

## **Special Meeting of the Board of Trustees - March 23**

**March 23, 2021**

- 1. Opening of Meeting**
- 2. Executive Session 6PM**
- 3. Pledge of Allegiance 7PM**
- 4. Meditation (Moment of Silence)**
- 5. Public Hearings**
  - a. Motion to Hold a Public Hearing on Zoning Map Amendment (ZA-2021-01) - Abbeytown Subdivision
  - b. Motion to Hold A Public Hearing On Zoning Map Amendment (ZA2021-02) - Commercial Map Amendment
  - c. Motion to Open A Public Hearing For Zoning Text Amendment (ZA2020-05) - Massage Parlors
- 6. Citizens Address**
- 7. New Business**
  - Planning & Zoning**
    - a. Resolution to Approve Zoning Case ZA2021-01 Changing The Zoning On The Site From R-4 And R-6 To PD-R To Allow For The Construction Of 68 Detached Single-Family Homes
    - b. Resolution to Approve A Sidewalk Waiver Along Kemper Road
    - c. Resolution to Approve Zoning Case ZA2021-02 Changing The Zoning On The Site From R-7 To PD-B To Allow For The Construction Of A Parking Lot
    - d. Resolution to Approve A Text Amendment To The Zoning Resolution Adding Regulations, Including Definitions, For Massage Therapy And Massage Parlors
- 8. Executive Session – if needed**
- 9. Adjournment**

# PUBLIC HEARINGS

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Department: Planning & Zoning

Department  
Director: Michael Ionna, Director - Planning and Zoning

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Motion to Hold a Public Hearing on Zoning Map Amendment (ZA-2021-01) - Abbeytown Subdivision  
Recommend ADOPTION of a Motion to open the public hearing.

Rationale:

A Public Hearing is required per ORC Statutes.





**MARCH 9, 2021**

**STAFF REPORT  
BOARD OF TRUSTEES**

**APPLICATION TYPE: MAP AMENDMENT**

Case No: ZA2021-01  
Location: An approximate 29.8-acre area located on the north side of Kemper Road approximately 1300 feet from where it intersects with Pippin Road  
Applicant: MI Homes of Cincinnati per Brad Austing on behalf of Kemper FL Holdings, LLC  
Reviewer: Michael Ionna, AICP  
Director of Planning & Zoning

**SECTION A – OVERVIEW**

The submitted request is to change the zoning on the site in question from R-4 (Suburban – Medium Residential District) and R-6 (Urban Residential District) to PD-R (Planned Development-Residential). If approved, the applicant proposes to construct 68 detached single-family homes in a planned community development on the site. The submitted application is an amended proposal from the previous submittal in fall 2019. The applicant has changed the layout of the sidewalk within the development, enhanced landscaping, and submitted additional information regarding access and traffic impacts associated with the development.

**SECTION B – ZONING REVIEW PROCESS & BOARD ACTION**

The process for development within a PD-R Zone is as follows (Section 4.5):

1. Submission of a Preliminary Development Plan (Current Status of Application)
  - Zoning Commission public hearing and recommendation
  - Township Board of Trustees hearing and final action
2. Submission of a Final Development Plan
  - Zoning Commission review and final action
3. Submission of a Subdivision Plat and Public Improvement Drawings to Hamilton County Regional Planning Commission (if applicable)
4. Submission of a Zoning Certificate Application for administrative approval.

This application pertains to item number 1 in the timeline described above.

The action of the Zoning Commission pertaining to this application comes in the form of a recommendation, favorable or unfavorable, to the Board of Trustees who take final action to approve or deny the submitted request.

## **SECTION C - SITE LOCATION & CONDITIONS**

The site in question, containing an approximate area of 29.8 acres is located on the north side of Kemper Road approximately 1300 feet from where it intersects with Pippin Road. The site in question is currently occupied by vacant land and used for agricultural purposes.

**FIGURE 1 – LOCATION MAP**



## **SECTION D – HISTORY**

In 2005, a Preliminary Subdivision Plan was approved by the Hamilton County Regional Planning Commission for the site as well as a 4.5-acre property located to the east. The proposed subdivision was called Sloneker Reserve and contained 72 single family lots. Sloneker Reserve contained a one-acre detention pond, no dedicated open space or preservation of natural areas, as well as no screening or buffering from adjacent areas. Since the proposed subdivision met current zoning requirements a zone change process was not required and the subdivision process for Sloneker Reserve, and any other development that meets the current zoning area and height requirements, could occur by-right, meaning that no special approvals would be required for the development and all standard subdivision and development requirements would be reviewed through an administrative process.

In Fall 2019, an application was submitted changing the zoning on the site to PD-R to allow for the construction of 68 single-family dwelling units. The Zoning Commission provided an

unfavorable recommendation of the proposal which was denied by the Board of Trustees.

## **SECTION E - ZONING & EXISTING LAND USE**

**TABLE 1 – ZONING AND LAND USE ANALYSIS**

|                         | <b>ZONING</b>                        | <b>MINIMUM LOT SIZE</b> | <b>MAXIMUM DENSITY</b> | <b>LAND USE</b>                          |
|-------------------------|--------------------------------------|-------------------------|------------------------|------------------------------------------|
| <b>SUBJECT PROPERTY</b> | <b>Current R-4 Area (29.2 ACRES)</b> | 14,000 sq ft / unit     | 3.1 unit / acre        | Vacant Land                              |
| <b>SUBJECT PROPERTY</b> | <b>Current R-6 Area (0.6 ACRES)</b>  | 7,500 sq ft / unit      | 5.8 unit / acre        | Vacant Land                              |
| <b>SUBJECT PROPERTY</b> | <b>Proposed PD-R</b>                 | As approved             | N/A                    | Proposed 68 single-family dwelling units |
| <b>NORTH</b>            | <b>R-4</b>                           | 14,000 sq ft / unit     | 3.1 unit / acre        | Single-Family                            |
| <b>SOUTH</b>            | <b>R-4</b>                           | 14,000 sq ft / unit     | 3.1 unit / acre        | Single-Family                            |
| <b>EAST</b>             | <b>R-6</b>                           | 7,500 sq ft / unit      | 5.8 unit / acre        | Church and Fire Station                  |
| <b>WEST</b>             | <b>R-4</b>                           | 14,000 sq ft / unit     | 3.1 unit / acre        | Single-Family                            |

The site in question is currently zoned R-4 (Suburban – Medium Residential) District and R-6 (Urban Residential) District. The R-4 District occupies approximately 29.2 acres of the site. The R-6 District occupies 0.6 acres of the site.

The R-4 District is intended to provide for the protection of older, existing neighborhoods in Colerain Township where development is more compact. The primary use in the R-4 District is single-family detached homes at moderate densities on lots served by water and sewer services.

The intent of the R-6 District is intended to provide for a mixture of residential housing types at a moderate density. Housing units in this district may include detached housing or housing where units are attached through common walls, but not floors, and are served by water and sewer services.

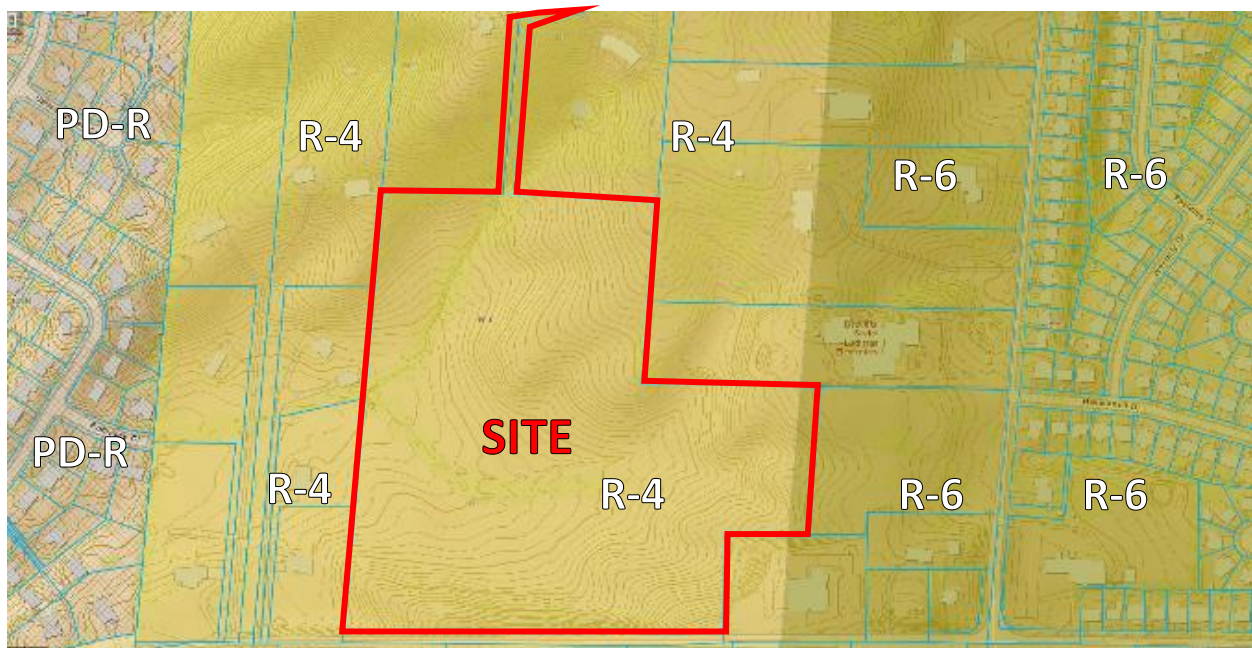
The submitted request is to change the zoning on the site to PD-R (Planned Development – Residential). The intent and purpose of Planned Development Districts is to:

- (A) Allow for flexibility in the zoning requirements where the result will be a higher quality development;
- (B) Provide for and locate suitable recreational facilities, open space, and other common facilities, while preserving the existing landscape to the greatest extent possible;



- (C) Encourage sound planning principles in the arrangement of buildings, the preservation of open-space, the utilization of topography and other site features;
- (D) Obtain creative and coordinated designs in harmony with surrounding uses and allow procedures supplemental to those applicable in other use districts to establish under which development plans particularly designed to meet the objectives of this section, and;
- (E) Allow for creative development that conforms to the goals and objectives set forth in the Colerain Township Comprehensive Plan.

**FIGURE 2 – CURRENT ZONING MAP**



## **SECTION F – COMPREHENSIVE PLAN**

The site in question is located in between the Bevis/Pleasant Run Character Area of the current Comprehensive Plan. The plan provides the following policies and information relevant to the application:

1. Single-Family Residential are appropriate land uses within this area.
2. The plan provides the following relevant information in the vision for the Bevis / Pleasant Run Character Area:

“Residential uses may also expand within this area, but this expansion will involve the infill of several large lots that still exist in this character area. New homes will be single-family detached housing in subdivisions that fit in with surrounding developments.

3. Relevant Development Policies within the plan states the following:
  - a. Encourage additional connections to the sewer system when they are requested by a majority of property owners or are mandated by the Hamilton County General Health District.
  - b. Develop a property maintenance program either at the Township level or through cooperation with a countywide enforcement program.
  - c. In new developments, include roadway connections to the maximum extent possible (no cul-de-sacs) and elements of pedestrian connectivity including sidewalks and trails.
  - d. Create methods of dealing with stormwater management through use of greenspaces, minimal lot coverage and landscaping to absorb the runoff.
4. Relevant Land use Guidelines in the Plan include the following:
  - a. The density of any new residential use should reflect development of similar uses within the character area.
  - b. Restrict attached housing to existing developments with no expansion of such uses within this area.

#### **SECTION G - DEVELOPMENT PLAN REVIEW**

The submitted development plan and application materials indicate the following:

1. Development of a planned community containing 68 detached single-family dwelling units.
  - a. The overall density of the development is 2.35 units per acre
2. Provision of 8.47 acres of open space.
  - a. The plan indicates that natural areas throughout the development will be preserved.
3. Proposed development setbacks for the single-family homes would be as follows:
  - a. Front yard: 25 feet (lots 1-13) and 30 feet (lots 14-68)
  - b. Side yard: 5 feet / 10 feet
  - c. Rear yard: 35 feet
4. Establishment of a minimum lot size is 7,800 square feet.
5. Vehicular access to the development is provided from Kemper Road.
6. Provision of two (2) detention retention ponds located adjacent to the west property line.
7. Provision of landscaping and screening along the west property line and along a portion of the east and north property lines.
8. Provision of street trees internal to the development.

9. Provision of entrance signage along with corresponding landscaping at the entrance gateway to the site from Kemper Road.
10. An access stub is shown providing for future vehicular access to the property located to the east.
11. Sidewalk is shown throughout the development and along the perimeter of the Fire Station property. There is no sidewalk shown along Kemper Road. The applicant has currently applied for a waiver from the sidewalk requirement along Kemper Road.
12. A traffic impact analysis was submitted by the applicant and approved by the Hamilton County Engineers (see attached).
13. A letter was submitted from MSD showing that sewer is present and accessible to the site (see attached).
14. Attached within this report are comments provided by specific agencies in charge of review. No comments were found to impact the ability of the project to occur.

### **Development Comparison Charts**

The following charts provide a comparison of the proposed development to the underlying R-4 District as well as previous development proposals.

#### **Zoning Comparison**

|                       | <u>Current Zoning Standard</u> | <u>Proposed Standard</u>                |
|-----------------------|--------------------------------|-----------------------------------------|
| Minimum lot size      | 14,000 sf                      | 7,800 sf - 18,392 sf – avg. 10,318 sf.* |
| Overall Density       | 3.11 units / acre              | 2.38 units / acre                       |
| Minimum lot width     | 80 ft.                         | 65 ft.                                  |
| Minimum front setback | 35 ft.                         | 30 ft. & 25 ft. for lots 1 to 13        |
| Minimum side yard     | 10 ft.                         | 5 ft. / 10 ft.                          |
| Minimum rear yard     | 35                             | 35 ft.                                  |

\* Taking the additional of the significant amount of open space within the proposed development and the average density of lots and open space equals 15,743 square feet per single-family house.

#### **Prior Development Comparison**

|                        | <u>Sloneker Reserve</u> | <u>Abbeytown</u>                 |
|------------------------|-------------------------|----------------------------------|
| Minimum lot size       | 14,000 sf               | 7,800 sf - average 10,318 sf.    |
| Minimum lot width      | 80 ft.                  | 65 ft.                           |
| Minimum front setback  | 40 ft.                  | 30 ft. & 25 ft. for lots 1 to 13 |
| Open Space Dedicated   | 0.98 acre               | 8.75 acres                       |
| Perimeter buffering    | none                    | some provided                    |
| Lots within 29.8 acres | 57                      | 68                               |

## **SECTION H – REQUESTS**

1. Zone Change from R-4 and R-6 to PD-R and Preliminary Development Plan Approval to allow for development of 68 single-family dwelling units as proposed.
2. Variances to allow for a reduction in the area and height requirements to allow for a minimum lot size of 7,800 square feet (14,000 square feet in underlying district), a minimum lot width of 65 feet (80 feet in underlying district), a front yard setback of 25 feet (35 feet in underlying district), and a side yard setback of five (5) feet (10 feet in underlying district).

## **SECTION I - STATUTES**

Section 4.5 states that the following criteria shall serve as conditions that should be satisfied before the approval of the preliminary development plan:

- (1) The PD District and preliminary development plan are consistent with the adopted Colerain Township Land Use Plan and Colerain Township Comprehensive Plan;
- (2) The proposed uses will have a beneficial effect on the community;
- (3) The internal streets and primary and secondary roads that are proposed properly interconnect with the surrounding existing road network.
- (4) The site will be accessible from public roads that are generally adequate to carry the traffic that will be imposed upon them by the proposed development and the streets and driveways on the site will be adequate to serve the residents or occupants of the proposed development;
- (5) The minimum common open space areas have been designated and shall be duly transferred to a legally established Homeowners Association, where applicable, or have been dedicated to, and accepted by, Colerain Township or another public or quasi-public agency as provided in Subsection 9.3.7 (Common Open Space).
- (6) The preliminary development plan is consistent with the intent and purpose of this Resolution and, in particular, the furtherance of the purpose of the PD District as set forth in Section 9.3.1.
- (7) The preliminary development plan has been transmitted to all other agencies and departments charged with responsibility of review.

Section 9.3.6 of the Zoning Resolution provides the following information related to Design Standards:

- (A) Design standards for area, lot coverage, density, yard requirements, parking, landscaping, and screening for a proposed PD District shall be established in the PD Preliminary development plan by the Zoning Commission and Board of Township Trustees.

- (B) Exceptions and variations from the design standards provided by the base zoning districts of this Resolution (e.g., R-1, R-2, B-1, etc.) may, and should be granted by the Zoning Commission and Board of Township Trustees when it is determined that due to certain design elements, natural features, and public amenities, the exceptions are warranted.
- (C) Standards for public infrastructure improvements shall be governed by the applicable regulations of the agency with jurisdiction that is charged with the responsibility for review and approval.

## **SECTION J - RECOMMENDATION**

Staff provides the following recommendation:

1. **APPROVAL** of the Zone Change and Preliminary Development Plan to allow for the construction of the 68 single-family dwelling units, subject to the following conditions:
  - a. That the front façade of all dwellings contains an element of stone, brick, or other masonry unit.
  - b. The minimum housing size shall be 1,400 square feet for one-story residential dwellings and 1,600 square feet for two-story residential dwellings.
  - c. All homes shall feature a basement. Said basement shall not be considered part of the floor area established within Condition 2.
  - d. That a plan for the intent and treatment of the open space areas be included within the Final Development Plan. Said plan shall address the manner in which the common open space will be developed or treated which includes one or more of the following options: keeping it natural and maintained, provision of a playground, provision of paved walking trails, provision of planting and landscaping.
  - e. That a Homeowners Association (HOA) be formed to manage and care for the common open space, retention ponds, fencing, and vegetative buffers.
  - f. The maintenance of the vegetative buffers, fencing, and open space areas shown on the approved preliminary plan and final development plan shall be included and outlined within the HOA documents of Abbeytown Subdivision. Maintenance shall be conducted in a manner that promotes and fosters the intent of the buffer to screen the new development from existing adjacent development.
  - g. That a street lighting district be set up for this development in accordance with the standards of Colerain Township.
  - h. That a waiver be granted for the sidewalk connection along Kemper Road
  - i. That future sale of the “panhandle” portion of the tract to adjacent property owners and only adjacent property owners to the east or west be permitted to occur as an Administrative Modification to the approved Development Plan.



- j. That the proposed development meets applicable standards and regulations for other development review agencies.
2. **APPROVAL** of the variances from the underlying area and height standards of the Zoning Districts.

#### **SECTION K – STAFF COMMENTS / BASIS FOR RECOMMENDATIONS**

1. The plan is consistent with the comprehensive plan as it pertains to permitted types of land use, the vision for the Bevis / Pleasant Run Character Area and the corresponding guidelines and policies. The proposed density, character and form of the proposal, as conditioned, is also generally consistent with the land located within the immediate and peripheral areas of the site which consist of churches, a school, a Fire Station, suburban residential development and single-family larger lot development.
2. The proposed zone change will benefit the community through the provision of new homes for new residents within a development design that preserves and protect natural open space rather than clear cutting land for development.
3. The proposed street extensions connect to the existing street network in a manner that is consistent with the required findings of the Zoning Resolution. The plan shows access from Kemper Road and provides a stub to the property located immediately east of the site. The proposed stub is the most logical area of the site to provide future access to.
4. The proposed development is accessible from Kemper Road. A Traffic Impact study was submitted, found to be valid, and approved by the Hamilton County Engineer regarding the proposed access.
5. The proposal is consistent with the intent and purpose of the Zoning Resolution for Planned Development.
6. Staff finds the variance from the underlying area and height requirements to be appropriate. The intent of the Zoning Resolution for Planned Developments is to allow for creative designs that protect and preserve open space. The submitted development plan effectively clusters development in certain areas of the site using smaller lots and larger preserved open spaces, thus necessitating the proposed variances. The result is a development is not only impactful in the preservation of open space and natural land but it is also less dense at 2.38 units per acre than the 3.11 units per acre that is permitted by-right in the R-4 District. Furthermore, the clustering of development is also consistent with best practices for fiscal policies of the Township regarding maintenance. Shorter lot widths require less road maintenance over the long run, a considerable cost in the upkeep of all new residential development.

#### **SECTION L – ADDITIONAL COMMENTS**

It should be noted that approval of this Preliminary Development Plan locks in the site plan and all corresponding proposal information as contained herein staff report as well as in what

has been submitted by the applicant. Once approved through a final action by the Board of Trustees, any deviation or change must follow the review and approval processes outlined in Section 4.5 of the Zoning Resolution.

#### **SECTION L – ATTACHMENTS**

Attachment A – Hamilton County Stormwater  
Attachment B – Hamilton County Soil and Water Comments  
Attachment C – Hamilton County Engineers Comments  
Attachment D – Colerain Fire Comments

#### **SECTION M – ZONING COMMISSION RECOMMENDATION**

The Zoning Commission met on March 2, 2021 and following a public hearing voted 4-1 to provide a favorable recommendation of the submitted requests and corresponding zoning variations, subject to the following conditions:

- a. That the front façade of all dwellings contains an element of stone, brick, or other masonry unit.
- b. The minimum housing size shall be 1,400 square feet for one-story residential dwellings and 1,600 square feet for two-story residential dwellings.
- c. All homes shall feature a basement. Said basement shall not be considered part of the floor area established within Condition 2.
- d. That a plan for the intent and treatment of the open space areas be included within the Final Development Plan. Said plan shall address the manner in which the common open space will be developed or treated.
- e. That a community amenity be provided within the development. Such amenities may include, but are not limited to, a playground, provision of paved walking trails, or bike trails.
- f. That a Homeowners Association (HOA) be formed to manage and care for the common open space, retention ponds, fencing, and vegetative buffers.
- g. The maintenance of the vegetative buffers, fencing, and open space areas shown on the approved preliminary plan and final development plan shall be included and outlined within the HOA documents of Abbeytown Subdivision. Maintenance shall be conducted in a manner that promotes and fosters the intent of the buffer to screen the new development from existing adjacent development.
- h. That a street lighting district be set up for this development in accordance with the standards of Colerain Township.
- i. That a waiver be granted for the sidewalk connection along Kemper Road

- j. That future sale of the “panhandle” portion of the tract to adjacent property owners and only adjacent property owners to the east or west be permitted to occur as an Administrative Modification to the approved Development Plan.
- k. That the proposed development meets applicable standards and regulations for other development review agencies

The findings for approval were based on the staff recommendation and findings.



**FEBRUARY 16, 2021**

**STAFF REPORT  
ZONING COMMISSION**

**APPLICATION TYPE: MAP AMENDMENT**

Case No: ZA2021-01  
Location: An approximate 29.8-acre area located on the north side of Kemper Road approximately 1300 feet from where it intersects with Pippin Road  
Applicant: MI Homes of Cincinnati per Brad Austing on behalf of Kemper FL Holdings, LLC  
Reviewer: Michael Ionna, AICP  
Director of Planning & Zoning

**SECTION A – OVERVIEW**

The submitted request is to change the zoning on the site in question from R-4 (Suburban – Medium Residential District) and R-6 (Urban Residential District) to PD-R (Planned Development-Residential). If approved, the applicant proposes to construct 68 detached single-family homes in a planned community development on the site. The submitted application is an amended proposal from the previous submittal in fall 2019. The applicant has changed the layout of the sidewalk within the development, enhanced landscaping, and submitted additional information regarding access and traffic impacts associated with the development.

**SECTION B – ZONING REVIEW PROCESS & BOARD ACTION**

The process for development within a PD-R Zone is as follows (Section 4.5):

1. Submission of a Preliminary Development Plan (Current Status of Application)
  - Zoning Commission public hearing and recommendation
  - Township Board of Trustees hearing and final action
2. Submission of a Final Development Plan
  - Zoning Commission review and final action
3. Submission of a Subdivision Plat and Public Improvement Drawings to Hamilton County Regional Planning Commission (if applicable)
4. Submission of a Zoning Certificate Application for administrative approval.

This application pertains to item number 1 in the timeline described above.

The action of the Zoning Commission pertaining to this application comes in the form of a recommendation, favorable or unfavorable, to the Board of Trustees who take final action to approve or deny the submitted request.

## **SECTION C - SITE LOCATION & CONDITIONS**

The site in question, containing an approximate area of 29.8 acres is located on the north side of Kemper Road approximately 1300 feet from where it intersects with Pippin Road. The site in question is currently occupied by vacant land and used for agricultural purposes.

**FIGURE 1 – LOCATION MAP**



## **SECTION D – HISTORY**

In 2005, a Preliminary Subdivision Plan was approved by the Hamilton County Regional Planning Commission for the site as well as a 4.5-acre property located to the east. The proposed subdivision was called Sloneker Reserve and contained 72 single family lots. Sloneker Reserve contained a one-acre detention pond, no dedicated open space or preservation of natural areas, as well as no screening or buffering from adjacent areas. Since the proposed subdivision met current zoning requirements a zone change process was not required and the subdivision process for Sloneker Reserve, and any other development that meets the current zoning area and height requirements, could occur by-right, meaning that no special approvals would be required for the development and all standard subdivision and development requirements would be reviewed through an administrative process.

In Fall 2019, an application was submitted changing the zoning on the site to PD-R to allow for the construction of 68 single-family dwelling units. The Zoning Commission provided an



unfavorable recommendation of the proposal which was denied by the Board of Trustees.

## **SECTION E - ZONING & EXISTING LAND USE**

**TABLE 1 – ZONING AND LAND USE ANALYSIS**

|                         | <b>ZONING</b>                        | <b>MINIMUM LOT SIZE</b> | <b>MAXIMUM DENSITY</b> | <b>LAND USE</b>                          |
|-------------------------|--------------------------------------|-------------------------|------------------------|------------------------------------------|
| <b>SUBJECT PROPERTY</b> | <b>Current R-4 Area (29.2 ACRES)</b> | 14,000 sq ft / unit     | 3.1 unit / acre        | Vacant Land                              |
| <b>SUBJECT PROPERTY</b> | <b>Current R-6 Area (0.6 ACRES)</b>  | 7,500 sq ft / unit      | 5.8 unit / acre        | Vacant Land                              |
| <b>SUBJECT PROPERTY</b> | <b>Proposed PD-R</b>                 | As approved             | N/A                    | Proposed 68 single-family dwelling units |
| <b>NORTH</b>            | <b>R-4</b>                           | 14,000 sq ft / unit     | 3.1 unit / acre        | Single-Family                            |
| <b>SOUTH</b>            | <b>R-4</b>                           | 14,000 sq ft / unit     | 3.1 unit / acre        | Single-Family                            |
| <b>EAST</b>             | <b>R-6</b>                           | 7,500 sq ft / unit      | 5.8 unit / acre        | Church and Fire Station                  |
| <b>WEST</b>             | <b>R-4</b>                           | 14,000 sq ft / unit     | 3.1 unit / acre        | Single-Family                            |

The site in question is currently zoned R-4 (Suburban – Medium Residential) District and R-6 (Urban Residential) District. The R-4 District occupies approximately 29.2 acres of the site. The R-6 District occupies 0.6 acres of the site.

The R-4 District is intended to provide for the protection of older, existing neighborhoods in Colerain Township where development is more compact. The primary use in the R-4 District is single-family detached homes at moderate densities on lots served by water and sewer services.

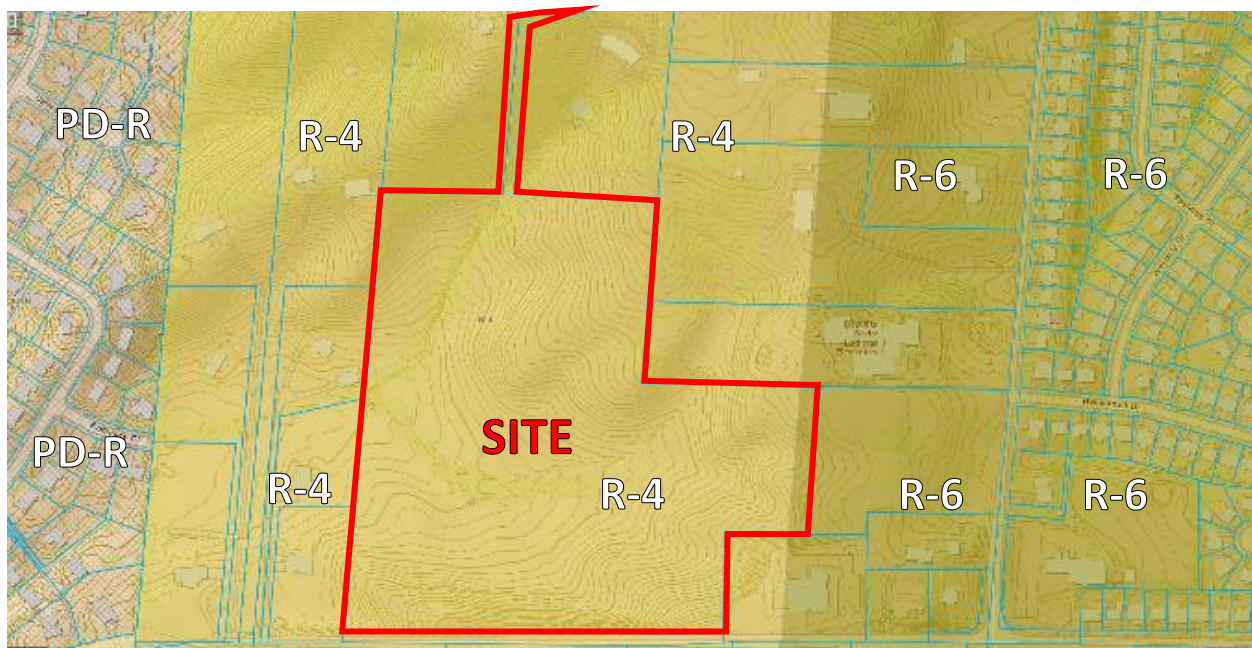
The intent of the R-6 District is intended to provide for a mixture of residential housing types at a moderate density. Housing units in this district may include detached housing or housing where units are attached through common walls, but not floors, and are served by water and sewer services.

The submitted request is to change the zoning on the site to PD-R (Planned Development – Residential). The intent and purpose of Planned Development Districts is to:

- (A) Allow for flexibility in the zoning requirements where the result will be a higher quality development;
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- (C) Encourage sound planning principles in the arrangement of buildings, the preservation of open-space, the utilization of topography and other site features;
- (D) Obtain creative and coordinated designs in harmony with surrounding uses and allow procedures supplemental to those applicable in other use districts to establish under which development plans particularly designed to meet the objectives of this section, and;
- (E) Allow for creative development that conforms to the goals and objectives set forth in the Colerain Township Comprehensive Plan.

**FIGURE 2 – CURRENT ZONING MAP**



## **SECTION F – COMPREHENSIVE PLAN**

The site in question is located in between the Bevis/Pleasant Run Character Area of the current Comprehensive Plan. The plan provides the following policies and information relevant to the application:

1. Single-Family Residential are appropriate land uses within this area.
2. The plan provides the following relevant information in the vision for the Bevis / Pleasant Run Character Area:

“Residential uses may also expand within this area, but this expansion will involve the infill of several large lots that still exist in this character area. New homes will be single-family detached housing in subdivisions that fit in with surrounding developments.

3. Relevant Development Policies within the plan states the following:
  - a. Encourage additional connections to the sewer system when they are requested by a majority of property owners or are mandated by the Hamilton County General Health District.
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  - d. Create methods of dealing with stormwater management through use of greenspaces, minimal lot coverage and landscaping to absorb the runoff.
4. Relevant Land use Guidelines in the Plan include the following:
  - a. The density of any new residential use should reflect development of similar uses within the character area.
  - b. Restrict attached housing to existing developments with no expansion of such uses within this area.

#### **SECTION G - DEVELOPMENT PLAN REVIEW**

The submitted development plan and application materials indicate the following:

1. Development of a planned community containing 68 detached single-family dwelling units.
  - a. The overall density of the development is 2.35 units per acre
2. Provision of 8.47 acres of open space.
  - a. The plan indicates that natural areas throughout the development will be preserved.
3. Proposed development setbacks for the single-family homes would be as follows:
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7. Provision of landscaping and screening along the west property line and along a portion of the east and north property lines.
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13. A letter was submitted from MSD showing that sewer is present and accessible to the site (see attached).
14. Attached within this report are comments provided by specific agencies in charge of review. No comments were made that would prevent the project from proceeding.

### **Development Comparison Charts**

The following charts provide a comparison of the proposed development to the underlying R-4 District as well as previous development proposals.

#### **Zoning Comparison**

|                       | <u>Current Zoning Standard</u> | <u>Proposed Standard</u>                |
|-----------------------|--------------------------------|-----------------------------------------|
| Minimum lot size      | 14,000 sf                      | 7,800 sf - 18,392 sf – avg. 10,318 sf.* |
| Overall Density       | 3.11 units / acre              | 2.38 units / acre                       |
| Minimum lot width     | 80 ft.                         | 65 ft.                                  |
| Minimum front setback | 35 ft.                         | 30 ft. & 25 ft. for lots 1 to 13        |
| Minimum side yard     | 10 ft.                         | 5 ft. / 10 ft.                          |
| Minimum rear yard     | 35                             | 35 ft.                                  |

\* Taking the additional of the significant amount of open space within the proposed development and the average density of lots and open space equals 15,743 square feet per single-family house.

#### **Prior Development Comparison**

|                        | <u>Sloneker Reserve</u> | <u>Abbeytown</u>                 |
|------------------------|-------------------------|----------------------------------|
| Minimum lot size       | 14,000 sf               | 7,800 sf - average 10,318 sf.    |
| Minimum lot width      | 80 ft.                  | 65 ft.                           |
| Minimum front setback  | 40 ft.                  | 30 ft. & 25 ft. for lots 1 to 13 |
| Open Space Dedicated   | 0.98 acre               | 8.75 acres                       |
| Perimeter buffering    | none                    | some provided                    |
| Lots within 29.8 acres | 57                      | 68                               |

## **SECTION H – REQUESTS**

1. Zone Change from R-4 and R-6 to PD-R and Preliminary Development Plan Approval to allow for development of 68 single-family dwelling units as proposed.
2. Variances to allow for a reduction in the area and height requirements to allow for a minimum lot size of 7,800 square feet (14,000 square feet in underlying district), a minimum lot width of 65 feet (80 feet in underlying district), a front yard setback of 25 feet (35 feet in underlying district), and a side yard setback of five (5) feet (10 feet in underlying district).

## **SECTION I - STATUTES**

Section 4.5 states that the following criteria shall serve as conditions that should be satisfied before the approval of the preliminary development plan:

- (1) The PD District and preliminary development plan are consistent with the adopted Colerain Township Land Use Plan and Colerain Township Comprehensive Plan;
- (2) The proposed uses will have a beneficial effect on the community;
- (3) The internal streets and primary and secondary roads that are proposed properly interconnect with the surrounding existing road network.
- (4) The site will be accessible from public roads that are generally adequate to carry the traffic that will be imposed upon them by the proposed development and the streets and driveways on the site will be adequate to serve the residents or occupants of the proposed development;
- (5) The minimum common open space areas have been designated and shall be duly transferred to a legally established Homeowners Association, where applicable, or have been dedicated to, and accepted by, Colerain Township or another public or quasipublic agency as provided in Subsection 9.3.7 (Common Open Space).
- (6) The preliminary development plan is consistent with the intent and purpose of this Resolution and, in particular, the furtherance of the purpose of the PD District as set forth in Section 9.3.1.
- (7) The preliminary development plan has been transmitted to all other agencies and departments charged with responsibility of review.

Section 9.3.6 of the Zoning Resolution provides the following information related to Design Standards:



- (A) Design standards for area, lot coverage, density, yard requirements, parking, landscaping, and screening for a proposed PD District shall be established in the PD Preliminary development plan by the Zoning Commission and Board of Township Trustees.
- (B) Exceptions and variations from the design standards provided by the base zoning districts of this Resolution (e.g., R-1, R-2, B-1, etc.) may, and should be granted by the Zoning Commission and Board of Township Trustees when it is determined that due to certain design elements, natural features, and public amenities, the exceptions are warranted.
- (C) Standards for public infrastructure improvements shall be governed by the applicable regulations of the agency with jurisdiction that is charged with the responsibility for review and approval.

## **SECTION J - RECOMMENDATION**

Staff provides the following recommendation:

1. **APPROVAL** of the Zone Change and Preliminary Development Plan to allow for the construction of the 68 single-family dwelling units, subject to the following conditions:
  - a. That the front façade of all dwellings contains an element of stone, brick, or other masonry unit.
  - b. The minimum housing size shall be 1,400 square feet for one-story residential dwellings and 1,600 square feet for two-story residential dwellings.
  - c. All homes shall feature a basement. Said basement shall not be considered part of the floor area established within Condition 2.
  - d. That a plan for the intent and treatment of the open space areas be included within the Final Development Plan. Said plan shall address the manner in which the common open space will be developed or treated which includes one or more of the following options: keeping it natural and maintained, provision of a playground, provision of paved walking trails, provision of planting and landscaping.
  - e. That a Homeowners Association (HOA) be formed to manage and care for the common open space, retention ponds, fencing, and vegetative buffers.
  - f. The maintenance of the vegetative buffers, fencing, and open space areas shown on the approved preliminary plan and final development plan shall be included and outlined within the HOA documents of Abbeytown Subdivision. Maintenance shall be conducted in a manner that promotes and fosters the intent of the buffer to screen the new development from existing adjacent development.
  - g. That a street lighting district be set up for this development in accordance with the standards of Colerain Township.

- h. That a waiver be granted for the sidewalk connection along Kemper Road
  - i. That future sale of the “panhandle” portion of the tract to adjacent property owners and only adjacent property owners to the east or west be permitted to occur as an Administrative Modification to the approved Development Plan.
  - j. That the proposed development meets applicable standards and regulations for other development review agencies.
2. **APPROVAL** of the variances from the underlying area and height standards of the Zoning Districts.

### **SECTION K – STAFF COMMENTS / BASIS FOR RECOMMENDATIONS**

- 1. The plan is consistent with the comprehensive plan as it pertains to permitted types of land use, the vision for the Bevis / Pleasant Run Character Area and the corresponding guidelines and policies. The proposed density, character and form of the proposal, as conditioned, is also generally consistent with the land located within the immediate and peripheral areas of the site which consist of churches, a school, a Fire Station, suburban residential development and single-family larger lot development.
- 2. The proposed zone change will benefit the community through the provision of new homes for new residents within a development design that preserves and protect natural open space rather than clear cutting land for development.
- 3. The proposed street extensions connect to the existing street network in a manner that is consistent with the required findings of the Zoning Resolution. The plan shows access from Kemper Road and provides a stub to the property located immediately east of the site. The proposed stub is the most logical area of the site to provide future access to.
- 4. The proposed development is accessible from Kemper Road. A Traffic Impact study was submitted, found to be valid, and approved by the Hamilton County Engineer regarding the proposed access.
- 5. The proposal is consistent with the intent and purpose of the Zoning Resolution for Planned Development.
- 6. Staff finds the variance from the underlying area and height requirements to be appropriate. The intent of the Zoning Resolution for Planned Developments is to allow for creative designs that protect and preserve open space. The submitted development plan effectively clusters development in certain areas of the site using smaller lots and larger preserved open spaces, thus necessitating the proposed variances. The result is a development is not only impactful in the preservation of open space and natural land but it is also less dense at 2.38 units per acre than the 3.11 units per acre that is permitted by-right in the R-4 District. Furthermore, the clustering of development is also consistent with best practices for fiscal policies of the Township regarding maintenance. Shorter lot widths require less road maintenance over the long run, a considerable cost in the upkeep of all new residential development.

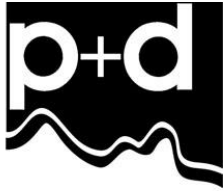


### **SECTION L – ADDITIONAL COMMENTS**

It should be noted that approval of this Preliminary Development Plan locks in the site plan and all corresponding proposal information as contained herein this staff report as well as in what has been submitted by the applicant. Once approved through a final action by the Board of Trustees, any deviation or change must follow the review and approval processes outlined in Section 4.5 of the Zoning Resolution.

### **SECTION L – ATTACHMENTS**

- Attachment A – Hamilton County Stormwater
- Attachment B – Hamilton County Soil and Water Comments
- Attachment C – Hamilton County Engineers Comments
- Attachment D – Colerain Fire Comments
- Attachment E – Applicant Submittal Materials



HAMILTON COUNTY

## Planning + Development

138 E COURT ST., RM 801  
CINCINNATI, OH 45202

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**GENERAL INFORMATION**  
(513) 946-4550  
[www.hamiltoncountyohio.gov/pd](http://www.hamiltoncountyohio.gov/pd)

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### Director

James Noyes

---

### Divisions

Chief Building Official  
Bruce Crase, CBO

Community Development  
Joy Pierson

Community Planning  
Steve Johns, AICP

Land Use + Zoning  
Bryan Snyder, AICP

Stormwater + Infrastructure  
Mohammad Islam, PE

---

### Board of County Commissioners

Denise Driehaus  
Stephanie Summerow Dumas  
Alicia Reece

February 9, 2021

Michael Ionna

Colerain Township Planning & Zoning Administration

Reference: Zone Change – Abbeytown Subdivision – ZA2019-08 – Colerain Township

To whom it may concern:

The concept plan for the subject subdivision has been reviewed. The following items should be considered by the Engineer to comply with Hamilton County Storm Drainage regulations.

The Hamilton County Storm Water District's Post Construction Regulation Article V and Stream Corridor Regulation Article IV were adopted by the County Commissioners effective September 12, 2019. The project should be designed to be in compliance with the above-mentioned regulations. Copies of the regulations can be downloaded [here](#).

- a. The project will require a detention basin as per section ST 405 and ST 711 of Hamilton County Planning and Development Storm Water Drainage System Rules and Regulations.
- b. While designing the Storm Water system for the proposed project the Engineer must comply with Rules and Regulation of the Hamilton County Planning and Development department Governing the construction, operation, maintenance and use of the Storm Drainage System in Hamilton County, Ohio, adopted January 1, 1974 and **revised on January 17, 2007** and to give special consideration to the following:
  1. No diversion of storm water run-off will be permitted.
  2. The Director of Planning and Development must approve total storm water compensation. Storm water detention based upon our current regulations will be required, including a staged Pre-Development 1-year, and Pre-development 10-year controlled release for each drainage area. A "Private Drainage Easement for Storm Water Detention" plat and an as-built drawing must be submitted certifying the required volume after construction is completed.
  3. All storm water detention basins are to be sized for a 100-year event based on Exhibit 33.
  4. All storm drainage catch basins and head walls are to conform to said Rules and Regulations.
  5. All streams and/or watercourses affecting the site shall be analyzed based on a One hundred (100) year frequency storm.
  6. All internal drainage systems are to be designed for a ten (10) year storm with the 100-year hydraulic gradient shown no higher than six inches below all catch basin and/or storm manhole openings.
  7. All structures are to be protected from storm water flooding based on a one hundred (100) year storm within or out of a Special Flood Hazard Area.
  8. **A storm water drainage investigation may be required offsite and downstream of all developments or projects.**

Along with the Final Development/Improvement Plans, the Developer/Owner is to submit one set of storm water detention and drainage calculations, and drainage maps.

