

HORIZON 2030

COMPREHENSIVE LAND USE PLAN UNION TOWNSHIP CLERMONT COUNTY, OHIO



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CINCINNATI, OH 45245

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TABLE OF CONTENTS

INTRODUCTION	1
Guiding Principles	1
Public Involvement & Adoption	1
Adoption	2
GOALS & OBJECTIVES	2
COMMUNITY PROFILE	3
Population	3
Employment Growth	3
Socio-Economic Data: Median Age	4
Socio-Economic Data: Median Household Income	4
Property Valuation Data	5
Land Use Analysis	5
Single Family Residential Development	6
CURRENT SERVICES & AMENITIES	7
Police Protection & Law Enforcement	7
Fire & Emergency Medical Service	8
Parks & Recreation	9
Public Utilities	9
LAND USE RECOMMENDATIONS	10
Residential Development	10
Economic Development Initiatives	10
Mixed Use Development Opportunities	11
Focus Area Development	12
<i>Bach-Buxton Road Commercial Corridor</i>	12
<i>Central (State Route 32) Retail Corridor</i>	13
<i>Ivy Pointe Commercial Corridor</i>	15
<i>Little Miami - Lower East Fork Corridor</i>	17
<i>Mt. Carmel Business District Corridor</i>	19
<i>Mt. Carmel-Tobasco Road Mixed Use Corridor</i>	21
<i>Ohio Pike Corridor</i>	23
<i>Olive Branch-Stonelick Corridor</i>	25
<i>Summerside/Willowville Mixed Use Corridor</i>	27
TRANSPORTATION SYSTEM MANAGEMENT	30
Access Management Strategies	30
CCTID Regional Transportation Improvement Program	30
Multi-Modal Transportation Initiatives	33
Pedestrian Access	34
SITE DESIGN BEST PRACTICES	35
Architectural Composition Exemplary & Recommended Design Elements	36
Recommended Parking Lot Design – Landscaping & Pedestrian Design Strategies	37
Recommended Parking Lot Design – Stormwater BMP's and Bioswale Inclusion	38
UNION TOWNSHIP FOCUS AREAS MAP	39
APPENDIX	40



INTRODUCTION

GUIDING PRINCIPLES

Carved from the rolling hills of west-central Clermont County in 1811, Union Township has remained the population and center of commerce for Clermont County, and the eastern half of the Greater Cincinnati Metropolitan area. Since 2001, the Township has experienced additional explosive residential growth extending through 2006. Beginning in 2006 and continuing through 2008, broader shifts in the national, state, and regional economy resulted in a more measured growth pattern and that trend continues in 2013 and beyond.

With the development of the Ivy Pointe Commerce Park and the relocation of Total Quality Logistics and SENCORP to Union Township, the Township has emerged as a major employment center on the eastern edge of Cincinnati. As remaining available vacant land is consumed, additional opportunities for infill commercial and residential development should be preserved and enhanced to allow for sustainable development and redevelopment.

The previously adopted *Union Township Comprehensive Land Use Plan 20/20* document stated, “land-planning is our greatest opportunity to maximize the quality of life while preserving the dignity of the community.” Consistent with, and building upon that message, the *Horizon 2030: Union Township Comprehensive Land Use Plan* is guided by the following statement of principle:



EFFECTIVE AND COMPREHENSIVE LAND USE PLANNING EFFORTS SHALL RECOGNIZE THE IMPORTANCE OF SUPPORTING INCLUSIVE, CREATIVE, AND INNOVATIVE SITE DESIGN AND DEVELOPMENT PRINCIPLES SO AS TO MAXIMIZE THE LONG TERM SUSTAINABILITY, ECONOMIC OPPORTUNITY, AND QUALITY OF LIFE WITHIN UNION TOWNSHIP.

PUBLIC INVOLVEMENT

On February 14, 2013, the Board of Trustees began initial consideration of the comprehensive plan update and authorized the staff to begin that process. This action resulted in the facilitation of stakeholder meetings by the Board of Trustees. Consequently, the Board of Trustees sanctioned two stakeholder committee meetings on June 10, 2013 and June 24, 2013, respectively. The purpose of these hearings was to gauge broader community sentiment and support for the Horizon 2030 Land Use Plan document, and to incorporate further citizen and stakeholder group input into the plan. After these public hearings, the draft land-use planning document was further updated and refined because of input received, and a final draft of the *Horizon 2030: Union Township Comprehensive Land Use Plan* was presented at the November 14, 2013 Trustees Meeting.



INTRODUCTION

ADOPTION

As a result of the working group recommendations and stakeholder input received, a final hearing was scheduled for November 14, 2013 to officially consider the work product developed by the various stakeholder groups and further refined through that process. On November 14, 2013, the Union Township Board of Trustees unanimously approved a resolution adopting the *Horizon 2030: Union Township Comprehensive Land Use Plan* to guide growth within the Township for years to come.

MISSION STATEMENT

EFFECTIVE AND COMPREHENSIVE LAND USE PLANNING EFFORTS RECOGNIZE THE IMPORTANCE OF SUPPORTING INCLUSIVE, CREATIVE, AND INNOVATIVE SITE DESIGN AND DEVELOPMENT PRINCIPLES SO AS TO MAXIMIZE THE LONG TERM SUSTAINABILITY, ECONOMIC OPPORTUNITY, AND QUALITY OF LIFE WITHIN UNION TOWNSHIP.

GOALS

- ❖ *To create and update the existing comprehensive plan that results in the protection and enhancement of the public health, safety, welfare, and morals through examination of the nature and location of existing and future land use patterns and their relationship to the community.*
- ❖ *To encourage flexible, innovative, and creative development approaches in order to maximize the benefit derived from existing and proposed transportation and infrastructure investments and resources leveraged by local jurisdictions.*
- ❖ *To plan for, and accommodate, mixed use, walkable development that encourages blending of a variety of commercial and residential uses and housing product types.*
- ❖ *To encourage the use of creative site design that fosters and facilitates infill development.*
- ❖ *To continue patterns of high-quality residential growth consistent with the character of the Township.*
- ❖ *To encourage continued economic development that reinforces and enhances the Township's role as a regional employment and commerce center within the Greater Cincinnati Metropolitan area by facilitating land uses supportive and conducive to job growth and economic opportunity.*

COMMUNITY PROFILE

POPULATION



Understanding and documenting the changing nature of a community's population is a key element to ensuring successful planning. Demographic trends may indicate a need for different types and styles of development policies and construction techniques. As TABLE 1-A through TABLE 1-C (see appendix) demonstrate, growth in Clermont County has been the direct result of the population increase within Union Township. Consistently, the population of Union Township has accounted for 23% of the overall countywide population, averaging 0.96% growth annually.

Since 1970 and continuing through 2010, Union Township has grown to the size of many moderately sized cities, with a population of 46,413. Further, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) has estimated substantial population growth to continue, with an average annualized growth rate of 0.98%. The *Clermont County TID Marketplace Commercial & Housing Assessment*, completed by Property Advisors, indicated that Union Township was home to 18,446 households in 2007.¹

EMPLOYMENT

Understanding employment growth is equally important in the formation of sound land-use policies. OKI has estimated an average annual job growth rate of 1.15%, or 4,947 new jobs added by 2030 (See TABLE 2-A, Appendix). It is presumed that In Ivy Pointe Commerce Park alone, an additional 800,000 sq.ft. of office space and 3,000 new employees will be added. Because of this projected growth in employment, it is anticipated that additional residential development will be required to accommodate the demand by new employees for housing in close proximity to employment centers.



¹ Property Advisors 2007, Clermont County TID Marketplace Commercial & Housing Assessment

COMMUNITY PROFILE

SOCIO-ECONOMIC DATA: MEDIAN AGE

A review of available census data from both the 1990 and 2000 Decennial Census demonstrates that while population increased in each age cohort, the most significant increases occurred in segments of the population over age 50. This is especially true as “Baby Boomers” age in place in their communities, and approach retirement age, as illustrated in TABLE 3-A (see appendix). Conversely, the 35-39 age cohort saw the largest drop among all cohort groups, declining 14.80% from 2000 to 2010, followed by a 12.01% decline in the 30-34 year age cohort, and a 6.56% decline in those aged 40-44 years.



A corresponding increase was seen among persons 55 years of age and older. Persons aged 60 to 64 years increased in population by 88.75% between 2000 – 2010, with large increases for all age groups 50 and older (see TABLE 3-B). More than 15,940 (34.34%) Union Township residents in the year 2010 either will have reached or will be nearing (within five years) age 65 by the year 2030, and the 25-34 age cohort grew the smallest of any age group during 1990-2000.



The township median age has already increased from 33.5 in 2000² to 34.8 in 2007³, and has risen to 36.7 in 2010. This same period also saw the aggregate 55-64 age cohort increase from 7.75% of the overall Township population in the year 2000 to 9.90% in 2007⁴, and 12.13% in 2010. A maturing community must remain open to facilitating housing and development strategies aimed at enhancing mobility, and access to alternative modes of transportation.

SOCIOECONOMIC DATA: HOUSEHOLD INCOME

During the past decade, Union Township has seen an increase in both Median Household Income and Per Capita Income, pointing towards an increased affluence and the continued economic success of the community. The percentage of households earning greater than \$75,000 per year in proportion to the total number of households has increased from 4,021 households to 7,306 households, or an increase of **81.70%** between 2000 to 2010. Median household income has also increased nearly 28.77% from 2000-2010, to \$62,707 in 2010. Increased affluence within the community is due largely in part to continued economic development, the availability of high-wage jobs, exceptional public services, and an increase in quality housing stock.

² U.S. Census Bureau, 2000 Decennial Census, available at <http://www.census.gov>

³ Property Advisors 2007, Clermont County TID Marketplace Commercial & Housing Assessment

⁴ Property Advisors 2007, Clermont County TID Marketplace Commercial & Housing Assessment

COMMUNITY PROFILE



Policy decisions that support economic development and commercial investment/reinvestment are critical to sustaining this desirable trend. Through supporting commercial investment and reinvestment in an inclusive and appropriate manner, the Township can also ensure the creation of additional employment opportunities. Additionally, policies that promote a diversity of, high quality housing stock options supportive and conducive to attracting and retaining young professionals, growing families and empty-nester households are of equal importance to that success. Market area studies have also recommended policies that promote an increase in the number of households earning \$50,000 or more per year, as this is a significant factor weighed by employers and retailers alike, when considering relocation or expansion within a community.⁵

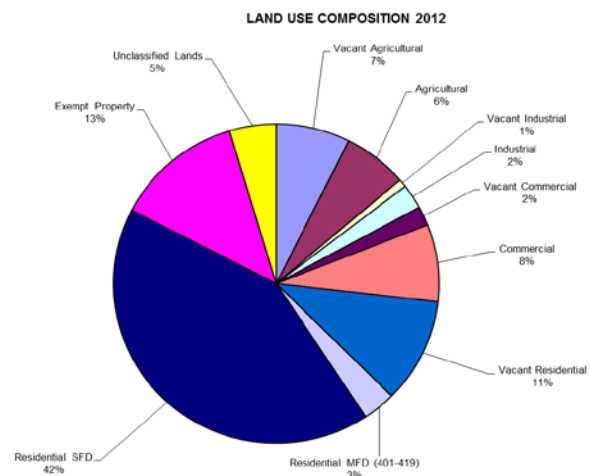
PROPERTY VALUATION DATA

Property valuations have generally increased in Union Township over the past decade. In fact, Union Township maintained an aggregate property valuation of \$395,093,369 in 1990, and \$814,866,137 in 2000.⁶ In 2010, the Township maintained an aggregate taxable valuation of \$1,016,292,540.⁷ Stable property values during the recent economic recession are certainly also indicative of the character of past investment that has occurred in the Township, a fact illustrated in TABLE 7-A (see appendix).

LAND USE ANALYSIS

Nearly 22% of the overall available land for development within the Township is vacant, identified as either vacant agricultural, or vacant residential. Assuming a density of 2.18 units/acre, the existing residential vacant land inventory alone could yield as many as 4,311 additional residential units.

TABLE 5-A (see appendix) indicates the current inventories of residential, industrial, agricultural, and commercial vacant land within the Township.⁸ Diversification of land use assists in offsetting tax burdens experienced by residential properties through the addition of commerce.



⁵ Property Advisors 2007, Clermont County TID Marketplace Commercial & Housing Assessment

⁶ Union Township Comprehensive Land Use Plan 20/20, (2001)

⁷ Clermont County Auditor's Office, March 2010

⁸ Clermont County Geographic Information Systems (GIS) Data, 2012

COMMUNITY PROFILE

Further, diversified land uses can lead to more convenient travel patterns, shorter commutes and trip times, and enhanced convenience for residents of a community. TABLE 5-B provides a summary for all land use classifications within Union Township as of 2012 (see appendix).⁹ A review of GIS information indicates that single-family residential development is the predominant land use within Union Township, with 41.85%, or 7,774.79 acres, of all land classified as single-family residential use. Commercial and industrial land uses represent 7.80% and 2.50% of the overall Township land use. TABLE 5-C (see appendix) also illustrates the current diverse mix of developed land uses within the Township.¹⁰ While more than 72% of all uses are residential, the Township does maintain more than 16.5 % commercial and industrial uses and nearly 11% agricultural uses in 2012.

