

Colerain Avenue Corridor Study

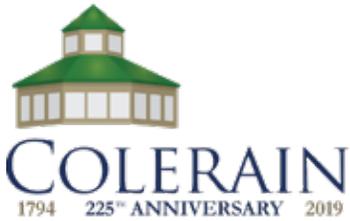
December 19, 2019



COLERAIN
1394 225th ANNIVERSARY 2019

www.colerain.org

ACKNOWLEDGMENTS



ELECTED OFFICIALS

Raj Rajagopal, President
Dan Unger, Vice President
Greg Insko, Trustee
Heather Harlow, Fiscal Officer

TOWNSHIP STAFF

Geoff Milz | Township Administrator
Jeff Weckbach | Assistant Township Administrator
Mike Ionna | Planning & Zoning Director
Martin Kohler | Senior Planner
Jesse Urbancsik | Planner
Chris Cavallaro | Code Enforcement Officer
Jenna LeCount | Former Planning & Zoning Director



PLANNING AND DESIGN TEAM

Eric Anderson, AICP | Project Manager and Community Planner
Lynn Zuch, AICP | Planner
Mary Hossain, PE | Civil Engineer
Terry Dull, PE | Civil Engineer
David Ross | Urban Designer
Hannah Urbanski | Planning Co-op
Noah Pennekamp | Planning Co-op

COLERAIN CHAMBER OF COMMERCE

THE BUSINESSES AND RESIDENTS OF COLERAIN TOWNSHIP

| | |
|---|-----|
| Executive Summary | 4 |
| Project Overview | 6 |
| Community Engagement | 10 |
| Project Approach | 13 |
| Goals | 15 |
| Safety..... | 16 |
| Cleanliness..... | 19 |
| Beautification..... | 20 |
| Access Management..... | 23 |
| Character Zones..... | 24 |
| Redevelopment..... | 25 |
| Design Standards | 26 |
| Character Zones | 38 |
| Rural (Retail) District..... | 40 |
| Retail District..... | 48 |
| Automotive District..... | 60 |
| Grosbeck District..... | 70 |
| Northgate Redevelopment Plan | 84 |
| Project Phasing | 88 |
| Implementation | 90 |
| Appendix | 92 |
| Existing Conditions Maps | 118 |

Executive Summary

Making a conscious effort to change, Colerain Township would like to create a consistent, appealing, safe public environment along the Colerain Avenue Corridor within the Township and creating a safe and beautiful Colerain Avenue. Last November, Colerain Township and KZF Design partnered to perform a study for strategic enhancements to Colerain Avenue: this study is the first real comprehensive analysis of the Corridor since 1996. ODOT is currently studying widening Colerain Avenue in an attempt to reduce congestion and, in addition, closing off dangerous unsignalized center turn lanes. Over time, these improvements have happened in a fragmented fashion and have led to congestion caused by signals and intersections that are too close to one another. The existing lane layout along the Corridor poses confusion with concrete medians, frequent left-turn lanes and right-turn-only lanes dedicated to businesses, creating high volumes of rear-end and sideswipe crashes.

Process of the Study

The Colerain Avenue Corridor Study began with evaluating the existing conditions supported by base mapping, crash and traffic data, and driving and walking the Corridor followed by analyzing said existing conditions through a series of maps that combined conditions, feedback from community engagement sessions, and meetings with Township staff.

After meeting with various stakeholders, recommendations made focused on safety and beautification along the Corridor. Some items discussed focused on landscaping, such as street trees and on medians, and implementing medians with median u-turns that will eliminate the need for left-turn lanes

at intersections and drastically reducing vehicle collisions.

After this discussion, the design was digitally tested and illustrative mapping was developed that would demonstrate how improvements could be implemented.

The design team held four public engagement sessions throughout the duration of this study focusing on the following:

- Existing Conditions
- Recommendations
- Business Engagement Meetings (2) - in partnership with the Colerain Chamber of Commerce

There were two press releases, numerous Cerkl Posts (6) which is the Township's resource for disseminating information to its constituents, and three TV/News articles related to the study. There were 433 postcards mailed to business and property owners to discuss and voice feedback of the draft recommendations.

413

Website
Visitors

2

Press
Releases

5

Engagement
Meetings

433

Postcards
Mailed

100+

Input
Participants

3

TV and News
Articles

Goals, Strategies and Design Standards:

1. Safety

- Reduce number of driveways
- Create safe pedestrian spaces
- Continuous and accessible sidewalks

2. Cleanliness

- Reduce visual clutter
- Utilize trash receptacles and recycling bins
- Consolidate signage and enforce sign code

3. Beautification

- Gateways and signage
- Street trees, medians and landscape buffers
- Buffer between vehicles and pedestrians

4. Access Management

- Efficient traffic flow and signal timing
- Access improvements and service roads
- Introduce Median U-turns into the Corridor

5. Character Zones

- Architectural style
- Uniform signage and wayfinding
- Establishing identity

6. Redevelopment

- Catalytic redevelopment
- Break up and connect fields of parking
- Update and enhance buildings

Project Implementation

Implementation of this study will take a coordinated effort between the Township, ODOT, Hamilton County and the businesses and residents of Colerain Township. This study is the first step in a multi-year process to create a safe public environment along Colerain Avenue and offer a series of public improvements that will further the growth and development of private investment for decades to come. The work laid out in this study is broken out in to short- and long-term

improvements. Short term improvements should be implemented within three years of adopting this study. A three-year time-frame is critical because these improvements are at the forefront with residents, but also represent the will of the current administration. Long term improvements are much broader and include projects that will need to be scaled based on funding opportunities, political will, and township capacity.

This study is the first step in a long process for improvements needed to Colerain Avenue.

Estimated Construction Costs

| <i>Project</i> | <i>Cost</i> |
|---|---------------------|
| Corridor Traffic Analysis: Median U-turns | \$100,000 |
| Intersection Study: Isolated Left Turn Struble Road and Colerain Avenue | \$35,000 |
| Corridor Traffic Analysis: Signal Timing | \$50,000 |
| Architectural Design Guidelines | \$30,000 |
| Signage Standards/Guidelines | \$30,000 |
| Redskin Drive Intersection Safety Improvements | \$1,500,000 |
| Springdale Road Intersection Safety Improvements | \$1,500,000 |
| Round Top Road Intersection Safety Improvements | \$1,500,000 |
| Harry Lee Lane Intersection Safety Improvements | \$1,500,000 |
| Struble Road Intersection Safety Improvements | \$1,500,000 |
| Groesbeck Pedestrian Safety Improvements | \$7,750,000 |
| Landscape Medians | \$4,750,000 |
| Streetscape Improvements | \$27,750,000 |
| Safety, Median and Streetscape Engineering Fees | \$5,000,000 |
| Total | \$53,000,000 |

Project Overview

Taking a historical roadway and modernizing it to meet the needs of Colerain Township.

Colerain Township has been working for more than 20 years to improve the conditions along Colerain Avenue. The resulting efforts have led to an improved, vehicular-oriented roadway but has much to desire in terms of urban design and pedestrian environment.

Purpose of this Study

Making a conscious effort, Colerain Township would like to create a consistent, appealing, safe public environment along the Colerain Avenue Corridor spanning the Township. Taking into consideration the goals and themes of prior plans, studies, and community feedback, this document combines all input into a single format to act as a guide for Colerain Township.

History of Colerain Avenue

U.S. Route 27, Colerain Avenue, was once a turnpike supported by tolls. In 1925, it became one of the original interstate highways connecting northern Michigan and the southern portion of the United States. Along with interstate traffic, it drew travelers between Cincinnati, Oxford, and areas of Indiana as a retail hub, as well as serving as a connection to Hamilton via State Route 128 in Ross, Ohio. In the mid 1960's, the stretch of Colerain Avenue from Struble Road to the Cincinnati city limits was widened to a four-lane roadway with no access control, as the explosive growth over the next 30 years was not foreseen. As growth occurred, zoning changes contributed to the expansion

of commercial development along most of the frontage of Colerain Avenue. Population increases introduced even more traffic to the area as did the construction of the I-275 interchange at Colerain. The combination of high-volume traffic, no access control, and rapid development of commercial areas created the current congested urban arterial route. Over time, traffic congestion and access have become critical challenges which need to be addressed along the corridor. This document serves as a strategic guide for improvements and development which best serve the Colerain Avenue Corridor businesses, visitors, and residents.

Previous Plans

Colerain Corridor Study (1983)

Between 1976 and 1979, the transportation systems and land uses between I-74 and Struble Road were studied by the City of Cincinnati, at the Ohio Department of Transportation's (ODOT's) request, to clarify existing issues. The goals of the study were to identify transportation improvements required to enable the corridor to handle "Year 2000" traffic, and offer suggestions for the transit network in the Colerain Corridor.

Colerain Avenue Corridor Planning Study (1995)

In this study, improvement recommendations were made for six subareas along Colerain Avenue. This study looked at access management, signal efficiency, channelization, driver communication, clarity, illumination and lighting, signage clutter, pedestrian friendliness and mobility, and options for a multi-modal transit area.

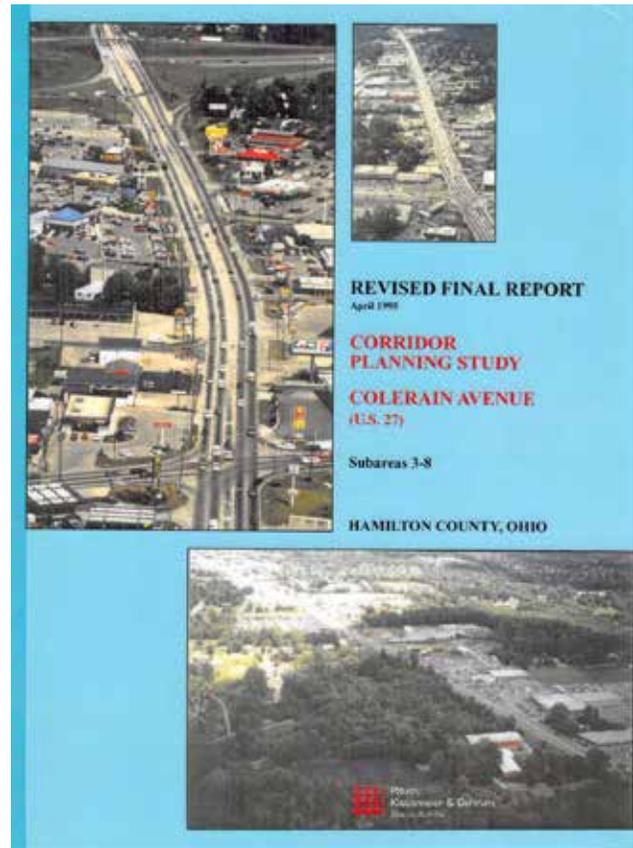
It utilized a highly interactive process involving owners, businesses, ODOT, and a special Task Force created specifically for the project, making it a pilot for other corridor improvement plans.

Colerain Township Comprehensive Plan (2005)

As part of a continued evolution of planning, the Township looked beyond the four-or five-year time frame of the typical land use plan to address protection of the unique characteristics that define the Township, as well as the prospect of continued growth, a changing population base, and an aging housing stock. The first step in this process was the adoption of a Vision Statement which prioritized the top issues facing the future of the Township and articulated the direction in which the community should be heading over the next 20 years. After adoption of this Vision Statement in June 2003, the Township embarked upon a more in-depth, comprehensive planning effort, summarized in this document.

Colerain Streetscape Plan (2011)

In an effort to set the stage for the long-term viability and successful re-positioning of corridor properties, the Township initiated this Streetscape Plan in December of 2009. The recommendations of the Streetscape Plan were guided by the knowledge and opinions of Township staff, outside agencies, and a wide range of public and private stakeholders. The plan was intended to be used as an instrument of the community's ongoing economic development and marketing strategy, and as a guide for future capital budgeting for corridor streetscape and identity enhancements.



III. AUTOMOTIVE SALES DISTRICT CONT.

PROTOTYPICAL REDEVELOPMENT SITE



- OPPORTUNITIES**
1. Provide extra parking for future growth and adjoining local streets.
 2. Provide pedestrian connectivity along Foster Road to the High School and H&C.
 3. Evaluate commercial bill sign requirements and code book.

Overview Continued

Opportunities & Challenges

Colerain Avenue is a historic and important arterial Corridor drawing populations from a wide range of areas in Ohio and Indiana. The corridor traverses the entirety of Colerain Township, from Struble to Byrneside Roads, and features distinct areas of commercial development. **Since its widening in the 1960's, access management, safety, and achieving desirable development patterns have been challenges.** During the course of this study site visits, GIS mapping, public involvement, engineering, and visioning have allowed for thorough documentation of existing conditions and have led to specific recommendations.

Traffic Congestion & Crashes

With an average daily traffic (ADT) of 29,992 cars per day measured in 2011, Colerain Avenue constantly experiences congestion issues and crashes. In some areas, the impact of very closely spaced traffic signals as well as signal timing imposes a long vehicle queue, resulting in poor levels of service. The lane layout along Colerain Avenue poses confusion with the frequent concrete median left-turn lanes and right-turn-only lanes dedicated to businesses, and high volumes of rear-end and sideswipe crashes.

Safety

Colerain Avenue is one of the most heavily-trafficked roadways in the Cincinnati metropolitan area. Heavy traffic counts in an unmanaged access corridor pose a significant risk to pedestrians and motorists alike. Strategies identified for safety include: limiting driveways to minimize pedestrian/vehicle crossings, improving and building sidewalks, creating bike paths which connect to other areas of Colerain, introducing traffic

calming measures, and road reconfiguration for overall reduction of accidents.

Beautification & Landscaping

Landscaping is inconsistent or absent along the corridor. The lack of street trees causes the sidewalks to become very hot in the summer months, as well as exposing overhead utility lines, an eyesore feature. With the absence of street trees and landscape features, the buffer between business parking areas and sidewalks is very small, if it exists at all, which greatly discourages pedestrian use. Most parking lots lack medians and landscaping, causing confusion for drivers, and promoting the "sea of pavement" look. The medians in the center of Colerain Avenue are also very harsh, being concrete marked with tire treads and missing paint, and hold no aesthetic or visual softening value.

Access Management

Being a heavily trafficked area, Colerain Avenue commands improvement in access management. There are opportunities to close off unnecessary driveways and design access roads which offer an alternate route and connection to the neighborhoods around the Corridor. These can offer better, safer routes for pedestrian or bicycle use as well. Absent and disorganized connectivity between businesses could improve access to driveways and connecting parking lots. To allow for easier flow, eliminating the need to turn out into traffic decreases potential for accidents.

Sidewalks

Although much of the corridor includes existing sidewalks, regard for pedestrian accessibility and safety is deficient. Many parking lots abut the sidewalk without any

buffer, creating a busy, loud, and dangerous scenario. Public comment indicates these walks are used only as necessary and pedestrians choose other options where available. Physical deterioration, such as crumbling curbs or cracked or heaved sidewalk impose safety concerns. Within the southern portion of the study area, there is a complete absence of sidewalks, forcing pedestrians to walk adjacent to the roadway as is demonstrated by rutted foot paths that pose a dangerous and inaccessible course. The corridor has push-button crosswalks that are not within ADA compliance due to the push button being too far from the sidewalk, beyond the reach of a person in a wheelchair.

Cleanliness

Cleanliness can be as manageable as maintaining trash pickup, utilizing more public garbage and recycling cans, and maintaining the sidewalk and pavement. This can also encompass visual cleanliness, such as reducing curb cuts and enforcing signage code, allowing for a more uniform and pleasing look along the Corridor. Loose trash has congregated along the roadways and the lack of maintenance has been discussed among business owners and residents alike.

Driveways

At the date of this plan, there are approximately 230 driveways-inclusive of both sides of Colerain Avenue-within the 4.5-mile study area. Most are entrances to commercial development, with very few connecting to residential areas. Many properties along the corridor have two, three, and in some cases, four entrances. This results in vehicles turning in and out of businesses at an excess of points along the corridor, creating conflict points. This large number of driveways causes hazards for

turning vehicles and pedestrians attempting to cross the driveways via sidewalks, as well as presenting safety issues for persons in wheelchairs or utilizing other mobility aids, and bicyclists.

Signage

Along the corridor, there are several different signage types and sizes, giving an overwhelming visual experience. Nearly every business or complex has their own style or type of sign, with some of a size making it difficult to see safety or wayfinding signage. Through sign code enforcement, many of the signage issues can be managed, with future developments required to adhere to a uniform signage directory.

Architectural Styles / Character Nodes

The historic lack of planning design guidelines for development along the corridor has resulted in the construction of a wide range of building styles which do not promote a sense of place or identity. While no single style along the entire corridor is possible, identifying character nodes can direct design into appropriate guidelines for each area.

Community Engagement

Community engagement was a crucial component in formulating various concepts for corridor improvements along Colerain Avenue. The engagement process provided citizens the opportunity to identify challenges and opportunities along and adjacent to the corridor and assisted in the formulation of the development concepts that address these challenges and opportunities.

Stakeholder and Public Meetings

| <i>Date</i> | <i>Meeting</i> | <i>Location</i> | <i>Attendees</i> |
|-------------|---|-------------------------------------|------------------|
| 2/20/2019 | ODOT Coordination Meeting | Colerain Government Center | 8 |
| 2/21/2019 | OKI Coordination Meeting and Grant Application Overview | OKI Regional Council of Governments | 9 |
| 2/22/2019 | Township Visioning Charrette | KZF Design | 11 |
| 3/12/2019 | Public Open House | Colerain Government Center | 24 |
| 3/19/2019 | Northgate Mall Redevelopment Strategy | Colerain Government Center | 4 |
| 6/7/2019 | Recommendation Review Workshop | KZF Design | 13 |
| 7/9/2019 | Public Open House | Colerain Government Center | 20 |
| 7/9/2019 | Township Trustee Presentation | Colerain Government Center | n/a |
| 8/12/2019 | ODOT Coordination Meeting | ODOT District 8 | 8 |
| 9/25/2019 | Business Engagement Meeting | Clippard Instrument Laboratory | 20 |
| 10/8/2019 | Township Trustee Presentation | Colerain Government Center | n/a |

Supporting materials and information on these meetings is included in the Appendix.

Township Website

A project website (www.colerain.org/428/Colerain-Avenue-Corridor-Study) was developed and launched in March 2019. The website was updated throughout the project to provide the latest project information and materials. The website had approximately 413 unique visits over the life of the project.

The site included:

- Project Overview
- Scope and Timeline
- Existing Conditions
- Recommendations

Cerkl and Social Media Posts

Notifications for public meetings were sent via Cerkl, the Township's resource for disseminating information to its constituents. Six announcements were sent through Cerkl The Township and Chamber of Commerce also utilized social media channels to promote the project and workshops. The following can be seen below:

| <i>Post Date</i> | <i>Delivered</i> | <i>Opens</i> | <i>Clicks</i> |
|------------------|------------------|--------------|---------------|
| 2/20/2019 | 2210 | 2196 | 119 |
| 3/13/2019 | 99 | 88 | 12 |
| 7/2/2019 | 926 | 801 | 90 |
| 8/27/2019 | 804 | 635 | 38 |
| 9/6/2019 | 1674 | 1508 | 34 |

A Recommendations Feedback was facilitated through SurveyMonkey and received 52 respondents. Questions asked the respondent's support on items such as the median u-turn, access management, beautification and their ideal locations for potential pilot projects. These questions and responses can be viewed in the Appendix.

Press Releases

Two news releases promoting the March 2019 and July 2019 Open House meetings were developed and released by KZF Design marketing staff. Releases were sent to the Cincinnati Business Courier, Cincinnati Enquirer, and several local transportation blogs to promote the events.

Stakeholder Coordination

Colerain Township identified township staff, individual property owners, ODOT, Hamilton County Engineer, and the Ohio, Kentucky, Indiana (OKI) Regional Council of Governments as key stakeholders in this project. Coordination meetings were held with stakeholders during the existing conditions and concept/recommendations phases of the project. The Hamilton County Engineer chose not to participate in these meetings and the outcome of the OKI meeting was a better understanding of the requirements to apply for grant funding. Hamilton County chose not to participate in this study or review the final draft. ODOT did not have any comments on the draft report or recommendations. OKI did not provide any formal feedback on this report.

Public Meetings

To inform the community of the project and to solicit feedback, three meetings were held during the existing conditions and concepts/recommendations phases of the project. Two

meetings were open to the public and held before monthly Township Trustee meetings to capture a larger audience, and a third held specifically for business and property owners along Colerain Avenue. All meetings were held at either the Colerain Government Center or Clippard Instrument Laboratory. The public meetings were advertised to the Colerain Township community via Cerkl, postings on the project website, social media postings, and a press release to local media outlets. The third, the Business Engagement Meeting, also used a printed postcard which was mailed to all businesses, property addresses, and property owners along Colerain Avenue and utilized the Colerain Chamber of Commerce email list and social media pages to further engage residents and businesses.

The first public meeting was held in March 2019. The primary goal of this meeting was to introduce the project, invite feedback on existing conditions along the corridor, solicit feedback on challenges and opportunities, and generate ideas for the future of the corridor. The core activity at this meeting involved mapping the entire corridor – participants were asked to place sticker labels on what they considered issues or assets along Colerain Avenue and noted comments. In addition, participants reviewed and ranked the seven priority project objectives developed by the design team and KZF Design staff. This meeting was attended by more than 20 people. Meeting feedback included:

- Improved traffic flow
- Signal timing throughout the corridor
- Crosswalk, lighting, and landscape improvements
- Consistent signage and wayfinding improvements
- Transit improvements and trash cans

Community Engagement Continued

- Burying utilities

The second public meeting was held in July 2019. The goal was to introduce the core design concepts and recommendations of the study. The meeting had two components, KZF Design's project manager presented project progress to-date and reviewed the recommendations, followed by an open-house style meeting where the corridor was broken out into "sections" for in-depth review of maps and discussion with attendees. There was also a board and video demonstrating the Median U-turn and a board reviewing possible improvements to Northgate Mall. This meeting was attended by 20 people. Meeting feedback included:

- Very positive feedback about the new mall concept, to re-engage the mall area
- Median U-turn was considered a good safety feature to reduce crashes
- Access roads behind businesses would need to be carefully considered to allow for better traffic flow off Colerain Avenue
- Landscape buffers, street trees and increasing setbacks is a generally welcomed idea
- Mass-transit and cleanliness of bus stops should be considered

The third public meeting was held in September 2019. The goal of this meeting was to engage business owners/managers and property owners along Colerain Avenue to engage in a conversation on the business case for the recommended corridor improvements. More than 400 postcards were mailed to all businesses, property addresses, and property owners within the study area. This meeting was attended by 20 people. Meeting feedback included:

- The safety of pedestrians should be of high priority. There are issues spanning the Corridor.

- Agreed to the importance of traffic studies and next level of analysis to confirm the approach and determine what is the best solution for the specific intersection or project.

Township Charrette and Recommendations Workshop

In February 2019, KZF Design conducted a visioning session with Township staff to determine goals and objectives for the future character of Colerain Avenue and review existing conditions evaluation work. The outcomes of this meeting included a better understanding of existing conditions along the corridor and a set of goals and priorities the township wished to achieve through the study primarily **safety** and **beautification**.

In June 2019, KZF Design conducted a design concept review session with Township staff to confirm recommendations meet goals and objectives for the future character of Colerain Avenue. We reviewed mapping of the entire corridor and discussed the core concepts of the recommendations in preparation for a public meeting. Township staff provided initial reactions and feedback on the design concepts integrated into the project mapping.

Trustee Presentations

Two presentations were made to Township Trustees during the project. In July 2019, KZF Design presented a design concept for the transformation of Northgate Mall into a more pedestrian oriented "Lifestyle" center. In October and December of 2019, KZF Design made a presentation to the Township Trustees to review the project and recommendations. An archive of these meetings is available on the Township's website (www.colerain.org).

Project Approach

Beginning in December 2018, KZF Design completed an in-depth review of existing conditions along the corridor, which consisted of a kick-off meeting with township staff, data collection, and mapping. KZF drove and walked the Colerain Avenue Corridor to confirm mapping and document observations along the Corridor. The design team then performed a visioning session with Colerain Township staff and held a public open house in March 2019 to obtain feedback and capture the experiences of the people who drive this Corridor every day. This phase also included a coordination meeting with ODOT District 8. The outcome of these meetings was a series of goals for the project, prioritizing safety and beautification. The existing conditions work led to a series of analysis maps (*see Appendix*) combining this information. These maps formed the basis of KZF Design's recommendations.

Approaches

The project team then entered into the design phase of the project strategizing "big-picture" safety throughout the entire Colerain Avenue Corridor. KZF architects designed a typical streetscape and the gateways. Designers then digitally test-fit the recommendations property-by-property to see if they worked in the "real world" by referring back to the purpose of the project: to create a consistent, appealing, safe public environment along Colerain Avenue within the Township.

Once recommendations were tested on scale drawings, KZF Design held a workshop with Colerain Township staff to get feedback, then the Township held a second public meeting in July 2019 on the specific design strategies, where attendees were able to review recommendations and mapping at their own pace, offer feedback, and ask questions. This phase also included a coordination meeting with ODOT District 8.

Design Standards

The design team finalized the recommendations and began to segment these recommendations into easy-to-implement pieces for Colerain Township and the State of Ohio to begin their work. The initial draft report was published in late September 2019 and Colerain Township, the public, and ODOT District 8 representatives were offered the opportunity to provide feedback on the design and recommendations. The design team then presented the recommendations and report content to Township Trustees in October 2019 and delivered the final plan to Colerain Township in November 2019.



THIS PAGE INTENTIONALLY LEFT BLANK.

Project Goals

Safety
Cleanliness
Beautification
Character Zones
Access Management
Redevelopment

Goal 1: Safety

Construct proper sidewalks along Colerain Avenue to increase pedestrian safety and provide connectivity along the Corridor.

Consolidate and simplify business entrances along the frontage of Colerain Avenue in an attempt to reduce the number of vehicle accidents while creating safe pedestrian access.



Corridor Safety

Safety is incorporated the goals established for the Colerain Avenue Corridor. Specifically, the strategies identified for safety include: limiting driveways to minimize pedestrian/vehicle crossings, improving and building sidewalks, creating bike paths which connect to other areas of Colerain, introducing traffic calming measures, and road reconfiguration for overall reduction of accidents. With an average daily traffic (ADT) rate of 29,992 vehicles, Colerain Avenue is one of the most heavily-trafficked roadways in the Cincinnati metropolitan area. Heavy traffic

counts in an unmanaged access corridor pose a significant risk to pedestrians and motorists alike. Colerain Avenue has an annual average 2,037 crash rate (*annualized average number of crashes per 100 million vehicle miles traveled between 2011 and 2015*). This risk, coupled with over-designed roadway confusion, presents hazard for users. The goals highlighted in this guide elaborate upon design opportunities which would significantly reduce the rear-end and sideswipe crashes caused by excessive left/right only turning lanes and the confusion Colerain Avenue lane layouts currently present.



Colerain Avenue Dangerous Intersections (ODOT)

Safety Continued

Navigation Difficulty

The growth around Colerain Avenue, as well as the construction of the I-275 interchange at Colerain, contributed to most of the frontage of Colerain Avenue being commercially developed. The combination of high-volume traffic, no access control, and rapid development of commercial areas created the current congested urban arterial route that presents safety hazards to motorists and pedestrians. This rapid development led to additional traffic from the I-275 and Ronald Reagan Cross County Highway bookends and cut-through traffic that adds to daily driver totals and risk. The difficulty of navigating between businesses stems from the over-designed roadway and congestion. The presence of concrete medians, left-turn lanes, and right-turn-only lanes create confusion for motorists, and an excess of signals or poorly-timed traffic signals adds to traffic congestion and driver delay.

Sidewalk Safety

Historically, the pedestrian was an afterthought for most of the development of Colerain Avenue. Sidewalks are inconsistent and there are 2.5 miles of missing or inadequate sidewalks in the Corridor. Parking lots are fronted directly onto the corridor with no regard for accessibility. There is a lack of continuous and appropriate pedestrian infrastructure and separation between the curb and sidewalk. Outside of the newly developed commercial areas, there are large parking

lots creating safety concerns and difficulty for pedestrians going from one store to the next without a vehicle.

29,992 AVERAGE DAILY
TRAFFIC COUNT (ADT)

4.5 MILES OF ROADWAY

TOTAL OF 70.5 CRASHES
PER YEAR AT FOUR MAJOR
INTERSECTIONS

(SEE MAP ON PREVIOUS PAGE)

2.5 MILES OF INADEQUATE
OR MISSING SIDEWALKS

Corridor Statistics

Four intersections in the 4.5 miles of Colerain Avenue studied have been designated by ODOT as some of the most dangerous intersections in the entire county and indeed the state. According to data, the intersection of Colerain Avenue and Redskin Drive averages 26.11 average annual crashes, Colerain Avenue and Struble Road averages 18.97 annual crashes, Colerain Avenue and Round Top Road averages 15.94 annual crashes, and Colerain Avenue and Harry Lee Lane averages 9.51 annual crashes. Together, those intersections alone account for an average of 70.5 accidents annually.

Goal 2: Cleanliness

Eliminate a cluttered look when driving down Colerain Avenue and promote visual cleanliness along the Corridor.

Reduce trash along roadway and maintain sidewalks along Colerain Avenue as well as maintaining buildings and structures.



Cleanliness

Cleanliness can be as manageable as maintaining trash pickup, utilizing more public garbage and recycling cans, and maintaining the sidewalk and pavement. This can also encompass visual cleanliness, such as reducing curb cuts and enforcing signage code, allowing for a more uniform and pleasing look along the Corridor. Signs along Colerain Avenue still offer myriad signage types reflective

of the various timeframes in which they were constructed. The scale of these signs, ranging anywhere from pylons to large corporate signs, dominate the landscape making it difficult for other small-scale or wayfinding signage to be noticed. The introduction of low monument signage can be seen throughout the Corridor and should be encouraged as commonplace.

Goal 3: Beautification

Design gateways and proper signage at major intersections along Colerain Avenue in strategic locations.

Establish a public and private buffer along the roadway and businesses by utilizing landscaping and street trees while improving medians.



Beautification

The use of simple beautification techniques can provide a significant impact on the Corridor. Street trees, landscaping medians, and lawn buffers along sidewalks improve safety while giving a less concrete and cluttered feel along Colerain Avenue and creating a sense of place. Introducing greenspace into large portions of pavement, such as parking lots or medians, will help create a common vision for the Corridor with natural elements that provide aesthetic, environmental purposes and present uniformity.

Parking lot landscaping is nonexistent in the Corridor. Large parking lots are difficult to navigate and become heat islands. Creating an architectural guideline for places and spaces will achieve a more holistic and energetic identity. As mentioned within Goal 2: Cleanliness, signage is essential to creating a sense of place and uniformity. Current architectural styles do not promote a sense of identity along the Corridor due to the various time eras in which the area was developed.



Introduction of Additional Street Trees and Major Intersection Improvements

Beautification Continued

Street Trees and Landscaping

There is no consistent landscaping along Colerain Avenue. Lack of street trees leaves overhead utility lines exposed, creating an eyesore. Along with street trees, the buffer between businesses, parking areas, and sidewalk is extremely small, if there at all, and creates an unappealing and unsafe space for pedestrians. Most parking lots lack landscaping, not only causing confusion for drivers, but also the “sea of pavement” look.

Street trees soften hard edges, and consistent green elements will mask utility poles that line the Corridor.

Gateway Elements

The introduction of gateway elements to the Corridor will enhance Colerain Avenue’s major points of entry and improve the appearance, efficiency, and economic potential of the area. Enhancing the Corridor’s gateways is important for promoting Colerain Township as a strong and viable economic engine for the region. Image and functionality are fundamentally important to economic success; the Colerain Avenue Corridor is no exception. Major corridors provide a sense of arrival into a community for visitors and a neighborhood boundary for residents. Developing these gateways will build a strong reputation and appealing brand.



Goal 4: Access Management

Promote safe and efficient traffic flow by removing certain left turns via strategic median modifications to median u-turns.

Construct access/service roads for businesses along Colerain Avenue.



Improving Access

The concept of access management is to coordinate the safe and efficient use of roadways while providing for necessary vehicular access to adjacent land through comprehensive planning and responsible enforcement. This is a system-wide approach to providing access, not just closing driveways. Fewer and better-designed driveways can lessen conflicts between cars and pedestrians and reduce overall accidents. Access management is not an anti-growth concept, but in fact eases congestion, improves intersection operation, and reduces accidents. This

improves travel times overall and the perception of Colerain Avenue and its businesses, allowing for a potential expansion of customer base. Incorporating Median U-turns into management schematics is essential. The Median U-turn eliminates the left turn lane and signal at the intersection and instead moves traffic straight or right, then making a U-turn at a strategically placed median crossover past the intersection to go the direction of a normal left turn. Limiting left turns is a proven method of reducing crashes at intersections and is promoted by many DOT's.

Goal 5: Character Zones

Create unique identities for the four zones along Colerain Avenue.

Establish architectural guidelines, where possible, to provide a cohesive Corridor. Applying branding and wayfinding for each District is recommended.