Erosion and sediment control, to protect all adjacent properties, must be implemented beginning with the design process of this project.

Prior to performing any work within a Special Flood Hazard Area, application for and approval of a Special Flood Hazard Area development permit shall be required from this office pursuant to the "Flood Damage Prevention Regulations".

The Final Improvement Plan must conform to preliminary construction drawings and meet the requirements of the current Hamilton County Planning and Development Storm Water Drainage System Rules and Regulations. We reserve the right to make any changes deemed necessary for final plan conformity to current regulations.

Respectfully,

A handwritten signature in cursive script that reads "Ben Poole".

Ben Poole, EIT  
Project Engineer

cc: File



Mr. Ionna

The earthwork for the proposed Abbeytown Subdivision will need to be reviewed for compliance with the Hamilton County Earthwork Regulations. The following items must be addressed in order for the District to approve and issue an Earthwork Permit:

1. Sites disturbing more than 1 acre of ground for construction activities must file a notice of intent (NOI) to the Ohio EPA for Storm Water discharge associated with construction. The 2018 Construction General Permit (CGP) requires the approval of the Storm Water Pollution Prevention Plan first be obtained from Hamilton County prior to filing the NOI. In Hamilton County, the SWPPP is both reviewed by the Hamilton County Soil & Water Conservation District for erosion and sediment control and the Hamilton County Planning and Development for water quality.
  - A) The Storm Water Pollution Prevention Plan (SWPPP) must include the Erosion Prevention and Sediment Control Plan (EP&SC Plan) compliant with the requirements under the Revised Rules and Regulations of the Hamilton County Soil & Water Conservation District and the Hamilton County Storm Water District Governing Earthwork. The regulations can be downloaded from <http://www.hcswd.org/documents.html> or <https://www.hcswcd.org/earthwork-earth-movement.html>
    - a. The Erosion Prevention and Sediment Control Plan must use best management practices (BMPs) approved under the most current State of Ohio Rainwater and Land Development Manual. The Rainwater and Land Development Manual can be downloaded from the Ohio Environmental Protection Agency website at: [http://epa.ohio.gov/dsw/storm/technical\\_guidance](http://epa.ohio.gov/dsw/storm/technical_guidance)
    - b. Other Controls addressing non-sediment pollution controls such as waste disposal, construction chemical compounds, equipment fueling and maintenance and spill reporting requirements compliant with Part III.G.2.g on page 28 of the 2018 OEPA Construction General Permit must be included on the plans.
  - B) The Storm Water Pollution Prevention Plan (SWPPP) must be compliant with the Post Construction Water Quality Management Requirements under Part III.G.2.e of the 2018 Ohio EPA Construction General Permit. Information compliant with the Post Construction Storm Water Management Requirements must be provided on the plans and submitted to and approved by the Hamilton County Planning & Development Stormwater & Infrastructure Department. Please Contact Ben Poole at (513) 946-4753 for these requirements.
2. The grading plan will be reviewed for compliance with Section 311 “Geotechnical Performance Standards”. Depending on the review, the earthwork for the project may be required to be monitored by a State of Ohio Registered Professional Geotechnical Engineer and certified upon completion.
  - a. Please provide the geotechnical report for the project.

3. The site is subject to the Earthwork Fees approved by the Board of County Commissioners for Hamilton County effective March 1, 2019. The Earthwork Fees must be paid prior to the issuance of the Earthwork Permit.

Please contact the District if you have questions or comments regarding this email.

Sincerely,

Chey Alberto, CPESC  
Urban Conservationist  
Hamilton County Soil and Water Conservation District  
1325 E Kemper Rd. Suite 115  
Cincinnati, Ohio 45246  
Tel: (513) 772-7645  
Fax: (513) 772-7656



see our website at [www.hcswcd.org](http://www.hcswcd.org)



Click here to visit us on Facebook  
[www.facebook.com/HamiltonCountySoilandWaterConservationDistrict](https://www.facebook.com/HamiltonCountySoilandWaterConservationDistrict)

# County of Hamilton

ERIC J. BECK P.E. - P.S. COUNTY ENGINEER

TODD B. PORTUNE CENTER FOR COUNTY GOVERNMENT

138 EAST COURT STREET, ROOM 700

CINCINNATI, OHIO 45202-1232

PHONE (513)946-4250 FAX (513)946-4288

February 8, 2021

Colerain Township  
4200 Springdale Road  
Colerain Township, OH 45251

Attn: Michael Ionna, AICP

RE: ZA2021-01 Abbeytown Amended Submission

Dear Mr. Ionna:

This office has reviewed the proposed Zone Map Amendment application for the above referenced case. The following comments are submitted as a result of this review:

- 1) Grading within the right-of-way must conform to the most appropriate Hamilton County typical section. Any grading plan having an effect on the public right-of-way must be reviewed and approved by the Hamilton County Engineer's Office. Right-of-way clearing and grading must occur during the initial phase of construction to facilitate utility relocation operations.
- 2) No landscaping, screening or obstructions shall be permitted in the public right-of-way.
- 3) All roadway improvements in the public right of way to be performed by the developer need to be reviewed and approved by this office. A right of way use permit must be obtained prior to the commencement of any work.
- 4) A sight distance has been performed for the proposed access point and meets the requirements of *Rules and Regulations of the Office of the County Engineer governing driveway regulations and pavement and/or right-of-way opening provisions for the unincorporated area of Hamilton County*.
- 5) Locations of driveways and movements from said locations shall be consistent with the *Hamilton County Access Management Regulations*.
- 6) The proposed development will generate additional traffic and congestion. The developer has conducted a traffic impact study, prepared by a qualified traffic engineer. The traffic impact study has been approved by this office.

- 7) The owner must dedicate enough property to create a right-of-way in fee which shall have a minimum width of fifty feet (50') from the centerline of right-of-way to the adjacent proposed right-of-way line along the Kemper Road frontage in accordance with the Hamilton County Thoroughfare Plan.

This office reserves the right to add, delete or make modifications to the above stated comments.

Any questions on this matter may be addressed to the undersigned at 946-8421.

Respectfully,

Eric J. Beck, P.E.-P.S.  
HAMILTON COUNTY ENGINEER



Jeffery T. Newby, P.E.  
Traffic Engineer

EJB\jtn  
C: DJ, EJB, Dedication File, Case File

**From:** [Mark Walsh](#)  
**To:** [Michael Ionna](#)  
**Subject:** RE: Abbeytown Subdivision  
**Date:** Monday, February 8, 2021 3:03:19 PM

---

We are good

Mark Walsh

---

**From:** Michael Ionna <mionna@colerain.org>  
**Sent:** Monday, February 8, 2021 2:44 PM  
**To:** Mark Walsh <mwalsh@colerain.org>  
**Subject:** Abbeytown Subdivision

Do you have any comments for the Abbeytown Subdivision? If so it goes out tomorrow. If it is okay then a simple note saying that it is okay will work.

MHI

**Michael Ionna, AICP**

Director of Planning & Zoning Administration

**\*\* Visit [ImagineColerain.com](http://ImagineColerain.com) and help guide the new Comprehensive Plan for Colerain Township\*\***

**\*\*Get in the [Cerkl](#) to stay up-to-date with the latest in Colerain Township\*\***

**\*\*Colerain Township's new [Customer Service Request](#) System is now live!**

**Colerain Township**

4200 Springdale Road  
Colerain Township, OH 45251  
Main Phone (513) 385-7500  
Direct Phone (513) 923-5012  
[mionna@colerain.org](mailto:mionna@colerain.org)  
[www.colerain.org](http://www.colerain.org)

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Begin Applicant Submittal Materials

## **Appendix A**

### **Site Plan**



EX. ZONING = R-4  
PROP. ZONE = R-P.U.D.

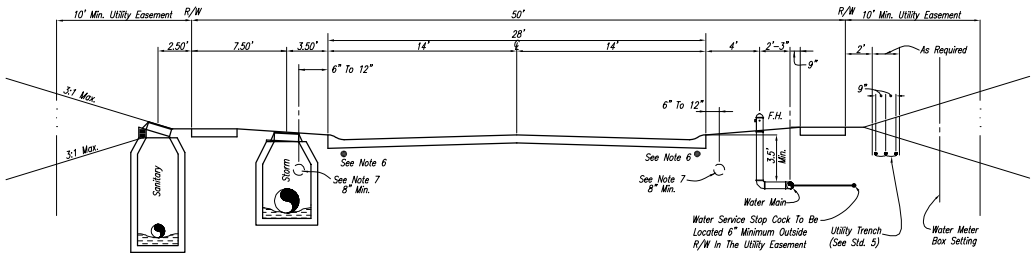
GROSS SITE AREA = 29.783 ACRES  
EX. KEMPER ROAD R/W = 0.85 ACRES  
NET SITE AREA = 28.93 ACRES  
REQUIRED OPEN SPACE @ 20% OF NET = 5.78 ACRES  
OPEN SPACE PROVIDED = 8.47 ACRES  
DENSITY = 68 LOTS/28.93 = 2.35 LOTS PER ACRE

PROPOSED SETBACKS  
FRONT YARD = 25' LOTS 1 TO 13 & 30' LOTS 14 TO 68  
SIDE YARD = 5'10"  
REAR YARD = 35'  
MIN. LOT SIZE = 7,800 SQ. FT. / 0.1791 ACRES

FLOOD ZONE:  
SUBJECT PROPERTY IS LOCATED IN FLOOD ZONE "X"  
AS DETERMINED BY A PERSONAL REVIEW OF FLOOD MAP. NO. 39061C0005E, DATED FEBRUARY 12, 2010 OF THE NATIONAL FLOOD INSURANCE PROGRAM

OWNER:  
KEMPER FL HOLDINGS, LLC  
12009 KILBRIDE DRIVE  
CINCINNATI, OHIO 45251

TYPICAL UTILITY LOCATIONS  
N.T.S.

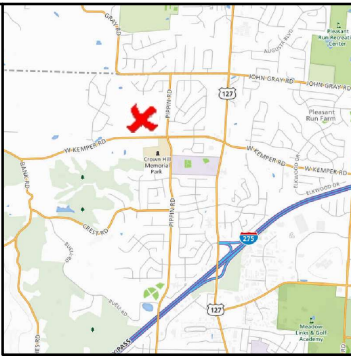
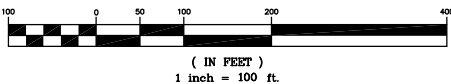


NOTES:

- The entire width of the R/W and the abutting utility easement shall be graded to within four inches (4") of the finish grade prior to installation of water main service branches.
- The installation of water mains and house service branches shall be performed prior to subgrade and the installation of electric, telephone and cable TV lines. No joints will be permitted in the service branch between the stop cock and the meter setting.
- The installation of sanitary sewers, including house laterals shall be the first item of underground work performed within the development unless otherwise specifically authorized by the Hamilton County Engineer.
- Sanitary laterals shall be constructed to the limits of the utility easements and of the same time that the sewer is installed.
- Manhole casting (frame and lid) shall be set to match cross slope.
- See Std. 3 for detail of choice of sag points in vertical profile.
- Locations of 8" minimum diameter collector pipe where required for dropout and/or pump pump connections. Outlet to nearest catch basin. 24" minimum depth required to diameter of pipe. One 6" inch (per lot) shall be installed. Pipe shall meet the requirements of 0007 707.33, 707.42 (ASTM 1944) or 707.43 (ASTM 1944). Pipe shall be non-perforated and installed with watertight connections. A suitable cleanout structure shall be provided at the upstream end of the collector pipe. Cleanout structures shall be of uniform design with readily accessible caps level with the surrounding ground. Prefabricated units may be provided. Accessibility for cleanout equipment is a condition of acceptance by the Engineer. Result shall conform to 603.10 for Type B conduit, the top 8" shall be compacted lap joint conformity to Item 603. Building shall conform to 603.08.

\*\* Location of water meter box shall generally be seven feet (7') beyond the R/W line. In special cases due to physical encumbrances the meter box may be located between the line (5') and ten feet (10') from the property line as determined by the Water Works. In those cases where the normal seven feet (7') dimension is exceeded the service branch shall be extended a minimum of three feet (3') beyond the box in the original installation. The end of the water service branch shall be capped utilizing a threaded cap in iron fitting and a brass plug. The branch shall be preserved from main to plug.

GRAPHIC SCALE



VICINITY MAP

Date 7-16-19  
Drawn By J.C.  
Checked By R.R.  
Scale 1" = 100'

REVISIONS  
7-29-19, Lot Depth  
8-19-19, Lots 1 to 33 Front Yard  
11-9-19, Lots 1 to 33 Front Yard  
ONE: PRELIM-PRM-QLD

PRELIMINARY DEVELOPMENT PLAN  
ABBETOWN  
SECTION-1, TOWN-1, RANGE-2  
COLERAIN TOWNSHIP  
HAMILTON COUNTY, OHIO

Sheet Title  
Project Title  
Abercrombie & Associates, Inc.  
Civil Engineering + Surveying  
8111 Cheviot Road, Suite 200  
Cincinnati, Ohio 45247  
www.abercrombie-associates.com

Job No. 19-0042  
1  
1

APPLICANT/DEVELOPER:  
M/I HOMES OF CINCINNATI, LLC  
9349 WATERSTONE BOULEVARD  
SUITE 100  
CINCINNATI, OHIO 45249



This drawing and the design concepts represented, as instruments of service, are the sole property of Abercrombie & Associates, Inc., and may not be used, reproduced, or copied for any purpose without prior written authorization of Abercrombie & Associates, Inc.

## **Appendix B**

### **Traffic Data**

# Kemper Road at Pippin Road - TMC

Tue Nov 10, 2020

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 797614, Location: 39.300488, -84.571865, Site Code: Kemper Road at Pippin

Road

Provided by: SHA Engineering

6221 Thornberry Court,

Mason, OH, 45040, US

| Leg Direction                   | Kemper Road Eastbound |       |       |    |       | Kemper Road Westbound |       |       |    |       | Pippin Road Northbound |       |       |    |       | Pippin Road Southbound |       |       |    |       |       |
|---------------------------------|-----------------------|-------|-------|----|-------|-----------------------|-------|-------|----|-------|------------------------|-------|-------|----|-------|------------------------|-------|-------|----|-------|-------|
| Time                            | R                     | T     | L     | U  | App   | R                     | T     | L     | U  | App   | R                      | T     | L     | U  | App   | R                      | T     | L     | U  | App   | Int   |
| 2020-11-10 6:00AM               | 8                     | 13    | 2     | 0  | 23    | 1                     | 2     | 0     | 0  | 3     | 1                      | 8     | 1     | 0  | 10    | 0                      | 15    | 3     | 0  | 18    | 54    |
| 6:15AM                          | 3                     | 11    | 0     | 0  | 14    | 1                     | 5     | 0     | 0  | 6     | 4                      | 10    | 2     | 0  | 16    | 2                      | 21    | 6     | 0  | 29    | 65    |
| 6:30AM                          | 9                     | 14    | 5     | 0  | 28    | 1                     | 2     | 6     | 0  | 9     | 4                      | 20    | 2     | 0  | 26    | 2                      | 47    | 8     | 0  | 57    | 120   |
| 6:45AM                          | 14                    | 16    | 11    | 0  | 41    | 4                     | 6     | 17    | 0  | 27    | 11                     | 18    | 2     | 0  | 31    | 4                      | 41    | 8     | 0  | 53    | 152   |
| Hourly Total                    | 34                    | 54    | 18    | 0  | 106   | 7                     | 15    | 23    | 0  | 45    | 20                     | 56    | 7     | 0  | 83    | 8                      | 124   | 25    | 0  | 157   | 391   |
| 7:00AM                          | 9                     | 25    | 9     | 0  | 43    | 1                     | 7     | 18    | 0  | 26    | 18                     | 29    | 4     | 0  | 51    | 3                      | 49    | 6     | 0  | 58    | 178   |
| 7:15AM                          | 19                    | 25    | 15    | 0  | 59    | 2                     | 8     | 20    | 0  | 30    | 20                     | 25    | 2     | 0  | 47    | 6                      | 44    | 11    | 0  | 61    | 197   |
| 7:30AM                          | 11                    | 35    | 15    | 0  | 61    | 8                     | 13    | 26    | 0  | 47    | 8                      | 27    | 4     | 0  | 39    | 7                      | 52    | 9     | 0  | 68    | 215   |
| 7:45AM                          | 6                     | 32    | 11    | 0  | 49    | 10                    | 16    | 33    | 0  | 59    | 20                     | 49    | 4     | 0  | 73    | 3                      | 35    | 7     | 0  | 45    | 226   |
| Hourly Total                    | 45                    | 117   | 50    | 0  | 212   | 21                    | 44    | 97    | 0  | 162   | 66                     | 130   | 14    | 0  | 210   | 19                     | 180   | 33    | 0  | 232   | 816   |
| 8:00AM                          | 11                    | 17    | 13    | 0  | 41    | 9                     | 7     | 25    | 0  | 41    | 36                     | 42    | 11    | 0  | 89    | 11                     | 43    | 19    | 0  | 73    | 244   |
| 8:15AM                          | 7                     | 20    | 6     | 0  | 33    | 2                     | 9     | 10    | 0  | 21    | 13                     | 15    | 7     | 0  | 35    | 5                      | 32    | 4     | 0  | 41    | 130   |
| 8:30AM                          | 3                     | 18    | 7     | 0  | 28    | 2                     | 10    | 16    | 0  | 28    | 7                      | 18    | 3     | 0  | 28    | 3                      | 38    | 0     | 0  | 41    | 125   |
| 8:45AM                          | 8                     | 15    | 3     | 0  | 26    | 2                     | 43    | 11    | 0  | 56    | 10                     | 28    | 14    | 0  | 52    | 4                      | 30    | 5     | 0  | 39    | 173   |
| Hourly Total                    | 29                    | 70    | 29    | 0  | 128   | 15                    | 69    | 62    | 0  | 146   | 66                     | 103   | 35    | 0  | 204   | 23                     | 143   | 28    | 0  | 194   | 672   |
| 3:00PM                          | 3                     | 17    | 8     | 0  | 28    | 12                    | 24    | 19    | 0  | 55    | 38                     | 50    | 11    | 0  | 99    | 9                      | 24    | 1     | 0  | 34    | 216   |
| 3:15PM                          | 6                     | 12    | 8     | 0  | 26    | 10                    | 28    | 19    | 0  | 57    | 18                     | 50    | 13    | 0  | 81    | 11                     | 50    | 17    | 0  | 78    | 242   |
| 3:30PM                          | 5                     | 22    | 9     | 0  | 36    | 12                    | 27    | 13    | 0  | 52    | 16                     | 46    | 18    | 0  | 80    | 11                     | 30    | 6     | 0  | 47    | 215   |
| 3:45PM                          | 2                     | 19    | 8     | 0  | 29    | 11                    | 28    | 16    | 0  | 55    | 22                     | 55    | 26    | 0  | 103   | 6                      | 38    | 10    | 0  | 54    | 241   |
| Hourly Total                    | 16                    | 70    | 33    | 0  | 119   | 45                    | 107   | 67    | 0  | 219   | 94                     | 201   | 68    | 0  | 363   | 37                     | 142   | 34    | 0  | 213   | 914   |
| 4:00PM                          | 5                     | 27    | 8     | 0  | 40    | 5                     | 27    | 17    | 0  | 49    | 15                     | 40    | 15    | 0  | 70    | 8                      | 34    | 7     | 0  | 49    | 208   |
| 4:15PM                          | 6                     | 14    | 12    | 0  | 32    | 5                     | 37    | 15    | 0  | 57    | 16                     | 54    | 14    | 0  | 84    | 14                     | 44    | 5     | 0  | 63    | 236   |
| 4:30PM                          | 7                     | 18    | 13    | 0  | 38    | 17                    | 27    | 22    | 0  | 66    | 21                     | 71    | 13    | 0  | 105   | 18                     | 29    | 3     | 0  | 50    | 259   |
| 4:45PM                          | 9                     | 20    | 13    | 0  | 42    | 6                     | 29    | 28    | 0  | 63    | 23                     | 69    | 14    | 0  | 106   | 21                     | 51    | 4     | 0  | 76    | 287   |
| Hourly Total                    | 27                    | 79    | 46    | 0  | 152   | 33                    | 120   | 82    | 0  | 235   | 75                     | 234   | 56    | 0  | 365   | 61                     | 158   | 19    | 0  | 238   | 990   |
| 5:00PM                          | 2                     | 20    | 13    | 0  | 35    | 7                     | 27    | 21    | 0  | 55    | 38                     | 93    | 13    | 0  | 144   | 20                     | 47    | 2     | 0  | 69    | 303   |
| 5:15PM                          | 7                     | 25    | 17    | 0  | 49    | 4                     | 36    | 31    | 0  | 71    | 44                     | 82    | 14    | 0  | 140   | 17                     | 47    | 4     | 0  | 68    | 328   |
| 5:30PM                          | 8                     | 23    | 12    | 0  | 43    | 11                    | 22    | 28    | 0  | 61    | 29                     | 100   | 8     | 0  | 137   | 11                     | 41    | 8     | 0  | 60    | 301   |
| 5:45PM                          | 5                     | 15    | 8     | 0  | 28    | 7                     | 23    | 25    | 0  | 55    | 33                     | 108   | 16    | 0  | 157   | 7                      | 42    | 6     | 0  | 55    | 295   |
| Hourly Total                    | 22                    | 83    | 50    | 0  | 155   | 29                    | 108   | 105   | 0  | 242   | 144                    | 383   | 51    | 0  | 578   | 55                     | 177   | 20    | 0  | 252   | 1227  |
| <b>Total</b>                    | 173                   | 473   | 226   | 0  | 872   | 150                   | 463   | 436   | 0  | 1049  | 465                    | 1107  | 231   | 0  | 1803  | 203                    | 924   | 159   | 0  | 1286  | 5010  |
| <b>% Approach</b>               | 19.8%                 | 54.2% | 25.9% | 0% | -     | 14.3%                 | 44.1% | 41.6% | 0% | -     | 25.8%                  | 61.4% | 12.8% | 0% | -     | 15.8%                  | 71.9% | 12.4% | 0% | -     | -     |
| <b>% Total</b>                  | 3.5%                  | 9.4%  | 4.5%  | 0% | 17.4% | 3.0%                  | 9.2%  | 8.7%  | 0% | 20.9% | 9.3%                   | 22.1% | 4.6%  | 0% | 36.0% | 4.1%                   | 18.4% | 3.2%  | 0% | 25.7% | -     |
| <b>Lights and Motorcycles</b>   | 168                   | 462   | 223   | 0  | 853   | 145                   | 443   | 418   | 0  | 1006  | 445                    | 1095  | 226   | 0  | 1766  | 198                    | 908   | 157   | 0  | 1263  | 4888  |
| <b>% Lights and Motorcycles</b> | 97.1%                 | 97.7% | 98.7% | 0% | 97.8% | 96.7%                 | 95.7% | 95.9% | 0% | 95.9% | 95.7%                  | 98.9% | 97.8% | 0% | 97.9% | 97.5%                  | 98.3% | 98.7% | 0% | 98.2% | 97.6% |
| <b>Heavy</b>                    | 5                     | 11    | 3     | 0  | 19    | 5                     | 20    | 18    | 0  | 43    | 20                     | 12    | 5     | 0  | 37    | 5                      | 16    | 2     | 0  | 23    | 122   |
| <b>% Heavy</b>                  | 2.9%                  | 2.3%  | 1.3%  | 0% | 2.2%  | 3.3%                  | 4.3%  | 4.1%  | 0% | 4.1%  | 4.3%                   | 1.1%  | 2.2%  | 0% | 2.1%  | 2.5%                   | 1.7%  | 1.3%  | 0% | 1.8%  | 2.4%  |

\*L: Left, R: Right, T: Thru, U: U-Turn

# Kemper Road at Pippin Road - TMC

Tue Nov 10, 2020

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights and Motorcycles, Heavy)

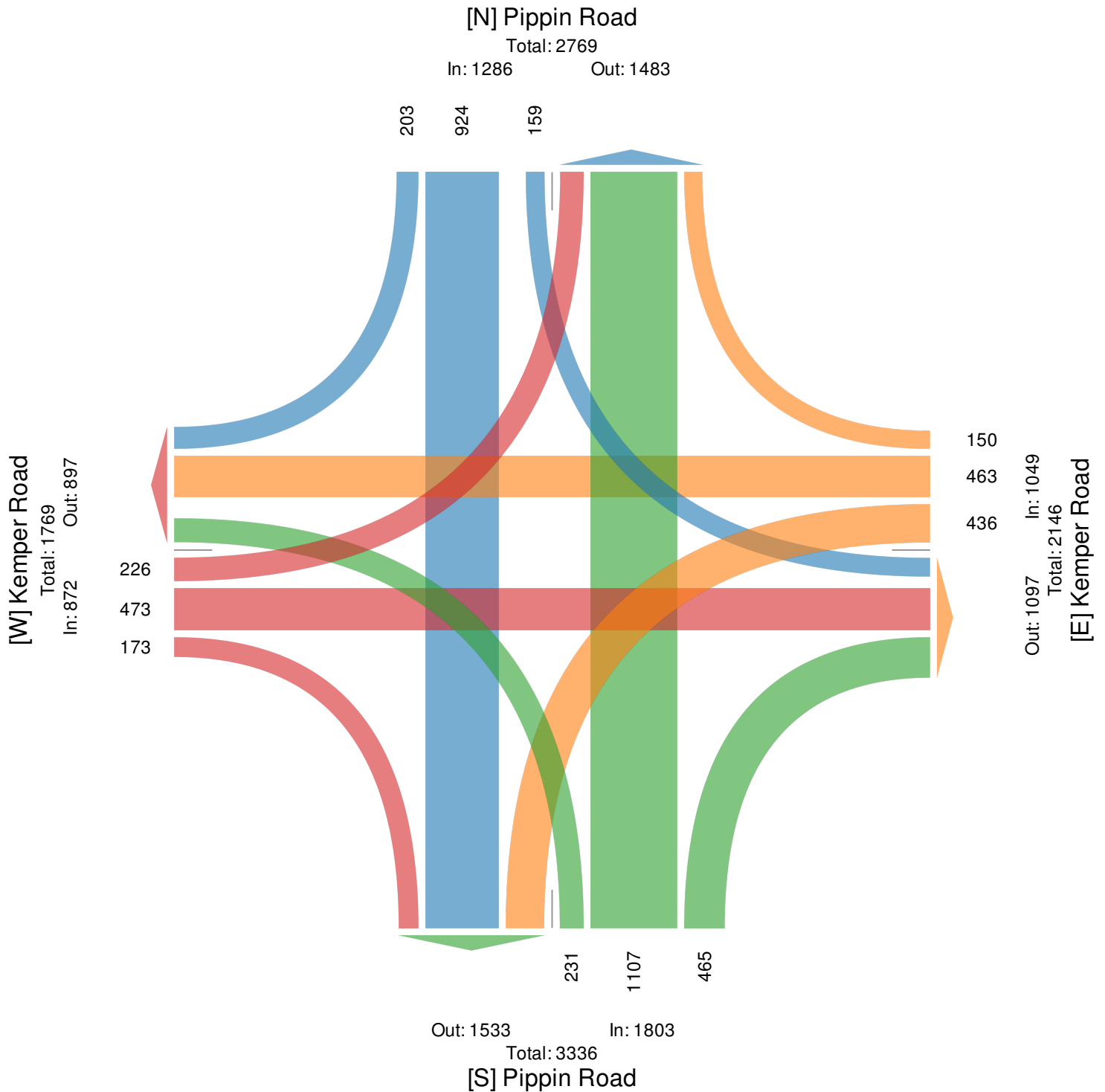
All Movements

ID: 797614, Location: 39.300488, -84.571865, Site Code: Kemper Road at Pippin Road

Provided by: SHA Engineering

6221 Thornberry Court,

Mason, OH, 45040, US



# Kemper Road at Pippin Road - TMC

Tue Nov 10, 2020

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 797614, Location: 39.300488, -84.571865, Site Code: Kemper Road at Pippin Road

Provided by: SHA Engineering

6221 Thornberry Court,

Mason, OH, 45040, US

| Leg Direction                   | Kemper Road Eastbound |       |       |    |       | Kemper Road Westbound |       |       |    |       | Pippin Road Northbound |       |       |    |       | Pippin Road Southbound |       |       |    |       |       |
|---------------------------------|-----------------------|-------|-------|----|-------|-----------------------|-------|-------|----|-------|------------------------|-------|-------|----|-------|------------------------|-------|-------|----|-------|-------|
| Time                            | R                     | T     | L     | U  | App   | R                     | T     | L     | U  | App   | R                      | T     | L     | U  | App   | R                      | T     | L     | U  | App   | Int   |
| 2020-11-10 7:15AM               | 19                    | 25    | 15    | 0  | 59    | 2                     | 8     | 20    | 0  | 30    | 20                     | 25    | 2     | 0  | 47    | 6                      | 44    | 11    | 0  | 61    | 197   |
| 7:30AM                          | 11                    | 35    | 15    | 0  | 61    | 8                     | 13    | 26    | 0  | 47    | 8                      | 27    | 4     | 0  | 39    | 7                      | 52    | 9     | 0  | 68    | 215   |
| 7:45AM                          | 6                     | 32    | 11    | 0  | 49    | 10                    | 16    | 33    | 0  | 59    | 20                     | 49    | 4     | 0  | 73    | 3                      | 35    | 7     | 0  | 45    | 226   |
| 8:00AM                          | 11                    | 17    | 13    | 0  | 41    | 9                     | 7     | 25    | 0  | 41    | 36                     | 42    | 11    | 0  | 89    | 11                     | 43    | 19    | 0  | 73    | 244   |
| <b>Total</b>                    | 47                    | 109   | 54    | 0  | 210   | 29                    | 44    | 104   | 0  | 177   | 84                     | 143   | 21    | 0  | 248   | 27                     | 174   | 46    | 0  | 247   | 882   |
| <b>% Approach</b>               | 22.4%                 | 51.9% | 25.7% | 0% | -     | 16.4%                 | 24.9% | 58.8% | 0% | -     | 33.9%                  | 57.7% | 8.5%  | 0% | -     | 10.9%                  | 70.4% | 18.6% | 0% | -     | -     |
| <b>% Total</b>                  | 5.3%                  | 12.4% | 6.1%  | 0% | 23.8% | 3.3%                  | 5.0%  | 11.8% | 0% | 20.1% | 9.5%                   | 16.2% | 2.4%  | 0% | 28.1% | 3.1%                   | 19.7% | 5.2%  | 0% | 28.0% | -     |
| <b>PHF</b>                      | 0.618                 | 0.779 | 0.900 | -  | 0.861 | 0.725                 | 0.688 | 0.788 | -  | 0.750 | 0.583                  | 0.730 | 0.477 | -  | 0.697 | 0.614                  | 0.837 | 0.605 | -  | 0.846 | 0.904 |
| <b>Lights and Motorcycles</b>   | 45                    | 108   | 53    | 0  | 206   | 28                    | 42    | 95    | 0  | 165   | 80                     | 139   | 21    | 0  | 240   | 25                     | 170   | 46    | 0  | 241   | 852   |
| <b>% Lights and Motorcycles</b> | 95.7%                 | 99.1% | 98.1% | 0% | 98.1% | 96.6%                 | 95.5% | 91.3% | 0% | 93.2% | 95.2%                  | 97.2% | 100%  | 0% | 96.8% | 92.6%                  | 97.7% | 100%  | 0% | 97.6% | 96.6% |
| <b>Heavy</b>                    | 2                     | 1     | 1     | 0  | 4     | 1                     | 2     | 9     | 0  | 12    | 4                      | 4     | 0     | 0  | 8     | 2                      | 4     | 0     | 0  | 6     | 30    |
| <b>% Heavy</b>                  | 4.3%                  | 0.9%  | 1.9%  | 0% | 1.9%  | 3.4%                  | 4.5%  | 8.7%  | 0% | 6.8%  | 4.8%                   | 2.8%  | 0%    | 0% | 3.2%  | 7.4%                   | 2.3%  | 0%    | 0% | 2.4%  | 3.4%  |

\*L: Left, R: Right, T: Thru, U: U-Turn



# Kemper Road at Pippin Road - TMC

Tue Nov 10, 2020

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights and Motorcycles, Heavy)

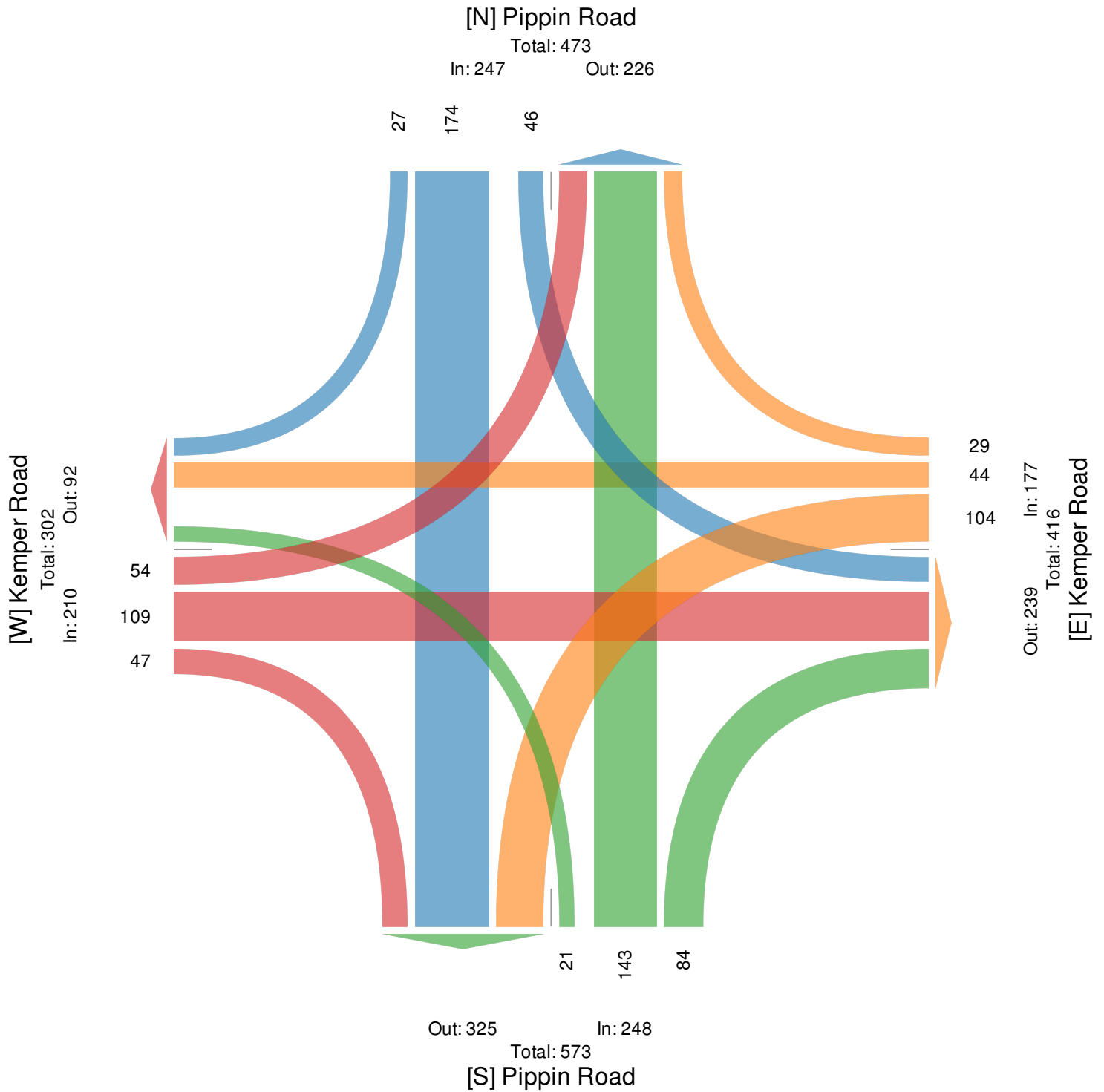
All Movements

ID: 797614, Location: 39.300488, -84.571865, Site Code: Kemper Road at Pippin Road

Provided by: SHA Engineering

6221 Thornberry Court,

Mason, OH, 45040, US



# Kemper Road at Pippin Road - TMC

Tue Nov 10, 2020

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 797614, Location: 39.300488, -84.571865, Site Code: Kemper Road at Pippin Road

Provided by: SHA Engineering

6221 Thornberry Court,

Mason, OH, 45040, US

| Leg Direction                   | Kemper Road Eastbound |       |       |    |       | Kemper Road Westbound |       |       |    |       | Pippin Road Northbound |       |       |    |       | Pippin Road Southbound |       |       |    |       |       |
|---------------------------------|-----------------------|-------|-------|----|-------|-----------------------|-------|-------|----|-------|------------------------|-------|-------|----|-------|------------------------|-------|-------|----|-------|-------|
| Time                            | R                     | T     | L     | U  | App   | R                     | T     | L     | U  | App   | R                      | T     | L     | U  | App   | R                      | T     | L     | U  | App   | Int   |
| 2020-11-10 5:00PM               | 2                     | 20    | 13    | 0  | 35    | 7                     | 27    | 21    | 0  | 55    | 38                     | 93    | 13    | 0  | 144   | 20                     | 47    | 2     | 0  | 69    | 303   |
| 5:15PM                          | 7                     | 25    | 17    | 0  | 49    | 4                     | 36    | 31    | 0  | 71    | 44                     | 82    | 14    | 0  | 140   | 17                     | 47    | 4     | 0  | 68    | 328   |
| 5:30PM                          | 8                     | 23    | 12    | 0  | 43    | 11                    | 22    | 28    | 0  | 61    | 29                     | 100   | 8     | 0  | 137   | 11                     | 41    | 8     | 0  | 60    | 301   |
| 5:45PM                          | 5                     | 15    | 8     | 0  | 28    | 7                     | 23    | 25    | 0  | 55    | 33                     | 108   | 16    | 0  | 157   | 7                      | 42    | 6     | 0  | 55    | 295   |
| <b>Total</b>                    | 22                    | 83    | 50    | 0  | 155   | 29                    | 108   | 105   | 0  | 242   | 144                    | 383   | 51    | 0  | 578   | 55                     | 177   | 20    | 0  | 252   | 1227  |
| <b>% Approach</b>               | 14.2%                 | 53.5% | 32.3% | 0% | -     | 12.0%                 | 44.6% | 43.4% | 0% | -     | 24.9%                  | 66.3% | 8.8%  | 0% | -     | 21.8%                  | 70.2% | 7.9%  | 0% | -     | -     |
| <b>% Total</b>                  | 1.8%                  | 6.8%  | 4.1%  | 0% | 12.6% | 2.4%                  | 8.8%  | 8.6%  | 0% | 19.7% | 11.7%                  | 31.2% | 4.2%  | 0% | 47.1% | 4.5%                   | 14.4% | 1.6%  | 0% | 20.5% | -     |
| <b>PHF</b>                      | 0.688                 | 0.830 | 0.735 | -  | 0.791 | 0.659                 | 0.750 | 0.847 | -  | 0.852 | 0.818                  | 0.887 | 0.797 | -  | 0.920 | 0.688                  | 0.941 | 0.625 | -  | 0.913 | 0.935 |
| <b>Lights and Motorcycles</b>   | 22                    | 82    | 49    | 0  | 153   | 29                    | 108   | 105   | 0  | 242   | 144                    | 382   | 50    | 0  | 576   | 55                     | 177   | 20    | 0  | 252   | 1223  |
| <b>% Lights and Motorcycles</b> | 100%                  | 98.8% | 98.0% | 0% | 98.7% | 100%                  | 100%  | 100%  | 0% | 100%  | 100%                   | 99.7% | 98.0% | 0% | 99.7% | 100%                   | 100%  | 100%  | 0% | 100%  | 99.7% |
| <b>Heavy</b>                    | 0                     | 1     | 1     | 0  | 2     | 0                     | 0     | 0     | 0  | 0     | 0                      | 1     | 1     | 0  | 2     | 0                      | 0     | 0     | 0  | 0     | 4     |
| <b>% Heavy</b>                  | 0%                    | 1.2%  | 2.0%  | 0% | 1.3%  | 0%                    | 0%    | 0%    | 0% | 0%    | 0%                     | 0.3%  | 2.0%  | 0% | 0.3%  | 0%                     | 0%    | 0%    | 0% | 0%    | 0.3%  |

\*L: Left, R: Right, T: Thru, U: U-Turn

# Kemper Road at Pippin Road - TMC

Tue Nov 10, 2020

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

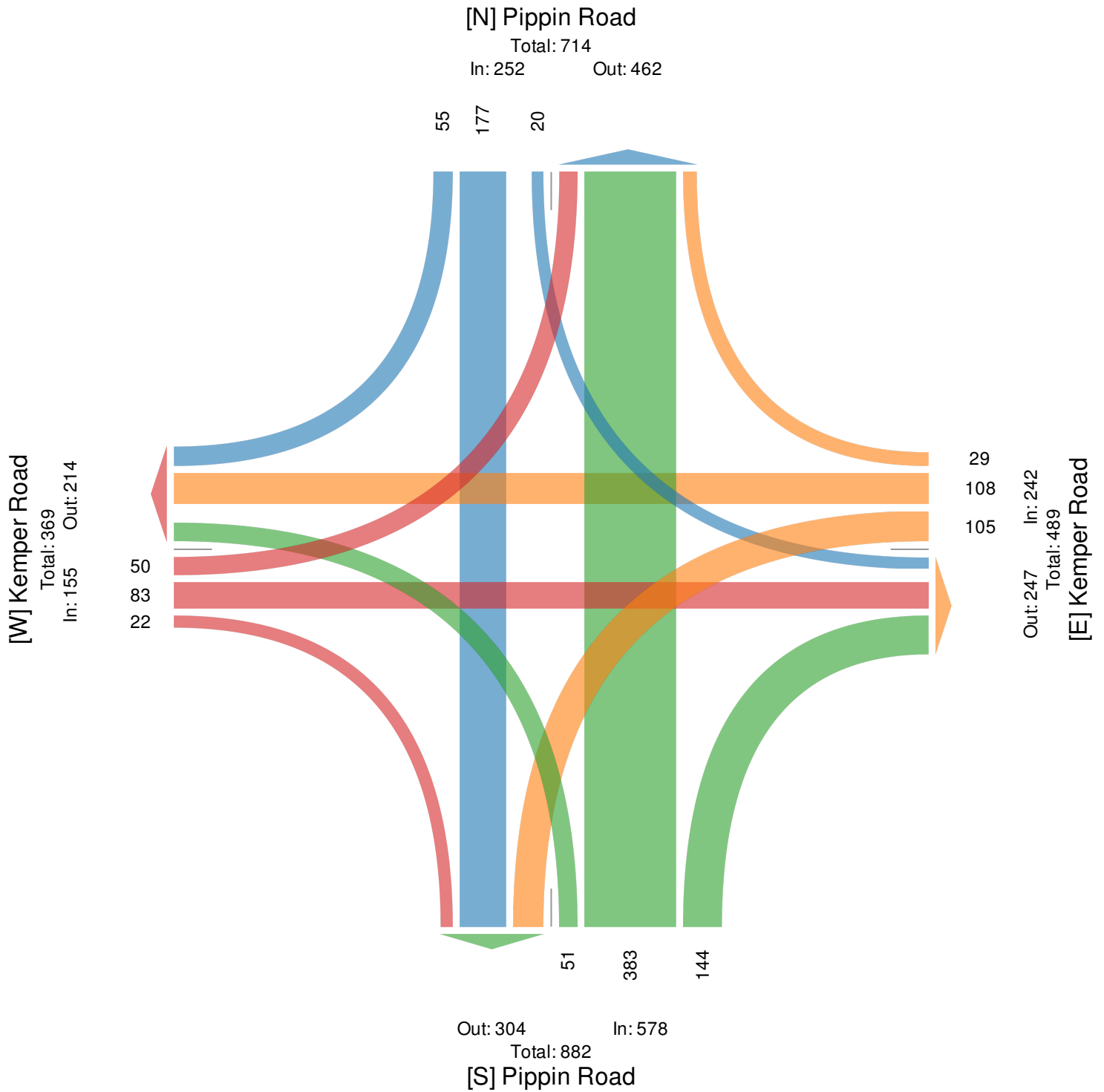
All Movements

ID: 797614, Location: 39.300488, -84.571865, Site Code: Kemper Road at Pippin Road

