of Monrovia, which would alter traffic flows in and around the community. Additionally, Morgan County is considering SR 42 as a Major Arterial Roadway between Mooresville and Monrovia. This designation impacts required right-of-way along this corridor for future development in the jurisdiction of the county.

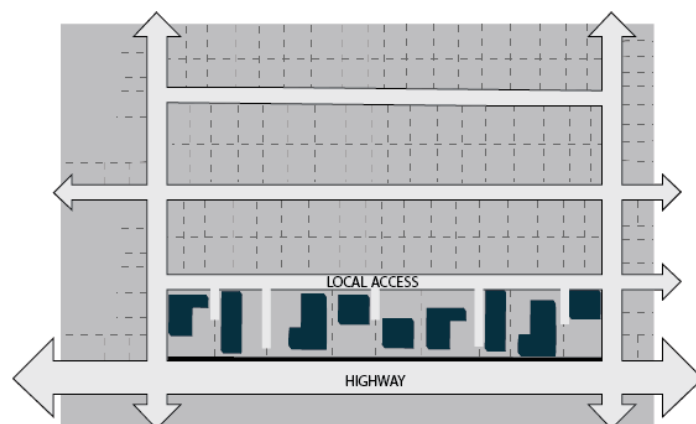
STATE ROAD 39 AND 42 CORRIDOR GUIDELINES

SR 39 and SR 42 are two key commercial corridors through Monrovia, with SR 39 functioning as a key gateway into Monrovia from Interstate 70 and SR 42 serving as a key gateway into Monrovia from the east towards Mooresville. To ensure these corridors not only serve as welcoming and inviting gateways into Monrovia, but also allow for ease of access to future development along these corridors, Monrovia should institute access management policies, and site and design standards for new developments along these important routes.

ACCESS MANAGEMENT

The purpose of access management is to provide vehicular access to developed areas in a manner that preserves the efficiency and safety of the transportation system. Given the importance of SR 39 and SR 42 to both movement of traffic and access to existing and future residential and commercial land uses, proper access management will be tantamount. Some aspects which should be considered as part of access management include:

- Access locations and control
- Traffic signal spacing
- Limitation of driveway location, spacing, and design
- Permitting requirements
- Intersection enhancements
- Frontage and access roads
- Roadway cross section, including number of lanes
- Maintenance of farm access while corridors develop

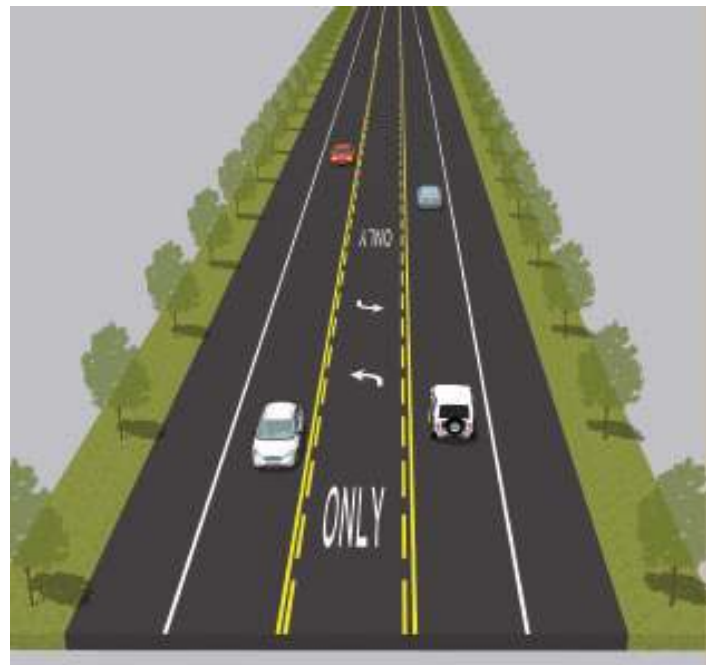


Access management minimizes conflict points on a main thoroughfare

CORRIDOR DESIGN STANDARDS

During the public workshop and public survey, feedback was provided regarding the preferred roadway section, aesthetics, and design elements along SR 39. While Monrovia does not have direct control over SR 39, this feedback should be communicated and shared with INDOT for future consideration along the corridor.

