

# EXECUTIVE SUMMARY

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## STATE ROUTE 28 CORRIDOR IMPROVEMENTS

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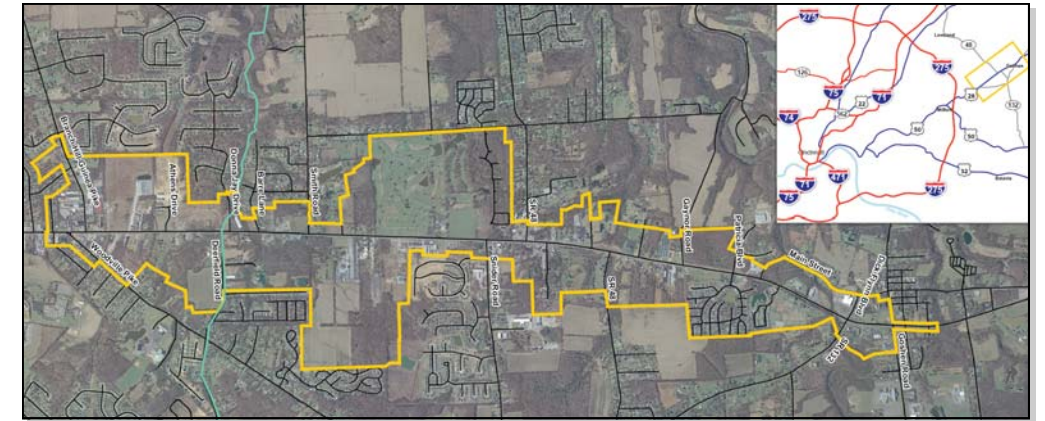
## EXECUTIVE SUMMARY

### Section I: Project Overview

Clermont County, through the Clermont County Transportation Improvement District (CCTID), initiated this project to examine land use, zoning, and capacity and to develop a comprehensive access management strategy for the corridor. The project will consider both physical improvements to the roadway and its connections and assist the county in developing policies to manage future growth in this dynamic corridor.

**Project Goals:** The following project goals were developed from conversations with project stakeholders from the CCTID, Miami Township, and Goshen Township. These goals will be used as the basis for comparing alternatives and, ultimately, selecting a preferred alternative for this portion of the State Route 28 Corridor.

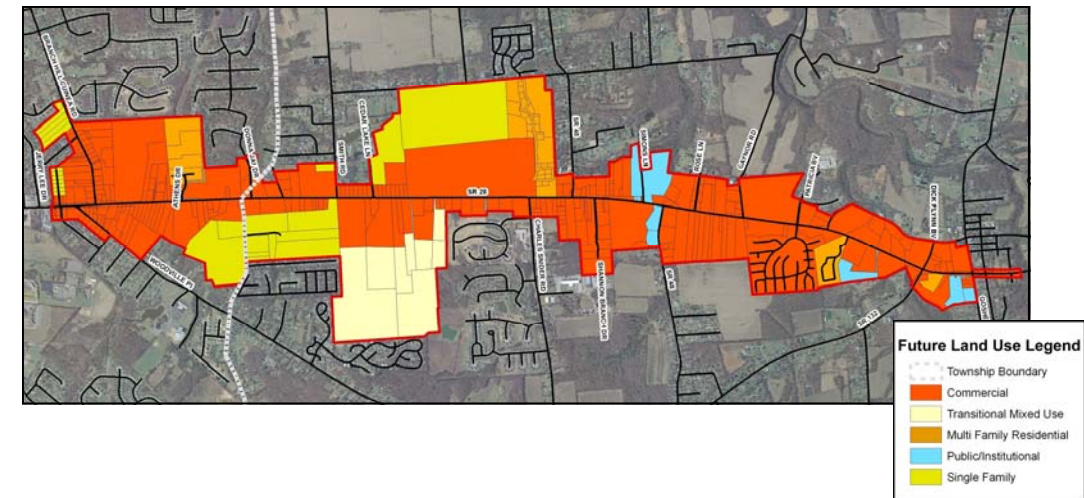
- To develop an access management plan for the Corridor with a focus on:
  - Long-term safety and congestion management
  - Economic development
- To provide a land-use planning tool
- To establish NEPA groundwork to help secure funding for infrastructure improvements
- To promote cooperation amongst stakeholders for their mutual benefit