Provided by: SHA Engineering

6221 Thornberry Court,

Mason, OH, 45040, US



## **Appendix C**

### **Turn Lane Warrants**

**Kemper Road at Access Drive**  
**Westbound Right Turn Lane (Build Scenario)**

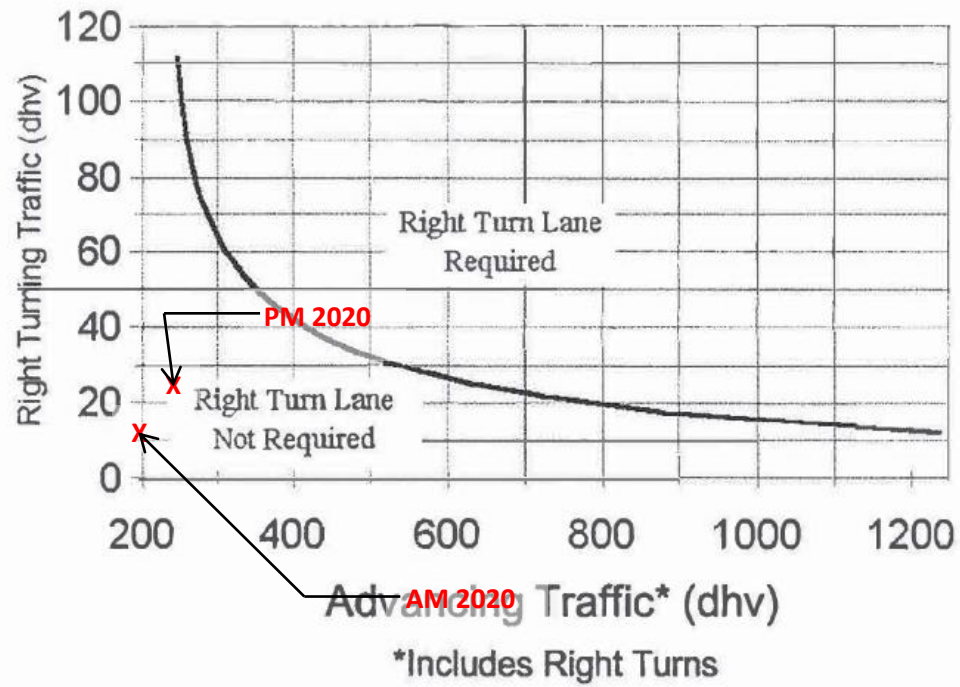
2020 AM/PM

Advancing Volume  
114/271

Right Turns  
8/25

October 2004

**2-Lane Highway Right Turn Lane Warrant**  
 > 40 mph or 70 kph Posted Speed



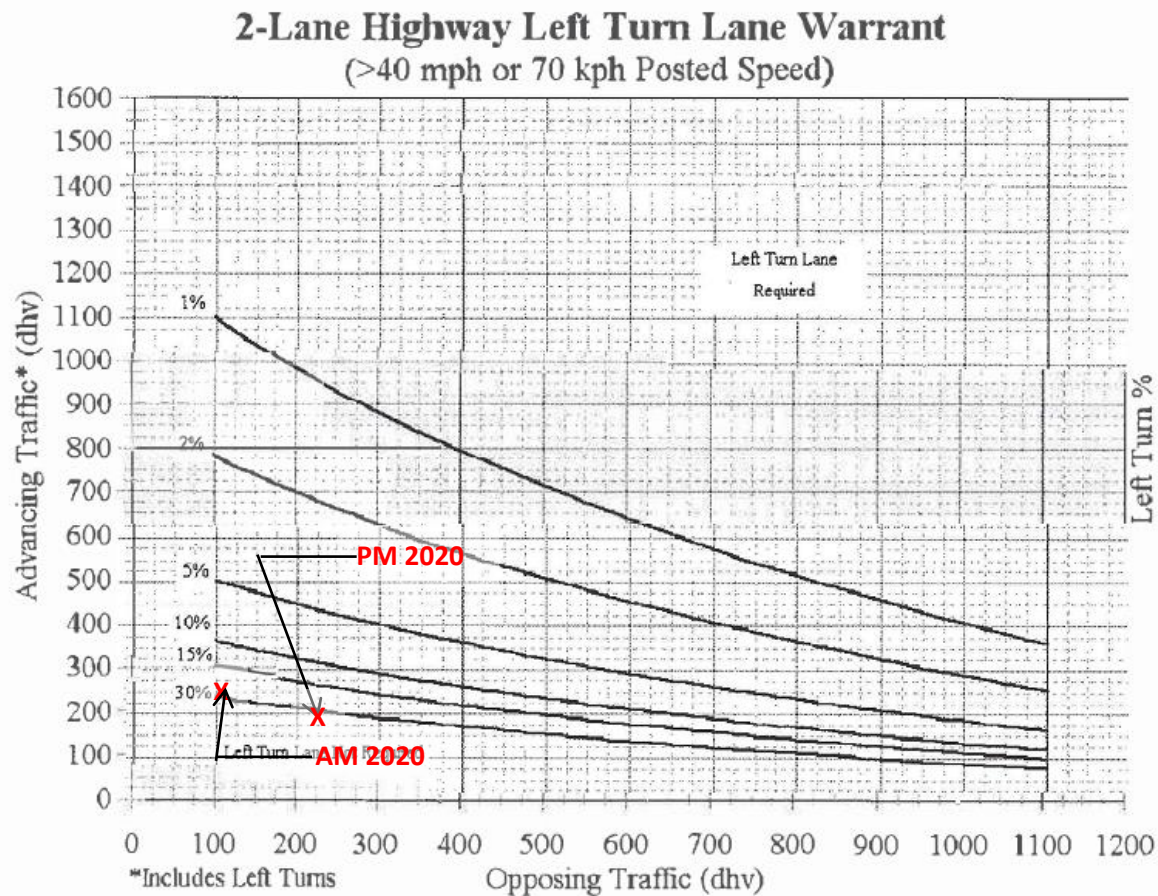
**2-LANE RIGHT TURN LANE  
WARRANT (HIGH SPEED)**

**401-6b**  
 REFERENCE SECTION  
 401.6.3

# Kemper Road at Access Drive Eastbound Left Turn Lane

|            | Advancing Volume | Opposing Volume | Left Turns        |
|------------|------------------|-----------------|-------------------|
| 2021 AM/PM | 246/195          | 109/263         | 5(2.0%)/17 (8.8%) |

October 2004



2-LANE LEFT TURN LANE  
WARRANT (HIGH SPEED)

REFERENCE SECTION  
401.6.1

401-5b



## **Appendix D**

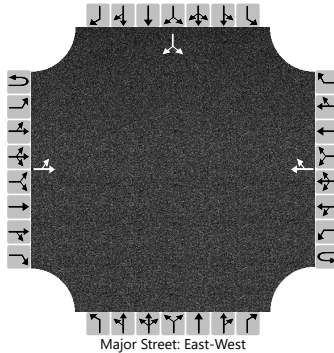
### **Capacity Analysis**

# HCS7 Two-Way Stop-Control Report

## General Information

|                          |                                        |                            |                        |
|--------------------------|----------------------------------------|----------------------------|------------------------|
| Analyst                  | JA                                     | Intersection               | Kemper at Access Drive |
| Agency/Co.               | SHA Engineering LLC                    | Jurisdiction               | Hamilton County, Ohio  |
| Date Performed           | 11/14/2020                             | East/West Street           | Kemper Road            |
| Analysis Year            | 2020                                   | North/South Street         | Access Drive           |
| Time Analyzed            | AM Peak - Build                        | Peak Hour Factor           | 0.92                   |
| Intersection Orientation | East-West                              | Analysis Time Period (hrs) | 0.25                   |
| Project Description      | Residential Development on Kemper Road |                            |                        |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |   |     |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|----|-----|---|-----------|---|-----|----|------------|---|---|---|------------|----|----|----|
| Movement                   | U         | L  | T   | R | U         | L | T   | R  | U          | L | T | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1  | 2   | 3 | 4U        | 4 | 5   | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0 | 0         | 0 | 1   | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT |     |   |           |   |     | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 5  | 241 |   |           |   | 106 | 8  |            |   |   |   |            | 22 |    | 15 |
| Percent Heavy Vehicles (%) |           | 3  |     |   |           |   |     |    |            |   |   |   |            | 3  |    | 3  |
| Proportion Time Blocked    |           |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |    |     |   |           |   |     |    |            |   |   |   | 0          |    |    |    |
| Right Turn Channelized     |           |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      | Undivided |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  |  |  |  |  |  |  |  |  | 6.43 |  | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  |  |  |  |  |  |  |  |  | 3.53 |  | 3.33 |

## Delay, Queue Length, and Level of Service

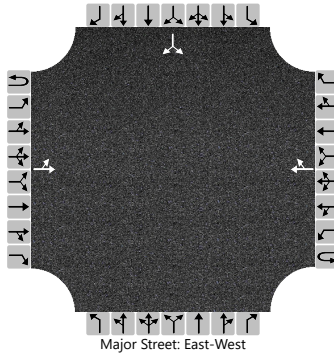
|                                         |     |      |  |  |  |  |  |  |  |  |  |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|--|--|--|--|--|--|--|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 5    |  |  |  |  |  |  |  |  |  |  |      |  | 40   |  |
| Capacity, c (veh/h)                     |     | 1457 |  |  |  |  |  |  |  |  |  |  |      |  | 707  |  |
| v/c Ratio                               |     | 0.00 |  |  |  |  |  |  |  |  |  |  |      |  | 0.06 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |  |  |  |  |  |  |  |  |      |  | 0.2  |  |
| Control Delay (s/veh)                   |     | 7.5  |  |  |  |  |  |  |  |  |  |  |      |  | 10.4 |  |
| Level of Service (LOS)                  |     | A    |  |  |  |  |  |  |  |  |  |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.2 |      |  |  |  |  |  |  |  |  |  |  | 10.4 |  |      |  |
| Approach LOS                            |     |      |  |  |  |  |  |  |  |  |  |  | B    |  |      |  |

# HCS7 Two-Way Stop-Control Report

## General Information

|                          |                                        |                            |                        |
|--------------------------|----------------------------------------|----------------------------|------------------------|
| Analyst                  | JA                                     | Intersection               | Kemper at Access Drive |
| Agency/Co.               | SHA Engineering LLC                    | Jurisdiction               | Hamilton County, Ohio  |
| Date Performed           | 11/14/2020                             | East/West Street           | Kemper Road            |
| Analysis Year            | 2020                                   | North/South Street         | Access Drive           |
| Time Analyzed            | PM Peak - Build                        | Peak Hour Factor           | 0.92                   |
| Intersection Orientation | East-West                              | Analysis Time Period (hrs) | 0.25                   |
| Project Description      | Residential Development on Kemper Road |                            |                        |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |   |     |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|----|-----|---|-----------|---|-----|----|------------|---|---|---|------------|----|----|----|
| Movement                   | U         | L  | T   | R | U         | L | T   | R  | U          | L | T | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1  | 2   | 3 | 4U        | 4 | 5   | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0 | 0         | 0 | 1   | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT |     |   |           |   |     | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 17 | 178 |   |           |   | 246 | 25 |            |   |   |   |            | 15 |    | 10 |
| Percent Heavy Vehicles (%) |           | 3  |     |   |           |   |     |    |            |   |   |   |            | 3  |    | 3  |
| Proportion Time Blocked    |           |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |    |     |   |           |   |     |    |            |   |   |   | 0          |    |    |    |
| Right Turn Channelized     |           |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      | Undivided |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  |  |  |  |  |  |  |  |  | 6.43 |  | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  |  |  |  |  |  |  |  |  | 3.53 |  | 3.33 |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |  |  |  |  |  |  |  |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|--|--|--|--|--|--|--|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 18   |  |  |  |  |  |  |  |  |  |  |      |  | 27   |  |
| Capacity, c (veh/h)                     |     | 1261 |  |  |  |  |  |  |  |  |  |  |      |  | 588  |  |
| v/c Ratio                               |     | 0.01 |  |  |  |  |  |  |  |  |  |  |      |  | 0.05 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |  |  |  |  |  |  |  |  |      |  | 0.1  |  |
| Control Delay (s/veh)                   |     | 7.9  |  |  |  |  |  |  |  |  |  |  |      |  | 11.4 |  |
| Level of Service (LOS)                  |     | A    |  |  |  |  |  |  |  |  |  |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.8 |      |  |  |  |  |  |  |  |  |  |  | 11.4 |  |      |  |
| Approach LOS                            |     |      |  |  |  |  |  |  |  |  |  |  | B    |  |      |  |

## **Appendix E**

### **ITE Trip Generation Summary**

## Trip Generation Summary

Alternative: Alternative 1

Phase:

Open Date: 11/14/2020

Project: Single Family - Kemper Road

Analysis Date: 11/14/2020

| ITE                              | Land Use          | Weekday Average Daily Trips |       |      |       | Weekday AM Peak Hour of Adjacent Street Traffic |       |      |       | Weekday PM Peak Hour of Adjacent Street Traffic |       |      |       |
|----------------------------------|-------------------|-----------------------------|-------|------|-------|-------------------------------------------------|-------|------|-------|-------------------------------------------------|-------|------|-------|
|                                  |                   | *                           | Enter | Exit | Total | *                                               | Enter | Exit | Total | *                                               | Enter | Exit | Total |
| 210                              | SFHOUSE 1         |                             | 321   | 321  | 642   |                                                 | 13    | 37   | 50    |                                                 | 42    | 25   | 67    |
|                                  | 68 Dwelling Units |                             |       |      |       |                                                 |       |      |       |                                                 |       |      |       |
| Unadjusted Volume                |                   |                             | 321   | 321  | 642   |                                                 | 13    | 37   | 50    |                                                 | 42    | 25   | 67    |
| Internal Capture Trips           |                   |                             | 0     | 0    | 0     |                                                 | 0     | 0    | 0     |                                                 | 0     | 0    | 0     |
| Pass-By Trips                    |                   |                             | 0     | 0    | 0     |                                                 | 0     | 0    | 0     |                                                 | 0     | 0    | 0     |
| Volume Added to Adjacent Streets |                   |                             | 321   | 321  | 642   |                                                 | 13    | 37   | 50    |                                                 | 42    | 25   | 67    |

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

\* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition

**TRIP GENERATION 10, TRAFFICWARE, LLC**

P. 1

## **Appendix F**

### **Intersection Sight Distance Exhibits**

HAMILTON COUNTY ENGINEER'S

PROJECT SITE REVIEW

PROJECT NAME: **ABBEYTOWN**

ROAD: **KEMPER RD**

1) Number of pictures taken at the site: **2**

2) Note any legal speed limit in both directions: **50**

3) Note any advisory speed: **NA**

4) The existing width of County road(s) and number of lanes:  
Width: **32** Lanes: **2**

5) ESTIMATE SIGHT DISTANCE:

Available sight distance to the right for exiting vehicles: **650'**

Available sight distance to the left for exiting vehicles: **560'**

Available sight distance for entering left turn vehicles: **585'**

6) Note the location of any drives or streets on the opposite side of the roadway where a proposed access point could align: **NA**

7) Comments: **TARGET SET 17' OFF EDGE OF PAVEMENT USING 3.5 HOE AND HOV TARGET SET 80' WEST OF 3035 KEMPER ROAD EXISTING EDGE OF DRIVE APPROACH**

Date: **11/04/2020**

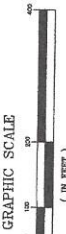
Field inspected by: **DEBI CALHOUN**







HSFISD 20788



GRAPHIC SCALE

This drawing and the data presented are for informational purposes only. It is not intended to be used for any other purpose. The user assumes all responsibility for the use of this information.

APPLICANT/  
M/I HOMES  
9349 WHITE  
SUITE 100  
CINCINNATI, OH 45251



## Storm Water Drainage System Application

Hamilton county Planning & Development  
138 East Court Street RM 801 - Cincinnati, Ohio 45202  
Phone 513-946-4550  
Fax 513-946-4744

1. Applicant to complete all applicable spaces on this form.

Date: 01/12/21

| Identification      | Name                     | Street Address             | City       | State | Zip   | Phone        | Email Address                      |
|---------------------|--------------------------|----------------------------|------------|-------|-------|--------------|------------------------------------|
| Owner or Developer: | M/I Homes of Cinti., LLC | 9349 Waterstone Blvd, #100 | Cincinnati | OH    | 45249 | 513-833-2201 | bausting@mihomes.com               |
| Contractor:         | Not Known                |                            |            |       |       |              |                                    |
| Engineer            | Abercrombie & Assoc.     | 8111 Cheviot Road, #200    | Cincinnati | OH    | 45247 | 513-385-5757 | sphuber@abercrombie-associates.com |

2. Project Information:

Project Title: Abbeytown  
A unique name to identify your project

Township: Colerain

Project Address: Parcel 510-0013-0009

3. Check Applicable Box:

| Type of Project                                        | Concept Review | Improvement Plan* Review |
|--------------------------------------------------------|----------------|--------------------------|
| Subdivision:                                           | XXX            |                          |
| Frontage Subdivision:                                  |                |                          |
| Commercial/Industrial:                                 |                |                          |
| Building Permit:                                       |                |                          |
| Other:                                                 |                |                          |
| *Improvement plans are detailed construction drawings. |                |                          |

4. The owner of the development and undersigned do hereby covenant and agree to comply with all the laws of the State of Ohio and the regulations of the County of Hamilton pertaining to storm water management, and that said construction will be in accordance with plans and specifications submitted herewith and certify that the information and statement given on this application are true.

Brad Austing-M/I Homes of Cincinnati, LLC

Print Your Name & Company name

Signature

1/12/2021

Date





  
OHIO  
Utilities Protection  
SERVICE  
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1-800-362-2766

  
**811**  
Know what's below.  
Call before you dig.

**A<sup>2</sup>**

**Abercrombie & Associates, Inc.**

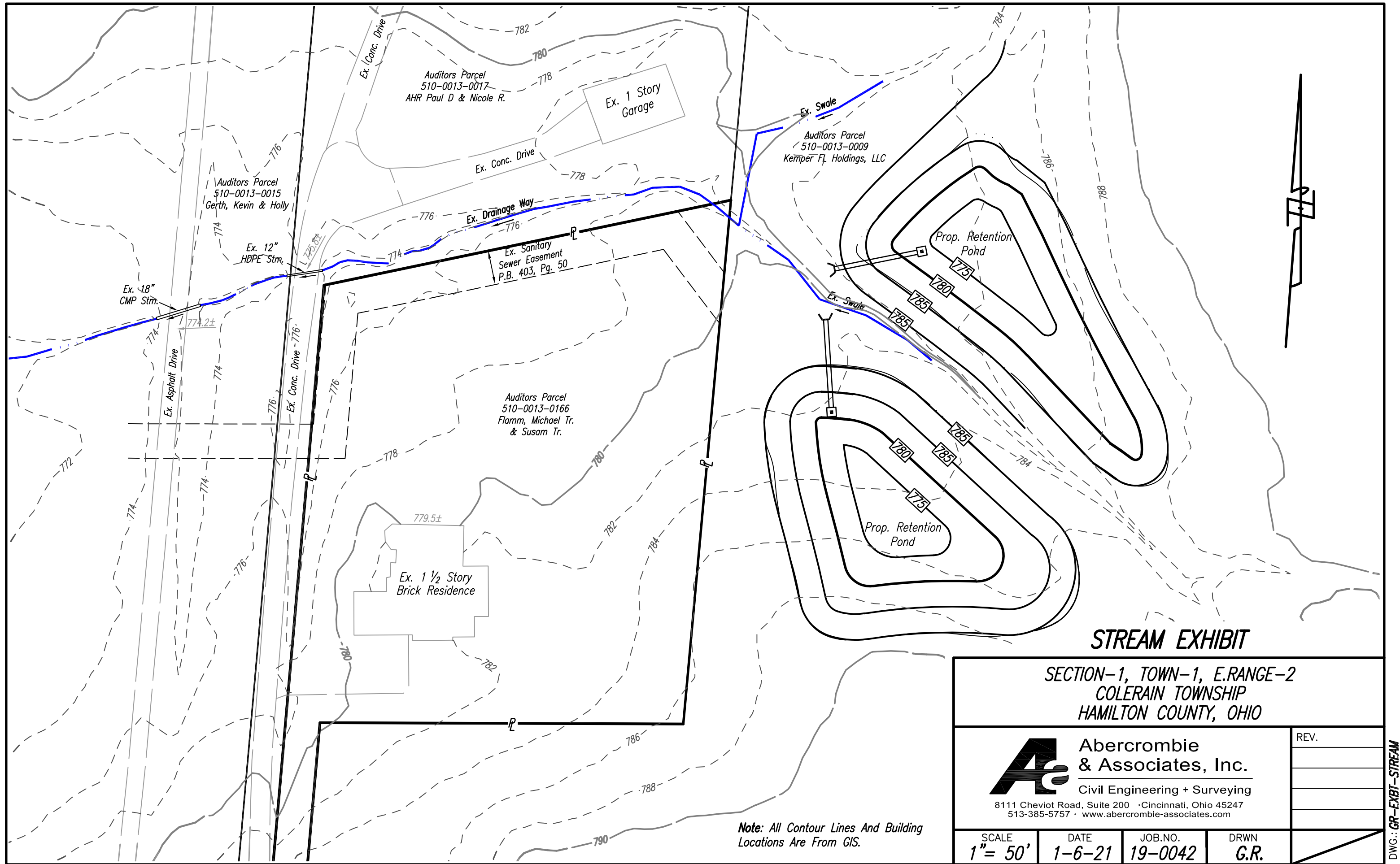
**Civil Engineering + Surveying**

8111 Cheviot Road, Suite 200  
 Cincinnati, Ohio 45247

[www.abercrombie-associates.com](http://www.abercrombie-associates.com)

Job No. \_\_\_\_\_

19-0042



**From:** [Newby, Jeff](#)  
**To:** ["Jadhami@shaengg.com"](mailto:Jadhami@shaengg.com)  
**Cc:** [Scott Huber](#)  
**Subject:** RE: TAS - Residential Development on Kemper Road  
**Date:** Tuesday, December 1, 2020 9:40:13 AM  
**Attachments:** [Appendices-01-12-20.pdf](#)  
[TIS\\_20052-rev-01-12-2020.pdf](#)

---

Jamal,

This office has completed the review of the Traffic Impact Study dated Revised December 1, 2020 REVISED submitted by your office for the above referenced project. The following comments are submitted as a result of our review:

1. The findings and recommendations of the report appear valid.
2. No landscaping, screening or obstructions shall be permitted in the public right-of-way.
3. Grading within the right-of-way must conform to the most appropriate Hamilton county typical section. Any grading plan having an effect of the public right-of-way must be reviewed and approved by the Hamilton county Engineer's Office.
4. All roadway improvements in the public right of way to be performed by the developer need to be reviewed and approved by this office. A right of way use permit must be obtained prior to the commencement of any work.

This office reserves the right to revise or make additional comments as necessary. Any questions regarding this matter may be addressed to the undersigned at 946-8421.

Thank you,

Jeff Newby, PE  
Traffic Engineer

---

**From:** Jadhami@shaengg.com <Jadhami@shaengg.com>  
**Sent:** Tuesday, December 1, 2020 8:23 AM  
**To:** Newby, Jeff <Jeff.Newby@hamilton-co.org>  
**Cc:** 'Scott Huber' <sphuber@abercrombie-associates.com>  
**Subject:** RE: TAS - Residential Development on Kemper Road

Good Morning Jeff,



Attached is the revised report for your review and approval.

Contact me if you have any questions.

Best Regards

Jamal A. Adhami, PE, PTOE  
SHA Engineering LLC  
6221 Thornberry Court  
Mason, OH 45040

Phone : (513)236-7909  
Fax : (800)948-9025

---

**From:** Newby, Jeff <[Jeff.Newby@hamilton-co.org](mailto:Jeff.Newby@hamilton-co.org)>  
**Sent:** Monday, November 30, 2020 3:26 PM  
**To:** 'Jadhami@shaengg.com' <[Jadhami@shaengg.com](mailto:Jadhami@shaengg.com)>  
**Subject:** RE: TAS - Residential Development on Kemper Road

Jamal,

Attached are some minor comments.

Please revise and resubmit.

Thank you,

Jeff Newby, PE  
Traffic Engineer

---

**From:** [Jadhami@shaengg.com](mailto:Jadhami@shaengg.com) <[Jadhami@shaengg.com](mailto:Jadhami@shaengg.com)>  
**Sent:** Thursday, November 19, 2020 2:59 PM  
**To:** Newby, Jeff <[Jeff.Newby@hamilton-co.org](mailto:Jeff.Newby@hamilton-co.org)>  
**Cc:** 'Scott Huber' <[sphuber@abercrombie-associates.com](mailto:sphuber@abercrombie-associates.com)>  
**Subject:** TAS - Residential Development on Kemper Road

Good Afternoon Jeff,

Attached is the Traffic Analysis report and appendices in connection with the proposed residential development on Kemper Road.



The information is submitted for your review and approval.

Contact me if you have any questions.

Best Regards

Jamal A. Adhami, PE, PTOE  
SHA Engineering LLC  
6221 Thornberry Court  
Mason, OH 45040

Phone : (513)236-7909  
Fax : (800)948-9025

**TRAFFIC IMPACT STUDY**

**FOR**

**RESIDENTIAL DEVELOPMENT**

**ON KEMPER ROAD**

**HAMILTON COUNTY, OHIO**

**Prepared For:**  
**Abercrombie & Associates, Inc.**  
**8111 Cheviot Road**  
**Cincinnati, Ohio 45247**

***Prepared By:***  
***Jamal Adhami, PE, PTOE***  
***SHA Engineering, LLC***  
***November 19, 2020***  
***Revised December 1, 2020***

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# 1. Introduction

The purpose of this Traffic Impact Study (TIS) is to:

- Describe and measure the impact of traffic generated by the proposed residential development on adjacent existing public street system; and
- Provide a list of conclusions and recommendations related to traffic operations and analysis at the analysis included in the study area including access locations for the new development.

The proposed development includes 68 Single Family dwelling units. The development is proposed on Kemper Road west of the intersection of Kemper Road and Pippin Road. The development is located in Hamilton County, Ohio. The access to the new development is proposed through Access Drive on Kemper Road.

The location of the site is shown in Figure 1 and site plan is included in Appendix A.

**Figure 1 – Location Map**



## 2. Scope of Services

The scope of work included in this document is for evaluating the impact the proposed residential development in Hamilton County, Ohio. The proposed development will include 68 Single Family dwelling units. The scope included is based on the information provided by Abercrombie & Associates, Inc.

The following are the anticipated tasks that will be completed for the completion of Traffic Impact Study.

### a. Traffic Counts

SHA Engineering completed peak hour counts on Kemper Road in the vicinity of the Proposed Access Drive for the development. The counts were recorded during AM (6:00 AM to 9:00 AM) and PM (3:00 PM to 6:00 PM) Peak Hour on an average weekday.

The traffic counts were adjusted using regional traffic analysis adjustment factors developed by ODOT. (Copy enclosed with traffic data). Based on the information the traffic counts were adjusted using 13% factor or 1.15.

### b. Trip Generation and Distribution

The new trips generated by the proposed development will be estimated using the 10<sup>th</sup> edition of ITE Trip Generation Manual. The trips will be estimated for the AM and PM peak hours on the adjacent roadway.

The new trips were distributed using existing traffic pattern on Kemper Road in the vicinity of the proposed Access Drive.

### c. Analysis

The following analysis will be completed for the scenarios listed below. The analysis was completed using the standards included in volume 1 of ODOT Location and Design Manual.

The following analyses are included in the report. The analysis is completed for the 2020 Build traffic volumes.

- I. Capacity Analysis** – The capacity analysis will be completed at the intersection of Proposed Access Drive at Kemper Road.
- II. Turn Lane Warrants** – The exclusive turn lane warrants will be completed for the turn lanes at the intersection of Kemper Road and Proposed Access Drive.
- III. Storage Lengths** – The storage length for the turn lanes warranted will be estimated.

#### **d. Traffic Analysis Report**

SHA Engineering LLC completed a report summarizing the analysis and findings completed as per the scope of work included in this proposal. The report will include recommendations for the proposed improvements, if any, required on existing roadways within the study area. The report will also include justification for two access locations proposed for the new development.

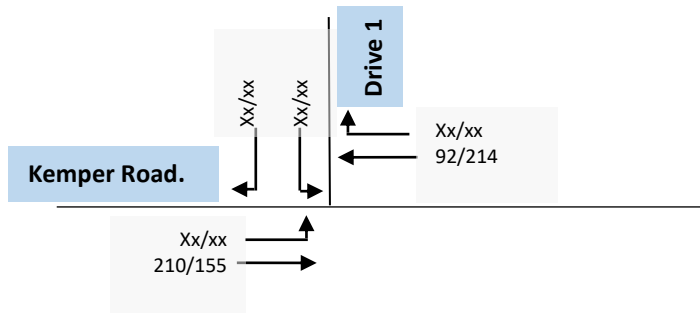


### 3. Existing Conditions

Kemper Road is a two-lane roadway with a lane each for the westbound and eastbound traffic. To the east it serves communities in City of Fairfield and Springdale in Butler and Hamilton County. It also provides connections with US 127 and Interstate 275. To the west it provides connection to US 27. In the vicinity of the proposed site the posted speed limit is 50 mph (transitioning from 40 mph).

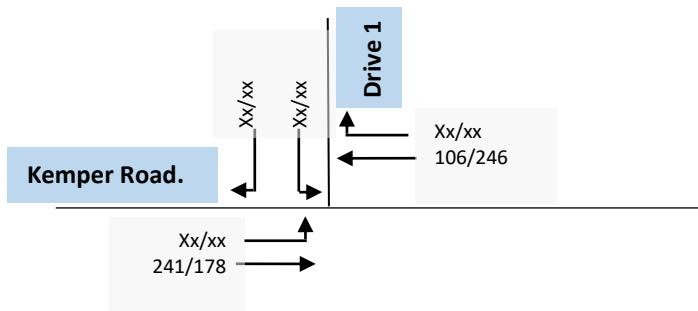
The existing turning movement counts were completed on November 10, 2020. The counts were completed for the AM and PM Peak hours. Based on the recorded counts the AM peak hour was established from 7:15 to 8:15 AM and PM peak hour was established from 5:00 – 6:00 PM. The counts were adjusted using regional factors developed by ODOT.

The observed 2020 AM and PM Peak Hour traffic counts are shown in Figure 2 and Figure 3 shows adjusted 2020 AM and PM peak hours adjusted traffic volumes (Adjustment factor of 1.15 is used as per the information provided on ODOT website for regional growth factor adjustment due to COVID-19 pandemic). The traffic data is included in Appendix B.



**Figure 3 – 2020 Recorded Traffic Counts**

AM/PM      xxx/xxx



**Figure 2 – 2020 Adjusted Traffic Counts**

AM/PM      xxx/xxx

## **4. Proposed Development and Growth Factor**

The proposed development is located in Hamilton County Ohio on Kemper Road west of Pippin Road. The development is proposed along north side of Kemper Road. The proposed development will include 68 Single Family dwelling units. The access to the development is proposed on Kemper Road approximately 1,750 feet west of Pippin Road.

The site plan for the proposed development is included in Appendix B.

## Trip Generation and Distribution

The Trip generation estimates are based on the ITE Trip Generation Manual, Tenth Edition. The summary of estimated trips is provided in Table 1 below.

**Table 1 – Estimated New Trips**

| Land Use                            | Units | AM Peak |      |       | PM Peak |      |       |
|-------------------------------------|-------|---------|------|-------|---------|------|-------|
|                                     |       | Enter   | Exit | Total | Enter   | Exit | Total |
| <b>210 – Single Family Detached</b> | 68 DW | 13      | 37   | 50    | 42      | 25   | 67    |

Please note that the Pass-by/Diverted trips are not used to adjust the estimated new trips.

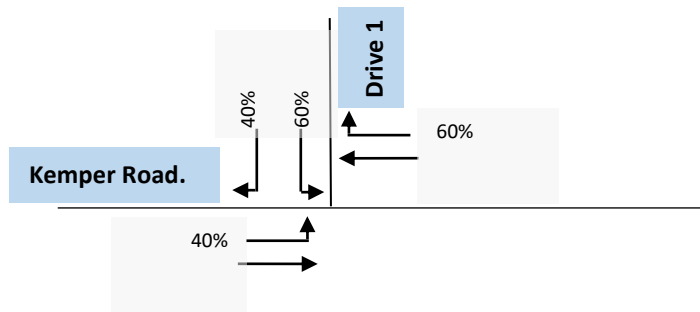
The existing traffic counts were used for estimating the trip distribution of the new trips. The trip distribution for the new development is based on the following assumptions.

***Residential***

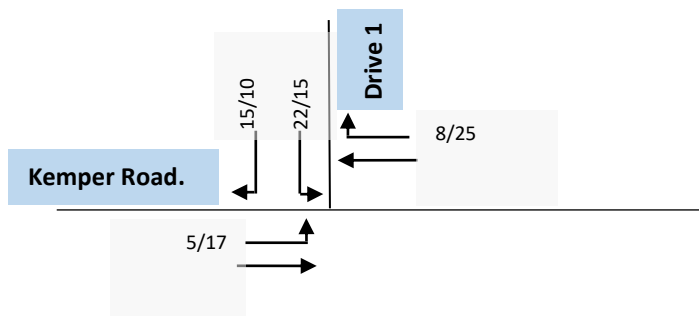
To/from the east on Kemper Road = 60%

To/from the west on Kemper Road = 40%

Figures 4 shows the new trip distribution percent, and the estimated new trips are shown in Figures 5. Year 2020 Build traffic volumes are shown in Figures 6.

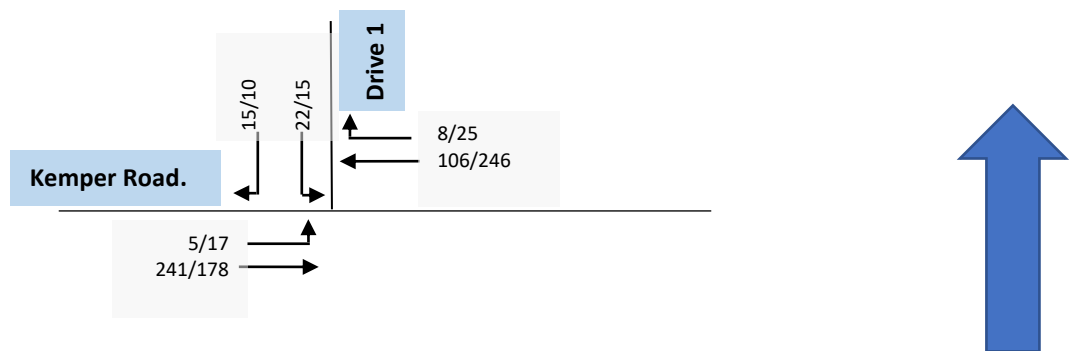


**Figure 4 – Trip Distribution  
(Percent)**  
AM/PM            xxx/xxx



| Estimated New Trips - |       |      |       |
|-----------------------|-------|------|-------|
|                       | Enter | Exit | Total |
| AM Peak               | 13    | 37   | 50    |
| PM Peak               | 42    | 25   | 67    |

**Figure 5 – New Trips –**  
AM/PM            xxx/xxx



**Figure 6 – 2020 Build Traffic**

AM/PM      xxx/xxx



## 5. Analysis

### Turn Lane Warrants

The turn lane warrants were completed using the procedure identified in ODOT Location and Design Manual, Volume 1. The turn lane warrants were analyzed for the intersection of Kemper Road and Proposed Access Drive. The results of the turn lane warrants are summarized below, and detailed warrants are included in Appendix C.

#### *Kemper Road and Access Drive*

- The eastbound left turn lane from Kemper Road to northbound on Access Drive **is not warranted**.
- The westbound right turn lane from Kemper Road to northbound on Access Drive **is not warranted**.

### Capacity Analysis

Capacity analyses were performed for the intersection of Kemper Road and Proposed Access Drive. All the analyses were completed for Build traffic using Highway Capacity Software (HCS). Capacity of an intersection is quantified by the Level of Service (LOS) which is based upon the amount of delay a vehicle experiences while at an intersection. The criterion for both signalized and unsignalized intersections are listed below as defined in Chapter 18 and 19 of the Highway Capacity Manual (HCM 2010), Volume 3.

| Table 2 – Signalized/Unsignalized Intersection LOS Criteria (Exhibit 18-4 HCM) |                                                            |                                                               |
|--------------------------------------------------------------------------------|------------------------------------------------------------|---------------------------------------------------------------|
| Level of Service                                                               | Control Delay - Signalized Intersections (seconds/vehicle) | Control Delay – Unsignalized Intersections (seconds/vehicles) |
| A                                                                              | 0-10                                                       | < 10                                                          |
| B                                                                              | >10 – 20                                                   | >10 – 15                                                      |
| C                                                                              | >20 – 35                                                   | >15 – 25                                                      |
| D                                                                              | >35 – 55                                                   | >25 – 35                                                      |
| E                                                                              | >55 – 80                                                   | >35 – 50                                                      |
| F                                                                              | >80                                                        | >50                                                           |

The following is a list of code definitions that are used in the capacity analysis results:

EB/WB/NB/SB – Eastbound/Westbound/Northbound/Southbound  
L – Left Turn Movement (exclusive left-turn lane or lanes)  
T – Through Movement (exclusive through lane or lanes)

R – Right Turn Movement (exclusive right turn lane or lanes)  
LT– Shared left turn and through movement lane  
LTR – This provides movements in all directions  
TR – Shared through and right turn movement lane

The analysis is completed for the intersection of Kemper Road and Access Drive is included below.

### Kemper Road at Access Drive

The analysis for the intersection Kemper Road and Proposed Access Drive is summarized in Tables 3 and 4. The results of the analysis are included in Appendix D.

The analysis completed for all AM Peak Hour Build scenario show LOS B on the southbound approach on Proposed Access Drive. The eastbound left turns show LOS A.

| Table 3 – Kemper Road at Access Drive - Level of Service/Delay (Seconds/Vehicle) - AM Peak Hour – Un-Signalized Conditions |                  |  |  |  |                  |  |  |  |          |  |  |  |                   |      |  |      |              |
|----------------------------------------------------------------------------------------------------------------------------|------------------|--|--|--|------------------|--|--|--|----------|--|--|--|-------------------|------|--|------|--------------|
| Ex. Lane Use                                                                                                               | EB (Kemper Road) |  |  |  | WB (Kemper Road) |  |  |  | NB (N/A) |  |  |  | SB (Access Drive) |      |  |      | Intersection |
|                                                                                                                            | L                |  |  |  |                  |  |  |  |          |  |  |  |                   | LR   |  | App. |              |
| 2020-Build                                                                                                                 | A                |  |  |  |                  |  |  |  |          |  |  |  |                   | B    |  | B    |              |
|                                                                                                                            | 7.5              |  |  |  |                  |  |  |  |          |  |  |  |                   | 10.4 |  | 10.4 |              |

The analysis completed using PM Peak Build scenario show LOS B on the southbound approach on Proposed Access Drive. The eastbound left turns show LOS A.

| Table 4 – Kemper Road at Access Drive - Level of Service/Delay (Seconds/Vehicle) – PM Peak Hour – Un-Signalized Conditions |                  |  |  |  |                  |  |  |  |          |  |  |  |                   |  |      |  |              |
|----------------------------------------------------------------------------------------------------------------------------|------------------|--|--|--|------------------|--|--|--|----------|--|--|--|-------------------|--|------|--|--------------|
| Ex. Lane Use                                                                                                               | EB (Kemper Road) |  |  |  | WB (Kemper Road) |  |  |  | NB (N/A) |  |  |  | SB (Access Drive) |  |      |  | Intersection |
|                                                                                                                            | L                |  |  |  |                  |  |  |  |          |  |  |  | LR                |  | App. |  |              |
| 2020-Build                                                                                                                 | A                |  |  |  |                  |  |  |  |          |  |  |  | B                 |  | B    |  |              |
|                                                                                                                            | 7.9              |  |  |  |                  |  |  |  |          |  |  |  | 11.4              |  | 11.4 |  |              |

### Intersection Sight Distance

The intersection sight distance at the intersection of Kemper Road and Proposed Access Drive was investigated in field by others. As per the information provided by others adequate intersection sight distance is available for the vehicles making left and right turns from the Proposed Access Drive (The posted speed limit is 50 mph). The additional information is included in Appendix F.

## 6. Findings

The preceding analysis and recommendations listed below are based on the typical procedure used for evaluating the impact of the proposed development on the adjacent roadway infrastructure and usual customary traffic engineering standards.

The results of the analysis completed at each intersection in the study area is summarized below.

### **Kemper Road and Access Drive**

The analysis completed for the intersection show LOS B on the southbound approach on Access Drive B. The eastbound left turn shows LOS A.

The turn lane warrants completed with Build conditions show that the exclusive eastbound left turn and westbound right turn lanes are not warranted.

As per the information obtained from others, intersection sight distance at the intersection of Proposed Access Drive and Kemper Road meets the minimum required for 50 mph speed limit.

### **Recommendations**

All improvements to be made as per the recommendations in this study shall be completed following Standards published by Ohio Department of Transportation and supplements to these standards followed by Hamilton County Engineer's Office.

