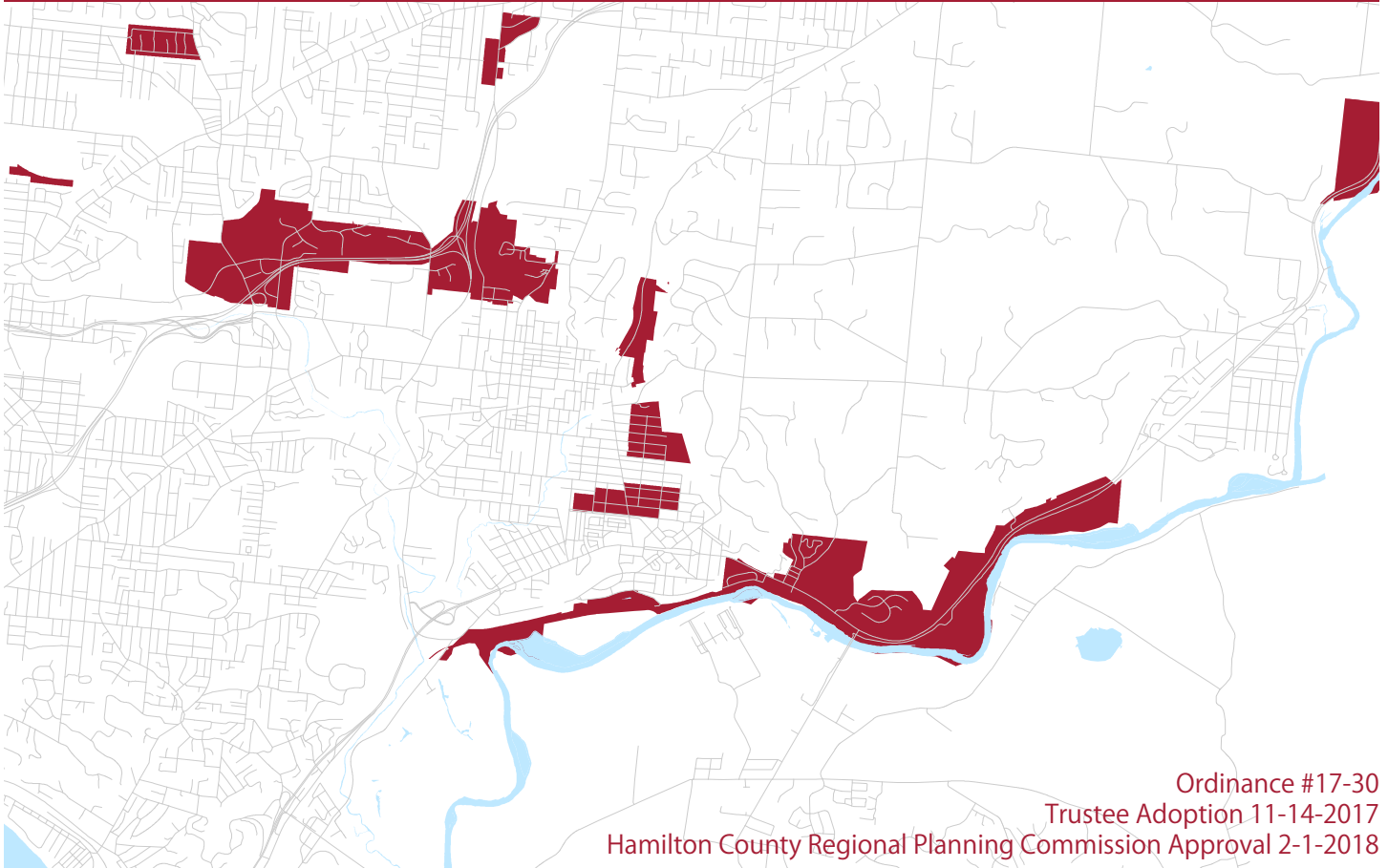


Columbia Township, Ohio

2017 Comprehensive Plan



ACKNOWLEDGMENTS

STAKEHOLDER COMMITTEE

Bill Brinkman
Maria Carver
Ernie Corvi
Dawn Freudenberg
Brian Lamar
Linnea Lose
Allen Miller
Jerry Reicher
Scot Sizer
Bob Slattery
Bobbie Slattery
Nate Standeford
Barry Strum
Wendy Tomczak
Jim Woodall
Chris Zimmerman

ELECTED OFFICIALS

David Kubicki
Susan Hughes
Chris Kritikos
Caroline Heekin

TOWNSHIP ADMINISTRATOR

C. Michael Lemon

CONSULTANT

McBrideDALE
CLARION

5721 Dragon Way Ste 300
Cincinnati, OH 45227
(513) 561-6232
www.mcbridedale.com



5686 Kenwood Road
Cincinnati, OH 45227
(513) 561-6046
www.columbiatwp.org

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INTRODUCTION

A comprehensive plan is a long-term visionary document that analyzes existing conditions in order to project future trends. The 2017 Columbia Township Comprehensive Plan is an instrument to help guide future development that reflects the community's vision and goals. This Plan will take a look at Columbia Township's existing conditions including demographics, environmental inventory and analysis, community facilities, infrastructure, business, economic development, utilities, and transportation in order to provide broad policies and implementation strategies that will shape future development within the Township.



BACKGROUND

Columbia Township is one of twelve Townships in Hamilton County. At one time Columbia Township was one of the largest Townships in the region in terms of land area. Due to annexations and incorporations, the Township has been reduced to nine "islands" of unincorporated land surrounded by municipalities. Columbia Township now encompasses approximately 2.5 square miles, making it one of the smallest Townships in terms of land area. The nine islands are surrounded by the following jurisdictions: Cincinnati, Norwood, Golf Manor, Amberley Village, Silverton, Madeira, Mariemont, Fairfax, Indian Hill, Terrace Park, Milford, Sycamore Township, Anderson Township, and Symmes Township.

The Township adopted its first comprehensive plan in 2005. This plan was an in-depth analysis of the Township, taking a detailed look into existing conditions and trends. It was intended to provide goals and strategies to refocus development efforts in the business districts and encourage sustainable development practices in both the commercial and residential areas.

An update of the 2005 plan was conducted in 2011 to reflect the Township's accomplishments and to reset the community's vision following the economic downturn. Although the plan update restructured many of the goals and strategies, much of the original 2005 data was still applicable and referenced in this plan update.

The 2017 Columbia Township Comprehensive Plan is a strategic update of the 2011 Plan. This update focused on modernizing the Plan's recommendations based on current development trends and policies, recent transportation developments, and community input. The 2017 update was accomplished through vital collaboration with Township officials and members of the community. A stakeholder committee was enacted to guide the planning process. The committee was composed of business owners and residents who provided input throughout the entire update process to maintain the community's vision.

The Township has not experienced significant demographic, land use or infrastructure changes since the original 2005 Plan. As that was the community's first comprehensive plan, it includes a more in-depth analysis of the Township's existing conditions and overall vision. This document should be used in conjunction with the Township's previous planning efforts as applicable.

PLANNING PROCESS

The planning process included members of the community coming together to collaborate thoughts and ideas about the future development and preservation of the Township. There were five Steering Committee meetings throughout the planning process, which is summarized below.

PROCESS HIGHLIGHT

1. The Township established a Stakeholder Committee to ensure there was a broad representation of the community included in the planning process including residents and business owners.
2. The first meeting was to establish the expectations of the committee and to provide information about comprehensive plans, and the planning process.
3. The second Steering Committee meeting was to review the Township's existing conditions and goals.
4. The third meeting was to discuss the focus areas and their recommendations as well as continuing to complete the goals and strategies of the plan.
5. The fourth meeting was to review and discuss vision statements. This included the overall vision for the Township and specific vision statements for each of the focus areas.
6. The first draft of the plan was reviewed by the Township Administrator for feedback and comments.
7. The Public Review draft was then reviewed by the Steering Committee for feedback at the fifth meeting and published online to solicit feedback from the greater community.
8. After the final edits were made, the plan entered into the formal adoption process through the Hamilton County Planning and Zoning Commission and the Township Trustees.





Collaboration and community input is a crucial component in the planning process. It ensures future development and planning reflect the vision and goals of the community. The Steering Committee meetings and discussions lead to the creation of the Columbia Township vision statement which states:

COLUMBIA TOWNSHIP VISION

The Township is a small urban unincorporated area of Hamilton County intertwined with surrounding jurisdictions which boasts proud stable neighborhoods, established business and commercial areas, and regional activity centers for work and play. The Township endeavors to continually provide quality services to the residents and business owners while working to keep the costs of services low by exploring best practices and researching opportunities.

The map displays the geographical context of Columbia Township, Ohio. It is situated within Hamilton County, which is shaded in light gray. To the west and south of Hamilton County is the City of Cincinnati, shown in a darker gray. To the east is Clermont County, shaded in light yellow. The map highlights Columbia Township in blue. Major roads are shown as red lines, including Interstates 74, 75, and 71, and State Routes 275, 32, and 125. Rivers and streams are depicted in light blue. A legend in the bottom right corner defines the symbols used: Columbia Township (blue), City of Cincinnati (dark gray), Hamilton County (light gray), Clermont County (light yellow), Rivers and Streams (light blue), Civil Boundaries (dashed line), and Major Roads (red line). A scale bar at the bottom indicates distances from 0 to 8 miles, and a north arrow is located in the bottom right corner.