RESIDENTIAL DEVELOPMENT ACTIVITY

Union Township has added 3,637 new single-family dwelling units, with an average valuation of \$138,746 since 1995. Between 2001 – 2012, 1,953 new residential units were constructed in Union Township. Since 1995, Union Township has added 1,392 multi-family dwelling units, with an average valuation of \$64,311 per unit constructed, but the number constructed per year has not exceeded 150 units since 2001.¹¹



⁹ Clermont County Geographic Information Systems (GIS) Data, 2012

¹⁰ Clermont County Geographic Information Systems (GIS) Data, 2012

¹¹ See Table 6-A, Appendix

CURRENT SERVICES & AMENITIES

POLICE PROTECTION & LAW ENFORCEMENT

Formed in 1965, the Union Township Police Department has grown from its original staff of one part-time officer to a seventy-two member, full service internationally accredited agency. Union Township employs 50 full time sworn police officers. These officers are responsible for answering over 60,000 calls for service a year. Each officer is highly trained and sensitive to the needs of the community.



The department also operates the Union Township 911 Communications Center. Each year the center receives over 100,000 emergency calls. The communications center also dispatches fire and emergency medical service runs for the Union Township Fire Department. The police departments motto of, "pride progress and professionalism" is on display daily as the men and women of the department perform their duties.



CURRENT SERVICES & AMENITIES

FIRE & EMERGENCY MEDICAL SERVICE

The Union Township Fire Department provides full service to all of Union Township, delivering life safety services 24 hours a day, every day of the year. Services are provided by highly trained professional firefighter/paramedics that operate out of five stations strategically located throughout the service area.



The Union Township Fire Department has met the standards required to achieve accreditation through the Commission on Fire Accreditation International since 2004 and maintains an excellent ISO rating of "3". It is the mission of the Union Township Fire Department, Clermont County, Ohio to strive to be on the cutting edge of excellence by exceeding expectations in providing life safety services to the community. This mission is directed at making a safer and healthier community.





CURRENT SERVICES & AMENITIES

PARKS & RECREATION

The Union Township Service Department was fully accredited in 2011, as well, marking the Township as the only Township in the country to have achieved accreditation in all three major service categories; namely, Police, Fire & EMS, and Service. Union Township's fully accredited Service Department currently operates and maintains four parks: Veterans Memorial Park, Clepper Park, Ivy Pointe Park and Mt. Carmel Park. Union Township parks are located throughout the township, and are accessible year round. Union Township also provides an amphitheatre and full size gymnasium at the Union Township Civic Center. Union Township also collaborated with the Clermont County Park District in 2008 to begin development of a large park off Tealtown Road – development on this facility is expected to continue.



Union Township is also home to many great private recreational opportunities as well, with many private and club sponsored athletic fields. These include Tealtown Ball Park and WT Fields in Withamsville, as well as the Cincinnati Nature Center Rowe Woods Preserve, consisting of nearly 1,000 acres of preserved woods, fields, and naturalized areas. Rowe Woods is home to nature trails, various hiking opportunities, an operational maple syrup production facility, and a lodge & conference center. Union Township is home to several privately operated recreational and fitness clubs. St. Veronica's Church and School and St. Thomas More Church & School are also situated in the Township, and both schools operate gymnasium facilities as well.

PUBLIC UTILITIES

Union Township is located within the service area of the Clermont County Water Resources Department, and is predominantly served by both public water and sanitary sewer infrastructure. Electric and natural gas service are provided by Duke Energy Ohio, with substantial infrastructure available to support current and anticipated demands. Fiber optic and telecom services are provided by a host of companies, including Cincinnati Bell and Time Warner Cable.

LAND USE RECOMMENDATIONS

RESIDENTIAL DEVELOPMENT



The *Union Township Comprehensive Land Use Plan 20/20* concluded that inclusive land use policies of the past have led to the community experiencing a disproportionate level of growth within the multi-family dwelling use category. Ultimately, the Board resolved to maintain the existing levels and proportions of multi-family use at current approved levels indicated in TABLE 6-A.



This Comprehensive Land Use Planning document shall continue to recommend "Single Family Large-Lot Residential" development as the guiding principle for new single-family development throughout the majority of Union Township, with the generalized goal of achieving gross densities in the realm of 2.50 to 4.00 units/acre. However, targeted areas may be ripe for alternative housing stock and higher densities. New Single Family Residential developments outside of designated Focus Areas should include provisions for

open space and recreational opportunities, and should emphasize cluster-style development that results in the preservation of valuable natural features. New streets shall be designed in accordance with the *Infrastructure Design and Construction Standards* for Clermont County, Ohio, with connectivity in street design encouraged wherever practicable. Amenities are of particular importance in communities resulting in the development of more than 75 new homes. Such amenities include, but are not limited to; community swimming pools, recreation halls and clubhouses, playgrounds, and parks. Sidewalks and street lighting shall be preferred in developments exceeding 15 units.

Quality development is most easily achieved through planned-unit development zoning processes, and as further enumerated within the *Union Township Zoning Resolution*. An equally important goal is the provision of affordable, high-quality workforce housing within designated Focus Area Overlay District Corridors, and especially those areas in close proximity to retail employment centers as to ensure adequate workforce housing for all members of the community. To that end, high-quality multi-family communities that result in unified site development with consolidated amenities, such as pools, trash collection, clubhouse and/or recreation areas, and other similar uses should be viewed in a favorable light. Proposals should focus on heavily commercialized, retail areas with the goal of maximizing the benefit of placement near employment centers.

ECONOMIC DEVELOPMENT OPPORTUNITIES

A core reason for the explosive growth experienced by Union Township during the past two decades is an aggressive position on Economic Development. Through new and ongoing economic ventures and partnerships, the Board has been able to offset reductions in state funding levels, thereby keeping quality of services high and taxes low. The primary vehicle for economic development in Union Township is the Board of Trustees, acting through the

LAND USE RECOMMENDATIONS

Union Township Community Improvement Corporation. To date, the Board has also generated new earnings tax revenue through the establishment of Joint Economic Development Districts, and through the formation of private-public partnerships. The UTCIC is empowered to buy, sell, and lease land, issue debt, and complete all other statutory actions granted to it by the Ohio Revised Code. Moving forward, the Board should aggressively continue its support of the UTCIC, through funding economic development activities, grant programs, and by continuing to utilize the UTCIC to incentivize, partner, and dispose of property that results in enhanced revenue and growth in Union Township.

MIXED-USE DEVELOPMENT OPPORTUNITIES

Having established the guiding principles for new single-family residential development throughout the majority of Union Township, the Board also recognizes that in certain developed Focus Areas greater flexibility may be required to achieve proper uses. Special consideration may be given to accommodate mixed-use, residential infill development within certain Focus Areas with the aim of attracting and retaining young professionals, growing families, and senior citizens alike. By directing mixed-use development to existing, intensely developed commercial areas with an eye toward redevelopment of underutilized and/or single-use commercial properties, the Board will be able to continue the preservation of the existing single-family, large lot residential character found throughout most of the Township, and continue the creation of the critical mass necessary to attract and retain major employers in the Township. Also, by appropriately directing mixed-use infill development, the Township can facilitate the creation of an enhanced built environment that minimizes wasted impervious surfaces, which result in multiple modes of transportation, including sidewalks and shared use pathways. Additionally, mixed-use projects should deploy maximum setback thresholds and should orient the buildings to the street, with parking located to the side or rear of structures.



Traditionally, mixed use development is anchored by the presence or creation of high-density multi-family housing opportunities of varying types and designs. This includes multi-story residential structures, such as those developed at Ivy Pointe that are integrated with and connected to the surrounding commercial built environment. Such developments may or may not include on-site parking, and will often blend high-quality amenities on a compressed development footprint, leading to high gross densities on a parcel by parcel basis, with a minimum density of 15 units/acre.



Structures integrating multiple uses, such as retail and office, retail/office & residential and other similar arrangements should be embraced and encouraged. Of particular importance in supporting mixed-use development is the promotion of verticality within the built environment as to accommodate residential and lower intensity commercial uses above ground floor retail establishments. Shared parking configurations should also be encouraged to accommodate the mixes of uses, since differing uses experience differing parking demands at varying



LAND USE RECOMMENDATIONS

times throughout the course of the day. Successful examples of mixed-use development include Easton Town Center outside of Columbus, Ohio; The Greene in Beavercreek, Ohio; the Villages at North Clayton, just northwest of Dayton, Ohio; and the award winning Orenco Station mixed use development located in Hillsboro, Oregon, all being similar in nature to Union Township.

FOCUS AREA DEVELOPMENT

The previously adopted *Union Township Comprehensive Land Use Plan 20/20* established a framework that has influenced and informed development patterns and decisions within designated corridors throughout Union Township. Periodic examination of existing land use policies provides an excellent opportunity to respond to the dynamic nature of land use evolution within a community, allowing for modification that is responsive to continued development. The Board has opted to continue this corridor-wide planning approach to facilitating development for numerous reasons, including the recognition and assessment of unique corridor characteristics, challenges and opportunities. Most importantly, the Township can continue to preserve and protect the well-established single-family residential development patterns and neighborhoods that have solidified over the past three decades by directing appropriate development patterns and land use mixes towards focus areas, where appropriate.

FOCUS AREA DEVELOPMENT

BACH – BUXTON ROAD COMMERCIAL CORRIDOR

Corridor Description

The Bach-Buxton Road Commercial Corridor is located in the areas of Clough Pike, east of McMann Road, consisting of lands situated along Ferris Road, both sides of McMann Road south of Clough Pike, and then extending along both sides of Bach-Buxton Road approximately ½ mile north of Clough Pike, and south to State Route 125.

Existing Conditions

Currently, the Bach-Buxton Road Commercial corridor is the primary location for low intensity/light industrial and manufacturing operations in Union Township. Several large-scale industrial users, such as Multi-Color Corporation, Sun Chemical, L-3 Fuzing & Ordnance Systems (formerly KDI) and smaller users, such as Key Resin, Freeman Schwabe, and others have experienced continued success in this corridor. The development of Clough Pointe commenced in 2008, and created more than 79 acres of prospective mixed-use commercial, commercial warehousing, and light industrial development opportunity.

Current Infrastructure Capabilities

Roadway facilities are adequate at this time, with substantial improvements anticipated for the area north of the corridor in conjunction with the Eastern Corridor – Segment IVA project and the anticipated Bach-Buxton Interchange. Additionally, Clermont County completed intersection and signalization upgrades nearby at both Clough Pike and McMann Road, and at Clough Pike and Shayler Road, thereby adjusting levels of service more in line with current traffic volumes. Public utilities are generally available to most sites. Current land use is increasingly commercial in character, with small pockets of remaining residential uses



LAND USE RECOMMENDATIONS

located primarily along Ferris and McMann Roads, and at the southern end of the corridor, approaching State Route 125, near Midland Boulevard.

Future Land Use Policies & Recommendations

The Bach-Buxton Road Commercial Corridor should continue to be the primary area for industrial and heavy commercial warehousing activities within Union Township. Additionally, new development proposals and redevelopment proposals within the Bach-Buxton Corridor should encourage the following objectives and/or desired outcomes:

- ◆ *Heavy industrial uses that result in increased air and/or environmental contamination or those dealing in extremely hazardous or toxic materials should be excluded from consideration.*
- ◆ *Encourage the adaptive reuse of larger existing structures through conversion into multi-tenant facilities as to maximize efficiency and utilization of existing structures and to allow for increased intensity of development.*
- ◆ *The use of site design technologies that maximize renewable energy usage and reduce environmental impact shall be encouraged.*
- ◆ *The use of stormwater runoff best management practices (BMP's) should be encouraged throughout the development review process.*
- ◆ *"Green Technology" industries should be encouraged and supported, if practicable.*
- ◆ *All developments shall provide for a primary point of access to the site, with accommodations for freight traffic incorporated therein.*
- ◆ *Access to developments exceeding five (5) contiguous acres in size shall be achieved through the development of an internal service road network as to promote connectivity.*
- ◆ *Pedestrian and multi-modal transportation elements (eg. sidewalks, side paths, shared use pathways) shall be strongly encouraged throughout the corridor.*
- ◆ *Future development proposals may include both industrial zoning and PD District zoning classifications; however, the PD District is preferred to accommodate non-industrially zoned properties at this time.*

FOCUS AREA DEVELOPMENT

CENTRAL RETAIL (STATE ROUTE 32) COMMERCIAL CORRIDOR

Corridor Description

The Central Retail (State Route 32) Commercial Corridor encompasses all of the area and lands between State Route 32 north to Old State Route 74 and south to Aicholtz Road, extending eastward from Interstate 275 to the Heitman Lane/Old State Route 74 intersection at the easternmost portion of Union Township. Additionally, the corridor extends along the planned route for the Aicholtz Road extension project to the vicinity of Bach-Buxton Road and surrounding properties.

Existing Conditions

The Central Retail Corridor continues to remain the primary commercial area within Union Township. The commercial landscape is somewhat diverse, with a variety of commercial, multi-family, and office uses found throughout the corridor; however, the predominant land use pattern appears to be “big box” commercial retail/service use.