#### ***Kemper Road at Proposed Access Drive***

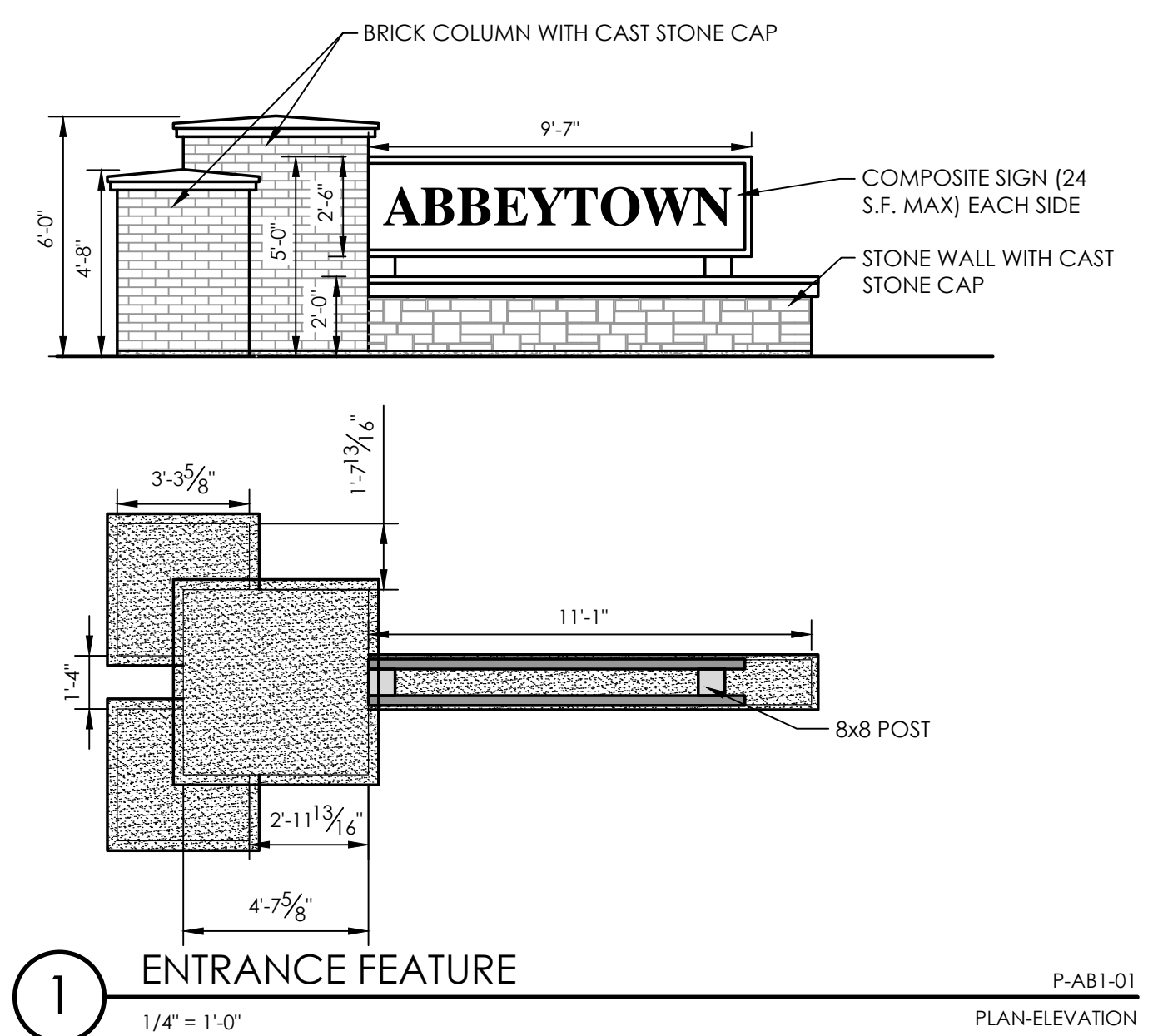
- The southbound approach on Proposed Access shall be built with a single inbound and a single outbound lane
- The southbound approach shall be built with stop control.



| ORNAMENTAL TREES | QTY | BOTANICAL NAME                         | COMMON NAME                    | SIZE                 |
|------------------|-----|----------------------------------------|--------------------------------|----------------------|
| ISL              | 14  | Syringa reticulata 'Ivory Silk'        | Ivory Silk Japanese Tree Lilac | 2" - 2 1/2" CAL. B&B |
| SHADE TREES      | QTY | BOTANICAL NAME                         | COMMON NAME                    | SIZE                 |
| RSM              | 14  | Acer rubrum 'Franksted' TM             | Red Sunset Maple               | 2 1/2" - 3" CAL. B&B |
| FFS              | 17  | Acer saccharum 'Flash Fire'            | Flash Fire Sugar Maple         | 2 1/2" - 3" CAL. B&B |
| ELP              | 13  | Platanus x acerifolia 'Exclamation' TM | Exclamation London Plane Tree  | 2 1/2" - 3" CAL. B&B |
| PAE              | 19  | Ulmus x 'Patriot'                      | Patriot Elm                    | 2 1/2" - 3" CAL. B&B |

| <u>EVERGREEN TREES</u> | <u>QTY</u> | <u>BOTANICAL NAME</u>        | <u>COMMON NAME</u>     | <u>SIZE</u>          |
|------------------------|------------|------------------------------|------------------------|----------------------|
| NS                     | 10         | Picea abies                  | Norway Spruce          | 6'-7' B&B            |
| PIN                    | 8          | Pinus nigra                  | Austrian Black Pine    | 6'-7' B&B            |
| GGA                    | 6          | Thuja x 'Green Giant'        | Green Giant Arborvitae | 8' Ht.               |
| <hr/>                  |            |                              |                        |                      |
| <u>SHADE TREES</u>     | <u>QTY</u> | <u>BOTANICAL NAME</u>        | <u>COMMON NAME</u>     | <u>SIZE</u>          |
| GVZ                    | 3          | Zelkova serrata 'Green Vase' | Green Vase Zelkova     | 2 1/2" - 3" CAL. B&B |

| <u>EVERGREEN TREES</u> |          | <u>BOTANICAL NAME</u>        | <u>COMMON NAME</u>  | <u>SIZE</u>          |
|------------------------|----------|------------------------------|---------------------|----------------------|
| NS                     | QTY<br>8 | Picea abies                  | Norway Spruce       | 6'-7' B&B            |
| PIN                    | 5        | Pinus nigra                  | Austrian Black Pine | 6'-7' B&B            |
| <u>SHADE TREES</u>     |          | <u>BOTANICAL NAME</u>        | <u>COMMON NAME</u>  | <u>SIZE</u>          |
| GVZ                    | QTY<br>4 | Zelkova serrata 'Green Vase' | Green Vase Zelkova  | 2 1/2" - 3" CAL. B&B |



|                 |                 |
|-----------------|-----------------|
| Project Manager | DJF             |
| Drawn By        | BMG             |
| DWG             | 19575006-PLA-00 |
| X-Ref(s)        | GR-PRDV-EMAIL   |

[illegible]

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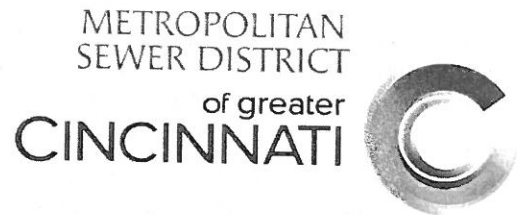
**ABBETOWN  
COLERAIN TOWNSHIP  
HAMILTON COUNTY, OH**

|                |             |
|----------------|-------------|
| Project Number | 19575.00    |
| Drawing Scale  | 1" = 60'    |
| Sheet Number   | <b>L101</b> |
| File Number    | 19574       |



August 17, 2019

Robert Rothert  
Abercrombie & Associates  
3377 Compton Road  
Cincinnati, OH 45251



**Subject: Conditional Availability of Sewers**  
**Subdivision – 69 Houses**  
**Auditor's Parcel Number 0510-0013-0009**  
**Kemper Road**  
**Colerain Township**  
**APD Number HMD1900199**

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JAN 13 2020

COLERAIN ZONING

Dear Mr. Rothert,

Your sewer availability request for the property referenced above has been processed and approved. Sanitary sewer service is available via connection to the existing public sewer via a mainline extension of the public sewers in W Kemper Road, subject to the following requirements and conditions:

1. All plans and construction shall comply with the latest edition of the MSD Rules and Regulations which governs the design, construction, maintenance, operation, and use of sanitary and combined sewers. This document can be downloaded from the MSD website at [http://www.msdc.org/about/msd/legal\\_and\\_organizational\\_documents/msd-rules-regulations/](http://www.msdc.org/about/msd/legal_and_organizational_documents/msd-rules-regulations/).
2. In instances where the overflow rim of the lowest plumbing fixture in any proposed structure is below the elevation of the rim of the next upstream manhole in the sewer system to which the proposed structure is connected, a backwater valve shall be installed in accordance with Section 614 of the MSD Rules and Regulations.
3. Private sanitary sewer easements with the right of entry for maintenance may be required for all portions of the proposed building sewer that will traverse existing or subdivided parcels other than the one to be serviced. Recorded copies of the executed easement(s), and of the revised deed(s) for the lands of the grantors referencing the private sewer easement, must be submitted to MSD prior to building permit sign-off and tap permit issuance.
4. A mainline sewer extension is required for the proposed development. Concept and detail plans must be submitted for MSD review and approval in accordance with Articles VI and VII of the latest revision of the MSD Rules and Regulations.

A Permit to Install is required from the Ohio EPA before MSD will grant final approval of Detail Plans for sanitary sewer construction. The permit application shall be prepared by a Registered Ohio Professional Engineer for submittal by MSD to the Ohio EPA. No construction of a mainline extension can begin prior to obtaining a PTI from the Ohio EPA.

A public sanitary sewer easement shall be dedicated for all portions of the proposed mainline extension which will be located outside of a dedicated public right of way. This easement shall be dedicated by plat, prepared in accordance with MSD, Hamilton County, and State of Ohio standards, and shall be submitted to MSD for review prior to execution by the grantors. All public sewer easements shall be a minimum of 20-feet in width, and MSD reserves the right to require a wider easement if site conditions warrant.

5. A tap permit must be obtained in accordance with Section 1201 of the MSD Rules and Regulations. The sewer contractor must contact the MSD Field Office at 513.244.1369 for sewer inspection after tap permit is issued.
6. All sewer tappers making building sewer connections to the MSD sewer system shall be licensed and bonded by MSD in accordance with Section 1212 of the MSD Rules and Regulations.

(Continued on Reverse Side of Page)

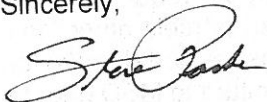
7. The person to whom a tap permit or special permit is issued shall be responsible for obtaining any additional permits required to open cut any public street, road or highway from the appropriate public authority that has jurisdiction in accordance with Section 1210 of the MSD Rules and Regulations.
8. Each structure or each dwelling is to be provided with a separate water service and meter shall also be serviced by a separate and completely independent building sewer tapping into the sanitary or combined sewer system in accordance with Section 1202 of the MSD Rules and Regulations.
9. Roof drains, foundation drains, cooling water, swimming pool water, or other clean water connections to the sanitary sewer system are prohibited in accordance with Section 401 of the MSD Rules and Regulations. A notarized affidavit stating that the sanitary wastewaters are free of such clear waters must be submitted to MSD before a tap permit will be issued. Hamilton County Department of Public Works should be consulted regarding the requirements for the collection, detention, and conveyance of storm waters.

The conditional availability of sewer service as described in this letter is effective until August 17, 2020 and may be extended for one additional year in accordance with Article V, Section 510 of the MSD Rules and Regulations. Extension requests may be made within thirty (30) days of the expiration date of this application. Subsequent extension requests may or may not be granted depending on the availability of sewer credits, hydraulic capacity of the sewer system, and/or other factors that may affect MSD's ability to accept additional sanitary flows into our sewer system.

This determination of sewer availability is based on the best information available at this time to the Metropolitan Sewer District of Greater Cincinnati and is subject to modification or revocation resulting from regulatory action taken by the United States Environmental Protection Agency, the State of Ohio Environmental Protection Agency, from federal consent decrees, or other judicial action ordered by federal courts of the United States Government or the courts of the State of Ohio.

If you have any questions, please call Robert Franklin at 513.557.7188 or me at 513.244.1351.

Sincerely,



Steven Parker, P.E.  
Supervising Engineer  
Development Services

SP:rjf

cc: Availability File, Colerain Township

APPLICATION FOR ZONE MAP AMENDMENT  
REQUIRING A PRELIMINARY DEVELOPMENT PLAN  
or MAJOR AMENDMENT TO A FINAL DEVELOPMENT PLAN  
COLERAIN TOWNSHIP ZONING COMMISSION  
4200 SPRINGDALE ROAD  
CINCINNATI, OH 45251

Case No.: ZA 2021-01

Date Filed: 1/14/2021

Date of Preliminary Hearing (if applicable): \_\_\_\_\_

Request Change from: R-4 & R-6 to: PD-R

Township: Colerain Book: 510 Page: 0013 Parcels: 0009

Physical location of property (address or brief description if no address assigned):  
North side of Kemper Road, 1,300' west of Pippin Road

Name of Applicant: M/I Homes of Cincinnati, LLC, Inc.-Brad Austing

Telephone No.: 513-833-2201 Email Address: bausting@mihomes.com

Address: 9349 Waterstone Boulevard, Suite 100

City: Cincinnati State: Ohio Zip: 45249

\*Name of Owner(s): Kemper FL Holdings, LLC

Telephone No.: 513-478-0246 Email Address: wellerbe@aol.com

Address: 12009 Kilbride Drive

City: Cincinnati State: Ohio Zip: 45251

Name, address and parcel number of each property owner of record within the proposed amendment area:

1. Kemper FL Holdings, LLC, 12009 Kilbride Drive, Cincinnati, Ohio 45251, 510-0013-0009

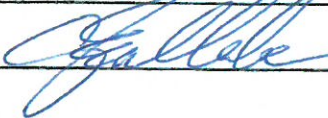
2. \_\_\_\_\_

3. \_\_\_\_\_

(attach separate sheet if necessary for additional parcels)

Signatures:

Applicant:  Date: 1/12/2021

\*Owner:  on BEHALF of KEMPER FL Holdings LLC AS MEMBER Date: 01/12/2021

\*Owner: \_\_\_\_\_ Date: \_\_\_\_\_

Filing fees shall accompany the application. Make check payable to: Colerain Township Board of Trustees.

Filing fee: \$5,767.45 Legal notices: \$60.00 Cert. Mail: \$85.00 TOTAL: \$5,912.45

THERE SHALL BE NO REFUND OR PART THEREOF ONCE PUBLIC NOTICE HAS BEEN GIVEN.

\*Although the Applicant need not be the same as the Owner(s), the Owner(s) shall co-sign for an amendment.

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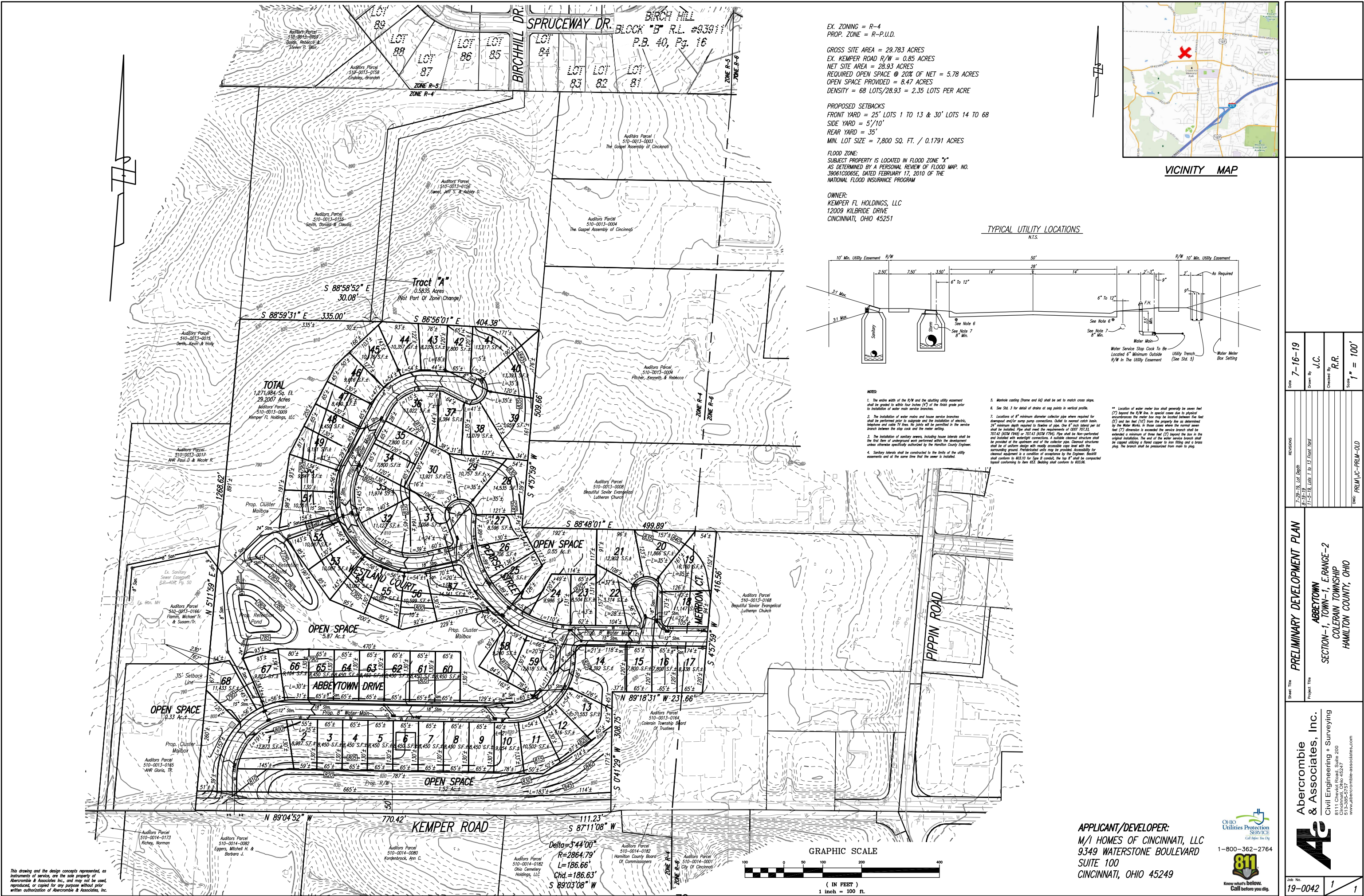
JAN 14 2021

COLERAIN ZONING



# **Appendix A**

## **Site Plan**



## **Appendix B**

### **Traffic Data**

# Kemper Road at Pippin Road - TMC

Tue Nov 10, 2020

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 797614, Location: 39.300488, -84.571865, Site Code: Kemper Road at Pippin Road

Provided by: SHA Engineering

6221 Thornberry Court,

Mason, OH, 45040, US

| Leg Direction                   | Kemper Road Eastbound |       |       |    |       | Kemper Road Westbound |       |       |    |       | Pippin Road Northbound |       |       |    |       | Pippin Road Southbound |       |       |    |       |       |
|---------------------------------|-----------------------|-------|-------|----|-------|-----------------------|-------|-------|----|-------|------------------------|-------|-------|----|-------|------------------------|-------|-------|----|-------|-------|
| Time                            | R                     | T     | L     | U  | App   | R                     | T     | L     | U  | App   | R                      | T     | L     | U  | App   | R                      | T     | L     | U  | App   | Int   |
| 2020-11-10 6:00AM               | 8                     | 13    | 2     | 0  | 23    | 1                     | 2     | 0     | 0  | 3     | 1                      | 8     | 1     | 0  | 10    | 0                      | 15    | 3     | 0  | 18    | 54    |
| 6:15AM                          | 3                     | 11    | 0     | 0  | 14    | 1                     | 5     | 0     | 0  | 6     | 4                      | 10    | 2     | 0  | 16    | 2                      | 21    | 6     | 0  | 29    | 65    |
| 6:30AM                          | 9                     | 14    | 5     | 0  | 28    | 1                     | 2     | 6     | 0  | 9     | 4                      | 20    | 2     | 0  | 26    | 2                      | 47    | 8     | 0  | 57    | 120   |
| 6:45AM                          | 14                    | 16    | 11    | 0  | 41    | 4                     | 6     | 17    | 0  | 27    | 11                     | 18    | 2     | 0  | 31    | 4                      | 41    | 8     | 0  | 53    | 152   |
| Hourly Total                    | 34                    | 54    | 18    | 0  | 106   | 7                     | 15    | 23    | 0  | 45    | 20                     | 56    | 7     | 0  | 83    | 8                      | 124   | 25    | 0  | 157   | 391   |
| 7:00AM                          | 9                     | 25    | 9     | 0  | 43    | 1                     | 7     | 18    | 0  | 26    | 18                     | 29    | 4     | 0  | 51    | 3                      | 49    | 6     | 0  | 58    | 178   |
| 7:15AM                          | 19                    | 25    | 15    | 0  | 59    | 2                     | 8     | 20    | 0  | 30    | 20                     | 25    | 2     | 0  | 47    | 6                      | 44    | 11    | 0  | 61    | 197   |
| 7:30AM                          | 11                    | 35    | 15    | 0  | 61    | 8                     | 13    | 26    | 0  | 47    | 8                      | 27    | 4     | 0  | 39    | 7                      | 52    | 9     | 0  | 68    | 215   |
| 7:45AM                          | 6                     | 32    | 11    | 0  | 49    | 10                    | 16    | 33    | 0  | 59    | 20                     | 49    | 4     | 0  | 73    | 3                      | 35    | 7     | 0  | 45    | 226   |
| Hourly Total                    | 45                    | 117   | 50    | 0  | 212   | 21                    | 44    | 97    | 0  | 162   | 66                     | 130   | 14    | 0  | 210   | 19                     | 180   | 33    | 0  | 232   | 816   |
| 8:00AM                          | 11                    | 17    | 13    | 0  | 41    | 9                     | 7     | 25    | 0  | 41    | 36                     | 42    | 11    | 0  | 89    | 11                     | 43    | 19    | 0  | 73    | 244   |
| 8:15AM                          | 7                     | 20    | 6     | 0  | 33    | 2                     | 9     | 10    | 0  | 21    | 13                     | 15    | 7     | 0  | 35    | 5                      | 32    | 4     | 0  | 41    | 130   |
| 8:30AM                          | 3                     | 18    | 7     | 0  | 28    | 2                     | 10    | 16    | 0  | 28    | 7                      | 18    | 3     | 0  | 28    | 3                      | 38    | 0     | 0  | 41    | 125   |
| 8:45AM                          | 8                     | 15    | 3     | 0  | 26    | 2                     | 43    | 11    | 0  | 56    | 10                     | 28    | 14    | 0  | 52    | 4                      | 30    | 5     | 0  | 39    | 173   |
| Hourly Total                    | 29                    | 70    | 29    | 0  | 128   | 15                    | 69    | 62    | 0  | 146   | 66                     | 103   | 35    | 0  | 204   | 23                     | 143   | 28    | 0  | 194   | 672   |
| 3:00PM                          | 3                     | 17    | 8     | 0  | 28    | 12                    | 24    | 19    | 0  | 55    | 38                     | 50    | 11    | 0  | 99    | 9                      | 24    | 1     | 0  | 34    | 216   |
| 3:15PM                          | 6                     | 12    | 8     | 0  | 26    | 10                    | 28    | 19    | 0  | 57    | 18                     | 50    | 13    | 0  | 81    | 11                     | 50    | 17    | 0  | 78    | 242   |
| 3:30PM                          | 5                     | 22    | 9     | 0  | 36    | 12                    | 27    | 13    | 0  | 52    | 16                     | 46    | 18    | 0  | 80    | 11                     | 30    | 6     | 0  | 47    | 215   |
| 3:45PM                          | 2                     | 19    | 8     | 0  | 29    | 11                    | 28    | 16    | 0  | 55    | 22                     | 55    | 26    | 0  | 103   | 6                      | 38    | 10    | 0  | 54    | 241   |
| Hourly Total                    | 16                    | 70    | 33    | 0  | 119   | 45                    | 107   | 67    | 0  | 219   | 94                     | 201   | 68    | 0  | 363   | 37                     | 142   | 34    | 0  | 213   | 914   |
| 4:00PM                          | 5                     | 27    | 8     | 0  | 40    | 5                     | 27    | 17    | 0  | 49    | 15                     | 40    | 15    | 0  | 70    | 8                      | 34    | 7     | 0  | 49    | 208   |
| 4:15PM                          | 6                     | 14    | 12    | 0  | 32    | 5                     | 37    | 15    | 0  | 57    | 16                     | 54    | 14    | 0  | 84    | 14                     | 44    | 5     | 0  | 63    | 236   |
| 4:30PM                          | 7                     | 18    | 13    | 0  | 38    | 17                    | 27    | 22    | 0  | 66    | 21                     | 71    | 13    | 0  | 105   | 18                     | 29    | 3     | 0  | 50    | 259   |
| 4:45PM                          | 9                     | 20    | 13    | 0  | 42    | 6                     | 29    | 28    | 0  | 63    | 23                     | 69    | 14    | 0  | 106   | 21                     | 51    | 4     | 0  | 76    | 287   |
| Hourly Total                    | 27                    | 79    | 46    | 0  | 152   | 33                    | 120   | 82    | 0  | 235   | 75                     | 234   | 56    | 0  | 365   | 61                     | 158   | 19    | 0  | 238   | 990   |
| 5:00PM                          | 2                     | 20    | 13    | 0  | 35    | 7                     | 27    | 21    | 0  | 55    | 38                     | 93    | 13    | 0  | 144   | 20                     | 47    | 2     | 0  | 69    | 303   |
| 5:15PM                          | 7                     | 25    | 17    | 0  | 49    | 4                     | 36    | 31    | 0  | 71    | 44                     | 82    | 14    | 0  | 140   | 17                     | 47    | 4     | 0  | 68    | 328   |
| 5:30PM                          | 8                     | 23    | 12    | 0  | 43    | 11                    | 22    | 28    | 0  | 61    | 29                     | 100   | 8     | 0  | 137   | 11                     | 41    | 8     | 0  | 60    | 301   |
| 5:45PM                          | 5                     | 15    | 8     | 0  | 28    | 7                     | 23    | 25    | 0  | 55    | 33                     | 108   | 16    | 0  | 157   | 7                      | 42    | 6     | 0  | 55    | 295   |
| Hourly Total                    | 22                    | 83    | 50    | 0  | 155   | 29                    | 108   | 105   | 0  | 242   | 144                    | 383   | 51    | 0  | 578   | 55                     | 177   | 20    | 0  | 252   | 1227  |
| <b>Total</b>                    | 173                   | 473   | 226   | 0  | 872   | 150                   | 463   | 436   | 0  | 1049  | 465                    | 1107  | 231   | 0  | 1803  | 203                    | 924   | 159   | 0  | 1286  | 5010  |
| <b>% Approach</b>               | 19.8%                 | 54.2% | 25.9% | 0% | -     | 14.3%                 | 44.1% | 41.6% | 0% | -     | 25.8%                  | 61.4% | 12.8% | 0% | -     | 15.8%                  | 71.9% | 12.4% | 0% | -     | -     |
| <b>% Total</b>                  | 3.5%                  | 9.4%  | 4.5%  | 0% | 17.4% | 3.0%                  | 9.2%  | 8.7%  | 0% | 20.9% | 9.3%                   | 22.1% | 4.6%  | 0% | 36.0% | 4.1%                   | 18.4% | 3.2%  | 0% | 25.7% | -     |
| <b>Lights and Motorcycles</b>   | 168                   | 462   | 223   | 0  | 853   | 145                   | 443   | 418   | 0  | 1006  | 445                    | 1095  | 226   | 0  | 1766  | 198                    | 908   | 157   | 0  | 1263  | 4888  |
| <b>% Lights and Motorcycles</b> | 97.1%                 | 97.7% | 98.7% | 0% | 97.8% | 96.7%                 | 95.7% | 95.9% | 0% | 95.9% | 95.7%                  | 98.9% | 97.8% | 0% | 97.9% | 97.5%                  | 98.3% | 98.7% | 0% | 98.2% | 97.6% |
| <b>Heavy</b>                    | 5                     | 11    | 3     | 0  | 19    | 5                     | 20    | 18    | 0  | 43    | 20                     | 12    | 5     | 0  | 37    | 5                      | 16    | 2     | 0  | 23    | 122   |
| <b>% Heavy</b>                  | 2.9%                  | 2.3%  | 1.3%  | 0% | 2.2%  | 3.3%                  | 4.3%  | 4.1%  | 0% | 4.1%  | 4.3%                   | 1.1%  | 2.2%  | 0% | 2.1%  | 2.5%                   | 1.7%  | 1.3%  | 0% | 1.8%  | 2.4%  |

\*L: Left, R: Right, T: Thru, U: U-Turn

# Kemper Road at Pippin Road - TMC

Tue Nov 10, 2020

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights and Motorcycles, Heavy)

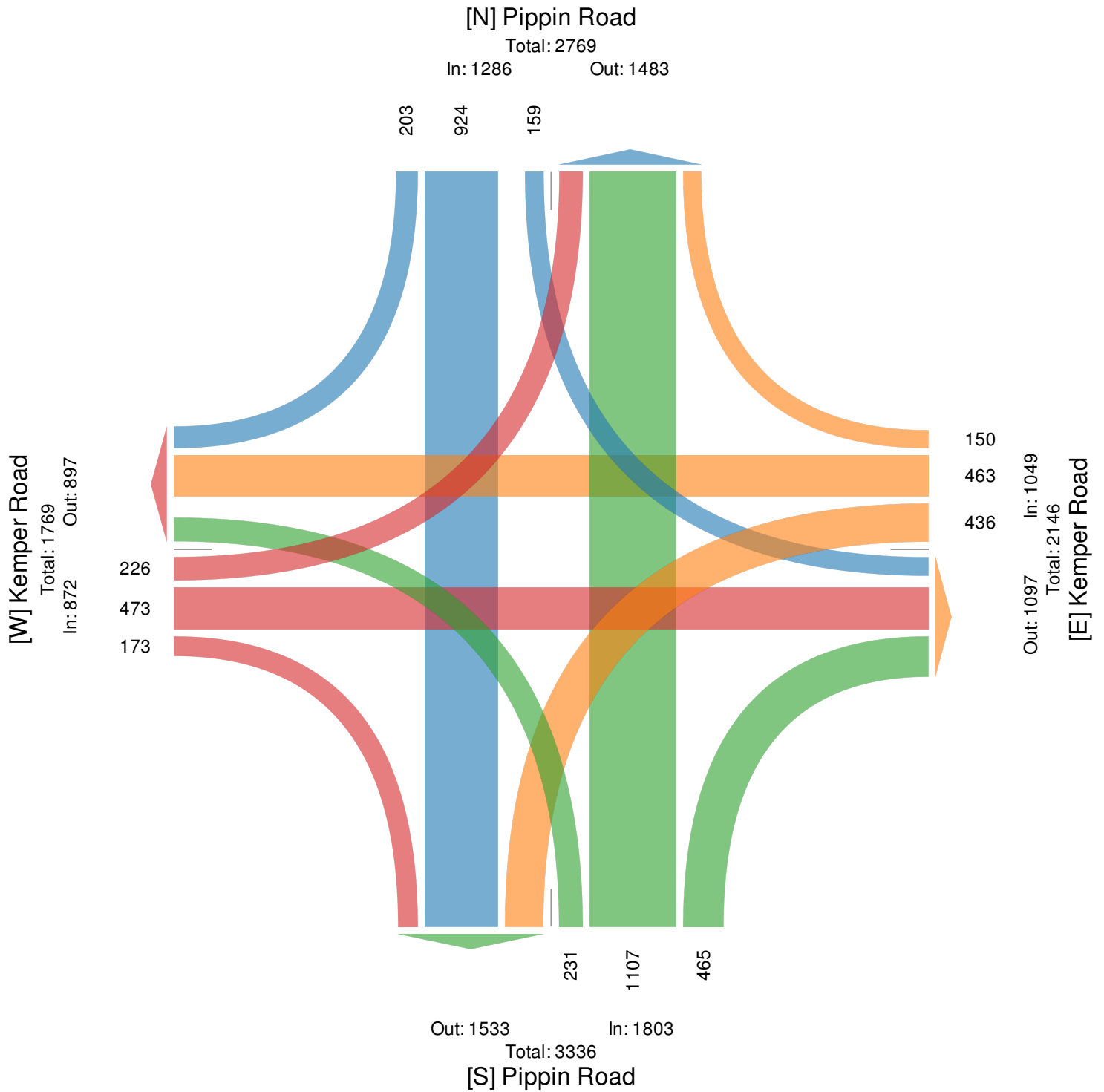
All Movements

ID: 797614, Location: 39.300488, -84.571865, Site Code: Kemper Road at Pippin Road

Provided by: SHA Engineering

6221 Thornberry Court,

Mason, OH, 45040, US



# Kemper Road at Pippin Road - TMC

Tue Nov 10, 2020

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 797614, Location: 39.300488, -84.571865, Site Code: Kemper Road at Pippin Road

Provided by: SHA Engineering

6221 Thornberry Court,

Mason, OH, 45040, US

| Leg Direction                   | Kemper Road Eastbound |       |       |    |       | Kemper Road Westbound |       |       |    |       | Pippin Road Northbound |       |       |    |       | Pippin Road Southbound |       |       |    |       |       |
|---------------------------------|-----------------------|-------|-------|----|-------|-----------------------|-------|-------|----|-------|------------------------|-------|-------|----|-------|------------------------|-------|-------|----|-------|-------|
| Time                            | R                     | T     | L     | U  | App   | R                     | T     | L     | U  | App   | R                      | T     | L     | U  | App   | R                      | T     | L     | U  | App   | Int   |
| 2020-11-10 7:15AM               | 19                    | 25    | 15    | 0  | 59    | 2                     | 8     | 20    | 0  | 30    | 20                     | 25    | 2     | 0  | 47    | 6                      | 44    | 11    | 0  | 61    | 197   |
| 7:30AM                          | 11                    | 35    | 15    | 0  | 61    | 8                     | 13    | 26    | 0  | 47    | 8                      | 27    | 4     | 0  | 39    | 7                      | 52    | 9     | 0  | 68    | 215   |
| 7:45AM                          | 6                     | 32    | 11    | 0  | 49    | 10                    | 16    | 33    | 0  | 59    | 20                     | 49    | 4     | 0  | 73    | 3                      | 35    | 7     | 0  | 45    | 226   |
| 8:00AM                          | 11                    | 17    | 13    | 0  | 41    | 9                     | 7     | 25    | 0  | 41    | 36                     | 42    | 11    | 0  | 89    | 11                     | 43    | 19    | 0  | 73    | 244   |
| <b>Total</b>                    | 47                    | 109   | 54    | 0  | 210   | 29                    | 44    | 104   | 0  | 177   | 84                     | 143   | 21    | 0  | 248   | 27                     | 174   | 46    | 0  | 247   | 882   |
| <b>% Approach</b>               | 22.4%                 | 51.9% | 25.7% | 0% | -     | 16.4%                 | 24.9% | 58.8% | 0% | -     | 33.9%                  | 57.7% | 8.5%  | 0% | -     | 10.9%                  | 70.4% | 18.6% | 0% | -     | -     |
| <b>% Total</b>                  | 5.3%                  | 12.4% | 6.1%  | 0% | 23.8% | 3.3%                  | 5.0%  | 11.8% | 0% | 20.1% | 9.5%                   | 16.2% | 2.4%  | 0% | 28.1% | 3.1%                   | 19.7% | 5.2%  | 0% | 28.0% | -     |
| <b>PHF</b>                      | 0.618                 | 0.779 | 0.900 | -  | 0.861 | 0.725                 | 0.688 | 0.788 | -  | 0.750 | 0.583                  | 0.730 | 0.477 | -  | 0.697 | 0.614                  | 0.837 | 0.605 | -  | 0.846 | 0.904 |
| <b>Lights and Motorcycles</b>   | 45                    | 108   | 53    | 0  | 206   | 28                    | 42    | 95    | 0  | 165   | 80                     | 139   | 21    | 0  | 240   | 25                     | 170   | 46    | 0  | 241   | 852   |
| <b>% Lights and Motorcycles</b> | 95.7%                 | 99.1% | 98.1% | 0% | 98.1% | 96.6%                 | 95.5% | 91.3% | 0% | 93.2% | 95.2%                  | 97.2% | 100%  | 0% | 96.8% | 92.6%                  | 97.7% | 100%  | 0% | 97.6% | 96.6% |
| <b>Heavy</b>                    | 2                     | 1     | 1     | 0  | 4     | 1                     | 2     | 9     | 0  | 12    | 4                      | 4     | 0     | 0  | 8     | 2                      | 4     | 0     | 0  | 6     | 30    |
| <b>% Heavy</b>                  | 4.3%                  | 0.9%  | 1.9%  | 0% | 1.9%  | 3.4%                  | 4.5%  | 8.7%  | 0% | 6.8%  | 4.8%                   | 2.8%  | 0%    | 0% | 3.2%  | 7.4%                   | 2.3%  | 0%    | 0% | 2.4%  | 3.4%  |

\*L: Left, R: Right, T: Thru, U: U-Turn



# Kemper Road at Pippin Road - TMC

Tue Nov 10, 2020

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights and Motorcycles, Heavy)

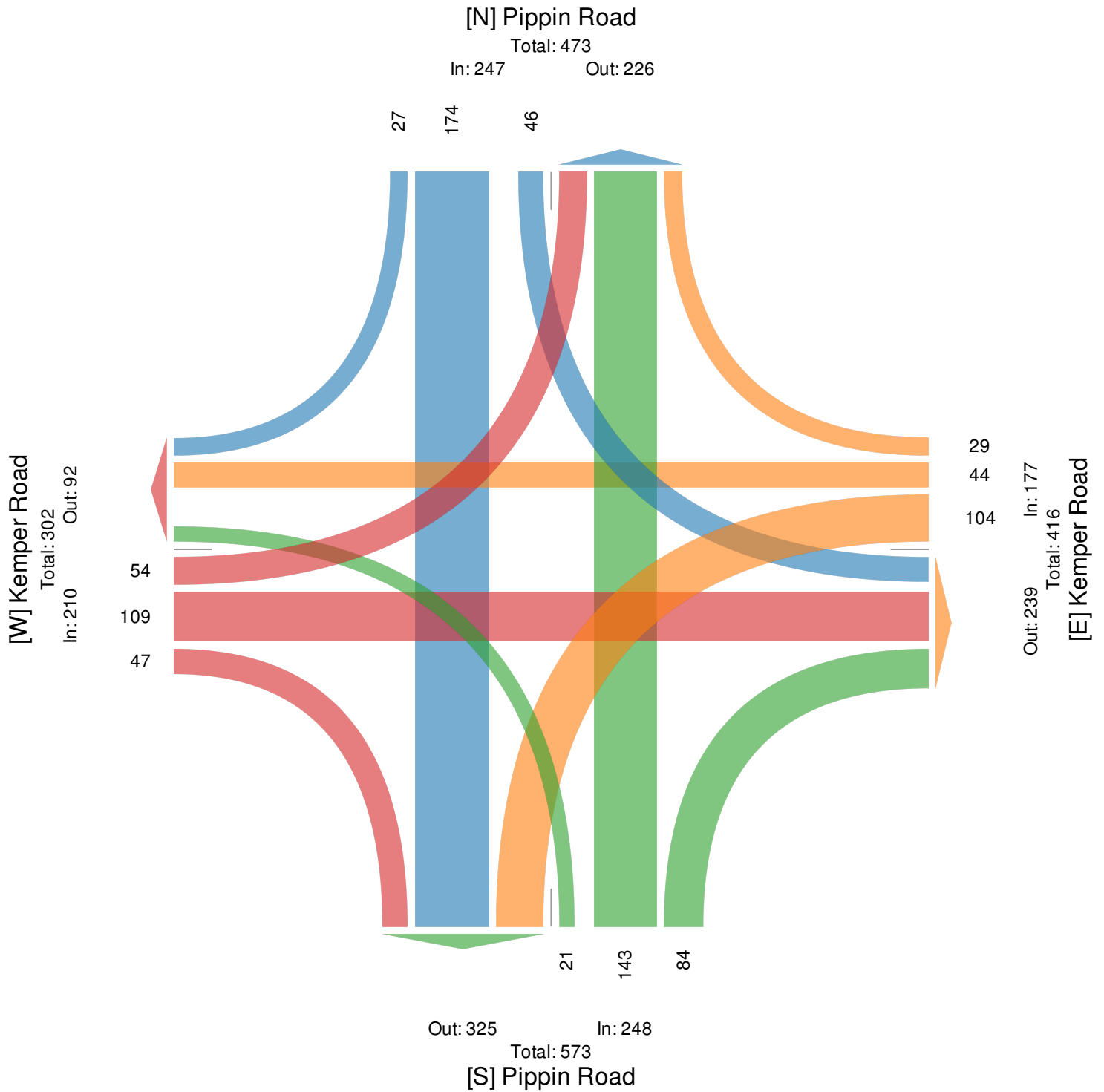
All Movements

ID: 797614, Location: 39.300488, -84.571865, Site Code: Kemper Road at Pippin Road

Provided by: SHA Engineering

6221 Thornberry Court,

Mason, OH, 45040, US



# Kemper Road at Pippin Road - TMC

Tue Nov 10, 2020

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 797614, Location: 39.300488, -84.571865, Site Code: Kemper Road at Pippin Road