Character Zones

There are a range of development patterns, land uses, and visual elements along Colerain Avenue.

From the more local commercial areas of Groesbeck to heavy retail by the mall district, to the auto district, each district along the Corridor should establish its own distinct style, giving it a character boundary, and a sense of place. This can include roadway sections, recognizable development patterns, architectural style, and signage. Each zone along the Corridor contains its own individual strengths and these sections of Colerain Avenue collectively can benefit one another. For

developmental purposes, Colerain Avenue has been divided into four character zones:

- Rural (Retail) District at the northernmost part of the Corridor from Struble Road to I-275
- Retail District starting at the I-275 east bound ramp and extending to Compton Road
- Automotive District which is defined as the auto dealership sector of the corridor beginning at Compton Road through Ronald Reagan Highway
- Groesbeck District that runs south from Ronald Reagan Highway ending at Byrneside Drive.

Goal 6: Redevelopment

Coordinate land use planning, zoning codes, economic development, and transportation issues.

Develop working partnerships with businesses.

Identify catalyst projects that encourage economic development.



Redevelopment

Colerain Avenue has been a hub of commercial use and development since the 1970's. However, in today's ever changing economy it becomes imperative to plan for the corridor's future. It is important to set the foundation for future development and growth in consideration of economic resiliency, prosperity, and maintaining a regional presence. Planning and proper strategy for future growth requires support from area businesses and residents to be feasible. Attractive buildings with vibrant businesses while connecting the

commercial uses in a thoughtful manner, Suggested recommendations detailed in this guide will enable Colerain Avenue to become an inviting corridor that accommodates the needs of the residents and businesses of the Township and creates a sense of place. Standards for zoning code should be implemented for when property ultimately gets developed or redeveloped such as the proposed Northgate Mall Redevelopment as seen on Page 86.

Design Standards

The following design standards were used as strategies and guidelines for development of the Recommendations by Character Zone mapping section of this report.

Safety Principles

Congestion and Left Turn Movements

Eliminating rear-end and sideswipe crashes caused by turns, simplifying lane layouts, and reducing congestion throughout the corridor, can be accomplished by redesign of the roadway.

Reduce Number of Driveways

Colerain Township must work with individual property owners to reduce the number of driveway access points on Colerain Avenue to one (1) driveway per parcel.

For properties within 405 feet of an intersection, the Township should consider working with property owners to move driveways from Colerain Avenue to side streets or service/access drives at the rear of properties.

Signal Spacing, Reduced Number of Signals, and Updated Signal Timing

While ideal intersection spacing is one-half (1/2) mile, the Township and ODOT need to work with existing conditions to best create signals and intersections spaced at a minimum of one quarter (1/4) mile apart.

There are locations, as seen in the Retail District of the corridor where multiple signals exist within several hundred feet. These signals are identified on the plans in the Recommendations section of this report. A traffic study to determine if they can be removed, as well as proper signal timing, can further reduce congestion.

Restrict Left Turn Movements at Intersections (Median U-turns)

ODOT must restrict left turn movements using signal improvements, medians and Median U-turns – making accommodations for truck turning movements at strategic intersections.

The Median U-turn redirects left turns at intersections. Instead of turning left, drivers must proceed through the intersections or turn right, then make a U-turn at a signed or signalized median turnaround. Research gathered from the Michigan Department of Transportation has shown Median U-turns:

- Reduce congestion and severity of crashes by up to 60%.
- Provide 20-50% greater capacity compared to conventional intersections.
- Reduce wait time at a signal for traffic to turn.
- Allow for signal timing to increase through traffic volumes.
- Improve daily function of the roadway.
- Reduce pedestrian-vehicle conflict points.
- Improve access to local businesses through reduced congestion and crashes.

For planning purposes, Median U-turns have been indicated on the plans provided in the Recommendations section of this report. A qualified traffic engineer will need to perform further studies and each intersection will need to be evaluated/designed individually. The result may look different in size, type, location and movement than how they are currently laid out in the Recommendations section of this report. Each location where

turning will occur will need to be designed based on: percentage of trucks, volume, accidents, use, access, DOT requirements, and turning improvements. It should also be noted that left turning movements may not be restricted at every intersection, and specific consideration will need to be given for truck turnaround movements at strategic locations.

(See image at right for depiction of truck turnarounds)

Remove Excess Right Turn Lanes

ODOT must remove excess right turn lanes throughout the corridor.

Segments of the roadway are over-designed with continuous right turn lanes offering multiple driveways/access points into single parcels. Removal of right turn lanes reduces weaving and the number of lanes to be crossed when exiting a business, thereby reducing confusion and accidents. Removed right turn lanes can be used to create additional landscape area, specifically in the Automotive District.

Bus Stop Pull-offs

Colerain Township and SORTA/Metro should coordinate bus stop locations and construct bus stop pull-offs at locations where current and planned bus stops will impact traffic flow.

Currently, SORTA/Metro buses stop on Colerain Avenue in the right through lane to pick up passengers. Blocking an entire lane of the roadway significantly impacts traffic flow. Pull-offs should be constructed with concrete to be more durable than asphalt, and should include landscaping, covered shelters/windscreens, seating, signage and trash cans. Location and spacing of bus stops should be analyzed and more equal spacing (quarter or half mile increments) should be considered, based on use.



Example of a Truck Turnaround



Excessive Right Turn Lanes into businesses along Colerain Avenue



Bus-Stop Pull-off Design

Design Standards Continued

Continuous and Accessible Sidewalks

Colerain Township must construct 7' wide (minimum) accessible sidewalks along the entire Colerain Avenue Corridor.

Sidewalks are essential to providing safe facilities to pedestrians, bicyclists, and transit users. Current facilities are adequate in some areas of Colerain Avenue and absent entirely in others. South of Galbraith Road, sidewalks are 2-3' in width, offer no safe space for pedestrians and offer no defined space between vehicles and pedestrians. There are many segments of roadway in the Groesbeck area that do not have any sidewalks.

At the time this report was published, seven (7) foot wide sidewalks meet ODOT's minimum design standards. Sidewalk benefits include improved safety, mobility, and healthier communities. Inadequate sidewalks can lead to vehicle-pedestrian conflicts and accidents. Providing walkways separated from travel lanes could help to prevent up to 88 percent of "walking along roadway crashes," as noted in FHWA's *An Analysis of Factors Contributing to "Walking Along Roadway" Crashes: Research Study and Guidelines for Sidewalks and Walkways*. By providing facilities that are more comfortable, Colerain Township can encourage walking, particularly in areas with mixed land uses.

Improved Signal Timing

The Township must collaborate with ODOT to analyze signal timing along the Corridor to alleviate traffic congestion and improve pedestrian safety.

All signals along the Colerain Avenue Corridor, except for the signals at Earl and Byrneside and Banning are coordinated. All signals are managed through Centrac.

Re-optimizing the signalized intersections can reduce delays and stops experienced by motorists. The number of severe collisions along the Corridor can be reduced by producing smoother traffic flow and fewer stops.

High Visibility Crosswalks

Colerain Township must work with ODOT to provide clear and boldly-marked crosswalks at all intersections.

Intersection crossings are the places where the potential for conflict is increased. Creating an environment where pedestrians feel safe to cross is critical to the success and overall connectivity of Colerain Avenue. All signalized intersections should have pedestrian crossing signals with countdown beacons. Intersections with large crossing distances should have a pedestrian refuge island. These islands should be located adjacent to medians.

Buffer Between Vehicles and Pedestrians

Colerain Township should work with private property owners to encourage landscaping and knee walls to better define the pedestrian "safe zone" along the roadway.

Many private parking lots along the Corridor encroach on the public right-of-way and/or sidewalks, creating an unpleasant environment for pedestrians and bicyclists. With little or no distinction between private property and the sidewalk, and sidewalk and the roadway, there is a prominent safety issue for pedestrians, as well as a cramped and chaotic feeling to the corridor. Landscape/wall buffers between sidewalk and parking lots must be created, as many areas have the sidewalk directly abutting the parking areas, which is a safety issue. By constructing wider sidewalks, redefining continuous curb

cuts, eliminating unnecessary driveways and “right-sizing” existing driveways, the Township can calm traffic and provide safer pedestrian spaces. **ODOT must replace missing or inadequate curbs throughout the corridor.** In many areas along the corridor, curbs are 1” to 2” in height where they exist, and many areas have no curbs to adequately protect pedestrians from vehicular traffic.

Access Management

Intersection, Corner, and Driveway Spacing

ODOT must prevent construction of driveways and new roadways along Colerain Avenue within 400’ of all intersections.

For properties within 400’ of an intersection, the Township should consider working with property owners to move all driveways from Colerain Avenue to side streets or service/access drives at the rear of properties where indicated on the Recommendations maps.

ODOT and Colerain Township must prevent construction of driveways along Colerain Avenue within 200’ of another driveway and Colerain Township should work with individual property owners to close driveways within 200’ of another driveway.

For properties within 200’ feet of an adjacent driveway, the Township should consider working with property owners to consolidate driveways and develop parking lot connections between properties along Colerain Avenue to make it easier to get from one business to another and improve overall access. The Township should also consider working with property owners to move driveways from Colerain Avenue to side streets or service/access drives to the rear of properties where indicated on the Recommendations maps.

Service/Access Roads at Rear of Properties

The Township must work with ODOT and Hamilton County, as well as individual property owners, to develop service and access roads at the rear of properties.

As indicated on the Recommendations maps, there are opportunities to create cross-access between properties along Colerain Avenue. Service/access roads can be public or private in ownership and allow access to properties from side streets at the rear of the property. Once service/access roads are in place, driveways on Colerain Avenue can be closed. Service/access roads make it safer to access signals, and when accompanied with consolidated signage, make finding businesses easier.



High Visibility Crosswalks and Improved Sidewalks



Creating cross-access between parking lots and providing access to service roads at the rear of businesses/properties.

Design Standards Continued on Page 32.

Design Standards Continued

Cross-Access Between Parking Lots

Colerain Township must work with property owners to reduce barriers between parcels and connect abutting parking lots.

Cross-access points connect adjacent parcels, allowing circulation between parking lots and relieving traffic on Colerain Avenue. Parking lot connections make it easier for drivers to move from one business to another without having to enter Colerain Avenue. Cross-access between parking lots can also make it easier for drivers to access nearby signals, providing safe options for turning onto Colerain Avenue. A right-turn only situation exists with most driveways, and increasing cross-access options/locations can relieve current traffic

Street Connectivity

Colerain Township must plan for future connections between existing properties and roadways and future developments.

Street network connectivity can help reduce the volume of traffic and traffic delays on Colerain Avenue. Street network connectivity is achieved by providing connections within individual developments, between developments, and having a well-planned collector road network to complement the existing roadway network.

Shared Parking Lots

Colerain Township must encourage the development of shared parking, allowing multiple businesses to utilize a single lot.



Shared parking allows for more efficient use of parking facilities. Parking can be shared among different buildings and facilities in an area to take advantage of different peak periods. For example, an office complex can efficiently share parking facilities with a restaurant or theaters, since offices require maximum parking during weekdays, while restaurants and theaters require maximum parking during evenings and weekends. As a result, the total amount of parking can be reduced 40-60% compared with standard

off-street parking requirements for each destination. Shared parking facilities allow for additional “green space” throughout the corridor, create new opportunities for development, and increase development density throughout the corridor.

Many private parking lots along the Corridor encroach on the public right-of-way and/or sidewalks, creating an unpleasant Township

| <i>Character Zone</i> | <i>Existing Right-of-Way Width</i> | <i>Recommended Buffer Zone</i> |
|-----------------------|------------------------------------|--------------------------------|
| Rural (Retail) | 100' to 120' | 20' |
| Retail | 100' to 130' | 15' |
| Automotive | 80' to 110' | 30' |
| Groesbeck | 70' to 110' | 3' to 6' |



Rural (Retail) District



Retail District



Automotive District



Groesbeck District

Design Standards Continued

Beautification

Streetscape/Landscaping Buffer Zone

Colerain Township should enact zoning/land use updates to require a streetscape/landscape buffer zone outside of ODOT's right of way that is solely dedicated to lighting and landscape improvements.

To create a consistent aesthetic, more appealing streetscape experience, and beautify the corridor, the township needs to develop a legislative mechanism to encourage landscaping, gateway, signage and lighting improvements between the sidewalk and parking areas/buildings that face Colerain Avenue. Since ODOT's right-of-way is dedicated to roadway, sidewalks and other infrastructure, the township needs to establish a formal streetscape/landscape buffer zone area. This area will be dedicated to the streetscape improvements laid out in this study.

Streetscape, Landscape, and Aesthetic Improvements

Street Trees:

Colerain Township should encourage street trees spaced a maximum of 80' on center, located between the sidewalk and parking areas/buildings.

Street trees should be utilized to create a continuous "green" element throughout the corridor. Trees can make the pedestrian environment more appealing by defining the boundaries between the road and pedestrian areas, screening parking lots and utility poles, encouraging more appropriate traffic speeds, and creating visual "walls" that frame streets. Street trees also allow features that should be dominant to be seen, such as traffic, regulatory, and business signage. For areas of concentrated development or catalytic

development projects, the township should implement concentrated street tree elements in 1,500 linear foot increments, where trees are spaced 10' to 20' on center. Tree locations should correspond with the street sections within the Character Zone section of this report and should take into consideration overhead utilities.

Site Landscaping:

Colerain Township should encourage additional site landscaping on private property.

Updating zoning regulations to require additional site landscaping will help soften the harsh aesthetics and sharp lines of concrete and asphalt throughout the corridor. Specific site landscaping improvements include:

- Additional landscaping between the sidewalk and parking areas/buildings
- Tree lines perpendicular to Colerain Avenue along side streets and property lines



Example of Street Trees and Landscaping

- Landscape islands in parking lots
- Evergreen screening of buildings
- Tree-lined private drives

Landscape Medians: Colerain Township and ODOT should construct landscape medians throughout the corridor.

Landscape medians can take the form of median u-turns or landscape islands in the center turn lane. The ideal situation would include plantings and landscape that meet ODOT’s sight distance and height requirements, but at a minimum should be manicured lawn. Landscape medians add to the benefits of street trees and site landscaping, offer traffic calming and pedestrian safe spaces, but also can provide an area for splash, spray and storage of snow – which are all critical operational measures for a Township.



Possible method of landscaping medians, however, plantings or grass would have to meet ODOT’s height restrictions.



Bus Stops: Colerain Township and SORTA/Metro should work to improve the design of bus stops to improve aesthetics.

Transit organizations have been moving toward transit “hubs” that offer amenities and design improvements to make the transit experience more appealing. Hubs can include custom shelters highlighting Colerain Township community icons, plazas, lighting/vertical elements for pedestrian and vehicular identification, stop markers, kiosks featuring routes and neighborhood information and ticketing vending machine technology for convenient bus pass purchases.

Pedestrian-Scale Lighting: Implementation of pedestrian-scale lighting spaced a maximum of 80’ on center located between the sidewalk and parking areas/buildings throughout the corridor.

Pedestrian-scale lighting should continue to be installed in the streetscape/landscape buffer zone. For areas of concentrated development or catalytic development projects, the township should implement concentrated lighting in 1,500 linear foot increments, where lights are spaced 40’ on center. Light locations should correspond with the street sections within the Character Zone section of this report.



Visionaire Lighting New Orleans II High-Top Lighting which is being incorporated along the Colerain Avenue Corridor

Design Standards Continued

Gateways and Signage:

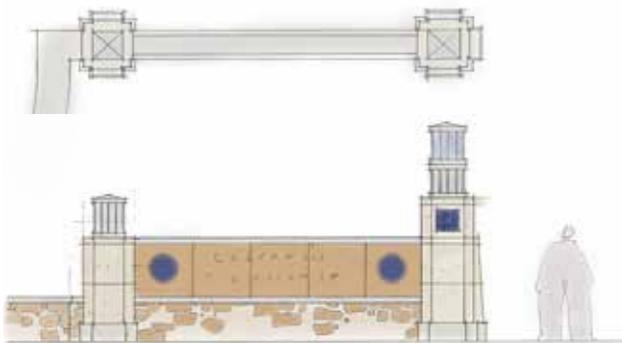
Colerain Township should implement strategic gateway elements to create a more consistent look, enhance wayfinding and establish a visual identity for the corridor.

A hierarchy of gateway elements is recommended, adding walls and signage using materials that take hints from the monument at Colerain Avenue and Springdale Road – limestone and sandstone materials, internally illuminate art deco style tower elements, walls and signage. Color should be coordinated by Character Zone to ease in wayfinding and should be implemented in the form of banners on light poles, color of lettering on gateway elements and color of LED lighting in towers.

Gateway elements should follow a hierarchy, with the largest elements focused on township boundaries, then key intersections throughout the corridor, with smaller intersection improvements at all other locations.

Township Gateways (Struble Road and Byrneside Drive):

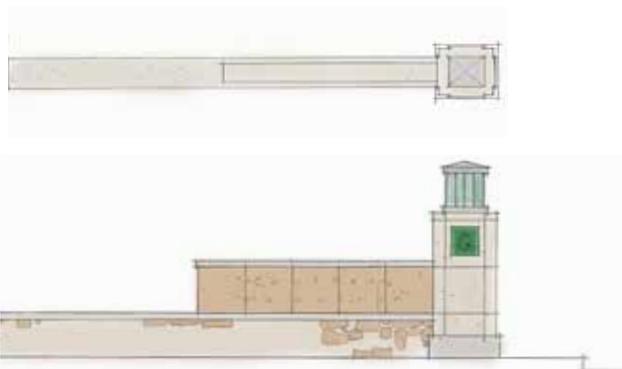
Improvements occur at intersection corners within the right-of-way and include 6' high walls, 8' to 12' high internally-illuminated towers and 2' to 3' high knee walls, with landscaping and signage identifying the two entries into Colerain Township.



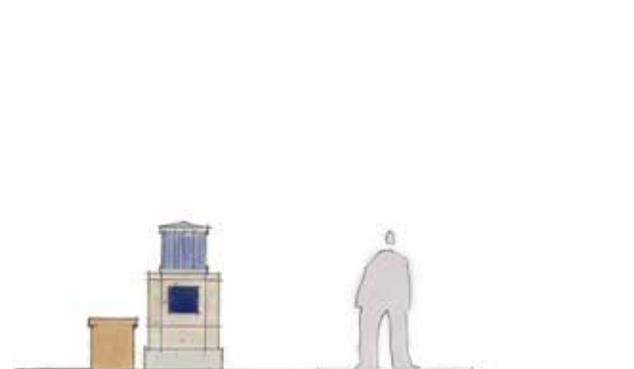
(1) Typical Township Gateway



(2) Key Intersection Gateways - Poole Road and Galbraith Road



(3) Galbraith Road Gateway and Key Intersection Walls



(4) Typical Intersection Gateway

Key Intersections
(Poole Road and Galbraith Road):

Improvements occur at intersection corners within the right-of-way and include 5' high walls, 7' high internally-illuminated towers and 2' to 3' high knee walls, with landscaping and signage identifying Colerain Township. In addition, with coordination with Hamilton County, these gateways could also include wall and tower elements in medians on side streets.

All Other Intersections:

At other heavily trafficked intersections throughout the Corridor, improvements should be 2' to 3' high knee walls at said intersections and landscaping. At intersections with significance, these could include 5' high internally-illuminated towers.

Consolidated Signage:

There are many opportunities to consolidate signage throughout the corridor, specifically at the entrance/exit to developments with several businesses or at side streets or locations with service/access roads to the rear of businesses. Consolidated signage can reduce visual clutter, simplify wayfinding and make it easier to locate access points and driveways to specific businesses. Local businesses should consider that this standard of wayfinding is used nationally, and drivers are accustomed to the standard - making the option to "get on board" with this updated sign style a straight-forward solution.



Consolidated Signage



Potential Gateway Locations

Design Standards Continued

Hardscape Palette:

To soften the harshness of the existing streetscape along Colerain Avenue, streetscape features such as street trees, planters, benches, pedestrian lighting, and others should be implemented into the Corridor. The goal is to introduce more natural materials such as wood, stone, and light colors, in addition to screening landscaping and walls along the Avenue.

Below are several examples of collector strip materials and other various hardscape elements such as stone screening walls, planters and bus stop benches.



Collector Strip Material (Example 1)



Collector Strip Material (Example 2)



Collector Strip Material (Example 3)



Trash Receptacles



Pedestrian Lighting (Visionaire Lighting New Orleans II LED Hard-Top)



Black Intersection Mast Arms



Black and Metal Bus Stop Benches



Landscape Planters at Corners



Sandstone Screening Wall

Landscape Palette:



Ginkgo Biloba - Ginkgo



Rhus aromatica 'Gro-Low' Gro-Low Fragrant Sumac



Schizachyrium scoparium Little Bluestem



Cercis canadensis- Eastern Redbud



Syringa reticulata- Japanese Tree Lilac



Crataegus viridis 'Winter King' - Green Hawthorne



Panicum virgatum - Heavy Metal Blue Switch Grass



Myrica pensylvanica- Northern Bayberry



Leymus arenarius- Blue Lyme Grass



Allium giganteum- Giant Allium



Cornus stolonifera 'Farrow' Arctic Fire Red Twig Dogwood



Pinus nigra- Austrian Pine



Narcissus 'Lucky Number' Daffodil Lucky Number



Gleditsia triacanthos- Honey Locust



Liriope muscari- Big Blue Lilyturf

Character Zones

The 4.5-mile stretch of Colerain can be separated into four distinct typologies, which have been identified in this plan as Districts. These four Districts have unique characters and therefore require their own design, improvement, and development guidelines. The zones in the guide are named as follows from the north of the Corridor to south: Rural (Retail), Retail, Automotive, and the Groesbeck Districts. Each is provided with a unique set of recommendations based on existing conditions, land use, density, traffic levels, character, and pedestrian use.



RURAL (RETAIL)

Struble Road to I-275
Pages 42-49



RETAIL

I-275 to Compton Road
Page 50-61



AUTOMOTIVE

Compton Road to
Ronald Reagan Highway
Page 62-71



GROESBECK

Ronald Reagan Highway
to Byrneside Drive
Page 72-85

Rural (Retail) District

The Rural (Retail) District is the northernmost Character Zone within the study area beginning at the intersection of Struble Road by Rumpke's offices and ending at the I-275 interchange.

This zone contains significant commercial development and Colerain Towne Center is a major landholder. The historic Bevis Cedar Grove Cemetery is also located in this District.

Currently, signage within the District is at an appropriate scale. The existing roadway has been designed to handle a heavy volume of both car and truck traffic. This stretch of Colerain is easily navigable and there are adequate and well-maintained sidewalks along the road except for the bridge spanning I-275.

The intersection of Struble Road and Colerain Avenue, according to ODOT, is identified as one of the most dangerous intersections in the State. Recommendations have been made throughout this guide to alleviate crashes and provide safer environments for pedestrians and vehicular traffic.

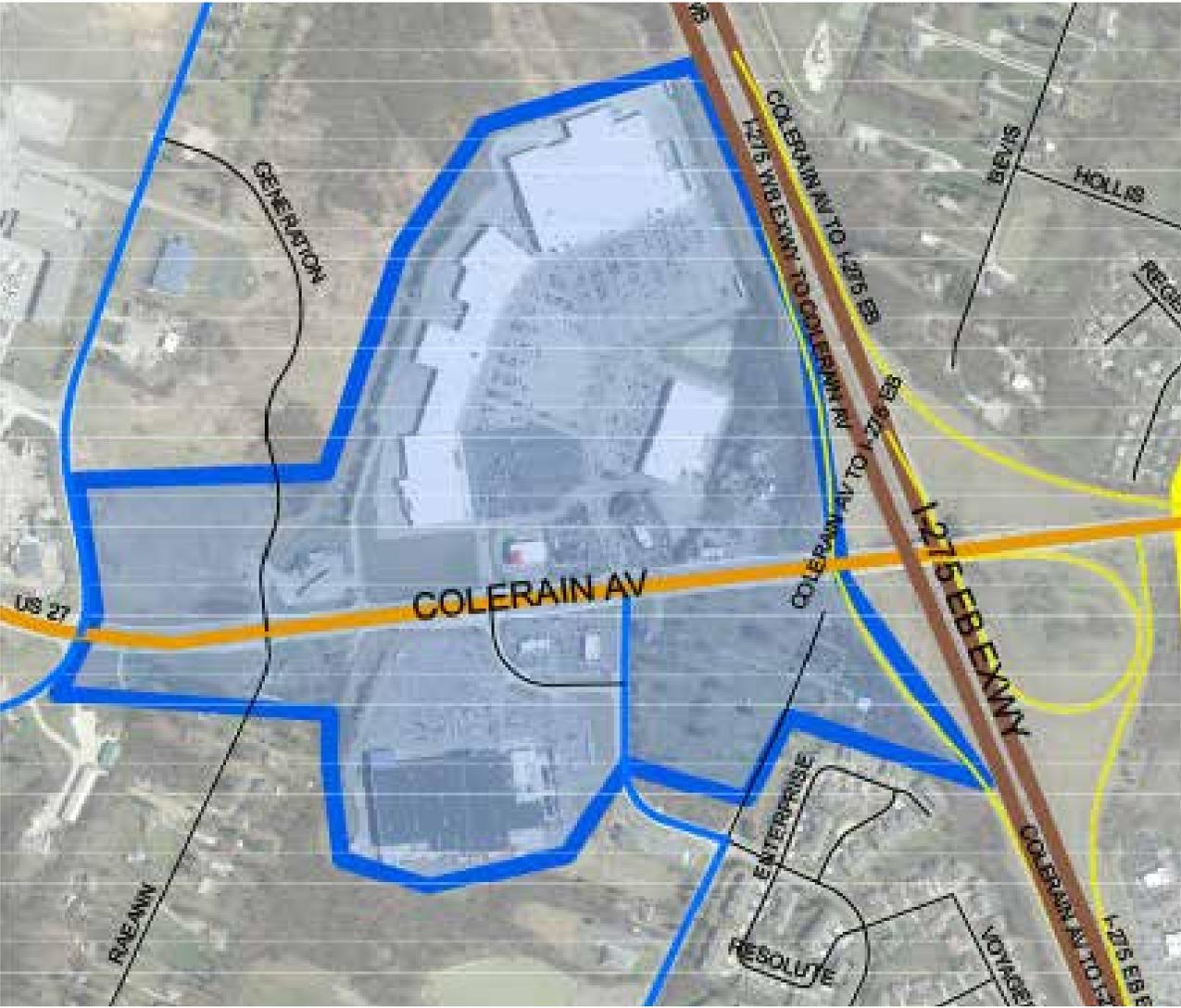
Right-of-way within the Rural (Retail) District ranges 100' to 120' with a recommendation made for a landscape buffer zone ranging from 20' to 25'.

Recommendations

- Improve signal spacing
- Utilize service/access roads
- Widen sidewalk on bridge
- Bridge aesthetic improvements
- Gateway elements at Struble Road and I-275



Character Zone 1



Maps are for illustrative purposes only and are intended to convey a concept and vision. They are for guidance only and may alter as design and engineering work progresses. They do not represent a true and accurate depiction of a final design.

NOT FOR CONSTRUCTION



Recommendations

 Buffer Wall

 New Service Drive

 New Parking Lot Connection

 New Closed Driveway or Road

 New Driveway

 Site Landscaping

 Median Landscaping

 New Sidewalk

 New Site - Building

 New Site - Green

 New Site - Pavement

 New Roadway Widening



1. Short-Term

- Adjust/Coordinate Signal Timing
- Traffic Study to Consolidate Dry Ridge and Multiple Driveways to one Single Signal (*)

2. Long-Term

- Consolidate Signals to One Location

Maps are for illustrative purposes only and are intended to convey a concept and vision. They are for guidance only and may alter as design and engineering work progresses. They do not represent a true and accurate depiction of a final design.

NOT FOR CONSTRUCTION



Recommendations

 Buffer Wall

 New Service Drive

 New Parking Lot Connection

 New Closed Driveway or Road

 New Driveway

 Site Landscaping

 Median Landscaping

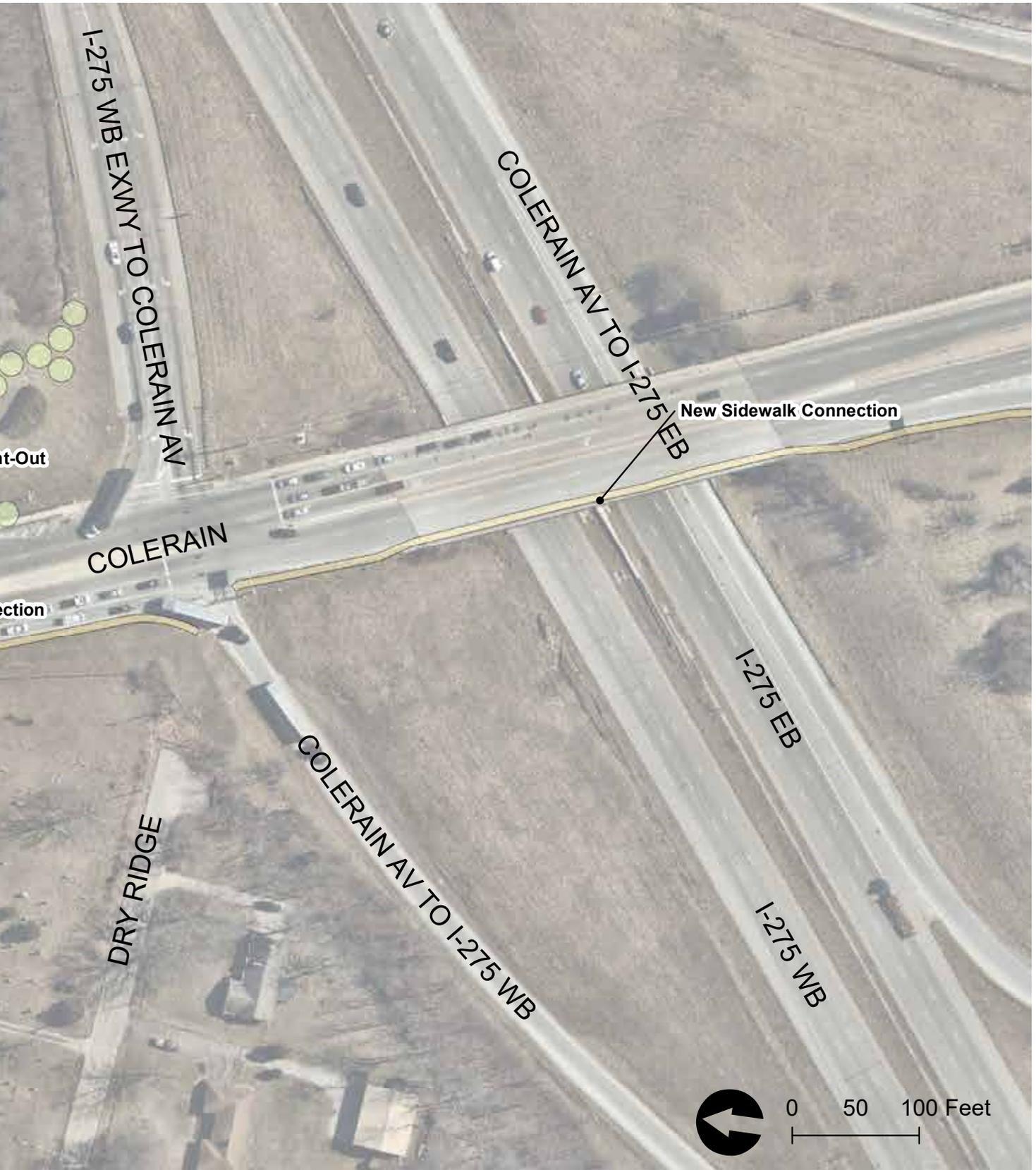
 New Sidewalk

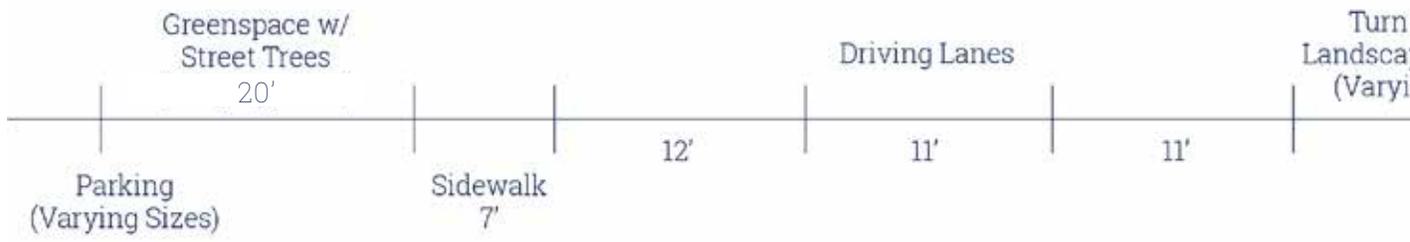
 New Site - Building

 New Site - Green

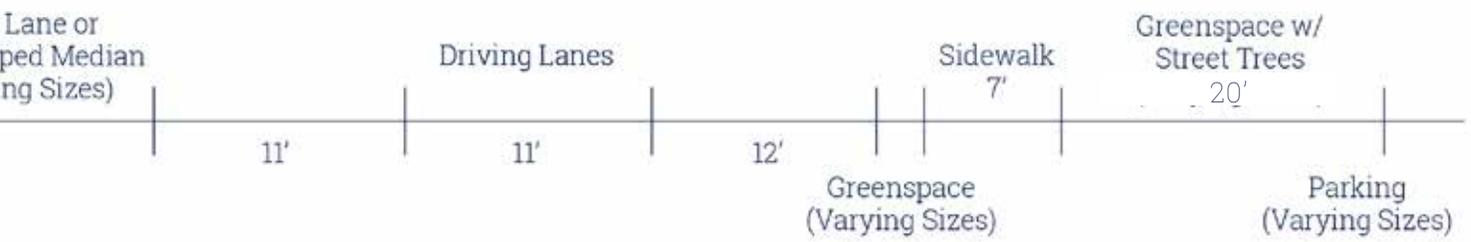
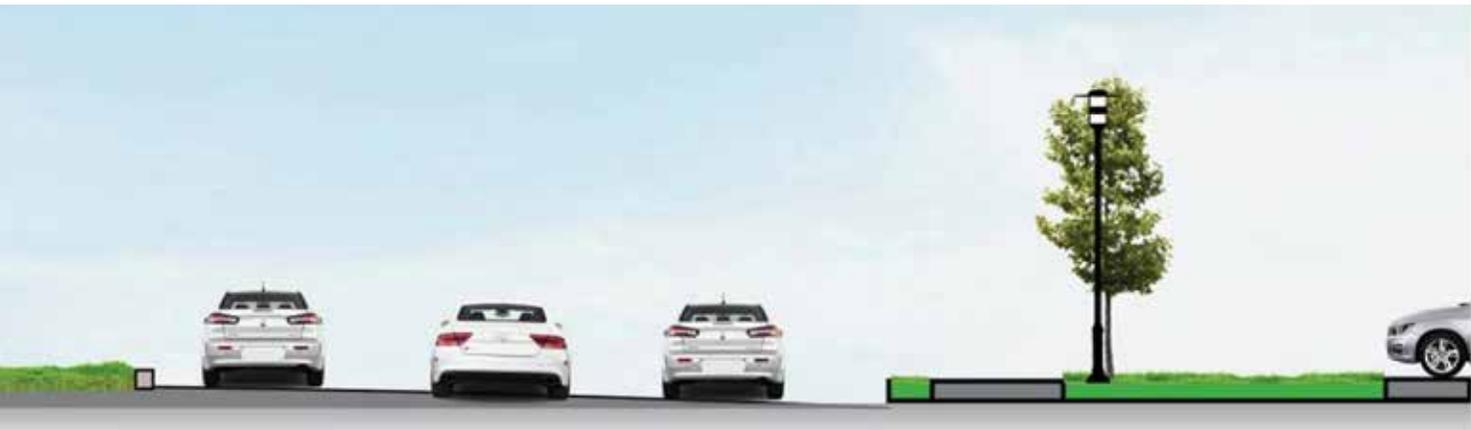
 New Site - Pavement

 New Roadway Widening





Rural (Retail) District Continued



Typical Section for the Rural (Retail) District

Retail District

The Retail District begins south of the I-275 interchange and ends at the intersection of Compton Road.