EXISTING CONDITIONS

A key component of any comprehensive plan should be an understanding of how the community has developed and how the community will continue to grow. This Chapter analyzes Columbia Township's current trends and conditions to provide a general analysis and understanding of how the Township has evolved. This examination will serve as guidance for future development.



The Existing Conditions chapter covers a range of topics including demographic trends and forces, environmental assets, community facilities, infrastructure, and the existing trail and sidewalk network. These topics paint a comprehensive picture of the elements that shape the Township. These factors contribute a significant role in the future land use plan, goals, strategies, and implementation strategies.

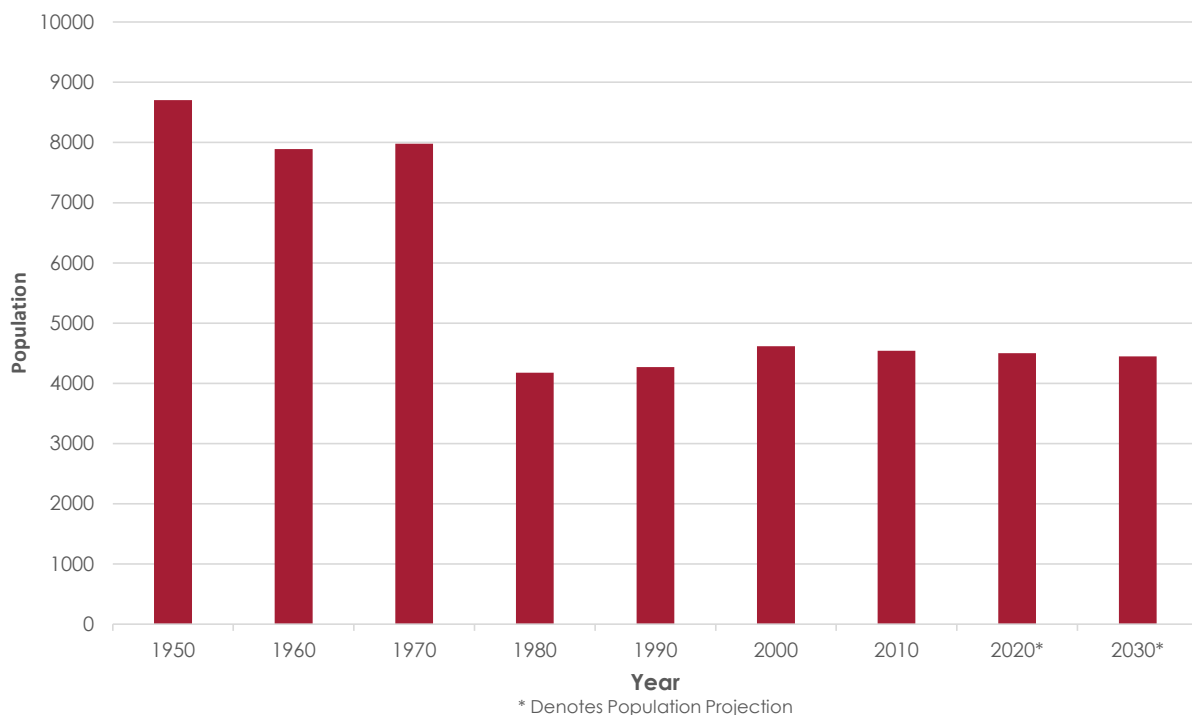
Some of the Township's conditions and trends have not experienced major changes since the original 2005 comprehensive plan and analysis. Those specific conditions have been noted throughout this chapter by summaries and incorporated by references. For further, detailed analysis please refer the original 2005 plan which can be found on the Columbia Township website.

DEMOGRAPHIC DATA



Columbia Township's population in 1950 was 8,702 people. After decades of annexations, the Township was reduced to 4,179 residents by 1980. Since 1980 the Township experienced slight increases in population as the number of residents grew to 4,269 by 1990 and 4,619 by 2000.

In 2010, Columbia Township's population was 4,532 according to the US Census. The population has decreased by 2% since 2000. Significant changes in the Township's population are not projected for the long term. The US Census' 2015 estimates for the Township's population show minimal increases in population, with a total population of 4,540.



Population 1950-2030

ENVIRONMENTAL INVENTORY AND ANALYSIS

The environmental inventory and analysis is an evaluation to highlight areas suitable and unsuitable for development based on topography and slope, soils, wetlands, and flood zones and aquifers. The analysis and resulting conclusions which were conducted in 2005 are still relevant; therefore that document has been incorporated into this report by reference. The information and data presented in the 2005 environmental inventory and analysis were considered in the preparation of the goals and strategies of the plan update.

COMMUNITY FACILITIES & SERVICES

- **GOVERNMENT BUILDINGS-** Columbia Township's municipal building is located at 5686 Kenwood Road and is home to the Township's administrative services. The Township administration is responsible for Township employees, financial budgeting and policy enforcement. The municipal building is also home to the Township's Maintenance Department.
- **SCHOOLS –** Columbia Township is currently served by three public school districts: Cincinnati Public Schools, Indian Hill Exempted Village Schools and Mariemont City Schools.
- **STREET SERVICES –** Of the 83 roads within the Columbia Township boundary, 61 are maintained by the Township. The Township provides street signage, street sweeping and repairs, streetscaping, tree trimming, brush and leaf pick up, and snow removal on Township roads.
- **POLICE SERVICES –** Columbia Township policing is provided by The Hamilton County Sheriff's Office. There are no police stations, or sub stations of Sheriff's office within the Township.
- **FIRE/LIFE SERVICES –** There are three fire and emergency medical services currently servicing the Township: Little Miami Joint Fire District, Golf Manor and the Deer Park-Silverton Joint Fire District. Most of the responsibilities fall on the Little Miami Joint Fire District, but a great deal of coordination is required to service the entire Township
- **PARKS AND RECREATION –** Existing parks and green space within or adjacent to Columbia Township lack easy access or have minimal levels of recreation opportunities. There is potential for neighborhood parks or pocket parks to be incorporated into redevelopment or new development projects. Expanding the existing network of bicycle and pedestrian paths and trails could strengthen the connections to parks within the Township and in adjacent communities.
- **OTHER SERVICES-** Other services provided by the Township include, but are not limited to waste collection, recycling, leaf compost, and arborist advisory services.