Provided by: SHA Engineering

6221 Thornberry Court,

Mason, OH, 45040, US

| Leg Direction                   | Kemper Road Eastbound |       |       |    |       | Kemper Road Westbound |       |       |    |       | Pippin Road Northbound |       |       |    |       | Pippin Road Southbound |       |       |    |       |       |
|---------------------------------|-----------------------|-------|-------|----|-------|-----------------------|-------|-------|----|-------|------------------------|-------|-------|----|-------|------------------------|-------|-------|----|-------|-------|
| Time                            | R                     | T     | L     | U  | App   | R                     | T     | L     | U  | App   | R                      | T     | L     | U  | App   | R                      | T     | L     | U  | App   | Int   |
| 2020-11-10 5:00PM               | 2                     | 20    | 13    | 0  | 35    | 7                     | 27    | 21    | 0  | 55    | 38                     | 93    | 13    | 0  | 144   | 20                     | 47    | 2     | 0  | 69    | 303   |
| 5:15PM                          | 7                     | 25    | 17    | 0  | 49    | 4                     | 36    | 31    | 0  | 71    | 44                     | 82    | 14    | 0  | 140   | 17                     | 47    | 4     | 0  | 68    | 328   |
| 5:30PM                          | 8                     | 23    | 12    | 0  | 43    | 11                    | 22    | 28    | 0  | 61    | 29                     | 100   | 8     | 0  | 137   | 11                     | 41    | 8     | 0  | 60    | 301   |
| 5:45PM                          | 5                     | 15    | 8     | 0  | 28    | 7                     | 23    | 25    | 0  | 55    | 33                     | 108   | 16    | 0  | 157   | 7                      | 42    | 6     | 0  | 55    | 295   |
| <b>Total</b>                    | 22                    | 83    | 50    | 0  | 155   | 29                    | 108   | 105   | 0  | 242   | 144                    | 383   | 51    | 0  | 578   | 55                     | 177   | 20    | 0  | 252   | 1227  |
| <b>% Approach</b>               | 14.2%                 | 53.5% | 32.3% | 0% | -     | 12.0%                 | 44.6% | 43.4% | 0% | -     | 24.9%                  | 66.3% | 8.8%  | 0% | -     | 21.8%                  | 70.2% | 7.9%  | 0% | -     | -     |
| <b>% Total</b>                  | 1.8%                  | 6.8%  | 4.1%  | 0% | 12.6% | 2.4%                  | 8.8%  | 8.6%  | 0% | 19.7% | 11.7%                  | 31.2% | 4.2%  | 0% | 47.1% | 4.5%                   | 14.4% | 1.6%  | 0% | 20.5% | -     |
| <b>PHF</b>                      | 0.688                 | 0.830 | 0.735 | -  | 0.791 | 0.659                 | 0.750 | 0.847 | -  | 0.852 | 0.818                  | 0.887 | 0.797 | -  | 0.920 | 0.688                  | 0.941 | 0.625 | -  | 0.913 | 0.935 |
| <b>Lights and Motorcycles</b>   | 22                    | 82    | 49    | 0  | 153   | 29                    | 108   | 105   | 0  | 242   | 144                    | 382   | 50    | 0  | 576   | 55                     | 177   | 20    | 0  | 252   | 1223  |
| <b>% Lights and Motorcycles</b> | 100%                  | 98.8% | 98.0% | 0% | 98.7% | 100%                  | 100%  | 100%  | 0% | 100%  | 100%                   | 99.7% | 98.0% | 0% | 99.7% | 100%                   | 100%  | 100%  | 0% | 100%  | 99.7% |
| <b>Heavy</b>                    | 0                     | 1     | 1     | 0  | 2     | 0                     | 0     | 0     | 0  | 0     | 0                      | 1     | 1     | 0  | 2     | 0                      | 0     | 0     | 0  | 0     | 4     |
| <b>% Heavy</b>                  | 0%                    | 1.2%  | 2.0%  | 0% | 1.3%  | 0%                    | 0%    | 0%    | 0% | 0%    | 0%                     | 0.3%  | 2.0%  | 0% | 0.3%  | 0%                     | 0%    | 0%    | 0% | 0%    | 0.3%  |

\*L: Left, R: Right, T: Thru, U: U-Turn

# Kemper Road at Pippin Road - TMC

Tue Nov 10, 2020

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

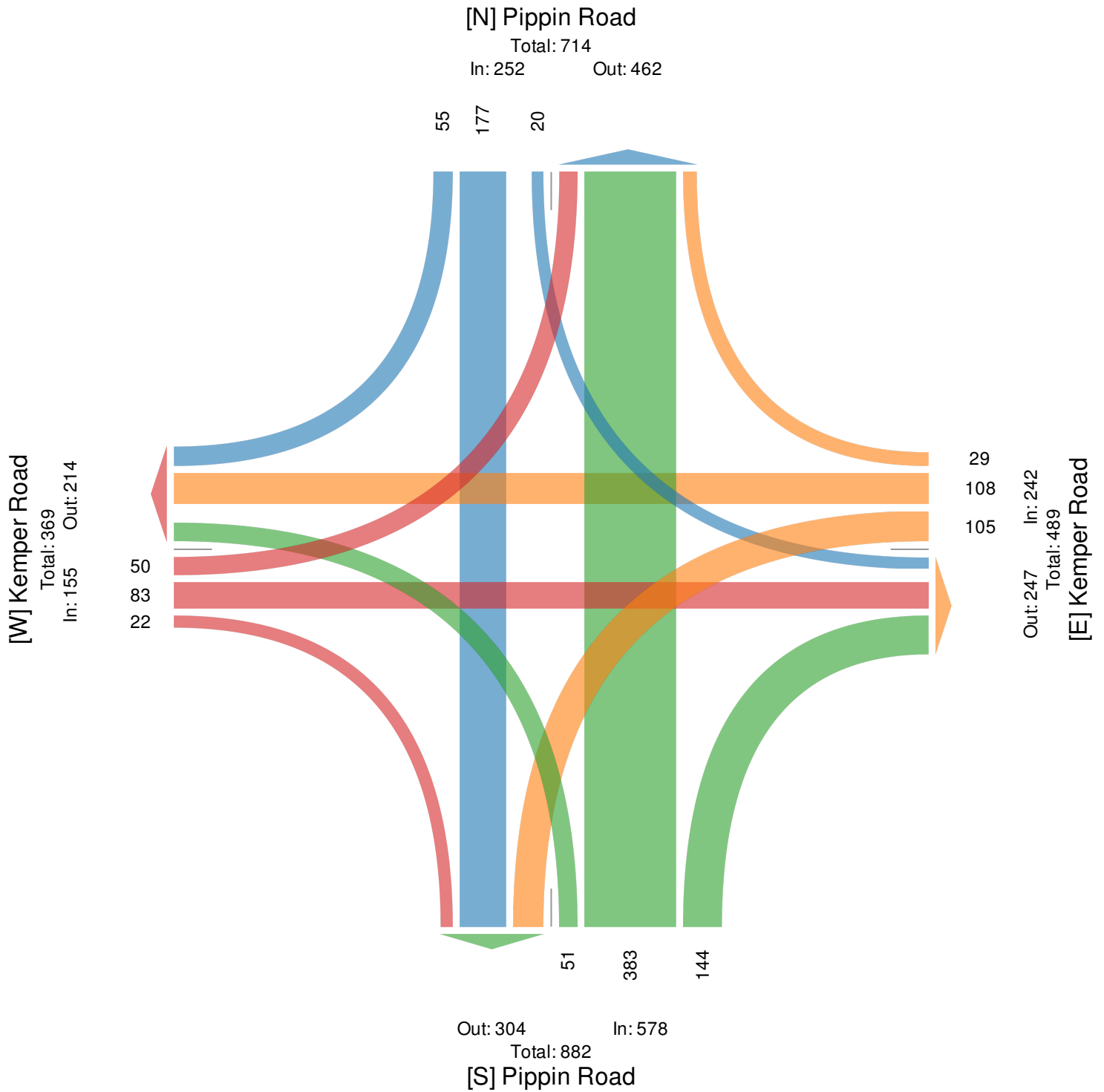
All Movements

ID: 797614, Location: 39.300488, -84.571865, Site Code: Kemper Road at Pippin Road

Provided by: SHA Engineering

6221 Thornberry Court,

Mason, OH, 45040, US



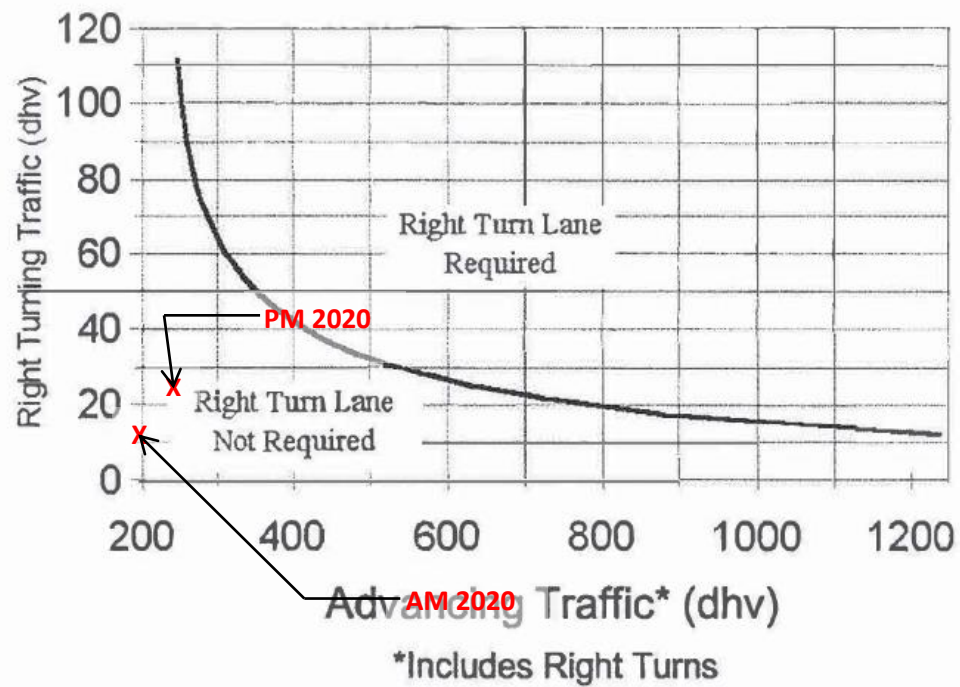
## **Appendix C**

### **Turn Lane Warrants**

**Kemper Road at Access Drive  
Westbound Right Turn Lane (Build Scenario)**

|            |                         |                    |
|------------|-------------------------|--------------------|
|            | <b>Advancing Volume</b> | <b>Right Turns</b> |
| 2020 AM/PM | 114/271                 | 8/25               |

**2-Lane Highway Right Turn Lane Warrant**  
> 40 mph or 70 kph Posted Speed



October 2004

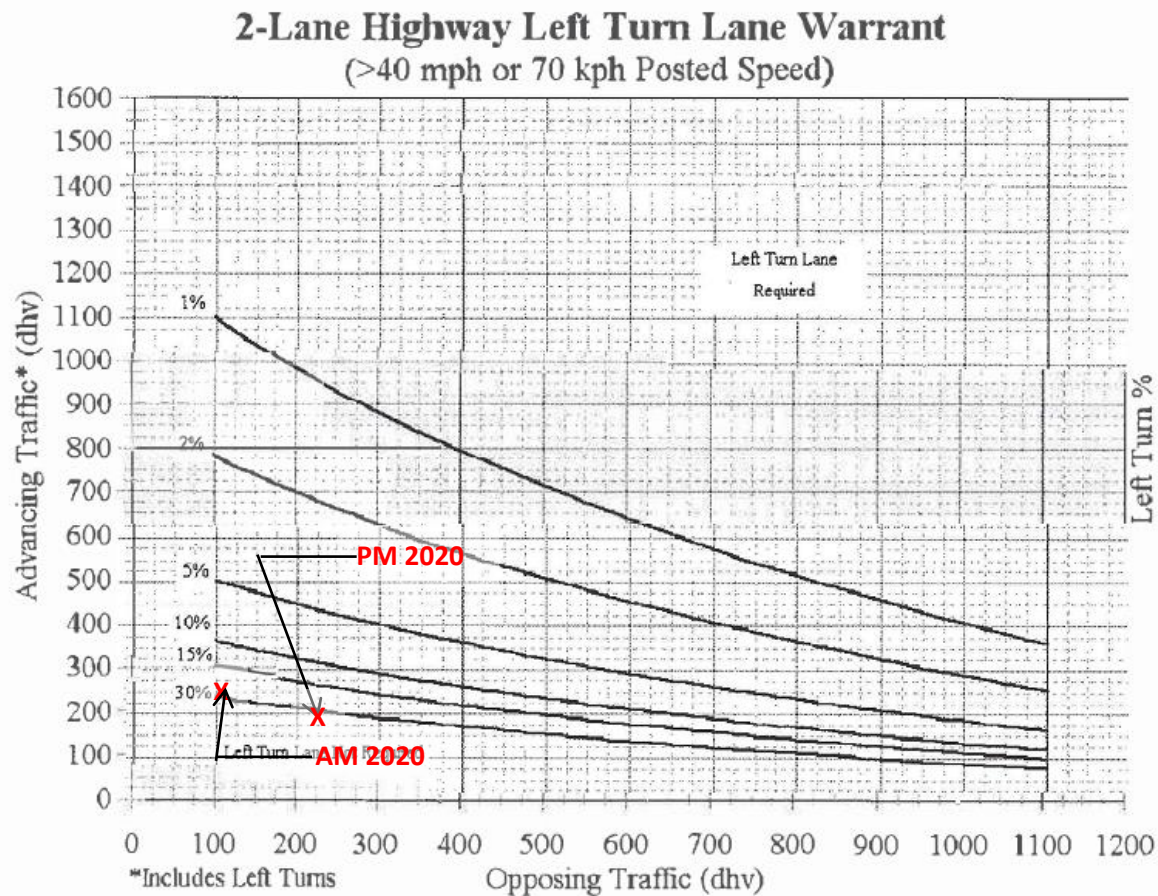
**2-LANE RIGHT TURN LANE  
WARRANT (HIGH SPEED)**

**401-6b**  
REFERENCE SECTION  
401.6.3

# Kemper Road at Access Drive Eastbound Left Turn Lane

|            | Advancing Volume | Opposing Volume | Left Turns        |
|------------|------------------|-----------------|-------------------|
| 2021 AM/PM | 246/195          | 109/263         | 5(2.0%)/17 (8.8%) |

October 2004



**2-LANE LEFT TURN LANE  
WARRANT (HIGH SPEED)**

REFERENCE SECTION  
401.6.1

**401-5b**



## **Appendix D**

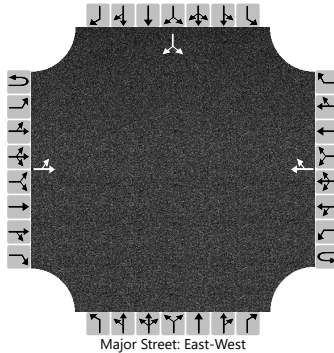
### **Capacity Analysis**

# HCS7 Two-Way Stop-Control Report

## General Information

|                          |                                        |                            |                        |
|--------------------------|----------------------------------------|----------------------------|------------------------|
| Analyst                  | JA                                     | Intersection               | Kemper at Access Drive |
| Agency/Co.               | SHA Engineering LLC                    | Jurisdiction               | Hamilton County, Ohio  |
| Date Performed           | 11/14/2020                             | East/West Street           | Kemper Road            |
| Analysis Year            | 2020                                   | North/South Street         | Access Drive           |
| Time Analyzed            | AM Peak - Build                        | Peak Hour Factor           | 0.92                   |
| Intersection Orientation | East-West                              | Analysis Time Period (hrs) | 0.25                   |
| Project Description      | Residential Development on Kemper Road |                            |                        |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |   |     |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|----|-----|---|-----------|---|-----|----|------------|---|---|---|------------|----|----|----|
| Movement                   | U         | L  | T   | R | U         | L | T   | R  | U          | L | T | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1  | 2   | 3 | 4U        | 4 | 5   | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0 | 0         | 0 | 1   | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT |     |   |           |   |     | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 5  | 241 |   |           |   | 106 | 8  |            |   |   |   |            | 22 |    | 15 |
| Percent Heavy Vehicles (%) |           | 3  |     |   |           |   |     |    |            |   |   |   |            | 3  |    | 3  |
| Proportion Time Blocked    |           |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |    |     |   |           |   |     |    |            |   |   |   | 0          |    |    |    |
| Right Turn Channelized     |           |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      | Undivided |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  |  |  |  |  |  |  |  |  | 6.43 |  | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  |  |  |  |  |  |  |  |  | 3.53 |  | 3.33 |

## Delay, Queue Length, and Level of Service

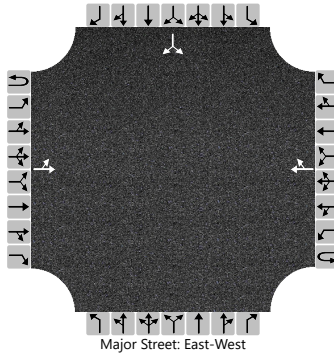
|                                         |     |      |  |  |  |  |  |  |  |  |  |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|--|--|--|--|--|--|--|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 5    |  |  |  |  |  |  |  |  |  |  |      |  | 40   |  |
| Capacity, c (veh/h)                     |     | 1457 |  |  |  |  |  |  |  |  |  |  |      |  | 707  |  |
| v/c Ratio                               |     | 0.00 |  |  |  |  |  |  |  |  |  |  |      |  | 0.06 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |  |  |  |  |  |  |  |  |      |  | 0.2  |  |
| Control Delay (s/veh)                   |     | 7.5  |  |  |  |  |  |  |  |  |  |  |      |  | 10.4 |  |
| Level of Service (LOS)                  |     | A    |  |  |  |  |  |  |  |  |  |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.2 |      |  |  |  |  |  |  |  |  |  |  | 10.4 |  |      |  |
| Approach LOS                            |     |      |  |  |  |  |  |  |  |  |  |  | B    |  |      |  |

# HCS7 Two-Way Stop-Control Report

## General Information

|                          |                                        |                            |                        |
|--------------------------|----------------------------------------|----------------------------|------------------------|
| Analyst                  | JA                                     | Intersection               | Kemper at Access Drive |
| Agency/Co.               | SHA Engineering LLC                    | Jurisdiction               | Hamilton County, Ohio  |
| Date Performed           | 11/14/2020                             | East/West Street           | Kemper Road            |
| Analysis Year            | 2020                                   | North/South Street         | Access Drive           |
| Time Analyzed            | PM Peak - Build                        | Peak Hour Factor           | 0.92                   |
| Intersection Orientation | East-West                              | Analysis Time Period (hrs) | 0.25                   |
| Project Description      | Residential Development on Kemper Road |                            |                        |

## Lanes



## Vehicle Volumes and Adjustments

| Approach                   | Eastbound |    |     |   | Westbound |   |     |    | Northbound |   |   |   | Southbound |    |    |    |
|----------------------------|-----------|----|-----|---|-----------|---|-----|----|------------|---|---|---|------------|----|----|----|
| Movement                   | U         | L  | T   | R | U         | L | T   | R  | U          | L | T | R | U          | L  | T  | R  |
| Priority                   | 1U        | 1  | 2   | 3 | 4U        | 4 | 5   | 6  |            | 7 | 8 | 9 |            | 10 | 11 | 12 |
| Number of Lanes            | 0         | 0  | 1   | 0 | 0         | 0 | 1   | 0  |            | 0 | 0 | 0 |            | 0  | 1  | 0  |
| Configuration              |           | LT |     |   |           |   |     | TR |            |   |   |   |            |    | LR |    |
| Volume (veh/h)             |           | 17 | 178 |   |           |   | 246 | 25 |            |   |   |   |            | 15 |    | 10 |
| Percent Heavy Vehicles (%) |           | 3  |     |   |           |   |     |    |            |   |   |   |            | 3  |    | 3  |
| Proportion Time Blocked    |           |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Percent Grade (%)          |           |    |     |   |           |   |     |    |            |   |   |   | 0          |    |    |    |
| Right Turn Channelized     |           |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |
| Median Type   Storage      | Undivided |    |     |   |           |   |     |    |            |   |   |   |            |    |    |    |

## Critical and Follow-up Headways

|                              |  |      |  |  |  |  |  |  |  |  |  |  |  |      |  |      |
|------------------------------|--|------|--|--|--|--|--|--|--|--|--|--|--|------|--|------|
| Base Critical Headway (sec)  |  | 4.1  |  |  |  |  |  |  |  |  |  |  |  | 7.1  |  | 6.2  |
| Critical Headway (sec)       |  | 4.13 |  |  |  |  |  |  |  |  |  |  |  | 6.43 |  | 6.23 |
| Base Follow-Up Headway (sec) |  | 2.2  |  |  |  |  |  |  |  |  |  |  |  | 3.5  |  | 3.3  |
| Follow-Up Headway (sec)      |  | 2.23 |  |  |  |  |  |  |  |  |  |  |  | 3.53 |  | 3.33 |

## Delay, Queue Length, and Level of Service

|                                         |     |      |  |  |  |  |  |  |  |  |  |  |      |  |      |  |
|-----------------------------------------|-----|------|--|--|--|--|--|--|--|--|--|--|------|--|------|--|
| Flow Rate, v (veh/h)                    |     | 18   |  |  |  |  |  |  |  |  |  |  |      |  | 27   |  |
| Capacity, c (veh/h)                     |     | 1261 |  |  |  |  |  |  |  |  |  |  |      |  | 588  |  |
| v/c Ratio                               |     | 0.01 |  |  |  |  |  |  |  |  |  |  |      |  | 0.05 |  |
| 95% Queue Length, Q <sub>95</sub> (veh) |     | 0.0  |  |  |  |  |  |  |  |  |  |  |      |  | 0.1  |  |
| Control Delay (s/veh)                   |     | 7.9  |  |  |  |  |  |  |  |  |  |  |      |  | 11.4 |  |
| Level of Service (LOS)                  |     | A    |  |  |  |  |  |  |  |  |  |  |      |  | B    |  |
| Approach Delay (s/veh)                  | 0.8 |      |  |  |  |  |  |  |  |  |  |  | 11.4 |  |      |  |
| Approach LOS                            |     |      |  |  |  |  |  |  |  |  |  |  | B    |  |      |  |

## **Appendix E**

### **ITE Trip Generation Summary**

## Trip Generation Summary

Alternative: Alternative 1

Phase:

Open Date: 11/14/2020

Project: Single Family - Kemper Road

Analysis Date: 11/14/2020

| ITE                              | Land Use          | Weekday Average Daily Trips |       |      |       | Weekday AM Peak Hour of Adjacent Street Traffic |       |      |       | Weekday PM Peak Hour of Adjacent Street Traffic |       |      |       |
|----------------------------------|-------------------|-----------------------------|-------|------|-------|-------------------------------------------------|-------|------|-------|-------------------------------------------------|-------|------|-------|
|                                  |                   | *                           | Enter | Exit | Total | *                                               | Enter | Exit | Total | *                                               | Enter | Exit | Total |
| 210                              | SFHOUSE 1         |                             | 321   | 321  | 642   |                                                 | 13    | 37   | 50    |                                                 | 42    | 25   | 67    |
|                                  | 68 Dwelling Units |                             |       |      |       |                                                 |       |      |       |                                                 |       |      |       |
| Unadjusted Volume                |                   |                             | 321   | 321  | 642   |                                                 | 13    | 37   | 50    |                                                 | 42    | 25   | 67    |
| Internal Capture Trips           |                   |                             | 0     | 0    | 0     |                                                 | 0     | 0    | 0     |                                                 | 0     | 0    | 0     |
| Pass-By Trips                    |                   |                             | 0     | 0    | 0     |                                                 | 0     | 0    | 0     |                                                 | 0     | 0    | 0     |
| Volume Added to Adjacent Streets |                   |                             | 321   | 321  | 642   |                                                 | 13    | 37   | 50    |                                                 | 42    | 25   | 67    |

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

\* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition

**TRIP GENERATION 10, TRAFFICWARE, LLC**

P. 1

## **Appendix F**

### **Intersection Sight Distance Exhibits**



HAMILTON COUNTY ENGINEER'S

PROJECT SITE REVIEW

PROJECT NAME: **ABBEYTOWN**

ROAD: **KEMPER RD**

1) Number of pictures taken at the site: **2**

2) Note any legal speed limit in both directions: **50**

3) Note any advisory speed: **NA**

4) The existing width of County road(s) and number of lanes:  
Width: **32** Lanes: **2**

5) ESTIMATE SIGHT DISTANCE:

Available sight distance to the right for exiting vehicles: **650'**

Available sight distance to the left for exiting vehicles: **560'**

Available sight distance for entering left turn vehicles: **585'**

6) Note the location of any drives or streets on the opposite side of the roadway where a proposed access point could align: **NA**

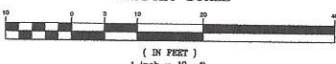
7) Comments: **TARGET SET 17' OFF EDGE OF PAVEMENT USING 3.5 HOE AND HOV TARGET SET 80' WEST OF 3035 KEMPER ROAD EXISTING EDGE OF DRIVE APPROACH**

Date: **11/04/2020**

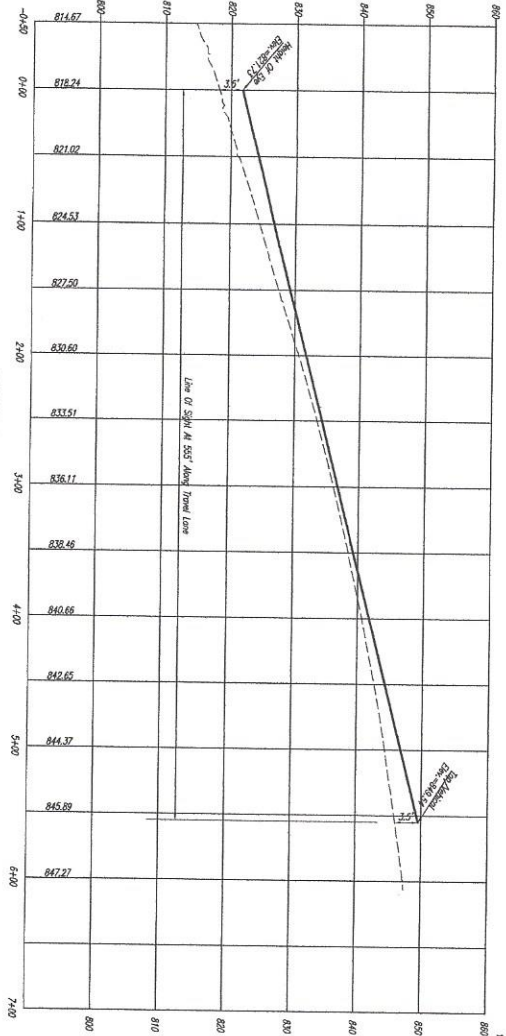
Field inspected by: **DEBI CALHOUN**

No drawings or data are to be used for any purpose other than that for which they were prepared. The user assumes all liability for any use of the information contained herein.

# GRAPHIC SCALE

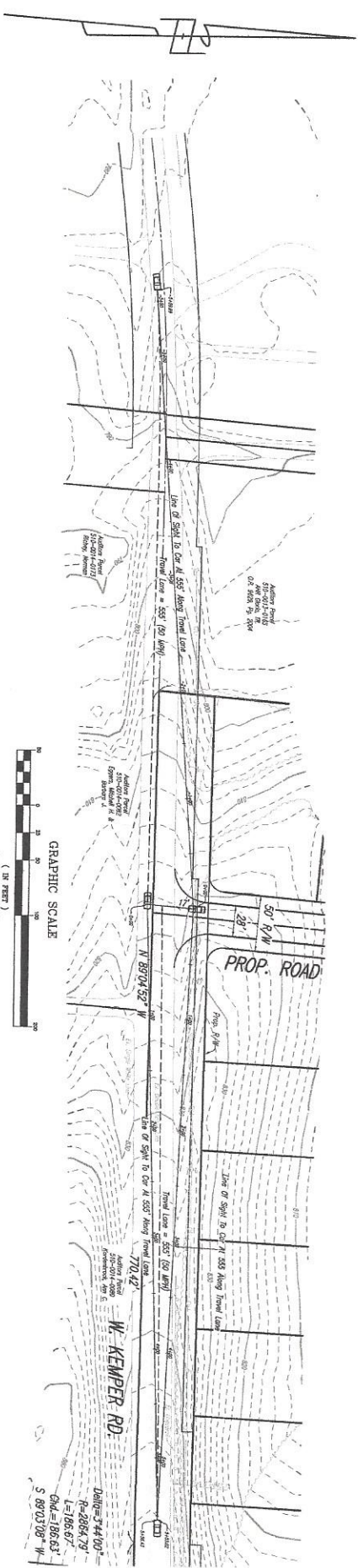
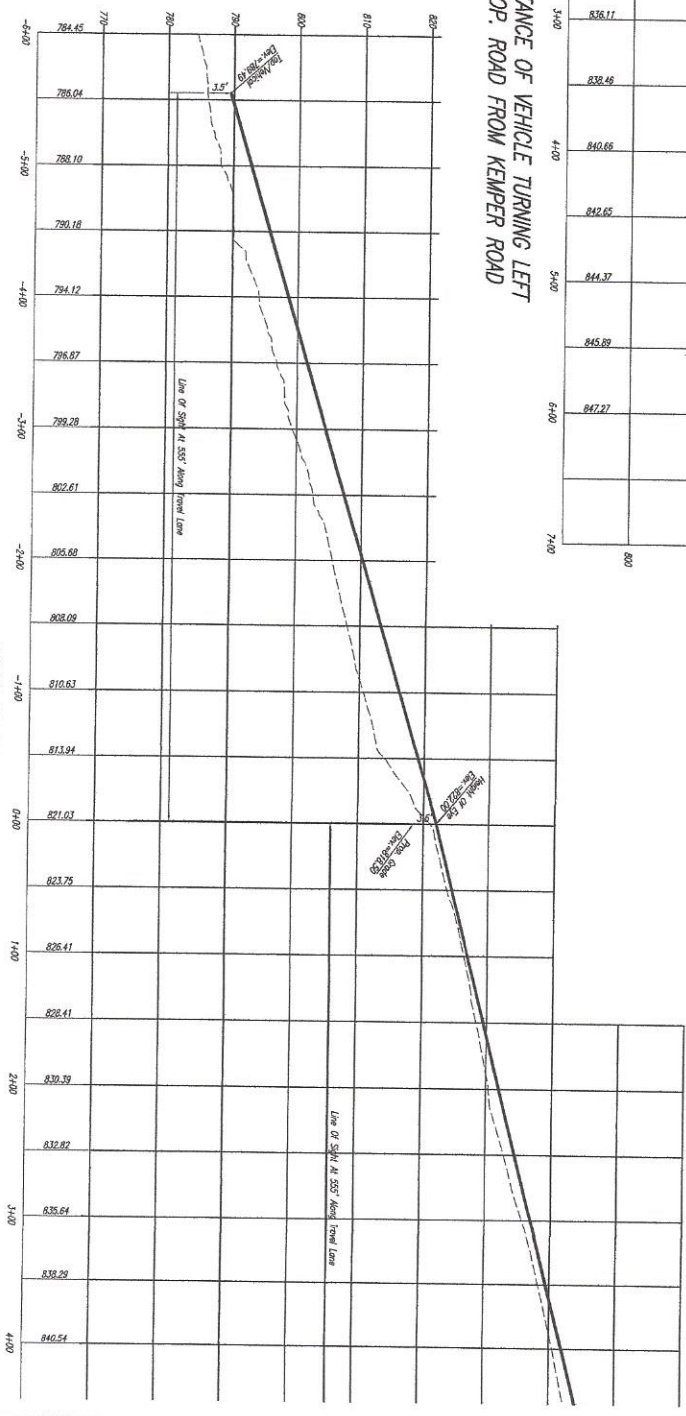


## SIGHT DISTANCE OF VEHICLE TURNING LEFT INTO PROP. ROAD FROM KEMPER ROAD



NOTE:  
SIGHT DISTANCE CENTER BASED ON 4000  
REFERENCE SECTION 201-4 & 201-5  
MIN. LINE OF SIGHT FOR A LEFT TURN = 555'  
MIN. LINE OF SIGHT FOR A RIGHT TURN = 555'  
DECISION POINT = 17' FROM WHITE LINE

## SIGHT DISTANCE ALONG KEMPER ROAD

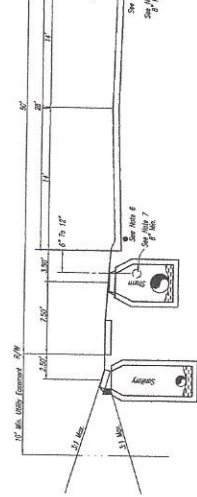




GRAPHIC SCALE  
( IN FEET )

0 100 200 400

### TYPICAL UTILITY LOCATIONS

[illegible]

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HSE/SD 2078



## Storm Water Drainage System Application

Hamilton county Planning & Development  
138 East Court Street RM 801 - Cincinnati, Ohio 45202  
Phone 513-946-4550  
Fax 513-946-4744

1. Applicant to complete all applicable spaces on this form.

Date: 01/12/21

| Identification      | Name                     | Street Address             | City       | State | Zip   | Phone        | Email Address                      |
|---------------------|--------------------------|----------------------------|------------|-------|-------|--------------|------------------------------------|
| Owner or Developer: | M/I Homes of Cinti., LLC | 9349 Waterstone Blvd, #100 | Cincinnati | OH    | 45249 | 513-833-2201 | bausting@mihomes.com               |
| Contractor:         | Not Known                |                            |            |       |       |              |                                    |
| Engineer            | Abercrombie & Assoc.     | 8111 Cheviot Road, #200    | Cincinnati | OH    | 45247 | 513-385-5757 | sphuber@abercrombie-associates.com |

2. Project Information:

Project Title: Abbeytown  
A unique name to identify your project

Township: Colerain

Project Address: Parcel 510-0013-0009

3. Check Applicable Box:

| Type of Project                                        | Concept Review | Improvement Plan* Review |
|--------------------------------------------------------|----------------|--------------------------|
| Subdivision:                                           | XXX            |                          |
| Frontage Subdivision:                                  |                |                          |
| Commercial/Industrial:                                 |                |                          |
| Building Permit:                                       |                |                          |
| Other:                                                 |                |                          |
| *Improvement plans are detailed construction drawings. |                |                          |

4. The owner of the development and undersigned do hereby covenant and agree to comply with all the laws of the State of Ohio and the regulations of the County of Hamilton pertaining to storm water management, and that said construction will be in accordance with plans and specifications submitted herewith and certify that the information and statement given on this application are true.

Brad Austing-M/I Homes of Cincinnati, LLC

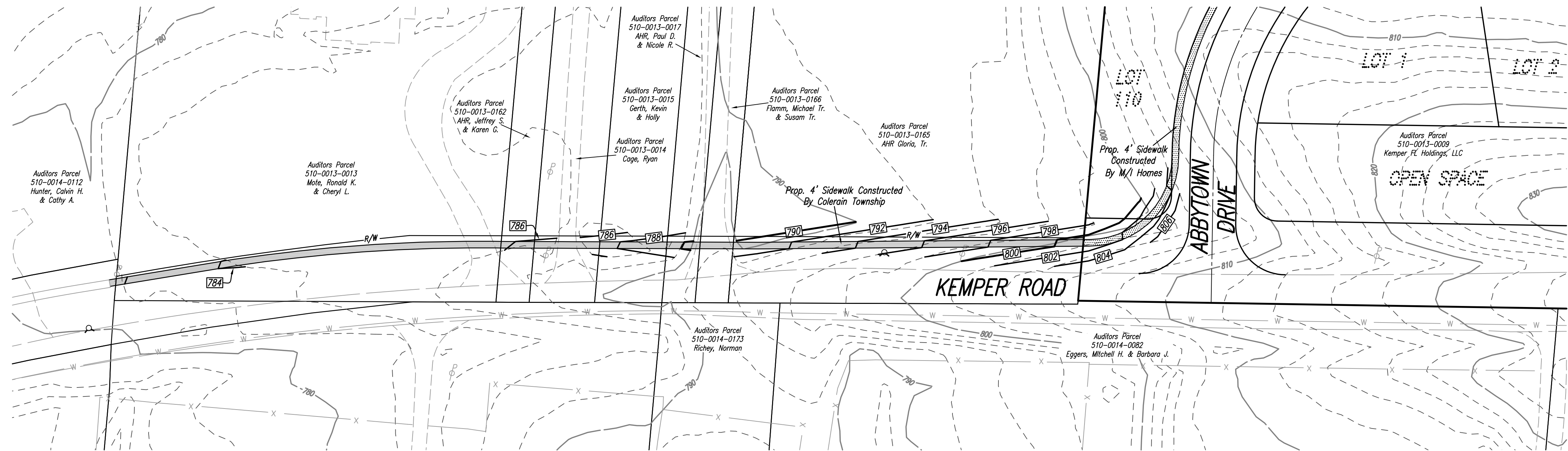
Print Your Name & Company name

Signature

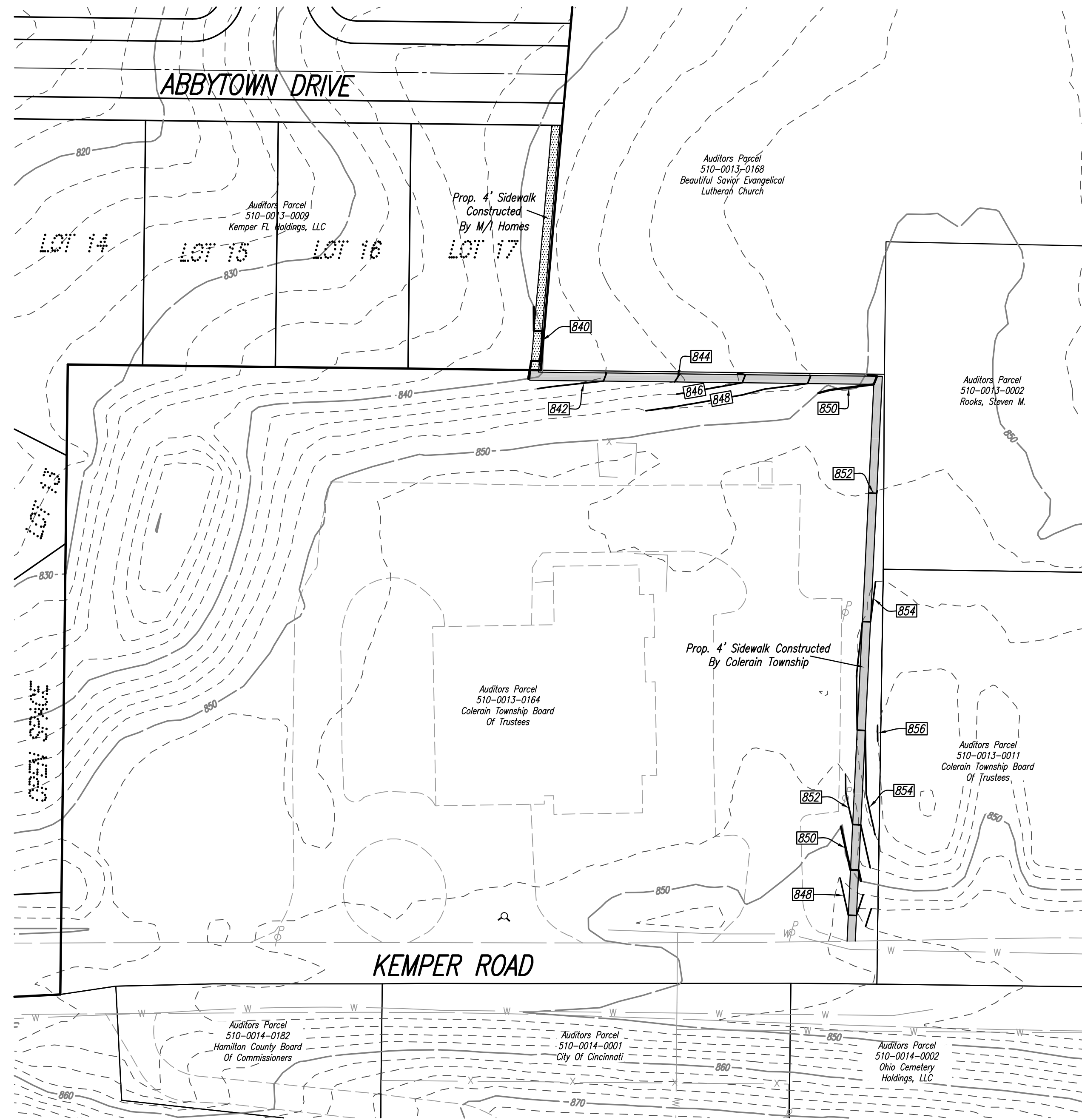
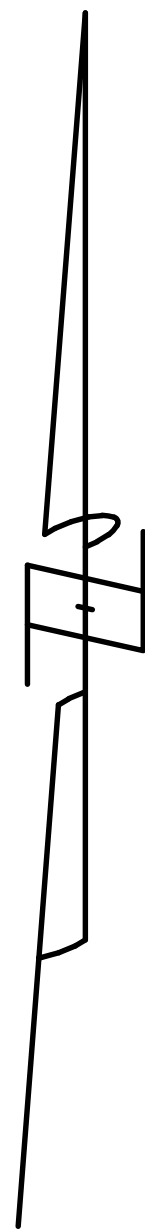
1/12/2021

Date





WEST SIDEWALK EXHIBIT

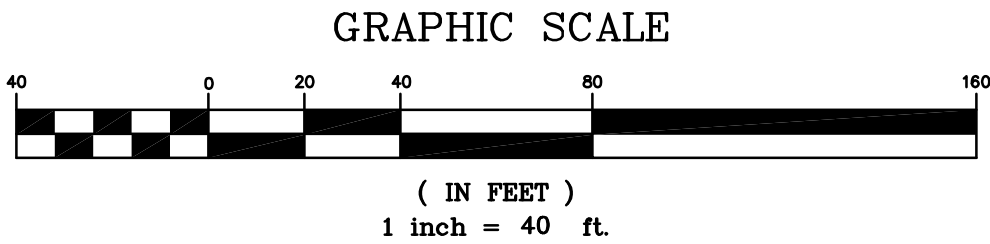


EAST SIDEWALK EXHIBIT

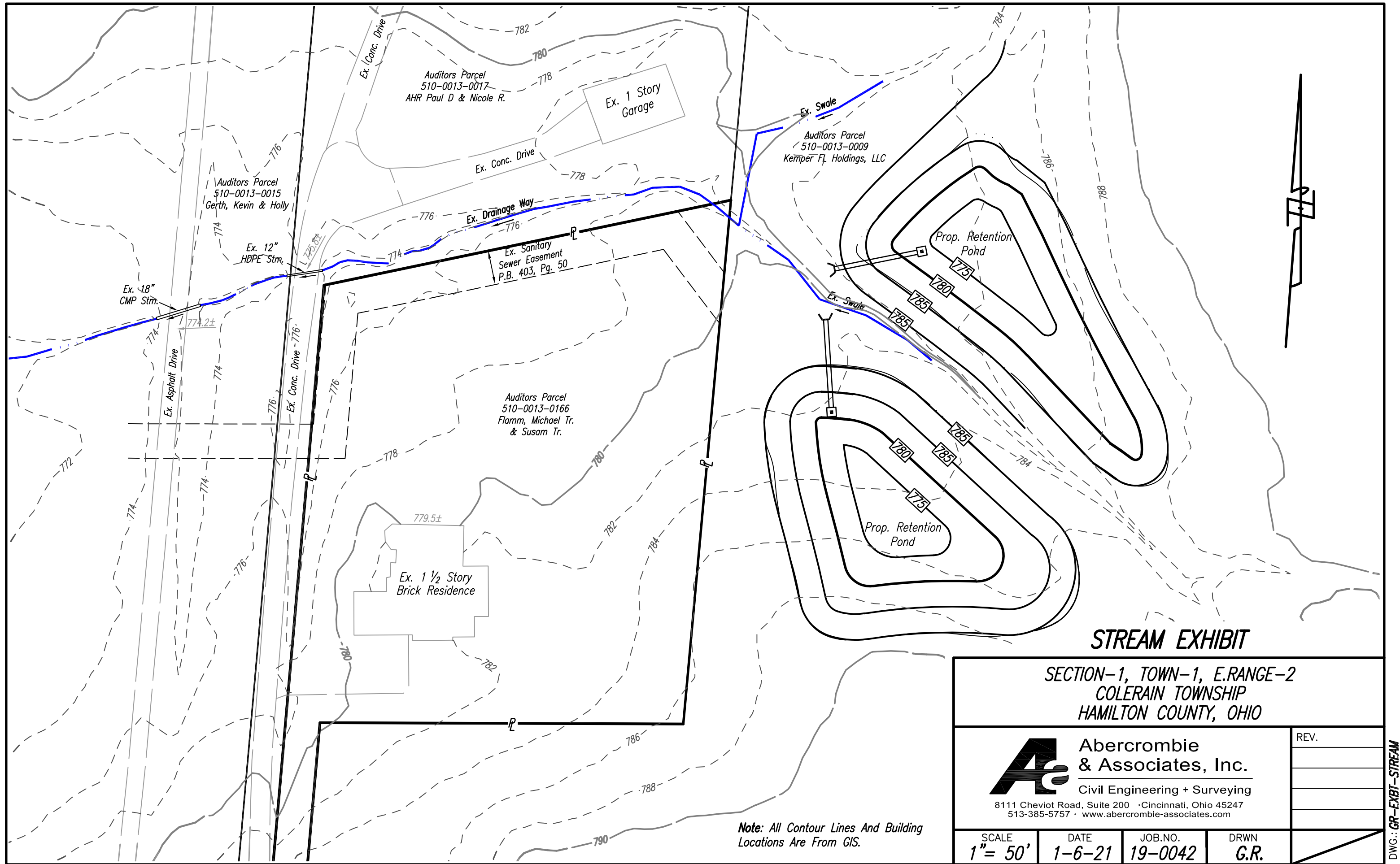
**GENERAL NOTES:**

ALL CONTOUR LINES, PROPERTY LINES AND OTHER EXISTING CONDITIONS ARE FROM CAGIS AND NOT THE RESULT OF A FIELD SURVEY.