Like the Rural (Retail) District, this area is primarily commercial with a variety of family-operated businesses, large big box stores, and Northgate Mall.

Currently, large big box stores are significantly set back from the street and adequate sidewalks are lacking throughout this District. Visual clutter, such as signage and an unappealing streetscape are prevalent throughout, and there are a significant number of turning movements at roadways, intersections, and driveways causing a chaotic experience when driving.

This segment of Colerain Avenue is almost

limited access with side streets and service/access roads to properties rather than driveways on Colerain Avenue.

As mentioned throughout this report, there are five total intersections in the 4.5 mile span, two of which fall within the Retail District. Findings within the District identify right-of-way ranges from 100' to 130' and the recommended buffer zone is roughly 15'.

Recommendations

- Landscaping and streetscape improvements
- Restrict left turn movements (median)
- Close driveways/extend sidewalks
- Uniform signage and enforcement and consolidation
- Utilize service/access roads



Maps are for illustrative purposes only and are intended to convey a concept and vision. They are for guidance only and may alter as design and engineering work progresses. They do not represent a true and accurate depiction of a final design.

NOT FOR CONSTRUCTION



Recommendations

Buffer Wall

New Service Drive

New Parking Lot Connection

New Closed Driveway or Road

New Driveway

Site Landscaping

Median Landscaping

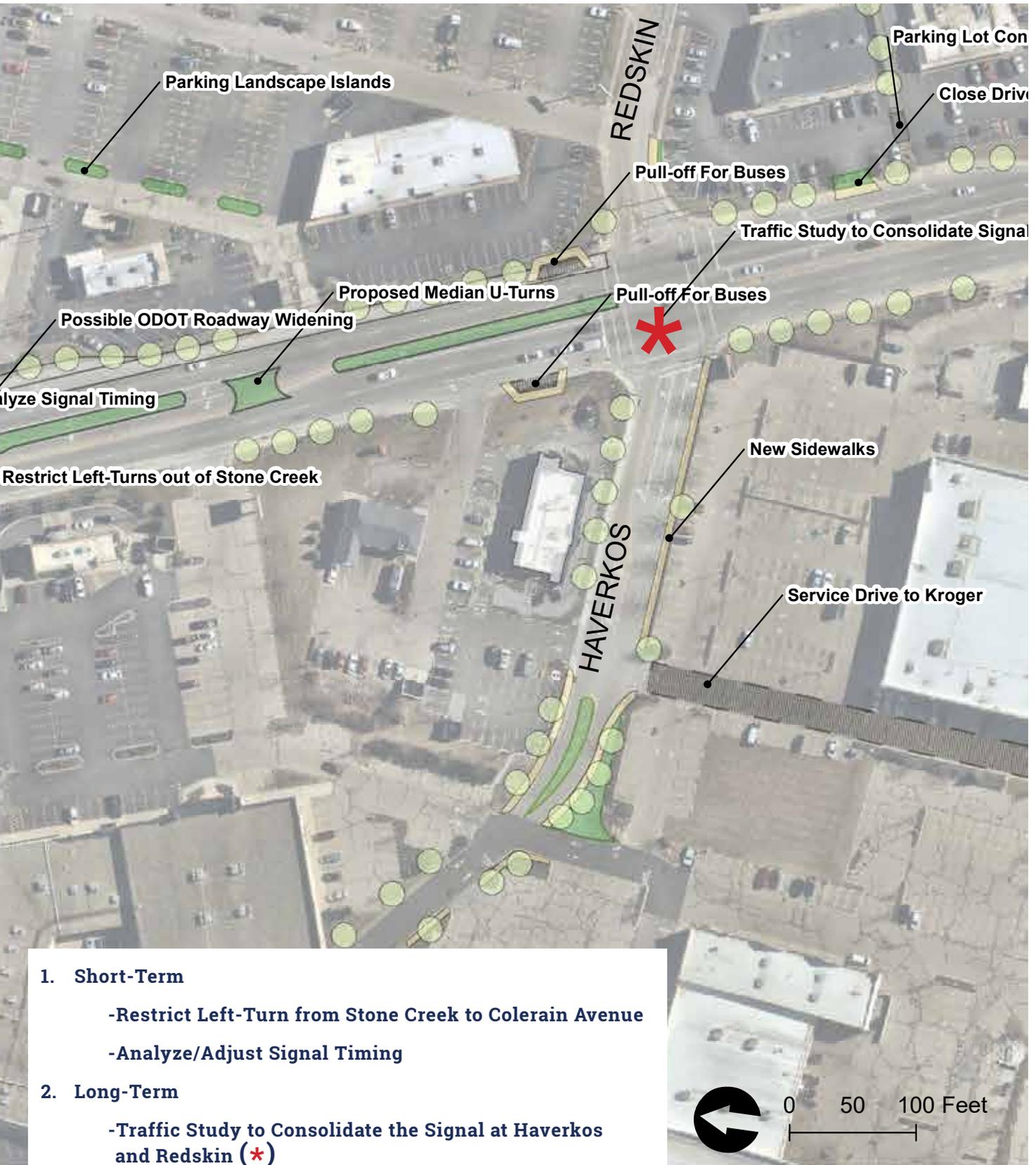
New Sidewalk

New Site - Building

New Site - Green

New Site - Pavement

New Roadway Widening



1. Short-Term

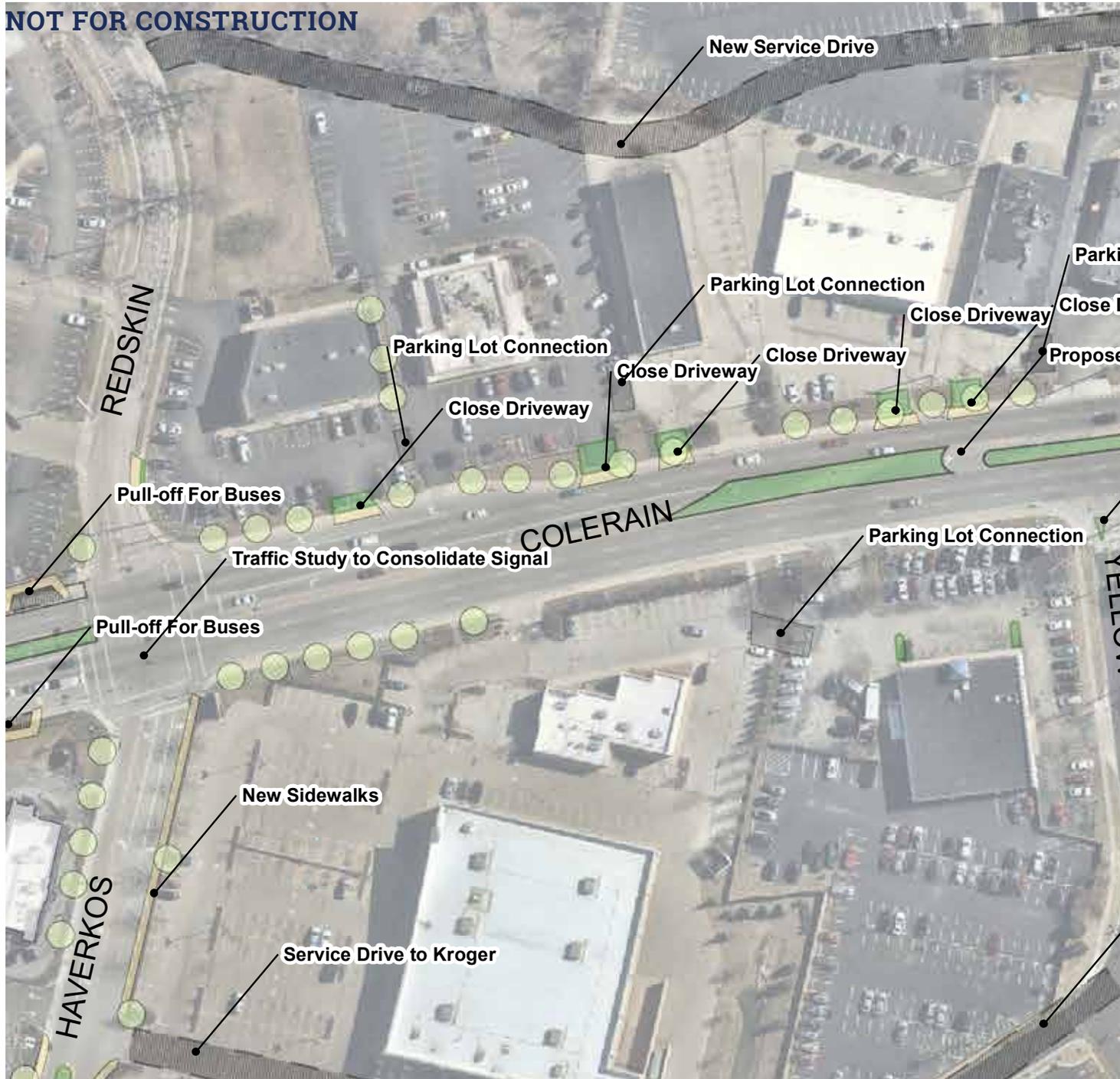
- Restrict Left-Turn from Stone Creek to Colerain Avenue
- Analyze/Adjust Signal Timing

2. Long-Term

- Traffic Study to Consolidate the Signal at Haverkos and Redskin (*)

Maps are for illustrative purposes only and are intended to convey a concept and vision. They are for guidance only and may alter as design and engineering work progresses. They do not represent a true and accurate depiction of a final design.

NOT FOR CONSTRUCTION



Recommendations

 Buffer Wall

 New Service Drive

 New Parking Lot Connection

 New Closed Driveway or Road

 New Driveway

 Site Landscaping

 Median Landscaping

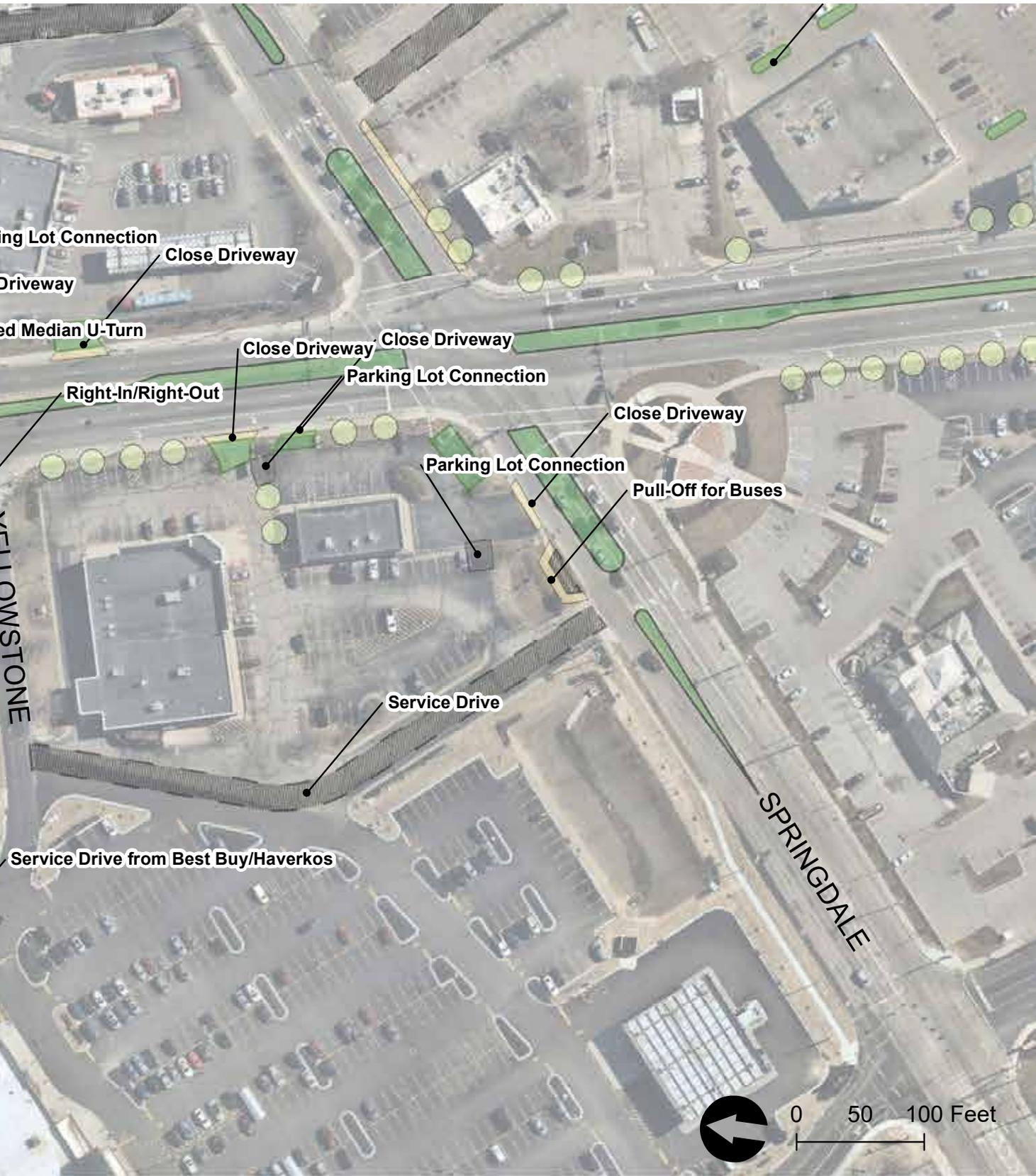
 New Sidewalk

 New Site - Building

 New Site - Green

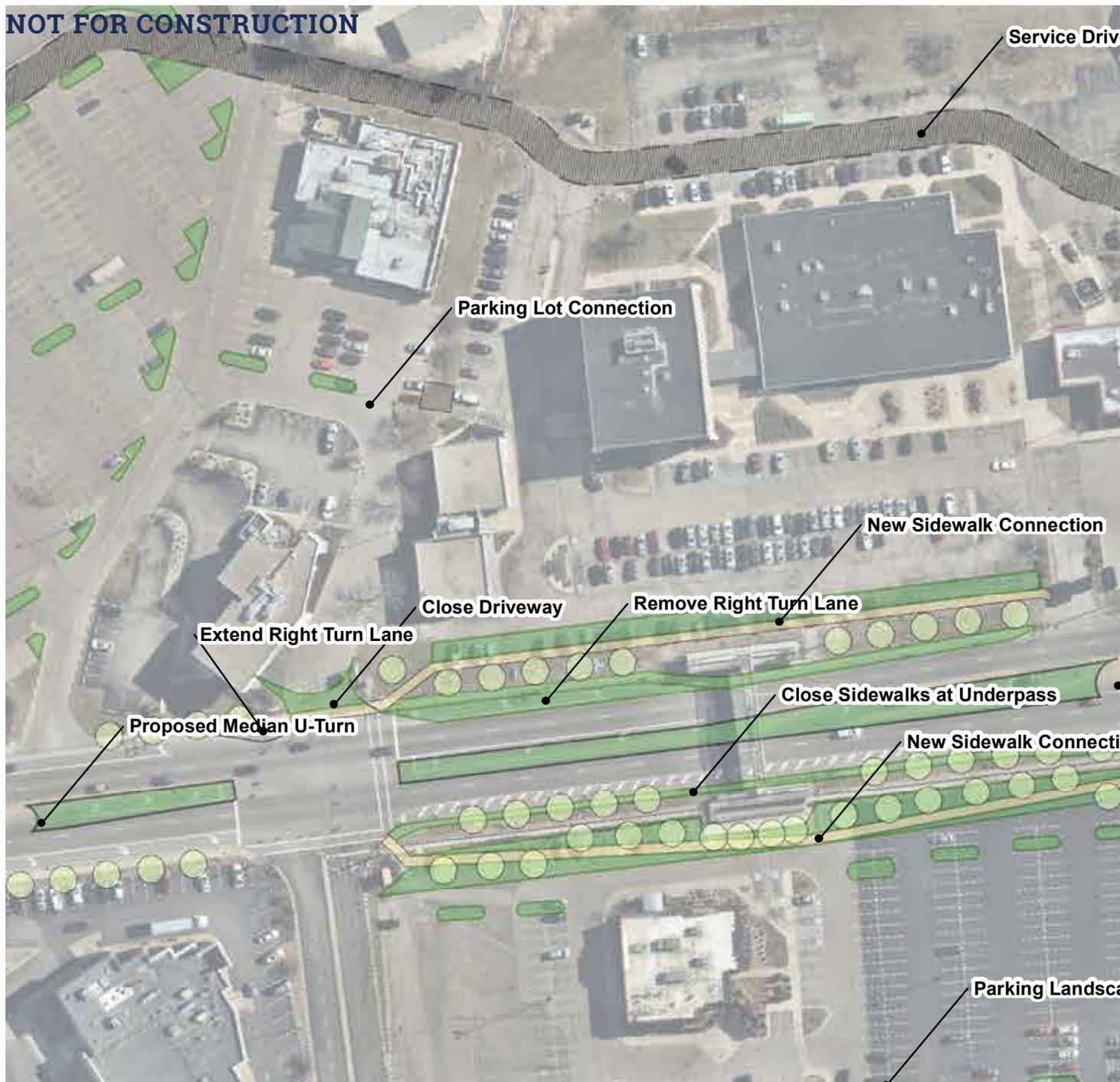
 New Site - Pavement

 New Roadway Widening



Maps are for illustrative purposes only and are intended to convey a concept and vision. They are for guidance only and may alter as design and engineering work progresses. They do not represent a true and accurate depiction of a final design.

NOT FOR CONSTRUCTION



Recommendations

- | | | |
|--|---|--|
|  Buffer Wall |  New Closed Driveway or Road |  New Sidewalk |
|  New Service Drive |  New Driveway |  New Site - Building |
|  New Parking Lot Connection |  Site Landscaping |  New Site - Green |
| |  Median Landscaping |  New Site - Pavement |
| | |  New Roadway Widening |



Maps are for illustrative purposes only and are intended to convey a concept and vision. They are for guidance only and may alter as design and engineering work progresses. They do not represent a true and accurate depiction of a final design.

NOT FOR CONSTRUCTION



Recommendations

 Buffer Wall

 New Service Drive

 New Parking Lot Connection

 New Closed Driveway or Road

 New Driveway

 Site Landscaping

 Median Landscaping

 New Sidewalk

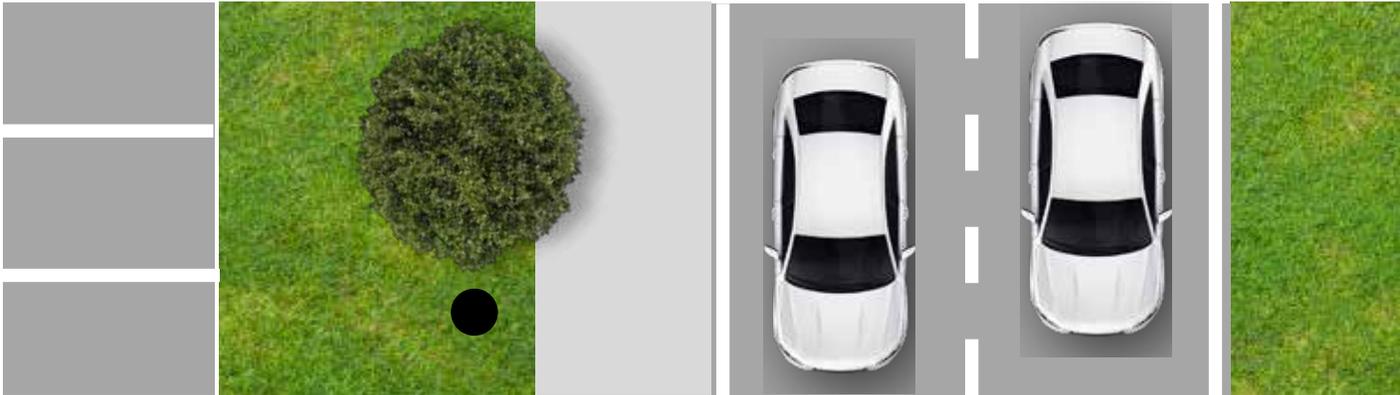
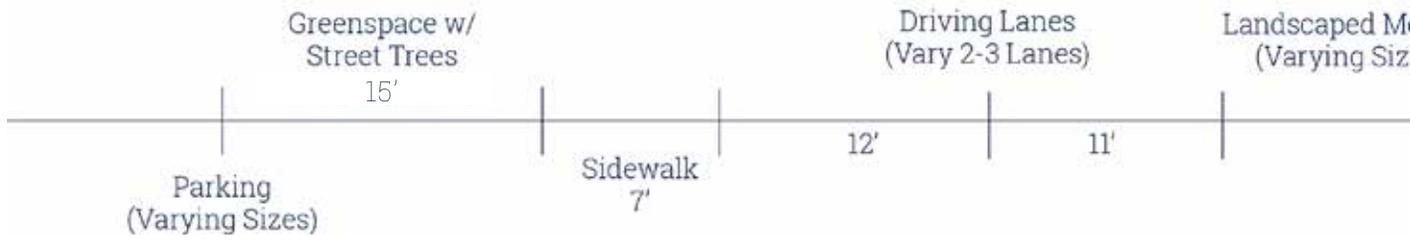
 New Site - Building

 New Site - Green

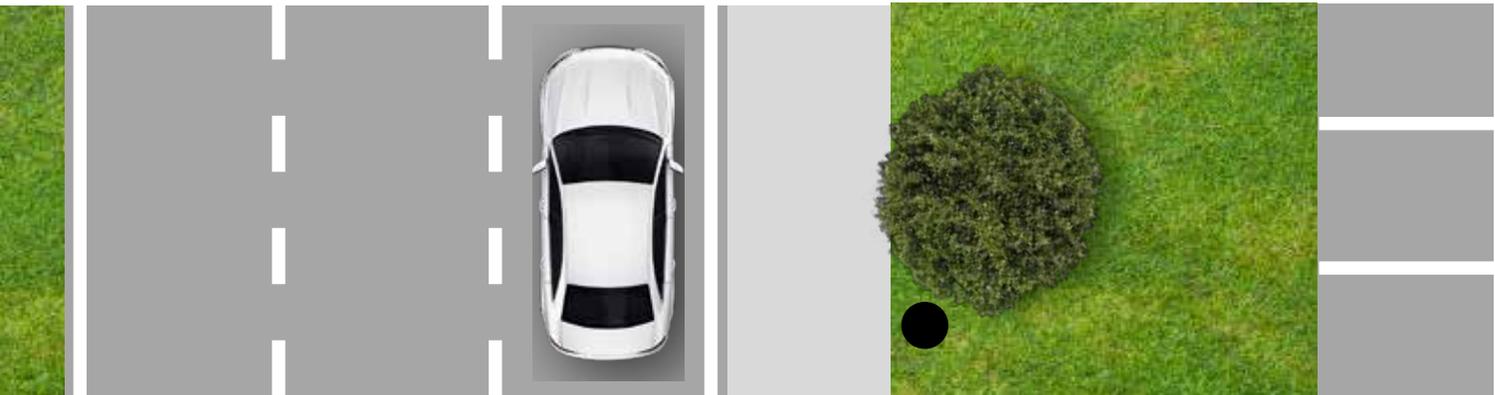
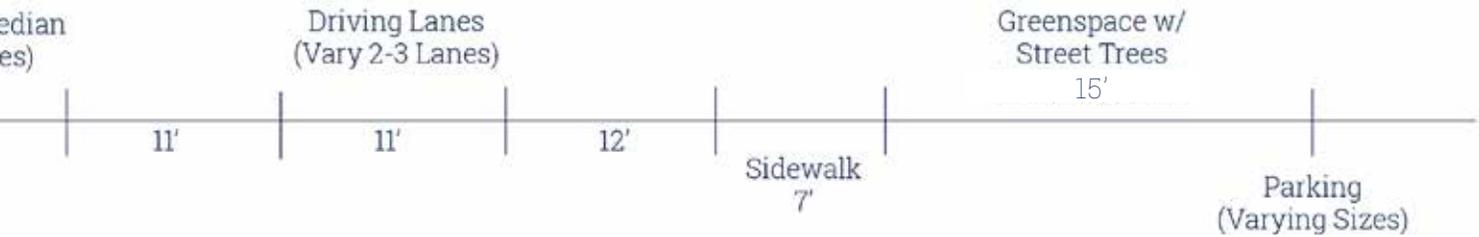
 New Site - Pavement

 New Roadway Widening





Retail District Continued



Typical Section for the Retail District

Automotive District

The Automotive District spans from the intersection of Compton Road and ends at the interchange of Ronald Reagan Cross County Highway.

This zone is dedicated to 54 acres of land strictly belonging to auto dealerships. There are scattered and varying signs indicating businesses that create a sense of clutter and incohesiveness. There is an overabundance of right turn lanes throughout this District as well that create safety and access management issues.

Display vehicles along sidewalks and existing driveways also create an unappealing streetscape condition and the recommendations made throughout this guide, more specifically the design standards, will help alleviate the display of vehicles.

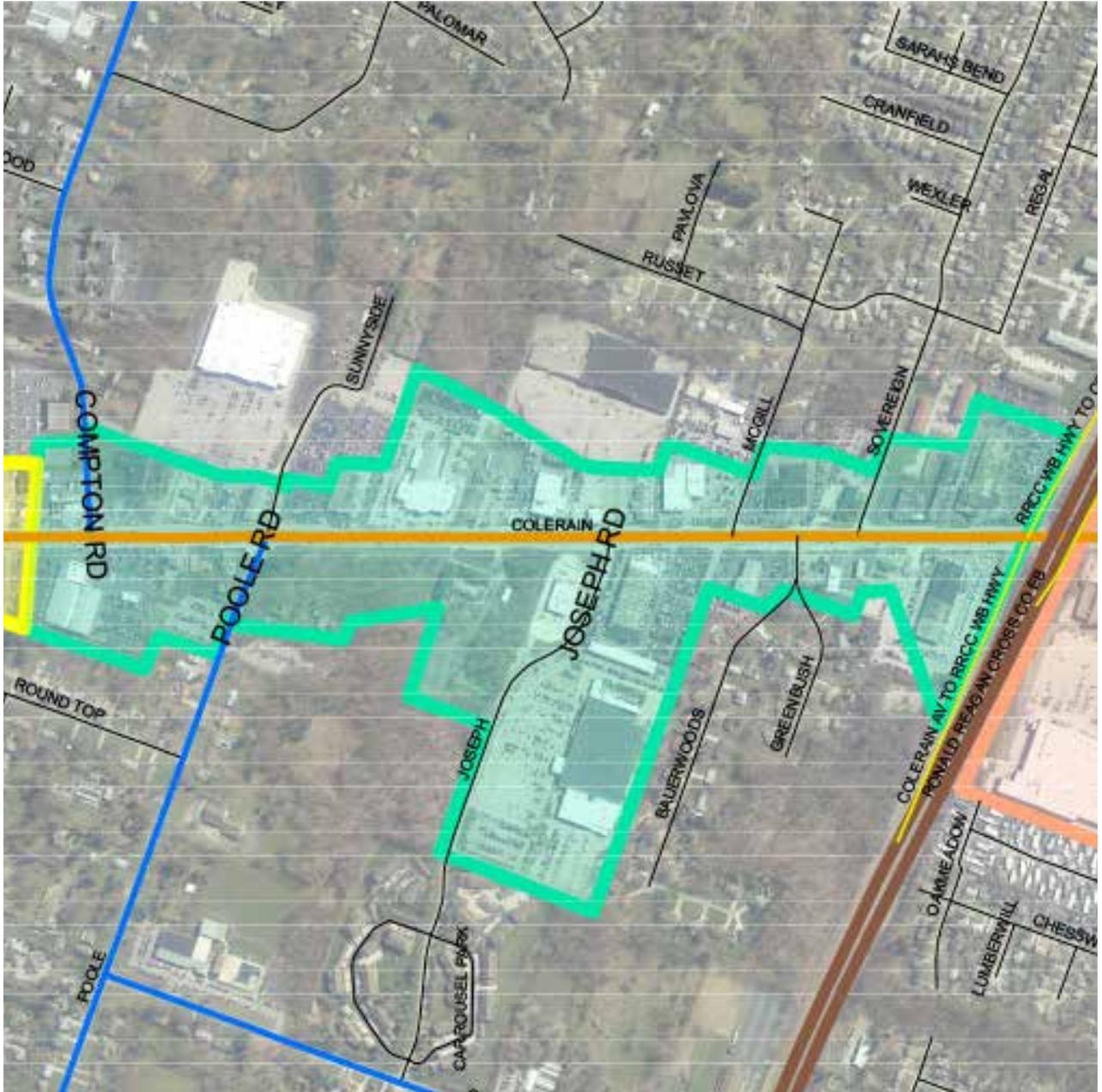
While commonplace throughout the Corridor, one of the State's most dangerous intersections lies within this District as well at the intersection of Colerain Avenue and Round Top Road. Findings within the District identify right-of-way ranges from 80' to 110' and the recommended buffer zone is roughly 30'.