### Section 2: Land Use—Transportation and the Master Plan

The design of transportation facilities such as roads, driveway access points, sidewalks, and bike routes has a major impact on the community character of Miami Township and Goshen Township. These facilities are the result of land use decisions. This land use section provides planning and analysis on linking land use decisions with transportation facilities planning, funding and development. It serves to integrate and enhance the local master planning and corridor planning efforts of both communities to further the local community's development and transportation goals and objectives.

**Future Corridor Land Use Plan:** The future land use plan for the corridor study area establishes a framework for development patterns and assists in guiding land use decisions as new development and redevelopment activity takes place. The intent of this future land use plan is to display a picture of a possible build-out scenario for the corridor study area.

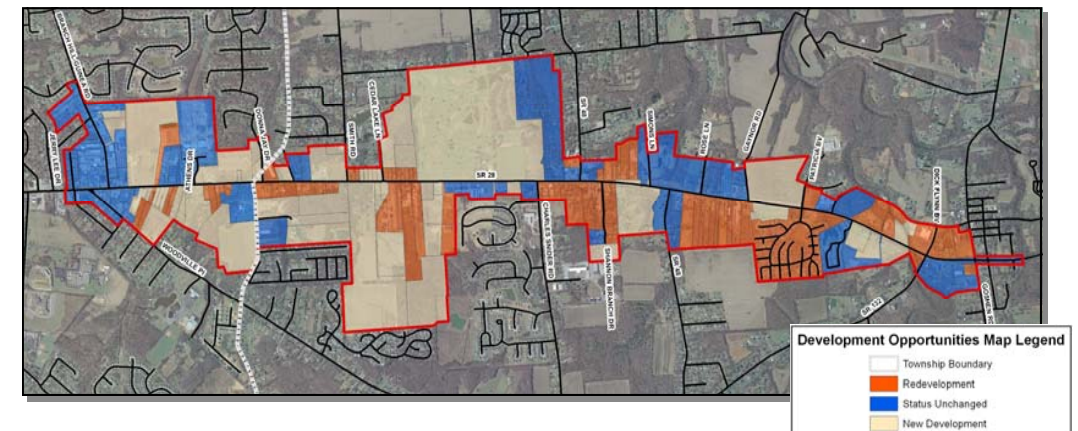


### Section 3: Corridor Development Capacity

This Development Capacity Analysis seeks to establish a build-out threshold for the parcels within the study area designated as either “New Development” or “Redevelopment”. These two types of designated areas form the foundation of the nodal development pattern suggested for the corridor study area.

#### Study Area Build Out Capacity Totals

Net Building Capacity	5,153,675 sq. ft.
Annual Property Tax Revenue	\$10,133,420
Projected FTE Creation	5,726
Annual Income Tax Revenue (Based on a JEDD Scenario)	\$1,079,584

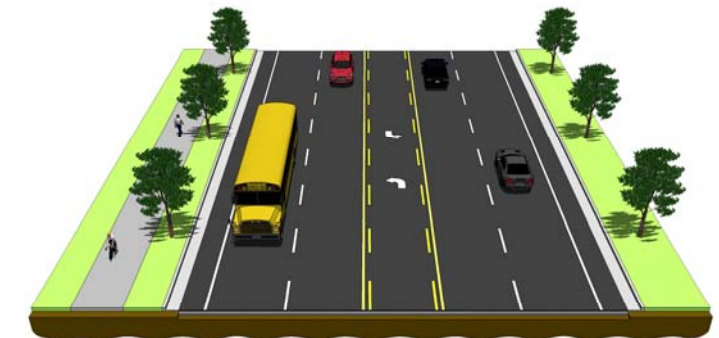


## EXECUTIVE SUMMARY

### Section 4: Existing Traffic Conditions

SR 28 in the study area is mainly a two-lane undivided roadway with four to five-foot wide paved shoulders. Auxiliary turn lanes have been constructed at several main intersections. The west end of the study area, including the intersections of SR 28 with Woodville Pike and with Branch Hill Guinea Pike, was widened to a 5-lane section as part of a recent improvement project completed by the Ohio Department of Transportation (ODOT). The majority of properties along the corridor have direct access to SR 28. In the 4+ mile length of SR 28 in the study area, there are 173 access points, well in excess of the number allowed under ODOT's access management regulations.