Most participants agreed that a continuous center turn lane was most appropriate for SR 39 in the future. Participants also rated sidewalks, trails, decorative street lighting, and directional wayfinding signage as important design elements along the corridor.



Graphic from the public meeting highlighting a continuous center-turn lane along SR 39

SITE AND ARCHITECTURAL DESIGN STANDARDS

Beyond the corridors themselves, considerations should be made for immediately adjacent land uses and developments. One approach to ensure that these corridors project an inviting image of Monrovia and serve as the desired gateways for the community is to establish a zoning overlay district. An overlay district would be superimposed on base zoning districts already established by Monrovia. An overlay district would need to consider the following:

- How far on either side of the corridor should the district reach?
- What uses would be excluded in the overlay?
- What design standards should be instituted within the overlay?

Providing a set of expectations for site development would ensure cohesive and quality development along the corridors, further cementing the role of these routes as the key gateways into Monrovia. Aspects of site development standards that should be considered include:

- Building and development setbacks from the right-of-way line
- Green space and open space requirements
- Landscape design requirements
- Parking requirements
- Architectural design requirements, such as building massing, façade treatments, roof design, and entrance designs.
- Building elements and accessory structures
- Signage standards

Some examples of local overlay districts within the region include:

- Morgan County/Martinsville I-69 Corridor Overlay District
- Zionsville US 421 Overlay District
- Westfield US 31 and SR 32 Overlay District
- Boone County I-65 Overlay District



Illustration of site and development standards adjacent to a main thoroughfare, with a focus on parking layout, landscaping, lighting, and building setback.

OVERLAY DISTRICT CONSIDERATIONS

CATEGORY	RECOMMENDATION
Pedestrian Infrastructure	Include exterior pedestrian amenities such as patios, benches, connections to adjacent sites, sidewalks, and connections to multi-use trails
	Include pedestrian accommodations at intersections throughout the corridor
	Install pedestrian signals at all crosswalks
	Install marked crosswalks at all intersections
Architectural Design	All proposed development must be harmonious in style and scale with surrounding areas
	Require alternate materials, wall offsets, windows or other features to break up large building spans from 50 to 100 feet
	Require a minimum use of two to three materials in building facades
	All rooftop equipment should be concealed from public view
	Accessory structures should be designed to blend architecturally with the principal building
Landscaping	Define areas to be landscaped such as parking lots, buffers, open space areas, and foundation plantings, and street frontage
	Define standards for preservation of existing trees
	Define desired plant types and sizes within corridor
Parking	Provide for parking lot access between adjacent parcels
	Utilize base zoning for parking requirement count and size
	Require a portion of required site parking to be provided in rear or side of the development, to minimize parking between buildings and corridor
Signs	Require a signage plan for all developments
	Signs should blend architecturally with principal building
	Encourage shared signage for multiple businesses
	Institute maximum sign height requirements
	Signs should be landscaped
Lighting	Lighting should be intentional and focused, with no light trespass occurring off of the development site
Miscellaneous	All refuse and outdoor storage areas should be screened and enclosed
	Loading areas should not be visible from the corridor and should be screened from public view
	Utilities in the corridor should be buried



“Participants also rated sidewalks, trails, decorative street lighting, and directional wayfinding signage as important...”



Preference images from the public workshop

TRANSPORTATION GOAL

Support the development of an interconnected seamless transportation network that appropriately meets the needs of current and future land uses and is flexible enough to handle agricultural, vehicular, bicycle, and pedestrian traffic.

Objective 5.1: Adopt supporting policies that enhance opportunities for appropriate bicycle and pedestrian options.

- Develop a Complete Streets Policy that is appropriate for the Town of Monrovia.
- Complete an Americans with Disabilities Act Inventory and Transition Plan for all public facilities in the Town of Monrovia to ensure the town is eligible for state and federal transportation funds.
- Develop and adopt a Title VI Nondiscrimination Policy to ensure the town is eligible for federal funds.
- Complete an impact fee study and implement impact fees to allow the town to provide new or expanded road infrastructure as needed for new developments.

Objective 5.2: Conduct a thorough review of town ordinances to ensure leadership has the appropriate tools needed to develop the transportation network.