NEW STORM SEWER WILL NEED TO BE DESIGNED ONCE EXISTING STORM SEWER SYSTEM IS MAPPED.



|                                                                                                                                                             |  |                                                                            |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------------------------------------------|
| Date                                                                                                                                                        |  | 1-6-21                                                                     |
| Drawn By                                                                                                                                                    |  | C.R.                                                                       |
| Checked By                                                                                                                                                  |  | SPH                                                                        |
| Scale                                                                                                                                                       |  | 1" = 40'                                                                   |
| REVISIONS                                                                                                                                                   |  |                                                                            |
| Sheet Title                                                                                                                                                 |  | SIDEWALK EXHIBIT                                                           |
| Project Title                                                                                                                                               |  | SECTION-1, TOWN-1, E.RANGE-2<br>COLERAIN TOWNSHIP<br>HAMILTON COUNTY, OHIO |
| Abercrombie & Associates, Inc.<br>Civil Engineering + Surveying<br>8111 Cheviot Road, Suite 200<br>Cincinnati, Ohio 45247<br>www.abercrombie-associates.com |  |                                                                            |
| Job No.                                                                                                                                                     |  | 19-0042                                                                    |





**From:** [Newby, Jeff](#)  
**To:** ["Jadhami@shaengg.com"](mailto:Jadhami@shaengg.com)  
**Cc:** [Scott Huber](#)  
**Subject:** RE: TAS - Residential Development on Kemper Road  
**Date:** Tuesday, December 1, 2020 9:40:13 AM  
**Attachments:** [Appendices-01-12-20.pdf](#)  
[TIS\\_20052-rev-01-12-2020.pdf](#)

---

Jamal,

This office has completed the review of the Traffic Impact Study dated Revised December 1, 2020 REVISED submitted by your office for the above referenced project. The following comments are submitted as a result of our review:

1. The findings and recommendations of the report appear valid.
2. No landscaping, screening or obstructions shall be permitted in the public right-of-way.
3. Grading within the right-of-way must conform to the most appropriate Hamilton county typical section. Any grading plan having an effect of the public right-of-way must be reviewed and approved by the Hamilton county Engineer's Office.
4. All roadway improvements in the public right of way to be performed by the developer need to be reviewed and approved by this office. A right of way use permit must be obtained prior to the commencement of any work.

This office reserves the right to revise or make additional comments as necessary. Any questions regarding this matter may be addressed to the undersigned at 946-8421.

Thank you,

Jeff Newby, PE  
Traffic Engineer

---

**From:** Jadhami@shaengg.com <Jadhami@shaengg.com>  
**Sent:** Tuesday, December 1, 2020 8:23 AM  
**To:** Newby, Jeff <Jeff.Newby@hamilton-co.org>  
**Cc:** 'Scott Huber' <sphuber@abercrombie-associates.com>  
**Subject:** RE: TAS - Residential Development on Kemper Road

Good Morning Jeff,

Attached is the revised report for your review and approval.

Contact me if you have any questions.

Best Regards

Jamal A. Adhami, PE, PTOE  
SHA Engineering LLC  
6221 Thornberry Court  
Mason, OH 45040

Phone : (513)236-7909  
Fax : (800)948-9025

---

**From:** Newby, Jeff <[Jeff.Newby@hamilton-co.org](mailto:Jeff.Newby@hamilton-co.org)>  
**Sent:** Monday, November 30, 2020 3:26 PM  
**To:** 'Jadhami@shaengg.com' <[Jadhami@shaengg.com](mailto:Jadhami@shaengg.com)>  
**Subject:** RE: TAS - Residential Development on Kemper Road

Jamal,

Attached are some minor comments.

Please revise and resubmit.

Thank you,

Jeff Newby, PE  
Traffic Engineer

---

**From:** [Jadhami@shaengg.com](mailto:Jadhami@shaengg.com) <[Jadhami@shaengg.com](mailto:Jadhami@shaengg.com)>  
**Sent:** Thursday, November 19, 2020 2:59 PM  
**To:** Newby, Jeff <[Jeff.Newby@hamilton-co.org](mailto:Jeff.Newby@hamilton-co.org)>  
**Cc:** 'Scott Huber' <[sphuber@abercrombie-associates.com](mailto:sphuber@abercrombie-associates.com)>  
**Subject:** TAS - Residential Development on Kemper Road

Good Afternoon Jeff,

Attached is the Traffic Analysis report and appendices in connection with the proposed residential development on Kemper Road.

The information is submitted for your review and approval.

Contact me if you have any questions.

Best Regards

Jamal A. Adhami, PE, PTOE  
SHA Engineering LLC  
6221 Thornberry Court  
Mason, OH 45040

Phone : (513)236-7909  
Fax : (800)948-9025

**TRAFFIC IMPACT STUDY**

**FOR**

**RESIDENTIAL DEVELOPMENT**

**ON KEMPER ROAD**

**HAMILTON COUNTY, OHIO**

**Prepared For:**  
**Abercrombie & Associates, Inc.**  
**8111 Cheviot Road**  
**Cincinnati, Ohio 45247**

***Prepared By:***  
***Jamal Adhami, PE, PTOE***  
***SHA Engineering, LLC***  
***November 19, 2020***  
***Revised December 1, 2020***

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# 1. Introduction

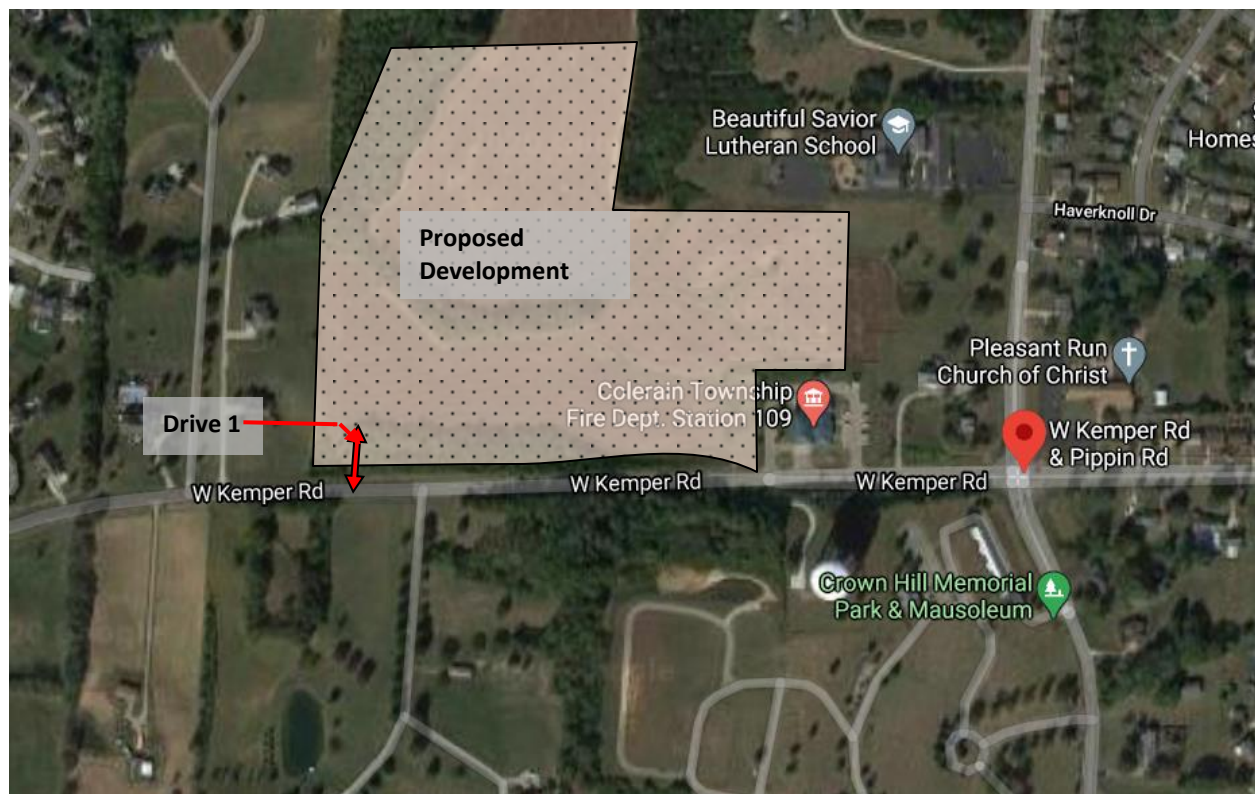
The purpose of this Traffic Impact Study (TIS) is to:

- Describe and measure the impact of traffic generated by the proposed residential development on adjacent existing public street system; and
- Provide a list of conclusions and recommendations related to traffic operations and analysis at the analysis included in the study area including access locations for the new development.

The proposed development includes 68 Single Family dwelling units. The development is proposed on Kemper Road west of the intersection of Kemper Road and Pippin Road. The development is located in Hamilton County, Ohio. The access to the new development is proposed through Access Drive on Kemper Road.

The location of the site is shown in Figure 1 and site plan is included in Appendix A.

**Figure 1 – Location Map**





## 2. Scope of Services

The scope of work included in this document is for evaluating the impact the proposed residential development in Hamilton County, Ohio. The proposed development will include 68 Single Family dwelling units. The scope included is based on the information provided by Abercrombie & Associates, Inc.

The following are the anticipated tasks that will be completed for the completion of Traffic Impact Study.

### a. Traffic Counts

SHA Engineering completed peak hour counts on Kemper Road in the vicinity of the Proposed Access Drive for the development. The counts were recorded during AM (6:00 AM to 9:00 AM) and PM (3:00 PM to 6:00 PM) Peak Hour on an average weekday.

The traffic counts were adjusted using regional traffic analysis adjustment factors developed by ODOT. (Copy enclosed with traffic data). Based on the information the traffic counts were adjusted using 13% factor or 1.15.

### b. Trip Generation and Distribution

The new trips generated by the proposed development will be estimated using the 10<sup>th</sup> edition of ITE Trip Generation Manual. The trips will be estimated for the AM and PM peak hours on the adjacent roadway.

The new trips were distributed using existing traffic pattern on Kemper Road in the vicinity of the proposed Access Drive.

### c. Analysis

The following analysis will be completed for the scenarios listed below. The analysis was completed using the standards included in volume 1 of ODOT Location and Design Manual.

The following analyses are included in the report. The analysis is completed for the 2020 Build traffic volumes.

- I. **Capacity Analysis** – The capacity analysis will be completed at the intersection of Proposed Access Drive at Kemper Road.
- II. **Turn Lane Warrants** – The exclusive turn lane warrants will be completed for the turn lanes at the intersection of Kemper Road and Proposed Access Drive.
- III. **Storage Lengths** – The storage length for the turn lanes warranted will be estimated.

#### **d. Traffic Analysis Report**

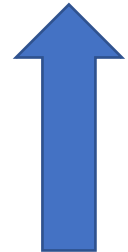
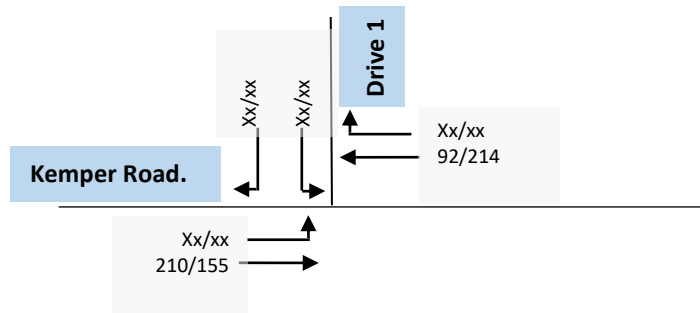
SHA Engineering LLC completed a report summarizing the analysis and findings completed as per the scope of work included in this proposal. The report will include recommendations for the proposed improvements, if any, required on existing roadways within the study area. The report will also include justification for two access locations proposed for the new development.

### 3. Existing Conditions

Kemper Road is a two-lane roadway with a lane each for the westbound and eastbound traffic. To the east it serves communities in City of Fairfield and Springdale in Butler and Hamilton County. It also provides connections with US 127 and Interstate 275. To the west it provides connection to US 27. In the vicinity of the proposed site the posted speed limit is 50 mph (transitioning from 40 mph).

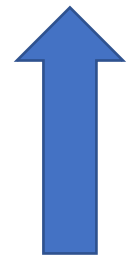
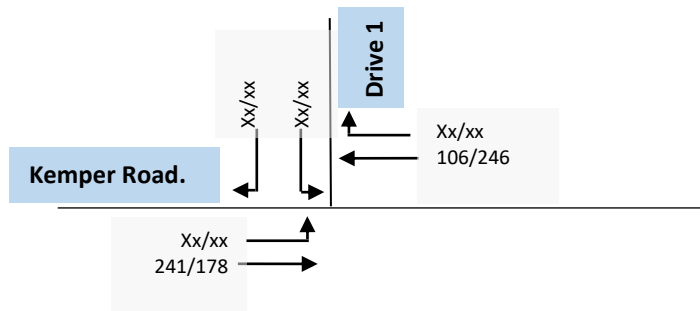
The existing turning movement counts were completed on November 10, 2020. The counts were completed for the AM and PM Peak hours. Based on the recorded counts the AM peak hour was established from 7:15 to 8:15 AM and PM peak hour was established from 5:00 – 6:00 PM. The counts were adjusted using regional factors developed by ODOT.

The observed 2020 AM and PM Peak Hour traffic counts are shown in Figure 2 and Figure 3 shows adjusted 2020 AM and PM peak hours adjusted traffic volumes (Adjustment factor of 1.15 is used as per the information provided on ODOT website for regional growth factor adjustment due to COVID-19 pandemic). The traffic data is included in Appendix B.



**Figure 3 – 2020 Recorded Traffic Counts**

AM/PM      xxx/xxx



**Figure 2 – 2020 Adjusted Traffic Counts**

AM/PM      xxx/xxx

#### **4. Proposed Development and Growth Factor**

The proposed development is located in Hamilton County Ohio on Kemper Road west of Pippin Road. The development is proposed along north side of Kemper Road. The proposed development will include 68 Single Family dwelling units. The access to the development is proposed on Kemper Road approximately 1,750 feet west of Pippin Road.

The site plan for the proposed development is included in Appendix B.

## Trip Generation and Distribution

The Trip generation estimates are based on the ITE Trip Generation Manual, Tenth Edition. The summary of estimated trips is provided in Table 1 below.

**Table 1 – Estimated New Trips**

| Land Use                            | Units | AM Peak |      |       | PM Peak |      |       |
|-------------------------------------|-------|---------|------|-------|---------|------|-------|
|                                     |       | Enter   | Exit | Total | Enter   | Exit | Total |
| <b>210 – Single Family Detached</b> | 68 DW | 13      | 37   | 50    | 42      | 25   | 67    |

Please note that the Pass-by/Diverted trips are not used to adjust the estimated new trips.

The existing traffic counts were used for estimating the trip distribution of the new trips. The trip distribution for the new development is based on the following assumptions.

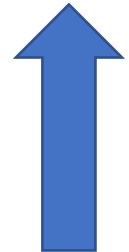
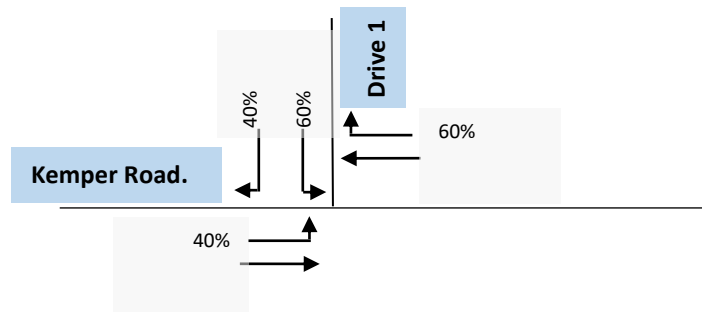
***Residential***

To/from the east on Kemper Road = 60%

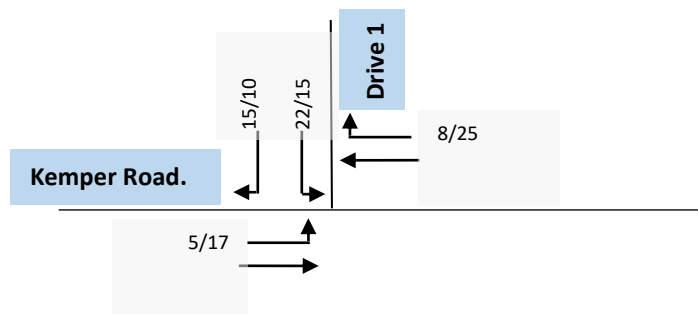
To/from the west on Kemper Road = 40%

Figures 4 shows the new trip distribution percent, and the estimated new trips are shown in Figures 5. Year 2020 Build traffic volumes are shown in Figures 6.





**Figure 4 – Trip Distribution (Percent)**  
AM/PM      xxx/xxx

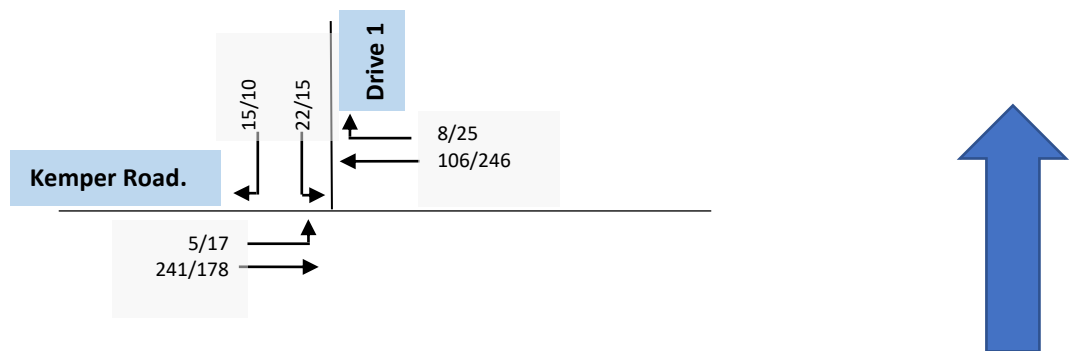


**Estimated New Trips -**

|         | Enter | Exit | Total |
|---------|-------|------|-------|
| AM Peak | 13    | 37   | 50    |
| PM Peak | 42    | 25   | 67    |

**Figure 5 – New Trips –**

AM/PM      xxx/xxx



**Figure 6 – 2020 Build Traffic**

AM/PM      xxx/xxx

## 5. Analysis

### Turn Lane Warrants

The turn lane warrants were completed using the procedure identified in ODOT Location and Design Manual, Volume 1. The turn lane warrants were analyzed for the intersection of Kemper Road and Proposed Access Drive. The results of the turn lane warrants are summarized below, and detailed warrants are included in Appendix C.

#### *Kemper Road and Access Drive*

- The eastbound left turn lane from Kemper Road to northbound on Access Drive **is not warranted**.
- The westbound right turn lane from Kemper Road to northbound on Access Drive **is not warranted**.

### Capacity Analysis

Capacity analyses were performed for the intersection of Kemper Road and Proposed Access Drive. All the analyses were completed for Build traffic using Highway Capacity Software (HCS). Capacity of an intersection is quantified by the Level of Service (LOS) which is based upon the amount of delay a vehicle experiences while at an intersection. The criterion for both signalized and unsignalized intersections are listed below as defined in Chapter 18 and 19 of the Highway Capacity Manual (HCM 2010), Volume 3.

| Table 2 – Signalized/Unsignalized Intersection LOS Criteria (Exhibit 18-4 HCM) |                                                            |                                                               |
|--------------------------------------------------------------------------------|------------------------------------------------------------|---------------------------------------------------------------|
| Level of Service                                                               | Control Delay - Signalized Intersections (seconds/vehicle) | Control Delay – Unsignalized Intersections (seconds/vehicles) |
| A                                                                              | 0-10                                                       | < 10                                                          |
| B                                                                              | >10 – 20                                                   | >10 – 15                                                      |
| C                                                                              | >20 – 35                                                   | >15 – 25                                                      |
| D                                                                              | >35 – 55                                                   | >25 – 35                                                      |
| E                                                                              | >55 – 80                                                   | >35 – 50                                                      |
| F                                                                              | >80                                                        | >50                                                           |

The following is a list of code definitions that are used in the capacity analysis results:

EB/WB/NB/SB – Eastbound/Westbound/Northbound/Southbound

L – Left Turn Movement (exclusive left-turn lane or lanes)

T – Through Movement (exclusive through lane or lanes)

R – Right Turn Movement (exclusive right turn lane or lanes)

LT– Shared left turn and through movement lane

LTR – This provides movements in all directions

TR – Shared through and right turn movement lane

The analysis is completed for the intersection of Kemper Road and Access Drive is included below.

### Kemper Road at Access Drive

The analysis for the intersection Kemper Road and Proposed Access Drive is summarized in Tables 3 and 4. The results of the analysis are included in Appendix D.

The analysis completed for all AM Peak Hour Build scenario show LOS B on the southbound approach on Proposed Access Drive. The eastbound left turns show LOS A.

| Table 3 – Kemper Road at Access Drive - Level of Service/Delay (Seconds/Vehicle) - AM Peak Hour – Un-Signalized Conditions |                  |  |  |  |                  |  |  |  |          |  |  |  |                   |      |  |      |              |
|----------------------------------------------------------------------------------------------------------------------------|------------------|--|--|--|------------------|--|--|--|----------|--|--|--|-------------------|------|--|------|--------------|
| Ex. Lane Use                                                                                                               | EB (Kemper Road) |  |  |  | WB (Kemper Road) |  |  |  | NB (N/A) |  |  |  | SB (Access Drive) |      |  |      | Intersection |
|                                                                                                                            | L                |  |  |  |                  |  |  |  |          |  |  |  |                   | LR   |  | App. |              |
| 2020-Build                                                                                                                 | A                |  |  |  |                  |  |  |  |          |  |  |  |                   | B    |  | B    |              |
|                                                                                                                            | 7.5              |  |  |  |                  |  |  |  |          |  |  |  |                   | 10.4 |  | 10.4 |              |

The analysis completed using PM Peak Build scenario show LOS B on the southbound approach on Proposed Access Drive. The eastbound left turns show LOS A.

| Table 4 – Kemper Road at Access Drive - Level of Service/Delay (Seconds/Vehicle) – PM Peak Hour – Un-Signalized Conditions |                  |  |  |  |                  |  |  |  |          |  |  |  |                   |  |      |  |              |
|----------------------------------------------------------------------------------------------------------------------------|------------------|--|--|--|------------------|--|--|--|----------|--|--|--|-------------------|--|------|--|--------------|
| Ex. Lane Use                                                                                                               | EB (Kemper Road) |  |  |  | WB (Kemper Road) |  |  |  | NB (N/A) |  |  |  | SB (Access Drive) |  |      |  | Intersection |
|                                                                                                                            | L                |  |  |  |                  |  |  |  |          |  |  |  | LR                |  | App. |  |              |
| 2020-Build                                                                                                                 | A                |  |  |  |                  |  |  |  |          |  |  |  | B                 |  | B    |  |              |
|                                                                                                                            | 7.9              |  |  |  |                  |  |  |  |          |  |  |  | 11.4              |  | 11.4 |  |              |

### Intersection Sight Distance

The intersection sight distance at the intersection of Kemper Road and Proposed Access Drive was investigated in field by others. As per the information provided by others adequate intersection sight distance is available for the vehicles making left and right turns from the Proposed Access Drive (The posted speed limit is 50 mph). The additional information is included in Appendix F.

## 6. Findings

The preceding analysis and recommendations listed below are based on the typical procedure used for evaluating the impact of the proposed development on the adjacent roadway infrastructure and usual customary traffic engineering standards.

The results of the analysis completed at each intersection in the study area is summarized below.

### **Kemper Road and Access Drive**

The analysis completed for the intersection show LOS B on the southbound approach on Access Drive B. The eastbound left turn shows LOS A.

The turn lane warrants completed with Build conditions show that the exclusive eastbound left turn and westbound right turn lanes are not warranted.

As per the information obtained from others, intersection sight distance at the intersection of Proposed Access Drive and Kemper Road meets the minimum required for 50 mph speed limit.

### **Recommendations**

All improvements to be made as per the recommendations in this study shall be completed following Standards published by Ohio Department of Transportation and supplements to these standards followed by Hamilton County Engineer's Office.

#### ***Kemper Road at Proposed Access Drive***

- The southbound approach on Proposed Access shall be built with a single inbound and a single outbound lane
- The southbound approach shall be built with stop control.



PLANT SCHEDULE STREET TREES

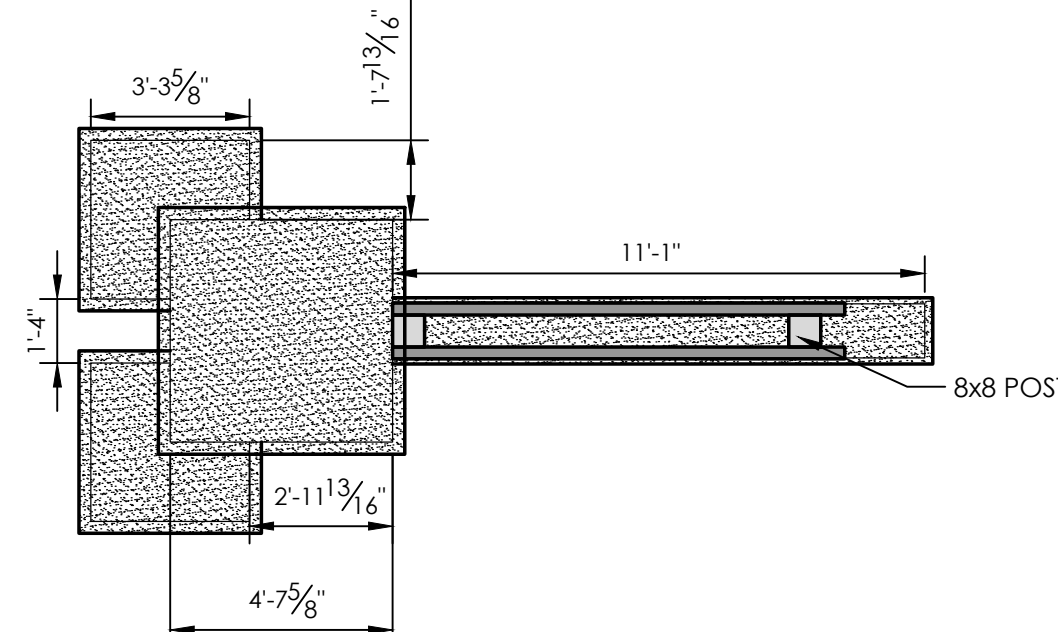
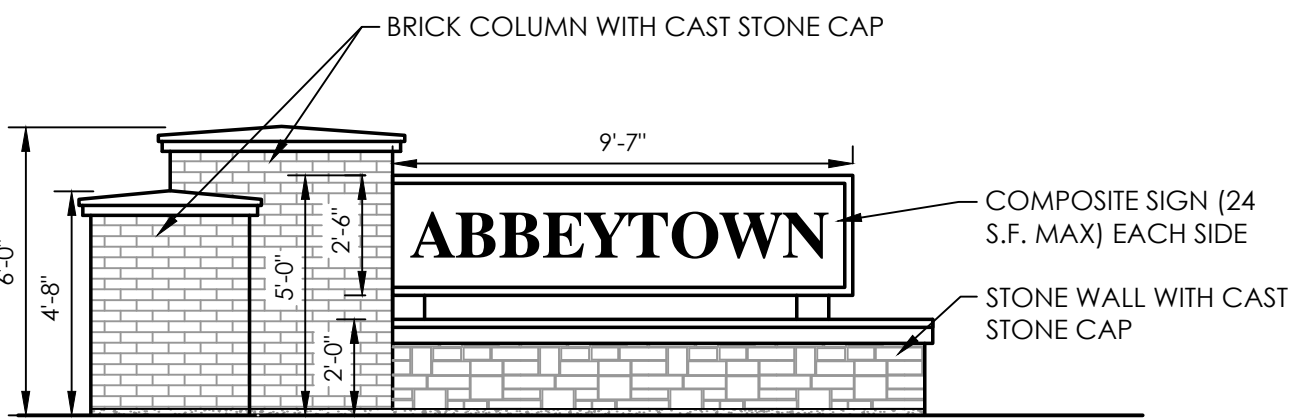
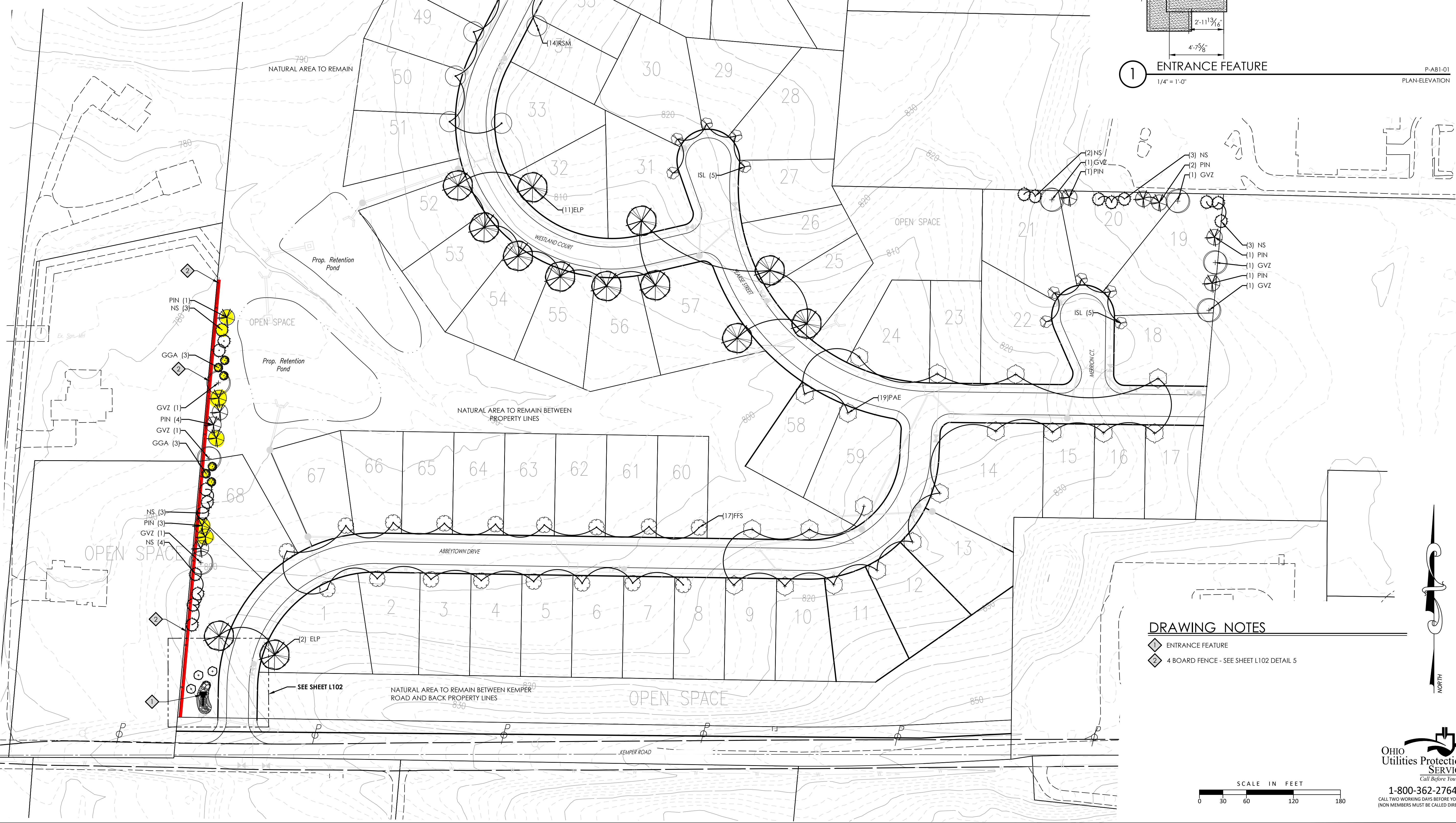
| ORNAMENTAL TREES | QTY | BOTANICAL NAME                         | COMMON NAME                    | SIZE                 |
|------------------|-----|----------------------------------------|--------------------------------|----------------------|
| ISL              | 14  | Syringa reticulata 'Ivory Silk'        | Ivory Silk Japanese Tree Lilac | 2'-2 1/2' CAL. B&B   |
| SHADE TREES      | QTY | BOTANICAL NAME                         | COMMON NAME                    | SIZE                 |
| RSM              | 14  | Acer rubrum 'Franksred' TM             | Red Sunset Maple               | 2 1/2' - 3' CAL. B&B |
| FFS              | 17  | Acer saccharum 'Flash Fire'            | Flash Fire Sugar Maple         | 2 1/2' - 3' CAL. B&B |
| ELP              | 13  | Platanus x acerifolia 'Exclamation' TM | Exclamation London Plane Tree  | 2 1/2' - 3' CAL. B&B |
| PAE              | 19  | Ulmus x 'Patriot'                      | Patriot Elm                    | 2 1/2' - 3' CAL. B&B |

PLANT SCHEDULE WEST BUFFER

| EVERGREEN TREES | QTY | BOTANICAL NAME               | COMMON NAME            | SIZE                 |
|-----------------|-----|------------------------------|------------------------|----------------------|
| NS              | 10  | Picea abies                  | Norway Spruce          | 6'-7' B&B            |
| PIN             | 8   | Pinus nigra                  | Austrian Black Pine    | 6'-7' B&B            |
| GGA             | 6   | Thuja x 'Green Giant'        | Green Giant Arborvitae | 8' HI.               |
| SHADE TREES     | QTY | BOTANICAL NAME               | COMMON NAME            | SIZE                 |
| GVZ             | 3   | Zelkova serrata 'Green Vase' | Green Vase Zelkova     | 2 1/2' - 3' CAL. B&B |

PLANT SCHEDULE EAST BUFFER

| EVERGREEN TREES | QTY | BOTANICAL NAME               | COMMON NAME         | SIZE                 |
|-----------------|-----|------------------------------|---------------------|----------------------|
| NS              | 8   | Picea abies                  | Norway Spruce       | 6'-7' B&B            |
| PIN             | 5   | Pinus nigra                  | Austrian Black Pine | 6'-7' B&B            |
| SHADE TREES     | QTY | BOTANICAL NAME               | COMMON NAME         | SIZE                 |
| GVZ             | 4   | Zelkova serrata 'Green Vase' | Green Vase Zelkova  | 2 1/2' - 3' CAL. B&B |



1 ENTRANCE FEATURE  
1/4" = 1'-0"  
P-AB1-01  
PLAN-ELEVATION

DRAWING NOTES

- 1 ENTRANCE FEATURE
- 2 4 BOARD FENCE - SEE SHEET L102 DETAIL 5



1-800-362-2764  
CALL TWO WORKING DAYS BEFORE YOU DIG  
(NON MEMBERS MUST BE CALLED DIRECTLY)

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www.mspsdesign.com

Project Manager DJF  
Drawn By BMG  
DWG 19575006-PLA-00  
X-Ref(s) GR-PRDV-EMAIL

| Issue/Revision    | No. | Date     |
|-------------------|-----|----------|
| ZONING SUBMITTAL  |     | 08/29/19 |
| CITY COMMENTS     |     | 10/09/19 |
| TOWNSHIP COMMENTS |     | 10/29/19 |
|                   |     |          |
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**ABBETOWN**  
**COLERAIN TOWNSHIP**  
**HAMILTON COUNTY, OH**

Sheet Title  
**STREET TREE PLAN**

Project Number 19575.00  
Drawing Scale 1" = 60'  
Sheet Number L101  
File Number 19574



# PUBLIC HEARINGS

---

Department: Planning & Zoning

Department  
Director: Michael Ionna, Director - Planning and Zoning

---

Motion to Hold A Public Hearing On Zoning Map Amendment (ZA2021-02) - Commercial Map Amendment  
Recommend ADOPTION of a Motion to open the public hearing.

Rationale:

A Public Hearing is required per ORC Statutes.



**MARCH 9, 2021**

**STAFF REPORT  
BOARD OF TRUSTEES**

**APPLICATION TYPE: MAP AMENDMENT**

Case No: ZA2021-02  
Location: An approximate 0.14 acre area located approximately 235 feet north of the terminus of Clara Drive  
Applicant: Colerain Township Trustees  
Reviewer: Michael Ionna, AICP  
Director of Planning & Zoning

**SECTION A – OVERVIEW**

The submitted request is to change the zoning on the site in question from R-7 (Multi-Family) to PD-B (Planned Development-Business). The rezoning is part of a project being conducted in service of economic development efforts associated with the adjacent Crossing of Colerain Commercial Development. The proposed zone change would make the site in question the same zoning as the adjacent shopping center. If approved, the intent is to sell the site to the owner of Colerain Crossings who will use the land to construct much needed parking for a proposed auto repair tenant that would occupy a tenant space that has been vacant for an extended period of time.

**SECTION B – ZONING REVIEW PROCESS & BOARD ACTION**

The process for development within a PD-R Zone is as follows (Section 4.5):

1. Submission of a Preliminary Development Plan (Current Status of Application)
  - Zoning Commission public hearing and recommendation
  - Township Board of Trustees hearing and final action
2. Submission of a Final Development Plan
  - Zoning Commission review and final action
3. Submission of a Subdivision Plat and Public Improvement Drawings to Hamilton County Regional Planning Commission (if applicable)
4. Submission of a Zoning Certificate Application for administrative approval.

This application pertains to item number 1 in the timeline described above.

The action of the Zoning Commission pertaining to this application comes in the form of a recommendation, favorable or unfavorable, to the Board of Trustees who take final action to approve or deny the submitted request.

The site in question, containing an approximate area of 0.14 acres is located 235 feet north of the terminus of Clara Drive. The site in question is currently owner by Colerain Township and occupies a very small part of Groesbeck Park. The site is occupied by vacant land and currently contains overgrowth of honeysuckle.