Capacity analyses were performed on SR 28 within the project area for the existing traffic volumes. SR 28, within the study area, currently operates at an acceptable Level of Service (LOS) which, according to the Highway Capacity is based on average travel speed through the corridor for this type of facility. However, the volume to capacity ratio for the western end of the corridor was calculated to be 0.91 during the PM peak traffic period indicating that the traffic volumes are approaching the capacity of the roadway.



### Section 5: Future Conditions

Traffic volumes for the future year (2030) were developed in coordination with the OKI Travel Demand Model volumes. Capacity analyses performed on the existing infrastructure with these projected traffic volumes indicate the current roadway configuration is not sufficient to handle future traffic volumes. Average travel speeds along the corridor are expected to be as low as 10 to 15 miles per hour (LOS = F). In order to accommodate the increase in traffic volumes, SR 28 will need to be widened to provide two through lanes in each direction with auxiliary turn lanes at major intersections. Also, it is recommended that the offset intersections SR 28 with Woodville Pike and with Branch Hill Guinea Pike be combined to form a single four-leg intersection. This improvement will increase safety at the intersection and allow for smoother progression of traffic through the area.

Multiple transportation modes should be accommodated by the future roadway section. Transit is already available in the area via local bus routes. This service should be considered and promoted with infrastructure improvements in the area. Also, the improved condition should allow for safe and convenient travel by non-vehicular modes (walking, biking, etc). The proposed roadway section includes a multi-use path separated from the vehicular travel lanes by green space.



### Section 6: The Nodal Development Approach

One land use planning method aimed at controlling traditional strip commercial growth along long corridors is the use of "development nodes." This concept is based upon confining growth to dense, interconnected clusters, or nodes, with open space, and featuring small scale commercial or residential areas in between the more active commercial nodes. Development nodes channel commercial development into the nodal districts or "pulse points." This nodal design combined with excellent inter-parcel access utilizing cross access easements, reverse frontage roads and sidewalks creates a more efficient internal site traffic flow and access to shared egress points. This type of development pattern also promotes a more pedestrian friendly environment by reducing the number of potential conflicts

#### Benefits of a Nodal Development Approach for State Route 28

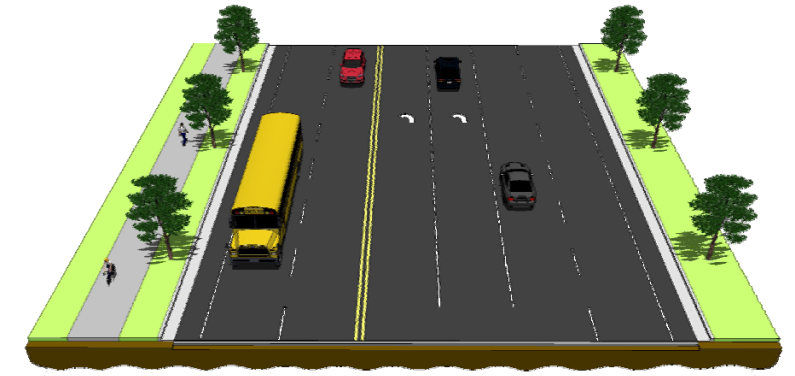
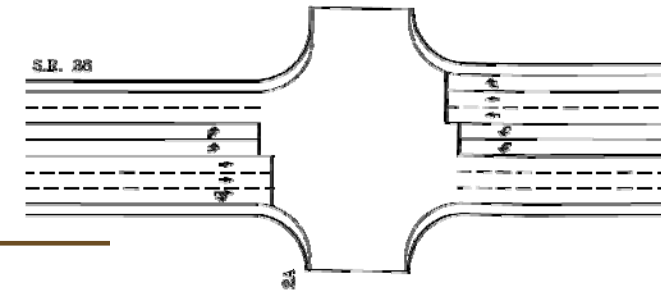
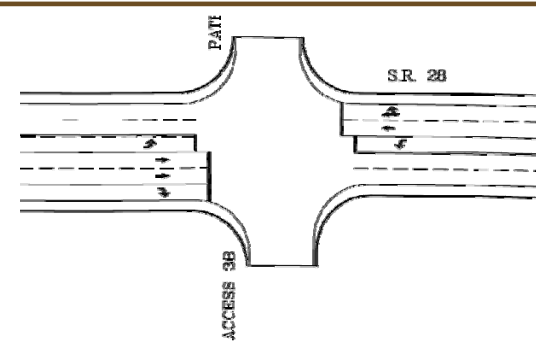
- The avoidance of scattered sprawl.
- Concentration of land uses allow the local governmental stakeholders to focus development-infrastructure dollars in one or two areas at a time.
- With much of the land held in large blocks of single ownership, unified development is more easily achieved.
- Consistent design themes through PUD and overlay zoning is easier to implement.
- Pedestrian oriented shopping experiences are fostered in these scenarios.
- Increased control of traffic and preservation of roadway capacity is better realized.