- Review the Monrovia Subdivision Control Ordinance to ensure street, sidewalk, and trail standards are up to date and meet Public Right-of-Way Accessibility Guidelines (PROWAG) and the Manual on Uniform Traffic Control Devices (MUTCD) requirements.
- Include provisions in the Subdivision Control Ordinance that require new developments to complete a traffic study that outlines improvements that need to be made as part of the impact of the new development. Partner with Morgan County on requirements of traffic studies.
- Create an access management and control ordinance that specifically addresses access management along the State Road 39 and State Road 42 Corridors.
- Adopt a right-of-way dedication ordinance that is crafted specifically to the needs of Monrovia and is easy to implement.

Objective 5.3: Identify alternatives to improve safety and congestion at the State Road 39 and State Road 42 intersection that can be reviewed with the Indiana Department of Transportation (INDOT).

- Conduct a detailed analysis of the intersection to get updated traffic counts at the intersection at various points during the day while school is in session, on weekdays, and on weekends.
- Request INDOT perform a study at the intersection at State Road 39 and State Road 42 to see if it meets any safety warrants.
- Work with INDOT to develop a plan for the intersection that meets local needs and INDOT needs.
- Develop a financial strategy that allows the town to partner with INDOT on future State Road 39 and State Road 42 intersection improvements.

Objective 5.4: Complete a road inventory and develop an asset management plan that allows the town to be fiscally responsible when maintaining the transportation network.

- Work to become eligible to receive Community Crossing Matching Funds from the Indiana Department of Transportation.
- Undertake a Pavement Surface Evaluation and Rating (PASER) study on local roads to get a baseline inventory of current roadway conditions.

Objective 5.5: Identify longer-term improvements that may provide for alternative routes for local traffic to move around Monrovia.

- Consider improvements to County Line Road west to Hazelwood Road and Keller Hill east to Antioch Road.
- Consider intersection improvements at State Road 39 and Keller Hill Road as well as State Road 39 and State Road 42.

Objective 5.6: Set a vision for the State Road 39 corridor that includes elements such as access management, roadway configuration, and bicycle and pedestrian pathways.

- Develop a relationship with the INDOT and maintain open communication with on desired future improvements to corridor by meeting annually with the Crawfordsville District to discuss concerns and future improvement plans.

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CHAPTER 8

AGRICULTURE & NATURAL RESOURCES

Agriculture is ingrained within the identity of Monrovia as much as small-town charm. This rural and agricultural identity also runs deep throughout most of Morgan County. As Monrovia looks to manage future development and growth, it will be important to balance agricultural production with new development.

KEY POINTS

- Agriculture is part of the identity of Monrovia.
- Agricultural land and production should be balanced with future development.
- Land west and south of town should be preserved as agricultural land.

AGRICULTURAL PRESERVATION

Much of the land to the west and south of Monrovia should remain as agricultural land for the near-future and life-span of this plan. While Monrovia isn't enriched with any significant rivers, streams, or other substantial natural resources, many people enjoy the space and views afforded them by living in the country.

Those views and open spaces should be preserved as much as possible, especially to the west and south of town. Current floodplain mapping also indicates an area in the southwest that may need to be considered for future preservation or an opportunity as a future restoration area west of town.