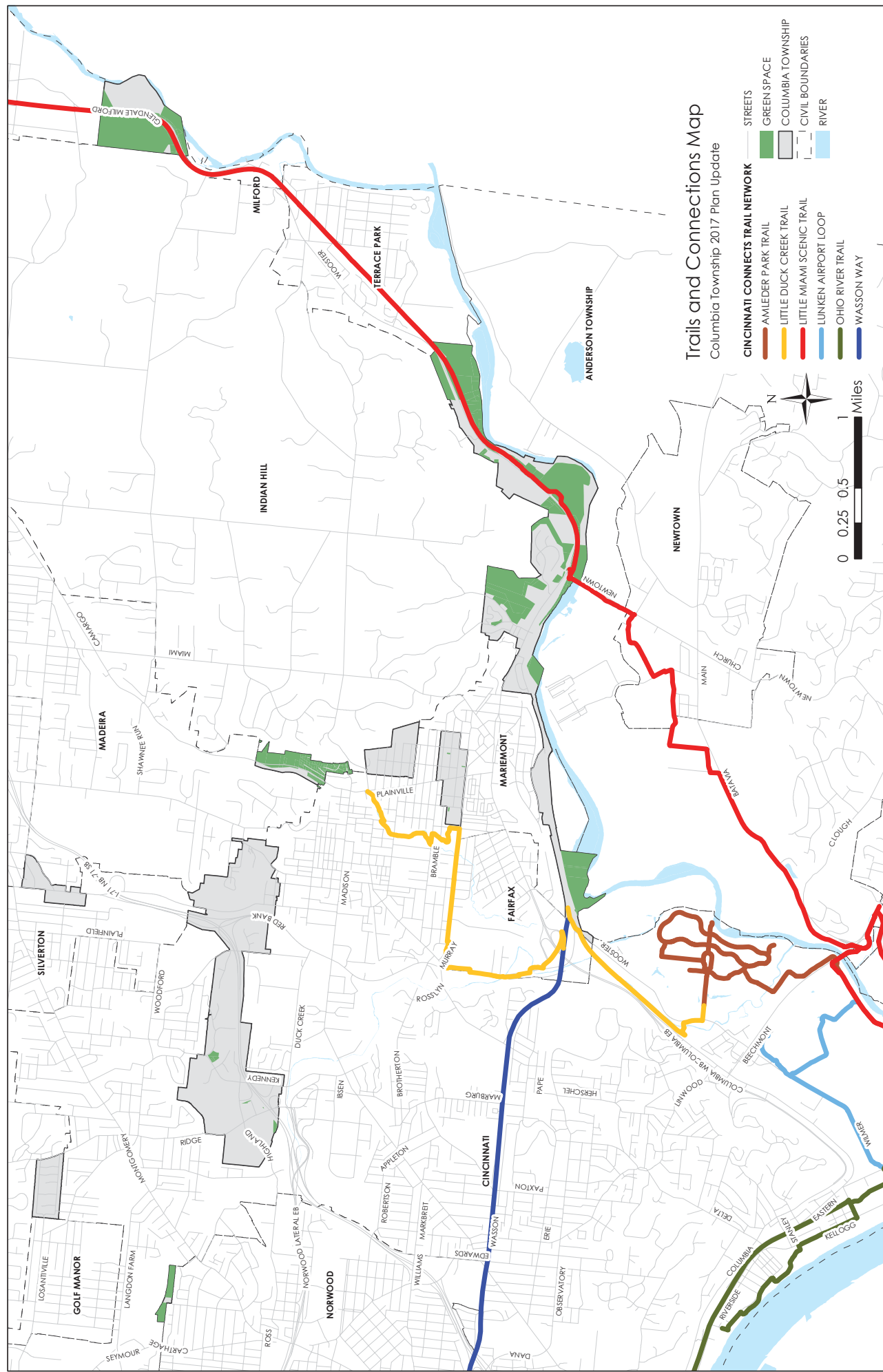
TRAILS AND PEDESTRIAN CONNECTIVITY

Due to the Township's unique makeup, connectivity between the Township's "islands" is important from a vehicular and a pedestrian/bicyclist mindset. The following map, on page 9, illustrates the existing Cincinnati Connects Trail Network. This network does not include sidewalks - only dedicated multi-use trails (paved paths, separated from motor vehicle traffic, and dedicated to non-motorized travelers including walkers, runners, and bicyclists). The Cincinnati Connects Trail Network is a project by Green Umbrella Regional Sustainability Alliance to create a trail loop that links multiple trails around the Cincinnati area. For more information on this effort visit their website at www.greenumbrella.org.

Columbia Township sits on the northeastern edge of the Cincinnati Connects loop, in between the Little Duck Creek Trail and The Little Miami Trail. Currently, the Little Duck Creek Trail only reaches the Township in two locations: Settle Street near the Plainville Road Business District and Wooster Road south of the Village of Fairfax. A trail connection to the eastern edge of Columbia Township can provide stronger accessibility to the Township and surrounding jurisdictions.

The Township is also served by an existing sidewalk network. This network, though extensive, is not complete as there are areas of the Township where sidewalk connections have not yet been made or where the sidewalk is only on one side of the road. Importance should be placed on making these connections within the business districts, and from residential neighborhoods to services and destinations.





INFRASTRUCTURE, UTILITIES, AND TRANSPORTATION

A majority of the Township is adequately provided with sanitary sewer, water, electric, and natural gas services. Based on existing data there is generally enough capacity to service the Township now and in the future from the local utility providers which include, but is not limited to, Metropolitan Sewer District (MSD), Cincinnati Water Works (CWW), and Duke Energy.

With Columbia Township being mostly built-out, maintenance and replacement of aging infrastructure is important, and requires coordination with service providers and property owners. Aging utility infrastructure can have a detrimental impact on residential and business properties if investments are not made for replacement and maintenance.

There are also areas of the Township where utility services are lacking. The “Old Plainville” portion of the Wooster Pike Corridor - the properties north of Wooster Pike surrounded by Orchard Street, Elm Street, Spring Street, and Walton Creek Road - do not have sanitary sewer or natural gas service. New development in this area will require upgrades and adequate connections to these utilities.

Columbia Township's road network serves as the main transportation routes to surrounding areas and therefore their upkeep is crucial to withstand heavy traffic volumes. The roadway network in Columbia Township is maintained by three different agencies. Interstates and state routes are controlled by the Ohio Department of Transportation, which includes I-71 and Wooster Pike (US-50). The Hamilton County Engineer maintains major arterial roads in the Township – such as Ridge Avenue and Highland Avenue. The Township is responsible for the maintenance of local roads, which represent approximately 73% of the roads within the Township.

TRAFFIC COUNTS

Several of the main transportation corridors in Columbia Township experience high traffic volumes. High volumes can be a benefit – businesses are attracted to corridors with high volumes of vehicles. It can also be a detriment – too much traffic results in congestion and reduces quality of life for residents. The following are the available average daily traffic counts for major transportation routes in the Township:

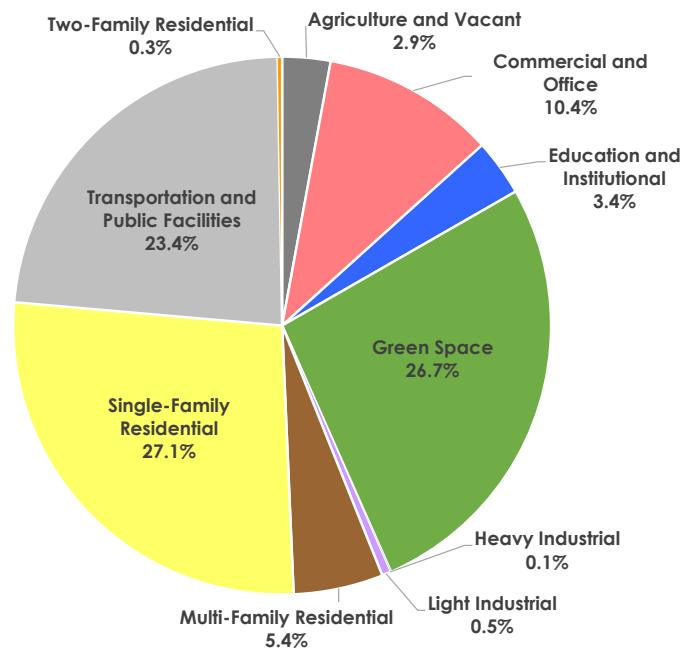
- US 50 just west of the intersection of Miami Run – 21,777 trips (ODOT 2016)
- US 50 at the intersection of Newtown Road – 20,393 trips (Hamilton County 2017)
- Plainville Road just south of Windward Street – 15,019 trips (ODOT 2016)
- Ridge Avenue at the intersection of Burlington Coats Driveway/Speedway SuperAmerica Driveway – 26,604 trips (Hamilton County 2014)
- The intersection of Highland Avenue, Kennedy Avenue, and Lucile Drive – 17,441 trips (Hamilton County 2017)
- The intersection of Ridge Avenue at Highland Avenue – 38,504 trips (Hamilton County 2017)
- Interstate 71 at Ridge Avenue – 119,141 trips (ODOT 2016)
- Interstate 71 at Red Bank Road – 141,546 trips (ODOT 2016)

EXISTING LAND USE

Evaluating and understanding the Township's current trends and conditions are valuable for planning future development. Looking at existing land use conditions help recognize where the Township is thriving and where the Township needs to implement strategies to address any current or potential problems.

The existing land use map was created using data from the Hamilton County Auditor, Hamilton County Regional Planning Commission, and the previous plans. There are nine land use categories. The map is parcel specific and shows the current use of all properties.

The Existing Land Use Map and graphics indicate that the Township is primarily built-out. With a limited amount of vacant space, the Township should focus on attracting infill development and redevelopment of underutilized areas. This is also important due to the Township's composition of mostly green space, single-family residential, and transportation/public facilities (totaling 77.2%). The Township has limited land dedicated to commercial and office uses (10.4% of total acreage). Therefore, focus should be given to maximizing the potential of the business districts by promoting intensification and redevelopment opportunities.



Existing Land Use	Parcel Count	Acres	% of Total Acreage
Single-Family Residential	1,964	476.02	27.1%
Green Space	293	469.07	26.7%
Transportation and Public Facilities	255	410.79	23.4%
Commercial and Office	223	183.30	10.4%
Multi-Family Residential	56	94.81	5.4%
Education and Institutional	18	59.60	3.4%
Agriculture and Vacant	19	50.93	2.9%
Light Industrial	12	8.65	0.5%
Two-Family Residential	28	4.59	0.3%
Heavy Industrial	1	1.40	0.1%
Total	2,869	1,759.15	100%

Existing Land Use Distribution Chart and Table



GOALS AND STRATEGIES

The Goals and Strategies outlined in this Plan provide a framework for the Township to achieve its desired vision. The strategies should help guide development decisions and budget allocations. Preparation of the goals and strategies involved a detailed review and assessment of the Township's existing conditions, previous goals, and community input.

Seven goal themes are presented. Each one covers a different topic that is of particular interest to the residents and business community of the Township. The themes are:

- Economic development;
- Business districts;
- Transportation and connectivity;
- Public facilities and sustainability;
- Image and identity;
- Neighborhood preservation; and
- Parks, recreation, and natural resources.

For each theme a goal, strategy and implementation tactic are identified. The implementation tactics should be used as tools to achieve the goals and strategies. These terms are defined below.

- **GOAL** - An end state or target that the Township will try to achieve over the long term.
- **STRATEGY** - How the community wants to address an issue to achieve a desired goal.
- **IMPLEMENTATION TACTIC** - Recommended actions to achieve the strategy.



ECONOMIC DEVELOPMENT

Goal: Appropriate economic development initiatives will be created to attract a mix of business that expands the tax base for the Township.

Strategy: Prepare for and guide future development and redevelopment opportunities.

Implementation Tactics:

- Work with Hamilton County Development Corporation (HCDC) and similar Economic Development Organizations to provide an inventory of available buildings and lots in the Township's commercial and neighborhood areas to identify sites for new business and redevelopment of underutilized properties.
- Market available land, underutilized buildings, and Township qualities to prospective developers and businesses.
- Develop a strategic marketing plan for the Township that encourages local entrepreneurship that will flourish in commercial areas.
- Maintain communication links between the Township and businesses.
- Work with telecommunication service providers to assure that the Township is able to offer businesses "state of the art" telecommunication infrastructure.
- Promote the positive attributes of the community to prospective businesses both locally and regionally.
- Encourage continuous investment in transportation infrastructure to promote economic development within the Township.

