

The Beechmont Plan

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Anderson Township | Hamilton County, Ohio



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Introduction

Beechmont Avenue developed in a much different way than many would picture a “Main Street.” Less than 100 years ago, Beechmont Avenue was a dirt road parallel to a rail line. The changes the Township has seen over the last 100 years include explosive growth in the mid-1900s, ultimately resulting in a five-lane road by 1970.

Much of the commercial growth which occurred during this time was unplanned and happened quickly. By the mid-1990s, the rapid growth occurring in Anderson Township moved east to Clermont County and the Township – along with partners Ohio Department of Transportation (ODOT), Hamilton County and the Anderson Area Chamber of Commerce – began to plan the future of this corridor.

Over the last 20 years, numerous studies have been conducted along the Beechmont Corridor, yet it remains one of the most challenging elements of the Township and one that garners a variety of opinions.

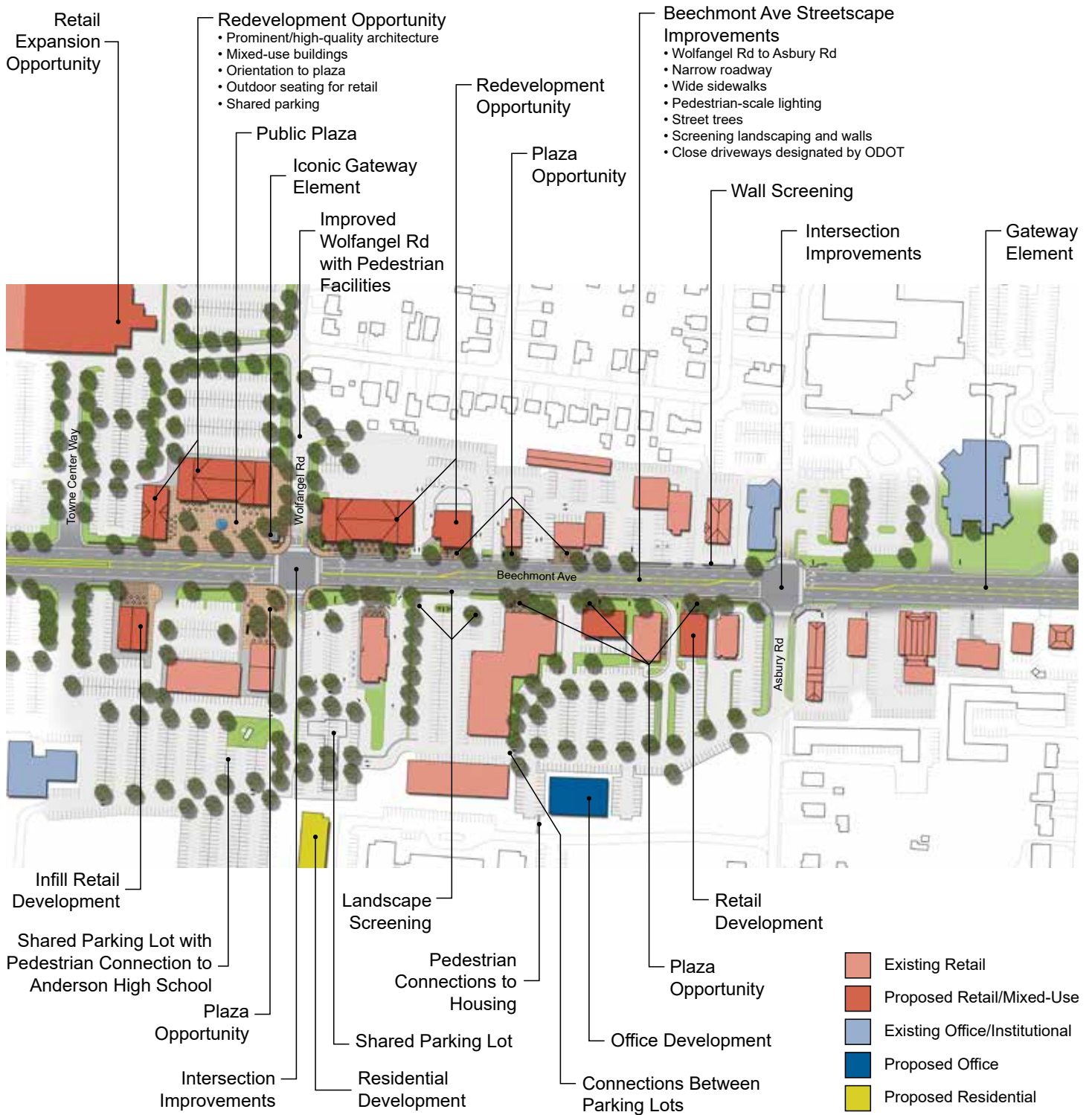
This document serves as a consolidation of all applicable plans along Beechmont Avenue – for the first time, creating a single reference document addressing the needs of the area and a vision for the future for all upcoming improvements as private property redevelops, or the Township, State or County initiates enhancements.