Current Infrastructure Capabilities

Land use is somewhat homogenous and course-grained throughout the corridor, with minimal mixed-use. Limited infill development has occurred in visible areas of the corridor, thereby leading to increasing land use efficiencies with regard to parking and developed land yields. Pedestrian connectivity is extremely limited in this corridor due to the absence of sidewalks or shared use paths. The integrity of the private stormwater conveyance systems in the area is also an on-going point of concern.

Future Land Use Policies & Recommendations

The Central Retail (State Route 32) Commercial Corridor has emerged from a primarily retail-oriented area to a vibrant and active commercial center for Union Township, with increasing mixes of uses and services. Accordingly, the Central Retail Corridor should remain the primary commercial area, inclusive of retail, service, and other similar uses. Additional infill commercial opportunities and a mix of commercial and residential mixed-use development should also be encouraged throughout Central Retail Corridor in order to create and promote an expanded residential population and commercial vibrancy associated with diverse land use.

Consequently, new development proposals and redevelopment proposals within the Central Retail (State Route 32) Commercial Corridor should encourage the following objectives and/or desired outcomes:

- ◆ *Site development shall be conducted in a manner that focuses on maximizing land use efficiency through the application of focused residential density and commercial land use intensity, which is readily achieved by using infill development strategies on underutilized properties.*
- ◆ *Mixed-use developments that result in a blend of commercial and residential uses shall be strongly encouraged, inclusive of multi-family residential development. In order to promote and enhance walkability and transportation system investment, it is desirable that mixed-use residential density achieve a minimum gross density target of 12 units/acre, with a preferred minimum gross density target of 15 units/acre within this corridor.*
- ◆ *The use of multiple stories to achieve an appropriate mix of uses is strongly encouraged. New mixed-use developments should incorporate design strategies that foster a unique identity.*
- ◆ *Sidewalks shall be installed along all public street frontages for developing and/or redeveloping properties, and all sites shall provide for pedestrian access from the street, where practicable.*
- ◆ *Development patterns should be organized into blocks and building configurations of an appropriate scale, with development oriented as to foster strong streetscape impressions.*
- ◆ *Monument-style signage shall be the preferred signage style utilized throughout the corridor. Developments and redevelopments must account for signage as part of the review process. Landscaping enhancements and multi-tenant consolidated signage shall be encouraged.*



LAND USE RECOMMENDATIONS

- ◆ *Architectural standards should be developed for this corridor to promote cohesive and attractive design and to promote additional investment and enhance the quality of life. This is best achieved through the Planned Development District and/or Overlay District process.*
- ◆ *New development should be situated and designed as to maximize the transportation network efficiencies achieved as part of the CCTID and ODOT Eastern Corridor/Regional Transportation Improvement Program.*
- ◆ *The use of structured parking is a desired outcome and should be encouraged as to allow for and promote additional intensity of development. Development regulations supportive of structured parking should be adopted to incentivize such structures.*
- ◆ *Maximum parking limits and thresholds should be examined within the corridor as part of a comprehensive strategy aimed at preventing the proliferation of an overabundance of parking facilities that contribute to inefficient land use.*
- ◆ *Transit circulator routes should be studied for this area of the Township with the goal of further enhancing accessibility and sustainable development patterns and reduce traffic congestion.*
- ◆ *Stormwater best management practices, including such design strategies as bio-swales, rain-gardens, regional detention and/or retention, and other similar strategies shall be utilized in order to reduce runoff and promote water quality within the Township.*
- ◆ *All developing and redeveloping sites shall create a landscaping and/or streetscaping plan aimed at reducing impervious surface areas or otherwise reducing the mass of designated parking.*

FOCUS AREA DEVELOPMENT

IVY POINTE MIXED-USE COMMERCIAL CORRIDOR

Corridor Description

The Ivy Pointe Mixed-Use Commercial Corridor (formerly the Ferguson Drive/Aicholtz Road Commercial Office Corridor) is located immediately south of the Eastgate Area, extending along the southern side of Aicholtz Road and eastern side of Interstate 275, southward to Clough Pike and further to the east of the Union Township Civic Center, and generally terminates near the intersections of Gleneste-Withamsville Road and Aicholtz Road.

Existing Conditions

Since 2001, significant public and private investment has occurred in the area, with the completion of Ivy Pointe Boulevard, the construction of the Union Township Civic Center and Park & Ride facility, and two large "Class A" office buildings within Ivy Pointe Commerce Park, with a third announced in 2012. Through a collaborative effort, Union Township was able to establish this area as the premier site for "Class A" office development in the entire county, consistent with the vision established in 2001. Currently, accessibility into the western portion of the corridor is well-designed and capable of handling significant future development. The eastern portion of this corridor remains critical to supporting and augmenting the existing businesses and investment already made to date in the Ivy Pointe Commerce Park area.



LAND USE RECOMMENDATIONS

Current Infrastructure Capabilities

In general, the Ivy Pointe Mixed-Use Commercial Corridor is readily served by appropriate public and quasi-public infrastructure, including high speed communications lines. The corridor is situated near the Union Township Civic Center and Park & Ride facility, thereby providing opportunities for multi-modal transportation investment in the future.

Future Land Use Policies & Recommendations

The Ivy Pointe Mixed-Use Commercial Corridor should continue to develop as the premier “Class A” Office development in Clermont County. Inclusive and consistent with this premise, great care should be exercised when mixing service-oriented uses into the Ivy Pointe Corridor in order to support the daytime employment population and uses located within the Ivy Pointe Commerce Park. New developments must include plans for continuation of the existing shared-use pedestrian pathway network throughout the entire corridor. Consistent with the adopted Planned Development zoning for Ivy Pointe, architectural standards should adhere to and respect the existing level of investment made by corporate partners in the park – specifically, with an eye toward masonry materials, pleasing architectural design, and multiple-story office buildings. Blended Residential Uses should complement and serve the existing office uses.

The inclusion of landscaping enhancements, setback standards, decorative signage, and other major features should continue as this area develops. As development progresses eastward, a focus should be directed towards transitioning to mixed-use just east of the Ivy Pointe Commerce Park area, consistent with the 2007 Property Advisors study for the Eastgate area, because it identified the Ferguson/Aicholtz corridor (especially the eastern portion) as an area prime for “mixed-use” town center style development, primarily because of its proximity to the revitalizing Eastgate South Shopping area. Given these characteristics and recommended land use policies and conditions, new development proposals and redevelopment proposals within the Ivy Pointe Mixed-Use Commercial Corridor should encourage the following objectives and/or desired outcomes:

- ◆ *In and immediately adjacent to Ivy Pointe Commerce Park, continued emphasis shall be placed upon Class A Office structures and developments, with structures composed of high quality materials, cohesive and attractive elevations, signage, multiple story structures, with development occurring in a manner that is respectful of existing investment within the Ivy Pointe Commerce Park.*
- ◆ *East of the Ivy Pointe Commerce Park, mixed-use developments that blend commercial and residential uses shall be the preferred development strategy. Mixed commercial and residential densities that are conducive to alternative transportation modes shall be encouraged.*
- ◆ *In order to maximize planned transportation system investment, mixed-use residential density should achieve an absolute minimum gross density target of 12 units/acre, with a preferred minimum gross density target of at least 15 units/acre.*
- ◆ *New mixed-use developments should incorporate design strategies aimed at fostering a sense of place. A reduction in lot areas may allow achievement of this objective. Pedestrian accessibility shall be of primary concern.*
- ◆ *Sidewalks and/or shared use pathways shall be installed with all public street frontages for developing properties, and all sites shall provide for pedestrian access from the street.*

LAND USE RECOMMENDATIONS

- ◆ *Monument-style signage shall be the preferred signage style utilized throughout the corridor. Multi-tenant, consolidated signage shall be encouraged.*
- ◆ *Entertainment uses, small-scale retail, restaurant, and lodging and convention-type uses shall be encouraged with an eye toward creating synergy among land uses.*
- ◆ *Parking shall be oriented toward the rear of structures, or on the interior of blocks, with buildings oriented toward the public street. The use of structured parking shall be encouraged. Building orientation should be situated as to create and foster a “streetscape” appearance to the streets and/or access drives.*
- ◆ *Maximum parking thresholds should be negotiated as to prevent inefficient land use. Shared parking facilities, collective/joint parking lots, and structured parking shall be strongly encouraged within this corridor.*

FOCUS AREA DEVELOPMENT

LITTLE MIAMI – LOWER EAST FORK CORRIDOR

Corridor Description

The Little Miami – Lower East Fork Corridor (formerly the Little Miami Corridor) is located upon the banks of the East Fork of the Little Miami River, stretching generally south to the Round Bottom Road Corridor. Encapsulating both sides of Round Bottom Road, this corridor extends from the eastern edge of the Township, westward to the Hamilton County-Clermont County jurisdictional boundary.

Existing Conditions

During the previously adopted comprehensive planning effort, the Little Miami Corridor was identified as an environmentally sensitive corridor, with large portions of the area contained within areas prone to irregular flooding from the Lower East Fork of the Little Miami River. The area remains primarily zoned for residential and industrial use, with rural settlement patterns and large lot sizes dominating the landscape. Further, the area is home to a collection of large nursery and greenhouse/landscaping contractor uses. More recently, several industrial pockets have developed along Round Bottom, with a focus on environmentally conscious business uses.

Recent improvements at Beechwood Road and along the length of Round Bottom Road have led to significant increases in both commercial and residential traffic, especially near the intersection of Beechwood Road and Chamber Drive, heading into the City of Milford. While residential development in the northwestern portion of the Township has contributed to enhanced traffic and commercial activity in the western part of the corridor, much of the eastern portion of the corridor remains sparsely populated and developed, with heavy concentrations of agriculture and low density residential found near Binning Road and Baldwin Road. The Township has advanced economic development within the corridor, adjacent to Interstate 275 & State Route 450, with a plan approved for mixed-use office and residential development blended with preserved open spaces along the existing Lower East Fork riparian corridor.

Current Infrastructure Capabilities

In general, the existing infrastructure within the Little Miami – Lower East Fork Corridor is limited at best, with respect to roadway and public utilities. Specifically, intersection improvements at Beechwood Road and Round Bottom Road have resulted in the establishment of a much needed north-south connector route between Union Township, Interstate 275, and Milford Parkway. Further, recent widening and safety enhancements undertaken by Clermont County along Round Bottom Road have resulted in greater safety along this increasingly traveled highway. Much of the lands north of Round Bottom Road are impacted by either the 100-year floodplain or floodway. Currently, Binning Road is less than 12 feet in width in many places and an aging rail overpass hinders larger vehicles from utilizing Baldwin Road for access. Small areas are accessible from U.S. Highway 50 via a bridge crossing. An existing railway line also limits formalized access to the north of Round Bottom Road. While the roadway is identified as a bike route by regional agencies, the narrow roadway with poses a particular concern with regard to bicycle-vehicle traffic interaction.

Future Land Use Policies & Recommendations

The Little Miami – Lower East Fork Corridor should continue to develop primarily as a conservation-oriented corridor, with a primary focus towards agricultural, estate-residential and landscaping/nursery uses. However, opportunities exist for transitional commercial development near Beechwood Road and along State Route 450 at Interstate 275. Given these characteristics and recommended land use policies and conditions, new development proposals and redevelopment proposals within the Little Miami – Lower East Fork Corridor should encourage the following objectives and/or desired outcomes:

- ◆ *In the Little Miami – Lower East Fork Corridor, the primary focus should remain upon encouraging low intensity agricultural, conservation, estate residential, and horticultural uses along the corridor, especially where flooding is a significant hazard. Blended commercial/agricultural pursuits should be viewed positively.*
- ◆ *Where appropriate, transitional commercial (daycares, banks, service uses) should be encouraged in order to support growing residential uses on the northern side of the Township, especially near Beechwood Road and Chamber Drive.*
- ◆ *The Board should continue to advance the State Route 450/Union Gateway project. Site design should emphasize preservation of valuable riparian areas adjacent to the East Fork of the Little Miami River.*
- ◆ *Access management coordination is critical at the intersection of Beechwood Road and Round Bottom Road, as to protect the integrity of the intersection from degradation in service levels.*
- ◆ *Monument-style signage shall be the preferred signage style utilized throughout the corridor, with monopole signage excluded from consideration. Multi-tenant, consolidated signage shall be encouraged.*
- ◆ *Support moderate intensity residential rezoning initiatives, when proposed, to foster reasonable densities in this area of the Township. PD District zoning may be utilized to facilitate the establishment of transitional uses, such as plant nursery and/or horticultural service operations.*



LAND USE RECOMMENDATIONS

FOCUS AREA DEVELOPMENT

MT. CARMEL BUSINESS DISTRICT CORRIDOR

Corridor Description

The Mt. Carmel Business District is the area traditionally labeled as “Downtown Mt. Carmel. The corridor is generally defined as the area south of State Route 32, extending east from the Clermont County/Hamilton County jurisdictional boundary to the vicinity of Rust Lane and Aicholtz Road. The corridor extends south from State Route 32, incorporating properties along both sides of Old State Route 74 between the Beechwood Road/Old State Route 74 Intersection and State Route 32, and the eastern-most intersection of Old State Route 74 and State Route 32, just west of I-275. The corridor also incorporates properties situated off Dameron Lane, Ravenwood Court, and other side streets within the business district.

