



HAMILTON COUNTY

Regional
Planning
Commission

Green Township

Land Use Plan Update 2015

Meeting Outline

Initial Meeting – April 22nd

Discussed the Land Use Plan Update Process, the role of the Land Use Planning Committee and the Land Use Plan document in the overall development process, reviewed developments and zone changes that have occurred in the last five years since adoption of the last Land Use Plan Update, and discussed development trends in Hamilton County.

Second Meeting – May 13th

Discussed specific large scale sites and potential for alternative residential development opportunities, reviewed other specific map amendment recommendations, and discussed need to review overall goals, implementation strategies, and corridor text.

Third Meeting – June 3rd

Reviewed map amendments for alternative residential development site near North Bend and Harrison Avenue, reviewed other map amendment areas for smaller sites throughout the township, reviewed suggested corridor strategies changes for the Bridgetown Road, North Bend/Cheviot Road, and Harrison Pike Corridors, and reviewed role of Land Use Committee in future map changes.

Bridgetown Road Corridor Strategies

1. Provide streetscape landscaping that meets or exceeds the requirements of the Hamilton County Zoning Resolution along Bridgetown Road and additional area along secondary residential streets to achieve a transition from Bridgetown Road to the front yard setbacks of adjacent residential homes.
2. Provide additional buffering for single-family homes behind development parcels fronting on Bridgetown Road, including consideration of additional parking setbacks and depth of buffer yards, landscaped mounding, privacy fencing, and/or additional landscaping.
3. Trash handling locations, drive through facilities, and parking areas should only be located to the rear of structures where additional buffering, beyond the minimum requirements of the Hamilton County Zoning Resolution, has been provided.
4. Building materials, roof styles, and building orientations should be consistent, where feasible and desirable, with other existing commercial developments in the Bridgetown Road Corridor (i.e. brick facades with stone, stucco or wood/vinyl used for architectural details only, pitched roofs, façade variations and articulations, and 35-foot maximum heights with entrances oriented towards Bridgetown Road).
5. Access easements should be provided, where feasible, between compatible developments along the corridor to enable connection of parking areas and to limit the number of curb-cuts.
6. Sidewalks along Bridgetown Road, including connection to any existing sidewalks along secondary streets, should be encouraged.
7. Dedication of additional right-of-way, beyond the requirements of the Hamilton County Thoroughfare Plan, should be considered along secondary streets to provide for intersection improvements where needed.
8. Signage should be encouraged for all developments, including office uses, only when limited to one ground-mounted sign per development with a maximum of 50 square feet in area and 12 feet in height and where a landscape area is provided around the base of the sign.
9. Generally, larger, more intense commercial development sites (i.e. sites more than 1 acre, buildings greater than 10,000 square feet, Floor Area Ratio higher than 30%) should be encouraged to provide larger setbacks and buffers along Bridgetown Road and side streets and additional buffering adjacent to residents rather than maximizing the amount of building and parking area on the site.
10. Smaller office developments (i.e. sites smaller than 20,000 square feet, lots narrower than 100 feet in width, developments containing fewer than 2,000 square feet of building area) are not encouraged in the corridor and consideration should be given to consolidating parcels and potential development proposal to encourage larger redevelopment sites where feasible.
11. Large expanses of parking area and lots that include more parking spaces than the minimum number required by the Zoning Resolution should be strongly discouraged.

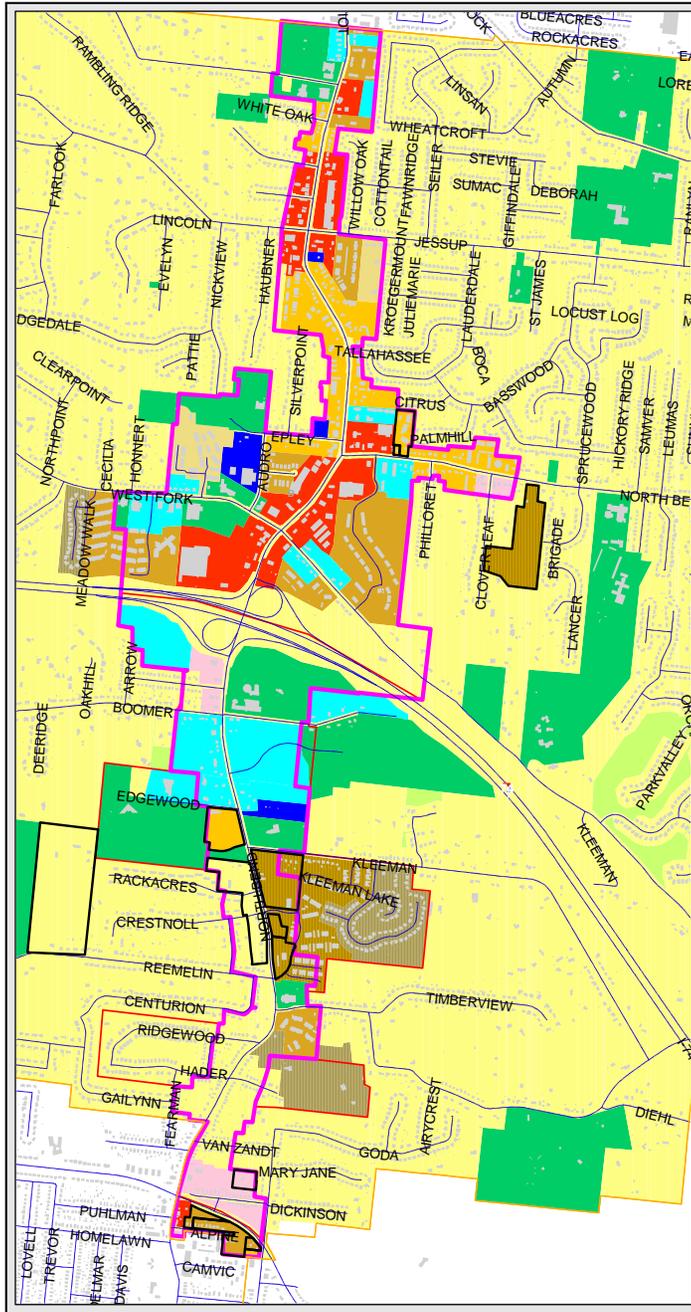
North Bend/Cheviot Road Corridor Strategies