Recommendations

- Create large buffer between street and parking areas
- Consolidate dealership signage and code enforcement
- Close unnecessary right turn lanes
- Landscaped medians
- Close driveways/extend sidewalks
- Signalization improvement for all lights near Ronald Reagan interchange

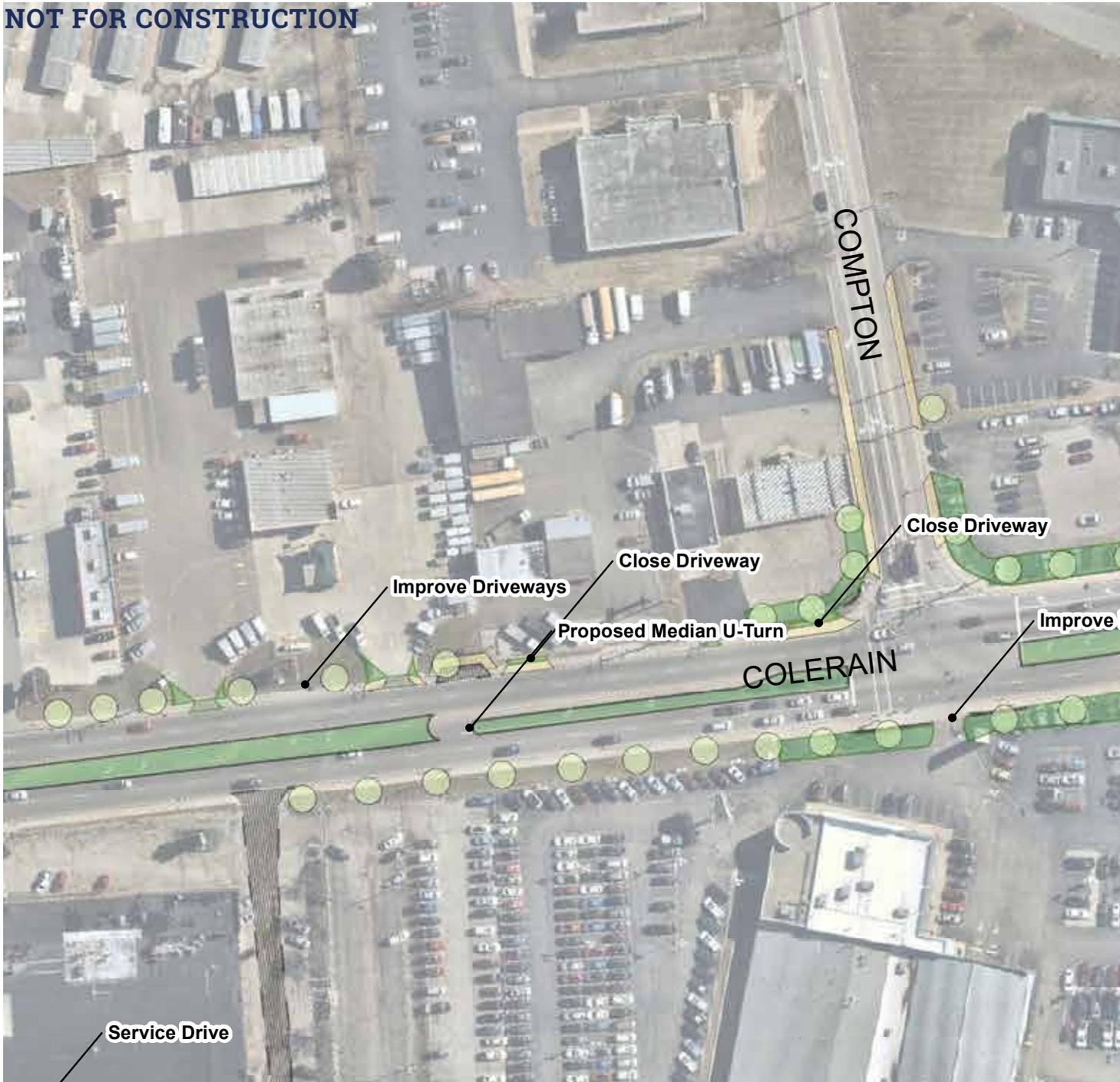


Character Zone 3



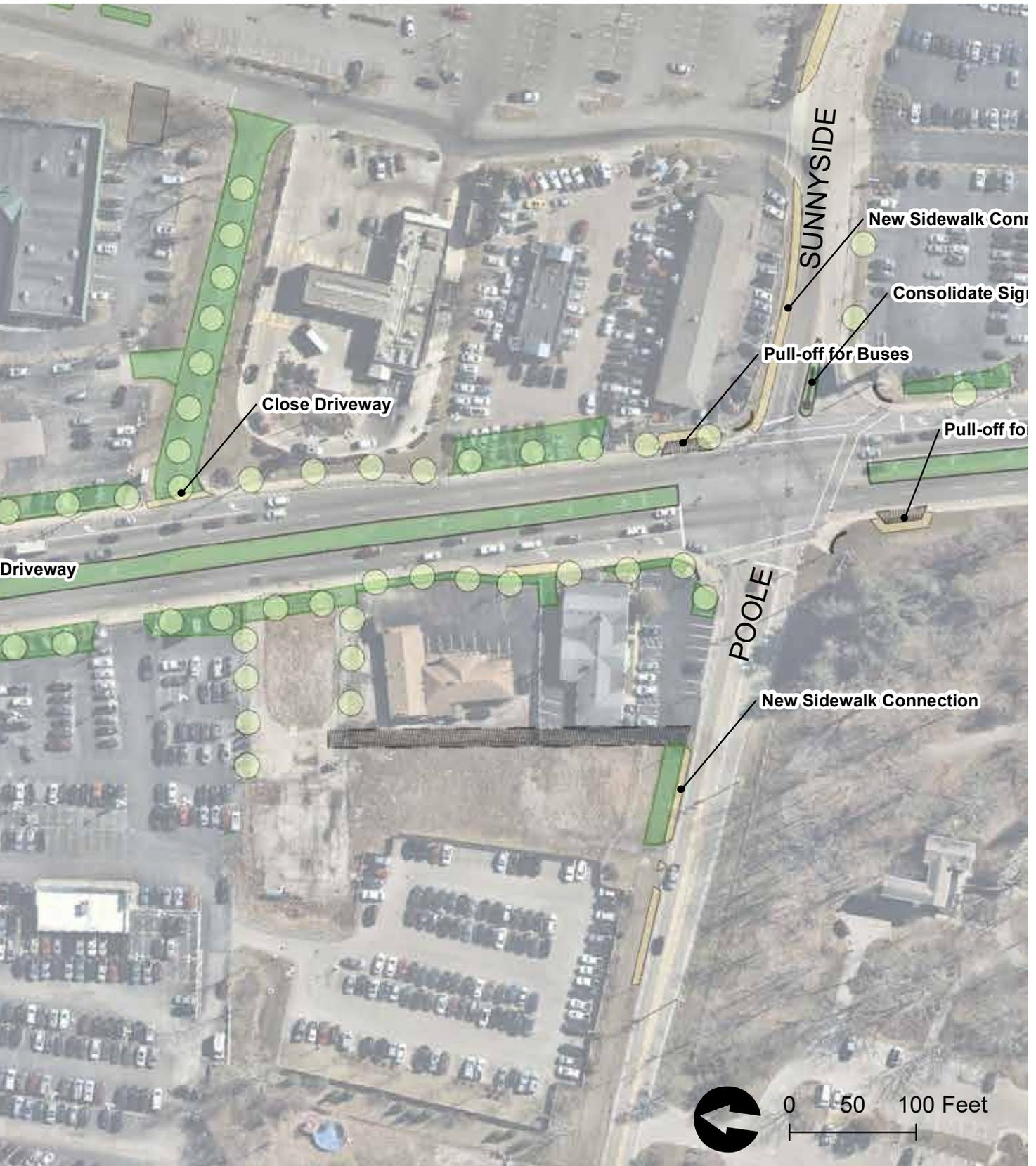
Maps are for illustrative purposes only and are intended to convey a concept and vision. They are for guidance only and may alter as design and engineering work progresses. They do not represent a true and accurate depiction of a final design.

NOT FOR CONSTRUCTION



Recommendations

- | | | |
|--|---|--|
|  Buffer Wall |  New Closed Driveway or Road |  New Sidewalk |
|  New Service Drive |  New Driveway |  New Site - Building |
|  New Parking Lot Connection |  Site Landscaping |  New Site - Green |
| |  Median Landscaping |  New Site - Pavement |
| | |  New Roadway Widening |



Maps are for illustrative purposes only and are intended to convey a concept and vision. They are for guidance only and may alter as design and engineering work progresses. They do not represent a true and accurate depiction of a final design.

NOT FOR CONSTRUCTION



Recommendations

 Buffer Wall

 New Service Drive

 New Parking Lot Connection

 New Closed Driveway or Road

 New Driveway

 Site Landscaping

 Median Landscaping

 New Sidewalk

 New Site - Building

 New Site - Green

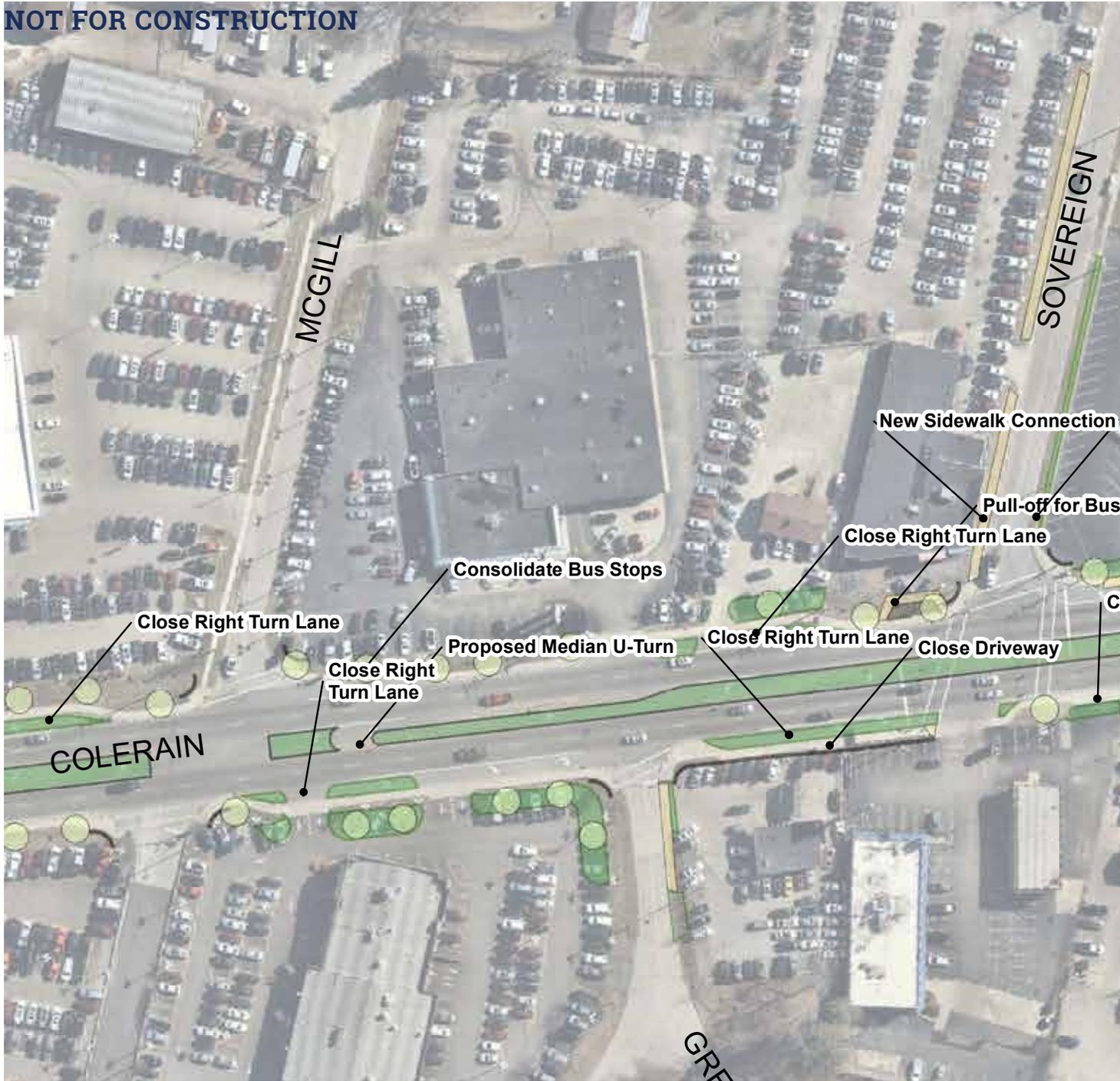
 New Site - Pavement

 New Roadway Widening



Maps are for illustrative purposes only and are intended to convey a concept and vision. They are for guidance only and may alter as design and engineering work progresses. They do not represent a true and accurate depiction of a final design.

NOT FOR CONSTRUCTION



Recommendations

Buffer Wall

New Service Drive

New Parking Lot Connection

New Closed Driveway or Road

New Driveway

Site Landscaping

Median Landscaping

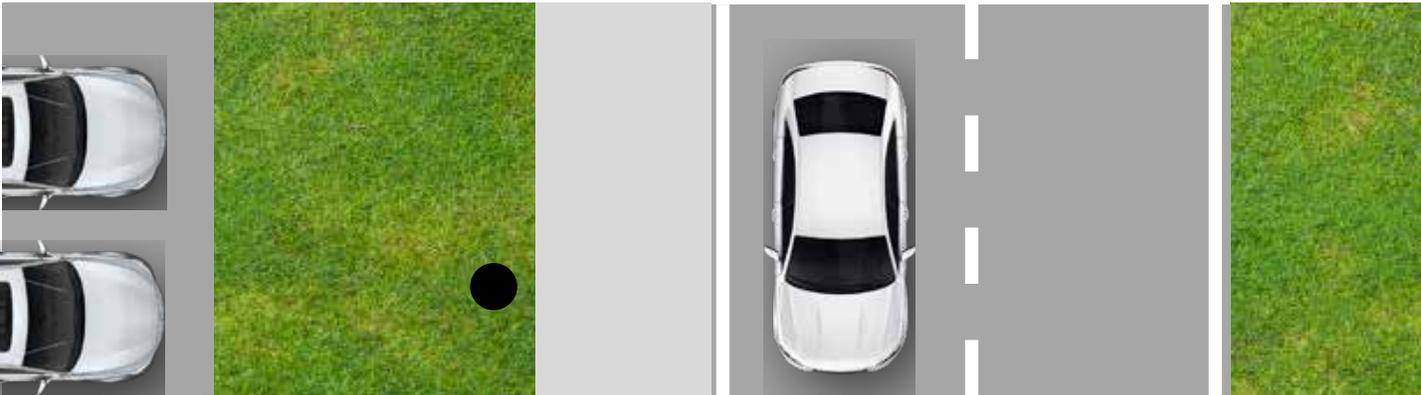
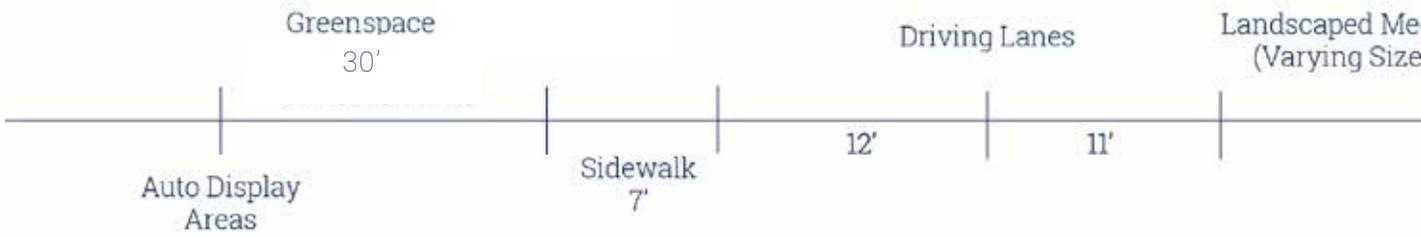
New Sidewalk

New Site - Building

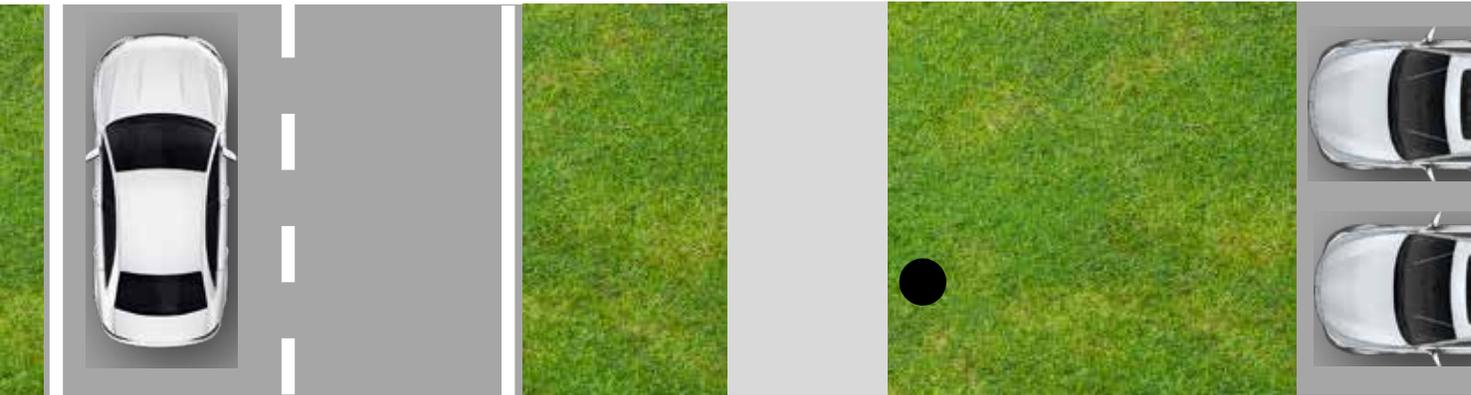
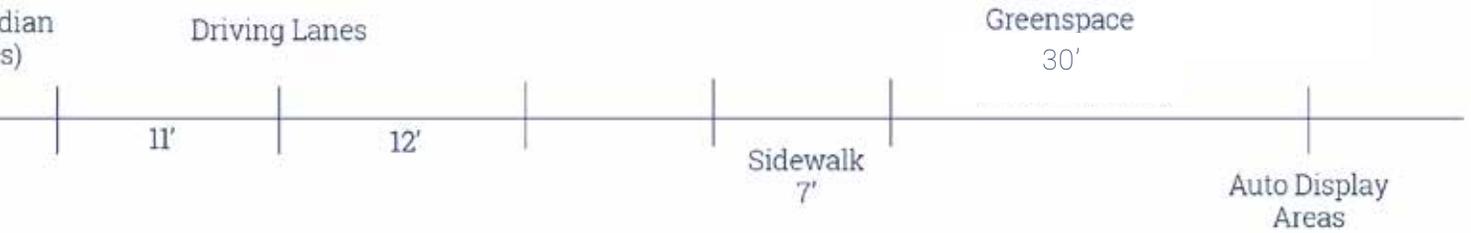
New Site - Green

New Site - Pavement

New Roadway Widening



Automotive District Continued



Typical Section for the Automotive District

Groesbeck District

The Groesbeck District begins south of the Ronald Reagan Cross County Highway interchange and spans to Byrneside Drive, the southern gateway into Colerain Township.

This zone contains older retail and commercial areas that are ripe for development. Smaller parcels with single family buildings converted into businesses are situated closer to the street and efforts throughout the plan are necessary to incorporate safety and beautification aspects into this section of the Corridor.

Sidewalks in the Groesbeck District are missing, damaged, deteriorating, or inadequate width (2-3'). In addition to this safety issue, there are numerous unnecessary or unused driveways along this part of the Corridor where there is no separation of pedestrian activity and vehicular traffic. Curbs are also missing or inadequate and must be replaced.

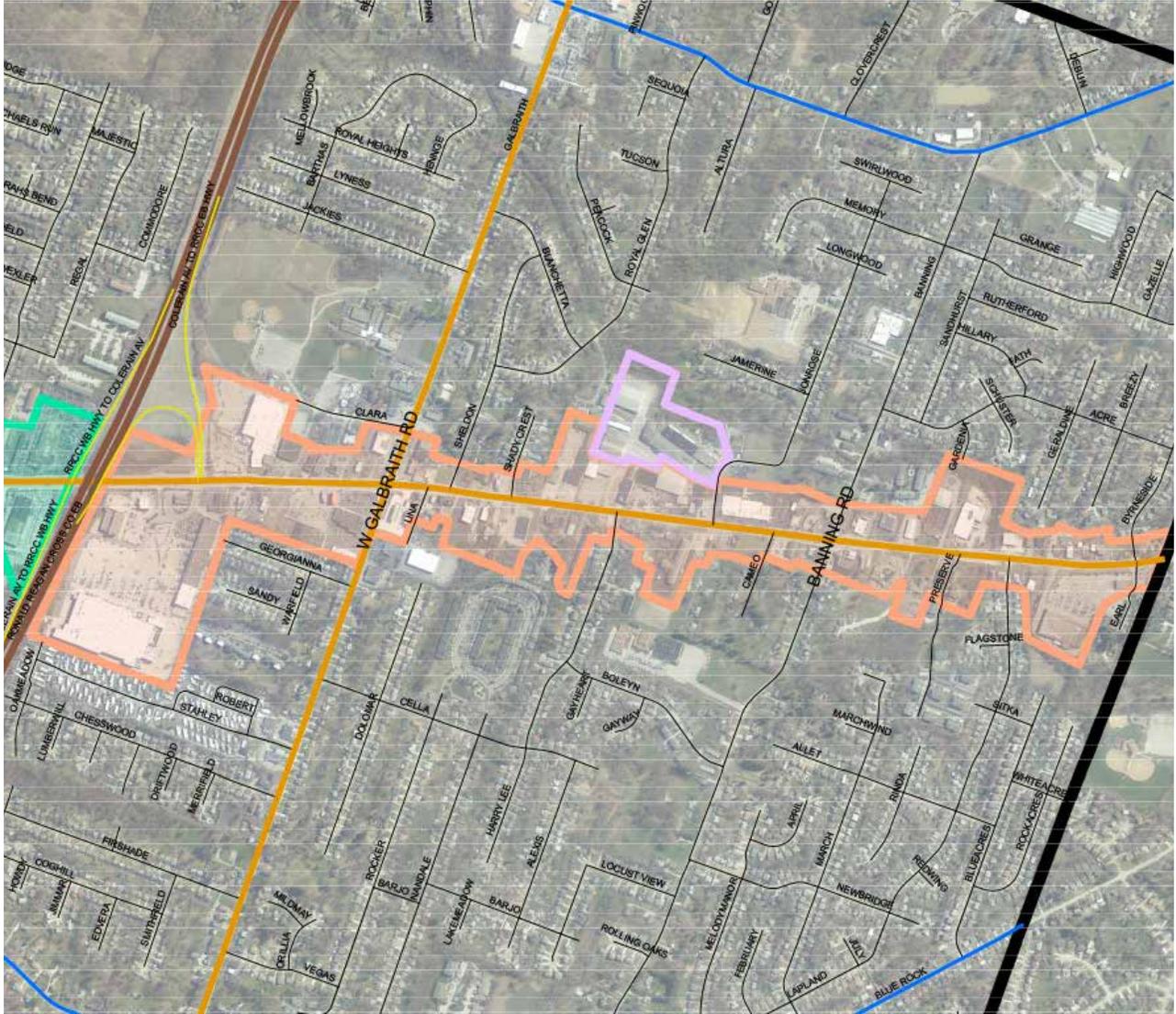
The intersection of Harry Lee Lane and Colerain Avenue is the fifth most dangerous intersection along the Colerain Avenue Corridor. The existing right-of-way is between 70' to 110' wide with a recommended buffer zone between 3'-6' because of existing building locations.

Recommendations

- Construct new sidewalks, curbs, and rebuild driveways
- Buffer areas between street sidewalk and parking lots
- Close driveways/extended sidewalks
- Utilize service/access roads
- Incorporate street trees where possible
- Signalization improvement for all lights near Ronald Reagan interchange
- Median u-turns (where appropriate) and aesthetic medians where they do not restrict turning movements.



Character Zone 4



Maps are for illustrative purposes only and are intended to convey a concept and vision. They are for guidance only and may alter as design and engineering work progresses. They do not represent a true and accurate depiction of a final design.

NOT FOR CONSTRUCTION



Recommendations

 Buffer Wall

 New Service Drive

 New Parking Lot Connection

 New Closed Driveway or Road

 New Driveway

 Site Landscaping

 Median Landscaping

 New Sidewalk

 New Site - Building

 New Site - Green

 New Site - Pavement

 New Roadway Widening



- 1. **Short-Term**
 - Right-Out Only at McDonald's
- 2. **Long-Term**
 - Remove Signal at Crossing of Colerain
 - Expand Landscaped Median to Close Off Intersection
 - Construct Service Drive at Rear

Maps are for illustrative purposes only and are intended to convey a concept and vision. They are for guidance only and may alter as design and engineering work progresses. They do not represent a true and accurate depiction of a final design.

NOT FOR CONSTRUCTION



Recommendations

Buffer Wall

New Service Drive

New Parking Lot Connection

New Closed Driveway or Road

New Driveway

Site Landscaping

Median Landscaping

New Sidewalk

New Site - Building

New Site - Green

New Site - Pavement

New Roadway Widening

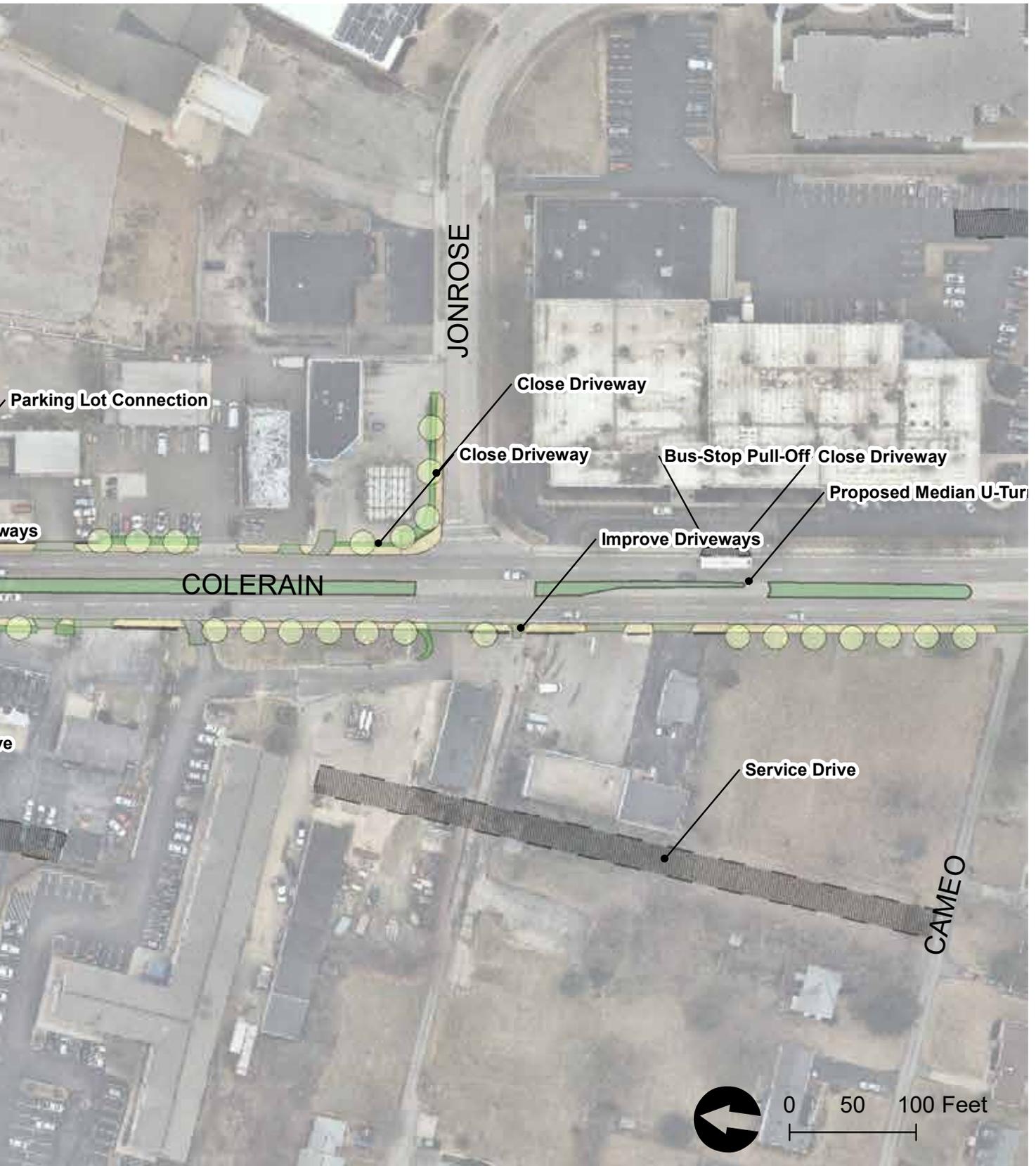


Maps are for illustrative purposes only and are intended to convey a concept and vision. They are for guidance only and may alter as design and engineering work progresses. They do not represent a true and accurate depiction of a final design.

NOT FOR CONSTRUCTION

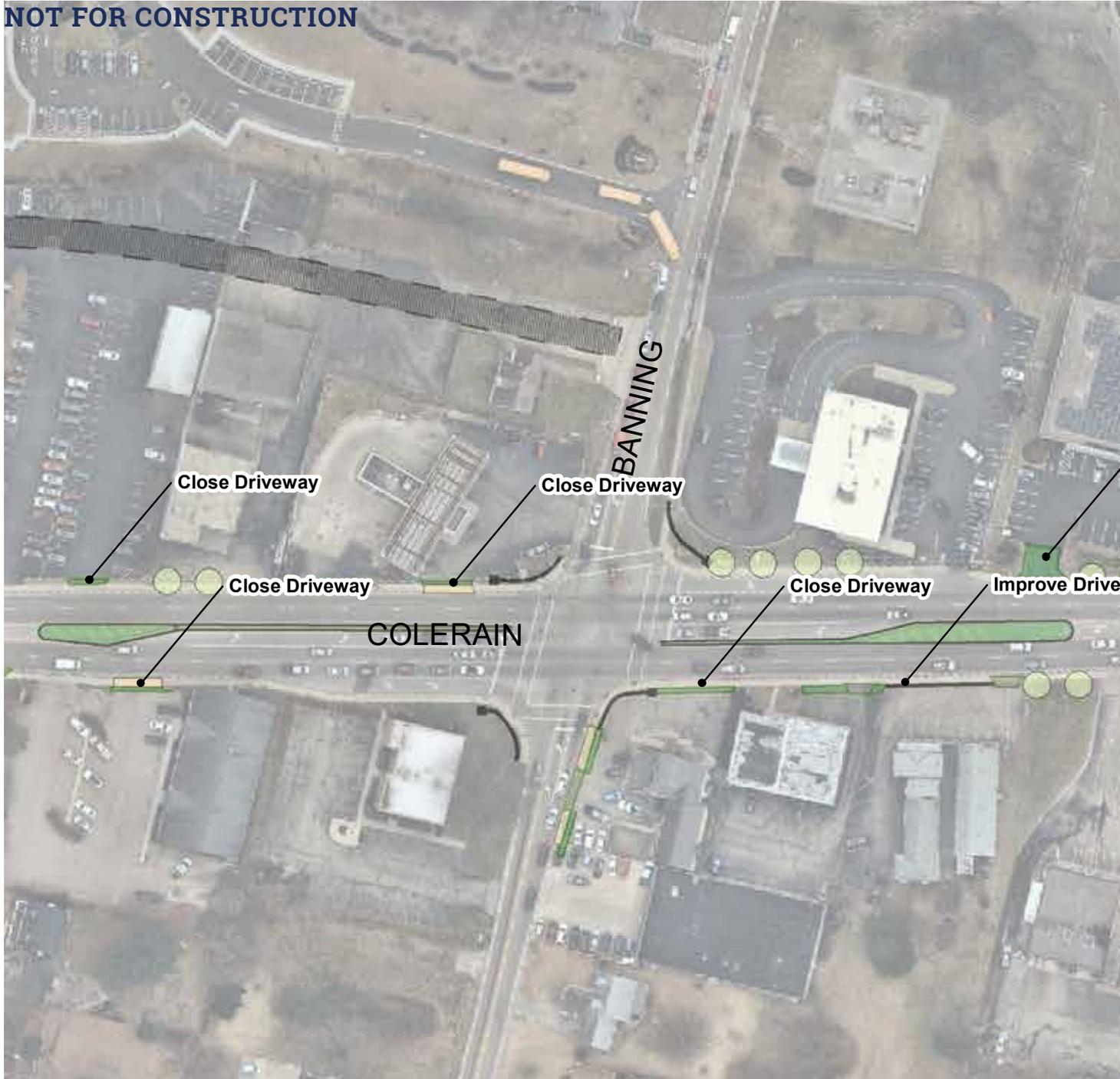


| Recommendations | | | |
|-----------------|-----------------------------|--|----------------------|
| | Buffer Wall | | New Sidewalk |
| | New Service Drive | | New Site - Building |
| | New Parking Lot Connection | | New Site - Green |
| | New Closed Driveway or Road | | Median Landscaping |
| | New Driveway | | New Site - Pavement |
| | Site Landscaping | | New Roadway Widening |



Maps are for illustrative purposes only and are intended to convey a concept and vision. They are for guidance only and may alter as design and engineering work progresses. They do not represent a true and accurate depiction of a final design.