Existing Conditions

Currently, the Mt. Carmel Business District Corridor maintains a diversity of uses, with most uses consisting of small-scale retail uses, small office uses, medical uses, and multi-family residential uses. The predominant land use configuration consists of freestanding or semi-detached commercial structures situated on small parcels along Old State Route 74, with residential components located just behind the commercial properties. Additionally, a large grocery store use, institutional use, and two large medical office and clinic uses are situated within the corridor as well. Most properties have limited parking available, with “drive-in” style parking situated within the public right-of-way and no public parking areas. Structure appearance and conditions vary widely through the corridor.

Significant efforts have been made to improve the overall look and quality of life in this area since the last land use plan was adopted. Sidewalks were installed in 2009 on the north side of Old State Route 74, from Mt. Carmel-Tobasco Road, west to State Route 32. Additionally, streetlights, banners, and flower planters were added to enhance the visual impact. Investment in existing structures has occurred, with the restoration of Union Hall commencing in 2010 because of private investment. In 2012, the Union Township CIC purchased the former Déjà Vu site to establish a branch of the Clermont County Boys & Girls Club in the Mt. Carmel area. Currently, there is no cohesive or unifying theme among the existing facades at this time, and private investment in the corridor has been sporadic. Additionally, setbacks vary widely throughout the corridor. Proactive enforcement has eliminated many public nuisances. The corridor also lacks cohesive landscaping, especially in the boundary between the building facades and right-of-way.

Current Infrastructure Capabilities

Current roadway capacity in Mt. Carmel is adequate at this time. Significant intersection improvements have been completed at Beechwood Road and SR 32. Currently, roadway capacity on Old State Route 74 through the business district far exceeds current and anticipated demand, with marginal utilization of the existing center turning lane at this time. The area is served by public water and sewer service, and upgraded stormwater infrastructure was installed in 2009, along with a public sidewalk extending the length of the Mt. Carmel Business District. Pedestrian and roadway enhancements were completed in 2009 at Dameron Lane. The area lacks dedicated public parking areas, and many parcels maintain unlimited access, with parking located inside the public right-of-way, and much of the access privatized via easements and shared parking configurations.

LAND USE RECOMMENDATIONS

Future Land Use Policies & Recommendations

With careful attention and private public partnerships, Mt. Carmel can continue as a successful mixed-use neighborhood, with blended residential, commercial, and service oriented uses. Fragmented parcels and diversity of ownership minimizes the likelihood of a successful, large-scale parcel consolidation at this time. Given these characteristics and recommended land use policies and conditions, new development proposals and redevelopment proposals within the Mt. Carmel Business Corridor should encourage the following objectives and/or desired outcomes:

- ◆ *Site development should be encouraged to focus on maximizing land use efficiency, which is readily achieved by using infill development strategies on existing, underutilized properties.*
- ◆ *Developments and redevelopments should consider high quality construction methods and materials, incorporating façade design elements consistent with a “village style” theme. Steep sloped roof lines, high-quality materials, stoops, and other similar features shall be encouraged.*
- ◆ *Landscaping along the public frontage should be required for all developing and/or redeveloping properties along the corridor. Grass medians, tree lawns and planting areas, planting strips, hedges, and other similar strategies shall be preferred.*
- ◆ *Large drive aprons should be eliminated in favor of controlled access among adjoining properties. “Drive In” style parking situated immediately adjacent to the public right-of-way must be eliminated. Gravel parking areas should be phased out with redevelopment.*
- ◆ *Parking shall be oriented toward the rear of structures, or on the interior of blocks, with buildings oriented toward the public street. Building orientation should be situated as to create and foster a “streetscape” appearance to the streets and/or access drives.*
- ◆ *The creation of densities conducive to pedestrian activity shall be of primary concern. As such, sidewalks shall be installed along all public street frontages for developing properties.*
- ◆ *Mixed-use development, high quality multi-family development, and integrated commercial/residential development shall be specifically encouraged in this area of the Township. Densities should emulate nearby densities and the use of multiple stories is strongly encouraged.*
- ◆ *Monument-style signage shall be the preferred signage style utilized throughout the corridor, with monopole signage excluded from consideration. Multi-tenant, consolidated signage shall be encouraged. “Blade-style” and “sandwich board style” signage should be encouraged.*
- ◆ *Public/Private partnerships should be continuously explored to promote reinvestment and redevelopment in the corridor. The UTCIC is the primary vehicle to facilitate this positive change.*
- ◆ *Serious consideration should be given to providing either dedicated public parking areas conveniently spaced throughout the corridor, or, alternatively, examining the prospects for further streetscape improvements on the southern side of the corridor.*
- ◆ *On-street parking and streetscaping can also be easily achieved if creative approaches are explored in areas of the corridor. Elimination of the continuous, center-turning lane in certain locations could allow for streetscaping and targeted parking enhancements.*
- ◆ *Given the urbanized character of the area, the use of stormwater management BMP’s should be encouraged, especially regarding new and/or expanded parking areas*



LAND USE RECOMMENDATIONS

FOCUS AREA DEVELOPMENT

MT. CARMEL-TOBASCO MIXED-USE CORRIDOR

Corridor Description

The Mt. Carmel-Tobasco Road Mixed-Use Corridor is the area extending along the eastern and western sides of Mt. Carmel-Tobasco Road, from Bells Lane and Old State Route 74 at the northern boundary, extending south, beyond Clough Pike, and terminating at the intersection of State Route 125.

Existing Conditions

Land uses and the intensity of the built environment vary greatly across the entire length of the Mt. Carmel-Tobasco Mixed-Use Corridor. In the northern section of the corridor, heavy concentrations of quasi-institutional uses are present, with St. Veronica's Church and Brantner Elementary occupying significant acreage. Most commercial development along the corridor consists of long-established non-conforming business, PD District redevelopment, or residential-to-commercial conversion properties. Additionally, there are significant pockets of established single-family development scattered throughout the corridor, with several large subdivisions utilizing Mt. Carmel-Tobasco Road for principal and/or secondary access, with neighborhood commercial retail uses, professional/small office uses, and personal service uses located in the immediate vicinity of Clough Pike and Mt. Carmel-Tobasco Road intersection.

The southern portion of the corridor, south of Clough Pike and extending to SR 125 maintains a collection of medium density multi-family developments, especially on the western side of the corridor and approaching SR 125. This area is also home to scattered institutional uses and neighborhood commercial uses, with several restaurant uses and hotels located near SR 125 and I-275, at the corridor's southern terminus.

Current Infrastructure Capabilities

Mt. Carmel-Tobasco road is a prototypical two-lane county roadway facility for the majority of its length. The corridor maintains significant traffic volumes. Residential populations are located in this area, and the lack of sidewalks results in a safety issue for those seeking alternative modes of transportation. Ivy Pointe Boulevard has provided an alternative north-south connector street between Clough Pike and SR 32, thereby reducing demand upon Mt. Carmel-Tobasco Road. Similarly, the southern portion of the Mt. Carmel-Tobasco Road corridor has experienced lessened congestion as well, attributable, in part, to the realignment and capacity expansion of the Gleneste-Withamsville Road/Clough Pike intersection and at SR 125 & Gleneste-Withamsville Road. Sewer upgrades in the Hall Run watershed area have led to a reduction in sanitary sewer issues in the Corridor.

Future Land Use Policies & Recommendations

The Mt. Carmel-Tobasco Mixed Use Corridor maintains a diversity of commercial and established residential uses, which should be preserved. Careful attention is required to assure the protection of adjoining residential neighborhoods situated just to the east and west of the existing corridor boundaries, which can be accomplished through substantial architectural enhancements, the use of traditional building materials, and the deployment of adequate vegetative buffering and landscaping strategies along shared property lines. Parcel-by-parcel development over the past 40 years has led to multiple access points

LAND USE RECOMMENDATIONS

allocated to individual properties, especially north of Clough Pike. Consequently, further benefit would be achieved through access point consolidation, especially for commercially developed properties. Elimination of frontage “pull-in” style parking should also be a priority, especially near major intersections areas of commercial activity. Commercial conversion of residential properties is a primary development strategy deployed in this corridor. Therefore, it is unreasonable and unrealistic to prohibit commercial conversion in this area of the Township.

Pedestrian activity is limited in this area of Union Township due to extremely narrow berm width along Mt. Carmel-Tobasco Road, and a lack of existing sidewalks. For all new development and/or redeveloping properties, sidewalks shall be required to be installed to promote the development of a cohesive pedestrian network. Further, the Township developed a Safe Routes to School Pedestrian action plan in the spring of 2011 to identify key areas where sidewalks will enhance the public safety. Of note in this area was the need for a sidewalk to connect neighborhoods in the northern portion of the corridor to Brantner Elementary School. Given these characteristics and recommended land use policies and conditions, new development proposals and redevelopment proposals within the Mt. Carmel-Tobasco Mixed Use Corridor should encourage the following objectives and/or desired outcomes:

- ◆ *Site development shall be conducted in a manner that focuses on maximizing land use efficiency through the application of infill development strategies on existing, properties.*
- ◆ *For commercial development or conversion, the use of traditional building materials, adequate vegetative buffering and landscaping strategies along shared property lines and landscaping enhancements along the corridor frontage shall be required.*
- ◆ *New developments and expansion efforts along the corridor shall implement noise and/or light pollution reduction strategies wherever practicable.*
- ◆ *The use of cross access easements and consolidated, shared driveway configurations shall be encouraged whenever practicable along the corridor.*
- ◆ *“Pull-in” style parking and undefined access points shall be prohibited, and where new development or redevelopment occurs, this condition should be corrected to meet current standardized driveway apron and curb cut design standards.*
- ◆ *Commercial conversion of residential properties should not be discouraged. However, this should be accomplished through the PD Planned Development District zoning classification with parcel consolidation. Commercial conversions should be limited to low-impact office uses or neighborhood retail only.*
- ◆ *Expansion beyond the boundaries of the current corridor limits may occur if such an expansion results in the preservation and enhancement of established business uses. Where expansion beyond existing corridor limits is discussed, parcel consolidation and PD Planned Development District zoning classification shall be the preferred mechanism to accomplish expansion efforts.*
- ◆ *Residential to commercial property conversions should implement improvements to the site, including ample parking, buffering, and landscaping/stormwater controls and BMP's. Building additions and accessory structures should be cohesively designed to integrate seamlessly with the architecture of the existing structure.*



LAND USE RECOMMENDATIONS

- ◆ *For all new development and/or redeveloping properties located within 200' of an existing sidewalk, sidewalks shall be required to be installed along the roadway frontage in order to promote the orderly and timely development of a cohesive pedestrian network throughout the corridor. Sidewalk improvements should coordinate with the approved School Travel Plan completed by Union Township through the Safe Routes to School Initiative.*
- ◆ *Monument-style signage shall be the preferred signage style utilized throughout the corridor. Multi-tenant, consolidated signage shall be encouraged.*

FOCUS AREA DEVELOPMENT

OHIO PIKE CORRIDOR

Corridor Description

The Ohio Pike Corridor is easily among the most recognizable areas within Union Township. The Corridor stretches west to east along both the northern and southern sides of State Route 125, extending from the Clermont County/Hamilton County jurisdiction line in Cherry Grove, eastward to Bach-Buxton Road.

Existing Conditions

Generally, the Ohio Pike Corridor encompasses parcels on both the northern and southern sides of State Route 125. The corridor also includes all properties located and accessible to Commercial Boulevard and Mt. Moriah Drive, exclusive of Mt. Moriah Cemetery. The corridor is home to a diverse mix and heavy concentration of commercial retail, commercial office, restaurant and entertainment uses, moderately dense multi-family residential development, and institutional, and public uses as well, with schools, churches, and public facilities. Since the adoption of the last land use plan, significant changes have occurred along the Ohio Pike Corridor, and deployment of the Focus Area Overlay District regulations is evident.

Several properties have utilized PD Planned Development District regulations to facilitate appropriate commercial and residential infill development in a context-appropriate fashion, especially in the Withamsville area. Monument signage is slowly replacing outdated pole signage, thereby decreasing visual clutter along the corridor. Increasing attention to access control and management has lead to greater roadway efficiency and better land utilization.

Current Infrastructure Capabilities

Recent intersection improvements along the Corridor at Gleneste-Withamsville Road and the addition of expanded public transportation options have assisted in mitigating some congestion issues along the corridor, and have resulted in enhanced utilization of public transportation systems. However, the Ohio Pike Corridor still experiences significant traffic congestion approaching LOS "F", especially west of Gleneste-Withamsville Road to the western boundary of the Township. Significant multi-modal transit opportunities exist along the SR 125 Corridor, with regular Metro service, as well as Express Route Service and a Park-N-Ride facility operated by CTC at Gleneste-Withamsville Road and SR 125.

Future Land Use Policies & Recommendations

Reinvestment in the corridor has resulted in an increased aesthetic appeal due to the use of masonry and traditional building materials and the elimination of multiple signs along street frontages and ROWs in the past several years. Traffic congestion continues to worsen due to continuing development especially near the SR 125/I-275 interchange. Current successes in accomplishing investment within the corridor should be built upon to ensure continued high-quality growth.