Corridor South of I-74 (new Strategies to reflect goals of the 1998 Corridor Plan)

1. Development proposals should include high quality building materials and designs that are compatible with the character of surrounding developments and any adjacent residential uses in the corridor.
2. Development should enhance the vitality of the North Bend Corridor while reinforcing the residential livability of the area.
3. Necessary traffic improvements should be provided where needed to increase pedestrian access and improve traffic movement efficiency.
4. The elimination, reduction, and/or consolidation of existing curb cuts and driveway access points onto North Bend Road should be promoted where possible and all developments should be consistent with the access management requirements of the Hamilton County Engineer.
5. Shared parking facilities should be encouraged to reduce the total amount of parking areas in the corridor and promote the efficient use of land.
6. Streetscape buffers that exceed the minimum standards of the Hamilton County Zoning Resolution should be provided along all North Bend Road frontages and should maintain consistency with any streetscape concept adopted by the Township Trustees.
7. Landscaping, including secondary streetscape buffers, boundary buffers, and interior parking lot landscaping, should be coordinated with proposed North Bend Road buffers to provide an integrated and high quality site design.
8. Encourage review of new development for general consistency with the standards of the Green Township Corridor Design Handbook (See Appendix I) adopted by the Green Township Trustees, where appropriate.
9. Conversion of single-family homes to multi-family, office, or retail use is **strongly** discouraged.
10. Smaller commercial developments (i.e. sites smaller than 20,000 square feet) are not encouraged in the corridor and consideration should be given to consolidating parcels to encourage larger redevelopment sites, where feasible.

Corridor South of I-74 (existing strategies would not change)

1. Provide streetscape landscaping, boundary buffer landscaping, and most importantly interior parking lot landscaping that meets, as a minimum, the requirements of the Hamilton County and Green Township Zoning Resolutions.
2. Access easements should be provided, where feasible, between compatible developments along the corridor to enable connection of parking areas and to reduce the overall number of curb-cuts.
3. Signage should be consolidated at main access points, to the greatest extent possible, to reduce the number of signs and the total amount of signage in the corridor.



NORTH BEND/ CHEVIOT RD CORRIDOR

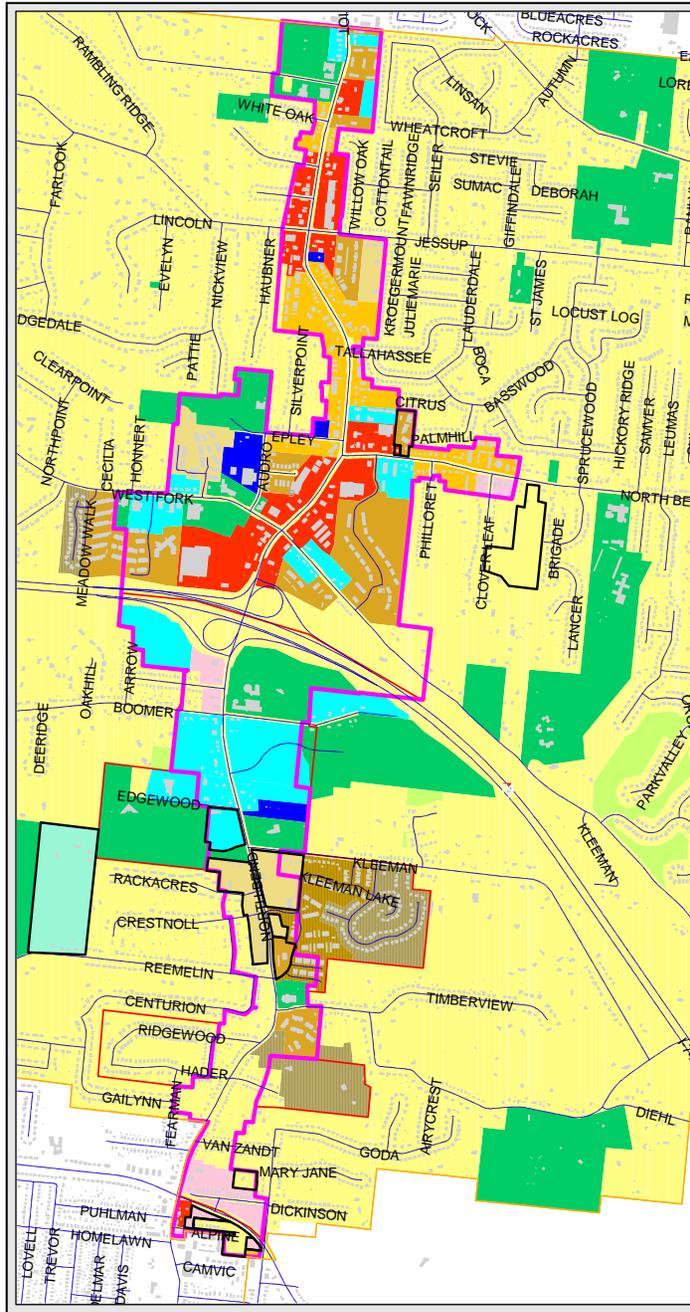
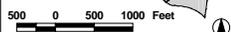
EXISTING PLAN