NOT FOR CONSTRUCTION



Recommendations

 Buffer Wall

 New Service Drive

 New Parking Lot Connection

 New Closed Driveway or Road

 New Driveway

 Site Landscaping

 Median Landscaping

 New Sidewalk

 New Site - Building

 New Site - Green

 New Site - Pavement

 New Roadway Widening



Maps are for illustrative purposes only and are intended to convey a concept and vision. They are for guidance only and may alter as design and engineering work progresses. They do not represent a true and accurate depiction of a final design.

NOT FOR CONSTRUCTION



Recommendations

 Buffer Wall

 New Service Drive

 New Parking Lot Connection

 New Closed Driveway or Road

 New Driveway

 Site Landscaping

 Median Landscaping

 New Sidewalk

 New Site - Building

 New Site - Green

 New Site - Pavement

 New Roadway Widening





Parking
(Varying Sizes)

Sidewalk
7'

Driving Lanes

Landscaping
(Varying)

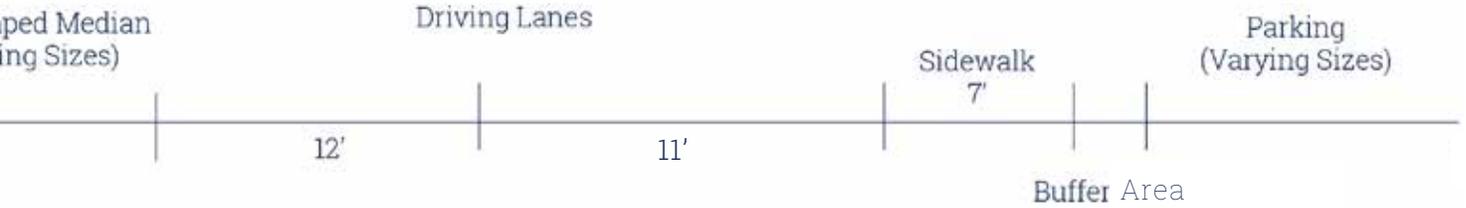
12'

11'

Greenspace w/
Street Trees
3-6'



Groesbeck District Continued



Typical Section for the Groesbeck District

Northgate Mall Concept Plan



Breathing new life into Northgate Mall by envisioning a mixed-use towne center with pedestrian spaces and plazas.

During an open house led by Colerain Township and KZF Design in March 2019, residents were asked to rank existing conditions. They prioritized safety and beautification as their top priorities for the Colerain Corridor Study. Throughout this process, conceptual redevelopment opportunities arose and possible changes to Northgate Mall were brought to the forefront. The redevelopment of Northgate Mall would convert the shopping center into a mixed-use towne center including single- and multi-family housing and outdoor mall corridors with dining, pedestrian spaces, and plazas.

Plan Features

Specific highlights of this potential project include a 200,000 sq. ft., four story apartment building with 120 units, 20-

30 single- or multi-family residences, and 5,000 sq. ft. of amenity space. The Northgate Redevelopment Plan also looks to enhance a street network to the surrounding neighborhood and provide proper connectivity. By instituting a streetscape of mixed-use aesthetic, the design transforms the interior mall corridors into outdoor pedestrian spaces and plazas.

Seen to the left are artist renderings illustrating how a mixed use towne center transformation would breathe new life into Colerain Township and revive an important space along Colerain Avenue. As highlighted in this Study, safety, beautification, and redevelopment are goals that have been established and provide framework for potential development like the Northgate Redevelopment to occur.

THIS PAGE INTENTIONALLY LEFT BLANK.

Northgate Mall Redevelopment



Implementation and Phasing

Implementation of this study will take a coordinated effort between the township, ODOT, Hamilton County and the businesses/residents of Colerain Township. This study is the first step in a multi-year process to create a safe public environment along Colerain Avenue and offer a series of public improvements that will further the growth and development of private investment for decades to come. The work laid out in this study is broken out in to short- and long-term improvements. Short term improvements should be implemented within three years of adopting this study. A three-year timeframe is critical because these improvements are at the forefront with residents, but also represent the will of the current administration. Long term improvements are much broader and include projects that will need to be scaled based on funding opportunities, political will, and township capacity.

Planning and Further Study

Short-term (2020-2023)

Corridor Traffic Analysis: Median U-turns

A qualified Traffic Engineer should be engaged to further evaluate the implementation of median u-turns throughout the corridor. Work should include:

- if turning movements should be restricted at each intersection
- type of turning movement restriction (signal, median, etc.)
- location of median u-turns – including stacking length, number of lanes
- which intersections should be designed to accommodate truck traffic
- corridor and signal impacts

Estimated Cost: \$100,000

Intersection Study: Isolated Left Turn Struble Road and Colerain Avenue

While the Struble Road intersection did not make the State of Ohio's Top 150 Most Dangerous Intersections, it ranks very high on ODOT's rankings. Safety issues at this intersection likely stem from the transition of the roadway from north to south from a limited access highway to a roadway with intersections and heavy truck traffic. Drivers do not realize the change in speed and run red lights causing accidents. A study should be completed to determine if isolated left turns from Struble Road on to Colerain Avenue will correct the problem.

Estimated Cost: \$35,000

Corridor Traffic Analysis: Signal Timing

Further study should be completed to review all signal timing for additional updates and coordination.

Estimated Cost: \$50,000

Long term (2023-2033)

Incorporate Design Standards in to township Code Enforcement and Zoning Regulations

Colerain Township should adopt and incorporate the Design Standards outlined in this report into their Zoning regulations, as well as other legislative mechanisms, to encourage landscaping, gateway, signage and lighting improvements between the sidewalk and parking areas/buildings that face Colerain Avenue.

Architectural Design Guidelines

The township should develop Design Guidelines for the corridor to encourage architecture that provides lasting value. Building design should be developed to a human scale through careful consideration of architectural forms, massing, detailing, number and use of materials, and color.

Estimated Cost: \$30,000

Signage Standards

The township should develop Signage Standards/Guidelines for the corridor to promote enduring, legible signage, reduce visual clutter, improve wayfinding and safety and protect the investment of commercial/business interests.

Estimated Cost: \$30,000

Public Investment

Short-term (2020-2023)

Most Dangerous Intersections

It is imperative that Colerain Avenue's most dangerous intersections are addressed. With pedestrian and bicycle safety being a priority politically at the state level, it is an opportunistic time to seek safety funds from ODOT – and a realistic timeline to complete these improvements in the next three years. These intersections include:

1. Redskin Drive
2. Springdale Road
3. Round Top Road
4. Harry Lee Lane
5. Struble Road

Estimated Cost: \$7,500,000

Dangerous Pedestrian Access in Groesbeck

The entire Groesbeck area has unsafe, deteriorated or insufficient sidewalks. There is no defined safe pedestrian space. This area is also prime for redevelopment and has already seen significant private investment. To keep momentum, streetscape improvements should be implemented in this area.

Estimated Cost: \$7,750,000

Long term (2023-2033)

Landscape Medians

Remaining landscape medians that are not included in previously mentioned intersections and safety improvements should be completed.

Estimated Cost: \$4,750,000

Streetscape Improvements

Remaining streetscape improvements that are not included in previously mentioned intersections and safety improvements should be completed.

Estimated Cost: \$27,750,000

Implementation and Phasing Continued

Organization and Management

Short-term (2020-2023)

Business and Property Owner Engagement

The township should further engage private property owners and businesses on an individual basis to initiate conversations regarding the Short-term Improvements mentioned in this report, as well as “low hanging fruit” access management principles like parking lot connections, shared parking, driveway closures and landscaping improvements.

In addition, conversations on implementation of improvements on private property, incentives to improve buildings and design resources for property owners could be of benefit to the township in the long run.

The township should create a stakeholder committee within the organization to serve as the internal driver and advocate for implementing the recommendations stated in this report. Consideration of a Colerain Avenue Task Force or Advocacy Committee consisting of residents and businesses could help build momentum, offer an opportunity to test improvements and long-term engagement of the public. The township will need advocates within the community to demonstrate support for the upcoming projects.

ODOT Coordination and Strategy for Safety Improvements

Colerain Township should work to develop a strong relationship with ODOT. With ODOT being the owner of the public right-of-way, they control all improvements.

Implementation of the strategies in the study, as well as permitting, funding and installation/maintenance will flow through ODOT. Initial work should focus on safety improvements for the five most dangerous intersections on the township.

Maintenance Funds

It will be critical that the township develop a strategy for long-term maintenance. Outside of safety improvements, ODOT will require Colerain Township to maintain all improvements. Specifically, landscape medians, street trees and lighting will be of concern to them. The township should develop a maintenance fund for continued physical maintenance of these improvements and consider staffing for managing the work. This could be achieved through implementation of a special assessment district, tax levy, tax increment financing (TIF), Joint Economic Development District (JEDD), Community Improvement Corporation (CIC) or a 501(c)(3) to assist in funding, operations and maintenance as obvious maintenance funding sources.

Long-term (2023-2033)

Business and Property Owner Engagement

Continual engagement and coordination with private property owners and businesses will be critical to maintaining a long-term momentum of public and private improvements throughout the corridor.

| Funding Source (Application Due) | Acronym | Funding Agency | Type | Total Award \$ | Min. Match | Categories |
|--|----------------|-----------------------|-------------|--------------------------|-------------------|--|
| Surface Transportation Program OKI (Application Deadline - June Annually) | STP | OKI | Grant | Varies | 20% | Roads, Safety, Economic Development |
| Transportation Alternatives OKI (Application Deadline - June Annually) | TA | OKI | Grant | Varies | 20% | Bikepaths, Streetscape, Economic Development |
| Hamilton County TID (Application Deadline - July Annually) | TID | COUNTY | Grant | Varies | 75% | Roads, Bridges, Bikepaths, Trails, Streetscape, Econ. Dev. |
| State Capital Improvement Program Dist. 2 (Application Deadline - Sept. Annually) | SCIP | OPWC | Grant/Loan | \$ SCIP: \$10,738,100 | 10% | Roads, Bridges, Safety |
| Local Transportation Improv. Program Dist. 2 (Application Deadline - Sept. Annually) | LTIP | OPWC | Grant/Loan | \$ LTIP: \$4,410,000 | 10% | Safety, Economic Development |
| Congestion Mitigation and Air Quality Improv. (Application Deadline - Feb. Annually) | CMAQ | FHWA | Grant | \$ FEDERAL: \$2.499 B | n/a | Roads, Transportation |

| Project | Cost | Possible Funding Sources |
|---|---------------------|---------------------------------|
| Corridor Traffic Analysis: Median U-turns | \$100,000 | STP,TID,SCIP,CMAQ |
| Intersection Study: Isolated Left Turn Struble Road and Colerain Avenue | \$35,000 | STP,TID,SCIP |
| Corridor Traffic Analysis: Signal Timing | \$50,000 | STP,SCIP,LTIP |
| Architectural Design Guidelines | \$30,000 | STP,TA,TID,LTIP |
| Signage Standards/Guidelines | \$30,000 | TA,TID |
| Redskin Drive Intersection Safety Improvements | \$1,500,000 | STP,TID,SCIP |
| Springdale Road Intersection Safety Improvements | \$1,500,000 | STP,TID,SCIP |
| Round Top Road Intersection Safety Improvements | \$1,500,000 | STP,TID,SCIP |
| Harry Lee Lane Intersection Safety Improvements | \$1,500,000 | STP,TID,SCIP |
| Struble Road Intersection Safety Improvements | \$1,500,000 | STP,TID,SCIP |
| Groesbeck Pedestrian Safety Improvements | \$7,750,000 | STP,TID,SCIP |
| Landscape Medians | \$4,750,000 | TA,TID,SCIP |
| Streetscape Improvements | \$27,750,000 | TA,TID |
| Safety, Median and Streetscape Engineering Fees | \$5,000,000 | STP,TA,TID,SCIP,LTIP,CMAQ |
| Total | \$53,000,000 | |

Appendix

Meeting #1 - Open House (3/12/2019)

Open House Sign In Sheet

Colerain Avenue Corridor Study • Job #5725.00 • 3.12.2019

| Name | Address | Phone | Email |
|-------------------|----------------------------|----------------|------------------------------------|
| Roger Johnson | 2980 Arnes Ct | | RRCJohnson@Aol.com |
| Sharon Hildner | 7765 Colerain Ave | | Peace Cycling & Fitness |
| Ken Roberts | 3359 W Galbraith | | |
| Robert Riccardi | 3085 Montezuma | | riccardione@gmail.com |
| JRC Ross Riccardi | 3085 Montezuma | | |
| Ryan Manning | 2830 Winton | | mp.fymaw2@gmail.com |
| Linda Gaugsdal | 5533 Delmar | | linda.gaugsdal@icloud.com |
| Joyce Kuehn | 6662 Thompson Rd | | Miefl@msn.com |
| Matt Tietzort | 2448 Lyess Dr. | | tietzortm@yahoo.com |
| Name | Address | Phone | Email |
| Thomas J. Hart | | 513-608-2712 | tomhart@fuse.net → send priorities |
| Jennie Johnson | 3259 Becker Drive 45229 | 513-981-1981 | JENNIEA.JOHNSON@GMAIL.COM |
| Daniel Johnson | " | " 513-981-1922 | dmjinnal44@gmail.com |
| Rose Speicher | | | |
| Charles Speicher | | 513 522 6842 | cspicher@cinci.rr.com |
| Name | Address | Phone | Email |
| Jenny Davis | | | |
| Christine Henson | | | |
| Sharon Seliger | | | |
| TOM Keninger | | | |
| Lara Dehn | | | |
| W Bruce Peirano | 6200 54eith | 513-385-7040 | bpeirano@fuse.net |
| Dwight Logan | 1545 Wagonwheel Dr | 513-633-3880 | DLogan@colerain.ohio.gov |
| Kevin Schwesikoff | 4725 Spinghill | 513-266-2091 | Kschwesik@colerain.ohio.gov |
| Roz Swigert | 2542 Highwood Ln | (513) 789-2333 | irlroz@aol.com |
| Chalene Gustin | 10054 Snydger | 513-479-0477 | cgustin1936@gmail.com |

Appendix

Facebook Open House Post Comments

Mark Bright: “Better timing of the lights between Galbraith and Ronald Reagan Highway would be great.”

Karen Templin Eutsler: “As for beautification, I recognize this would be VERY expensive but removing the unsightly phone poles/wires and burying them would go a LONG way into making this avenue less junky/busy/industrial looking.”

Barb Niehaus: “Do something with all of the closed blighted restaurants and businesses.”

Mays Lee: “Get rid of the stop lights from Richie’s to the highway.”

Tony Thompson: “They need the lights timed better so you don’t get caught at everyone. Secondly, when turning off of Redskin onto Colerain, for God sake, please have a right turn lane. They only have left turn, and one lane for going straight and right turns. That causes a lot of traffic on Redskin. If you are turning right onto Colerain, I always get caught behind someone going straight.”

James Howell: “Can we make it so I don’t get caught at every single red light on my drive to work. I wish this was hyperbole.”



Appendix



FOR IMMEDIATE RELEASE

March 4, 2019

Contact: Eric Anderson, Project Manager
KZF Design
513.621.6211
eric.anderson@kzf.com

Public Invited to Colerain Avenue Corridor Enhancement Community Input Session

All who live and/or work along the Colerain Avenue corridor is invited to engage in a discussion regarding potential improvements.

COLERAIN TOWNSHIP, OHIO - The Colerain Township Board of Trustees encourage all interested persons to attend an open public session to learn about the Colerain Avenue Corridor Study project and to contribute input regarding the future of this vital transportation corridor. The meeting will take place Tuesday, March 12, 2019 from 6-7pm, before the regularly scheduled monthly Trustees meeting, at the Colerain Township Administration Facility, 4200 Springdale Road.

Local design, planning and engineering firm KZF Design, which has been selected to collaborate with the Township on the project, will have representatives on hand who will give a brief, five-minute presentation outlining the background and approach for the study, and then break out into groups for in-depth review of imagery, maps and discussion with attendees on their perspectives for the corridor. This feedback will be used to shape recommendations and for the future character of Colerain Avenue.

“Colerain Avenue is the most important corridor in the Township” says Township Administrator Geoff Milz, “and the Township Trustees are committed to making the experience of using the road safer, easier and more enjoyable. This plan will identify projects that will improve Colerain Ave. and set us up for success in applying for grants to fund the projects. We need folks to come out and identify what they like and what they would like to see changed in the future!”

“The people who live it every day are the real experts,” says KZF Design project manager Eric Anderson, “and community input is essential to make sure the Colerain Avenue Corridor Improvements project is a success, now and long into the future.”

Colerain Township • 4200 Springdale Road • Colerain Township, Ohio 45251
gmilz@colerain.org • www.colerain.org
Phone (513) 385-7500 • Fax (513) 245-6503

Trustees: Greg Insco, Raj Rajagopal, Daniel Unger
Fiscal Officer: Heather E. Harlow
Administrator: Geoff Milz





Colerain Township has commenced this effort to make strategic, long-term enhancements to the Colerain Avenue Corridor. The Township has been working for more than 20 years to improve traffic and aesthetic conditions along Colerain Avenue. The resulting efforts have led to an improved vehicular-oriented roadway, however has left much to desire in terms of urban design and pedestrian environment.

The Township has teamed with KZF Design conduct a study, including an evaluation of existing conditions, traffic counts, etc., and to provide design concepts and recommendations to outline improvements and physical changes to the Colerain Avenue Corridor. The goal of the project is to create a consistent, appealing, and safe public environment from our border with Green Township in the south to the Hamilton County boundary in the north.

###

Colerain Township • 4200 Springdale Road • Colerain Township, Ohio 45251
gmilz@colerain.org • www.colerain.org
Phone (513) 385-7500 • Fax (513) 245-6503

Trustees: Greg Insko, Raj Rajagopal, Daniel Unger
Fiscal Officer: Heather E. Harlow
Administrator: Geoff Milz

COLERAIN

Appendix



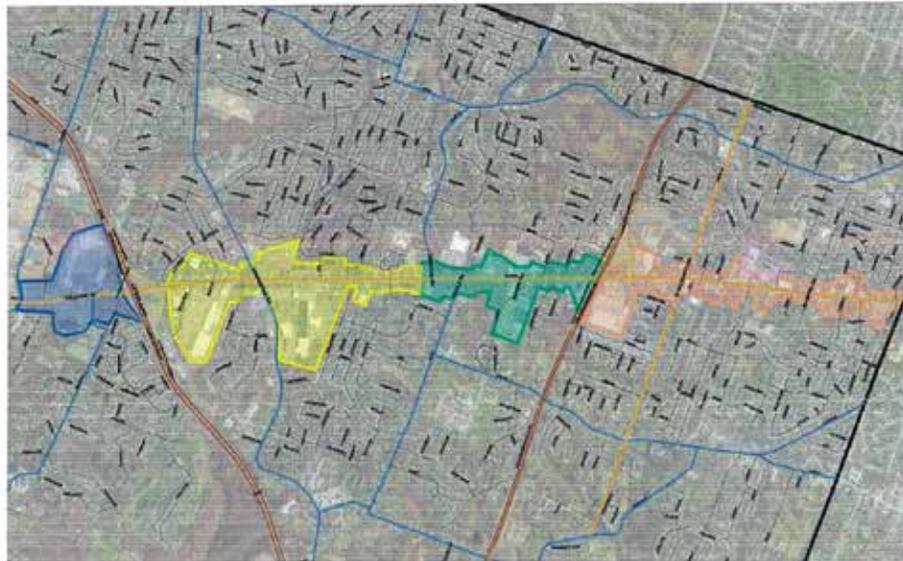
Colerain Avenue Corridor Study

Date: 3.12.2019

Mail comments to:
KZF Design
Attn: Eric Anderson
700 Broadway St
Cincinnati, OH 45202
or email:
eric.anderson@kzf.com

Project Description

Colerain Township wishes to make strategic, long-term enhancements to the Colerain Avenue Corridor. The Township would like to create a consistent, appealing and safe public environment from the City of Cincinnati limits to the Hamilton County boundary.



Comments

Your feedback is important to us, please write any comments, opinions or knowledge about the needs and recommendations for the Colerain Avenue Corridor.

Crosswalks needed with light @ Colerain & Springdale

Roads need to look good with all the new development. Springdale needs paved & relined.

Thanks!

KZF DESIGN INC. • 700 Broadway Street • Cincinnati, OH 45202
main 513.621.6211 • fax 513.621.6530 • kzf.com



Colerain Avenue Corridor Study

Date: 3.12.2019

Project Description

Colerain Township wishes to make strategic, long-term enhancements to the Colerain Avenue Corridor. The Township would like to create a consistent, appealing and safe public environment from the City of Cincinnati limits to the Hamilton County boundary.

Mail comments to:
KZF Design
Attn: Eric Anderson
700 Broadway St
Cincinnati, OH 45202
or email:
eric.anderson@kzf.com



Comments

Your feedback is important to us, please write any comments, opinions or knowledge about the needs and recommendations for the Colerain Avenue Corridor.

- 25 mph speed limit
- Timing of Traffic lights
- more landscaping
- covered seating at all transit stops
- ~~provide~~ our own corridor transit running every 15 min.
- bike access up and down corridor

KZF DESIGN INC. • 700 Broadway Street • Cincinnati, OH 45202
main 513.621.6211 • fax 513.621.6530 • kzf.com

Appendix

What is your top priority for Colerain Avenue?

Please list in order the goals that are most important to you.

1 = highest priority 7 = lowest priority

1. Better traffic flow w/ timed lights ^{if you do 45} can make all lights
2. Lights, lights, lights - dark streets
3. Consistent signage - such a hedge Paly?
4. _____
5. _____
6. _____
7. _____

What is your top priority for Colerain Avenue?

Please list in order the goals that are most important to you.

1 = highest priority 7 = lowest priority

1. More police
2. Less drugs
3. _____
4. _____
5. _____
6. _____
7. _____

What is your top priority for Colerain Avenue?

Please list in order the goals that are most important to you.

1 = highest priority 7 = lowest priority

1. Rid concrete barriers
2. Turnabouts to lessen lights
3. Wider Road
4. _____
5. _____
6. _____
7. _____

What is your top priority for Colerain Avenue?

Please list in order the goals that are most important to you.

1 = highest priority 7 = lowest priority

- Greg Thielmeier*
1. Signal timing GALD - RR
 2. Sidewalks and safety
 3. Road Condition - South of Colerain
 4. Business Signs - too cluttered & old/faded
 5. -Bike (only average cases)
 6. -Sign is old & not updated
 7. -Sign - too big

What is your top priority for Colerain Avenue?

Please list in order the goals that are most important to you.

1 = highest priority 7 = lowest priority

1. Beautification - Remove large sign
2. Safety
3. _____
4. _____
5. _____
6. _____
7. _____

What is your top priority for Colerain Avenue?

Please list in order the goals that are most important to you.

1 = highest priority 7 = lowest priority

1. Safety
2. Access Management
3. Redevelopment
4. Beautification
5. Character Zones
6. Cleanliness
7. Comprehensive Vision

What is your top priority for Colerain Avenue?

Please list in order the goals that are most important to you.

1 = highest priority 7 = lowest priority

1. Beautification
2. Cleanliness } Comprehensive Vision
3. Safety
4. Access management
5. Redevelopment
6. Character Zones
7. _____

What is your top priority for Colerain Avenue?

Please list in order the goals that are most important to you.

1 = highest priority 7 = lowest priority

1. Safety
2. Stop light timing
3. Create a walking theme
4. _____
5. _____
6. _____
7. _____

What is your top priority for Colerain Avenue?

Please list in order the goals that are most important to you.

1 = highest priority 7 = lowest priority

1. Encourages family activities
2. Safety for foot, BIKE + CAR TRAFFIC
3. _____
4. MAKE BUSINESSES & keep their property updated, clean + well-lit
5. _____
6. _____
7. Colerain to have a well-known "local" identity

What is your top priority for Colerain Avenue?

Please list in order the goals that are most important to you.

1 = highest priority 7 = lowest priority

1. Access Management - don't allow left turns out of businesses on both sides of Colerain Ave. ^{Should be Right turn only}
2. Cleanliness
3. Safety
4. _____
5. _____
6. _____
7. _____

What is your top priority for Colerain Avenue?

Please list in order the goals that are most important to you.

1 = highest priority 7 = lowest priority

1. HAVE STATE CORRECT ALL PROBLEMS
2. MET Colerain Tax Payers Needs
3. HAVE GREAT TOURIST ECONOMY along this
4. ACE as a DAY BRUI
5. CORRECT I-275 BRIDGE SIGNS
6. _____
7. _____

What is your top priority for Colerain Avenue?

Please list in order the goals that are most important to you.

1 = highest priority 7 = lowest priority

1. Make it more visually appealing which will bring better clientele into
2. _____
3. Community
4. _____
5. _____
6. _____
7. _____

What is your top priority for Colerain Avenue?

Please list in order the goals that are most important to you.

1 = highest priority 7 = lowest priority

1. traffic on colerain
2. safety
3. access Management
4. trashy residences
5. Need more policing of traffic speeders + wrong doors
6. _____
7. _____

What is your top priority for Colerain Avenue?

Please list in order the goals that are most important to you.

1 = highest priority 7 = lowest priority

1. Safety
2. Cleanliness
3. Access Management
4. Comprehensive Vision
5. Beautification
6. Redevelopment
7. Character Zones

What is your top priority for Colerain Avenue?

Please list in order the goals that are most important to you.

1 = highest priority 7 = lowest priority

1. Widen entire Colerain Ave. Too much traffic with poor lighting timing - make rush hr. + weekend impossible. Emergency traffic is back up!
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____

What is your top priority for Colerain Avenue?

Please list in order the goals that are most important to you.

1 = highest priority 7 = lowest priority

1. STOP THE PEOPLE WHO RUN RED LIGHTS
2. DO WHAT WAS PROMISED TO OPEN THE CORNER PART OF JOHN ROSE TO LOCAL TRAFFIC. THIS WAS PROMISED BEFORE ANYTHING WAS STARTED
3. _____
4. _____
5. _____
6. _____
7. _____

Appendix

Meeting #2 - Open House (7/9/2019)

Public Meeting #2 Sign In Sheet

Colerain Avenue Corridor Study • Job #6725.00 • 7/9/2019

| Name | Address | Phone | Email |
|---------------------|---------------------------------|-------------------------------|--------------------------|
| Jack Pflum | 7541 Hooproot | 513.919.2816 | jackpflum1@gmail.com |
| Alex Kraus | 4672 Biffon Ln | 513-313-2111 | akraus@midwest.edu |
| Jillmeyeris | 9328 Pippin | 513-968-2334 | JLLmeyer@yahoo.com |
| Eric Saylor | 3782 Philhell D | 513-203-8010 | sayloreric@yahoo.com |
| C. FRANCIS BARANT | 120 W. 7th Street | 513-721-2120 | CFBARANT@OHIOSTATE.EDU |
| Rose Speicher | 2720 Geraldine | cell 315-1465 513-522-6842 | speicherct@msn.com |
| Charles Speicher | " " | cell @ 900-7898 | cspeicher@cinci.com |
| Vicky RITZ | 7127 Thompson | | VRITZ51@gmail.com |
| CPDUI'S | Edy | | |
| HAN & Helen | Dunlap Road | 513-385-3204 | |
| Harold Hiba | " " | 513-385-3204 | |
| Name | Address | Phone | Email |
| ELLEN WESTFALL | 3186 PALMYRA | 513-225-4163 | ELLENWESTFALL@AOL.COM |
| Steve Kammerman | 2398 Mercury | 513-650-664 | Kammermansj@gmail.com |
| DICK SEMPLE | 4447 WOODS | CELL 476-5262 | dickssystem@gmail.com |
| Austin Musser | 9775 Cambridge Dr Litchville | 513-870-8241 | Amusser@fbtllc.com |
| Christine Henson | 6061 Dunlap | | |
| Bruce Peirano | 6200 Shriver | 513-385-7040 | bpeirano@fuse.net |
| Linda Gaussel | 3303 Delmar | 513-520-4074 | linda-gaussel@icloud.com |
| EMILY RENTSCHLER | 7321 Applevalley Ct | 513-884-0212 | erentschler.er@gmail.com |
| MICHELLE R. GABBARD | 9645 MARINO Dr | (513) 205-1620 | mrgabbard57@yahoo.com |

Appendix

Open House July 9th

Colerain Avenue
Corridor Study
Recommendations



Open House July 9th

Colerain Avenue
Corridor Study
Recommendations



Appendix



FOR IMMEDIATE RELEASE

July 2, 2019

Contact: Eric Anderson, Project Manager
KZF Design
513.621.6211
eric.anderson@kzf.com

Public Invited to Colerain Avenue Corridor Project Recommendations Review Session

All who live and/or work along the Colerain Avenue corridor are invited to engage in a discussion regarding improvement recommendations.

COLERAIN TOWNSHIP, OHIO - The Colerain Township Board of Trustees encourage all interested persons to attend an open public session to learn about the Colerain Avenue Corridor Study project progress and to contribute input regarding the current draft recommendations. The meeting will take place on Tuesday, July 9th, 2019 from 6:00-7:00 p.m., at the Colerain Township Administration Facility, 4200 Springdale Road.

After hosting an Open House in March to review existing conditions in the study area, township staff, residents, and business owners ranked safety and beautification as top priorities for the corridor. Since that meeting, the study team has developed recommendations of improvement possibilities, from landscape and street trees to cohesive sidewalks and ways to manage vehicular access and traffic.

During this Open House-style meeting, there will be presentations at 6:00, 6:20 and 6:40 p.m. to detail work completed since the last open house and introduce the core concepts of the recommendations including:

- Landscape medians and median U-turns, which eliminate the need for left-turn lanes at intersections and drastically reduce collisions.
- Sound access management principles intended to improve safety for pedestrians, bicyclists and vehicles
- Streetscape design strategies and gateway elements which promote a cohesive look and feel along Colerain Avenue, but also reflect the unique character of different segments of the roadway.

Colerain Township • 4200 Springdale Road • Colerain Township, Ohio 45251
gmilz@colerain.org • www.colerain.org
Phone (513) 385-7500 • Fax (513) 245-6503

Trustees: Greg Insko, Raj Rajagopal, Daniel Unger
Fiscal Officer: Heather E. Harlow
Administrator: Geoff Milz

COLERAIN



- Redevelopment of Northgate Mall into a mixed-use, “Towne Center” style development with single and multi-family housing and outdoor mall corridors with dining, pedestrian spaces, and plazas.

Representatives from KZF Design, the architecture, engineering, and planning firm collaborating with the township on the project, will be present to answer questions and give an in-depth review of the recommendations. There will be imagery and mapping for the public to review at their own pace.

Colerain Township has long been committed to an effort to make strategic, long-term enhancements to the Colerain Avenue Corridor. The Township has been working for more than 20 years to improve traffic and aesthetic conditions along the Corridor. The results to date have led to an improved vehicular-oriented roadway, however have left much to be desired in terms of modern urban design and a pedestrian-friendly environment.

The Township has teamed with KZF Design to conduct a study, including evaluation of existing conditions, traffic counts, and other elements, and to provide design concepts and recommendations to for improvements. The goal of the project is to create a consistent, appealing, and safe public environment from the border with Green Township in the south to the Hamilton County boundary in the north.

The Township encourages all residents, business owners, and interested local citizens to participate in this opportunity to learn about and provide continuing input to this vital improvement project.

Questions regarding the July 9 open house can be directed to Geoff Milz, Township Administrator, at gmlz@colerain.org or call 513-385-7500.

###

Colerain Township • 4200 Springdale Road • Colerain Township, Ohio 45251
gmlz@colerain.org • www.colerain.org
Phone (513) 385-7500 • Fax (513) 245-6503

Trustees: Greg Insko, Raj Rajagopal, Daniel Unger
Fiscal Officer: Heather E. Harlow
Administrator: Geoff Milz



Appendix



Consolidated Feedback From Open House

Date: 07.09.2019

Colerain Ave Corridor Study • Job #6725.00

Rural (Retail) District:

Service Drive through Lowe's Parking Lot

- The service drive needs to be looked at. Not an efficient solution. Does not do much
- "Service drive to nowhere."

Colerain Avenue and Dry Ridge Road (By Lowe's)

- Median in Middle of the Road – Leave oen Driveway – "scratch that median idea". Bring back 2 left turns northbound into Lowe's
- Do not close driveway into Lowe's – "obviously designer did not live here before this existed, Dry Ridge was a mess!"

Colerain Avenue and Dry Ridge Road (By Wendy's) – Entrance to Colerain Towne Center

- No Left Turn Southbound – "This is sooooo much better than when there was left turn."
- Do Not close driveway – "This is helpful access Northbound " – referring to Stehlin's Meat Market. Business has been here for over 100 years – tough to remove driveway.

Retail District:

Northgate Mall onto Colerain Avenue (by Burger King/McDonald's)

- Left Turn Lane Arrow? If you close right out at McDonald's, then you need a left-turn and straight lane. Straight needs to be with left-turn not with right.

Round To at Colerain Avenue

- Round To light terrible – Analyze! 3 cars max at light onto Colerain Avenue.

Automotive District:

- If you close the intersection at Sovereign (to left hand turns out of Sovereign), then you'll have to widen McGill because that will become the main intersection In and out of this large neighborhood.