## EXECUTIVE SUMMARY

### Section 7: Nodal Traffic Analysis

The roadway network was analyzed with traffic generated from each of the described development nodes. These traffic volumes were significantly higher than those projected in OKI's travel demand model. Section 7 provides recommended intersection configurations for each of the nodal access points. It is important to note, though, that the projected land uses and related site-generated traffic are speculative at this point. The recommendations should be used as a general guide and should be re-evaluated when specific land uses are proposed.



### Section 8: Node Development District Revenues and Improvements

This study analyzed the revenue capabilities of each Development Node District using a set of development assumptions utilizing both Tax Increment Financing district and Joint Economic Development Districts as further outlined in Section 8. Below are the revenue capability summaries for the four node districts:

#### Development Node #1 Build-out Summary

Total Commercial Building Capacity	= 464,149 square feet
Annual Property Tax Revenue	= \$1,000,706
Net Annual Property Tax Revenue	= \$500,353 (after 50% revenue split to school district)
New FTE Job Creation	= 516
Annual Earned Income Tax Revenue	= \$97,322

#### Development Node #2 Build-out Summary

Total Commercial Building Capacity	= 1,010,294 square feet
Annual Property Tax Revenue	= \$933,511
Net Annual Property Tax Revenue	= \$466,876 (after 50% revenue split to school district)
New FTE Job Creation	= 1,123
Annual Earned Income Tax Revenue	= \$211,836

#### Development Node #3 Build-out Summary

Total Commercial Building Capacity	= 678,262 square feet
Annual Property Tax Revenue	= \$1,253,428
Net Annual Property Tax Revenue	= \$626,714 (after 50% revenue split to school district)
New FTE Job Creation	= 754
Annual Earned Income Tax Revenue	= \$142,216

#### Development Node #4 Build-out Summary

Total Commercial Building Capacity	= 186,624 square feet
Annual Property Tax Revenue	= \$344,881
Net Annual Property Tax Revenue	= \$172,440 (after 50% revenue split to school district)
New FTE Job Creation	= 207
Annual Earned Income Tax Revenue	= \$39,131

## Section 9: Access Management

Access management is the coordination of land use and access to a highway. The goal is to develop plans that will allow for economic growth and rational development while maintaining or improving safety and mobility along an existing roadway.