- CORRIDOR BOUNDARY
- 1998 North Bend Corridor Update Boundary
- Areas of Change

- Land Use Designations
- Rural Residence
 - Single Family Residence
 - Transitional Residence
 - Single Family Cluster
 - Attached Single Family
 - Multi-Family Residence
 - Special Purpose Residence
 - Transitional Mixed Use
 - General Office
 - Retail - Neighborhood
 - Retail - General
 - Planned Mixed Use Employment
 - Industry - Light
 - Industry - Heavy
 - Public, Semi-Public, Institutional
 - Green Space & Agriculture
 - Utility

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GREEN TOWNSHIP LAND USE UPDATE



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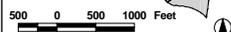
PROPOSED CHANGES

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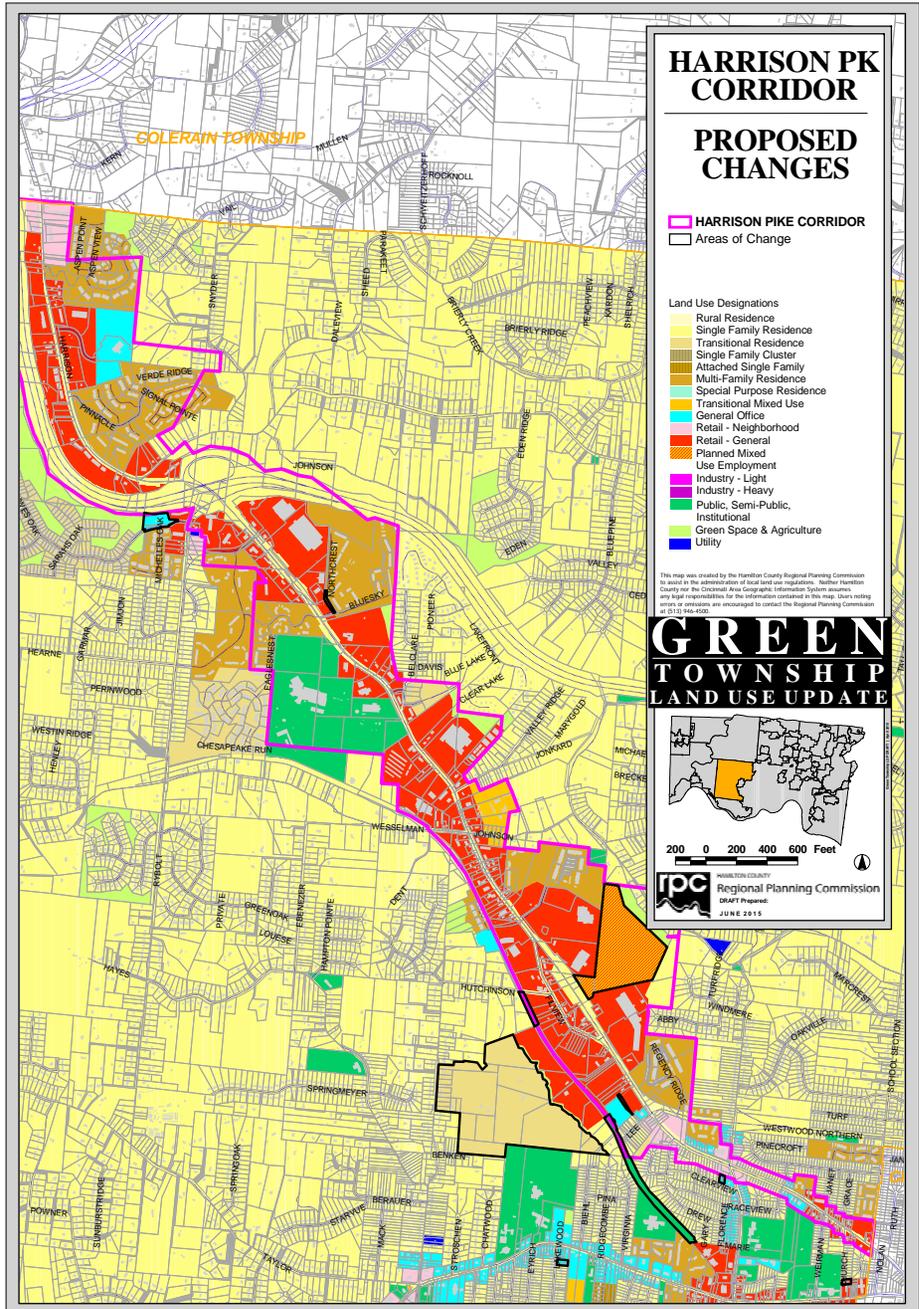
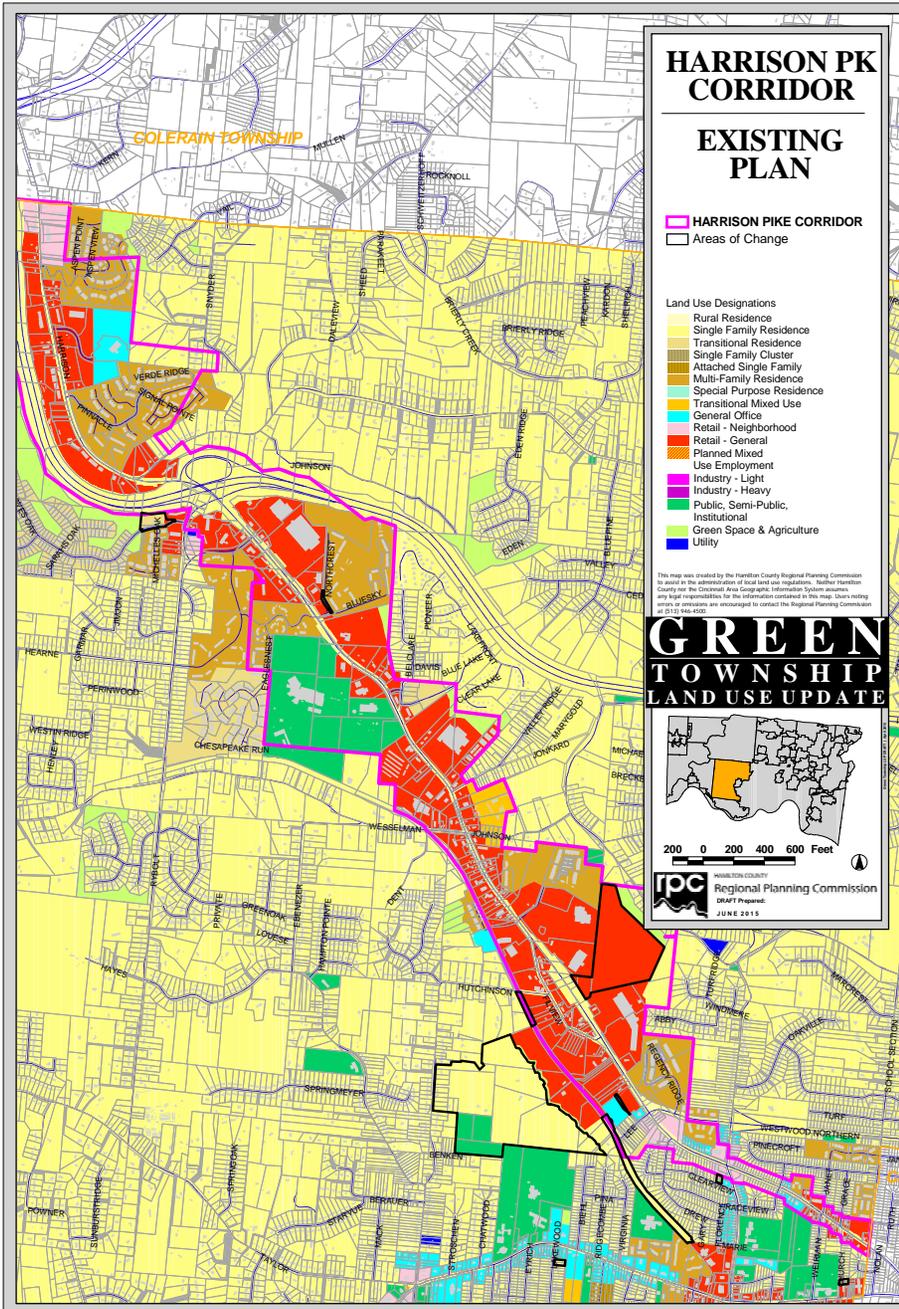


Harrison Pike Corridor Strategies

1. Provide streetscape and buffer landscaping that meets or exceeds the requirements of the Hamilton County Zoning Resolution.
2. Access easements should be provided, where feasible, between compatible developments along the corridor to enable connection of parking areas, reduction in the overall number of curb-cuts, and coordination of signalized access to Harrison Avenue.
3. Provide sidewalks along both sides of Harrison Avenue to encourage future connections to the public, semi-public, and institutional uses within the corridor.
4. Encourage the co-location of signage at coordinated access points within the corridor, to the greatest extent possible, to reduce the number of signs and the total amount of signage in the corridor and encourage the use of landscaped areas around the bases of all new signs.
5. Encourage review of new development for general consistency with the building character and site design standards of the Harrison Avenue Corridor Plan and the Harrison Avenue Corridor Traffic Study, where appropriate (see Appendix J for the Harrison Avenue Corridor Plan Design Guidelines).

These strategies apply to the corridor as a whole. However, the southeastern portion of the Corridor, between Westwood Northern Boulevard and the City of Cheviot boundary, includes the following additional strategies. These additional recommendations are needed due to the smaller parcel size and the higher number of single-family homes fronting on Harrison Pike than are found in the rest of the Harrison Pike Corridor.