Beechmont Avenue at Paddison Road, 1955



Beechmont Avenue near Eight Mile, circa 1912





Plan excerpt from Downtown Anderson Vision Plan, 2013

Previous Studies & Plans

BEECHMONT CORRIDOR PLAN (1996)

The Township's first Beechmont Corridor Plan took on the task of charting the future of the road, by taking a puzzle piece at a time and making changes. This plan was awarded the Outstanding Plan Award by the Ohio Planning Association. The goals of this plan were: To promote safer access to businesses, allow for the smooth flow of traffic, and to create an environment that would encourage economic vitality. Implementation of these goals began immediately and continued through to today.

BEECHMONT LANDSCAPE PLAN (2001)

The Beechmont Landscape Plan was created in response to residents' comments about the need to "green" Beechmont Avenue. The Township worked with a consultant and study team to identify the need to address the visual quality of the corridor, finally developing the Beechmont Landscape Plan.

ANDERSON TOWNSHIP COMPREHENSIVE PLAN (2005)

Anderson's first Comprehensive Plan was prepared, containing several key goals for Beechmont Avenue, including: multi-modal transportation, sidewalks, and making the area a regional destination.

BEECHMONT CORRIDOR UPDATE STUDY (2005)

An update to the 1996 Beechmont Corridor Study which included analysis of existing conditions and preparation of updated access management recommendations and urban design enhancements along Beechmont Corridor. This project included new sidewalks, retaining walls and the first curbed median island on Beechmont Ave permitted by ODOT.

ANDERSON TRAILS PLAN (2009)

The Anderson Trails Plan, which won the Ohio Planning Association's Plan Implementation Award, provided recommendations for pedestrians and bicyclists along Beechmont.

ANDERSON TOWNSHIP COMPREHENSIVE PLAN UPDATE (2011)

Anderson Township developed an updated Comprehensive Plan that carried forward many of the same goals for the Beechmont Avenue area as the 2005 Plan.

DOWNTOWN ANDERSON VISION PLAN (2013)

The Downtown Anderson Vision Plan was developed as an addendum to the Beechmont Corridor Vision Plan and sought to create a plan for the area of Beechmont Avenue between Towne Center Way and Asbury Road: "Downtown." The Plan was intended to complement previous efforts, not replace those plans. The 2013 Downtown Plan encouraged walkability, streetscape improvements, and new development that would create a sense of place. The Economic Development Committee oversaw the effort, which was awarded the Frank F. Ferris Community Planning Award in 2014.

ANDERSON TOMORROW (2016)

Anderson Tomorrow was a process to update the Township's comprehensive plan. This update took a strategic approach to updating the previous 2011 plan focusing on topics such as transportation, economic health, housing, quality of life and public facilities among others.

These are just a few of the many efforts intended to address the Beechmont Corridor. These studies have all identified the need to continue the transformation of the Beechmont Avenue Corridor. While these efforts all had a slightly different focus, each built upon and recognized the recommendations contained in prior work.



Existing Conditions

Average Number of Cars on Beechmont per Day (2016)

17,800

Salem Road West to Mt.
Washington

29,000

Salem Road East to Union
Township

Beechmont Avenue is a five lane urban arterial, beginning within the east side of the City of Cincinnati, extending east through Clermont, Brown, Adams and Scioto Counties. The study area is a narrow, heavily developed residential and commercial corridor. Congestion and safety problems had been noticed in the past, but over the last several years, improvements in access management and cross connections of neighboring properties have improved traffic conditions and the ability of drivers to access different commercial destinations along the corridor. Beginning in 2017, the Ohio Department of Transportation (ODOT) began implementation of an access management plan that will improve conditions along the SR 125 corridor from Five Mile Road to the Clermont County line and beyond.

Field studies and traffic analyses were performed documenting operating conditions below acceptable standards. Some improvements have been made by synchronizing signalized intersections, from Five Mile Road to the Clermont County border.