FIGURE 8.1: HYDROLOGY

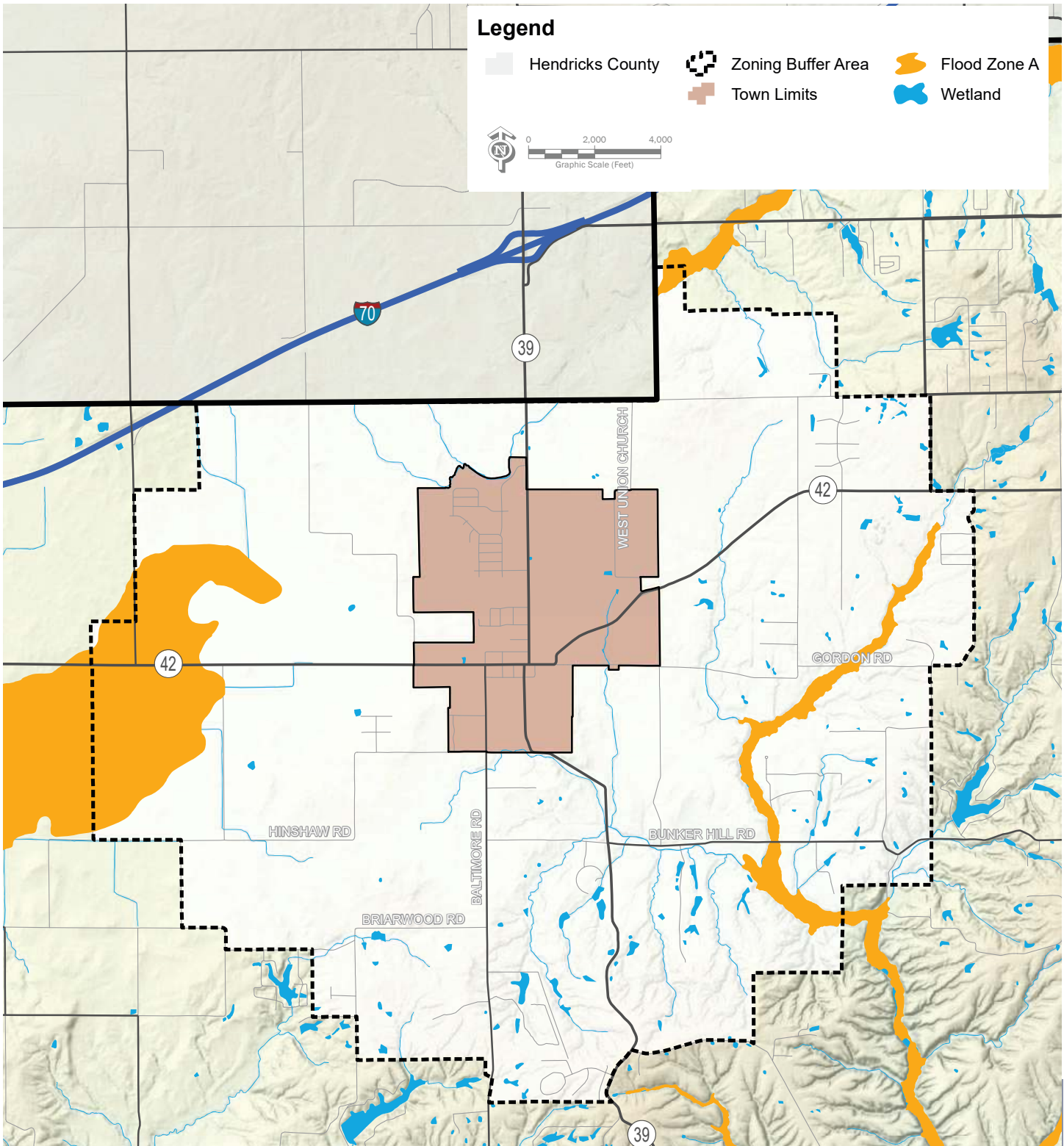
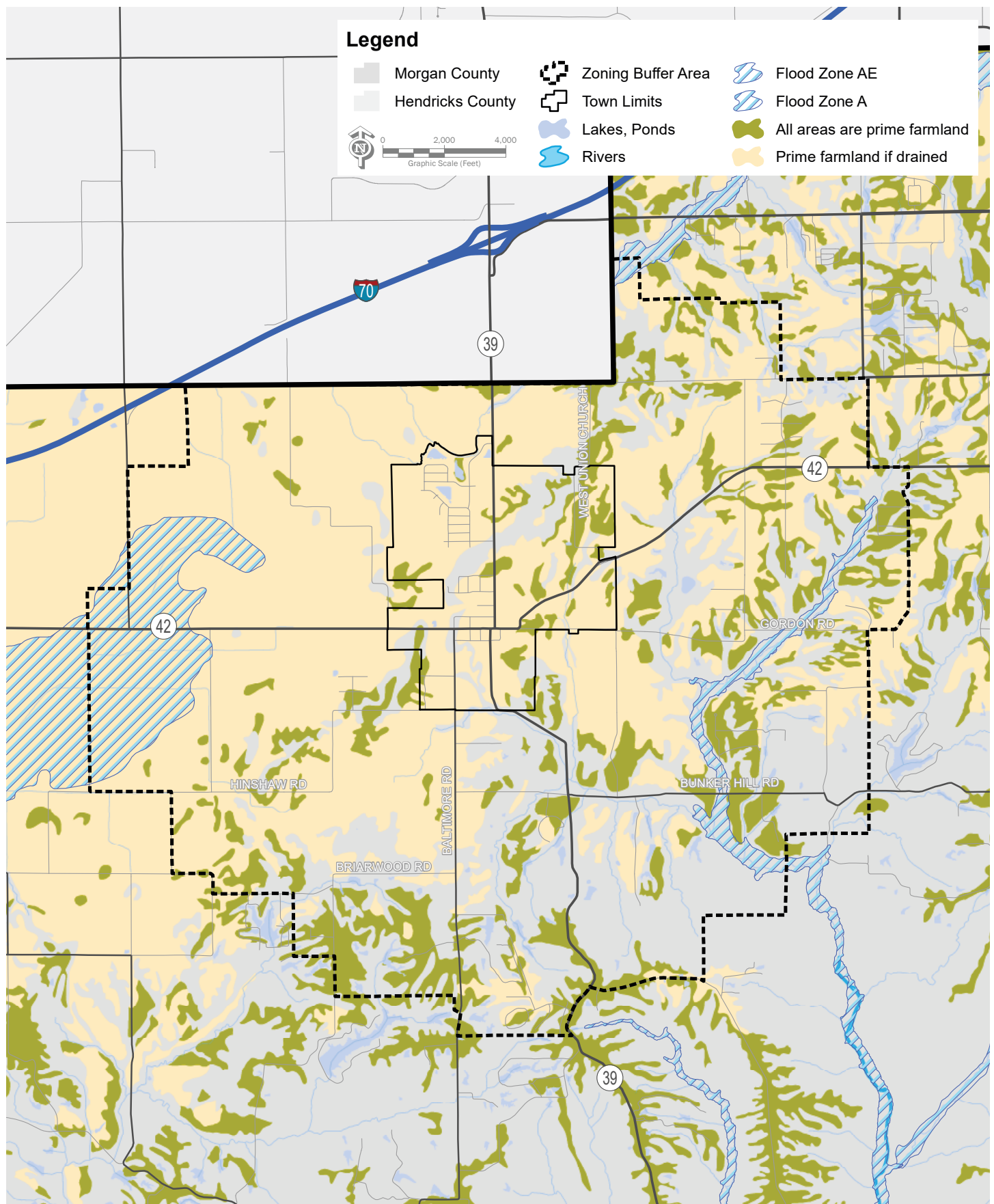