The benefits of an access management program for SR 28 includes:

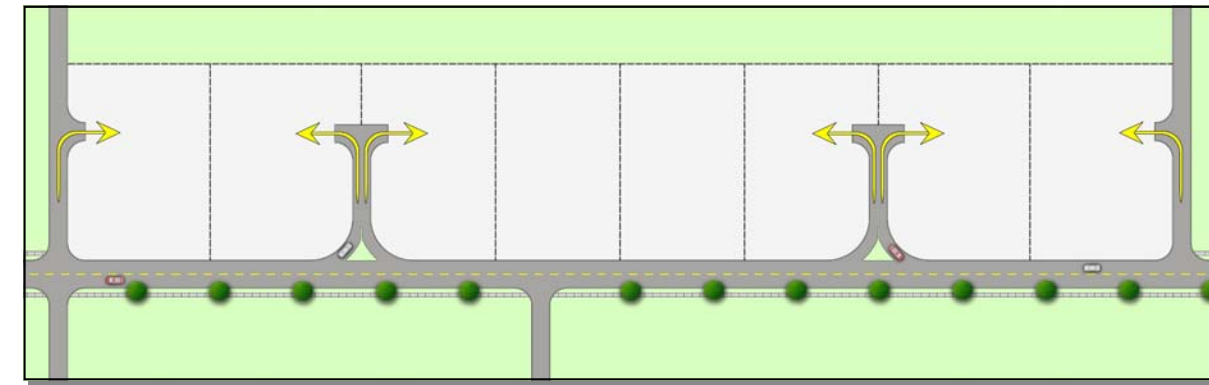
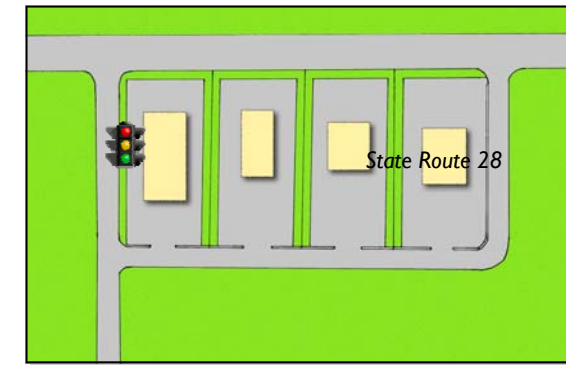
- Reduced vehicle crashes and crash potential.
- Preservation of roadway capacity and the useful life of SR 28.
- Decreased travel time and congestion.
- Improved business access to properties.
- Reduces the amount of public investment in the transportation infrastructure.

### The Shared Benefit Approach to Corridor Land Development

Parcels assembled as part of a master planned development with access management techniques in place often retain a higher market value versus land sold separately for individual out parcel developments. Below is an illustration depicting a best practice scenario featuring multiple parcels fronting along the corridor roadway. These parcels are developed as a single master planned project for purposes of access management and internal traffic flow.

### Access Management and Property Values

Access management balances mobility and access. Properties with direct access to the highway are often seen as most valuable, however; when access is permitted too close to an intersection, the access can become blocked by standing traffic making the property inaccessible over certain periods of time. Property has a greater value if its driveway locations are well planned and designed. Therefore, a primary goal of access management is to achieve a safe and efficient flow of traffic along a roadway while providing reasonable access to abutting properties. This generally creates higher sales volumes and more successful business districts.



## Section 10: Implementation Plan

The proposed implementation plan is a multi-step process geared toward creating land use regulations, development guidelines, and access management criteria for the corridor to establish the foundation for infrastructure improvements which will, in turn, support future development. The steps are as follows.

### Step 1: Land Use

- Amend local Township zoning regulations to include:
  - Overlay district guidelines for nodal development areas
  - A corridor-based Transportation Master Plan
- Engage in public education & development due diligence initiatives
- Establish right-of-way preservation regulations

### Step 2: Access Management

- Establish planned corridor and/or nodal access management plans to supplement County access management standards
- Adopt corridor overlay district to implement local access management guidelines.

### Step 3: Development Node Districts

- Work with the strategically located property owners in implementing Blanket Tax Increment Financing Districts over nodal areas designated for future commercial and office development.
- Consider the creation of a Joint Economic Development District in order to generate income tax revenue
- Establish Community Reinvestment Area Districts over the designated Development Node District properties.

### Step 4: Infrastructure Improvements

- Continue developing plans and programs for construction of the needed infrastructure improvements to support the anticipated development.
- Use land development activity (“the market”) as a trigger for initiating construction of planned improvements.
- The improved infrastructure should accommodate the increased traffic demands of development; thereby making the corridor attractive to prospective developers.