In the commercial realm, business properties had been in flux in the late 1990s and early 2000s, with several businesses moving or closing their doors because of lack of access from the deteriorating traffic conditions. Conditions are improving, with new development taking place along the Beechmont corridor because of better traffic conditions resulting from the work done by Anderson Township, Hamilton County and ODOT's access management and signalization work. The Township has helped spur redevelopment of the failing Beechmont Mall property by working with a developer to demolish part of the structure and improve the stormwater runoff. The new Anderson Towne Center development has prospered and is now adding more retail, restaurant, service, office, and government opportunities.



Pedestrian Improvements at Salem Ave, 2017

Existing Conditions

SIGNAGE

Though much improved, signs along Beechmont still offer a mixed bag of billboards, dominating pylons and large corporate signs, some more on the scale of a freeway sign. The scale of these elements makes it difficult for other smaller-scale wayfinding and safety signs to be seen. The Township adopted more stringent zoning regulations for signs in 1990 and has updated these on numerous occasions since to further address signage issues and encourage the use of low monument signs that are more common today.



DESIGN GUIDELINES

The historic lack of architectural guidelines for buildings along the corridor has resulted in a wide range of building styles that do not promote a sense of place or consistent identity along the corridor. The Township acknowledges that one style or character cannot be achievable or is appropriate. However, design guidelines and standards were developed and adopted in 2013, helping to achieve a more holistic and energetic identity.



SIDEWALKS

Historically, the pedestrian was an afterthought for most of Beechmont Avenue. Sidewalks were widespread with little continuity. Parking lots fronted right onto the corridor with no regard to accessibility. Pedestrians did not feel safe; customers had trouble going from one store to the next without a car. Through the work of Township staff, the volunteer Transportation Advisory Committee and the implementation of the Anderson Trails Plan, pedestrian improvements have been implemented to provide a more a safe and welcoming pedestrian zone.



OVERHEAD UTILITIES

The overhead utilities are one of the most dominating visual forces along the corridor. Through discussions with Duke Energy, the Township determined that the burial of these services was cost prohibitive. Estimates by Duke Energy were well more than \$50 million in the early 2000s. Relocating the utilities to the rear of the buildings also proved to be logistically very difficult, once again due to excessive cost and lack of permanent easement space. The Township is therefore left with finding ways to limit their visual impact.

Existing Conditions



CURB CUTS

A 1996 survey of Beechmont Avenue showed 286 driveways within the 3.5-mile study area, including 221 entrances to roughly 120 commercial developments and 65 residential drives – an average of one driveway every 65 feet and 1.8 driveways per commercial development. This spacing resulted in vehicles turning onto and off Beechmont Avenue at nearly any point along the corridor – all potential conflict points. At the date of this study, the current number of driveways has been reduced to 235 through redevelopment of property over time and ODOT safety improvements projects, an overall reduction of 18% over the last 20 years.

Many properties within the study area have two, three or even four driveways. Some even feature a “continuous driveway” with access the entire length of the property. These arrangements allow vehicles to enter/exit Beechmont Avenue all along the corridor, greatly increasing the impact of the adjacent properties on the roadway. In some cases, the road became part of the parking lot circulation, drastically reducing capacity in these areas.

ROADWAY WIDTH AND RIGHT-OF-WAY

Beechmont Avenue has a consistent roadway width of 70 feet. The Hamilton County Thoroughfare Plan classifies Beechmont Avenue as a Major Arterial with recommended future right-of-way width of 120 feet. Arterials are intended to provide more mobility rather than land access; consequently, it is important that access points be minimized. A major arterial is a roadway that is of regional importance and is intended to serve high volumes of traffic traveling relatively long distances within and even beyond the county.

BICYCLE FACILITIES

Current bicycle facilities on Beechmont include wide shoulders, Share the Road signage and bicycle compatible curb inlets. The Township also encourages installation of bike racks via zoning regulations. Outside of the Township, the City of Cincinnati has implemented climbing bicycle lanes and sharrows along Beechmont. Within the Township, current bike use on sidewalks and on Beechmont Avenue itself indicates a need for bicycle facilities throughout the corridor.

TRANSIT FACILITIES

Public transit in Anderson Township takes the form of the Southwest Ohio Regional Transit Authority's (SORTA) METRO bus service. On-street bus stop facilities also exist throughout the Beechmont corridor primarily west of Wolfangel Road and need to be taken into consideration as street improvements are made. The Township intentionally provides respite areas and defined spaces (paving, knee walls, seating, trash receptacles) where they fit into existing street elements.