Additional/General Comments:

- Mountable medians – not landscaed – need to get emergency vehicles on Colerain Avenue.
- Stellar work!! Love all the trees, green medians & u-turn concet. Walls were unexected but great aesthetic addition to unify the entire "Main Street" and create character.
- Looking forward to the new, ositive beginning for Colerain Avenue – the gateways will define "Colerain" as a lace and create sense of ride for residents.

KZF DESIGN INC. • 700 Broadway Street • Cincinnati, OH 45202
main 513.621.6211 • fax 513.621.6530 • kzf.com

Meeting #3 (9/25/2019)

Business Engagement Meeting Sign In Sheet AM

Colerain Avenue Corridor Study • Job #6725.00 • 9/25/2019

| Name | Business Name/Address | Phone | Email |
|------------------|-----------------------|--------------|---------------------------------|
| Jack Pflum | JEP Con. | 513.918.7612 | jackpflum1@gmail.com |
| MIKE HARDERT | HARDTOWN | 513-205-1414 | MHARDERT@FUSE.NET |
| John Galbraith | Galbraith Realty | 729-1555 | Johnwg@Fuse.net |
| Kathy Stidham | Buss Motor | 741-6684 | Kathy@km3385.com |
| Stephan Hardewig | Huntington Learning | 513-834-8217 | hardewigs@hlcmail.com |
| Doree Postel | Nulte Precise | 513-741-2191 | DPOSTEL@NULTEPRECISE.COM |
| Name | Business Name/Address | Phone | Email |
| Greg Thielmeier | Team Cycling | 522-1551 | Info@teammcyclingandfitness.com |
| Jean Schwierling | Schwierling Ins | 923-3090 | jean@schwierlinginsurance.com |
| JOE GERACI | Geraci Fine Jewelry | 607-1125 | GERACI513@AOL.COM |
| Jim Eckhoff | Jim Eckhoff Plumbing | 923-1234 | jreckhoff@cinci.rr.com |
| Lynn Zuch | KZF | 621-6211 | Lynn.Zuch@kzf.com |
| | | | |
| | | | |
| | | | |
| | | | |

Business Engagement Meeting Sign In Sheet PM

Colerain Avenue Corridor Study • Job #6725.00 • 9/25/2019

| Name | Business Name/Address | Phone | Email |
|---------------------------------|--------------------------|--------------|------------------------------|
| Dennis Klein | 10545 Colerain | 513-678-2617 | DWNER@KLEINOWER.COM |
| BILL CLIPPAARD | 7390 COLERAIN | 513-521-4261 | BILL.CLIPPAARD@CLIPPAARD.COM |
| Jennifer Williams | Clippard Skyline City | | |
| John Stehlin | Stehlin Meat Market | | |
| XXXXXXXXXXXXXXXXXXXX | | | |
| XXXXXXXXXXXXXXXXXXXX | | | |
| Bob Crosswhite | 3 stores on Colerain | | |
| Austin Masner | Frost Brown Todd | | |
| Fran Barrett | Frost Brown Todd | | |
| | | | |

Appendix



Business Engagement Meeting Feedback

Date: 9.25.2019

Colerain Ave Corridor Study • Job #6725.00

- Residents do not want to be impacted.
- Curbs are a big issue for the Groesbeck District
- Trees will block sightlines to the businesses which is seen as an issue
- The safety of pedestrians should be a high priority. There are issues with people walking in the medians.
- Inclusion of bus stops with full curbs in the lane is important. Also, most bus stops do not have places to sit or trash cans which lead to issues.
- Need to improve lighting
- Concern about who will maintain the proposed landscaping. Stated that it is not kept up with now.
- There was discussion that ground cover could be used in lieu of grass in the medians
- For Cliard, the need to maintain access for semi-trucks. There is concern that the proposed median and u-turns will make truck access difficult.
- Need to look at zoning and building use to determine truck access needs.
- An access road to Banning is important. A second entrance into Cliard (from the north end) into their lot could be closed. Left hand turns out of their lot are very dangerous. The median is often used to get into the center lane and wait for an opening in traffic to complete the left turn.
- Look at redeveloping the site south of Cliard.
- The proposed lane from Struble to 275 has a lot of issues. The traffic circulation for Lowe's would not work and do not feel the access road is feasible. The access road proposed from the Seedway to the Colerain Towne Center would need to be looked at again as there is a significant slope drop.
- Do not think you can close main entrance to the Colerain Town Center. They stated that this was added further north of the original entrance to alleviate the traffic backing up to enter the shopping center from I-275.
- There is not a need for a service drive on the eastern side of Colerain from Galbraith to Ronald Reagan. Clara Avenue already acts as the service drive and adding another driveway so close together and close to Colerain would cause more issues. They keep mentioning that a gate has been put up by the owners of the property between Groesbeck Park and Colerain (next to Ronald Reagan) that causes an issue with access. Based on Google Maps it looks like Groesbeck Park can be accessed from Clara Avenue and that what the gate prevents is people going onto their property to exit their parking lot at the light at McDonald's.
- Something needs to be done in Groesbeck area. Most of the work seems to be Galbraith and north. Sidewalks are a good start.
- Concern about access to businesses and if this approach will deter business customers.
- Agreed to the importance of traffic studies and next level of analysis to confirm approach and determine what is the best solution for the specific intersection or project.

KZF DESIGN INC. • 700 Broadway Street • Cincinnati, OH 45202
main 513.621.6211 • fax 513.621.6530 • kzf.com

The Colerain Chamber and Township invite you to learn more about the Colerain Avenue Corridor Study!

BUSINESS ENGAGEMENT MEETING



JOIN US!

COLERAIN AVE CORRIDOR STUDY BUSINESS ENGAGEMENT MEETING

Where: Clippard Instrument Laboratory
7390 Colerain Avenue
Cincinnati, Ohio 45239

When: Wednesday, September 25, 2019

Choose a session convenient to your schedule:
Morning 8:00 to 9:00 am
Evening 4:30 to 5:30 pm

As a property and/or business owner located on Colerain Avenue, we invite you to discuss the draft recommendations of the Colerain Avenue Corridor Study and learn how your business will benefit!

Please RSVP to Brittany Lockaby at 513.621.6211 or email brittany.lockaby@kzf.com.



THE BUSINESS CASE FOR COLERAIN CORRIDOR IMPROVEMENTS

Restricting Left Turning Movements at Intersections (Median U-turns)

- Median U-turns offer easier access to businesses and improved wayfinding.
- Instead of turning left at an intersection, you drive straight or turn right, then make a U-turn at a median turn around.
- Essentially, drivers watch for your business and if located on the right, turn into your driveway. If located to the left, they drive past your business and make turn around at the next u-turn.
- When driving to and from businesses, drivers will spend less time waiting at a signal for traffic to turn.
- By reducing congestion and vehicle crashes, customers have easier access to businesses.
- Turn-arounds for truck traffic will be accommodated at specific intersections

Consolidating Driveways, Parking Lot Connections and Service Drives to the Rear

- Consolidating driveways
- Parking lot connections create connections between neighboring properties, allowing circulation within adjacent parking lots and make it easier to get from one business to another.
- Parking lot connections make it easier for drivers to move from one business to another without having to enter onto Colerain Avenue.
- Cross-access between parking lots can also make it easier for drivers to access nearby signals, where they have a variety of directional options on Colerain Avenue as an alternative a right-turn only situation that exists with most driveways.
- Service/access roads to the rear also make it easier for drivers to access signals and businesses.

Shared Parking

- Parking can be shared among different buildings and facilities in an area to take advantage of different peak periods.
- For example, an office complex can efficiently share parking facilities with a restaurant or theaters, since offices require maximum parking during weekdays, while restaurants and theaters require maximum parking during evenings and weekends.
- As a result, the total amount of parking can be reduced 40-60% compared with standard off-street parking requirements for each destination.

Removing Excess Right Turn Lanes

- Continuous right-hand turn lanes offer multiple driveways/access points into single parcels, creating confusion and causing accidents.
- Removing excess right-hand turn lanes reduces weaving and the number of lanes to be crossed.

Street Trees and Landscaping

- Street trees also allow features that should be dominant to be better seen, such as business signage.
- Street trees can make the pedestrian environment more appealing and can encourage people to walk from one business to another rather than driving.
- Street trees screen parking lots and utility poles, encouraging more appropriate traffic speeds and making it easier to find and access businesses.
- Businesses on road with trees and landscaping show 12% higher income streams, offering a competitive edge to compete with suburban big box stores.
- Trees make property more valuable. Many Realtor studies show that home or business values can increase by up to \$25,000 when there are prominent street trees.
- Landscape medians offer traffic calming and make it safer for pedestrians to walk.

Consolidated Signage

- Consolidated signage can reduce visual clutter, simplify wayfinding and make it easier for locate access points and driveways to specific businesses.
- Wayfinding signage makes it easier for individuals to locate businesses and offer a sense of place for those navigating the corridor while establishing further neighborhood identity.

Bus Stop Pull-offs

- Pull-offs for buses will create a place where buses can stop and pick up passengers without blocking an entire lane of traffic, helping to reduce congestion.

LETTERS OF SUPPORT



"We are enthusiastically writing on behalf of Northwest Local School District in support of Colerain Township's request for OKI funding for the Colerain Avenue [streetscape] project. This project supports our goals for the overall improvement of the Colerain Avenue corridor, and economic development and pedestrian safety in the project area. As Superintendent and CFO/Treasurer with Northwest Local School District, we personally believe this project will add to the corridor in the following ways:

- *Safety of our students who walk to and from school.*
- *Safety of our community members."*

– Todd Bowling, Superintendent, Northwest Local Schools and
Amy Wells, CFO/Treasurer, Northwest Local Schools

"I believe improved pedestrian facilities along Colerain Avenue is, and will continue to be, instrumental in delivering value to property owners, the overall Colerain business community, residents, and the Township now and in the future"

– David Denny, Board Chairperson, Colerain Chamber of Commerce

"As Vice President, Human Resources with Clippard Instrument Laboratory, Inc., I personally believe this project will enhance the corridor in the following ways:

- *Reducing car traffic, increasing foot traffic and improving overall community wellness by adding a safe and pleasing pedestrian walkway for our employees, school age children, families and community members who enjoy to walk in the area to local restaurants, stores, libraries and schools.*
- *Bringing the community together through increased safety and security via improved lighting will be welcomed in creating community uniformity.*
- *Curb appeal is significantly improved with fresh green landscaping, therefore a dream for economic prosperity from those wanting to be a part of a greener, healthier and safer community."*

– Jennifer Caunin, Vice President Human Resources, Clippard Instrument Laboratory

SIMILAR-TYPE PROJECT LETTERS: BEECHMONT AVENUE CORRIDOR STUDY



"It has been thrilling to see this Vision realized, and this not only achieving the interests and goals of our community, but also enhancing the business climate and vitality of this area. I believe the Plan is, and will continue to be, instrumental in delivering value to property owners, residents, and the Township now and in the future."

– Paul Kitzmiller, Chief Executive Officer, CORE Resources, Inc.

"We [LaRosa's] have to admit, we had reservations going into the project. However, Anderson Township, and the Ohio Department of Transportation, worked to address these concerns, from planning through construction and we are thrilled with the result. In addition to improving the streetscape appearance along our property, this has helped with the safety and traffic flow on our parking lot."

– Thomas Fucito, Beechmont Avenue Property Owner and
Nicholas Fucito, LaRosa's Franchisee, LaRosa's

"I noticed several strengths that were essential to the successful implementation of the plan. Most importantly, the ability to showcase the value in thoughtful planning, while engaging a variety of stakeholders, particularly abutting property owners and businesses. This is evident in the project's ability to provide an improved quality of life for businesses, residents and visitors."

– Lisa Ammons, Real Estate Manager, The Kroger Co.

Appendix

Mailing List for Meeting #3

| OWNER NAME | OWNER MAILING ADDRESS | CITY STATE ZIP |
|--|---------------------------------|---------------------------|
| PAUL W. GIRTEN | 10054 SKYRIDGE DR | CINCINNATI, OH 45247 |
| JOHN STEHLIN & SONS CO | 10134 COLERAIN AVE | CINCINNATI, OH 45251 |
| STEHLIN'S MEAT MARKET | 10134 COLERAIN AVE | CINCINNATI, OH 45251 |
| KROGER LIMITED PARTNERSHIP | 1014 VINE ST | CINCINNATI, OH 45202 |
| CAR CONNECTION COLERAIN | 10140 COLERAIN AVE | CINCINNATI, OH 45251 |
| ONCE UPON A CHILD | 10160 COLERAIN AVE | CINCINNATI, OH 45251 |
| PETSMART | 10164 COLERAIN AVE | CINCINNATI, OH 45251 |
| JOANN FABRICS AND CRAFTS | 10166 COLERAIN AVE | CINCINNATI, OH 45251 |
| DICK'S SPORTING GOODS | 10180 COLERAIN AVE | CINCINNATI, OH 45251 |
| SKYLINE CHILI | 10197 COLERAIN AVE | CINCINNATI, OH 45251 |
| TIFFANY NAIL & SPA | 10198 COLERAIN AVE | CINCINNATI, OH 45251 |
| SEARS OUTLET | 10200 COLERAIN AVE | CINCINNATI, OH 45251 |
| ONEMAIN FINANCIAL | 10202 COLERAIN AVE | CINCINNATI, OH 45251 |
| PARTY CITY | 10204 COLERAIN AVE | CINCINNATI, OH 45251 |
| PLATO'S CLOSET | 10212 COLERAIN AVE | CINCINNATI, OH 45251 |
| DOLLAR TREE | 10214 COLERAIN AVE | CINCINNATI, OH 45251 |
| BOOST MOBILE | 10224 COLERAIN AVE | CINCINNATI, OH 45251 |
| GAMESTOP | 10228 COLERAIN AVE | CINCINNATI, OH 45251 |
| LOWE'S HOME IMPROVEMENT | 10235 COLERAIN AVE | CINCINNATI, OH 45251 |
| WALMART SUPERCENTER | 10240 COLERAIN AVE | CINCINNATI, OH 45251 |
| MIKES NO 27 LLC | 10251 HAGUE RD #190 | INDIANAPOLIS, IN, 46256 |
| SPEEDWAY | 10270 COLERAIN AVE | CINCINNATI, OH 45251 |
| KW LEASING INC | 1050 SKILLMAN DR | CINCINNATI, OH 45215 |
| OHIO VALLEY GOODWILL INDUSTRIES REHABILITATION | 10600 SPRINGFIELD PIKE | CINCINNATI, OH 45215 |
| BV 6527 LLC | 1080 NIMITZVIEW #400 | CINCINNATI, OH 45230 |
| NAVARCO LLC | 1095 NIMITZVIEW DR, STE 303 | CINCINNATI, OH 45230 |
| YOUNG MENS CHRISTIAN ASSOC. OF GREATER CINTI | 1105 ELM ST | CINCINNATI, OH 45202 |
| 9336 COLERAIN PROPERTIES | 1106 MAIN ST, SUITE A | MILFORD, OH, 45150 |
| STRAUS FAMILY LTD PARTNERSHIP | 1111 ROOKWOOD AVE | CINCINNATI, OH 45208 |
| MORDECHAI MATT MEISLES & DAYLA | 1199 RODEO DR | LOS ANGELES, CA 90035 |
| REALTY INCOME PROPERTIES 6 LLC | 11995 EL CAMINO REAL | SAN DIEGO, CA, 92130 |
| TERRAZA 7 LLC | 11995 EL CAMINO REAL | SAN DIEGO, CA, 92130 |
| ROBERT E. CROSSWHITE | 12158 HITCHCOCK DR | CINCINNATI, OH 45240 |
| RISSI ASANI | 1480 HOOK MORGAN RD | HILLSBORO, OH, 45133 |
| CASH AMERICAN CENTRAL INC | 1600 WEST 7TH ST | FORT WORTH, TX 76102 |
| T NORTHGATE PADS OH LLC | 16600 DALLAS PW #300 | DALLAS, TX, 75248 |
| COLE LO CINCINNATI OH LLC | 16767 N PERIMTER, STE 210 | SCOTTSDALE, AZ, 85260 |
| DELZAN PROPE RTIES LLC | 2040 REGENCY RD, STE D | LEXINGTON, KY, 40503 |
| TWENTY-FOUR SAC SELF-STORAGE LTD | 207 E CLARENDON | PHOENIX, AZ, 85012 |
| TKG COLERAIN TOWNE CENTER LLC | 211 N STADIUM BLVD | COLUMBIA, MO, 65203 |
| GRAETER PROPERTIES LIMITED | 2145 READING RD | CINCINNATI, OH 45202 |
| AJEM INVESTMENTS LLC (AJEM SERIES II) | 231 LONG POND RD | GREAT BARRINGTON, MA |
| VEREIT BE PORTFOLIO LLC | 2325 E CAMELBACK RD, SUITE 1100 | PHOENIX, AZ, 85016 |
| ARC CAFEUSA001 LLC | 2325 E CAMELBACK RD, SUITE 1100 | PHOENIX, AZ, 85016 |
| ARCP WG CINCINNATI (COLERAIN) OH LLC | 2325 E CAMELBACK RD, SUITE 1100 | PHOENIX, AZ, 85016 |
| O'REILLY AUTO ENTERPRISES LLC | 233 S PATTERSON | SPRINGFIELD, MO, 65802 |
| CAMAR GO CADILL AC COMPA NY | 250 E FIFTH ST | CINCINNATI, OH, 45202 |
| JOSEPH REALTY CO | 250 E FIFTH ST | CINCINNATI, OH, 45202 |
| WALCO PROPERTIES | 2680 DEVILS BACKBONE RD | CINCINNATI, OH, 45233 |
| LAZ ENTERPRISES LTD | 2721 GRANDIN RD | CINCINNATI, OH 45208 |
| INTOWN SUITES COLERAIN LP | 2727 PACES FERRY RD | ATLANTA, GA, 30339 |
| FIRST NATIONAL BANK CINTI US BANK TAX DEPT. | 2800 E LAKE ST | MINNEAPOLIS, MN 54406 |
| BMP119 LLC | 2826 JEFFERSON AVE | CINCINNATI, OH 45219 |
| AA INC | 2829 WEST GRAND RIVER | HOWELL, MI, 48843 |
| JOHN W GALBRAITH | 29 IRON WOODS DR | CINCINNATI, OH 45239 |
| NKB INVESTMENTS LLC | 2920 GLENDALE MILFORD RD | CINCINNATI, OH 45241 |
| MEIJER STORES LIMITED PARTNERSHIP | 2929 WALKER AVE | GRAND RAPIDS, MI, 49544 |
| ANCHOR DEVELOPMENTS V LLC | 300 WILMOT RD | DEERFIELD, IL, 60015 |
| NEW HORIZON PROPERTIES LLC | 3000 READING RD | CINCINNATI, OH 45206 |
| BSM COLERAIN LLC | 3011 ARMORY DR #120 | NASHVILLE, TN, 37204 |
| DIERS ORTHODONTICS | 3020 BANNING RD | CINCINNATI, OH 45251 |
| WALGREENS | 3084 GALBRAITH RD | CINCINNATI, OH 45251 |
| TRI-V ENTERPRISES LLC | 3110 SURF WAY #5 | WEST PALM BEACH, FL 33404 |
| FASTSIGNS | 3111 W GAILBRAITH RD | CINCINNATI, OH 45251 |
| METRO BY T-MOBILE | 3115 W GAILBRAITH RD | CINCINNATI, OH 45251 |
| SUBWAY | 3117 W GAILBRAITH RD | CINCINNATI, OH 45251 |
| KILIJUAN REALTY COMPANY | 312 WALNUT ST | CINCINNATI, OH 45202 |
| CHEESECAKE PLEASE CAFE | 3218 GALBRAITH RD | CINCINNATI, OH 45251 |
| GERTH'S MEAT MARKET | 3224 GALBRAITH RD | CINCINNATI, OH 45251 |
| BICK'S DRIVING SCHOOL | 3226 GALBRAITH RD | CINCINNATI, OH 45251 |
| BLADES HAIR DESIGN | 3228 GALBRAITH RD #A | CINCINNATI, OH 45251 |
| CROSSING OF COLERAIN LLC | 3465 FLORENCE ST | WEST PALM BEACH, FL 33414 |
| CP NORTHGATE LLC | 3500 CINCINNATI AVE, STE 325 | ROCKLIN, CA, 95765 |
| KROGER | 3636 SPRINGDALE RD | CINCINNATI, OH 45251 |
| PALM BEACH TAN | 3645 STONE CREEK BLVD | CINCINNATI, OH 45251 |
| MASON URGENT CARE | 3645 STONE CREEK BLVD | CINCINNATI, OH 45251 |
| SLEEP NUMBER | 3645 STONE CREEK BLVD | CINCINNATI, OH 45251 |
| VERIZON WIRELESS | 3650 STONE CREEK BLVD | CINCINNATI, OH 45251 |
| LAMOUR NAILS SPA | 3654 STONE CREEK BLVD | CINCINNATI, OH 45251 |
| SALON CONCEPTS | 3657 STONE CREEK BLVD | CINCINNATI, OH 45251 |
| LAROSA'S PIZZA COLERAIN | 3657 STONE CREEK BLVD | CINCINNATI, OH 45251 |
| MARINER FINANCE | 3657-D STONE CREEK BLVD | CINCINNATI, OH 45251 |
| FIVE GUYS | 3659 STONE CREEK BLVD | CINCINNATI, OH 45251 |
| LA PINATA MEXICAN GRILL & BAR | 3659 STONE CREEK BLVD | CINCINNATI, OH 45251 |

| | | |
|--|---------------------------------|-------------------------|
| BUFFALO WILD WINGS | 3660 STONE CREEK BLVD | CINCINNATI, OH 45251 |
| MEIJER | 3711 STONE CREEK BLVD | CINCINNATI, OH 45251 |
| OLIVE GARDEN ITALIAN RESTAURANT | 3725 STONE CREEK BLVD | CINCINNATI, OH 45251 |
| QUAKER STEAK AND LUBE | 3737 STONE CREEK BLVD | CINCINNATI, OH 45251 |
| CHERYL ANN SCHULZE | 3745 BOOMER RD | CINCINNATI, OH 45247 |
| MCOSKER LIMITED PARTNERSHIP | 3747 WARSAW AVE | CINCINNATI, OH 45205 |
| CEDAR GROVE CEMETERY | 3766 DRY RIDGE RD | CINCINNATI, OH 45251 |
| GOC REALCO LLC | 3805 EDWARDS RD, STE 680 | CINCINNATI, OH 45209 |
| JANET HENSON | 3811 RIDGE TOP | ANACORTES, WA, 98221 |
| COLERAIN CENTER LLC | 4025 PADDOCK RD #100 | CINCINNATI, OH 45229 |
| IVAN & CHRISTINE DAMCEVSKI | 4052 WESTWOOD-NORTHERN BLVD | CINCINNATI, OH 45211 |
| NORTHSIDE BANK & TRUST CO | 4125 HAMILTON AVE | CINCINNATI, OH 45223 |
| COLERAIN TOWNSHIP BOARD OF TRUSTEES | 4200 SPRINGDALE RD | CINCINNATI, OH 45251 |
| MCCLUSKEY CHEVROLET INC | 435 GALBRAITH RD | CINCINNATI, OH 45215 |
| LOUIS ZETTLER JR | 4425 DIXIE HWY | FAIRFIELD, OH, 45014 |
| BV SHOPPES LLC | 45 FAIRFIELD AVE #200 | NEWPORT, KY, 41073 |
| NATIONAL RETAIL PROPERTIES LP | 450 S ORANGE AVE, STE 900 | ORLANDO, FL, 32801 |
| JUDY ANN CO PROPERTIES LLC | 4520 NEWBERRY ACRES DR | CINCINNATI, OH 45251 |
| TUFFY COLERAIN LLC | 470 OLDE WORTHINGTON RD #100 | WESTERVILLE, OH 43082 |
| HARDTOWN PROPERTIES LLC | 4755 DAY RD | CINCINNATI, OH 45252 |
| HUMMEL PROPERTIES III LTD | 4997 GLENWAY AVE | CINCINNATI, OH 45238 |
| MAURICE CHRISTE INVESTMENTS | 500 HENLEY ST #200 | KNOXVILLE, TN, 37902 |
| KIRKWOOD PROPERTIES LLC | 5019 LORD ALFRED CT, STE 1 | CINCINNATI, OH 45246 |
| FAP PROPERTIES XL LLC | 512 GREENVILLE AVE, PO BOX 2246 | STAUNTON, VA, 24411 |
| RAYMOND WEST | 5152 ORANGELAWN DR | CINCINNATI, OH 45238 |
| GEORGE & HELEN PSAROS | 52 VISTA MONTEMAR | LAGUNA NIGUEL, CA 92677 |
| SPEEDWAY SUPERAMERICA LLC | 539 S MAIN ST | FINDLAY, OH, 45840 |
| CHILI THREE LLC | 5476 GLENWAY AVE | CINCINNATI, OH 45238 |
| RALPH BRUENEMAN | 5671 ZARING DR | WEST CHESTER, OH 45069 |
| PS 16 LLC | 5690 DTC BLVD, STE 515 | ENGLEWOOD, CO, 80111 |
| WHITE OAK PROPERTIES #4 LLC | 5754 OPENGATE CT | CINCINNATI, OH 45247 |
| FCPT GARDEN PROPERTIES LLC | 591 REDWOOD HWY | MILL VALLEY, CA, 94941 |
| MKMS ENTERPRISES INC | 5915 SEILER DR | CINCINNATI, OH 45239 |
| DREXLER COMPANY LLC | 5948 BRIDGEVIEW CT | CINCINNATI, OH 45248 |
| MIDWEST WAFFLES | 5986 FINANCIAL DR | NORCROSS, GA, 30071 |
| 8077 COLERAIN AVENUE LLC | 6053 CLEVES WARSAW PIKE | CINCINNATI, OH 45233 |
| MARY CAROL HAUENSTEIN | 6158 SCHELICH CT | CINCINNATI, OH 45247 |
| TIRE DISCOUNTERS | 6303 COLERAIN AVE | CINCINNATI, OH 45251 |
| LIES PROPERTIES ONE LLC | 6340 COLERAIN AVE | CINCINNATI, OH 45251 |
| NOAH'S ARK ANIMAL CLINIC OF COLERAIN | 6340 COLERAIN AVE | CINCINNATI, OH 45251 |
| RED CHOPSTICKS BISTRO INC | 6346 BEECHMONT AVE | CINCINNATI, OH 45230 |
| KNAB AUTO BODY | 6360 COLERAIN AVE | CINCINNATI, OH 45251 |
| KROGER | 6401 COLERAIN AVE | CINCINNATI, OH 45251 |
| CINCINNATI SCHOOL OF BARBERING & HAIR DESIGN | 6500 COLERAIN AVE | CINCINNATI, OH 45251 |
| CALVARY FELLOWSHIP FULL GOSPEL CHURCH | 6500 COLERAIN AVE | CINCINNATI, OH 45251 |
| MONFORT AQUARIUM & PET | 6520 COLERAIN AVE | CINCINNATI, OH 45251 |
| BRIGHTVIEW COLERAIN ADDICTION TREATMENT CTR. | 6527 COLERAIN AVE | CINCINNATI, OH 45251 |
| RAY'S BARBER SALON | 6545 COLERAIN AVE | CINCINNATI, OH 45251 |
| 6560 COLERAIN AVE LLC | 6560 COLERAIN AVE | CINCINNATI, OH 45251 |
| DR. CHRISTOPHER OMELTSCHENKO, DDS | 6560 COLERAIN AVE | CINCINNATI, OH 45251 |
| TD RODRIGO SERVICES | 6571 COLERAIN AVE | CINCINNATI, OH 45251 |
| THILANI M. RODRIGO, THOMAS D. ENGLISH, DDS | 6571 COLERAIN AVE | CINCINNATI, OH 45251 |
| JOSEPH SCHWIERLING | 6601 COLERAIN AVE | CINCINNATI, OH 45251 |
| SCHWIERLING INSURANCE AGENCY INC. | 6601 COLERAIN AVE | CINCINNATI, OH 45251 |
| O'REILLY AUTO PARTS | 6608 COLERAIN AVE | CINCINNATI, OH 45251 |
| GANAPATHI LLC | 6631 TALL TIMBERS DR | MASON, OH, 45040 |
| DAVID E. LONG CPA ACCOUNTING & FINANCIAL SERV. | 6645 COLERAIN AVE | CINCINNATI, OH 45251 |
| ABSCO INVESTMENTS LLC | 6676 LINCOLN AVE | LINCOLNWOOD, IL 60712 |
| GRIPPO POTATO CHIP COMPANY, INC. | 6750 COLERAIN AVE | CINCINNATI, OH 45251 |
| SAYLOR D A | 6750 COLERAIN AVE | CINCINNATI, OH 45251 |
| MIDWEST EYE CENTER | 6779 COLERAIN AVE | CINCINNATI, OH 45251 |
| VINCENT GEORGE H | 6779 COLERAIN AVE | CINCINNATI, OH 45239 |
| NORTH CLIFF CONSULTANTS | 6831 COLERAIN AVE | CINCINNATI, OH 45251 |
| NOLTE PRECISE MANUFACTURING, INC. | 6850 COLERAIN AVE | CINCINNATI, OH 45251 |
| NOLTE SCREW MACHINE PRODUCTS INC | 6850 COLERAIN AVE | CINCINNATI, OH 45239 |
| MARK E. GREENE | 6869 CURBSIDE CIR | LOVELAND, OH, 45140 |
| NAPA AUTO PARTS - COLERAIN AUTO PARTS | 6900 COLERAIN AVE | CINCINNATI, OH 45251 |
| ROYAL CAR WASH | 6925 COLERAIN AVE | CINCINNATI, OH 45251 |
| D HILL PROPERTIES LLC | 6925 COLERAIN AVE | CINCINNATI, OH 45239 |
| BIG BOB'S FLOORING OUTLET | 6960 COLERAIN AVE | CINCINNATI, OH 45251 |
| WFJ STONE CREEK, LLC | 7 W 7TH ST, STE 1400 | CINCINNATI, OH 45202 |
| MOON MASSAGE | 7001 COLERAIN AVE | CINCINNATI, OH 45251 |
| PNC BANK | 7044 COLERAIN AVE | CINCINNATI, OH 45251 |
| STRIKE LINE PRO-SHOP | 7047 COLERAIN AVE | CINCINNATI, OH 45251 |
| BUSINESS OWNER | 7079 COLERAIN AVE | CINCINNATI, OH 45251 |
| SHELL | 7100 COLERAIN AVE | CINCINNATI, OH 45251 |
| P & D REALTY CO | 7141 COLERAIN AVE | CINCINNATI, OH 45239 |
| TRIVENTURES | 7198 PIPPIN RD | CINCINNATI, OH 45239 |
| MARK REDMOND - STATE FARM INSURANCE | 7225 COLERAIN AVE | CINCINNATI, OH 45251 |
| 7225 COLERAIN AVENUE LLC | 7225 COLERAIN AVE | CINCINNATI, OH 45239 |
| FRIETCH PROPERTIES LLC | 7242 MIAMI AVE | CINCINNATI, OH 45243 |
| FRIETCH PROPERTIES LLC | 7242 MIAMI AVE | CINCINNATI, OH 45243 |
| CAROL B. BONNIE R. TRIMBLE | 7266 COLTUMING DR | CINCINNATI, OH 45247 |