Strategy: Recruit high quality development and businesses (i.e. medical, office/corporate headquarters, and high-tech/technology uses, etc.) to the Township.

Implementation Tactics:

- Utilize economic development tools available to the Township to acquire and assemble key parcels.
- Encourage proposals to redevelop key areas and work with the development community on redevelopment projects.
- Encourage public/private partnerships to attract new businesses.
- Discourage development projects that will strain Township resources.

BUSINESS DISTRICTS

Goal: Commercial redevelopment will be promoted within the existing business districts.

Strategy: Encourage public and private investments in commercial districts.

Implementation Tactics:

- Use development and business incentive mechanisms, such as Tax Incremental Financing (TIF), to fund streetscape, roadway, pedestrian, and other infrastructure improvements as a catalyst for business redevelopment.
- Investigate funding opportunities from the federal government, state, or local sources for the purchase, demolition, clean up, and/or remediation of vacant properties.
- Investigate the use of new abatements or other incentives to increase the attractiveness of Columbia Township in the competitive marketplace (Economic Development tools are further explained in the Implementation chapter).
- Enhance the Special Public Interest (SPI) District design standards so they align with the recommendations set forth in this comprehensive plan.
- Promote the uniqueness of each of the business districts.
- Foster and support redevelopment opportunities in the Focus Areas: Ridge and Highland, Wooster Pike, and Plainville Road/Madison Place South.

SPI DISTRICTS

Special Public Interest (SPI) Districts are intended to provide supplemental regulations or standards that may either relax or restrict the “base” zoning in a specific location in order to guide development. Columbia Township follows the regulations set forth in Chapter 8 of the Hamilton County Zoning Resolution.

Columbia Township has three areas that abide by SPI District regulations:

- Ridge and Highland Suburban Center District Principles: SPI-SC 2006-08
- Wooster Pike Suburban Corridor District Principles: SPI-SC 98-1
- Plainville Road Suburban Corridor District Principles: SPI-SC 2006-03

Please refer to the specific Focus Area recommendations set forth in the Future Land Use chapter of this plan for additional information.

TRANSPORTATION AND CONNECTIVITY

Goal: An effective transportation system will be provided and maintained to ensure healthy, safe, and efficient movement through the Township.

Strategy: Encourage continuous investment in transportation infrastructure to promote economic development within the Township.

Implementation Tactics:

- Research locations for transit/transportation hubs to encourage job creation.
- Research and apply for grants and loans from Ohio Public Works Commission (OWPC) and similar organizations.

Strategy: Prioritize pedestrian and non-vehicular access throughout the Township.

Implementation Tactics:

- Develop and maintain a current map indicating sidewalks and streets that should be repaired and improved and prioritize such improvements.
- Adopt a complete streets policy defining requirements for street and sidewalk improvements. Share the importance of the improvements with the residents of the Township.
- Improve pedestrian crossings that can also serve as beautification opportunities.
- Promote design standards requiring all new development to provide sidewalks or pedestrian/ bicycle access paths at the time of permit approval.

Strategy: Encourage the connection and development of multi-use paths and trails throughout the Township.

Implementation Tactics:

- Coordinate with local agencies to create and maintain a regional trails and facilities map to identify ideal connections to existing trails and proposed routes.
- Provide pedestrian and non-vehicular paved connections between Township areas and existing and proposed bike/hike trails.



PUBLIC UTILITIES, INFRASTRUCTURE, AND SUSTAINABILITY

Goal: Public utilities infrastructure and associated services will be provided at a sustainable level of service to foster economic development and maintain or improve the quality of life of residents.

Strategy: Promote sustainability in the design and maintenance of utilities, infrastructure, and services provided by the Township and utility providers.

Implementation Tactics:

- Pursue incentives for the potential use of alternative fuel vehicles for Township, police cruisers, and/ or fire and EMS vehicles.
- Work with local utility providers or other community agencies (e.g., Greater Cincinnati Energy Alliance) to identify ways to improve energy efficiency in homes, businesses, and institutional uses throughout the Township.
- Work with utility providers (e.g., Duke, MSD, CWW) to upgrade metering hardware and other technologies to improve energy efficiency.
- Establish funding/assessment districts for energy efficiency upgrades for current homeowners.
- Work with “green initiative” and sustainability organizations to obtain “test site” status for the Township to test local and national sustainability projects.
- Consider coordination and collaborations with surrounding jurisdictions for safety services to keep costs low for residents. Continue to find ways to share services and equipment with other governmental agencies to reduce overall costs of improvements or projects.
- Promote available incentives for LEED/sustainable development designs.

Strategy: Identify funding opportunities for infrastructure, utility, and Township service projects.

Implementation Tactics:

- Investigate a range of funding mechanisms, including assessment fees and taxing districts, to help fund infrastructure projects such as sewer service and storm water systems.
- Partner with regional organizations that share common goals for improved efficiency and sustainability, to create programs or incentives that improve the quality of life.
- Obtain grants and incentives to be used to relocate existing and future utilities underground and reinforce the image of the Township when possible.

Strategy: Create a stormwater management plan for specific areas of the Township.

Implementation Tactics:

- Create and adopt standards for stormwater management that new construction projects must adhere to.
- Identify stormwater issues in the existing framework and work towards potential remedies of existing issues.
- Install new curbing or other stormwater management tools where needed to alleviate flooding problems and manage stormwater in a sustainable manner.

IMAGE AND IDENTITY

Goal: The Township image, brand, and identity will be used to promote the quality of life offered in the community.

Strategy: Strengthen the Township identity, image and vision through physical design standards, marketing, and cultural events and activities.

Implementation Tactics:

- Define Township boundaries with new signage or stone monuments.
- Utilize gateway features to promote the Township.
- Beautify corridors with underground utilities, street trees and landscaping, new streetlights, street furniture, and paving materials.
- Promote the use of Township identification on new/existing signage for developments (i.e., "...a part/community of Columbia Township").
- Design a marketing plan and brochure for prospective businesses and developers highlighting the positive aspects of the Township, such as: high customer base, socially and economically diverse community, and availability of land.



NEIGHBORHOOD PRESERVATION

Goal: The quality of residential neighborhoods will be maintained, improved, and protected as desirable places to live.

Strategy: Conserve existing residential neighborhoods and districts.

Implementation Tactics:

- Promote the organization of neighborhood groups to further advocate for neighborhood preservation, enhancement, and safety.
- Adopt regulations to ensure site design for infill development is compatible with surrounding neighborhoods.

Strategy: Provide incentives for neighborhood reinvestment.

Implementation Tactics:

- Fund home improvement assistance to upgrade existing owner and rental housing stock.
- Establish incentives for infill development.
- Create a fund to obtain dilapidated, vacant, or foreclosed properties and establish rehabilitation programs for such properties.
- Determine if the Township can utilize neighborhood stabilization funds.

Strategy: Encourage neighborhood/resident engagement.

Implementation Tactics:

- Use resources such as the Township website, Nextdoor, or Facebook, to promote Township events and activities throughout the community.
- Continue to utilize the Columbia Township newsletter and events page.
- Research opportunities for additional community events within the Township such as farmer's markets, community garage sales, community clean-up days, or other similar activities to help bring the community together.



PARKS, RECREATION, AND NATURAL RESOURCES

Goal: Natural resources will be protected and opportunities for quality parks and recreation facilities will be provided for Township residents and visitors.

Strategy: Develop new parks, links to trails, and other enhanced recreational opportunities.

Implementation Tactics:

- Pursue state, federal, and private grants to acquire and improve parks and recreation facilities.
- Create opportunities for active (e.g., ball fields and playgrounds) and passive (e.g., gardens, observatories, and walking paths) recreational uses.
- Develop detailed plans identifying sites for future neighborhood parks.

Strategy: Preserve the Township's natural resources.

Implementation Tactics:

- Protect natural amenities such as wooded areas, creeks, and hilly terrain in new development through innovative development regulations and design.
- Encourage sensitive development that protects and enhances an area's natural features.
- Establish zoning or other development regulations to protect groundwater and surface water sources from flood and storm related pollution.
- Establish zoning or other development regulations to protect sensitive areas, such as wooded areas, major drainage ways, and areas of steep topographic relief.

Strategy: Establish neighborhood parks within 0.25 to 0.5 miles from neighborhoods.

Implementation Tactics:

- Create programs that provide the Township with funding to obtain foreclosed or abandoned properties for the creation of neighborhood parks.
- Encourage pocket park developments.



FUTURE LAND USE

It is important for a comprehensive plan to reflect the vision of the community for future development. The Future Land Use Plan serves as the long range vision for the development of the community. It expresses where the Township wants to make a change from the existing condition and where existing land uses should be preserved.

FUTURE LAND USE CATEGORIES

Future land use designations are not the same as zoning districts or regulations. Zoning is the legislative ordinance that is used to regulate development. The Future Land Use Plan should be used as a tool for the Township when new development or redevelopment projects are proposed. Such projects should be evaluated against this plan to determine if they are consistent or if the proposal does not align with the visions and recommendations of this plan.