Access management principles are key to preventing problematic scenarios associated with multiple curb cuts to a single property. Requirements for monument signage, landscaping, and signage of a reduced height have led to reduced visual clutter and an aesthetic improvement on this corridor. Recent residential and commercial development has been aimed at increased intensity of use on the corridor as opposed to expansion further to the north or south of the defined limits. The use of high quality building materials and innovative site design strategies is strongly encouraged in order to continue promotion of high-quality development along this corridor. In limited instances, mixed use commercial and residential development may be appropriate given current land use relationships.

Given these characteristics and recommended land use policies and conditions, new development proposals and redevelopment proposals within the Ohio Pike Corridor should encourage the following objectives and/or desired outcomes:

- ◆ *Site development shall be conducted in a manner that focuses on maximizing land use efficiency. Therefore, infill development on existing developed, and/or underutilized properties are strongly encouraged.*
- ◆ *Mixed-use development, high quality multi-family development, and integrated commercial/residential development may be encouraged where appropriate due to the proximity of existing services and transportation infrastructure.*
- ◆ *For new commercial development and redevelopment, or in the instance of residential to commercial conversions, the use of traditional building materials, the deployment of adequate vegetative buffering and landscaping strategies along shared property lines, and the addition of landscaping enhancements along the corridor frontage shall be required.*
- ◆ *A focus should be developed to enhance land use efficiencies along the current corridor through infill development, reinvestment, and/or redevelopment initiatives.*
- ◆ *The use of cross access easements and consolidated, shared driveway configurations shall be encouraged whenever practicable along the corridor. Access management principles should be examined on a corridor basis to assist in alleviating traffic concerns.*
- ◆ *Large driveway aprons should be discouraged, and where necessary, eliminated in favor of shared access to developing & adjoining properties. "Drive In" style parking situated immediately adjacent to the public right-of-way must be eliminated and shared parking should be encouraged throughout the corridor.*
- ◆ *Consolidation of properties with street frontage along SR 125 is encouraged in order to promote cohesive, logical, and orderly development.*



LAND USE RECOMMENDATIONS

- ◆ *For all new development and/or redeveloping properties, sidewalks shall be required to be installed along the roadway frontage in order to promote the orderly and timely development of a cohesive pedestrian network throughout the corridor. Efforts should be made to incorporate the sidewalk into an overall streetscape concept.*
- ◆ *Monument-style signage shall be the preferred signage style utilized throughout the corridor, Multi-tenant, consolidated signage shall be strongly encouraged. Generally, signage must be limited to a maximum height of 12' as measured from grade.*
- ◆ *While significant development may be feasible under current zoning classifications, mixed-use, residential, and similar uses should utilize the PD Planned Development District zoning classification as the preferred mechanism to accomplish development goals as stated for this corridor.*

FOCUS AREA DEVELOPMENT

OLIVE BRANCH – STONELICK CORRIDOR

Corridor Description

The Olive Branch – Stonelick Corridor is the easternmost corridor within Union Township, in the general vicinity of the recently completed Olive Branch – Stonelick Road interchange with SR 32. The corridor can also be said to extend eastward of the easternmost intersection of Old SR 74 and SR 32 in the Willowville area of the Township, extending to the north and south along the Township's eastern political boundary with neighboring Batavia Township.

Existing Conditions

The majority of the property located in the Olive Branch – Stonelick Road Corridor is either vacant, undeveloped commercial use, agricultural property, or is otherwise heavily wooded undeveloped land with scattered home sites. Limited access is due to a lack of public roadway infrastructure extending east of Old SR 74 and SR 32, and limited public utilities are available in this area.

The majority of the property to the north of SR 32 in this corridor is currently zoned R-1 Single Family Residential District. Portions of the corridor to the south are zoned B-1 Business, with desirable highway frontage along SR 32. Some multi-family district zoning and Estate Residential District zoning are situated further to the South, with principle access provided via Old SR 74 and Bach-Buxton Road, respectively. Topography is especially challenging in the northern portion of the corridor, with significant hillsides and wooded areas located throughout the corridor.

Current Infrastructure Capabilities

The lack of physical improvements to the parcels within this corridor is a direct result of a lack of accessibility. However, as development continues to the south along Bach-Buxton Road, additional access points are anticipated, thereby enhancing connectivity. Future development may require significant investment to service the site.

Future Land Use Policies & Recommendations

Since the majority of the corridor remains undeveloped, ample opportunity exists to facilitate controlled access via frontage roads and buffering between commercial and residential development. The corridor enjoys significant frontage and the benefit of a major

LAND USE RECOMMENDATIONS

highway interchange, so lower intensity commercial uses may be encouraged immediately adjacent to SR 32 on both the northern and southern sides of the state highway. However, residential may be viable as well in this area and therefore, a market-based planning approach is appropriate. Therefore, PD District may best facilitate mixes in density and development types across larger sites. The transitioning nature of the corridor provides opportunities for blended commercial and/or residential uses between Old SR 74 and Bach-Buxton Road. Recent upscale development to the east has provided opportunities for planned single and potentially multi-family residential growth in this area. Retail-oriented uses should be strongly discouraged to prevent adverse impacts upon existing and proposed transportation infrastructure investment. Buffering, landscaping, and cohesive greenway design will be an important aspect to ensure high-quality growth and will further prevent commercial “creep” into established and establishing residential areas. Given these characteristics and recommended land use policies and conditions, new development proposals and redevelopment proposals within the Olive Branch – Stonelick Corridor should encourage the following objectives and/or desired outcomes:

- ◆ *Mixed density residential development, high quality multi-family development, and integrated commercial/residential development may be encouraged where appropriate due to the proximity of existing services and transportation infrastructure. SR 32 Corridor frontage should be preserved primarily for commercial and office uses, with retail/food service uses generally prohibited in this corridor.*
- ◆ *For commercial development, the use of traditional building materials, adequate vegetative buffering and landscaping strategies, and landscaping enhancements along the corridor frontage shall be required. Buffering should achieve delineation between residential and commercial uses.*
- ◆ *New developments should emphasize open space preservation strategies aimed enhancing existing natural amenities. Development should grant significant protections to steep slopes, wooded hillsides, and existing natural streams (with the exception of necessary creek crossings).*
- ◆ *The deployment of access management best practices shall be encouraged throughout the corridor. Residential developments shall be oriented with multiple points of ingress/egress and shall possess an interconnected street network, which is vital to this area.*
- ◆ *Commercial developments shall be generally served by cross-access easements, shared driveway entrances, and/or frontage roads aimed at preserving continuity along the primary travel corridors leading to the OBS/SR 32 Interchange.*
- ◆ *Sidewalks shall be required to be installed along the roadway frontage in order to promote the orderly and timely development of a pedestrian network throughout the corridor. Further, residential developments should explore trails, greenways, and other pedestrian infrastructure.*
- ◆ *Monument-style signage shall be the preferred signage style utilized throughout the corridor. Multi-tenant, consolidated signage shall be strongly encouraged. Generally, signage must be limited to a maximum height of 12’ as measured from grade.*
- ◆ *Future development proposals shall utilize the PD Planned Development District zoning classification to accomplish development within this corridor.*
- ◆ *A connection from the terminus of Heitman Lane to Olive Branch-Stonelick Road is encouraged; however, the exact nature of this connection is fluid and may consist of any one of many options, dependent upon market conditions and costs associated with development and construction of a viable roadway corridor.*



LAND USE RECOMMENDATIONS

FOCUS AREA DEVELOPMENT

SUMMERSIDE/WILLOWVILLE MIXED USE CORRIDOR

Corridor Description

The Summerside/Willowville Mixed Use Corridor can be described as extending eastward from the western-most, planned intersection of a relocated Old SR 74 (FY 2012) and SR 32 in the Summerside/Mt. Carmel area, passing Eastgate Mall and Gleneste-Withamsville Road, and extending further east along Old SR 74 to its termination point at the intersection of Heitman Lane, Old SR 74, and SR 32 near the eastern boundary of Union Township.

Existing Conditions

This corridor of the township is very diverse from a land use and development footprint perspective. Specifically, the area includes commercial development, with significant intensity of development located especially in the vicinity of Eastgate Mall, Gleneste-Withamsville Road, and Elick Lane. Land uses east of the Elick Lane intersection are of a lesser intensity, with pockets of residential use, general commercial/trade service uses, and some professional office uses. The corridor has seen increased interest in redevelopment, with new frontage developments occurring at several key locations. Additionally, new residential growth has occurred adjacent to the corridor, increasing the vehicle traffic significantly. Large-scale commercial retail users have made significant investments in the area, and have consistently expanded operations on an almost yearly basis.

Current Infrastructure Capabilities

Old SR 74 serves as the primary thoroughfare, and is the major east-west connector road parallel to SR 32. The roadway is primarily a two lane facility, with limited multi-lane configurations present near Eastgate Mall and Gleneste-Withamsville Road; however, the roadway facility is limited in its ability to absorb increased traffic especially at major intersections. Ditch lines and limited and/or non-existent shoulders are present throughout the majority of the corridor. Public utilities are generally available throughout the corridor. The CCTID has advanced plans in the Summerside Area of the corridor meant to address connectivity and congestion issues, responsive to the State of Ohio's plans for eliminating at-grade intersections with SR 32. The Regional Transportation Improvement Program (RTIP) also calls for targeted widening efforts along Old SR 74 at key intersections in order to accommodate increased capacity demands. Long-established traffic patterns may be altered to address the elimination of at-grade intersections at the western and eastern termini of Old SR 74 within this corridor. Pedestrian access is virtually non-existent along this corridor.

Future Land Use Policies & Recommendations

The previous comprehensive land use plan called for limited commercial expansion or alteration along the corridor, as long as certain objectives, conditions, and circumstances were met. Special care was to be exercised when examining residential to commercial conversions adjacent to existing residential areas. Additionally, the use of cross-access easements was strongly encouraged to promote safety and access management. Adequate buffering and setbacks were indicated as being highly appropriate and desirable for new development and/or redeveloping properties, with the Planned Development Zoning District identified as the most efficient manner to accomplish these objectives.

LAND USE RECOMMENDATIONS

New commercial developments, along with increased residential growth and proposed network enhancements have positively impacted the character of this area since the formulation of the last plan. Specifically, several long-vacant properties have recently redeveloped, with a general focus on low-intensity uses and neighborhood retail uses. Some multi-tenant structures have been erected in key commercial nodes, such as the intersection of Summerside Road and Old SR 74, and at Gleneste-Withamsville and Old SR 74. Limited pedestrian connectivity has been established to date; therefore, new developments and redeveloping properties should be required to incorporate sidewalks along the public roadway frontage in order to promote the establishment of a pedestrian network.

Residential to commercial conversion should be carefully considered, especially in light of the relatively small lot areas associated with residential parcels. However, it is important to recognize the mixed-use character of this corridor and the necessary relationship between residential and commercial uses established there. Commercial use should be encouraged in the appropriate context, with an eye towards consolidation of parcels, and shared access points or cross-access easements. Right-of-Way dedication may be required in certain instances to assist in promoting network efficiency along this corridor. Generally, high-intensity retail uses should be directed towards established commercial nodes. Given these characteristics and recommended land use policies and conditions, new development proposals and redevelopment proposals within the Summerside/Willowville Mixed Use Corridor should encourage the following objectives and/or desired outcomes:

- ◆ *Site development shall be conducted in a manner that focuses on maximizing land use efficiency through the application of infill development strategies on underutilized properties.*
- ◆ *Mixes of residential, commercial, and small-scale retail should be encouraged along this corridor, with appropriate access management and pedestrian improvements required.*
- ◆ *For commercial development and redevelopment, the use of traditional building materials, and the deployment of adequate vegetative buffering and landscaping strategies along shared property lines, and the addition of landscaping enhancements along the corridor frontage shall be required.*
- ◆ *New developments and expansion efforts along the corridor shall implement noise and/or light pollution reduction strategies wherever practicable.*
- ◆ *"Pull-in" style parking and undefined access points shall be prohibited. Where new development or redevelopment occurs, this condition should be corrected to meet current standardized driveway apron and curb cut design standards. Multiple points of access must be consolidated.*
- ◆ *Commercial conversion of residential properties should not be discouraged. This should be accomplished through the PD Planned Development District with parcel consolidation.*
- ◆ *Neighborhood-oriented uses, such as child care centers, sit-down food service establishments, rehabilitative care centers, medical/dental offices, personal service uses, small-scale retail, office, and other similar and related uses are most appropriate for the northern side of Old SR 74.*
- ◆ *The southern side of the Corridor remains desirable for higher intensity commercial development, with high-intensity retail uses directed towards established commercial nodes.*

LAND USE RECOMMENDATIONS

- ◆ *Residential to commercial property conversions should implement improvements to the site, including ample parking, buffering, and landscaping/stormwater controls and BMP's. Building additions and accessory structures should integrate seamlessly with the existing structure.*
- ◆ *For all new development and/or redeveloping properties located within 200' of an existing sidewalk, sidewalks shall be required to be installed along the roadway frontage in order to promote the orderly and timely development of a pedestrian network. Sidewalk improvements should coordinate with the approved School Travel Plan completed by Union Township through the Safe Routes to School Initiative.*
- ◆ *Monument-style signage shall be the preferred signage style utilized throughout the corridor. Multi-tenant, consolidated signage shall be encouraged.*
- ◆ *The use of traditional building materials and attractive architectural design should be strongly encouraged throughout the corridor.*

ACCESS MANAGEMENT STRATEGIES

A critical component to any successful corridor development and/or redevelopment strategy is the implementation of access management strategies along the corridor. Such strategies include appropriate driveway spacing in relation to intersections, the use of cross-access easements, shared driveways, service drives (frontage roads), and other similar strategies. While access management should be deployed on a site-specific and context-specific basis, generally, all new development should adhere to the following principles:

- ◆ Where possible, all access points are to be consolidated to a single point of ingress/egress onto existing streets.
- ◆ Cross-access easements should be encouraged in high-intensity areas to facilitate the reduction and ultimate elimination of excessive access points to individual properties.
- ◆ Sites should be designed to make use of internal service roads serving structures on either side.
- ◆ Driveways should be spaced and designed to minimize conflicts with surrounding traffic. Whenever practicable, access for double frontage parcels should be located on the least traveled street, or the street of lowest classification.
- ◆ Access design should be in general compliance with the *Clermont County Access Management Regulations*. However, in certain instances, exceptions to those rules may be examined by the Board in order to facilitate development.
- ◆ Traffic calming measures such as landscaping islands, berms, plantings, and well-defined internal circulation patterns shall be utilized to break up the pavement expanse, and to define access driveways from site parking areas in developments.
- ◆ Sidewalks shall be required for all new development and redevelopment within 200' of an existing sidewalk, or intersection in order to promote multiple modes of transportation.
- ◆ Whenever practicable, driveway entrances should be aligned with driveways directly opposite the subject property.