Appendix

| | | |
|---|---------------------------------|-----------------------|
| CLIPPARD INSTRUMENT LABORATORY | 7390 COLERAIN AVE | CINCINNATI, OH 45251 |
| CLIPPARD INSTRUMENT LABORATORY INC | 7390 COLERAIN AVE | CINCINNATI, OH 45251 |
| JIM CASTRUCCI LLC | 7390 DRAKE RD | CINCINNATI, OH 45243 |
| HANDY TOOL RENTAL CO | 7393 COLERAIN AVE | CINCINNATI, OH 45251 |
| SUNOCO GAS STATION | 7434 COLERAIN AVE | CINCINNATI, OH 45251 |
| SUKHI INC | 7434 COLERAIN AVE | CINCINNATI, OH 45239 |
| INTOWN SUITES EXTENDED STAY CINCINNATI | 7451 COLERAIN AVE | CINCINNATI, OH 45251 |
| ZIMMER HEATING & COOLING | 7458 COLERAIN AVE | CINCINNATI, OH 45251 |
| T & C ALTERATIONS | 7485 COLERAIN AVE #3 | CINCINNATI, OH 45251 |
| TD MANAGEMENT LTD | 7525 WOOSTER PIKE | CINCINNATI, OH 45227 |
| MEINEKE CAR CARE CENTER | 7530 COLERAIN AVE | CINCINNATI, OH 45251 |
| CP COLORADO LLC | 7535 W 92ND ST, SUITE 400 | WESTMINSTER, CO 80021 |
| CUSTOM AUDIO & VIDEO | 7539 COLERAIN AVE | CINCINNATI, OH 45251 |
| MARC'S ELECTRONIC SERVICE | 7539 COLERAIN AVE | CINCINNATI, OH 45251 |
| TONY'S BOOT & SHOE REPAIR | 7539 COLERAIN AVE B | CINCINNATI, OH 45251 |
| STATE LIQUOR STORE | 7549 COLERAIN AVE | CINCINNATI, OH 45251 |
| FIRESIDE MOTEL | 7580 COLERAIN AVE | CINCINNATI, OH 45251 |
| COLERAIN TIRE CENTER | 7581 COLERAIN AVE | CINCINNATI, OH 45251 |
| DJW HOLDINGS LLC | 7581 COLERAIN AVE | CINCINNATI, OH 45251 |
| TAHA BOUTIQUE | 7625 COLERAIN AVE | CINCINNATI, OH 45251 |
| KAHOOTS SPORTS PUB | 7625 COLERAIN AVE #A | CINCINNATI, OH 45251 |
| BEYOND LOVING & LEARNING CHILD CARE CENTER | 7671 COLERAIN AVE | CINCINNATI, OH 45251 |
| CASH AMERICAN PAWN | 7671 COLERAIN AVE | CINCINNATI, OH 45251 |
| EXCESSIVE SOUND | 7671 COLERAIN AVE UNIT D | CINCINNATI, OH 45251 |
| MAX AUTO REAL ESTATE LLC | 7696 COLERAIN AVE | CINCINNATI, OH 45239 |
| THE MONEY VAULT JEWELRY & LOAN | 7764 COLERAIN AVE | CINCINNATI, OH 45251 |
| VNG HAIR SALON | 7764 COLERAIN AVE STE A1 | CINCINNATI, OH 45251 |
| DOMINO'S PIZZA | 7764 COLERAIN AVE STE C | CINCINNATI, OH 45251 |
| TEAM CYCLING & FITNESS | 7765 COLERAIN AVE | CINCINNATI, OH 45251 |
| THIELMEYER PROPERTIES LLC | 7767 COLERAIN AVE | CINCINNATI, OH 45239 |
| A UNIQUE PLACE ENTERPRISE | 7778 COLERAIN AVE | CINCINNATI, OH 45251 |
| CINCINNATI MOOSE LODGE 2 | 7778 COLERAIN AVE STE G | CINCINNATI, OH 45251 |
| ILIA CORPORATION | 7778 COLERAIN AVE | CINCINNATI, OH 45239 |
| LOUMEN I LLC | 7778 COLERAIN AVE | CINCINNATI, OH 45239 |
| COLERAIN EA 7810 LLC | 7778 COLERAIN AVE | CINCINNATI, OH 45239 |
| LOUMEN I LLC | 7778 COLERAIN AVE | CINCINNATI, OH 45239 |
| COLERAIN 8371 LLC | 7778 COLERAIN AVE | CINCINNATI, OH 45239 |
| EXPRESS CUTS | 7779 COLERAIN AVE | CINCINNATI, OH 45251 |
| LA CANASTA | 7812 COLERAIN AVE | CINCINNATI, OH 45251 |
| INTEGRITY MARTIAL ART CINCINNATI | 7816 COLERAIN AVE | CINCINNATI, OH 45251 |
| ADVANCE AUTO PARTS | 7845 COLERAIN AVE | CINCINNATI, OH 45251 |
| SIMON TODOROVSKI | 7854 SEQUOIA CT | CINCINNATI, OH 45239 |
| CARDINAL MOTORS | 7878 COLERAIN AVE | CINCINNATI, OH 45251 |
| WILLOW EVENT CENTER | 7881 COLERAIN AVE | CINCINNATI, OH 45251 |
| WEDGE INN | 7905 COLERAIN AVE | CINCINNATI, OH 45251 |
| RONALD KOCH | 7905 COLERAIN AVE | CINCINNATI, OH 45239 |
| ALL-AMERICAN POOLS | 7919 COLERAIN AVE | CINCINNATI, OH 45251 |
| ARBY'S | 7940 COLERAIN AVE | CINCINNATI, OH 45251 |
| COLERAIN TAX & ACCOUNTING SERVICES | 7960 COLERAIN AVE | CINCINNATI, OH 45251 |
| COLERAIN AUTO SERVICE | 7969 COLERAIN AVE | CINCINNATI, OH 45251 |
| QUIK CASH | 7990 COLERAIN AVE | CINCINNATI, OH 45251 |
| RIVER CITY FAMILY LLC | 800 COMPTON RD, UNIT 37A | CINCINNATI, OH 45231 |
| AUTOZONE AUTO PARTS | 8021 COLERAIN AVE | CINCINNATI, OH 45251 |
| CHINA CHEF | 8034 COLERAIN AVE | CINCINNATI, OH 45251 |
| ALLEN CHANG & LIN INC | 8034 COLERAIN AVE | CINCINNATI, OH 45251 |
| PRINT CRAFT | 8045 COLERAIN AVE | CINCINNATI, OH 45251 |
| DALE M. & MARK SCHUSTER | 8045 COLERAIN AVE | CINCINNATI, OH 45251 |
| COLERAIN DENTURE CENTER: DR. TIMOTHY J. RICHTER | 8077 COLERAIN AVE | CINCINNATI, OH 45251 |
| KDRM PROPERTIES LLC | 8102 NEW HAVEN RD | HARRISON, OH, 45030 |
| CHARLIE BROXTERMAN: ALLSTATE INSURANCE | 8129 COLERAIN AVE | CINCINNATI, OH 45251 |
| BROXTERMAN PROPERTIES LLC | 8129 COLERAIN AVE | CINCINNATI, OH 45251 |
| INLAND STONE CREEK LLC | 814 COMMERCE DR | OAK BROOK, IL, 60523 |
| KIRKWOOD'S SWEEPER SHOP INC. | 8142 COLERAIN AVE | CINCINNATI, OH 45251 |
| SS GLOBAL IMPORTS (NEPALI GROCERY DISTRIBUTOR) | 8156 COLERAIN AVE | CINCINNATI, OH 45251 |
| COLERAIN AVENUE INVESTORS LTD | 8160 CORPORATE PARK DR, STE 220 | CINCINNATI, OH 45242 |
| REDSKIN DRIVE INVESTORS (ROOKWOOD PROPERTIES) | 8160 CORPORATE PARK DR, STE 220 | CINCINNATI, OH 45242 |
| STAR ONE NORTHWEST LLC | 8170 CORPORATE PARK DR #300 | CINCINNATI, OH, 45242 |
| CVS | 8215 COLERAIN AVE | CINCINNATI, OH 45251 |
| PLAY IT AGAIN SPORTS | 8223 COLERAIN AVE | CINCINNATI, OH 45251 |
| RED SQUIRREL | 8227 COLERAIN AVE | CINCINNATI, OH 45251 |
| GEORGETON REALTY LLC | 8227 COLERAIN AVE | CINCINNATI, OH 45251 |
| WENDY'S | 8234 COLERAIN AVE | CINCINNATI, OH 45251 |
| U.S. BANK | 8250 COLERAIN AVE | CINCINNATI, OH 45251 |
| GOLD STAR CHILI | 8253 COLERAIN AVE | CINCINNATI, OH 45251 |
| FAMILY GROCERIES INTERNATIONAL MARKET | 8255 COLERAIN AVE | CINCINNATI, OH 45251 |
| THE BOX PLACE | 8259 COLERAIN AVE | CINCINNATI, OH 45251 |
| RICHIE'S COLERAIN | 8265 COLERAIN AVE | CINCINNATI, OH 45251 |
| ST. VINCENT DE PAUL THRIFT STORE | 8269 COLERAIN AVE | CINCINNATI, OH 45251 |
| KOI AUTO PARTS | 8270 COLERAIN AVE | CINCINNATI, OH 45251 |
| KOI AUTO PARTS | 8282 COLERAIN AVE | CINCINNATI, OH 45251 |
| MOUNTAIN AGENCY LLC | 829 EASTGATE SOUTH DR | CINCINNATI, OH 45245 |
| RED BOY AUTO PARTS & SERVICES | 8290 COLERAIN AVE | CINCINNATI, OH 45251 |

| | | |
|--|----------------------------------|------------------------|
| MCDONALD'S | 8339 COLERAIN AVE | CINCINNATI, OH 45251 |
| IMMEDIADENT - URGENT DENTAL CARE | 8340 COLERAIN AVE #1 | CINCINNATI, OH 45251 |
| CSL PLASMA DONATION CENTER | 8348 COLERAIN AVE | CINCINNATI, OH 45251 |
| ROCKIN' JUMP | 8350 COLERAIN AVE | CINCINNATI, OH 45251 |
| INSTANT TAX SERVICE | 8373 COLERAIN AVE | CINCINNATI, OH 45251 |
| CRICKET WIRELESS | 8373 COLERAIN AVE | CINCINNATI, OH 45251 |
| DEFINE BROW THREADING AND LASHES | 8381 COLERAIN AVE | CINCINNATI, OH 45251 |
| SPRINT STORE | 8382-A COLERAIN AVE | CINCINNATI, OH 45251 |
| DUNKIN' | 8394 COLERAIN AVE | CINCINNATI, OH 45251 |
| BANK OF AMERICA ATM | 8403 COLERAIN AVE | CINCINNATI, OH 45251 |
| MATTRESS AND APPLIANCE INC | 8415 COLERAIN AVE | CINCINNATI, OH 45251 |
| EMPIRE BEAUTY SCHOOL | 8419 COLERAIN AVE | CINCINNATI, OH 45251 |
| HIMALAYA GROCERY | 8423 COLERAIN AVE | CINCINNATI, OH 45251 |
| FAMILY DOLLAR | 8425 COLERAIN AVE | CINCINNATI, OH 45251 |
| SALLY BEAUTY | 8431 COLERAIN AVE | CINCINNATI, OH 45251 |
| ONEMAIN FINANCIAL | 8433 COLERAIN AVE | CINCINNATI, OH 45251 |
| QUALITY DISCOUNT FURNITURE | 8439 COLERAIN AVE | CINCINNATI, OH 45251 |
| CITI TRENDS | 8443 COLERAIN AVE | CINCINNATI, OH 45251 |
| WALMART SUPERCENTER | 8451 COLERAIN AVE | CINCINNATI, OH 45251 |
| HOMETOWN URGENT CARE & OCCUPATIONAL HEALTH | 8459 COLERAIN AVE | CINCINNATI, OH 45251 |
| STAPLES | 8465 COLERAIN AVE | CINCINNATI, OH 45251 |
| NORTHGATE CHRYSLER DODGE JEEP RAM | 8536 COLERAIN AVE | CINCINNATI, OH 45251 |
| RED CARPET INN | 8590 COLERAIN AVE | CINCINNATI, OH 45251 |
| AEVUM HOTELS LLC | 8590 COLERAIN AVE | CINCINNATI, OH 45251 |
| LOS PANCHOS MEXICAN RESTAURANT | 8598 COLERAIN AVE | CINCINNATI, OH 45251 |
| CHATO LLC | 8598 COLERAIN AVE | CINCINNATI, OH 45251 |
| ENTERPRISE RENT-A-CAR | 8605 COLERAIN AVE | CINCINNATI, OH 45251 |
| CINCINNATI HEADLINER REPAIR SHOP | 8621 COLERAIN AVE | CINCINNATI, OH 45251 |
| LEGACY TAVERN | 8635 COLERAIN AVE | CINCINNATI, OH 45251 |
| SKYLINE CHILI | 8635 COLERAIN AVE | CINCINNATI, OH 45251 |
| 8635 COLERAIN LLC | 8635 COLERAIN AVE | CINCINNATI, OH 45251 |
| 8635 COLERAIN LLC | 8635 COLERAIN AVE | CINCINNATI, OH 45251 |
| 8635 COLERAIN LLC | 8635 COLERAIN AVE | CINCINNATI, OH 45251 |
| DAVE & JOHN CASTRUCCI LLC | 8640 COLERAIN AVE | CINCINNATI, OH 45251 |
| RIGHTWAY AUTO SALES | 8647 COLERAIN AVE | CINCINNATI, OH 45251 |
| COLERAIN AUTO CENTER | 8648 COLERAIN AVE | CINCINNATI, OH 45251 |
| HEIDI MARZHEUSER | 8648 COLERAIN AVE | CINCINNATI, OH 45251 |
| JEFF WYLER NISSAN OF CINCINNATI | 8680 COLERAIN AVE | CINCINNATI, OH 45251 |
| JOSEPH CHEROLET - USED CARS & TRUCKS | 8695 COLERAIN AVE | CINCINNATI, OH 45251 |
| JOSEPH BUICK GMC | 8700 COLERAIN AVE | CINCINNATI, OH 45251 |
| JOSEPH CHEVROLET | 8733 COLERAIN AVE | CINCINNATI, OH 45251 |
| GOLDEN CORRAL | 8750 COLERAIN AVE | CINCINNATI, OH 45251 |
| FURNITURE FAIR | 8760 COLERAIN AVE | CINCINNATI, OH 45251 |
| FOAD BAHER S & WAFAA TR | 8775 KUGLER MILL RD | CINCINNATI, OH 45243 |
| SALON CENTRIC | 8776 COLERAIN AVE | CINCINNATI, OH 45251 |
| BUDGET CAR RENTAL | 8782 COLERAIN AVE | CINCINNATI, OH 45251 |
| LOANMAX TITLE LOANS | 8802 COLERAIN AVE | CINCINNATI, OH 45251 |
| NORTHGATE FORD PRE-OWNED SUPERSTORE | 8810 COLERAIN AVE | CINCINNATI, OH 45251 |
| CHUCK E. CHEESE | 8811 COLERAIN AVE | CINCINNATI, OH 45251 |
| SHERWIN-WILLIAMS PAINT STORE | 8870 COLERAIN AVE | CINCINNATI, OH 45251 |
| GROESBECK METHODIST CHURCH | 8871 COLERAIN AVE | CINCINNATI, OH 45251 |
| GROESBECK METHODIST CHURCH | 8871 COLERAIN AVE | CINCINNATI, OH 45239 |
| THE KUNG FU STUDIO: WING CHUN MARTIAL ARTS | 8872 COLERAIN AVE | CINCINNATI, OH 45251 |
| BELTONE HEARING CARE CENTER | 8874-A COLERAIN AVE | CINCINNATI, OH 45251 |
| PENN STATION | 8880 COLERAIN AVE | CINCINNATI, OH 45251 |
| CORNERSTONE COLERAIN LLC c/o JOHN CLANCY | 8886 BAYSIDE ST | MASON, OH, 45040 |
| LEVA Z COMPANY LTD | 889 COLLIER CT | MARCO ISLAND, FL 34145 |
| NORTHGATE FORD | 8940 COLERAIN AVE | CINCINNATI, OH 45251 |
| JEFF WYLER HONDA OF COLERAIN | 8950 COLERAIN AVE | CINCINNATI, OH 45251 |
| WELCH SAND & GRAVEL INC | 8953 E MIAMI RIVER RD | CINCINNATI, OH 45247 |
| C & S COLERAIN LLC | 900 CUMMINGS CENTER, SUITE 226-U | BEVERLY, MA, 01915 |
| MIDAS | 9010 COLERAIN AVE | CINCINNATI, OH 45251 |
| SBW PROPERTIES LLC | 9010 COLERAIN AVE | CINCINNATI, OH 45251 |
| THOMAS J. FRIETCH, D.D.S. | 9017 COLERAIN AVE | CINCINNATI, OH 45251 |
| VISITING ANGELS - CINCINNATI WEST | 9019 COLERAIN AVE | CINCINNATI, OH 45251 |
| MCCCLUSKEY CHEVROLET | 9024 COLERAIN AVE | CINCINNATI, OH 45251 |
| COMPUCAVE | 9035 COLERAIN AVE | CINCINNATI, OH 45251 |
| SPORTS REAL ESTATE LTD | 9035 COLERAIN AVE | CINCINNATI, OH 45251 |
| TARGET | 9040 COLERAIN AVE | CINCINNATI, OH 45251 |
| MIKE'S CAR WASH | 9046 COLERAIN AVE | CINCINNATI, OH 45251 |
| JOSEPH TOYOTA | 9101 COLERAIN AVE | CINCINNATI, OH 45251 |
| RRLR OFFICE LLC | 9115 BREHM RD | CINCINNATI, OH 45252 |
| BLUST MOTOR SERVICE, INC. | 9122 COLERAIN AVE | CINCINNATI, OH 45251 |
| MEB PROPERTIES LLC | 9122 COLERAIN AVE | CINCINNATI, OH 45251 |
| MEB PROPERTIES LLC | 9122 COLERAIN AVE | CINCINNATI, OH 45251 |
| BROGAN TIRE INC. | 9132 COLERAIN AVE | CINCINNATI, OH 45251 |
| U-HAUL | 9178 COLERAIN AVE | CINCINNATI, OH 45251 |
| WAFFLE HOUSE | 9184 COLERAIN AVE | CINCINNATI, OH 45251 |
| UNDERGROUND DETECTIVE | 9192 COLERAIN AVE | CINCINNATI, OH 45251 |
| GPR ENTERPRISES LLC | 9192 COLERAIN AVE | CINCINNATI, OH 45251 |
| GERACI FINE JEWELRY | 9212 COLERAIN AVE | CINCINNATI, OH 45251 |
| COLERAIN CAPITAL LLC | 9227 WINTON RD | CINCINNATI, OH 45231 |
| PRETTY MAHS | 9227 COLERAIN AVE | CINCINNATI, OH 45251 |

Appendix

| | | |
|--|------------------------|----------------------|
| SPEEDWAY | 9247 COLERAIN AVE | CINCINNATI, OH 45251 |
| NORAMCO TRANSPORT CORP. | 9252 COLERAIN AVE | CINCINNATI, OH 45251 |
| 9252 COLERAIN GROUP LIMITED | 9252 COLERAIN AVE | CINCINNATI, OH 45251 |
| CINCINNATI NATURAL FOODS | 9268 COLERAIN AVE | CINCINNATI, OH 45251 |
| HERTZ | 9278 COLERAIN AVE | CINCINNATI, OH 45251 |
| GOODWILL | 9298 COLERAIN AVE | CINCINNATI, OH 45251 |
| AUTO GLASS NOW | 9306 COLERAIN AVE | CINCINNATI, OH 45251 |
| PROPERTY VENTURES OF MARIN INC | 9306 COLERAIN AVE | CINCINNATI, OH 45251 |
| SURPLUS WAREHOUSE CINCINNATI | 9313 COLERAIN AVE | CINCINNATI, OH 45251 |
| NORTHSIDE BANK & TRUST CO - COLERAIN | 9315 COLERAIN AVE | CINCINNATI, OH 45251 |
| ACCUTECH SIGN SHOP | 9316 COLERAIN AVE | CINCINNATI, OH 45251 |
| RICK PIERCE | 9316 COLERAIN AVE | CINCINNATI, OH 45251 |
| CAR-X TIRE & AUTO | 9326 COLERAIN AVE | CINCINNATI, OH 45251 |
| WING STOP | 9336 COLERAIN AVE | CINCINNATI, OH 45251 |
| PLANET FITNESS | 9345 COLERAIN AVE | CINCINNATI, OH 45251 |
| GRAETER'S ICE CREAM | 9356 COLERAIN AVE | CINCINNATI, OH 45251 |
| US NAVAL RECRUITING | 9369 #3 COLERAIN AVE | CINCINNATI, OH 45251 |
| US AIR FORCE RECRUITING | 9369 COLERAIN AVE | CINCINNATI, OH 45251 |
| CASHMAX OHIO | 9385 COLERAIN AVE | CINCINNATI, OH 45251 |
| CHECK'N GO | 9403 COLERAIN AVE | CINCINNATI, OH 45251 |
| BURGER KING | 9427 COLERAIN AVE | CINCINNATI, OH 45251 |
| CHIPOTLE MEXICAN GRILL | 9430-C COLERAIN AVE | CINCINNATI, OH 45251 |
| TACO BELL | 9449 COLERAIN AVE | CINCINNATI, OH 45251 |
| KABUTO | 9455 COLERAIN AVE | CINCINNATI, OH 45251 |
| SPRINT | 9457 COLERAIN AVE | CINCINNATI, OH 45251 |
| LIFE UNIFORM | 9457-A COLERAIN AVE | CINCINNATI, OH 45251 |
| KENWOOD LINCOLN-MERCURY INC | 9500 KINGS AUTOMALL DR | CINCINNATI, OH 45249 |
| KENWOOD LINCOLN-MERCURY INC | 9500 KINGS AUTOMALL DR | CINCINNATI, OH 45249 |
| NORTHGATE MALL | 9501 COLERAIN AVE | CINCINNATI, OH 45251 |
| JAMES LONG | 9511 MILLBROOK DR | CINCINNATI, OH 45231 |
| PANERA BREAD | 9530 COLERAIN AVE | CINCINNATI, OH 45251 |
| SHIN YOUNG SHIN & SOOK HEE | 9530 COLERAIN AVE | CINCINNATI, OH 45251 |
| IHOP | 9540 COLERAIN AVE | CINCINNATI, OH 45251 |
| YMCA PLAY TIME EARLY LEARNING CENTER | 9550 COLERAIN AVE | CINCINNATI, OH 45251 |
| THE HONEY BAKED HAM COMPANY | 9570 COLERAIN AVE | CINCINNATI, OH 45251 |
| GAMESTOP | 9582 COLERAIN AVE | CINCINNATI, OH 45251 |
| N R G PROPERTIES LLC | 9585 DICK RD | HARRISON, OH 45030 |
| MIRACLE EAR | 9592 COLERAIN AVE | CINCINNATI, OH 45251 |
| HUNTINGTON BANK | 9600 COLERAIN AVE | CINCINNATI, OH 45251 |
| NORTHGATE SQUARE SHOPPING CENTER | 9620-9570 COLERAIN AVE | CINCINNATI, OH 45251 |
| PIZZA HUT | 9630 COLERAIN AVE | CINCINNATI, OH 45251 |
| AMREIN DIAMONDS | 9632 COLERAIN AVE | CINCINNATI, OH 45251 |
| PNC BANK | 9650 COLERAIN AVE | CINCINNATI, OH 45251 |
| ULTA BEAUTY | 9651 COLERAIN AVE | CINCINNATI, OH 45251 |
| MARSHALLS | 9653 COLERAIN AVE | CINCINNATI, OH 45251 |
| DSW DESIGNER SHOE WAREHOUSE | 9655 COLERAIN AVE | CINCINNATI, OH 45251 |
| MICHAELS | 9657 COLERAIN AVE | CINCINNATI, OH 45251 |
| MCDONALD'S | 9677 COLERAIN AVE | CINCINNATI, OH 45251 |
| LONGHORN STEAKHOUSE | 9681 COLERAIN AVE | CINCINNATI, OH 45251 |
| HALF PRICE BOOKS | 9720 COLERAIN AVE | CINCINNATI, OH 45251 |
| BUILDING WITH FIRST WATCH, NOODLES & COMPANY | 9721 COLERAIN AVE | CINCINNATI, OH 45251 |
| WHITE CASTLE | 9740 COLERAIN AVE | CINCINNATI, OH 45251 |
| MATTRESS FIRM COLERAIN TOWNSHIP | 9755 COLERAIN AVE | CINCINNATI, OH 45251 |
| DUNKIN' | 9760 COLERAIN AVE | CINCINNATI, OH 45251 |
| SHELL | 9760 COLERAIN AVE | CINCINNATI, OH 45251 |
| WALGREENS | 9771 COLERAIN AVE | CINCINNATI, OH 45251 |
| LESLIE'S POOL SUPPLIES | 9796 COLERAIN AVE | CINCINNATI, OH 45251 |
| BYRIDER | 9797 COLERAIN AVE | CINCINNATI, OH 45251 |
| CRICKET WIRELESS | 9804 COLERAIN AVE | CINCINNATI, OH 45251 |
| HEADSHOP FAMILY HAIRCARE | 9806 COLERAIN AVE | CINCINNATI, OH 45251 |
| CLEOPATRA NAILS | 9808 COLERAIN AVE | CINCINNATI, OH 45251 |
| WE FIX IT PHONE REPAIR | 9810 COLERAIN AVE | CINCINNATI, OH 45251 |
| MICHEL TIRES PLUS | 9820 COLERAIN AVE | CINCINNATI, OH 45251 |
| FIESTA SALONS | 9825 COLERAIN AVE #200 | CINCINNATI, OH 45251 |
| FRISCH'S BIG BOY | 9830 COLERAIN AVE | CINCINNATI, OH 45251 |
| BEST BUY | 9845 COLERAIN AVE | CINCINNATI, OH 45251 |
| ASPEN DENTAL | 9850 COLERAIN AVE | CINCINNATI, OH 45251 |
| SUPERCUTS | 9850 COLERAIN AVE | CINCINNATI, OH 45251 |
| GNC | 9850 COLERAIN AVE | CINCINNATI, OH 45251 |
| RAISING CANE'S CHICKEN FINGERS | 9869 COLERAIN AVE | CINCINNATI, OH 45251 |
| BUDDY'S FLOORING AMERICA | 9870 COLERAIN AVE | CINCINNATI, OH 45251 |
| VALVOLINE INSTANT OIL CHANGE | 9879 COLERAIN AVE | CINCINNATI, OH 45251 |
| OUTBACK STEAKHOUSE | 9880 COLERAIN AVE | CINCINNATI, OH 45251 |
| MERRY MAIDS OF WEST CINCINNATI | 9886 COLERAIN AVE | CINCINNATI, OH 45251 |
| SOCCER VILLAGE | 9890 COLERAIN AVE | CINCINNATI, OH 45251 |
| H&R BLOCK | 9890-A COLERAIN AVE | CINCINNATI, OH 45251 |
| LA-Z-BOY FURNITURE GALLERIES | 9891 COLERAIN AVE | CINCINNATI, OH 45251 |
| SWEET HEART CAFÉ | 9894 COLERAIN AVE | CINCINNATI, OH 45251 |
| STARBUCKS | 9911 COLERAIN AVE | CINCINNATI, OH 45251 |
| CENTRAL LIQUORS | 9914 COLERAIN AVE | CINCINNATI, OH 45251 |
| PPG PAINTS - COLERAIN AVE PAINT STORE | 9914 COLERAIN AVE | CINCINNATI, OH 45251 |

COMM 2015-LC23 COLERAIN AVENUE LLC
WHITE CASTLE SYSTEM INC
AUTOZONE INC
8403 COLERAIN AVE LLC
P Z REALTY LLC
TARGET CORPORATION
GEOFF MILZ, ADMINISTRATOR
ERIC ANDERSON, KZF DESIGN

CORPORATE TRUST CENTER
PO BOX 1498
PO BOX 2198, DEPT 8700
PO BOX 24550
PO BOX 6833
PO BOX 9456
4200 SPRINGDALE RD
700 BROADWAY ST

WILMINGTON, DE 19801
COLUMBUS, OH, 43216
MEMPHIS, TN, 38101
COLUMBUS, OH, 43224
CINCINNATI, OH 45206
MINNEAPOLIS, MN 55440
CINCINNATI, OH 45251
CINCINNATI, OH 45202

The Colerain Chamber and Township invite you to learn more about the Colerain Avenue Corridor Study!

BUSINESS ENGAGEMENT MEETING



JOIN US!

COLERAIN AVE CORRIDOR STUDY BUSINESS ENGAGEMENT MEETING

Where: Clippard Instrument Laboratory
7390 Colerain Avenue
Cincinnati, Ohio 45239

When: Wednesday, September 25, 2019

Choose a session convenient to your schedule:
Morning 8:00 to 9:00 am
Evening 4:30 to 5:30 pm

As a property and/or business owner located on Colerain Avenue, we invite you to discuss the draft recommendations of the Colerain Avenue Corridor Study and learn how your business will benefit!

Please **RSVP** to **Brittany Lockaby** at **513.621.6211** or email brittany.lockaby@kzf.com.



Appendix

Colerain Avenue Corridor Study Draft Report Feedback

Question 1:

Median U-turns eliminate left turns at intersections and instead drivers must drive through the intersection or right, then making a u-turn at a strategically placed median crossover past the intersection to go in the direction of a normal left-hand turn. These medians will be landscaped to improve the appearance of the corridor. Please indicate your level of support for median U-turns along certain areas of Colerain Avenue.

- Very Supportive: 37.25% (19)
- Supportive: 15.69% (8)
- Neutral: 5.88% (3)
- Unsupportive: 17.65% (9)
- Very Unsupportive: 23.53% (12)

Question 2:

Access management involves adequate driveway spacing, creating connections between properties, closing unnecessary driveways, and utilizing rear access roads. Please indicate your level of support for access management along Colerain Avenue.

- Very Supportive: 45.10% (23)
- Supportive: 25.49% (13)
- Neutral: 13.73% (7)
- Unsupportive: 11.76% (6)
- Very Unsupportive: 3.92% (2)

Question 3:

Beautification involves adding sidewalks, landscaping, street trees, pedestrian-scale lighting and other elements to create a more appealing Colerain Avenue. Please indicate your level of support for beautification along Colerain Avenue.

- Very Supportive: 63.46% (33)
- Supportive: 13.46% (7)
- Neutral: 11.54% (6)
- Unsupportive: 9.62% (5)
- Very Unsupportive: 1.92% (1)

Question 4:

Character zones are used to differentiate certain parts of the Colerain Avenue Corridor. This can include specific landscape, streetscape, architecture styles, signage, and colors. Please indicate your level of support for character zones along Colerain Avenue.

- Very Supportive: 34.62% (18)
- Supportive: 13.46% (7)
- Neutral: 34.62% (18)
- Unsupportive: 7.69% (4)
- Very Unsupportive: 9.62% (5)

Question 5:

Where do you think would be a good location for a pilot project? (*Various responses below*)

- “In order to get the most value and exposure, I think running the pilot project from 275/27 near Stone Creek Center through to where Colerain Avenue + Commons Circle meet would be appropriate.”
- “North end of Colerain between struble and 275. It would work as both a starting point and it has limited turn offs to ease into the project.
- “Anywhere, but between Home Depot and Galbraith would be good.”

Question 6:

Please share any comments, feedback, or questions you were not able to share in previous questions: (*Various responses below*)

- “With part of the beautification being green medians, I think it would be great to include living walls, particularly in front of Northgate Mall where the bus stops + overpass are; Across from Honey Baked Ham, Game Stop, etc.”
- “These ideas could be breakthrough strategies to fight urban/suburban blight. Too many signs! Too many vacant developments while new space is wasted.”
- “The debacle of the concrete medians should be corrected - what a waste of time/money.”

Question 7:

Are you a resident or business owner in Colerain Township?

- No: 10.00% (5)
- Yes, business owner: 2.00% (1)
- Yes, resident: 80.00% (40)
- Yes, business owner and resident: 8.00% (4)

Question 8:

Have you attended any meetings/open house regarding the Colerain Avenue Corridor Study?