FIGURE 8.2: CURRENT CLASSIFIED AGRICULTURAL LAND



AGRICULTURE & NATURAL RESOURCES GOAL

Retain and support agricultural lands and unique natural resource areas that bring value to the Town of Monrovia.

Objective 6.1: Encourage the preservation and protection of prime farmland.

- Review the Agricultural District Zoning section of the Zoning Ordinance to ensure definitions, permitted uses, and regulations are still relevant and appropriate.

Objective 6.2: Continue to protect existing farms from nuisance complaints by using the “Right to Farm” ordinance.

Objective 6.3: Encourage the preservation and restoration of natural areas.

- Consider restoration of the 'Lake Country' area through a conservation easement program.
- Coordinate with Morgan County to ensure Floodplain Administration duties are being performed on any permits being pulled in the floodplain area along McCracken Creek, Sycamore Creek, and Lake Ditch.
- Consider joining local organizations that focus on water quality, such as the Upper White River Watershed Alliance.

Objective 6.4: Ensure the newest trends in agriculture are reflected in the town’s subdivision and zoning ordinances.

- Ensure ordinance language supports community gardens, farmer’s markets, roadside agricultural stands, hobby farms, conservation areas, and preserves appropriate agricultural uses that may occur on small lot sizes.
- Engage with the Morgan County Soil and Water Conservation District to ensure the town is taking advantage of opportunities available to the Town and private property owners.

CHAPTER 9

UTILITIES

Infrastructure was a main concern among residents through the planning process. The more pressing concerns related to utility infrastructure is water capacity, wastewater capacity, and stormwater management.

KEY POINTS

- Water and wastewater capacity and stormwater management were all identified as top concerns by residents.
- Plans are currently in place for expansion of wastewater capacity, and Monrovia is undertaking a joint stormwater management study with Morgan County.
- Conversations need to continue with Morgan County Rural Water Corporation on identifying ways to improve water supply and capacity in town.