CLERMONT COUNTY TID

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

Introduction

In 2006, the Union Township Board of Trustees became a member of the Clermont County Transportation Improvement District (CCTID), with the goal of advancing regional transportation improvement projects throughout Union Township and Clermont County. The CCTID leverages resources of its funding partners, which include Union Township, Miami Township, the City of Milford, the Clermont County Engineer's Office, and the Board of County Commissioners to undertake large-scale transportation projects, such as the Eastgate Area improvements in conjunction with the Eastern Corridor project.

Guiding Principles

While various projects impact the Township and development, general goals can be defined regarding future planning initiatives undertaken by the CCTID. Therefore, the

following guiding principles shall be utilized for projects impacted by, or posing some impact to, roadway and/or Transportation System Management (TSM) projects included within the RTIP, as amended from time to time by the CCTID:

- ◆ Examine all potential development projects for future ROW dedication requirements and coordinate project approvals within the context of the RTIP, and project development timeline.
- ◆ Require, when appropriate, consolidated access points, access roads, or adjusted development setbacks when necessary to accommodate a roadway enhancement project or TSM project advanced through the CCTID's RTIP.
- ◆ Consider the investment level of a project to ensure that the level of investment is appropriate in the context of protecting and maximizing the benefits of public infrastructure investment either planned or presently underway through the CCTID.
- ◆ Ensure that RTIP projects are respectful of existing and future developments, and that land use decisions are coordinated with the CCTID to ensure appropriate harmony between development goals and objectives, land use, and transportation systems are achieved.
- ◆ Continue to advocate for RTIP projects that result in greater network efficiency, connectivity, and multi-modal transportation opportunities that serve the ever-growing needs of the Union Township commercial and residential areas.
- ◆ Continue to advocate for RTIP projects that maximize investment benefit through the most efficient and effective deployment of resources. Generally, resources should be directed towards established development areas with the goals of increased network efficiency, connectivity, and commercial vitality. Continue to advocate for timely completion of various projects.

I-275/SR 32 Interchange Project

The CCTID plans several large-scale transportation projects, in connection with State of Ohio plans to rework the interchange at I-275 and SR 32, as well as the interchange at SR 32 & Eastgate Boulevard, in order to enhance local network options and to redirect local traffic flow efficiently in and around the Eastgate Area. MAP 1-A (See Appendix) illustrates the planned work for the I-275/SR 32 Interchange to be undertaken by the State of Ohio during the next planning cycle. Primary goals of this project include the elimination of dangerous merging conditions along both I-275 and SR 32, especially for traffic entering and/or exiting these respective highways. Safety is also cited as a concern to reduce the overall number of accidents along this heavily traveled roadway corridor.

RTIP – Eastgate Area Improvements

The SR 32 corridor has functioned as a regional through-highway, conveying regional commuter and freight traffic between the furthest reaches of Southern Ohio to the Greater Cincinnati Interstate highway network. Growth and increased/anticipated traffic volumes have led to unmanageable congestion along SR 32 due to this current traffic pattern. Consequently, a multi-faceted approach has been developed for the SR 32 Corridor, with the goals of alleviating this congestion in and around the Eastgate Area. The scope of these planned improvements is illustrated in MAP 1-B (See Appendix).

As a response to the planned at-grade intersection eliminations along SR 32 and significant reconfiguration associated with the State of Ohio led I-275/SR 32 project, the CCTID collaborated to develop a responsive and cohesive plan for the Eastgate Area to address



TRANSPORTATION SYSTEM MANAGEMENT

connectivity and to preserve commercial vitality within the Central Retail Corridor. Thus, the Eastgate Area Improvements were conceived. The primary components of the Eastgate Area Improvements under development by the CCTID are:

- TINA DRIVE EXTENSION
- EASTGATE NORTH FRONTAGE ROAD IMPROVEMENTS
- AICHOLTZ CONNECTOR PROJECT
- CLEPPER LANE IMPROVEMENTS
- IVY POINTE BOULEVARD EXTENSION
- IVY POINTE BOULEVARD (CONSTRUCTED)
- AICHOLTZ ROAD IMPROVEMENTS
- GLENESTE-WITHAMSVILLE/AICHOLTZ INTERSECTION IMPROVEMENT
- CLOUGH PIKE WIDENING PROJECT
- EASTERN CORRIDOR SEGMENT IV-A PROJECTS

As a family of projects, the RTIP Eastgate Area improvements are critical to the continued commercial development success of the Township. Further, these projects will mitigate congestion and result in enhanced connectivity. Critical to this program is the linkage between transportation projects and land uses, as the projects are aimed at supporting the established and desired commercial retail, office, and mixed use development patterns emerging in the Eastgate area. Additionally, this plan recognizes that ancillary improvement projects, not yet contemplated, may arise during the planning cycle for this plan, and therefore, should be included, provided that they support the current and/or recommended development patterns for the corridors in which they are located.

Eastern Corridor Segment IV-A

The Eastern Corridor Segment IV-A Project is a grouping of several projects aimed at mitigating congestion and improving accessibility along SR 32, east of the Eastgate Boulevard interchange. Map 1-C illustrates the scope and goals of Segment IV-A, which is to enhance local connectivity and streamline traffic along the SR 32 mainline. This family of projects primarily includes improvements to mainline SR 32, the elimination of at-grade intersections at Gleneste-Withamsville Road, Elick Lane, and Old SR 74, and the construction of a new interchange between Elick Lane and Gleneste-Withamsville Road, connecting Elick Lane/Bach-Buxton Road and Old SR 74 across SR 32. New roadway corridor construction efforts are planned to enhance connectivity between the shopping centers at Gleneste-Withamsville Road and Bach-Buxton Road/Old SR 74. Further, such improvement efforts contemplate significant arterial roadway reconstruction with the goal of adding additional capacity. The significant reconfiguration of I-275 and SR 32, as well as the planned modifications to Eastgate Boulevard and Eastgate North Frontage Road are part and parcel of the Eastern Corridor Segment IV-A project. In addition to the aforementioned major projects, the following additional projects are also included within the overall Segment IV-A family of projects:

- AICHOLTZ ROAD WIDENING
- AICHOLTZ ROAD EXTENSION
- BACH-BUXTON INTERCHANGE
- GLENESTE-WITHAMSVILLE OVERPASS
- OLD SR 74 WIDENING
- OLD SR 74 OVERPASS/GRADE SEPARATION

While timing and the project development process results in fluid alignments and roadway configurations at this point in the planning process, Map 1-C illustrates the scope and goals of Segment IV-A, which is to enhance local connectivity and streamline traffic along the SR 32 mainline. These projects should be considered to be congruent with the goals of this Plan, with the understanding that the nature and scope of the projects may change or be amended as studies and engineering are completed.

MULTI-MODAL TRANSPORTATION INITIATIVES

Multimodal transportation initiatives are of equal importance to the success of the overall transportation network. Moreover, as the Township becomes more diverse in both land use composition and as overall densities increase, alternative transportation modes become more critical to improve access throughout the community. Currently, Union Township maintains two Park & Ride facilities – one owned by the Clermont Transportation Connection (CTC) at the intersection of SR 125 and Gleneste-Withamsville Road, and a 400-vehicle METRO Park & Ride facility at the Union Township Civic Center.



Additionally, the development of Eastgate Area circulator transportation routes, in collaboration with CTC, should be encouraged and explored, in order to increase daytime forms of alternative transportation. Circulator routes should be designed to provide regular interval bus service on a "fixed route" basis, with commercial office and retail developments, regional employment/shopping destinations, and residential areas served appropriately.



Several of the CCTID initiatives also contemplate rail corridors as part of the overall Eastern Corridor Project. Specifically, the Eastern Corridor Project contemplates the Oasis Light Rail Line, running along the northern end of the Township.

PEDESTRIAN ACCESS

Union Township has taken several steps in the last planning cycle to increase pedestrian access throughout the Township. Specifically, new developments have been constructed and include sidewalks throughout the development. Additionally, the Township has developed a Safe Routes to School Plan in 2011, and continues to work towards implementation of that plan. Furthermore, the following general principles should guide the further development of pedestrian networks throughout the Township.



- ◆ Work in concert with the CCTID to assure that new projects and roadway rehabilitation efforts include the construction of pedestrian networks, and other similar infrastructure.
- ◆ In certain circumstances, shared use paths may be desirable to the installation of sidewalks. In specific cases, the shared use path shall be designed to facilitate access and multiple uses.
- ◆ Where development is in proximity to an approved Safe Route to School plan route, the development shall make accommodations for any improvements contemplated in that plan.
- ◆ The Safe Routes to School Travel Plan should be updated at least every 2-3 years in order to reflect the emerging pedestrian network and to continually identify new sidewalk opportunities.
- ◆ New development should be designed with the goal of enhancing walkability, and should promote alternative forms of transportation, such as bicycle racks, defined pedestrian travel ways and parking lot medians designed to promote pedestrian travel from the street to the business, and certainly, through the inclusion of sidewalks.
- ◆ Continue to pursue pedestrian funds where available to promote the development of sidewalks along all major thoroughfares within Union Township.

DESIGN STANDARDS & BEST PRACTICES

The deployment of high-quality materials and aesthetically pleasing design is crucial to fostering a sense of place, and also to fomenting and protecting investment by others in the community. Given the move toward promoting and encouraging redevelopment and enhanced development scenarios, projects should focus on utilizing creative site design strategies, stormwater best management practices, and utilization of traditional building materials, such as brick and stone.