The Future Land Use Plan map illustrates eleven land use categories. Each category is further described following the map. The Land Use categories are:

- Moderate Density Detached Residential
- Medium Density Residential
- High Density Residential
- Multi-Family Residential
- Commercial Corridor
- Regional Commercial Center
- Neighborhood Business Corridor
- Office - Residential Corridor
- Educational and Institutional
- Green Space/ Stormwater Management
- Public Utilities





MODERATE DENSITY DETACHED RESIDENTIAL

Single-family, detached dwellings with an average lot size of approximately 0.25 to 0.5 acres.



MEDIUM DENSITY RESIDENTIAL

Single-family, detached dwellings with an average lot size of approximately 0.15 to 0.25 acres.



HIGH DENSITY RESIDENTIAL

Single-family, two-family, three-family, and townhouse residential dwellings with lot sizes of approximately 6,000 sf per dwelling unit.



MULTI-FAMILY RESIDENTIAL

Includes apartments and other residential buildings where units are next to or stacked on top of one another.



COMMERCIAL CORRIDOR

Combines a mixture of uses with low to high intensities of community and regional oriented retail, service, and office uses. These uses will typically be located in areas with higher volumes of traffic. If residential uses are present along the corridor, they should consist of higher density, mixed use and multi-family residential.



REGIONAL COMMERCIAL CENTER

High intensity regional retail, office, service and residential districts. Medical services, laboratories, and technological uses will be encouraged, along with high-tech light industrial uses. Residential uses should be high-density mixed use, with related compatible uses.



NEIGHBORHOOD BUSINESS CORRIDOR

Low intensity mixed use retail, service, office and residential uses that are neighborhood-oriented and provide a smooth transition from retail and service development to the adjacent residential neighborhoods.



OFFICE - RESIDENTIAL CORRIDOR

Areas comprised of low rise office buildings and medium density residential uses that may be mixed either horizontally or vertically.



EDUCATIONAL AND INSTITUTIONAL

Includes uses such as educational, institutional and religious places of worship. Buffering should be provided around such uses to protect the adjacent residential neighborhoods.



GREEN SPACE/ STORMWATER MANAGEMENT

Areas designated for preservation of open space and green space in order to protect wildlife habitat and to reduce stormwater runoff.



PUBLIC UTILITIES

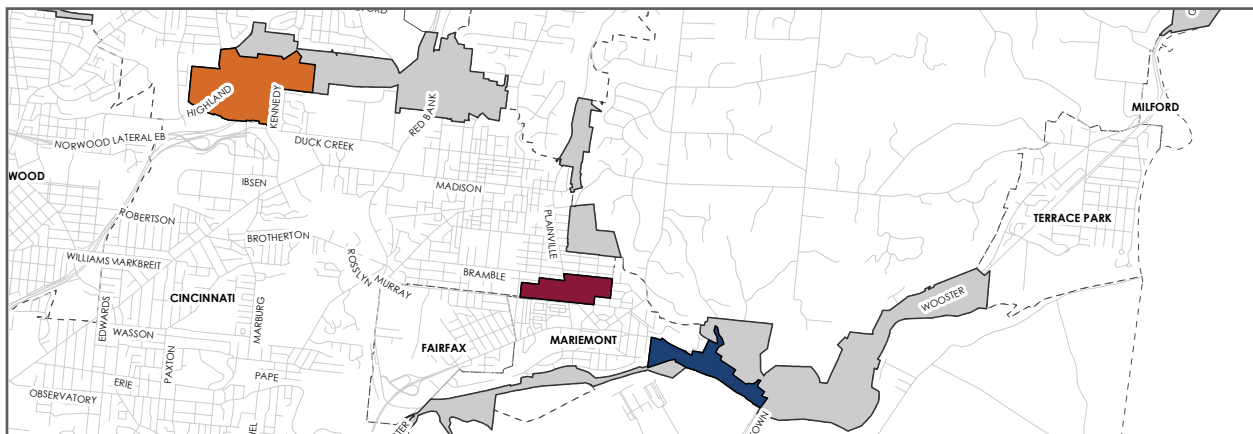
Consists of roadways, railroad lines, and other public utilities.

FOCUS AREAS

Columbia Township has three distinct business districts. Each district has a unique makeup and set of circumstances that require individual attention and district-specific recommendations that can guide redevelopment efforts. As Columbia Township evolved into nine “islands,” the need for strong business districts are crucial to its economic stability and longevity. Therefore, each of the three business districts are highlighted as a “focus area” in this plan. Each focus area includes unique recommendations for potential redevelopment areas, access and transportation improvements, and image and identity enhancements to bolster the business districts. The purpose of each focus area plan is to stimulate the development potential of key properties which benefits the community overall.

The focus areas are:

- **RIDGE AND HIGHLAND** – This area contains the properties around the intersection of Ridge Road and Highland Avenue. This area also contains the properties in the Township along Kennedy Avenue and the properties along Lucille Drive, Monardi Circle, and Kenoak Lane.
- **WOOSTER PIKE** – This area contains properties fronting on Wooster Pike (US Route 50) from the Mariemont incorporation line to the Wooster Pike/Newtown Road intersection. This also includes properties between Elm Street and Orchard Street, the Mariemont Players Building, and the park along Muchmore Road.
- **PLAINVILLE ROAD** – This area is bordered by portions of Bramble Road to the north, portions of Murray Road to the south, portions of Blaney Avenue to the west, and portions of Berwick Street and Grove Avenue to the east.



Focus Area Location Map

Each focus area addresses the following:

- **POTENTIAL REDEVELOPMENT AREAS** - Potential redevelopment areas identify portions of the focus area that are suitable for changes in land use or intensity. The uses identified in the potential redevelopment areas should be encouraged by the Township to accomplish the goals of this plan. Areas not identified as a redevelopment area should comply with the underlying future land use plan designations.

- **ACCESS AND TRANSPORTATION** – Accessibility is a key component of determining the level of use and intensity of an area. Key access and transportation issues are shown on the focus area maps to identify improvements to the vehicular and non-vehicular circulation patterns. Improvements may include access management, streetscaping, right-of-way enlargement, bicycle/pedestrian path installation, and non-vehicular trail connections.

The following are shared recommendations that should be implemented by each of the three focus areas:

- Promote a sustainable community including a focus on the expansion of the existing trail system and sidewalk network to promote connectivity between business districts and residential neighborhoods.
 - Work with Southwest Ohio Regional Transit Authority (SORTA) to upgrade public transit facilities in strategic places within the focus areas. Upgrades may include bus pull-off areas, updated shelters at stops, and better definition of public transit stops.
 - Electric vehicle charging stations and parking for fuel efficient automobiles should be encouraged within the corridors, and should be placed in large parking areas in an effort to make development more environmentally sustainable.
-
- **IMAGE AND IDENTITY** – The image or impression each district conveys is important because the public's perception of an area is a strong determining factor in development decisions. Image improvement recommendations help to identify the boundaries of the Township in each focus area while also maintaining the Township's branding efforts. Examples of image improvements may include gateway features, signage, landscaping, community art, and wayfinding systems. The following are a set of shared recommendations that should be implemented by each of the three focus areas:
 - Gateway markers should be installed at major entrances into the Township and the various business districts to enhance each district's unique sense of place.
 - A wayfinding sign system should be installed in the focus areas and should direct visitors to key properties and areas within the Township.

RIDGE-HIGHLAND FOCUS AREA

VISION

The Ridge & Highland Focus Area is a regional activity center poised for additional redevelopment. Centrally located with convenient interstate access, the area should continue to focus on attracting long term quality businesses and jobs by utilizing the redevelopment tools established by the Township and creating an aggressive marketing strategy to recruit such businesses.