1. Properties designated for commercial use should be developed or redeveloped as low intensity uses with an impervious surface ratio of 60% or less.
2. Conversion of single-family homes to multi-family, office, or retail use is strongly discouraged.
3. Commercial developments should include landscaping that exceeds the requirements of the Zoning Resolution and should be designed to mitigate any negative impacts and screen views from any adjacent property used as a single-family residence.
4. Commercial developments should include brick or stone facades with stucco and wood/vinyl used for architectural details only and pitched, shingled roofs to maintain the residential character of the area.



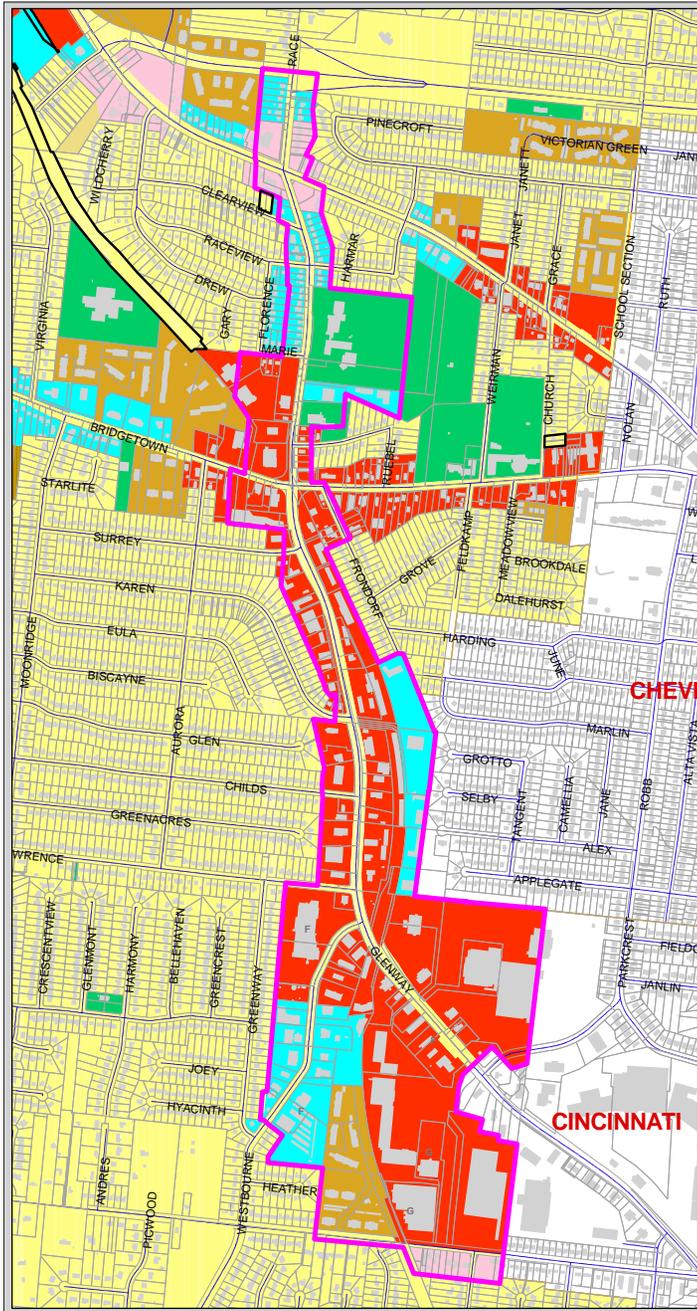
Glenway Avenue Corridor Strategies

Glenway Avenue Area Strategies

1. Provide streetscape and interior parking lot landscaping that meets or exceeds the requirements of the Hamilton County Zoning Resolution.
2. Site landscaping should be planned to provide an integration between required landscape materials and additional landscaping along building frontages and within parking and streetscape areas to provide a mix of materials that may include flowers and flowering bushes, ornamental trees, and decorative grasses in addition to required canopy trees and shrubs such that any reduction in landscape area necessitated by site constraints is offset by improved site appearance from adjacent public streets.
3. For redevelopment sites that include substantial additions to existing structures, demolition and construction of entirely new buildings, or significant reconstruction of parking facilities, additional right-of-way should be dedicated in accordance with the requirements of the Hamilton County Thoroughfare Plan.
4. Provide boundary buffering for sites adjacent to residential properties that provides an improved transition from commercial to residential uses, understanding that the limited depth and high intensity of existing development along the corridor may warrant consideration of alternative buffer sizes and techniques.
5. Consideration should be given for providing high quality redevelopment (i.e. brick facades with stone, stucco, wood/vinyl used for architectural details only, façade and roofline variations and articulations, entrances oriented towards the public right-of-way, transparency along main façade to prevent visible blank walls) for new structures or significant additions/alterations to existing structures on or visible from Glenway Avenue.
6. Access easements should be provided, where feasible, between compatible developments to enable connection of parking areas and reduction in the number of curb-cuts onto Glenway Avenue.
7. Signage should be consolidated at main access points, to the greatest extent possible, to reduce the number of signs and the total amount of signage along Glenway Avenue.