SITE DESIGN BEST PRACTICES

DESIGN STANDARDS & BEST PRACTICES

ARCHITECTURAL COMPOSITION EXEMPLARY & RECOMMENDED DESIGN ELEMENTS



DESIGN STANDARDS & BEST PRACTICES

RECOMMENDED PARKING LOT DESIGN LANDSCAPING & PEDESTRIAN-ORIENTED DESIGN ELEMENTS



**Shared Parking with Pedestrian
Access & Landscaping**



**Parking Lot Sidewalks with
Stormwater Bioretention Area**



**Parking Lot with Pedestrian Islands
& Landscaped Median**



**Parking Lot Landscaping
& Bioswale Project**



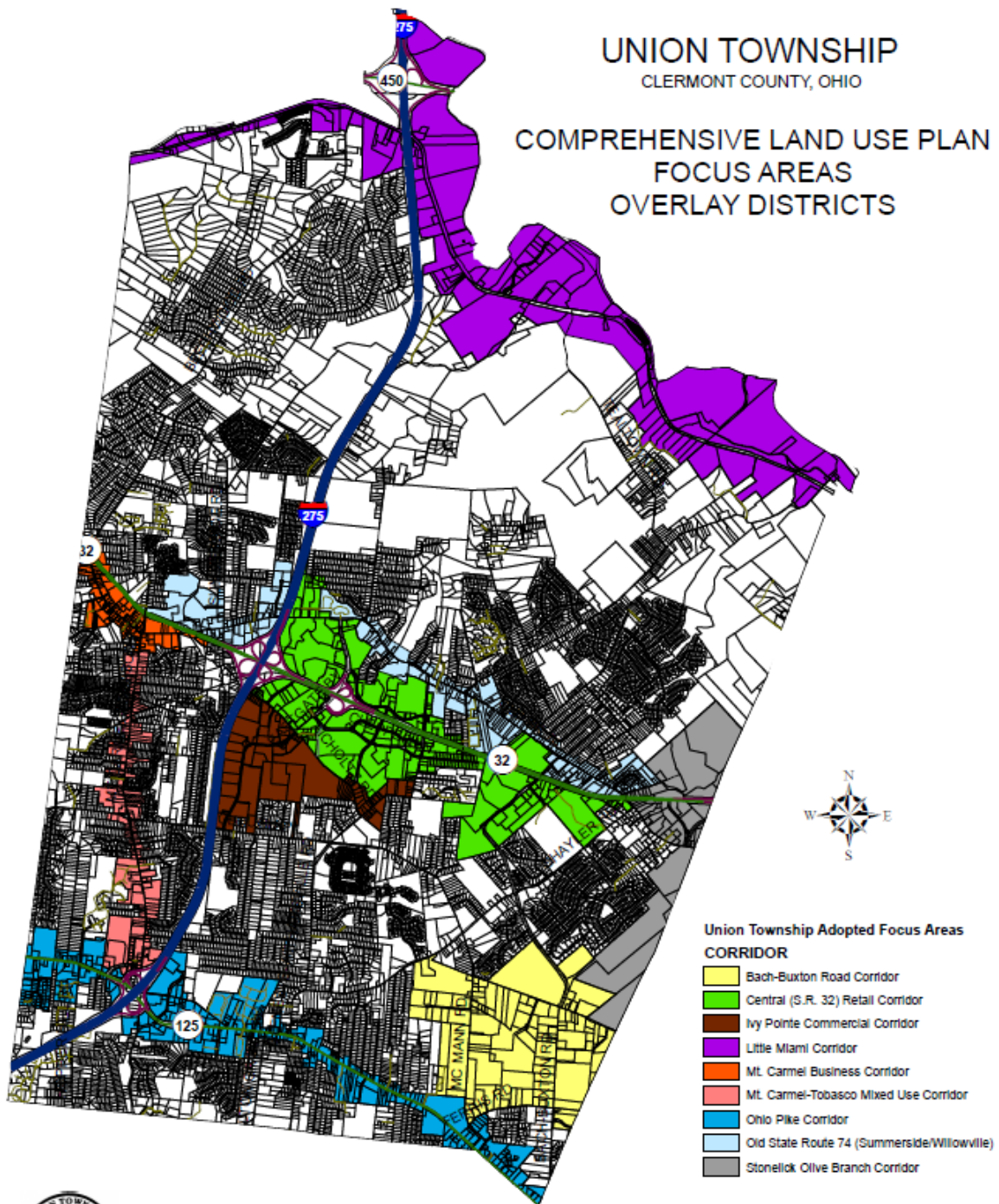
DESIGN STANDARDS & BEST PRACTICES

RECOMMENDED PARKING LOT DESIGN EXAMPLES
INCORPORATING STORMWATER BMP's & BIOSWALES ON-SITE



**Excellent Examples of Parking Lot
Landscaping & Bioswale Projects**





Union Township Planning and Zoning Department
4350 Archvitz Road
Cincinnati, OH 45245
(513) 753-2900

Horizon 2030: A Blueprint for the Future
Union Township Comprehensive Land Use Plan
Adopted November 14, 2013



APPENDIX

HORIZON 2030

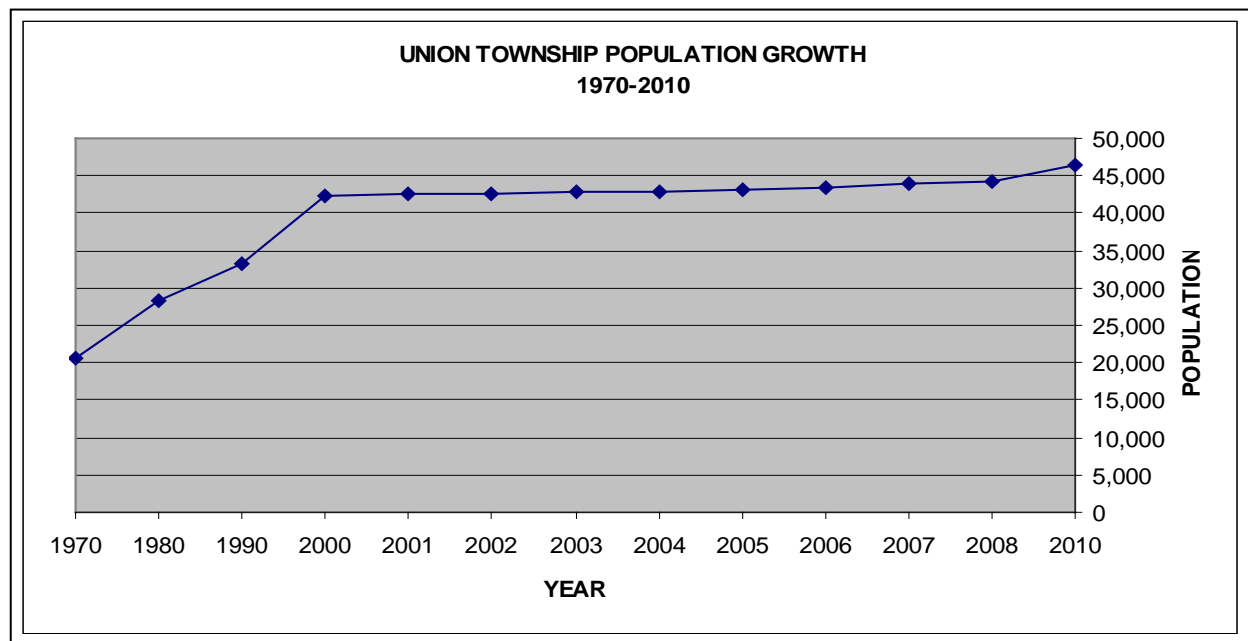
APPENDIX

APPENDIX

TABLE 1-A: Population Growth in Union Township & Clermont County

UNION TWP. & CLERMONT CO. POPULATION 1970 - 2010		
YEAR	UNION TOWNSHIP	CLERMONT COUNTY
1970	20,487	95,887
1980	28,222	128,483
1990	33,368	150,187
2000	42,332	177,977
2001	42,496	180,392
2002	42,673	182,550
2003	42,747	184,590
2004	42,897	187,297
2005	43,090	189,313
2006	43,530	191,703
2007	43,947	193,729
2008	44,305	195,385
2010	46,416	197,363

* Sources:
 U.S. Census Bureau (<http://www.census.gov>)
 "Ohio County Profiles: Clermont County" (PDF). Ohio Department of Development.
 (<http://www.odod.state.oh.us/research/FILES/S0/Clermont.pdf>.)





APPENDIX

TABLE 1-B: Union Township Population as a Percentage of Countywide Population

PERCENTAGE OF CLERMONT COUNTY POPULATION		
YEAR	UNION TOWNSHIP	OTHER JURISIDCTIONS
1970	21.37%	78.63%
1980	21.97%	78.03%
1990	22.22%	77.78%
2000	23.79%	76.21%
2001	23.56%	76.44%
2002	23.38%	76.62%
2003	23.16%	76.84%
2004	22.90%	77.10%
2005	22.76%	77.24%
2006	22.71%	77.29%
2007	22.68%	77.32%
2008	22.68%	77.32%
2010	23.52%	76.48%
Historical Average	22.82%	77.18%
* Source: Information Derived from U.S. Census Bureau Statistical Data (http://www.census.gov)		

APPENDIX

TABLE 1-C: Union Township Population Growth Rate (2000-2010)

UNION TOWNSHIP POPULATION GROWTH 2000-2010		
YEAR	TOTAL POPULATION	EST. ANNUAL GROWTH
April 1, 2000 <small>(Census 2000)</small>	42,332	N/A
1-Jul-01	42,496	0.39%
1-Jul-02	42,673	0.42%
1-Jul-03	42,747	0.17%
1-Jul-04	42,897	0.35%
1-Jul-05	43,090	0.45%
1-Jul-06	43,530	1.02%
1-Jul-07	43,947	0.96%
1-Jul-08	44,305	0.81%
March 10, 2011 <small>(Census 2010)</small>	46,416	4.76%
* Source: U.S. Census Bureau (http://www.census.gov)		

**TABLE 1-D: OKI Regional Council of Governments
Union Township 2005-2030 Population Growth Estimate**

UNION TOWNSHIP POPULATION GROWTH OKI PROJECTION 2005-2030			
OKI TAZ #	2005 Projected Population	2030 Projected Population	Percent Increase
1178	1,253	2,688	114.53%
1179	2,774	3,041	9.63%
1180	839	951	13.35%
1181	80	93	16.25%
1182	0	0	0.00%
1183	1,770	3,056	72.66%
1184	2,917	4,059	39.15%
1185	489	986	101.64%
1186	3,914	4,228	8.02%
1187	3,417	3,888	13.78%
1188	2,031	2,526	24.37%
1189	1,379	1,396	1.23%
1190	2,726	3,425	25.64%
1191	0	0	0.00%
1192	818	883	7.95%
1193	85	108	27.06%
1194	1,005	1,217	21.09%
1195	1,954	2,352	20.37%
1196	2,517	3,322	31.98%
1197	2,128	3,284	54.32%
1198	1,593	1,764	10.73%
1199	2,955	3,325	12.52%
1200	2,181	2,187	0.28%
1201	1,142	1,355	18.65%
1202	1,402	1,574	12.27%
1203	1,569	1,715	9.31%
1204	1,301	1,636	25.75%
1205	396	476	20.20%
TOTAL	44,635	55,535	24.42%
Average Annual Population Growth Rate 2005-2030:			0.98%
Source: OKI Regional Council of Governments, 2010			

**TABLE 2-A OKI Regional Council of Governments
Union Township 2005-2030 Employment Growth Estimate**

UNION TOWNSHIP EMPLOYMENT GROWTH OKI PROJECTION 2005-2030			
OKI TAZ #	2005 Projected Employment	2030 Projected Employment	Percent Increase
1178	44	183	315.91%
1179	159	176	10.69%
1180	351	844	140.46%
1181	639	1,129	76.68%
1182	1,823	1,780	-2.36%
1183	189	180	-4.76%
1184	126	174	38.10%
1185	94	141	50.00%
1186	94	451	379.79%
1187	543	756	39.23%
1188	92	138	50.00%
1189	893	843	-5.60%
1190	406	540	33.00%
1191	1,015	957	0.00%
1192	443	1,061	139.50%
1193	2,270	2,694	18.68%
1194	1,397	1,360	-2.65%
1195	110	258	134.55%
1196	209	721	244.98%
1197	64	68	6.25%
1198	1,091	1,042	-4.49%
1199	174	164	-5.75%
1200	1,185	1,117	-5.74%
1201	51	90	76.47%
1202	469	722	53.94%
1203	247	591	139.27%
1204	1,674	2,077	24.07%
1205	1,370	1,912	39.56%
TOTAL	17,222	22,169	28.72%
Average Annual Employment Growth Rate 2005-2030:			1.15%
Source: OKI Regional Council of Governments, 2010			

APPENDIX

TABLE 3-A Union Township Age Cohort Comparison (1990-2000)

UNION TOWNSHIP MEDIAN AGE (1990 - 2000)			
AGE COHORT	1990	2000	PERCENT CHANGE
Under 5 years	2,723	3,413	25.34%
5 to 9 years	2,656	3,102	16.79%
10 to 14 years	2,507	2,761	10.13%
15 to 17 years	1,380	1,639	18.77%
18 and 19 years	935	1,060	13.37%
20 years	500	636	27.20%
21 years	514	582	13.23%
22 to 24 years	1,685	1,897	12.58%
25 to 29 years	3,354	3,468	3.40%
30 to 34 years	3,393	3,673	8.25%
35 to 39 years	2,928	3,670	25.34%
40 to 44 years	2,461	3,581	45.51%
45 to 49 years	1,919	3,099	61.49%
50 to 54 years	1,440	2,634	82.92%
55 to 59 years	1,282	1,925	50.16%
60 and 61 years	467	574	22.91%
62 to 64 years	651	777	19.35%
65 to 69 years	978	1,169	19.53%
70 to 74 years	691	1,037	50.07%
75 to 79 years	472	799	69.28%
80 to 84 years	254	446	75.59%
85 years and over	178	390	119.10%
TOTAL	33,368	42,332	26.86%
Source: U.S. Census Bureau (http://www.census.gov) (1990 & 2000 Decennial Census)			

TABLE 3-B Union Township Age Cohort Comparison (2000-2010)

UNION TOWNSHIP MEDIAN AGE (2000-2010)			
AGE COHORT	2000	2010	PERCENT CHANGE
Under 5 years	3,413	3,332	-2.37%
5 to 9 years	3,102	3,151	1.58%
10 to 14 years	2,761	2,951	6.88%
15 to 19 years	2,699	2,920	8.19%
20 to 24 years	3,115	3,238	3.95%
25 to 29 years	3,468	3,370	-2.83%
30 to 34 years	3,673	3,232	-12.01%
35 to 39 years	3,670	3,127	-14.80%
40 to 44 years	3,581	3,346	-6.56%
45 to 49 years	3,099	3,471	12.00%
50 to 54 years	2,634	3,493	32.61%
55 to 59 years	1,925	3,080	60.00%
60 to 64 years	1,351	2,550	88.75%
65 to 69 years	1,169	1,759	50.47%
70 to 74 years	1,037	1,189	14.66%
75 to 79 years	799	940	17.65%
80 to 84 years	446	710	59.19%
85 years and over	390	557	42.82%
TOTAL	42,332	46,416	9.65%
Source: U.S. Census Bureau (http://www.census.gov) (2000 & 2010 Decennial Census)			