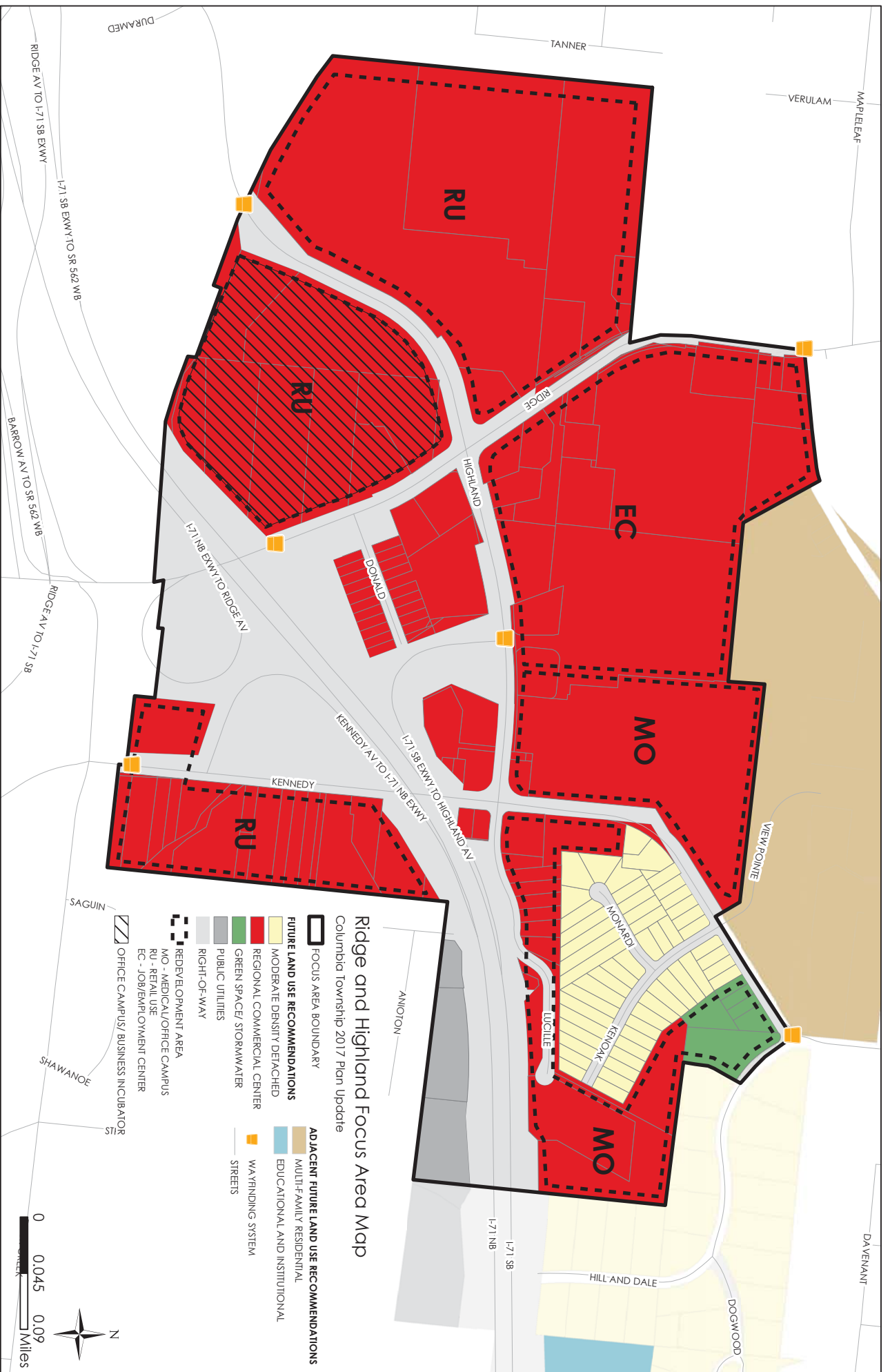
The non-residential properties near the intersection of Ridge Avenue and Highland Avenue are a "melting pot" for regional commercial activity that draws patrons from surrounding jurisdictions due to its variety of uses. In past years this area has experienced an increase in commercial vacancy rates. This may be due to changes in regional and national economies, customer preferences, and competing development centers. Small scale service and retail uses have infilled a portion of the vacant properties, but do not provide the tax benefits that larger developments and professional offices can offer the Township.

The Ridge and Highland focus area has attributes that make it attractive for redevelopment. With access to major thoroughfares, such as Interstate 71 and State Route 562 (Norwood Lateral), the focus area is an ideal location for development and revitalization. These routes offer convenient access to the area and adjacent communities. Despite the existing vacancies, this area maintains quality commercial anchors, such as Lowe's and Home Depot, to attract a regional base of customers.

Key items to address within this focus area:

- Reinvestment/redevelopment
- Accessibility





RIDGE-HIGHLAND POTENTIAL REDEVELOPMENT AREAS

There are three potential redevelopment areas identified within the Ridge and Highland Focus Area. The uses identified on the Future Land Use Map are appropriate and developments consistent with these designations are encouraged. Developments should reflect Future Land Use category definitions and foster the following recommendations. Areas not identified as a redevelopment area should comply with the underlying future land use plan designations.

Medical/Office Campus “MO”



This area is located around the intersection of Highland Avenue, Kennedy Avenue, and Lucille Drive. Medical/office uses and campus style developments are encouraged in this area, including the expansion of existing medical, office, and patient care facilities.

Retail Use “RU”



The retail area is located west of Ridge Avenue and along the eastern side of Kennedy Avenue, south of I-71. Regional and neighborhood-serving retail uses are appropriate in this area and should be encouraged. The Township should support revitalization and improvements to existing retail, vacant, and under utilized properties, perhaps assisting in demolition and site clearing efforts where needed.

The southwest corner of Ridge Avenue and Highland Avenue in addition to being appropriate for retail uses, is also a prime location for either a campus office development or business incubator.

Job/Employment Center “EC”



The employment center is located northeast of the intersection of Ridge Avenue and Highland Avenue. Job creation opportunities should be the focus of this area. Existing retail should be maintained and revitalized as needed. New businesses should be encouraged to develop in a campus-like setting, conducive to attracting employees. Additionally, this area should also look for job incubation opportunities. (See implementation matrix for additional details.)

RIDGE-HIGHLAND ACCESS AND TRANSPORTATION RECOMMENDATIONS

- **IMPROVE PEDESTRIAN ACCESS** – Install or complete the sidewalk system along Ridge Avenue, Highland Avenue, and Kennedy Avenue. Pedestrian crosswalks and signalization should also be upgraded. Connections should be made from the building to the sidewalk. Widen the street rights-of-way to allow for the construction of a bike path along the major thoroughfares.
- **COMPLETE THE STREETScape** – Install or complete installation of the streetscape along Ridge Avenue, Highland Avenue, and Kennedy Avenue. A portion of the streetscape has been completed along the western side of Ridge Avenue north of the intersection with Highland Avenue. The streetscape should consist of street trees and other attractive landscaping.
- **ENCOURAGE ACCESS MANAGEMENT PRINCIPLES** – When properties develop or redevelop, the following access management principles should be incorporated, which includes but is not limited to the removal of existing curb cuts, cross-access and cross-parking agreements, and the installation of sidewalks and pedestrian access ways as described in the SPI Districts. Traffic studies may be appropriate when larger parcels redevelop or densify to ensure that the street network, including turn lanes, acceleration/deceleration lanes, and access points are adequate or if improvements need to be made.
- **MANAGE OR ELIMINATE VISUAL CLUTTER** – Changes to the Ridge and Highland Special Public Interest Zoning District should be made to reduce sign clutter in and throughout the focus area. Accessory structures such as dumpster enclosures and on-site utilities should be screened. Overhead utility lines should be located underground where feasible.

RIDGE AND HIGHLAND SUBURBAN CENTER DISTRICT PRINCIPLES: SPI-SC 2006-08

SPI District Design Factors

The Ridge and Highland Focus Area falls under Special Public Interest (SPI) District regulations. The purpose of these regulations are to facilitate quality development and revitalization of older commercial areas. The following are the design factors currently listed by the Ridge and Highland Suburban Center District:

- Increase the intensity of lot area, bulk, and yard requirements
- Allow for the installation of pervious pavement
- Interior landscape requirements for vehicular use areas
- Sign design principles
- Billboard spacing requirements
- Streetscape requirements
- Sidewalk modifications
- Architectural requirements for buildings and roofs

These supplemental regulations are tailored for this district and are intended to encourage quality development projects. The existing regulations should be evaluated to determine if they are still appropriate or if they need to be tweaked to implement the recommendations of this Plan. For further detail on this district, please refer to the 2006 Ridge and Highland Suburban Center Special Public Interest Strategies Plan and/or the Hamilton County Zoning Resolution.

WOOSTER PIKE CORRIDOR FOCUS AREA

VISION

The Wooster Pike Focus Area is the entertainment and recreational center of the Township and provides access to quality goods and services, a variety of residential housing types, and natural resources. Development should focus on complementing the established uses and connecting to existing and proposed bike trails and other recreational amenities.

The Wooster Pike Focus Area (US 50 corridor) contains properties along both sides of Wooster Pike spanning from Newtown Road to the eastern Mariemont boundary. Wooster Pike is a transportation corridor that links several communities along the eastern side of Hamilton County. The corridor attracts a variety of uses including commercial development, entertainment, and public/quasi-public uses.

Commercial uses in this area have developed independently and without design guidelines, therefore the focus area lacks a cohesive character. The western edge of the corridor has a shopping center and housing development, while the eastern edge is primarily made up of automobile affiliated small scale commercial uses and regional entertainment/commercial activities. The diversity in commercial uses exemplifies the market strength of the corridor. With relatively high average household incomes in surrounding communities, the Township should market these positive assets while building upon the existing developments to attract "new to market" and unique retail and office uses.

Key items to address within this focus area:

- Accessibility to natural resources
- Create a unified image
- Update utility services



WOOSTER PIKE CORRIDOR REDEVELOPMENT AREAS

Mixed Use “MU”



The Mixed Use areas are located along Wooster Pike near the eastern end of the focus area and on the northern end of the focus area (encompassing properties which have frontage on Elm, Pear, Orchard, and Spring Streets). The areas along the south side of Wooster Pike should be focused on small scale retail developments that include retail/office/residential buildings that “fill in” the corridor and complement the existing uses that have recently developed (50W Production Works, Tire Discounters, and Froggy’s Car Wash). Businesses that complement the existing natural features and recreational amenities should be encouraged.

The area on the northern end of the focus area should allow for the intensification of existing single-family uses and small scale mixed use buildings. Sanitary sewer and natural gas service will need to be provided to the area for redevelopment to occur. This will likely require financial participation by the Township.