An aerial photograph of an urban area. A red rectangle highlights a specific lot at the intersection of Clara Dr and Colerain Ave, labeled 'SITE' in red text. To the left of Clara Dr is a large white industrial building with various lot numbers (8350, 8352, 8354, 8348, 8346, 8344, 8342, 8340, 8338, 8336, 8334, 8332, 8330, 8285, 8284, 8282, 8280, 8278, 8276, 8274, 8272, 8270, 8268, 8266, 8264, 8262, 8260, 8258, 8256, 8254, 8252, 8250, 8248, 8246, 8244, 8242, 8240, 8238, 8236, 8234, 8232, 8230, 8228, 8226, 8224, 8222, 8220, 8218, 8216, 8214, 8212, 8210, 8208, 8206, 8204, 8202, 8200, 8198, 8196, 8194, 8192, 8190, 8188, 8186, 8184, 8182, 8180, 8178, 8176, 8174, 8172, 8170, 8168, 8166, 8164, 8162, 8160, 8158, 8156, 8154, 8152, 8150, 8148, 8146, 8144, 8142, 8140, 8138, 8136, 8134, 8132, 8130, 8128, 8126, 8124, 8122, 8120, 8118, 8116, 8114, 8112, 8110, 8108, 8106, 8104, 8102, 8100, 8098, 8096, 8094, 8092, 8090, 8088, 8086, 8084, 8082, 8080, 8078, 8076, 8074, 8072, 8070, 8068, 8066, 8064, 8062, 8060, 8058, 8056, 8054, 8052, 8050, 8048, 8046, 8044, 8042, 8040, 8038, 8036, 8034, 8032, 8030, 8028, 8026, 8024, 8022, 8020, 8018, 8016, 8014, 8012, 8010, 8008, 8006, 8004, 8002, 8000, 7998, 7996, 7994, 7992, 7990, 7988, 7986, 7984, 7982, 7980, 7978, 7976, 7974, 7972, 7970, 7968, 7966, 7964, 7962, 7960, 7958, 7956, 7954, 7952, 7950, 7948, 7946, 7944, 7942, 7940, 7938, 7936, 7934, 7932, 7930, 7928, 7926, 7924, 7922, 7920, 7918, 7916, 7914, 7912, 7910, 7908, 7906, 7904, 7902, 7900, 7898, 7896, 7894, 7892, 7890, 7888, 7886, 7884, 7882, 7880, 7878, 7876, 7874, 7872, 7870, 7868, 7866, 7864, 7862, 7860, 7858, 7856, 7854, 7852, 7850, 7848, 7846, 7844, 7842, 7840, 7838, 7836, 7834, 7832, 7830, 7828, 7826, 7824, 7822, 7820, 7818, 7816, 7814, 7812, 7810, 7808, 7806, 7804, 7802, 7800, 7798, 7796, 7794, 7792, 7790, 7788, 7786, 7784, 7782, 7780, 7778, 7776, 7774, 7772, 7770, 7768, 7766, 7764, 7762, 7760, 7758, 7756, 7754, 7752, 7750, 7748, 7746, 7744, 7742, 7740, 7738, 7736, 7734, 7732, 7730, 7728, 7726, 7724, 7722, 7720, 7718, 7716, 7714, 7712, 7710, 7708, 7706, 7704, 7702, 7700, 7698, 7696, 7694, 7692, 7690, 7688, 7686, 7684, 7682, 7680, 7678, 7676, 7674, 7672, 7670, 7668, 7666, 7664, 7662, 7660, 7658, 7656, 7654, 7652, 7650, 7648, 7646, 7644, 7642, 7640, 7638, 7636, 7634, 7632, 7630, 7628, 7626, 7624, 7622, 7620, 7618, 7616, 7614, 7612, 7610, 7608, 7606, 7604, 7602, 7600, 7598, 7596, 7594, 7592, 7590, 7588, 7586, 7584, 7582, 7580, 7578, 7576, 7574, 7572, 7570, 7568, 7566, 7564, 7562, 7560, 7558, 7556, 7554, 7552, 7550, 7548, 7546, 7544, 7542, 7540, 7538, 7536, 7534, 7532, 7530, 7528, 7526, 7524, 7522, 7520, 7518, 7516, 7514, 7512, 7510, 7508, 7506, 7504, 7502, 7500, 7498, 7496, 7494, 7492, 7490, 7488, 7486, 7484, 7482, 7480, 7478, 7476, 7474, 7472, 7470, 7468, 7466, 7464, 7462, 7460, 7458, 7456, 7454, 7452, 7450, 7448, 7446, 7444, 7442, 7440, 7438, 7436, 7434, 7432, 7430, 7428, 7426, 7424, 7422, 7420, 7418, 7416, 7414, 7412, 7410, 7408, 7406, 7404, 7402, 7400, 7398, 7396, 7394, 7392, 7390, 7388, 7386, 7384, 7382, 7380, 7378, 7376, 7374, 7372, 7370, 7368, 7366, 7364, 7362, 7360, 7358, 7356, 7354, 7352, 7350, 7348, 7346, 7344, 7342, 7340, 7338, 7336, 7334, 7332, 7330, 7328, 7326, 7324, 7322, 7320, 7318, 7316, 7314, 7312, 7310, 7308, 7306, 7304, 7302, 7300, 7298, 7296, 7294, 7292, 7290, 7288, 7286, 7284, 7282, 7280, 7278, 7276, 7274, 7272, 7270, 7268, 7266, 7264, 7262, 7260, 7258, 7256, 7254, 7252, 7250, 7248, 7246, 7244, 7242, 7240, 7238, 7236, 7234, 7232, 7230, 7228, 7226, 7224, 7222, 7220, 7218, 7216, 7214, 7212, 7210, 7208, 7206, 7204, 7202, 7200, 7198, 7196, 7194, 7192, 7190, 7188, 7186, 7184, 7182, 7180, 7178, 7176, 7174, 7172, 7170, 7168, 7166, 7164, 7162, 7160, 7158, 7156, 7154, 7152, 7150, 7148, 7146, 7144, 7142, 7140, 7138, 7136, 7134, 7132, 7130, 7128, 7126, 7124, 7122, 7120, 7118, 7116, 7114, 7112, 7110, 7108, 7106, 7104, 7102, 7100, 7098, 7096, 7094, 7092, 7090, 7088, 7086, 7084, 7082, 7080, 7078, 7076, 7074, 7072, 7070, 7068, 7066, 7064, 7062, 7060, 7058, 7056, 7054, 7052, 7050, 7048, 7046, 7044, 7042, 7040, 7038, 7036, 7034, 7032, 7030, 7028, 7026, 7024, 7022, 7020, 7018, 7016, 7014, 7012, 7010, 7008, 7006, 7004, 7002, 7000, 6998, 6996, 6994, 6992, 6990, 6988, 6986, 6984, 6982, 6980, 6978, 6976, 69

There is no history related to the site in question. As it pertains to the adjacent shopping center the following is relevant:

- The development was originally constructed in 1998
- New life was breathed into the development in 2016-2017
- Recent construction includes a new commercial strip center located along Colerain Avenue.
- Planned but unbuilt development includes a larger office building in the northwest corner of the development fronting along Ronald Reagan Highway.

**SECTION E - ZONING & EXISTING LAND USE**

**TABLE 1 – ZONING AND LAND USE ANALYSIS**

|                         | <b>ZONING</b>        | <b>MINIMUM LOT SIZE</b> | <b>MAXIMUM DENSITY</b> | <b>LAND USE</b>           |
|-------------------------|----------------------|-------------------------|------------------------|---------------------------|
| <b>Subject Property</b> | <b>Current R-7</b>   | 6,000 sq ft / unit      | 7.3 unit / acre        | Groesbeck Park            |
| <b>Subject Property</b> | <b>Proposed PD-B</b> | As approved             | N/A                    | Proposed Parking Lot      |
| <b>NORTH</b>            | <b>R-7</b>           | 6,000 sq ft / unit      | 7.3 unit / acre        | Groesbeck Park            |
| <b>SOUTH</b>            | <b>R-7</b>           | 6,000 sq ft / unit      | 7.3 unit / acre        | Access road to cell tower |
| <b>EAST</b>             | <b>R-7</b>           | 6,000 sq ft / unit      | 7.3 unit / acre        | Groesbeck Park            |
| <b>WEST</b>             | <b>PD-B</b>          | As approved             | N/A                    | Commercial Center         |

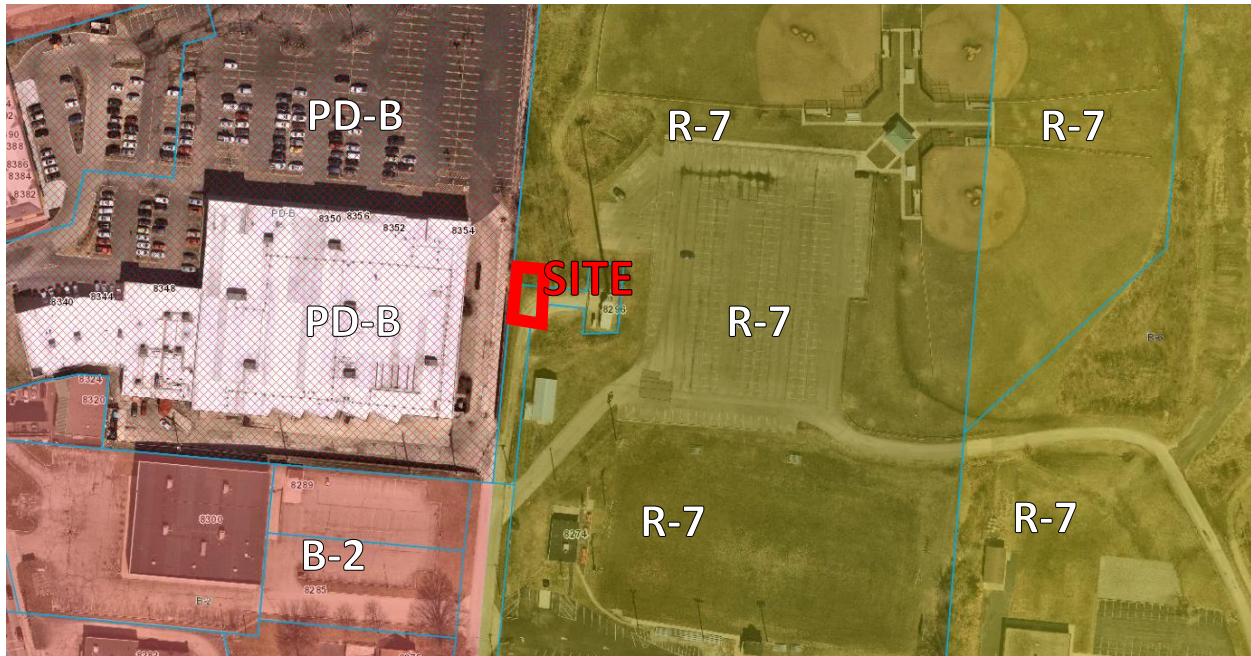
The site in question is currently zoned R-7. The R-7 (Multi-Family) District is intended to provide for multi-family dwelling residential housing types at a moderate density. Housing units in this district may include all types of attached housing including apartment buildings or complexes.

The submitted request is to change the zoning on the site to PD-B (Planned Development – Business). The intent and purpose of Planned Development Districts is to:

- (A) Allow for flexibility in the zoning requirements where the result will be a higher quality development;
- (B) Provide for and locate suitable recreational facilities, open space, and other common facilities, while preserving the existing landscape to the greatest extent possible;
- (C) Encourage sound planning principles in the arrangement of buildings, the preservation of open-space, the utilization of topography and other site features;
- (D) Obtain creative and coordinated designs in harmony with surrounding uses and allow procedures supplemental to those applicable in other use districts to establish under which development plans particularly designed to meet the objectives of this section; and
- (E) Allow for creative development that conforms to the goals and objectives set forth in the Colerain Township Comprehensive Plan.



**FIGURE 2 – CURRENT ZONING MAP**



## **SECTION F – COMPREHENSIVE PLAN**

The site in question is located in between the Colerain Character Area of the current Comprehensive Plan. The plan provides the following policies and information relevant to the application:

1. Commercial development and parks / green space are appropriate land uses.
2. Create methods of dealing with stormwater management through use of greenspaces, minimal lot coverage and landscaping to absorb the runoff.
3. Enhancement of the Colerain Corridor through Property Maintenance.

## **SECTION G - DEVELOPMENT PLAN REVIEW**

The submitted development plan and application materials indicate the following:

1. A survey showing the site in question.
2. A site plan showing the location of a proposed off-street parking area constructed on the site in question.
  - a. The off-street parking area would be used for a tenant specializing in auto repair.
  - b. The off-street parking area would be used to hold vehicles awaiting repair
3. Provision of screening for the off-street parking.

- a. Insufficient information has been provided to determine the type of fencing and screening being provided.

## **SECTION H – REQUESTS**

1. Zone Change from R-7 to PD-B and Preliminary Development Plan Approval to allow for the construction of proposed off-street parking area.
2. Variance to allow fencing around the off-street parking area up to a height of eight (8) feet where four (4) feet is the maximum allowable height.
3. Variance to allow for a zero (0) feet landscape buffer where 40 feet is required.

## **SECTION I - STATUTES**

Section 4.5 states that the following criteria shall serve as conditions that should be satisfied before the approval of the preliminary development plan:

- (1) The PD District and preliminary development plan are consistent with the adopted Colerain Township Land Use Plan and Colerain Township Comprehensive Plan;
- (2) The proposed uses will have a beneficial effect on the community;
- (3) The internal streets and primary and secondary roads that are proposed properly interconnect with the surrounding existing road network.
- (4) The site will be accessible from public roads that are generally adequate to carry the traffic that will be imposed upon them by the proposed development and the streets and driveways on the site will be adequate to serve the residents or occupants of the proposed development;
- (5) The minimum common open space areas have been designated and shall be duly transferred to a legally established Homeowners Association, where applicable, or have been dedicated to, and accepted by, Colerain Township or another public or quasipublic agency as provided in Subsection 9.3.7 (Common Open Space).
- (6) The preliminary development plan is consistent with the intent and purpose of this Resolution and, in particular, the furtherance of the purpose of the PD District as set forth in Section 9.3.1.
- (7) The preliminary development plan has been transmitted to all other agencies and departments charged with responsibility of review.

## **SECTION J - RECOMMENDATION**

Staff provides the following recommendation:

1. **APPROVAL** of the Zone Change and Preliminary Development Plan to allow for the construction of the project as proposed, subject to the following conditions:



- a. That sufficient fencing be provided to completely screen all vehicles located in the side and rear yard areas of the Colerain Crossings Shopping Center. Said fencing should be of high-quality materials and shall not consist of chain link, barbed wire or razor wire designs.
  - b. That sufficient screening and landscaping be provided to completely screen all vehicles located in the side and rear yard areas of the Colerain Crossings. Said landscaping should be in excess of what is required within the Zoning Resolution.
  - c. That the applicant properly care for the planted landscaping until it fully matures
  - d. That the growth located from the surplus lot on the site until the terminus of the property line be cleared out.
  - e. That additional landscape be provided throughout the park as necessary to mitigate any issues associated with the proposed construction of the off-street parking area.
2. **APPROVAL** of the variance from the maximum fence height
  3. **APPROVAL** of the variance from the minimum landscape buffer yard

#### **SECTION K – STAFF COMMENTS / BASIS FOR RECOMMENDATIONS**

1. The plan is consistent with the comprehensive plan which states that commercial development is appropriate for the site. The proposed density, character and form of the proposal, as conditioned, is also generally consistent with the land used located within the immediate and peripheral areas of the site which consist of higher density commercial uses and a park.
2. The proposed zone change will allow for the construction of much needed parking
3. The proposed street extensions connect to the existing street network in a manner that is consistent with the required findings of the Zoning Resolution.
4. The proposed development has direct access to Clara Drive which is a Township Road of sufficient capacity to serve the development.
5. The proposal is consistent with the intent and purpose of the Zoning Resolution for Planned Development.
6. Staff finds the variance for fence height to be appropriate as it will allow the applicant to sufficiently screen the proposed parking area.
7. Staff finds the variance from the landscape buffer area to be appropriate as it will allow Colerain Township to retain ownership of park land. The conditions of approval ensure that that fencing and screening will be provided to effectively screen the proposed off-street parking.

**SECTION L – ADDITIONAL COMMENTS**

It should be noted that approval of this Preliminary Development Plan locks in the site plan and all corresponding proposal information as contained herein this staff report as well as in what has been submitted by the applicant. Once approved through a final action by the Board of Trustees, any deviation or change must follow the review and approval processes outlined in Section 4.5 of the Zoning Resolution.

**SECTION M – ZONING COMMISSION RECOMMENDATION**

The Zoning Commission met on March 2, 2021 and following a public hearing voted 5-0 to provide a favorable recommendation of the submitted requests and corresponding zoning variations, subject to the following conditions recommended by staff.

The findings for approval were based on the staff recommendation and findings.



**FEBRUARY 16, 2021**

**STAFF REPORT  
ZONING COMMISSION**

**APPLICATION TYPE: MAP AMENDMENT**

Case No: ZA2021-02  
Location: An approximate 0.14 acre area located approximately 235 feet north of the terminus of Clara Drive  
Applicant: Colerain Township Trustees  
Reviewer: Michael Ionna, AICP  
Director of Planning & Zoning

**SECTION A – OVERVIEW**

The submitted request is to change the zoning on the site in question from R-7 (Multi-Family) to PD-B (Planned Development-Business). The rezoning is part of a project being conducted in service of economic development efforts associated with the adjacent Crossing of Colerain Commercial Development. The proposed zone change would make the site in question the same zoning as the adjacent shopping center. If approved, the intent is to sell the site to the owner of Colerain Crossings who will use the land to construct much needed parking for a proposed auto repair tenant that would occupy a tenant space that has been vacant for an extended period of time.

**SECTION B – ZONING REVIEW PROCESS & BOARD ACTION**

The process for development within a PD-R Zone is as follows (Section 4.5):

1. Submission of a Preliminary Development Plan (Current Status of Application)
  - Zoning Commission public hearing and recommendation
  - Township Board of Trustees hearing and final action
2. Submission of a Final Development Plan
  - Zoning Commission review and final action
3. Submission of a Subdivision Plat and Public Improvement Drawings to Hamilton County Regional Planning Commission (if applicable)
4. Submission of a Zoning Certificate Application for administrative approval.

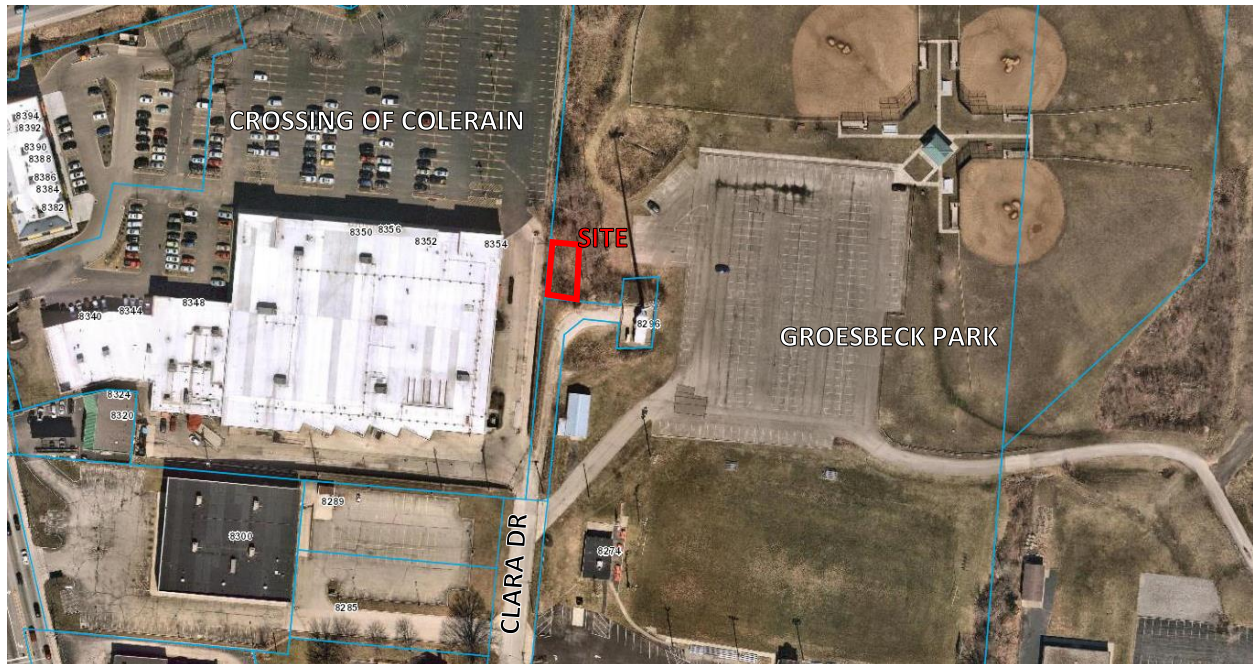
This application pertains to item number 1 in the timeline described above.

The action of the Zoning Commission pertaining to this application comes in the form of a recommendation, favorable or unfavorable, to the Board of Trustees who take final action to approve or deny the submitted request.

## **SECTION C - SITE LOCATION & CONDITIONS**

The site in question, containing an approximate area of 0.14 acres is located 235 feet north of the terminus of Clara Drive. The site in question is currently owner by Colerain Township and occupies a very small part of Groesbeck Park. The site is occupied by vacant land and currently contains overgrowth of honeysuckle.

**FIGURE 1 - LOCATION MAP**



## **SECTION D – HISTORY**

There is no history related to the site in question. As it pertains to the adjacent shopping center the following is relevant:

- The development was originally constructed in 1998
- New life was breathed into the development in 2016-2017
- Recent construction includes a new commercial strip center located along Colerain Avenue.
- Planned but unbuilt development includes a larger office building in the northwest corner of the development fronting along Ronald Reagan Highway.

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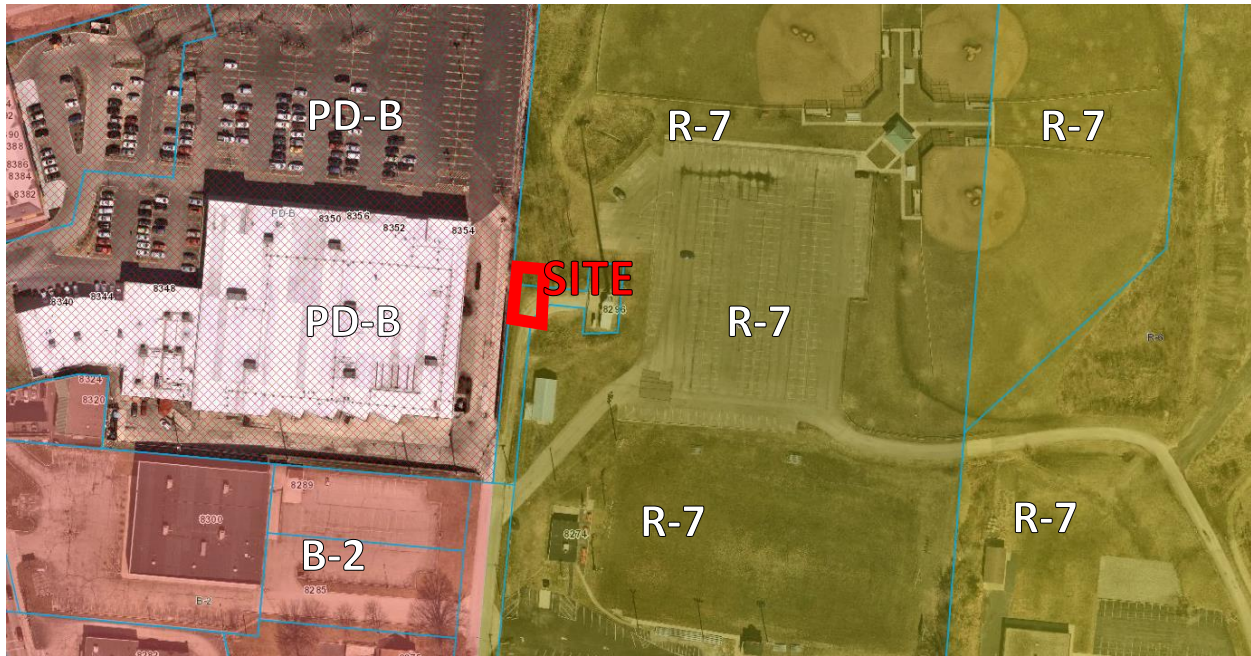
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**FIGURE 2 – CURRENT ZONING MAP**



## **SECTION F – COMPREHENSIVE PLAN**

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**SECTION L – ADDITIONAL COMMENTS**

It should be noted that approval of this Preliminary Development Plan locks in the site plan and all corresponding proposal information as contained herein this staff report as well as in what has been submitted by the applicant. Once approved through a final action by the Board of Trustees, any deviation or change must follow the review and approval processes outlined in Section 4.5 of the Zoning Resolution.

ACRES..... ±1.23 ACRES

BUILDING..... 17,587SQ. FT.

PARKING:

SHORT TERM VEHICLE STORAGE:..... 50 SPACES

EMPLOYEE/ CUSTOMER SPACES:..... 40 SPACES

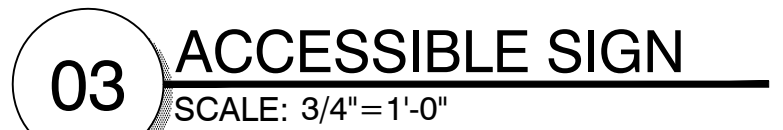
TOTAL PARKING PROVIDED:..... 60 SPACES  
(INCLUDING ACCESSIBLE SPACES)

1. ALL ACCESSIBLE SIGNS, SYMBOLS, AND RAMP SURFACES ARE TO MEET LOCAL CODE JURISDICTION REQUIREMENTS.
2. PROVIDE A BID ALTERNATE FOR INSTALLING SELF LOCKING VINYL PRIVACY SLATS BY MASTER HALCO FIN/SLAT 1000 SERIES, BEIGE COLOR, REF. SPECS (SEE SHEET CS.02).
3. STRIPE PARKING LOT AS SHOWN. SPACES ADJACENT TO BUILDINGS SHOULD MATCH EXISTING STRIPING SPACING AND LOCATIONS. PROVIDE 4" WIDE STRIPING, COLOR PER CITY STANDARDS.
6. PROVIDE A KNOX BOX 3500 SERIES AT THE MANUAL GATE LOCATIONS. MOUNT AT FIRE MARSHALS REQUIRED HEIGHT.
7. CONTRACTOR TO MAINTAIN EXISTING LANDSCAPING DURING CONSTRUCTION.

 NEW ASPHALT PAVING

 NEW CONCRETE PAVING

 EXISTING DRAINAGE GRATE



ARCHITECT:  
BRIAN RUMSEY  
879 JUNCTION DRIVE  
ALLEN, TEXAS 75013  
P: 972.398.6644  
WWW.CROSSARCHITECTS.COM

CALIBER COLLISION  
(BUILDING RENOVATION)  
8430 COLERAIN AVE  
CINCINNATI, OH

DATE: 09/18/2020

PROJECT NUMBER:  
20018

## REVISIONS

|    |                   |
|----|-------------------|
| NO | DATE              |
| 1  | 11/12/20 / REV.#1 |

DRAWINGS ISSUED FOR:

**PERMIT**

SHEET NUMBER

# SP1.0

## SITE PLAN

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**Abercrombie  
& Associates, Inc.**

Civil Engineering + Surveying

JANUARY 19, 2021

**LEGAL DESCRIPTION**

**PARCEL "A"**

**0.1448 ACRES**

SITUATE IN SECTION 2, TOWN 2, ENTIRE RANGE 1, COLERAIN TOWNSHIP, HAMILTON COUNTY, OHIO AND BEING PART OF CERTIFICATE NUMBER 216191 OF THE HAMILTON COUNTY, OHIO REGISTERED LAND RECORDS AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT AN OLD STONE AT THE NORTHEAST CORNER OF ORIGINAL CERTIFICATE NUMBER 10622 OF THE HAMILTON COUNTY, OHIO REGISTERED LAND RECORDS, SAID POINT BEING WITHIN THE LIMITED ACCESS RIGHT OF WAY OF RONALD REAGAN CROSS COUNTY HIGHWAY; THENCE ALONG THE EASTERLY LINE OF SAID ORIGINAL REGISTERED LAND CERTIFICATE NUMBER 10622, SOUTH 01°33'00" WEST, 46.26 FEET TO A SET 5/8" IRON PIN AND CAP (#7862) (2000) IN THE SOUTHERLY LIMITED ACCESS RIGHT OF WAY OF RONALD REGAN CROSS COUNTY HIGHWAY; THENCE ALONG THE SOUTHERLY LIMITED ACCESS RIGHT OF WAY OF RONALD REGAN CROSS COUNTY HIGHWAY, THE FOLLOWING THREE COURSES AND DISTANCES, SOUTH 70°50'35" WEST, 158.50 FEET TO A SET 5/8" IRON PIN AND CAP (#7862) (2000); THENCE SOUTH 79°36'33" WEST, 301.78 FEET TO A SET 5/8" IRON PIN AND CAP (#7862) (2000) AND SOUTH 56°36'17" WEST, 98.03 FEET TO THE NORTHEAST CORNER OF THE PROPERTY AS CONVEYED TO CROSSING OF COLERAIN, LLC IN OFFICIAL RECORD 13401, PAGE 594 OF THE HAMILTON COUNTY, OHIO RECORDS, BEING WITNESSED BY AN EXISTING IRON PIN AND CAP WHICH IS 1.27 FEET NORTH AND 0.30 FEET WEST; THENCE LEAVING THE SOUTHERLY LIMITED ACCESS RIGHT OF WAY OF RONALD REGAN CROSS COUNTY HIGHWAY, ALONG THE EASTERLY LINE OF SAID CROSSING OF COLERAIN TRACT, SOUTH 02°32'00" WEST, 414.06 FEET TO A SET 5/8" IRON PIN AND CAP (#7862) AND THE REAL PLACE OF BEGINNING OF THE HEREIN DESCRIBED TRACT; THENCE LEAVING THE EASTERLY LINE OF SAID CROSSING OF COLERAIN TRACT, ALONG A NEW DIVISION LINE, SOUTH 87°28'00" EAST, 86.39 FEET TO A SET 5/8" IRON PIN AND CAP (#7862); THENCE CONTINUING ALONG A NEW DIVISION AND ALONG THE PROPERTY AS CONVEYED TO GROESBECK CIVIC ASSOCIATION INC IN CERTIFICATE NUMBER 187779 OF THE

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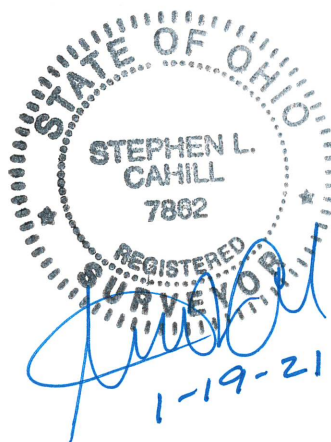
HAMILTON COUNTY, OHIO REGISTERED LAND RECORDS, SOUTH 02°32'00" WEST, 73.00 FEET TO A SET  $\frac{5}{8}$ " IRON PIN AND CAP (#7862) (2003); THENCE ALONG THE NORTHERLY LINE OF SAID GROESBECK CIVIC ASSOCIATION TRACT, NORTH 87°28'00" WEST, 86.39 FEET TO A SET  $\frac{5}{8}$ " IRON PIN AND CAP (#7863) (2003) IN THE EASTERLY LINE OF THE AFOREMENTIONED CROSSING OF COLERAIN LLC TRACT; THENCE ALONG THE EASTERLY LINE OF SAID CROSSING OF COLERAIN LLC TRACT, NORTH 02°32'00" EAST, 73.00 FEET TO THE PLACE OF BEGINNING.

THUS CONTAINING 0.1448 ACRES OF LAND AND BEING SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD.

BEARINGS USED IN THIS LEGAL DESCRIPTION ARE BASED ON A RANDOM BEARING SYSTEM RELATIVE TO EXISTING ORIGINAL REGISTERED LAND CERTIFICATE NUMBER 10622.

THE ABOVE DESCRIBED REAL ESTATE IS A PART OF THE SAME PREMISES DESCRIBED IN CERTIFICATE NUMBER 216191 OF THE HAMILTON COUNTY, OHIO REGISTERED LAND RECORDS. BEING THE RESULT OF A SURVEY AND PLAT DATED 01/07/21 MADE BY STEPHEN L. CAHILL, P.L.S., OF ABERCROMBIE & ASSOCIATES, INC. OHIO REGISTERED SURVEYOR NUMBER 7862.

THIS CONVEYANCE IS A TRANSFER BETWEEN ADJOINING LOT OWNERS MADE IN COMPLIANCE WITH SECTION 711.001, SUBSECTION (B)(1)(B) OHIO REVISED CODE, AND DOES NOT CREATE AN ADDITIONAL BUILDING SITE NOR VIOLATE ANY ZONING REGULATION OR OTHER PUBLIC REGULATION IN THE PARCEL HEREBY CONVEYED OR THE BALANCE OF THE PARCEL RETAINED BY THE GRANTOR HEREIN. THE PARCEL HEREBY CONVEYED MAY NOT HEREAFTER BE CONVEYED SEPARATELY FROM THE GRANTEE'S ADJOINING PARCEL NOR ANY STRUCTURE ERECTED THEREON WITHOUT THE PRIOR APPROVAL OF THE AUTHORITY HAVING APPROVING JURISDICTION OF PLATS.



FILE:00-0172.LD8-0.1448AC



**Abercrombie  
& Associates, Inc.**

Civil Engineering + Surveying

JANUARY 19, 2021

**LEGAL DESCRIPTION  
PARCEL "B"  
14.2372 ACRES**

SITUATE IN SECTION 2, TOWN 2, ENTIRE RANGE 1, COLERAIN TOWNSHIP, HAMILTON COUNTY, OHIO AND BEING PART OF CERTIFICATE NUMBER 216191 OF THE HAMILTON COUNTY, OHIO REGISTERED LAND RECORDS AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT AN OLD STONE AT THE NORTHEAST CORNER OF ORIGINAL CERTIFICATE NUMBER 10622 OF THE HAMILTON COUNTY, OHIO REGISTERED LAND RECORDS, SAID POINT BEING WITHIN THE LIMITED ACCESS RIGHT OF WAY OF RONALD REAGAN CROSS COUNTY HIGHWAY; THENCE ALONG THE EASTERLY LINE OF SAID REGISTERED LAND CERTIFICATE NUMBER 10622, SOUTH 01°33'00" WEST, 46.26 FEET TO A SET  $\frac{5}{8}$ " IRON PIN AND CAP (#7862) (2000) IN THE SOUTHERLY LIMITED ACCESS RIGHT OF WAY OF RONALD REGAN CROSS COUNTY HIGHWAY AND THE REAL PLACE OF BEGINNING OF THE HEREIN DESCRIBED TRACT; THENCE CONTINUING ALONG THE EASTERLY LINE OF SAID ORIGINAL REGISTERED LAND CERTIFICATE NUMBER 10622, SOUTH 01°33'00" WEST, 1422.82 FEET TO THE SOUTHEAST CORNER OF CERTIFICATE NUMBER 216191 OF THE HAMILTON COUNTY, OHIO REGISTERED LAND RECORDS, BEING WITNESSED BY AN EXISTING CROSS NOTCH, WHICH IS 0.68' SOUTH; THENCE LEAVING THE EASTERLY LINE OF SAID ORIGINAL REGISTERED LAND CERTIFICATE NUMBER 10622, ALONG THE LINES OF SAID REGISTERED LAND CERTIFICATE 216191, THE FOLLOWING ELEVEN COURSES AND DISTANCES, NORTH 87°45'00" WEST, 268.98 FEET TO A POINT IN THE EASTERLY LINE OF EDWARD T. HONNERT'S SUBDIVISION OF GROESBECK AS RECORDED IN PLAT BOOK 28, PAGE 74 OF THE HAMILTON COUNTY, OHIO RECORDS, BEING WITNESSED BY AN EXISTING  $\frac{1}{4}$ " IRON PIN, WHICH IS 0.47 FEET SOUTH AND 0.35 FEET EAST AND BY AN EXISTING  $\frac{1}{2}$ " IRON PIN, WHICH IS 0.43 FEET SOUTH AND 0.26 FEET WEST; THENCE ALONG THE EASTERLY LINE OF SAID EDWARD T. HONNERT'S SUBDIVISION, NORTH 01°15'00" EAST, 262.96 FEET TO A SET  $\frac{5}{8}$ " IRON PIN AND CAP (#7862) (2000) AT THE NORTHEAST CORNER OF SAID EDWARD T. HONNERT'S SUBDIVISION; THENCE ALONG THE NORTHERLY LINE OF SAID EDWARD T. HONNERT'S SUBDIVISION, NORTH 87°45'00" WEST, 244.61 FEET TO A POINT IN THE EASTERLY RIGHT OF WAY OF CLARA AVENUE,

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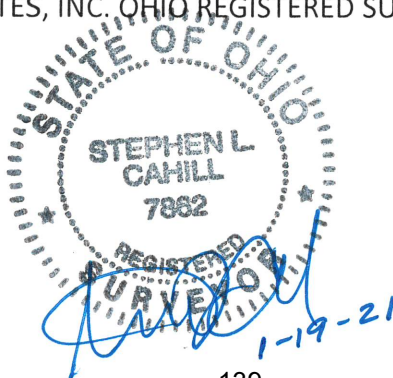
BEING WITNESSED BY AN EXISTING  $\frac{5}{8}$ " IRON PIN WHICH IS 0.59 FEET SOUTH AND 1.18 FEET WEST; THENCE LEAVING THE NORTHERLY LINE OF SAID EDWARD T. HONNERT'S SUBDIVISION, ALONG THE EASTERLY RIGHT OF WAY OF CLARA AVENUE, NORTH  $07^{\circ}28'05''$  WEST, 4.19 FEET TO A SET  $\frac{5}{8}$ " IRON PIN AND CAP (#7862); THENCE CONTINUING ALONG THE EASTERLY RIGHT OF WAY OF CLARA AVENUE AND ITS NORTHERLY EXTENSION, NORTH  $02^{\circ}32'00''$  EAST, 447.47 FEET TO A SET  $\frac{5}{8}$ " IRON PIN AND CAP (#7862) (2003); THENCE NORTH  $47^{\circ}32'00''$  EAST, 28.28 FEET TO A SET  $\frac{5}{8}$ " IRON PIN AND CAP (#7862) (2003); THENCE SOUTH  $87^{\circ}28'00''$  EAST, 41.39 FEET TO A SET  $\frac{5}{8}$ " IRON PIN AND CAP (#7862) (2003); THENCE SOUTH  $02^{\circ}32'00''$  WEST, 30.00 FEET TO A SET  $\frac{5}{8}$ " IRON PIN AND CAP (#7862) (2003); THENCE NORTH  $84^{\circ}26'56''$  EAST, 40.00 FEET TO A SET  $\frac{5}{8}$ " IRON PIN AND CAP (#7862) (2003); THENCE NORTH  $02^{\circ}32'00''$  EAST, 80.00 FEET TO A SET  $\frac{5}{8}$ " IRON PIN AND CAP (#7862) (2003); THENCE SOUTH  $84^{\circ}26'56''$  WEST, 40.00 FEET TO A SET  $\frac{5}{8}$ " IRON PIN AND CAP (#7862) (2003); THENCE LEAVING SAID REGISTERED LAND CERTIFICATE NUMBER 216191, ALONG A NEW DIVISION LINE, THE FOLLOWING TWO COURSES AND DISTANCES, NORTH  $02^{\circ}32'00''$  EAST, 43.00 FEET TO A SET  $\frac{5}{8}$ " IRON PIN AND CAP (#7862) AND NORTH  $87^{\circ}28'00''$  WEST, 86.39 FEET TO A SET  $\frac{5}{8}$ " IRON PIN AND CAP (#7862) IN THE EASTERLY LINE OF THE PROPERTY AS CONVEYED TO CROSSING OF COLERAIN, LLC IN OFFICIAL RECORD 13401, PAGE 594 OF THE HAMILTON COUNTY, OHIO RECORDS; THENCE ALONG THE EASTERLY LINE OF SAID CROSSING OF COLERAIN TRACT, NORTH  $02^{\circ}32'00''$  EAST, 414.06 FEET TO THE NORTHEAST CORNER OF SAID CROSSING OF COLERAIN TRACT IN THE SOUTHERLY LIMITED ACCESS RIGHT OF WAY OF RONALD REGAN CROSS COUNTY HIGHWAY, BEING WITNESSED BY AN EXISTING IRON PIN AND CAP WHICH IS 1.27 FEET NORTH AND 0.30 FEET WEST; THENCE LEAVING THE EASTERLY LINE OF SAID CROSSING OF COLERAIN TRACT, ALONG THE SOUTHERLY LIMITED ACCESS RIGHT OF WAY OF RONALD REGAN CROSS COUNTY HIGHWAY THE FOLLOWING THREE COURSES AND DISTANCES, NORTH  $56^{\circ}36'17''$  EAST, 98.03 FEET TO A SET  $\frac{5}{8}$ " IRON PIN AND CAP (#7862) (2000); THENCE NORTH  $79^{\circ}36'33''$  EAST, 301.78 FEET TO A SET  $\frac{5}{8}$ " IRON PIN AND CAP (#7862) (2000) AND NORTH  $70^{\circ}50'35''$  EAST, 158.50 FEET TO THE PLACE OF BEGINNING.

THUS CONTAINING 14.2372 ACRES OF LAND AND BEING SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD.

BEARINGS USED IN THIS LEGAL DESCRIPTION ARE BASED ON A RANDOM BEARING SYSTEM RELATIVE TO EXISTING ORIGINAL REGISTERED LAND CERTIFICATE NUMBER 10622.

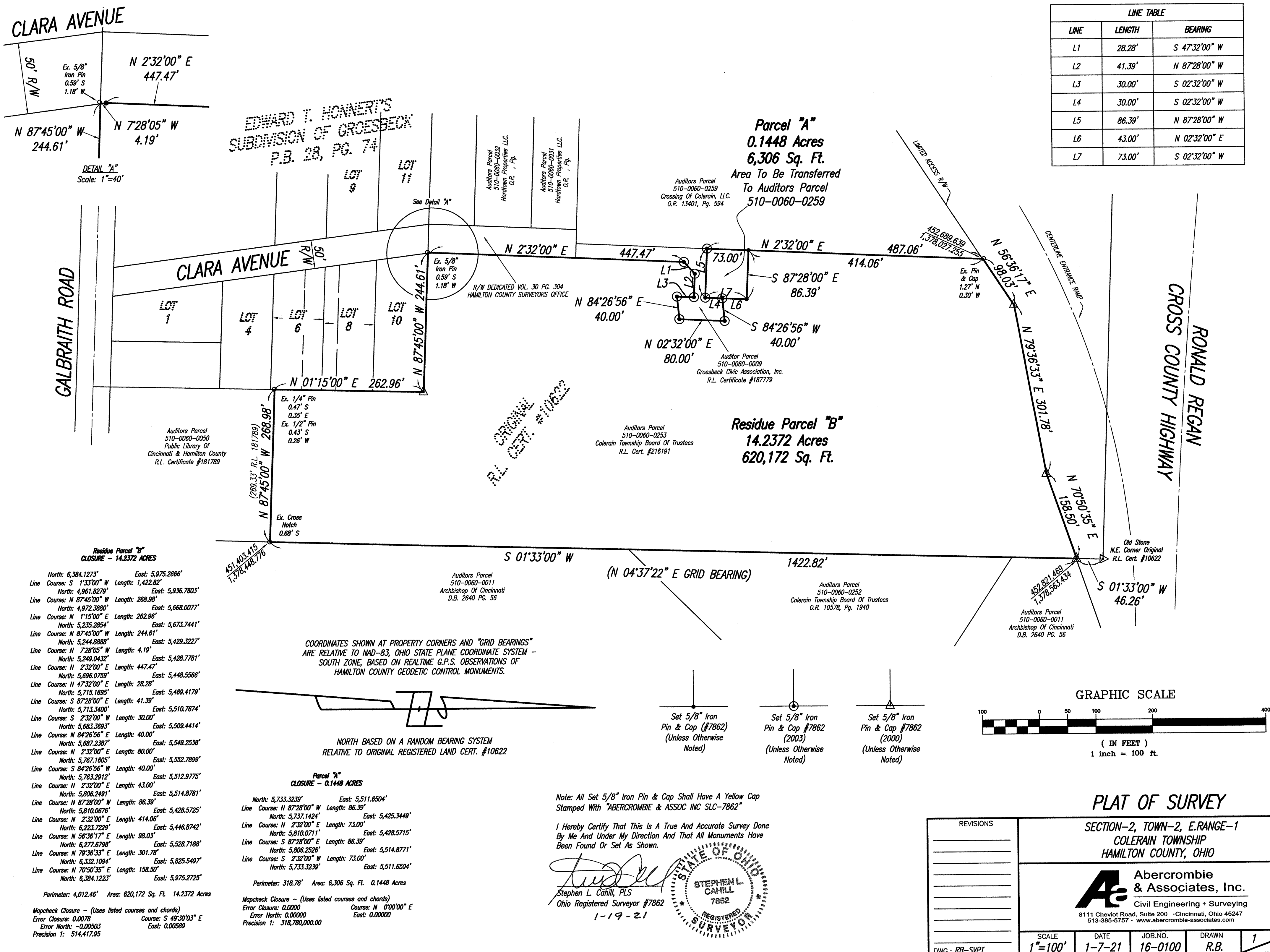
THE ABOVE DESCRIBED REAL ESTATE IS A PART OF THE SAME PREMISES DESCRIBED IN CERTIFICATE NUMBER 216191 OF THE HAMILTON COUNTY, OHIO REGISTERED LAND RECORDS. BEING THE RESULT OF A SURVEY AND PLAT DATED 01/07/21 MADE BY STEPHEN L. CAHILL, P.L.S., OF ABERCROMBIE & ASSOCIATES, INC. OHIO REGISTERED SURVEYOR NUMBER 7862.