WATER SUPPLY

Water is provided through Morgan County Rural Water Corporation (MCRW), with a well-field water source drawing from the Indiana White River aquifer. As MCRW is a rural water utility, they are limited in their ability to provide adequate fire protection water supply to their members, which has been an issue in Monrovia. Future residential, commercial, and industrial development in the town may be constrained by this limitation and is one of the top priorities for Monrovia to work through.

If MCRW is unable to provide fire protection, Monrovia may need to hold discussions with other water utilities located north of the town, especially to help service desired development along the northern county line and along SR 39.

WASTEWATER

Wastewater is provided through a town owned utility and is in good standing capacity wise. The town has plans in place to increase treatment capacity from 0.3 million gallons per day (MGD) to 0.45 MGD. This increased capacity will allow the town utility to serve future development and accept additional water to be treated from Hendricks County.

STORMWATER

The town currently has a stormwater study underway in partnership with Morgan County. Drainage is an issue within town at times, and there is concern about how to deal with any future run-off from new development. Most drainage makes it way west of town, towards the floodplain near Hazelwood Road and SR 42, locally known as Lake Ditch. Best practices and management approaches should be part of the joint stormwater study, including ordinances requiring developments to treat and retain stormwater on site and ensuring run-off rates do not exceed pre-development levels.



UTILITIES GOAL

Encourage the efficient, effective, and safe delivery of public and private utilities to the greater Monrovia area.

Objective 7.1: Continue to follow the town's plan for sanitary sewer expansion and capacity.

Objective 7.2: Increase local water supply capacity.

- Continue conversations with Morgan County Rural Water Corporation about ways to increase the local water supply capacity.

Objective 7.3: Build relationships with the private utility companies that serve Monrovia and learn about future plans that may affect Monrovia.

Objective 7.4: Create management practices for local stormwater infrastructure.

- Complete the stormwater study to better understand the town's stormwater issues.
- Consider implementing a stormwater utility and consider using fees collected through the stormwater utility to fund stormwater projects and a portion of a street department.
- Become a member of the Morgan County Partnership for Water Quality.

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CHAPTER 10

QUALITY OF LIFE

Quality of life and quality of place is an increasingly critical aspect of any successful community, not just for enjoyment of residents, but also in promoting economic development. Quality of life is difficult to measure with any single metric, but rather is enhanced through multiple community aspects. Schools, restaurants, trails, parks, community events, and other ways people can gather and make connections in a community make for a stronger quality of life.

KEY POINTS

- Quality of life and quality of place is critical to the success of any community.
- Citizens have expressed a desire for trails, parks, restaurants, and strong schools, all of which support a robust quality of life.
- Investment in parks, trails, and spaces where everyone can gather in the community will help bridge the perception of 'old' and 'new' Monrovia.
- Great communities do not happen by accident.

QUALITY OF LIFE OPPORTUNITIES

One of the key issues that became apparent through the planning process is that Monrovia lacks a common gathering space for community events, festivals, or impromptu gatherings. There are school events, sport events, and play spaces offered by community churches, but there is not one unified community gathering space for everyone in the community to feel is theirs. Newer housing north of town also offered their own amenities, but not necessarily for the community at-large.