WOOSTER PIKE CORRIDOR ACCESS AND TRANSPORTATION RECOMMENDATIONS

Improvements to Wooster Pike have been completed in the past few years that include streetscaping and the installation of traffic signals. The road was also widened by the Ohio Department of Transportation (ODOT) to five lanes, which provided two travel lanes in both directions and a center turn lane. Sidewalks were also installed along portions of Wooster Pike. The following access and transportation recommendations are still suggested:

Wooster Pike Recommendations:

- **MAINTAIN TRAFFIC FLOW AS DEVELOPMENT INTENSIFIES** – Wooster Pike should maintain its functionality as a major arterial in the regional transportation network. However, road improvements should not impinge on community character. Pedestrian access and streetscape appearance are important elements within the corridor. Further right-of-way acquisition could have negative impacts on the development capability of adjacent properties.
- **COMPLETE SIDEWALK CONNECTIONS** – The sidewalk system along the southern side of Wooster Pike, east of the Walton Creek intersection, should be completed. Pedestrian connections should be made from buildings to the sidewalk. Pedestrian crosswalks and signalization should also be upgraded. Mid-block crosswalks should be explored in strategic areas.

- **COMPLETE THE STREETScape** – Complete the installation of the streetscape along Wooster Pike. A portion of the streetscape has been completed in the corridor, and consists of street trees and other attractive landscaping. The addition of a landscaped median should be investigated; however, further widening of Wooster Pike should be carefully evaluated to weigh any negative impact that widening could have on adjacent properties.

Walton Creek Road/Muchmore Road Recommendations:

- **COMPLETE SIDEWALK CONNECTIONS** – Sidewalks should be installed along Walton Creek Road and Muchmore Road. The sidewalk should start at the intersection with Wooster Pike and continue north on Walton Creek Road. The sidewalk should follow Muchmore Road and terminate at Muchmore Park. This will provide pedestrian access from the corridor to the park and the Mariemont Players' building.
- **CONNECT TO THE REGIONAL TRAIL SYSTEM** - The Little Miami Scenic trail should be extended and a connection point from Wooster Pike to the trail should be made. The connection should cross Newtown Road and proceed westerly along the corridor. A connection should also be made to the future Wasson Way trail. Future trail locations should be identified and right-of-way obtained if necessary to accommodate a connection in the future.

WOOSTER PIKE SUBURBAN CORRIDOR DISTRICT PRINCIPLES: SPI-SC 98-1 SPI District Design Factors

The Wooster Pike Corridor focus area falls under Special Public Interest (SPI) District regulations. The purpose of these regulations is to enhance efforts of current business owners and to develop a higher quality retail district. The following are the design factors currently listed by the Wooster Pike Suburban Corridor District:

- Spacing of billboards and other off premise signs along Wooster Pike.

These supplemental regulations are tailored for this district and are intended to encourage quality development projects. The existing regulations should be evaluated to determine if they are still appropriate or if they need to be tweaked to implement the recommendations of this Plan. For further detail on this district, please refer to the 1997 Wooster Pike Corridor Land Use Plan and/or the Hamilton County Zoning Resolution.



PLAINVILLE ROAD FOCUS AREA

VISION

The Plainville Road Focus Area is the traditional neighborhood business district of the Township. The area should focus on retaining existing businesses while recruiting small scale, walkable developments to complement the neighborhood and adjoining communities. The area should work to attract an eclectic mix of established businesses and start-up ventures that provide new goods and services to neighborhood residents.

The Plainville Road focus area, also referred to as Madison Place South, is made up primarily of properties having direct frontage on Plainville Road and the adjacent residential neighborhoods. The area has a traditional "Main Street" feel with a mix of buildings, development forms, and uses spanning from convenience retail to car dealerships. This area has experienced some commercial vacancies over the years, and the continued investment and success of this district is a priority of the Township. This has been demonstrated in the recent past with the installation of a streetscape effort along Plainville Road that included new street lights, street signs, planters, wider sidewalks, ADA markers, trees and landscaping, underground utilities, benches, and trash receptacles.

The area has an older housing stock. The cottage/bungalow style is predominate throughout the focus area, with a majority of homes being constructed around the 1930s to 1950s. The district includes some multi-family uses and two-family houses which provides some housing diversity. Property maintenance repairs and energy efficient upgrades are examples of the types of projects that would benefit the dwelling units in the focus area. Such projects improve the quality of housing and potentially improve property values. Several streets in this area lack curbing and lane striping. Infrastructure improvements such as curbing can improve stormwater control and provide aesthetic benefits.

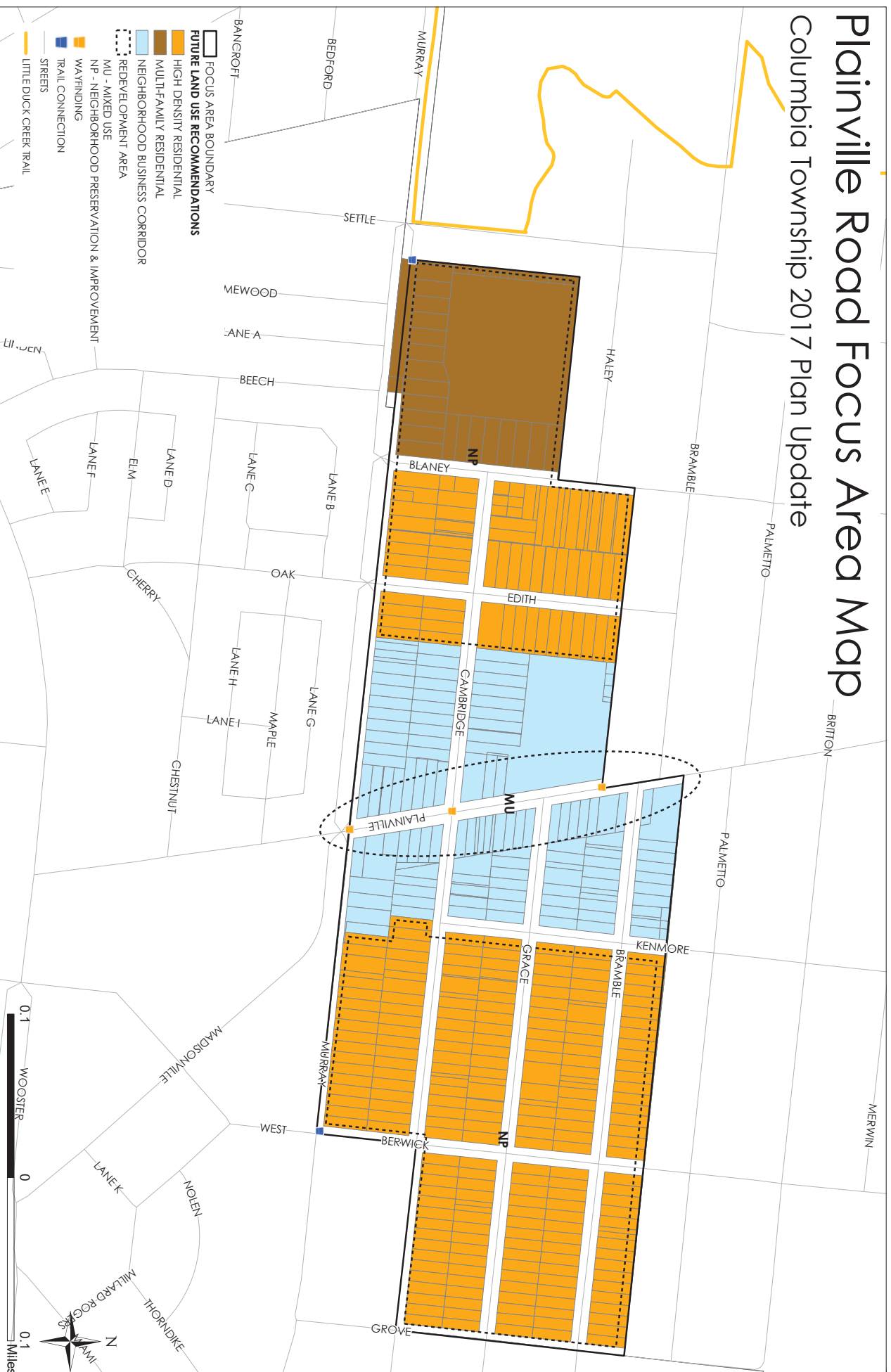
Key items to address within this focus area:

- Building style
- Commercial density
- Walkability
- Accessibility to resources
- Residential stability and neighborhood preservation



Plainville Road Focus Area Map

Columbia Township 2017 Plan Update



PLAINVILLE ROAD POTENTIAL REDEVELOPMENT AREAS

Mixed Use "MU"



The mixed use area should focus on the redevelopment of properties along Plainville Road and properties adjacent to the core. New construction should be multiple stories that include a mix of uses. New and infill developments should be located at the back of sidewalks and should frame the corner of intersections. Outdoor patios and other activity areas are encouraged. Parking facilities should be located to the side or rear of buildings.

Neighborhood Preservation & Improvement "NP"



The existing residential uses should be promoted and protected in this area. Much of the housing stock is aging and needs upgrades that will improve the quality and efficiency of the homes. Property maintenance efforts should be promoted to improve the aesthetics of the district. Recently, Madisonville and the surrounding residential neighborhoods have experienced a resurgence and new demand for the existing housing stock. The Township should use this momentum to promote the overall improvement of this district to stabilize the existing residential uses.