Race Road Area Strategies

1. The typical 30 ft. front yard setback along Florence Avenue shall serve as a transition and be maintained as a landscaped buffer along the east side of Florence Avenue. For any non-residential use, no access shall be permitted to Florence Avenue.
2. The appropriateness of any use other than single family should be considered only after submittal of a landscape buffer plan that adequately screens the detrimental impacts of office uses and related vehicular use areas if the proposed use will abut a single family use or zone district. Such review should occur only through the Planned Unit Development process. The development plan should provide for coordinated development of all parcels having frontage in the same block and should be located so as not to leapfrog existing single family parcels.
3. Redevelopment of parcels fronting on Race Road designated as "Office General" should include only low intensity office uses. Multi-family use, high intensity office use and the conversion of single family residences for multi-family or office use should be discouraged.
4. Consolidation of parcels and access points should be encouraged.
5. Redevelopment of parcels fronting on Race Road should include development plans demonstrating scale, massing, intensity, timing of phases, layout, and specifications that are compatible with site constraints and character of surrounding residential development.
6. Development intensity should enable desirable streetscape and boundary buffers that meet or exceed the requirements of the Hamilton County Zoning Resolution.



GLENWAY AVE CORRIDOR

EXISTING PLAN

- GLENWAY CORRIDOR
- Areas of Change

Land Use Designations

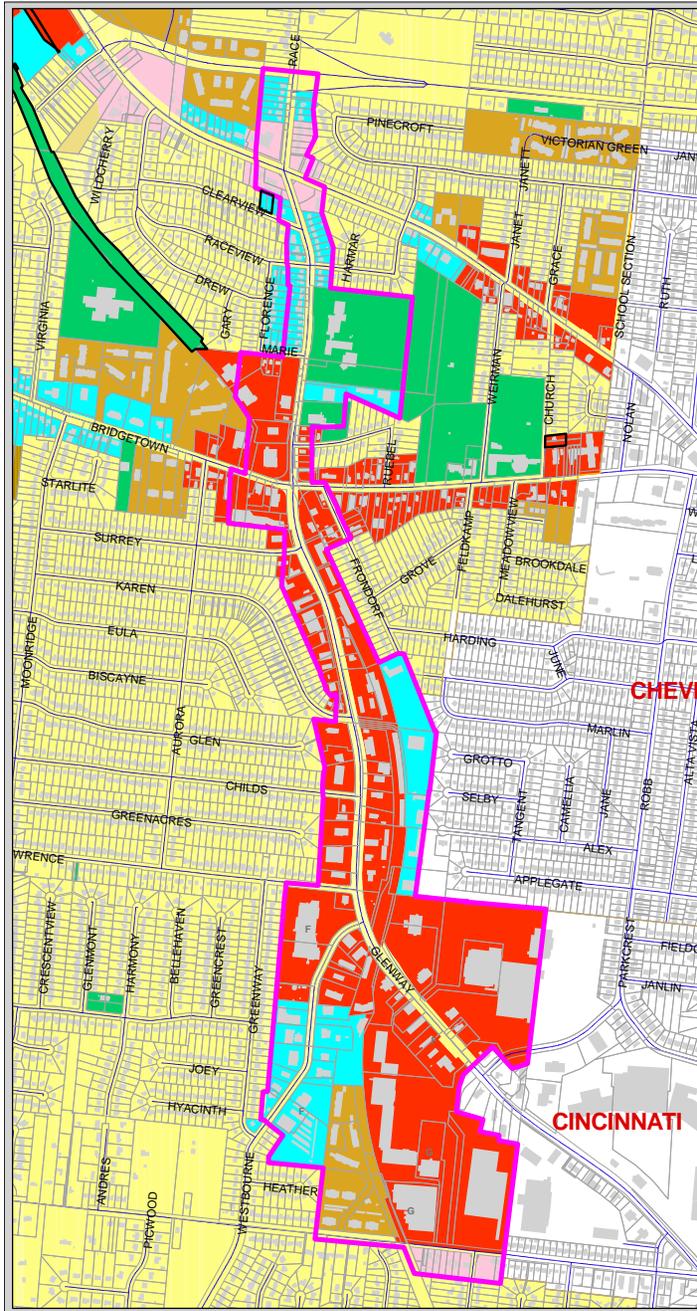
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 DRAFT REPORT
 JUNE 2015



GLENWAY AVE CORRIDOR

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Remainder Area Strategies

1. Non-residential developments should provide streetscape landscaping, boundary buffer landscaping, and interior parking lot landscaping that meets or exceeds the requirements of the Hamilton County and Green Township Zoning Resolutions.
2. New non-residential development should only be considered in areas within or adjacent to areas already containing non-residential use, unless a new commercial district is created by the township and adopted as part of the Land Use Plan Amendment process.
3. Non-residential development should provide special consideration for providing appropriate buffers to adequately screen any adjacent residential property to limit potential negative impacts on the adjacent properties.
4. Where new residential developments are proposed, consideration should be given for clustering of units as part of a Planned Unit Development, where appropriate, to encourage the preservation of hillside and wetland areas.
5. Open Space areas included in residential Planned Unit Developments should be located on separate lots where feasible.
6. Residential developments should provide amenities (i.e. sidewalks, paths, trails, recreational opportunities, decorative lakes or ponds, etc.) that provide a superior quality of life and result in a high quality development.
7. Where new attached housing and related compatible uses are proposed, any consideration of increases in overall density, scale and/or intensity should be offset by development buffers, the conservation of open space, integration of recreational amenities and/or limited “off-site” impacts of the development due to the nature and type of housing proposed.
8. Where any new non-residential use is proposed, project scale and/or intensity of the development should be reviewed for possible impacts to surrounding residential uses. Where appropriate any development impacts should be offset through consideration of development buffers, the conservation of open space and limits to the intensity of the project. The mitigation of “off-site” impacts through appropriate infrastructure improvements including roadway, sidewalk, storm-drainage, utility and/or public safety improvements designed to address specific off-site impacts associated with the project should be considered.