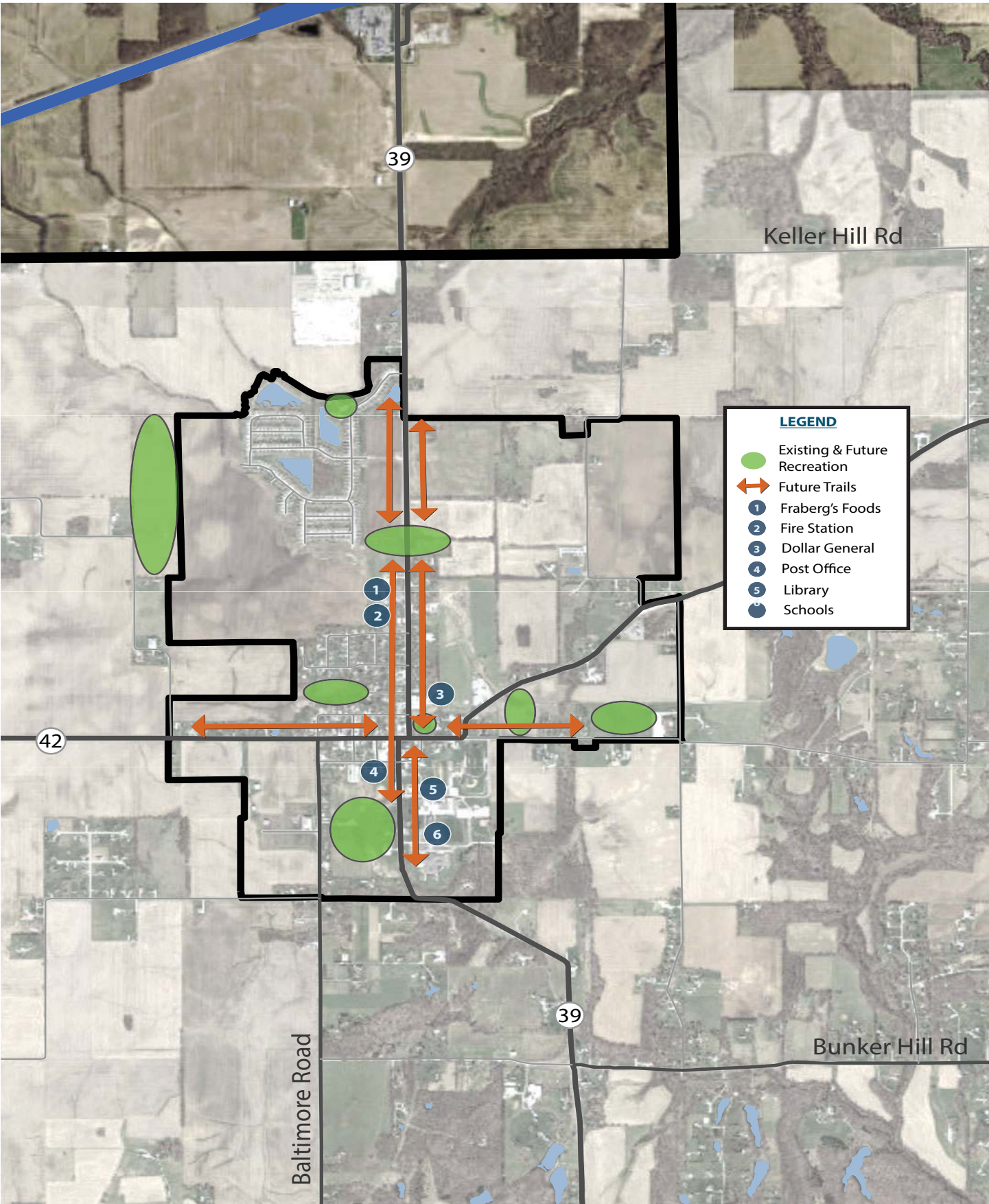
These disparate community events and amenities have added to the feeling of 'new' and 'old' Monrovia within the community. This perception is only further exacerbated by the lack of physical connections created by trails and sidewalks in between areas of housing and community assets such as the downtown, school campus, and commercial destinations in Monrovia.

Public survey responses indicated a strong desire for stronger quality of life elements in the community, such as strong schools, trails, parks, more restaurants, and a civic or community space. One of the best ways to preserve a small-town way of life and the ability to know your neighbors is to ensure spaces and events are made available to know your neighbors. Great communities do not happen by accident.

“One of the best ways to preserve a small-town way of life and the ability to know your neighbors is to ensure spaces and events are made available to know your neighbors.”



FIGURE 10.1: RECREATION AND TRAIL OPPORTUNITIES



DESIGN & DEVELOPMENT STANDARD CONSIDERATIONS

One of the first cues as to the level of quality of life in a community are often visual. Are houses well-kept? Are streets clean? Does the place look unique? Are there people and families around? One way Monrovia can project an image as a community that is a great place to live and start a business is by implementing some minimal design and development standards. These standards help ensure that a certain level of quality of development and forethought in planning is prepared in new developments. Some potential considerations for future design or development standards and some best practice recommendations for Monrovia are listed in the categories below:

SITE CONTEXT

All proposed development should consider the surrounding environment, architectural style, and development scale of surrounding areas. Appropriate buffers, landscaping, architectural façade treatment, setbacks, and other design elements should be utilized to ensure new developments complement, as best possible, adjacent uses.

- All proposed development should be harmonious in style and scale with surrounding areas.