PLAINVILLE ROAD ACCESS AND TRANSPORTATION RECOMMENDATIONS

- **CONNECT TO REGIONAL TRAIL NETWORK** – Extend the Fairfax Bike Trail along Murray Avenue to connect into the focus area. Explore other opportunities for trail connections to the Little Miami and the Wasson Way trail.
- **INSTALL MID-BLOCK CROSSWALKS** – Mid-block crosswalks should be installed in key areas of the Plainville Road corridor to encourage a walkable community atmosphere. Coupled with the streetscape improvements installed recently, these changes should encourage pedestrian activity.
- **CREATE ADDITIONAL PARKING FACILITIES** – Parking in this area can be difficult at times. New on-street parking and off-street parking options should be identified that would benefit the district overall.
- **PROMOTE ACCESS MANAGEMENT PRINCIPLES** – Access management improvements that may be appropriate include the consolidation of access points to private developments, use of access roadways or shared driveways, and cross-access and cross-paring agreements.

PLAINVILLE ROAD SUBURBAN CORRIDOR DISTRICT PRINCIPLES: SPI-SC 2006-03

SPI District Design Factors

The Plainville Road Focus Area falls under Special Public Interest (SPI) District regulations. The purpose of these regulations are to enhance efforts of current business owners and to develop a higher quality retail district. The following are the design factors currently listed by the Plainville Road Suburban Corridor District:

- Apartments and attached condominiums are permitted in the retail business district
- Increased intensity of lot area, bulk, and yard requirements
- Reduced off-street parking requirements
- Sign design principles
- Additional bufferyard requirements
- Streetscape requirements
- Architectural requirements for buildings and roofs

These supplemental regulations are tailored for this district and are intended to encourage quality development projects. The existing regulations should be evaluated to determine if they are still appropriate or if they need to be adjusted to implement the recommendations of this Plan. For further detail on this district, please refer to the 2006 Plainville Road Corridor Special Public Interest Strategies Plan and/or the Hamilton County Zoning Resolution.

IMPLEMENTATION

A comprehensive plan is a long-term visionary document that looks at a planning horizon of 20 years. However, this does not mean that the Township should wait 20 years before reviewing and/or updating the comprehensive plan. It is highly recommended that the Township review the plan on a continuous basis in light of changing economic and development conditions that may impact the recommendations. The Township should be effectively monitoring the plan to balance goals and objectives that have been achieved and initiatives that still require attention.

The Plan recognizes that each of the implementation tactics identified in the Goals and Strategies section requires some level of commitment of resources from the Township, whether that is monetary, staffing, or a combination of both. In order to monitor the progress of implementation and action of this plan, an implementation matrix has been created. The matrix lays out each tactic identified in the Goals and Strategies section, the time frame in which each initiative should receive attention and the additional organizations where collaborative efforts will be necessary. Collaboration is vital in creating more opportunities in the Township. The matrix will help prioritize which efforts are most important to accomplish.

In addition to the matrix, additional implementation recommendations are provided for the recommended updates to the zoning regulations and the available economic development tools.



ZONING REGULATIONS UPDATE

Zoning is the primary tool that controls use and designs of properties. Zoning for Columbia Township is controlled by Hamilton County Regional Planning Commission (HCRPC) staff. The Township should continue to work with HCRPC to ensure that the zoning patterns and regulations in Columbia Township will result in the desired type of development. The following updates should be completed to enhance the Township and satisfy the goals, strategies, and implementation tactics discussed in the plan.

- Update the applicable Specific Public Interest (SPI) Districts to align with Plan recommendations.
- Improve Design Quality Standards related to building form and location, parking lot design, landscaping requirements, and signage standards.
- Protect the Township's natural resources by rezoning, providing design guidelines for stormwater protection, and other applicable tactics.

ECONOMIC DEVELOPMENT TOOLS

Access to economic development tools and funding resources are essential for the Township's ability to generate revenue for project development, facilitate equitable sharing of tax revenues and help support improvements to infrastructure that may be associated with new development. Since the last Plan update, the Township has created a JEDZ district that applies to the three business districts of the Township. The Township continues to explore options to implement these tools. Continued emphasis should be placed on exploring the resources available and how the Township can utilize them to promote development. The tools available to the Township are:

JOINT ECONOMIC DEVELOPMENT ZONE (JEDZ)

A JEDZ is an agreement between a municipality and unincorporated areas to facilitate economic development. JEDZ agreements have the power to levy income tax within a designated boundary and allow sharing of such taxes between the jurisdictions. The involved jurisdictions agree by contract to share the costs of improvements in a designated area and at the same time share the benefits of any development. The purpose is to minimize or eliminate competition between jurisdictions and provide for better cooperation that can result in an improved economy.

TAX INCREMENT FINANCING (TIF)

Tax Increment Financing is a way to fund public improvements in areas where new development and redevelopment is occurring. The new tax "increment," or the increase in real estate value made by the improvements, is directed towards funding of public infrastructure within the designated TIF District. Commercial and industrial projects are the only type of projects that can benefit from TIF by-right. Residential projects are exempt from the benefits of TIF unless the project is within a blighted area of an impacted city. However, if the Township establishes, by resolution, that housing renovations are a necessary public improvement in a TIF district, then money from the TIF fund can be applied to housing renovations.

SPECIAL IMPROVEMENT DISTRICTS (SID)

A Special Improvement District is a district where a community desires additional public services and/or improvements outside of what is currently provided by the Township. All property owners within the SID pay an additional tax for the preferred services and are included in the tax assessment, other than churches and properties owned by the Township, county, federal state or other political subdivisions (they can be included if they request inclusion in writing). The law excludes all properties owned by the state or federal government from being part of a SID.

COMMUNITY IMPROVEMENT CORPORATION (CIC)

The Township can utilize the Hamilton County CIC to help encourage economic and civic development within the community. CICs have the ability to borrow money, acquire, sell, and lease properties, personal property, stocks, corporations, etc. CICs may also make loans to individuals and businesses that have been refused conventional financing.

COMMUNITY REINVESTMENT AREAS (CRA)

Community Reinvestment Areas is an economic development tool administered by municipal and county governments that provides real property tax exemptions to businesses making investments in Ohio. The entire Township is a CRA and the benefits of this designation should be used to help attract new development and job creation activities.

IMPLEMENTATION MATRIX

RECOMMENDATION	TIME FRAME	ADDITIONAL ORGANIZATIONS
ECONOMIC DEVELOPMENT		
Identify key development sites and utilize economic development tools to promote and attract new businesses.	1-3 years	Hamilton County Development Corporation (HCDC) and other Economic Development Organizations
Develop a strategic marketing plan for the Township that includes the promotion of available land and underutilized buildings to prospective developers and businesses.	1-3 years	Hamilton County Development Corporation (HCDC)
BUSINESS DISTRICTS		
Use development and business incentive mechanisms to fund streetscape, roadway, pedestrian, and other infrastructure improvements as a catalyst for business redevelopment.	As opportunities arise	Columbia Township, State of Ohio
Investigate funding from the federal government, state, or local sources for the purchase, demolition, clean up, and/ or remediation of vacant/ underutilized properties.	Ongoing	State of Ohio, Hamilton County, Ohio Environmental Protection Agency
Enhance the SPI District design standards so they align with the recommendations set forth in this Comprehensive Plan.	1-3 years	Hamilton County Rural Zoning Commission, Planning & Development
TRANSPORTATION AND CONNECTIVITY		
Identify and prioritize street and sidewalk improvements and repairs.	Every 2 years	Engineering consultant, public input
Identify locations for new sidewalks and alternative transportation improvements.	As opportunities arise	OKI, Green Umbrella, (and/or similar organizations), Hamilton County Park District, Hamilton County Engineer, Ohio Department of Transportation
PUBLIC UTILITY, INFRASTRUCTURE, AND SUSTAINABILITY		
Research and promote ways that residents and business owners can improve their energy efficiency.	4-6 years	Hamilton County Building Department, Greater Cincinnati Energy Alliance, and similar organizations.
Continue to review and monitor options for shared services to ensure the Township residents are getting the best services for the lowest price.	As opportunities arise	Hamilton County, adjacent jurisdictions, local fire and rescue service organizations
Investigate a range of funding mechanisms, including establishing area assessment fees and taxing districts, to help fund infrastructure projects (i.e. storm water system improvements).	2-4 years	State of Ohio, Hamilton County Development Corporation (HCDC), legal counsel
Create and adopt stormwater management practices for development projects.	4-6 years	Hamilton County Regional Planning, Hamilton County MSD, Hamilton County Sewer and Water District, etc.

RECOMMENDATION	TIME FRAME	ADDITIONAL ORGANIZATIONS
IMAGE AND IDENTITY		
Utilize gateway features such as signage or stone monuments to define Township boundaries.	2-6 years, or as opportunities arise	Landscape architect, signage and branding firms
Install a wayfinding system for the Township business districts, community facilities, and natural resources.	1-3 years	Landscape architect, signage and branding firms
NEIGHBORHOOD PRESERVATION		
Establish incentives for residential infill development, rehabilitation, and redevelopment	1-3 years	Columbia Township
Use resources like the Township website, Nextdoor, or Facebook to promote Township events and activities throughout the community.	Ongoing	Community residents, Homeowner Associations, and the like
PARKS, RECREATION, AND NATURAL RESOURCES		
Pursue state, federal, and private grants to acquire and improve parks and recreational facilities.	1-3 years for bike trail, 6+ years for other activities	Ohio Department of Natural Resources, Hamilton County Park District
Establish zoning or other development regulations to protect sensitive areas, such as wooded areas, major drainage ways, and areas of steep topographic relief.	4-6 years	Hamilton County Rural Zoning Commission & Hamilton County Regional Planning Commission.