FILE:00-0172.LD7-14.2372AC

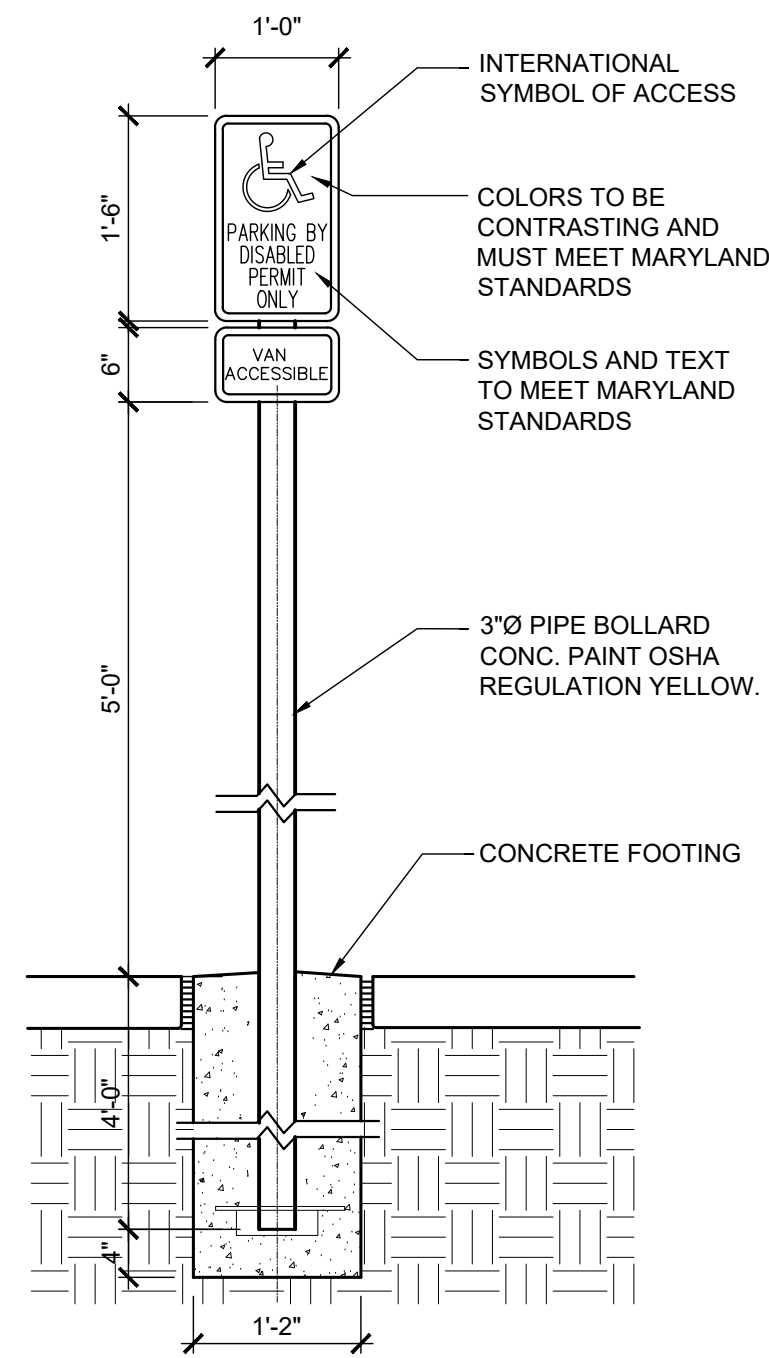




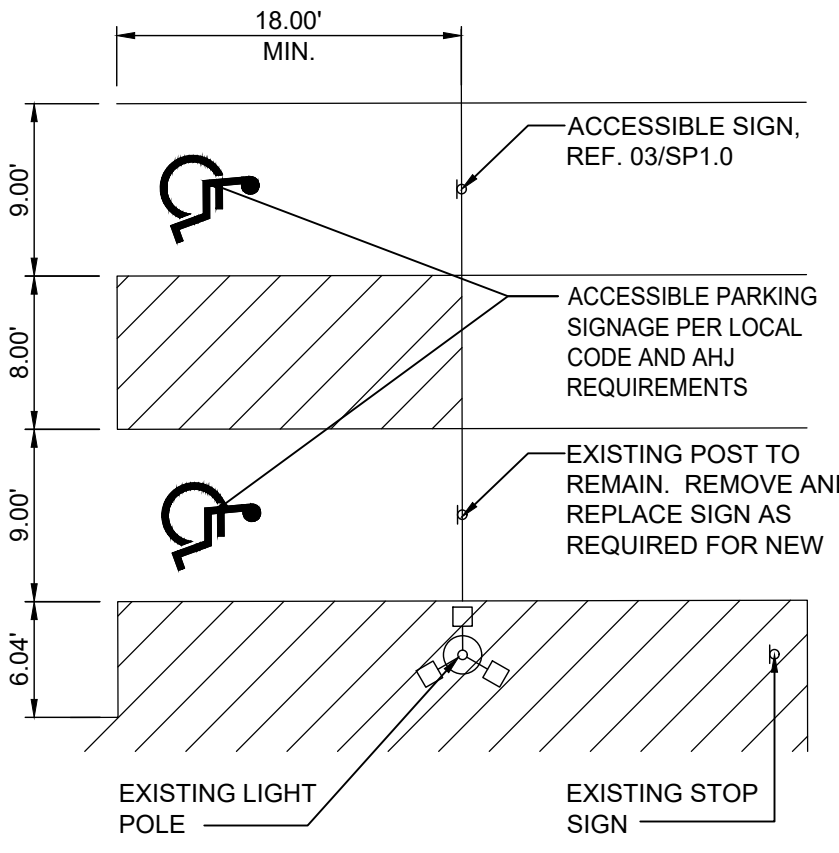
| LINE TABLE |        |               |
|------------|--------|---------------|
| LINE       | LENGTH | BEARING       |
| L1         | 28.28' | S 47°32'00" W |
| L2         | 41.39' | N 87°28'00" W |
| L3         | 30.00' | S 02°32'00" W |
| L4         | 30.00' | S 02°32'00" W |
| L5         | 86.39' | N 87°28'00" W |
| L6         | 43.00' | N 02°32'00" E |
| L7         | 73.00' | S 02°32'00" W |



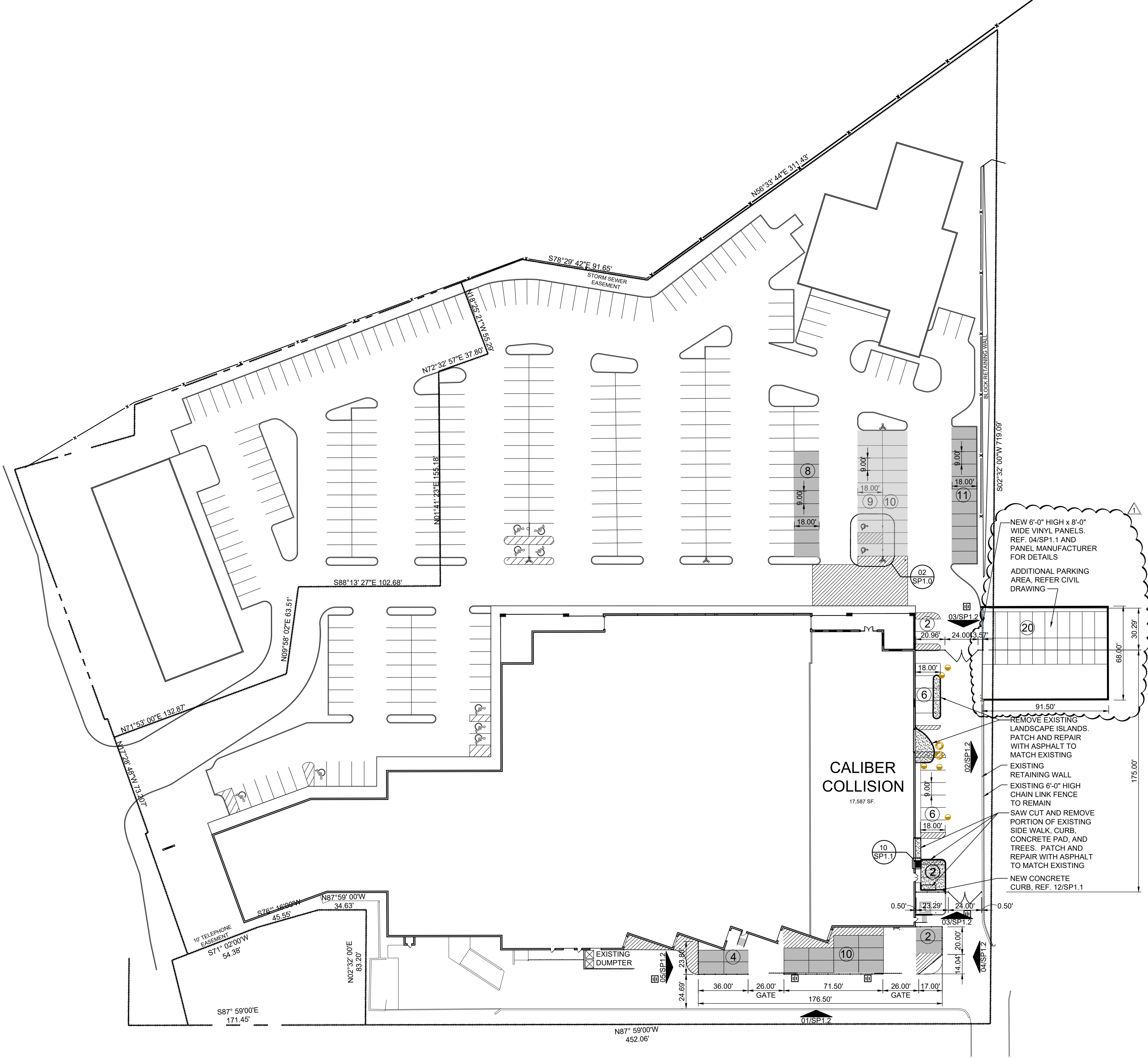




03 ACCESSIBLE SIGN  
SCALE: 3/4"=1'-0"



02 ENLARGED PLAN  
SCALE: 1"=10'-0"



01 SITE PLAN  
SCALE: 1"=40'-0"



## SITE DATA

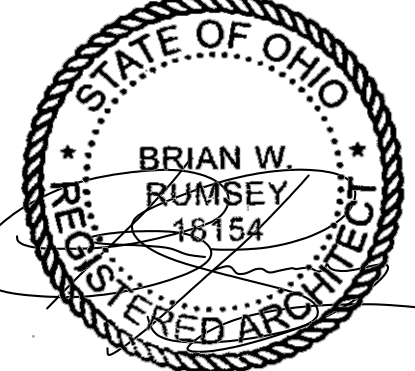
ACRES..... ±1.23 ACRES  
BUILDING..... 17,587SQ. FT.  
PARKING:  
SHORT TERM VEHICLE STORAGE..... 50 SPACES  
EMPLOYEE/ CUSTOMER SPACES..... 40 SPACES  
TOTAL PARKING PROVIDED..... 60 SPACES  
(INCLUDING ACCESSIBLE SPACES)

### SITE GENERAL NOTES:

1. ALL ACCESSIBLE SIGNS, SYMBOLS, AND RAMP SURFACES ARE TO MEET LOCAL CODE JURISDICTION REQUIREMENTS.
2. PROVIDE A BID ALTERNATE FOR INSTALLING SELF LOCKING VINYL PRIVACY SLATS BY MASTER HALCO FIN/SLAT 1000 SERIES, BEIGE COLOR, REF. SPECS (SEE SHEET CS.02).
3. STRIPE PARKING LOT AS SHOWN. SPACES ADJACENT TO BUILDINGS SHOULD MATCH EXISTING STRIPING SPACING AND LOCATIONS. PROVIDE 4" WIDE STRIPING, COLOR PER CITY STANDARDS.
6. PROVIDE A KNOX BOX 3500 SERIES AT THE MANUAL GATE LOCATIONS, MOUNT AT FIRE MARSHALS REQUIRED HEIGHT.
7. CONTRACTOR TO MAINTAIN EXISTING LANDSCAPING DURING CONSTRUCTION.

## LEGEND

- NEW ASPHALT PAVING
- NEW CONCRETE PAVING
- EXISTING DRAINAGE GRATE



**Brian RUMSEY**

ARCHITECT:  
BRIAN RUMSEY  
879 JUNCTION DRIVE  
ALLEN, TEXAS 75013  
P: 972.398.6644  
WWW.CROSSARCHITECTS.COM

**CALIBER COLLISION  
(BUILDING RENOVATION)  
8430 COLERAIN AVE  
CINCINNATI, OH**

DATE:  
09/18/2020

PROJECT NUMBER:  
20018

### REVISIONS

| NO | DATE              |
|----|-------------------|
| 1  | 11/12/20 / REV #1 |

DRAWINGS ISSUED FOR:  
PERMIT  
SHEET NUMBER

**SP1.0**

SITE PLAN

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# PUBLIC HEARINGS

---

Department: Planning & Zoning

Department  
Director: Michael Ionna, Director - Planning and Zoning

---

Motion to Open A Public Hearing For Zoning Text Amendment (ZA2020-05) - Massage Parlors  
Recommend ADOPTION of a Motion to open the public hearing.

Rationale:

A Public Hearing is required per ORC Statutes.





**FEBRUARY 16, 2021**

**STAFF REPORT  
ZONING COMMISSION**

**APPLICATION TYPE: MAP AMENDMENT**

Case No: ZA2020-05  
Request: Text Amendment adding regulations for Massage Parlors and Massage Therapy  
Applicant: Colerain Township Board of Trustees

**SECTION A: BACKGROUND INFORMATION**

The proposed text amendment application has been authorized by the Colerain Township Board of Trustees. The Trustees, on behalf of concerned residents, voted to authorize the proposed amendment as a measure to provide regulatory language within the Zoning Resolution to ensure that business operations providing massage services in Colerain Township are operating in a manner that would not be consistent with a sexually-oriented business.

The draft language within the proposed text amendment was created using the following data and methodology:

- Careful consideration of the Colerain Township community
- Inventory of regulations and issues faced by other regional communities, particularly Townships
- Outreach and communication with Planning Departments
- Inventory of practices used in other areas and current Ohio Revised Codes
- Review and revision process conducted with Legal Counsel

For Text Amendment applications, the Zoning Commission action is in the form of a recommendation to the Board of Trustees who take final action to approve or deny the proposed text amendment.

**SECTION B: PETITION REVIEW**

The proposed text amendment regulates massage services by providing two definitions: Massage Parlors and Massage Therapy.

Massage Parlors are defined as those businesses where massage is performed in conjunction with sexual actions or activities. The proposed definition makes these types of massage operations illegal in Colerain Township.

The proposed text amendment defines Massage Therapy as massage services provided by licensed individuals with said services being performed in a manner that is not sexually

oriented. The text amendment permits “Massage Therapy” uses in the same Zoning Districts as other medical and dental services.

### **SECTION C: RECOMMENDATION**

Staff recommends for **APPROVAL** of the proposed text amendment adding regulations for massage parlors and massage therapy.

### **SECTION D: STAFF COMMENTS / BASIS**

1. The proposed text amendment will provide regulations that ensure businesses providing massage services in Colerain Township are doing so in a manner that is legal and consistent with the intent and purpose of the Zoning Resolution.
2. The proposed text amendment will provide regulations that ensure businesses providing massage services in Colerain Township are doing so in a manner that protects and promotes the public health, safety and welfare.
3. The proposed text amendment safeguards against illegal activities associated with massage operators through licensure requirements of personnel providing massage therapy.
4. The proposed text amendment does not adversely impact Massage Therapy uses as they are permitted in the same Zoning Districts as other medical and dental uses are permitted.
5. The use of Ohio Revised Codes (ORC) references makes the definition of Massage Parlor legally defensible for administrative and enforcement purposes.

### **SECTION E – ZONING COMMISSION RECOMMENDATION**

The Zoning Commission met on March 2, 2021 and following a public hearing voted 5-0 to provide a favorable recommendation of the submitted request.

The findings for approval were based on the staff recommendation and findings.



**FEBRUARY 16, 2021**

**STAFF REPORT  
ZONING COMMISSION**

**APPLICATION TYPE: MAP AMENDMENT**

Case No: ZA2020-05  
Request: Text Amendment adding regulations for Massage Parlors and Massage Therapy  
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- Inventory of regulations and issues faced by other regional communities, particularly Townships
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5. The use of Ohio Revised Codes (ORC) references makes the definition of Massage Parlor legally defensible for administrative and enforcement purposes.

### General Attachment Notice:

For ease of viewing, only those portions of the Zoning Ordinance pertaining to the requests within the submitted application have been included within these attachments. The complete Zoning Resolution can be viewed online at: [www.colerain.org](http://www.colerain.org)

### ATTACHMENT A

Proposed Text Amendments to Colerain Township Zoning Resolution  
Words to be **deleted** are ~~[lined through]~~ - Words to be **added** are underlined

#### Article 16 Rules of Construction and Definitions

##### Section 16.2 Definitions

**Massage Parlor:** A sexually oriented business where for any form of consideration or gratuity, massage, alcohol rub, electric or magnetic treatments, or any other treatment or manipulation of the human body which occurs as part of or in connection with sexual activities in ORC 297.01.,(C), or where any person providing such treatment, manipulation, or service related thereto, exposes his or her specified anatomical areas as set forth in ORC 2907.01.,(H). Massage Parlors that meet this definition are not permitted in Colerain Township. The definition of sexually oriented businesses shall not include the practice of massage therapy, as defined herein this section.

**Massage Therapy:** The practice of massage, in any licensed hospital, by a licensed chiropractor, masseur or masseuse, or osteopath, by any nurse or technician working under the supervision of a licensed physician, surgeon, chiropractor or osteopath, by trainers for any amateur, semiprofessional or professional athlete or athletic team or school athletic program. Massage therapy is the scientific manipulation of the soft tissues of the body for the purpose of normalizing those tissues and consists of manual techniques that include applying fixed or movable pressure, holding, and/or causing movement of or to the body.

##### Section 8.2 Permitted Uses

The proposed text amendment would add Massage Parlors as a permitted use within all Business and Office Districts (see below). [Click here to view a full copy of the Zoning Resolution.](#)

| Type of Use     | Zoning District |          |          |          |     | Additional Regulations |
|-----------------|-----------------|----------|----------|----------|-----|------------------------|
|                 | B-1             | B-2      | B-3      | O-1      | I-1 |                        |
| Massage Therapy | <u>P</u>        | <u>P</u> | <u>P</u> | <u>P</u> |     | None Proposed          |

P=Permitted



# PLANNING & ZONING

---

Department: Planning & Zoning

Department  
Director: Michael Ionna, Director - Planning and Zoning

---

Resolution to Approve Zoning Case ZA2021-01 Changing The Zoning On The Site From R-4 And R-6 To PD-R To Allow For The Construction Of 68 Detached Single-Family Homes

Recommend ADOPTION of the Resolution.

Rationale:

The submitted request meets the finding required for the proposed Zone Change. A digital copy of the case file can be found online at: <https://www.colerain.org/454/Now-Pending>

**The Board of Trustees of Colerain Township, County of Hamilton, State of Ohio**, met in regular session at 7:00 p.m., on the 23<sup>rd</sup> day of March, 2021, at the Colerain Township Administration Building, 4200 Springdale Road, Cincinnati, Ohio, 45251, with the following members present:

Raj Rajagopal, Dan Unger, Matt Wahlert

Mr./Ms. \_\_\_\_\_ introduced the following resolution and moved its adoption:

**RESOLUTION NO. \_\_\_\_\_-21**

**Case No. ZA2021-01**

29.8 acre area located on the north side of Kemper Road approximately 1300 feet from where it intersects with Pippin Road.

**Approval of a Re-Zoning Request**

From R-4 (Suburban Residential) and R-6 Urban Residential to PD-R (Planned Development – Residential)

Parcel 510-0013-0009-00

WHEREAS, MI Homes of Cincinnati per Brad Austing on behalf of Kemper FL Holdings, LLC, has submitted an application for a Zone Map Amendment from R-4 (Suburban – Medium Residential District) and R-6 (Urban Residential District) to PD-R Planned Development Residential. The applicant proposes to construct 68 detached single-family homes in a planned community development, and,

WHEREAS, the Colerain Township Zoning Commission conducted its public hearing on the application on March 2<sup>nd</sup>, 2021, and after staff presentation, public comments, exhibits, and other materials submitted, voted 4-1 to recommend approval of the zoning request; and,

WHEREAS, the Colerain Township Board of Trustees conducted its public hearing on the case on March 23, 2021, and after consideration of the recommendation of the Zoning Commission, and all public comments, exhibits, and other materials submitted, which voted 4-1 to approve, subject to conditions, the application for the Zoning Map Amendment request from R-4 (Suburban – Medium Residential District) and R-6 (Urban Residential District) to PD-R (Planned Development Residential).

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Trustees of Colerain Township, Hamilton County, Ohio accepts the recommendation of the Colerain Township Zoning Commission for a Zoning Map Amendment and corresponding variation requests, and that the Board of Trustees does hereby approve the request for Parcel 510-0013-0009-00, subject to the following conditions:

- a. That the front façade of all dwellings contains an element of stone, brick, or other masonry unit.

- b. The minimum housing size shall be 1,400 square feet for one-story residential dwellings and 1,600 square feet for two-story residential dwellings.
- c. All homes shall feature a basement. Said basement shall not be considered part of the floor area established within Condition 2.
- d. That a plan for the intent and treatment of the open space areas be included within the Final Development Plan. Said plan shall address the manner in which the common open space will be developed or treated.
- e. That a community amenity be provided within the development. Such amenities may include, but are not limited to, a playground, provision of paved walking trails, or bike trails.
- f. That a Homeowners Association (HOA) be formed to manage and care for the common open space, retention ponds, fencing, and vegetative buffers.
- g. The maintenance of the vegetative buffers, fencing, and open space areas shown on the approved preliminary plan and final development plan shall be included and outlined within the HOA documents of Abbeytown Subdivision. Maintenance shall be conducted in a manner that promotes and fosters the intent of the buffer to screen the new development from existing adjacent development.
- h. That a street lighting district be set up for this development in accordance with the standards of Colerain Township.
- i. That a waiver be granted for the sidewalk connection along Kemper Road
- j. That future sale of the “panhandle” portion of the tract to adjacent property owners and only adjacent property owners to the east or west be permitted to occur as an Administrative Modification to the approved Development Plan.
- k. That the proposed development meets applicable standards and regulations for other development review agencies.

The Board of Trustees of Colerain Township, Hamilton County, Ohio approve the change in zoning on the site in question for the reason that the Zoning Map Amendment would be in the best interest of the Township and the health, safety, morals and welfare of the public, is consistent with the Colerain Township Comprehensive Plan previously adopted by the Township, and is in keeping with good land use planning; and,

BE IT FURTHER RESOLVED by the Board of Trustees of Colerain Township, Hamilton County, Ohio, as follows:

- 1. That a certified copy of this Resolution be directed by the Fiscal Officer of Colerain Township to the Hamilton County Recorder and the Colerain Township Zoning Inspector.
- 2. That it is hereby found and determined that all formal actions of this Board concerning and relating to the passage of this Resolution were taken in an open meeting of this Board, and that all deliberations of this Board and any of its committees that resulted in such formal action were taken in meetings open to the public, in compliance with all legal requirements including §121.22 of the Ohio Revised Code; and

3. That the Board by a majority vote hereby dispenses with the requirement that this Resolution be read on two separate days and hereby authorizes the adoption of the Resolution upon its first reading; and

4. That this Resolution shall be effective at the earliest date allowed by law.

Mr. \_\_\_\_\_ seconded the Resolution, and the roll being called upon the question of its adoption, the vote resulted as follows:

Vote Record: Mr. Rajagopal\_\_\_\_\_, Mr. Unger\_\_\_\_\_, Mr. Wahlert\_\_\_\_\_,

ADOPTED this 23<sup>rd</sup> day of March, 2021.

BOARD OF TRUSTEES:

\_\_\_\_\_  
Raj Rajagopal, Trustee

\_\_\_\_\_  
Dan Unger, Trustee

\_\_\_\_\_  
Matt Wahlert, Trustee

ATTEST:

\_\_\_\_\_  
Jeff Baker,  
Colerain Township Fiscal Officer

Resolution prepared by and approved as to form:

---

Lawrence E. Barbieri (0027106)  
5300 Socialville Foster Rd., Suite 200  
Mason, OH 45040 (513) 583-4200  
Colerain Township Law Director

### **AUTHENTICATION**

This is to certify that this Resolution was duly passed and filed with the Colerain Township Fiscal Officer this 23<sup>rd</sup> day of March, 2021.

---

Jeff Baker  
Colerain Township Fiscal Officer



# PLANNING & ZONING

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Department: Planning & Zoning

Department  
Director: Michael Ionna, Director - Planning and Zoning

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Resolution to Approve A Sidewalk Waiver Along Kemper Road

Recommend ADOPTION of the Resolution.

Rationale:

To approve the proposed sidewalk waiver.

Kemper Road Sidewalk Waiver – 1,010 Feet Along Kemper Road



**The Board of Trustees of Colerain Township, County of Hamilton, State of Ohio**, met in regular session at 7:00 p.m., on the 23<sup>rd</sup> day of March, 2021, at the Colerain Township Administration Building, 4200 Springdale Road, Cincinnati, Ohio, 45251, with the following members present:

Raj Rajagopal, Dan Unger, Matt Wahlert

Mr./Ms. \_\_\_\_\_ introduced the following resolution and moved its adoption:

**RESOLUTION NO. \_\_\_\_\_-21**

**RESOLUTION APPROVING APPLICATION FOR SIDEWALK WAIVER**

WHEREAS, on May 11, 1993, the Board of Trustees, by unanimous vote, approved a motion to require sidewalks in all new subdivisions; and

WHEREAS, on September 14, 1993, the Board of Trustees adopted, by Resolution, a "Plan for Sidewalks in Colerain Township" (the "Original 1993 Sidewalk Plan") which stated the specific Township policy that "Sidewalks should be installed on both sides of all public streets in Colerain Township prior to approval of any subdivision Record Plat. This requirement should be on all township, county, and state roads"; and

WHEREAS, the Board of Trustees supplemented and amended the Original 1993 Sidewalk Plan on March 14, 2006, via Resolution 13-06 in a number of ways including, and not limited to, allowing a developer to make a request to the Board of Trustees with respect to a waiver or relief from the requirements of the Township's Sidewalk Plan that would be determined on a case by case basis; and

WHEREAS, the Board of Trustees amended the Resolution 13-06 on August 9, 2016, via Resolution 40-16 in order to change the 80% requirement, to change the requirement for sidewalk block size, and to increase the overall fee;

WHEREAS, since adoption of the 2016 resolution, the total cost to construct and install a sidewalk block has increased from \$30 per lineal foot to \$75 per lineal foot;

WHEREAS, Brad Austing on behalf of MI Homes requests a waiver of 1,010 feet of the sidewalk at issue because it would run along a portion of Kemper Road where the sidewalk at issue would be dangerous and create safety issues for the public.

**NOW, THEREFORE, BE IT RESOLVED BY THE COLERAIN TOWNSHIP BOARD OF TRUSTEES, \_\_\_\_\_** members elected thereto concurring:

- a. Whether the proposed sidewalk would be unreasonably difficult or expensive to install because of the topography or other physical conditions at the site of the proposed installation.

- b. The degree required to which safety and public convenience would be improved if the required sidewalk were installed at the then current time, regardless of the difficulty or expense of installation.
  - c. The availability of other sidewalks across the roadway from the development for which the waiver, variance, or other relief is sought.
  - d. Whether there are other sidewalks or other pedestrian walkways in the vicinity of the proposed development to which the required sidewalk would likely connect in the foreseeable future by extension of sidewalks through the area (s) between the project site and the end of the existing sidewalk.
  - e. Any other objectives reason the Board may consider consistent with the goals and objectives set out in this resolution.
2. The Board finds that in considering that the aforementioned issues and evidence in this case that factors including, but not limited to, the reality that the placement of the sidewalk along the specific portion of the site fronting Kemper Road would create a safety issue to the public due to the posted speed of vehicular travel along Kemper Road as well as the built-form Kemper Road itself which creates visibility issues for both drivers and pedestrians. The Board also finds that the proposed pedestrian connection along Kemper Road through the Abbeytown Subdivision and Colerain Fire Station property to be sufficient as it removes pedestrian travel from a dangerous segment of Kemper Road and reconnects the pedestrian network back to Kemper Road at a safer location that provides high levels of visibility between pedestrians and vehicles.
  3. The Board pursuant to the Township's current Sidewalk Plan, the applicant shall deposit with the Township Fiscal Officer an amount of seventy-five thousand and seven hundred and fifty dollars (\$75,750.00) as calculated according to the following formula: *Deposit = total linear feet of sidewalk waived x 75.00/ft.* and that such monies shall be deposited by the Fiscal Officer in to the Township's "Sidewalk Fund" to be reserved and utilized by the Township according to the Sidewalk Plan.
  4. It is hereby found and determined that all formal action of the board concerning and relating to the passage of this Resolution were taken in an open meeting of this Board, and that all deliberation of this Board and any of its committees that resulted in the such formal action were taken in meeting open to the public, in compliance with all legal requirements including 121.22 of the Ohio Revised Code; and
  5. That the Board by a majority vote hereby dispenses with the requirement that this Resolution be read on two separate days, pursuant to Section 504.10 of the Ohio Revised Code, and hereby authorizes the adoption of the Resolution upon its first reading.
  6. This resolution shall take effect on the earliest date permitted by law.

Mr. \_\_\_\_\_ seconded the Resolution, and the roll being called upon the question of its adoption, the vote resulted as follows:

Vote Record: Mr. Rajagopal \_\_\_\_\_, Mr. Unger \_\_\_\_\_, Mr. Wahlert \_\_\_\_\_

APPROVED this 23<sup>rd</sup> day of March, 2021.

BOARD OF TRUSTEES:

\_\_\_\_\_  
Raj Rajagopal, Trustee

\_\_\_\_\_  
Dan Unger, Trustee

\_\_\_\_\_  
Matthew Wahlert, Trustee

ATTEST:

\_\_\_\_\_  
Jeff Baker,  
Colerain Township Fiscal Officer

Resolution prepared by and approved as to form:

---

Lawrence E. Barbieri (0027106)  
5300 Socialville Foster Rd., Suite 200  
Mason, OH 45040 (513) 583-4200  
Colerain Township Law Director

#### **AUTHENTICATION**

This is to certify that this Resolution was duly passed and filed with the Colerain Township Fiscal Officer this 23rd day of March, 2020.

---

Jeff Baker  
Colerain Township Fiscal Officer



## **Exhibit I**

### **Plan Components, Location and Format**

The components *Connect Colerain* include:

- Inventory and analysis of the existing system
- Analysis of sidewalk maintenance across the region
- Impact of system gaps
- Public input
- Prioritization of new sidewalk connections
- Recommendations for maintenance and sidewalk design
- Implementation and funding for recommendations

*Connect Colerain* is a digital plan. Digital plans are web based, meaning that they are housed by digital means, typically online. *Connection Colerain* will be located on the Colerain Township webpage (Colerain.org). The benefits of digital plans include the plan being accessible, innovative, interactive and visual. Connect Colerain features a number of interactive and informative features that would not be possible with a static elements that would not be possible without a digital plan format.

# PLANNING & ZONING

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Department: Planning & Zoning

Department  
Director: Michael Ionna, Director - Planning and Zoning

---

Resolution to Approve Zoning Case ZA2021-02 Changing The Zoning On The Site From R-7 To PD-B To Allow For The Construction Of A Parking Lot

Recommend ADOPTION of the Resolution.

Rationale:

The submitted request is consistent with the findings for approval. The entire case file is available for online viewing at: <https://www.colerain.org/454/Now-Pending>

**The Board of Trustees of Colerain Township, County of Hamilton, State of Ohio**, met in regular session at 7:00 p.m., on the 23<sup>rd</sup> day of March, 2021, at the Colerain Township Administration Building, 4200 Springdale Road, Cincinnati, Ohio, 45251, with the following members present:

Raj Rajagopal, Dan Unger, Matt Wahlert

Mr./Ms. \_\_\_\_\_ introduced the following resolution and moved its adoption:

**RESOLUTION NO. \_\_\_\_\_-21**

**Case No. ZA2021-02**

Approximate 0.14 acre area located approximately 235 feet north of the terminus of Clara Drive intersects with Pippin Road.

Approval of a Re-Zoning Request

From R-7 (Multi-Family) to PD-R (Planned Development – Residential)

WHEREAS, Colerain Township, Property Owner, has submitted an application for a Zone Map Amendment from R-4 (Suburban – Medium Residential District) and R-6 (Urban Residential District) to PD-R Planned Development Residential. The applicant proposes to construct 68 detached single-family homes in a planned community development, and,

WHEREAS, the Colerain Township Zoning Commission conducted its public hearing on the application on March 2<sup>nd</sup>, 2021, and after staff presentation, public comments, exhibits, and other materials submitted, voted 5-0 to recommend approval of the zoning request; and,

WHEREAS, the Colerain Township Board of Trustees conducted its public hearing on the case on March 23, 2021, and after consideration of the recommendation of the Zoning Commission, and all public comments, exhibits, and other materials submitted, which voted 5-0 to approve, subject to conditions, the application for the Zoning Map Amendment request from R-7 (Multi-Family) to PD-R (Planned Development Residential).

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Trustees of Colerain Township, Hamilton County, Ohio accepts the recommendation of the Colerain Township Zoning Commission for a Zoning Map Amendment and corresponding variation requests, and that the Board of Trustees does hereby approve the request for the site in question, subject to the following conditions:

- a. That sufficient fencing be provided to completely screen all vehicles located in the side and rear yard areas of the Colerain Crossings Shopping Center. Said fencing should be of high-quality materials and shall not consist of chain link, barbed wire or razor wire designs.

- b. That sufficient screening and landscaping be provided to completely screen all vehicles located in the side and rear yard areas of the Colerain Crossings. Said landscaping should be in excess of what is required within the Zoning Resolution.
- c. That the applicant properly care for the planted landscaping until it fully matures
- d. That the growth located from the surplus lot on the site until the terminus of the property line be cleared out.
- e. That additional landscape be provided throughout the park as necessary to mitigate any issues associated with the proposed construction of the off-street parking area.

The Board of Trustees of Colerain Township, Hamilton County, Ohio approve the change in zoning on the site in question for the reason that the Zoning Map Amendment would be in the best interest of the Township and the health, safety, morals and welfare of the public, is consistent with the Colerain Township Comprehensive Plan previously adopted by the Township, and is in keeping with good land use planning; and,

BE IT FURTHER RESOLVED by the Board of Trustees of Colerain Township, Hamilton County, Ohio, as follows:

- 1. That a certified copy of this Resolution be directed by the Fiscal Officer of Colerain Township to the Hamilton County Recorder and the Colerain Township Zoning Inspector.
- 2. That it is hereby found and determined that all formal actions of this Board concerning and relating to the passage of this Resolution were taken in an open meeting of this Board, and that all deliberations of this Board and any of its committees that resulted in such formal action were taken in meetings open to the public, in compliance with all legal requirements including §121.22 of the Ohio Revised Code; and
- 3. That the Board by a majority vote hereby dispenses with the requirement that this Resolution be read on two separate days and hereby authorizes the adoption of the Resolution upon its first reading; and
- 4. That this Resolution shall be effective at the earliest date allowed by law.

Mr. \_\_\_\_\_ seconded the Resolution, and the roll being called upon the question of its adoption, the vote resulted as follows:

Vote Record: Mr. Rajagopal\_\_\_\_\_, Mr. Unger\_\_\_\_\_, Mr. Wahlert\_\_\_\_\_,

ADOPTED this 23<sup>rd</sup> day of March, 2021.

BOARD OF TRUSTEES:

---

Raj Rajagopal, Trustee

---

Dan Unger, Trustee

---

Matt Wahlert, Trustee

ATTEST:

---

Jeff Baker,  
Colerain Township Fiscal Officer

Resolution prepared by and approved as to form:

---

Lawrence E. Barbieri (0027106)  
5300 Socialville Foster Rd., Suite 200  
Mason, OH 45040 (513) 583-4200  
Colerain Township Law Director

#### **AUTHENTICATION**

This is to certify that this Resolution was duly passed and filed with the Colerain Township Fiscal Officer this 23<sup>rd</sup> day of March, 2021.

---

Jeff Baker  
Colerain Township Fiscal Officer



# PLANNING & ZONING

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Department: Planning & Zoning

Department  
Director: Michael Ionna, Director - Planning and Zoning

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Resolution to Approve A Text Amendment To The Zoning Resolution Adding Regulations, Including Definitions, For Massage Therapy And Massage Parlors

Recommend ADOPTION of the Resolution.

Rationale:

In 2020, the Township Trustees instructed staff to explore additional zoning regulations related to massage therapy and massage parlors throughout Colerain Township. In consultation with other jurisdictions and after extensive research, the proposed zoning regulations should help to address the issues enumerated by the Board of Trustees. To view the case file online, please visit: [www.colerain.org/454/Now-Pending](http://www.colerain.org/454/Now-Pending)

**The Board of Trustees of Colerain Township, County of Hamilton, State of Ohio**, met in regular session at 7:00 p.m., on the 23<sup>rd</sup> day of March, 2021, at the Colerain Township Administration Building, 4200 Springdale Road, Cincinnati, Ohio, 45251, with the following members present:

Raj Rajagopal, Dan Unger, Matt Wahlert

Mr./Ms. \_\_\_\_\_ introduced the following resolution and moved its adoption:

**RESOLUTION NO. \_\_\_\_\_-21**

**RESOLUTION ADOPTING TEXT AMENDMENTS TO THE COLERAIN TOWNSHIP ZONING RESOLUTION ADDING REGULATIONS AND DEFINITIONS FOR MASSAGE PARLORS AND MASSAGE THERAPY**

WHEREAS, a proposed text amendment to Article 8.2 Permitted Business Uses and Article 16.2 Definitions to add definitions and regulations for Massage Parlors and Massage Therapy as was by Motion of the Colerain Board of Trustees and transmitted to the Colerain Zoning Commission; and

WHEREAS, the Colerain Township Zoning Commission conducted its public hearing on the application on March 2<sup>nd</sup>, 2021, and after staff presentation, public comments, exhibits, and other materials submitted, voted unanimously to recommend approval of the zoning request; and,

WHEREAS, the Colerain Township Board of Trustees conducted its public hearing on the case on March 23, 2021, and after consideration of the recommendation of the Zoning Commission, and all public comments, exhibits, and other materials submitted, which voted unanimously to approve the proposed text set out in **Exhibit A**.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Trustees of Colerain Township, Hamilton County, Ohio, that the Board does hereby adopt the Amendment to the Colerain Township Zoning Resolution attached hereto as **Exhibit A**; and

BE IT FURTHER RESOLVED by the Board of Trustees of Colerain Township, Hamilton County, Ohio, as follows:

1. The text amendment hereby adopted is in furtherance of the health, safety, morals and welfare of the public and the Township; and
2. That it is hereby found and determined that all formal actions of this Board concerning and relating to the passage of this Resolution were taken in an open meeting of this Board, and that all deliberations of this Board and of any of its committees that resulted in such formal action were taken in meetings open to the public, in compliance with all legal requirements including Section 121.22 of the Ohio Revised Code; and

3. That the Board by a majority vote hereby dispenses with the requirement that this Resolution be read on two separate days and hereby authorizes the adoption of the Resolution upon its first reading; and

4. That this Resolution shall be effective at the earliest date allowed by law.

Mr. \_\_\_\_\_ seconded the Resolution, and the roll being called upon the question of its adoption, the vote resulted as follows:

Vote Record: Mr. Rajagopal \_\_\_\_\_, Mr. Unger \_\_\_\_\_, Mr. Wahlert \_\_\_\_\_,

ADOPTED this 23<sup>rd</sup> day of March, 2021.

BOARD OF TRUSTEES:

\_\_\_\_\_  
Raj Rajagopal, Trustee

\_\_\_\_\_  
Dan Unger, Trustee

\_\_\_\_\_  
Matt Wahlert, Trustee

ATTEST:

\_\_\_\_\_  
Jeff Baker,  
Colerain Township Fiscal Officer

Resolution prepared by and approved as to form:

---

Lawrence E. Barbieri (0027106)  
5300 Socialville Foster Rd., Suite 200  
Mason, OH 45040 (513) 583-4200  
Colerain Township Law Director

#### **AUTHENTICATION**

This is to certify that this Resolution was duly passed and filed with the Colerain Township Fiscal Officer this 23<sup>rd</sup> day of March, 2021.

---

Jeff Baker  
Colerain Township Fiscal Officer

### General Attachment Notice:

For ease of viewing, only those portions of the Zoning Ordinance pertaining to the requests within the submitted application have been included within these attachments. The complete Zoning Resolution can be viewed online at: [www.colerain.org](http://www.colerain.org)

### ATTACHMENT A

Proposed Text Amendments to Colerain Township Zoning Resolution  
Words to be **deleted** are ~~[lined through]~~ - Words to be **added** are underlined

#### Article 16 Rules of Construction and Definitions

##### Section 16.2 Definitions

**Massage Parlor:** A sexually oriented business where for any form of consideration or gratuity, massage, alcohol rub, electric or magnetic treatments, or any other treatment or manipulation of the human body which occurs as part of or in connection with sexual activities set forth in ORC 2907.01.,(C), or where any person providing such treatment, manipulation, or service related thereto, exposes his or her specified anatomical areas as set forth in ORC 2907.01.,(H). Massage Parlors that meet this definition are not permitted in Colerain Township. The definition of sexually oriented businesses shall not include the practice of massage therapy, as defined herein this section.

**Massage Therapy:** The practice of massage, in any licensed hospital, by a licensed chiropractor, masseur or masseuse, or osteopath, by any nurse or technician working under the supervision of a licensed physician, surgeon, chiropractor or osteopath, by trainers for any amateur, semiprofessional or professional athlete or athletic team or school athletic program. Massage therapy is the scientific manipulation of the soft tissues of the body for the purpose of normalizing those tissues and consists of manual techniques that include applying fixed or movable pressure, holding, and/or causing movement of or to the body.

##### Section 8.2 Permitted Uses

The proposed text amendment would add Massage Parlors as a permitted use within all Business and Office Districts (see below). [Click here to view a full copy of the Zoning Resolution.](#)

| Type of Use     | Zoning District |          |          |          |     | Additional Regulations |
|-----------------|-----------------|----------|----------|----------|-----|------------------------|
|                 | B-1             | B-2      | B-3      | O-1      | I-1 |                        |
| Massage Therapy | <u>P</u>        | <u>P</u> | <u>P</u> | <u>P</u> |     | None Proposed          |

P=Permitted