BUILDING ORIENTATION

In general, buildings should be oriented to create a unified appearance along adjacent street frontage. Loading facilities and other service areas should be hidden from view as much as possible. Site arrangement should focus on creating a visually interesting site that remains functional in all respects.

- Establish appropriate setbacks based on development type, surrounding land uses, and site context.
- Minimize excessive front parking by providing additional rear and side parking.

BUILDING FAÇADE AND MATERIALS

Buildings should be comprised of a variety of high-quality materials. Developments should provide a human-scale and pedestrian oriented experience. Facades should be designed to lend architectural interest and variety to the development while retaining compatibility with surrounding sites. Architectural detail should be extended to all visible sides of a building to ensure a finished and consistent look.

- Provide articulation along building façades through element such as offsets and windows.
- Entrances should be clearly defined and highly visible.
- Provide visual interest through a minimum use of two to three materials (brick, split-faced concrete block, stone, glass, stucco, fiberglass, pre-cast concrete, etc.)



SITE CIRCULATION & ACCESS

Safe access by motor vehicles, bicyclists, and pedestrians is essential to a well-designed site. Where possible, multiple driveways off a thoroughfare should be consolidated and utilize a frontage road or shared parking area. Pedestrian infrastructure should be planned for and implemented, even if not yet connected throughout the community.

- Provide access to adjacent properties.
- Minimize driveways off main thoroughfares and consolidate or use shared driveway and parking areas where possible.
- Sidewalks and trail connections should be provided, even if not connected to a broader network at time of installation.
- Bicycle parking and access should be provided.

SITE LANDSCAPING

Landscaping is an integral element of site design. Plantings should be used to enhance the aesthetics of the development as well as to screen certain components of the site, such as mechanical equipment and garbage receptacles, from view of passing vehicles or pedestrians. Landscaping features should be designed to present a unified theme throughout a development and maintain a consistent look and feel between developments.

- Landscape should be used to screen undesirable elements, such as outdoor storage, dumpster enclosures, or mechanical equipments.
- Provide a higher level of street frontage landscaping along key corridors.
- Provide parking lot landscape island and screen parking lot perimeters.

BUSINESS SIGNAGE

Attractive and effective business signage is necessary for ease of wayfinding and visual continuity. Signs should be designed to complement the materials and architecture of the structure they are associated with and should be integrated with site landscaping. Wall signs and freestanding ground signs should be the preferred type of signage for business uses.

- Business signage should be of the same style and scale of the building architecture.
- Business signage scale should fit within context of adjacent land uses.
- The allowable height of signs should be minimized with pole signs discouraged.

SITE LIGHTING

Lighting should be designed to minimize impacts on neighboring properties, especially adjacent residential uses. Lights should be shielded to illuminate only that which they are intended to illuminate. Lighting fixtures should be complimentary to the overall design concept of the development and should illuminate at levels which ensure safety and comfort without becoming a nuisance to surrounding uses.

- Minimize lighting heights.
- Ensure light is shielded, and does not project beyond the site.
- Lighting should be intentional and focused.



QUALITY OF LIFE GOAL

Continue to cultivate Monrovia's distinct identity in all aspects of community development.

Objective 8.1: Develop a community-wide gathering space, such as a park, for future and existing town events.

- Consider forming a parks and recreation board.
- Identify potential locations and partnerships for the development of future park sites.

Objective 8.2: Identify ways to connect key community assets through pedestrian connections, such as trails and sidewalks.

- Develop and implement a pedestrian connectivity plan.

Objective 8.3: Expand the downtown area by using existing development patterns, building scale, and setbacks.

- Establish a character district in the downtown area through a zoning overlay that encourages the development of a traditional downtown.

Objective 8.4: Support the Monroe-Gregg School District in providing quality education with a small-town feel for Monrovia students.

- Continue to foster a relationship with school district leadership and work together to solve common issues.
- As business and industry grow in Monrovia, explore the opportunity to have the town and school district partner for a career/technology experience for students.

Objective 8.5: Ensure that planning documents and regulations clearly articulate the desired development standards envisioned by the Town of Monrovia.

- Update the Subdivision Control Ordinance to meet the current needs of the Town of Monrovia.
- Develop and adopt basic design guidelines that address commercial and industrial development.
- Develop and adopt basic design guidelines that address downtown development and redevelopment.
- Develop and adopt residential design guidelines.