REMAINDER AREA EXISTING PLAN

 **CORRIDOR BOUNDARIES**

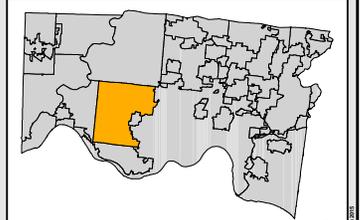
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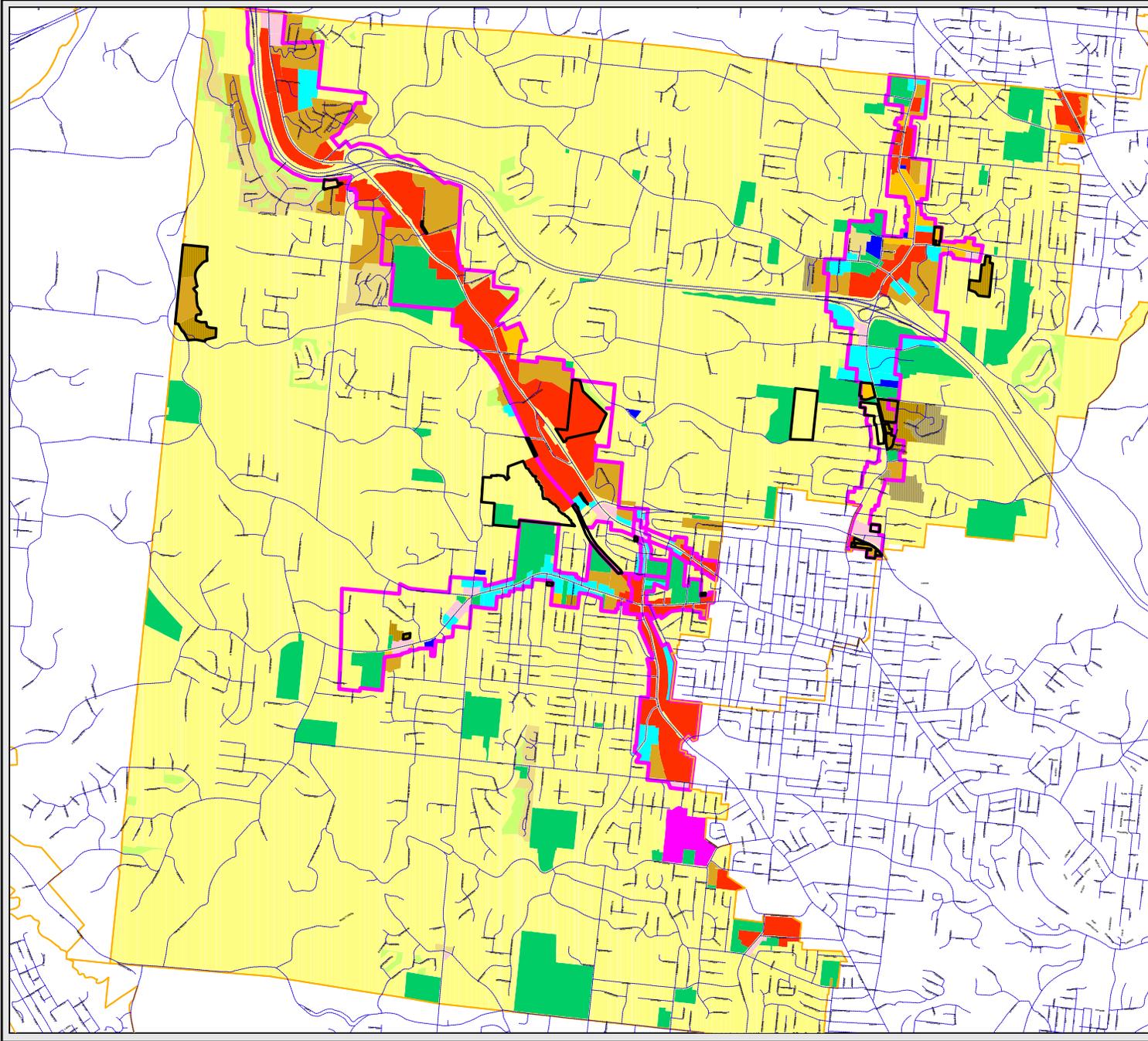
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GREEN TOWNSHIP



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 HAMILTON COUNTY
Regional Planning Commission
DRAFT Prepared:
JUNE 2015