APPENDIX

TABLE 4-A: Household Income Comparison (2000-2010)

UNION TOWNSHIP HOUSEHOLD INCOME COMPARISON (2000-2010)							
Income Level	2000 Households *		2007 Households **		2010 Households***		Change +/-
Less than \$10,000	962	5.69%	978	5.30%	561	3.10%	-2.59%
\$10,000 to \$14,999	675	3.99%	590	3.20%	385	2.10%	-1.89%
\$15,000 to \$24,999	1,760	10.41%	1,568	8.50%	1,516	8.30%	-2.11%
\$25,000 to \$34,999	2,165	12.80%	2,048	11.10%	2,269	12.40%	-0.40%
\$35,000 to \$49,999	3,107	18.37%	3,007	16.30%	2,617	14.30%	-4.07%
\$50,000 to \$74,999	4,040	23.89%	4,261	23.10%	3,605	19.70%	-4.19%
\$75,000 to \$99,999	2,265	13.39%	2,785	15.10%	3,016	16.50%	3.11%
\$100,000 to \$149,999	1,476	8.73%	2,343	12.70%	2,788	15.30%	6.57%
\$150,000 or more	460	2.72%	867	4.70%	1,502	8.20%	5.48%
TOTAL HOUSEHOLDS	16,910	100.00%	18,446	100.00%	18,259	100.00%	N/A
* Source: U.S. Census Bureau (http://www.census.gov): 2000 Decennial Census, Summary File 3 (SF-3)							
** Source: Property Advisors 2007, Clermont County TID Marketplace Commercial & Housing Assessment							
*** Source: U.S. Census Bureau (http://www.census.gov): 2010 American Factfinder 3 Year (2008-2010) Estimates							
Income Category	2000 *		2007 **		2010***		Change +/-
Median Household Income	\$48,698		\$55,347		\$62,707		\$14,009.00
Per Capita Income	\$22,702		\$25,946		\$30,856		\$8,154.00
* Source: U.S. Census Bureau (http://www.census.gov): 2000 Decennial Census, Summary File 3 (SF-3)							
** Source: Property Advisors 2007, Clermont County TID Marketplace Commercial & Housing Assessment							
*** Source: U.S. Census Bureau (http://www.census.gov): 2010 American Factfinder 3 Year (2008-2010) Estimates							

TABLE 5-A: Union Township Vacant Land Use Inventory

VACANT LAND INVENTORY		
LAND USE CATEGORY	ACRES	% OF TOTAL
Vacant Agricultural	1,367.97	7.36%
Vacant Industrial	151.47	0.82%
Vacant Commercial	360.89	1.94%
Vacant Residential	1,977.68	10.65%
TOTAL VACANT LAND	3,858.02	20.77%

APPENDIX

TABLE 5-B: *Union Township Current Land Use Summary*

LAND USE SUMMARY		
<u>LAND USE CATEGORY</u>	<u>ACRES</u>	<u>% OF TOTAL</u>
Vacant Agricultural	1,367.97	7.36%
Agricultural	1,187.09	6.39%
Vacant Industrial	151.47	0.82%
Industrial	464.65	2.50%
Vacant Commercial	360.89	1.94%
Commercial	1,449.21	7.80%
Vacant Residential	1,977.68	10.65%
Residential MFD (401-419)	610.42	3.29%
Residential SFD	7,774.79	41.85%
Exempt Property	2,372.93	12.77%
Unclassified Lands	859.82	4.63%
TOTALS	18,576.93	100.00%

TABLE 5-C: *Union Township Developed Land Use Inventory*

DEVELOPED LAND USE INVENTORY		
<u>LAND USE CATEGORY</u>	<u>ACRES</u>	<u>% OF TOTAL</u>
Agricultural	1,187.09	10.33%
Industrial	464.65	4.05%
Commercial	1,449.21	12.62%
Residential MFD (401-419)	610.42	5.31%
Residential SFD	7,774.79	67.69%
DEVELOPED LANDS TOTAL	11,486.16	100.00%

APPENDIX

TABLE 6-A: Union Township Housing Stock Data (1995-2012)

UNION TOWNSHIP HOUSING STOCK DATA [1995-2012]								
<u>Year</u>	<u>Single Family</u>	<u>Valuation</u>	<u>Value/Unit</u>	-	<u>Multi-Family</u>	<u>Permits</u>	<u>Valuation</u>	<u>Value/Unit</u>
1995	309	\$29,265,129	\$94,709		294	18	\$7,425,140	\$25,256
1996	318	\$33,252,800	\$104,569		162	16	\$5,283,860	\$32,616
1997	272	\$28,492,644	\$104,752		60	9	\$2,866,008	\$47,767
1998	269	\$30,345,277	\$112,808		0	0	\$0	\$0
1999	300	\$34,770,075	\$115,900		64	4	\$4,000,000	\$62,500
2000	216	\$29,731,184	\$137,644		128	18	\$7,774,308	\$60,737
2001	265	\$35,695,432	\$134,700		24	5	\$2,852,906	\$118,871
2002	248	\$34,832,498	\$140,454		38	7	\$2,981,410	\$78,458
2003	213	\$30,573,463	\$143,537		56	12	\$5,165,138	\$92,235
2004	171	\$30,557,965	\$178,702		37	11	\$4,024,108	\$108,760
2005	209	\$35,164,892	\$168,253		58	13	\$4,001,772	\$68,996
2006	157	\$25,101,749	\$159,884		27	6	\$1,845,800	\$68,363
2007	158	\$25,398,443	\$160,750		15	7	\$1,200,000	\$80,000
2008	117	\$18,181,588	\$155,398		87	5	\$6,176,944	\$70,999
2009	130	\$14,462,163	\$111,247		37	4	\$4,769,450	\$128,904
2010	101	\$15,987,045	\$158,288		90	2	\$3,220,000	\$35,778
2011	82	\$12,319,033	\$150,232		71	2	\$2,800,000	\$39,437
2012	102	\$16,892,064	\$165,608		144	3	\$5,460,000	\$37,917
TOTAL	3637	\$481,023,444	\$138,746		1392	142	\$71,846,844	\$64,311

APPENDIX

TABLE 7-A UNION TOWNSHIP PROPERTY VALUATION DATA 2006-2010

Union Township Real Property Valuation 2006		
Property Type	Aggregate Taxable Value (35%)	Real Aggregate Value (100%)
Residential/Agricultural Property	\$649,020,410	\$1,854,344,029
Commercial/Industrial Property	\$304,765,030	\$870,757,229
Personal Property	\$29,565,340	\$84,472,400
General/Personal/Other	\$52,618,710	\$150,339,171
Total	\$1,035,969,490	\$2,959,912,829

(Source: Clermont County Auditor's Office, January 2007)

Union Township Real Property Valuation 2007		
Property Type	Aggregate Taxable Value (35%)	Real Aggregate Value (100%)
Residential/Agricultural Property	\$655,596,510	\$1,873,132,886
Commercial/Industrial Property	\$304,070,910	\$868,774,029
Personal Property	\$26,400,800	\$75,430,857
General/Personal/Other	\$29,713,035	\$84,894,386
Total	\$1,015,781,255	\$2,902,232,157

(Source: Clermont County Auditor's Office, June 2008)

Union Township Real Property Valuation 2008		
Property Type	Aggregate Taxable Value (35%)	Real Aggregate Value (100%)
Residential/Agricultural Property	\$692,675,850.00	\$1,979,073,860.00
Commercial/Industrial Property	\$301,618,220.00	\$861,766,340.00
Personal Property	\$28,574,620.00	\$81,641,771.00
General/Personal/Other	\$1,859,820.00	\$5,313,771.00
Total	\$1,024,728,610.00	\$2,927,795,742.00

(Source: Clermont County Auditor's Office, 2009)

Union Township Real Property Valuation 2009		
Property Type	Aggregate Taxable Value (35%)	Real Aggregate Value (100%)
Residential/Agricultural Property	\$693,119,930.00	\$1,980,342,660.00
Commercial/Industrial Property	\$303,505,220.00	\$867,157,770.00
Personal Property	\$29,899,290.00	\$85,426,542.00
General/Personal/Other	\$929,910.00	\$2,656,885.00
Total	\$1,027,454,350.00	\$2,935,583,857.00

(Source: Clermont County Auditor's Office, March 2010)

Union Township Real Property Valuation 2010		
Property Type	Aggregate Taxable Value (35%)	Real Aggregate Value (100%)
Residential Property	\$686,046,130.00	\$1,960,131,800.00
Agricultural Property	\$2,737,730.00	\$7,822,085.71
Commercial Property	\$263,035,200.00	\$751,529,142.86
Industrial Property	\$33,579,180.00	\$95,940,514.29
Personal Property Utility	\$30,894,300.00	\$88,269,428.57
General/Personal/Other	\$0.00	\$0.00
Total	\$1,016,292,540.00	\$2,903,692,971.43

(Source: Clermont County Auditor's Office, January 2011)

APPENDIX

CLERMONT COUNTY TID

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

MAP 1-A

I-275 & SR 32 INTERCHANGE PROJECT



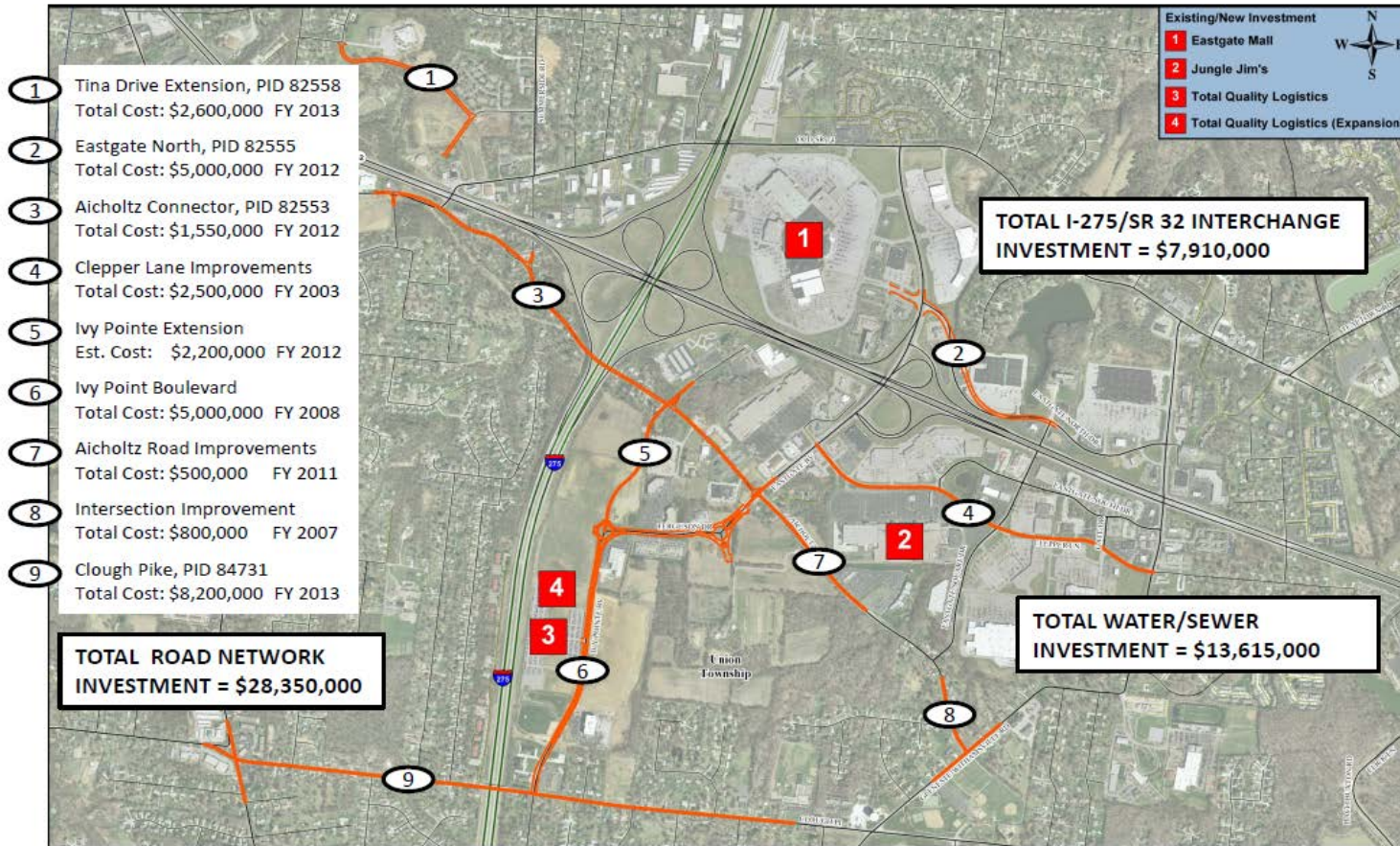
APPENDIX

CLERMONT COUNTY TID

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

MAP 1-B

EASTGATE AREA IMPROVEMENT PROJECTS



APPENDIX

CLERMONT COUNTY TID

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

MAP 1-C

EASTERN CORRIDOR SEGMENT IV-A CONCEPTUAL PLAN





APPENDIX