- No: 78.85% (41)
- Yes: 21.15% (11)

Question 9:

If answered yes to Question 8, which of the following events have you attended? (*10 respondents*)

- March 2019 Open House: 30.00% (3)
- July 2019 Recommendations Meeting: 20.00% (2)
- July 2019 Township Trustees Meeting: 50.00% (5)
- September 2019 Business Engagement Workshop: 20.00% (2)
- October 2019 Township Trustees Meeting: 50.00% (5)

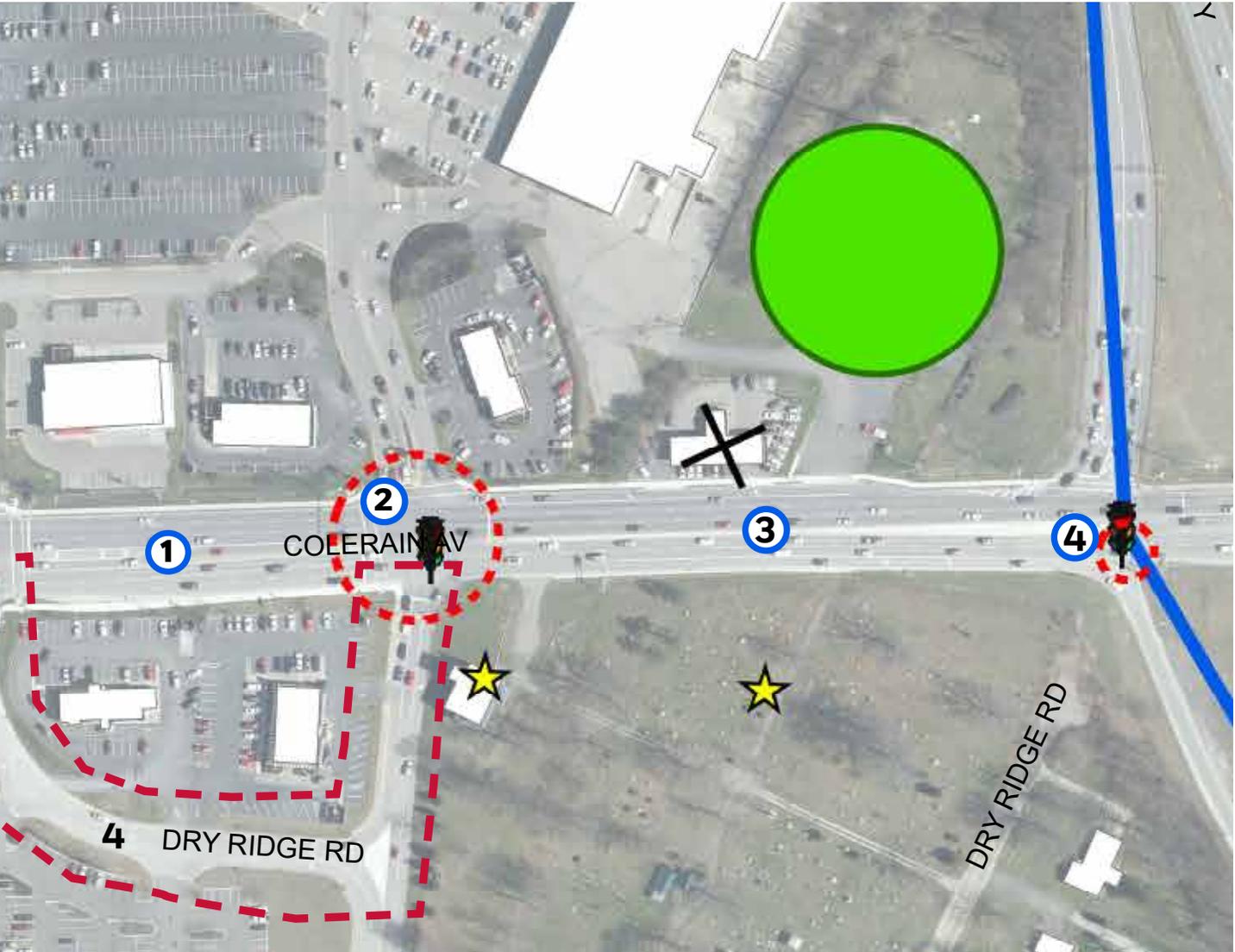
Existing Conditions Maps



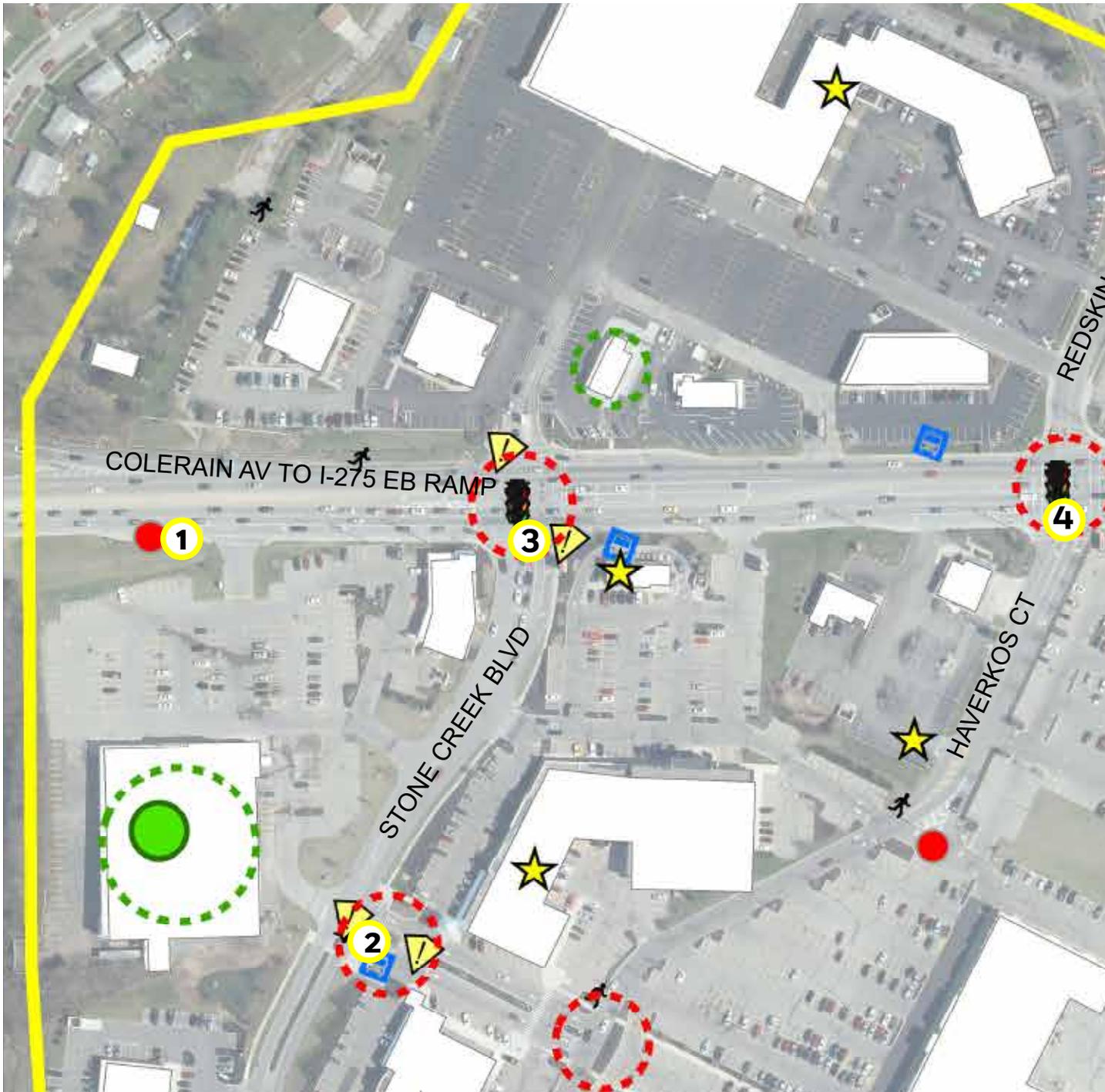
Rural (Retail) District

1. Non-standard ODOT intersection spacing (Dry Ridge Connector area)
2. Dry Ridge Road and Town Center intersection have poor traffic flow and confusion
3. Dry Ridge Road to I-275 has heavy congestion from 4:00pm to 6:00pm
4. Off-ramp bump-out causes accidents

Existing Conditions Maps are compiled from feedback by attendees at the 2019-03-12 Open House and field observations by the design team



-  Problematic Intersection
-  Community Asset
-  Desirable Use/Development
-  Public Safety Concern
-  Poor Appearance
-  Development Priority Site
-  Key Transit Area
-  Pedestrian Safety Issue



Retail District

1. Abundance of large signs and possible sign code violations and issues with trash
2. Navigation and traffic issues within Stone Creek Towne Center
3. Left-turn lanes fill easily on Stone Creek Boulevard
4. Left-turn light time off of Haverkos Court is short
5. Stone Creek to the new Kroger on Springdale Road lacks a connection
6. Dangerous entrance/exit to Shell Gas Station at Springdale Road
7. Springdale and Colerain Avenue light timing is poor and misalignment of lanes

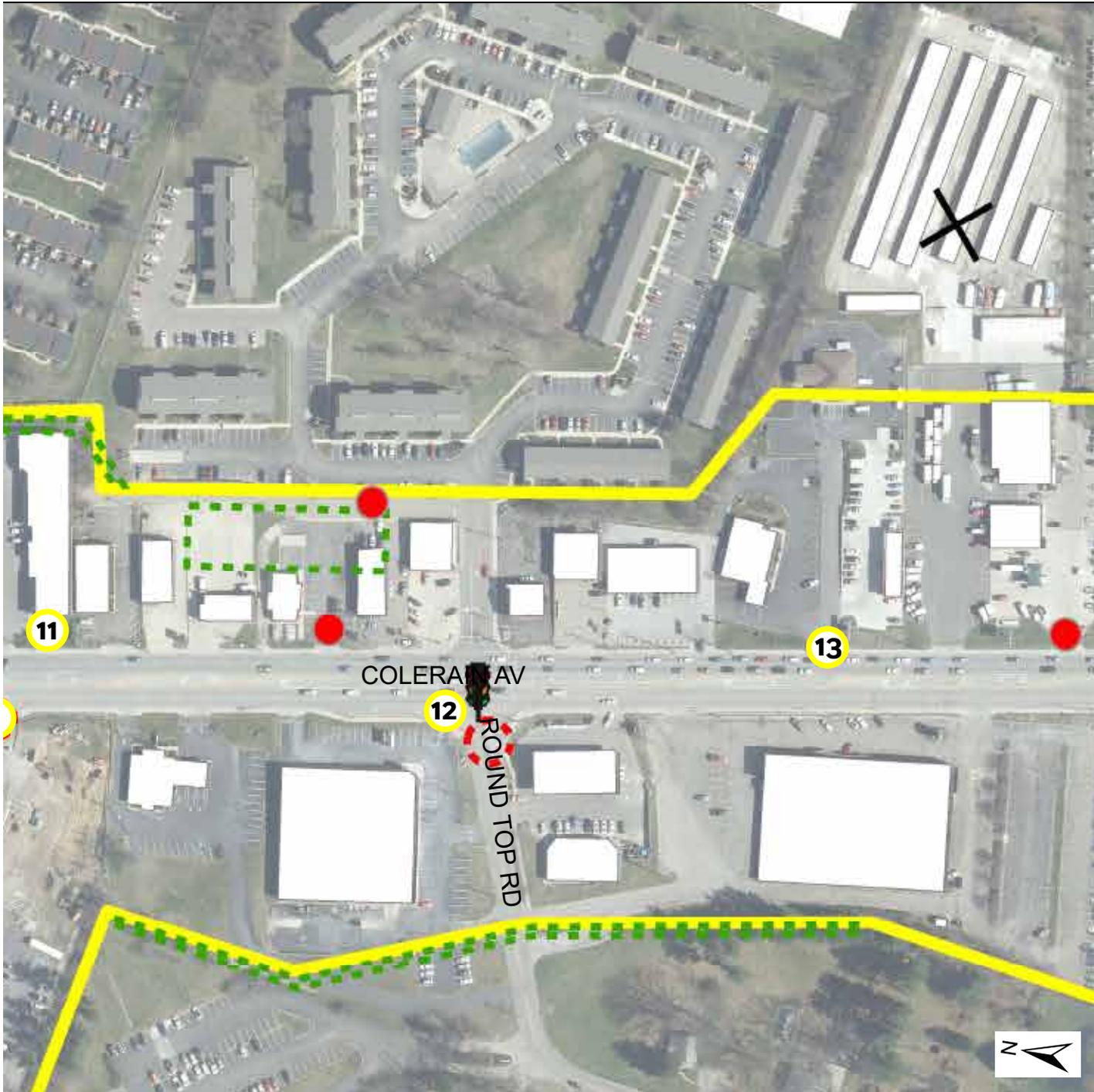


Retail District

- 8. Upper sidewalk at the edge of the mall parking lot floods when it rains heavily
- 9. Dangerous intersection at Mall Drive: signage and right of way is ignored
- 10. No left-turn out of Planet Fitness



-  Problematic Intersection
-  Community Asset
-  Desirable Use/Development
-  Public Safety Concern
-  Poor Appearance
-  Development Priority Site
-  Key Transit Area
-  Pedestrian Safety Issue



Retail District

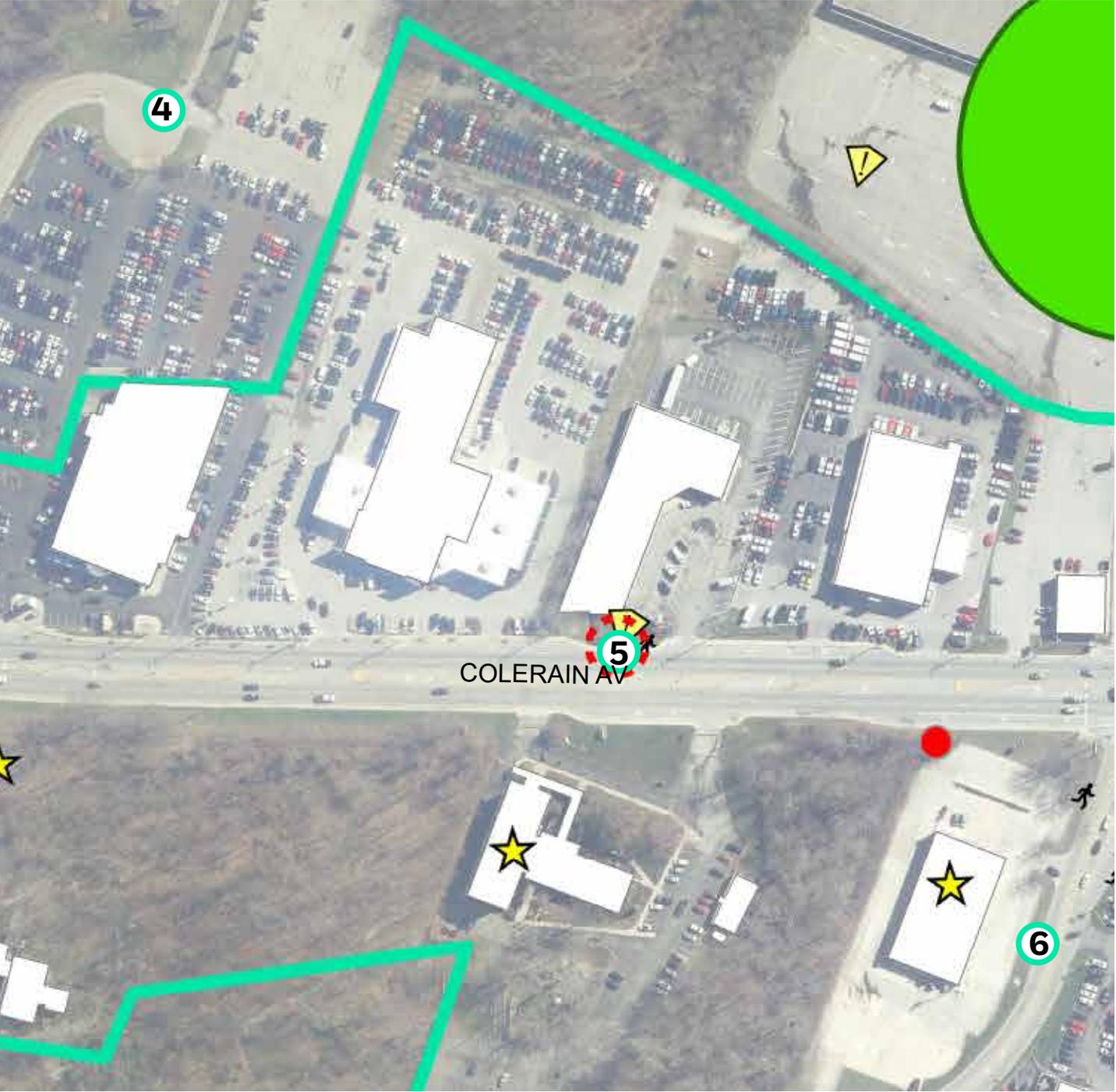
- 11. Visual clutter with multiple signs and cramped buildings
- 12. Two car maximum for left-turn off of Round Top Road
- 13. No left turn out of Waffle House

-  Problematic Intersection
-  Public Safety Concern
-  Key Transit Area
-  Community Asset
-  Poor Appearance
-  Pedestrian Safety Issue
-  Desirable Use/Development
-  Development Priority Site

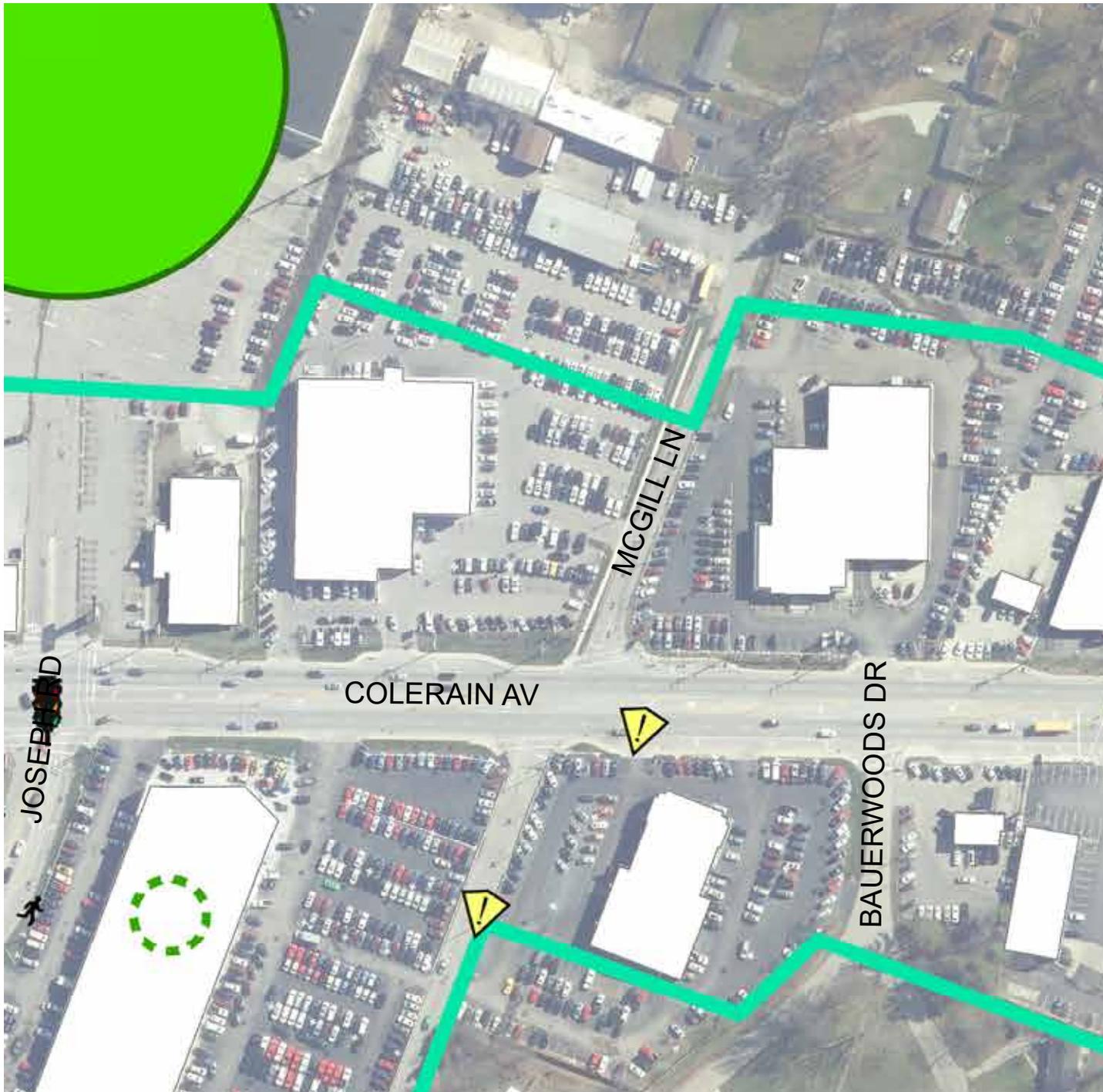


Automotive District

1. Traffic build-up on Compton Road
2. Poole Road intersection has short left-turn lane and long wait times
3. No sidewalks along Poole Road
4. No access from Target to Furniture Fair building complex
5. Visibility issue when turning out of Penn Station complex due to grade change
6. No sidewalks along Joseph Road

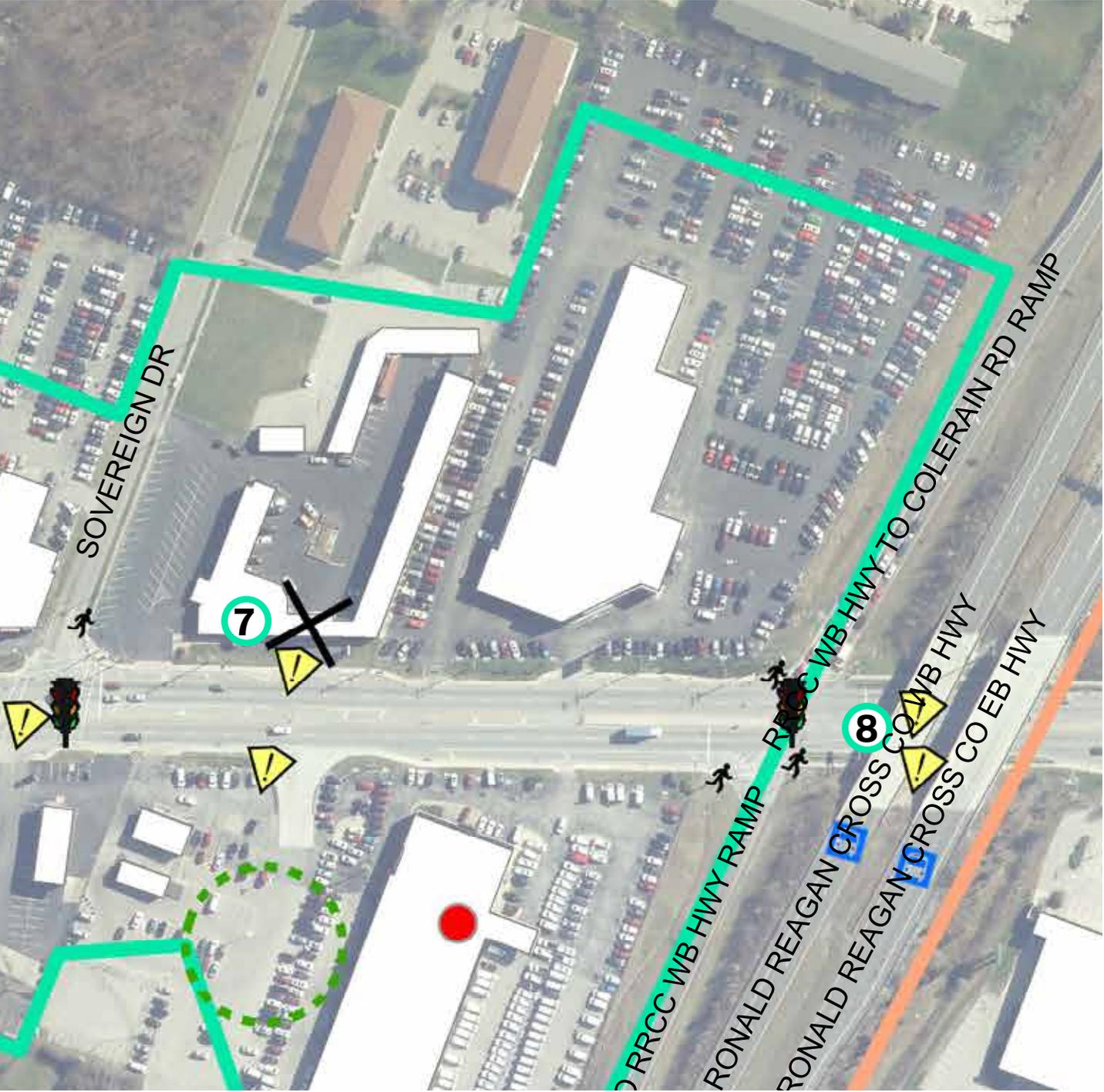


-  Problematic Intersection
-  Public Safety Concern
-  Key Transit Area
-  Community Asset
-  Poor Appearance
-  Pedestrian Safety Issue
-  Desirable Use/Development
-  Development Priority Site



Automotive District

- 7. Red Carpet Inn is a public safety concern
- 8. Low visibility beneath the underpass and is dangerous for pedestrians



-  Problematic Intersection
-  Public Safety Concern
-  Key Transit Area
-  Community Asset
-  Poor Appearance
-  Pedestrian Safety Issue
-  Desirable Use/Development
-  Development Priority Site



Groesbeck District

1. Damaged sidewalks
2. Walmart to Galbraith Road needs better light timing coordination
3. Sidewalks needed
4. Non-standard ODOT intersection spacing (3 signals)
5. Poor signal timing causes congestion
6. Intersection signals are very close, causing bottlenecks to get on highway
7. Most buildings south of Galbraith Road have very cluttered and unkempt appearance
8. Blind intersection off Lina Place and Colerain Avenue

Existing Conditions Maps are compiled from feedback by attendees at the 2019-03-12 Open House and field observations by the design team



-  Problematic Intersection
-  Community Asset
-  Desirable Use/Development
-  Public Safety Concern
-  Poor Appearance
-  Development Priority Site
-  Key Transit Area
-  Pedestrian Safety Issue

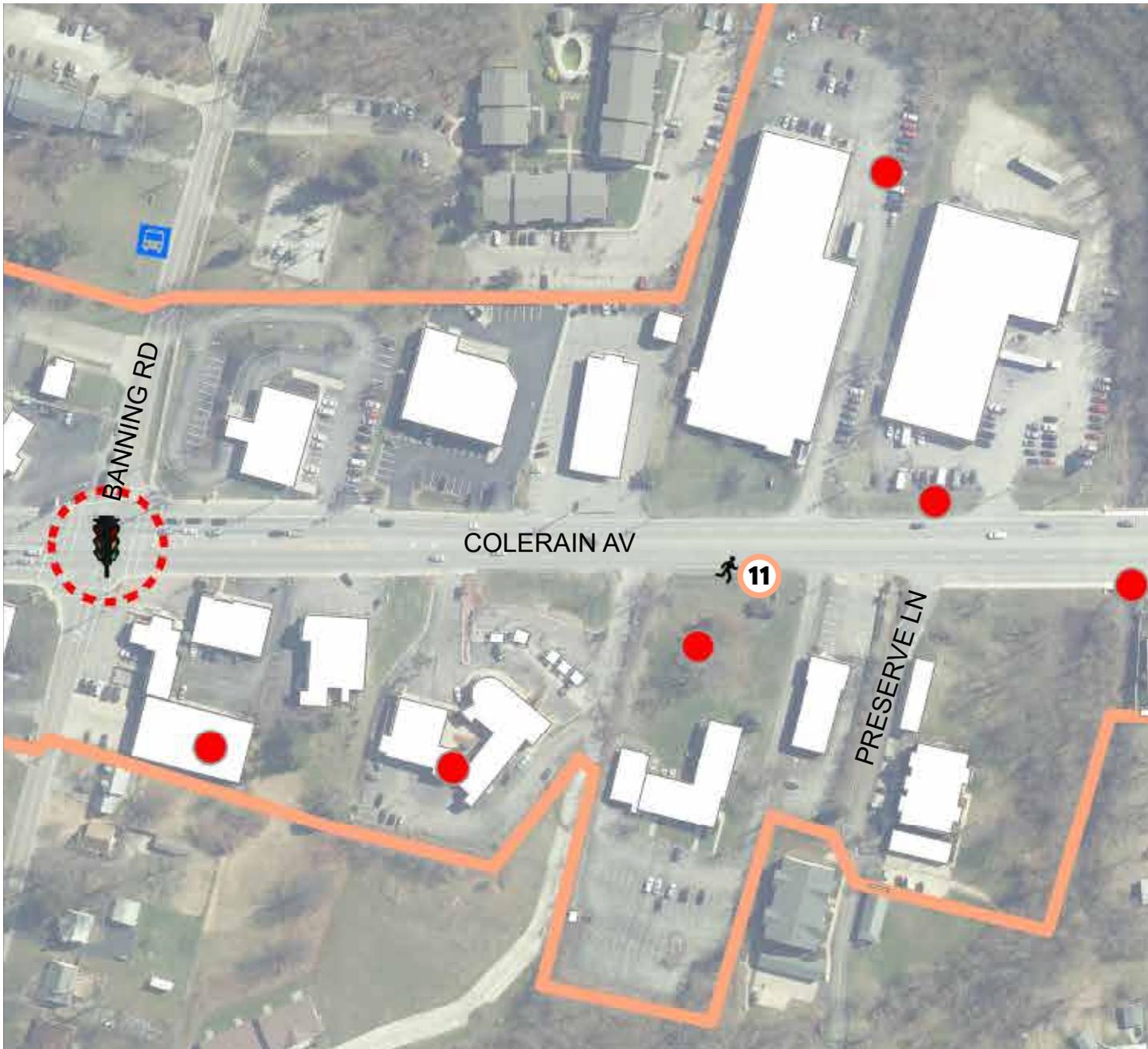


Groesbeck District

- 9. Fireside Motel is a public safety concern
- 10. Jonrose Avenue has little access for vehicles, public transit, and pedestrians

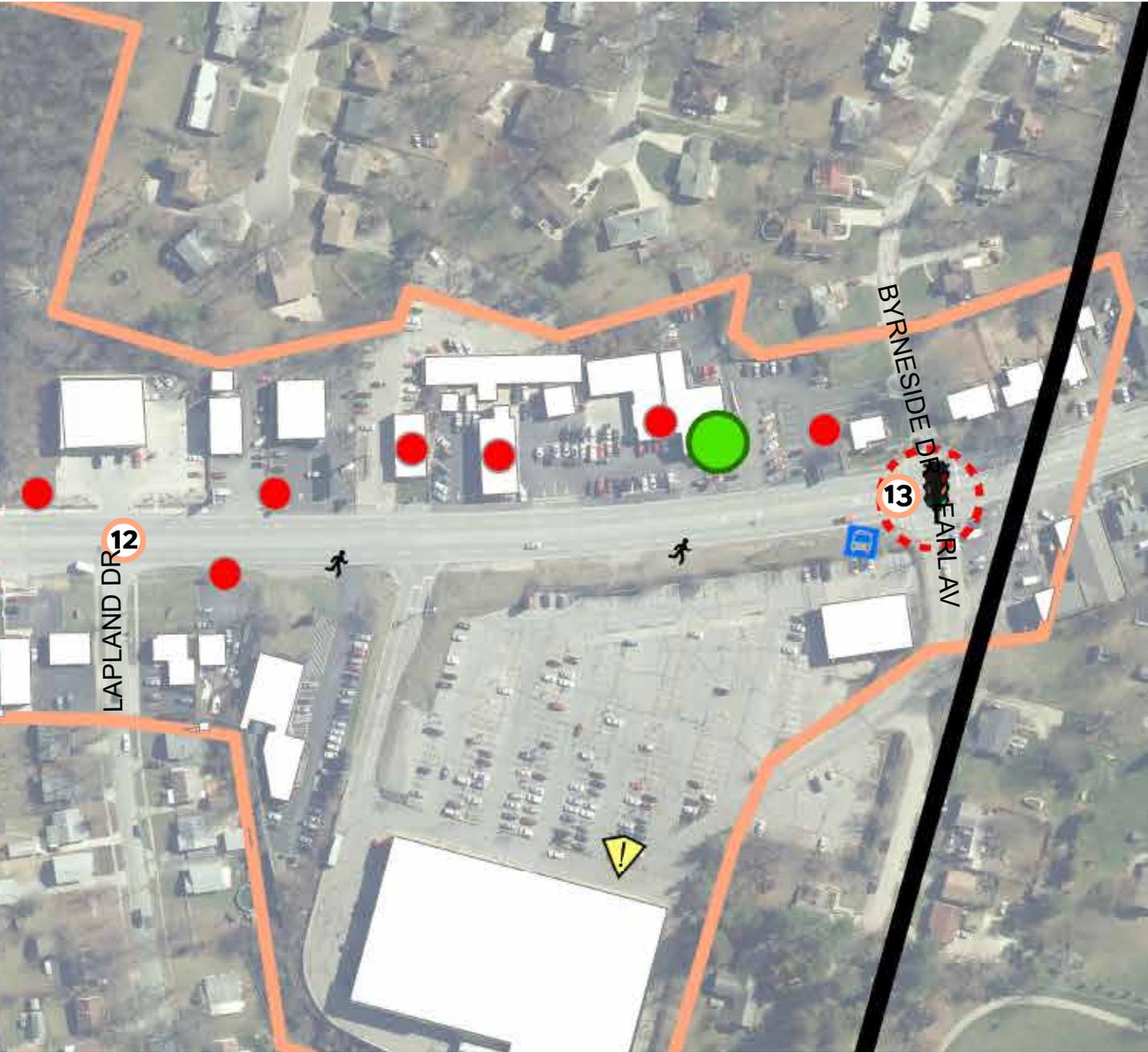


- | | | | | | |
|---|--------------------------|---|-------------------------|--|---------------------------|
|  | Problematic Intersection |  | Community Asset |  | Desirable Use/Development |
|  | Public Safety Concern |  | Poor Appearance |  | Development Priority Site |
|  | Key Transit Area |  | Pedestrian Safety Issue | | |



Groesbeck District

11. Banning Road to Byrneside Drive lacks proper sidewalks
12. Banning Road to Byrneside Drive has general poor appearance, unsightly or vacant buildings, too many signs, and no landscaping.
13. Byrneside Drive and Earl Avenue are the southern gateway to the Township and lack signage or landscaping.



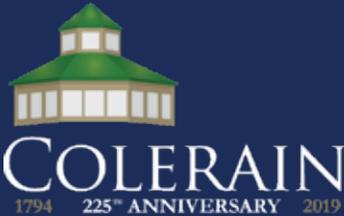
-  Problematic Intersection
-  Community Asset
-  Desirable Use/Development
-  Public Safety Concern
-  Poor Appearance
-  Development Priority Site
-  Key Transit Area
-  Pedestrian Safety Issue



Contact Us:

Office: 4200 Springdale Road | Colerain Township, OH 45251

Phone: 513-385-7500



www.colerain.org