REMAINDER AREA

PROPOSED CHANGES

 CORRIDOR BOUNDARIES

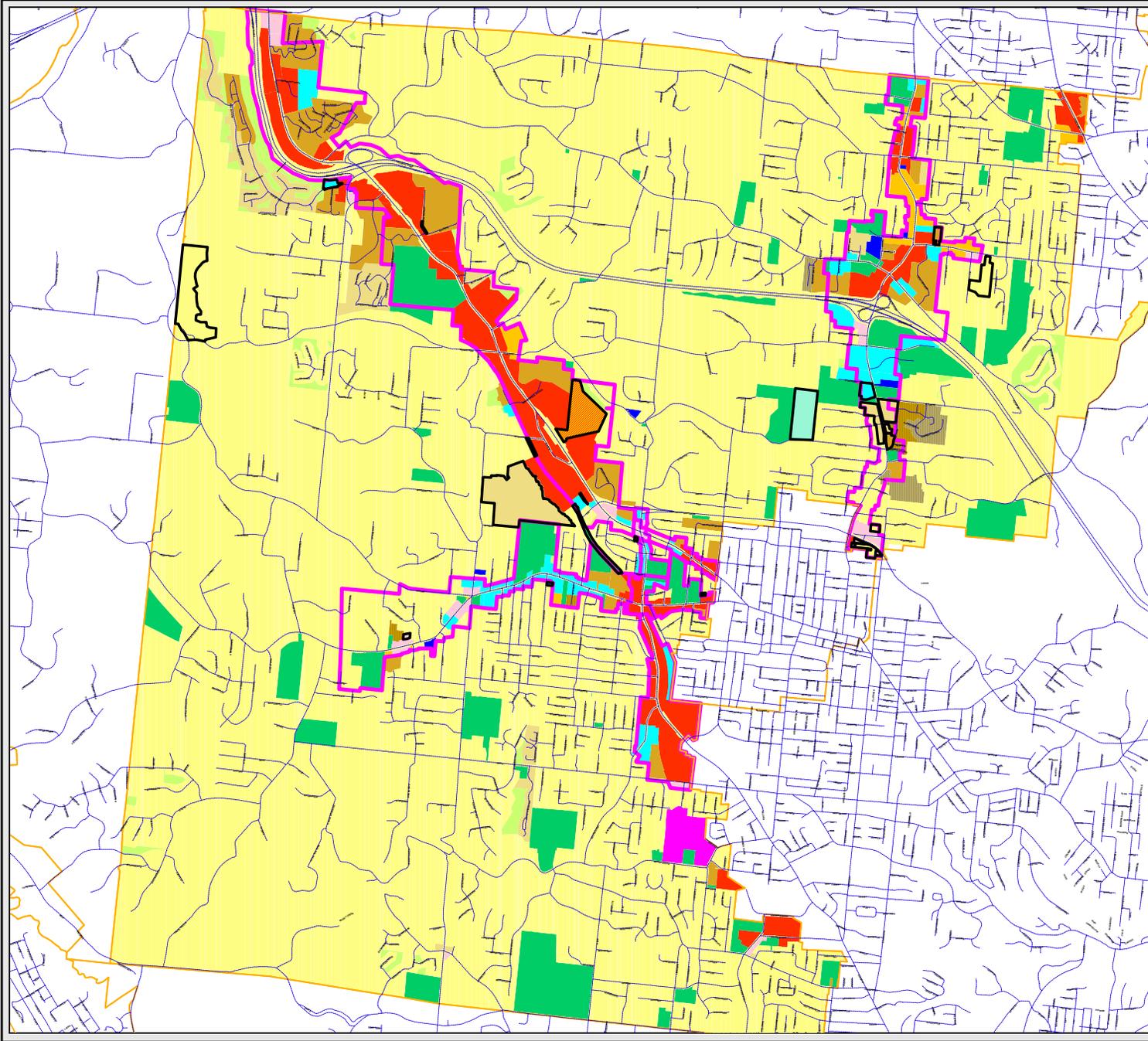
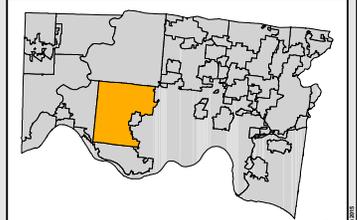
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GREEN TOWNSHIP



Open House

Open House Meeting – June 30th

Plan recommendations were presented to the public. A Press Release was sent to the Community Press. A total of 68 notices were sent to property owners where LUP map changes would occur on their properties that were not related to previously approved zone changes.

- One station was set up at the meeting for each plan area. At least one staff member or Land Use Planning Committee member was located at each station to answer questions and explain plan recommendations. Comment sheets were provided for feedback from those in attendance.
- According to the sign-in sheets, 17 people attended the meeting. A total of 6 comment sheets were received. These comments included the following:
 - Three comments were related to the change proposed on Ruwe's Oak Drive to Office to indicate that they were opposed to the change.
 - One comment related a concern about the word transition as applied to the property along Hutchinson Road proposed for Transitional Residence.
 - Two comments were related the Special Purpose Residence area along Reemlin Road and the potential for low income housing to be developed in the area.
- The Land Use Planning Committee met briefly following the Open House to discuss the comments and decided that additional changes were not necessary.

Next Steps

Green Township Trustee Consideration and Approval

The recommendations of the Land Use Planning Committee must be reviewed and approved by the Trustees prior to final submittal to the Hamilton County Regional Planning Commission (RPC) for adoption.

Regional Planning Commission Adoption

Final plan recommendations for the 2015 Green Township Land Use Plan Update are submitted to RPC for consideration and adoption. RPC will hold a public hearing to consider adoption of the plan following approval by the Green Township Trustees.

Following Adoption

The Green Township Land Use Plan will be considered “current” according to RPC Bylaws and RPC will be required to maintain consistency with the adopted plan when making recommendations on new development proposals in Green Township. Additionally, staff will use the adopted plan to guide recommendations when meeting with potential applicants and developers regarding all future development proposals.