Based on the extensive METROMoves planning process in the early 2000's, the Township developed the new transit hub at the Anderson Center Station. This transit hub replaced several temporary park and ride lots in the nearby vicinity.

Existing Conditions

TRAFFIC VOLUMES

Rapid traffic growth in the 1990's (nearly 4% per year), saw volumes grow to nearly 35,000 vehicles per day (vpd). These increases strained Beechmont Avenue to capacity, increasing area congestion, crashes and delays. Traffic volumes have since leveled off somewhat, to approximately 30,000 vpd. Existing traffic counts were obtained from several sources, including field counts by the Hamilton County Engineer's Office, Ohio Department of Transportation (ODOT) and KZF Design. Critical analysis periods include the evening peak hour (5:00 to 6:00 PM) and the morning peak hour (7:00 to 8:00 AM). Trucks make up about 6% of the volume (1,800 vpd). West of Five Mile Road, traffic volumes drop to approximately 18,000 vpd.

TRAFFIC OPERATIONS

Capacity analyses were performed at all nine signalized intersections within the 3.5-mile corridor, as summarized in Table 2. A Level of Service (LOS) C is generally considered the target operation for new or upgraded facilities, while LOS D is commonly viewed as an acceptable operational standard. Analyses revealed several existing delays and safety concerns. The two most deficient intersections are the Five Mile and Eight Mile Road intersections, with existing operations categorized as LOS D/E, with individual moves reaching LOS F. Reconstruction of the Five Mile intersection as a Continuous Flow Intersection (CFI) was completed in early 2017, resulting in a significant increase in Level of Service to LOS C in both AM and PM peak hours. Traffic flow between intersections remains constrained, with total traffic volume approaching roadway capacity (Volume to capacity ratio of 0.91).

SAFETY CONDITIONS

A "Corridor Safety Study" was commissioned in 1994 by the Hamilton County Engineer's Office in cooperation with Ohio Department of Highway Safety. The results of this study showed an overall crash rate of 8.5 crashes/million vehicle miles (statewide average 3.8), including five of the nine signalized intersections which exceeded the statewide average of 1.0 crash/million vehicles entering the intersection. Updated statistics from 2016 show crash statistics remain well above statewide averages (7.2 crashes/million vehicle miles), with over 60% occurring at intersections. Crash rates at the Five Mile and Eight Mile Road intersections were nearly twice the statewide average (2.0 and 1.6 respectively). Intersections with increased delays and high volumes of left turns reported higher crash rates, and an increasing violation of the all-red clearance at traffic signals was noted, particularly at intersections experiencing increased delays.

Previous studies have consistently noted rear end crashes accounted for 49% of the total crashes within the corridor, well above the statewide average (30%). High percentages of rear end crashes are indicative of access conflicts, particularly with high frequency of driveways within the corridor. Studies also found a direct relationship between the crash rate and number of curb cuts in a given section.



Existing Conditions

CONTINUOUS FLOW INTERSECTION

The Beechmont Avenue and Five Mile Road intersection has been consistently one of the most heavily traveled intersections in Greater Cincinnati, and typically one of the most dangerous intersections in Hamilton County. Over 55,000 cars a day travel through this intersection and it has historically ranked in the top five intersections with regards to the total number of accidents. Coupled with this heavy volume and high accident rate, this intersection was operating at a level of service E (nearly failing), with an average peak hour delay of over a minute.

In 2004, the Hamilton County Engineer's Office learned of a Continuous Flow Intersection (CFI) concept, which had been utilized in Mexico, and had been introduced in two areas in the United States (New York and Maryland). The concept of the CFI is that it effectively moves the left-turning traffic left of approaching vehicles before the intersection, so as to eliminate one or more cycles from the intersection signal. In addition, through the introduction of divider areas, it also can accommodate pedestrian traffic, even at high volume intersections.

With a drastic reduction in congestion and resulting improvement in air quality from the 55,000 cars a day that would have their average delay cut in half or better, the Board of Anderson Township Trustees and Hamilton County Engineer's Office utilized Federal Congestion Mitigation and Air Quality (CMAQ) grant funds as well as State of Ohio Public Works Commission funds to construct the CFI.

Six months after the opening of the newly configured Beechmont-Five Mile Continuous Flow Intersection, local officials and stakeholders say the CFI has reduced the overall level of service to C. The primary goals of reduced vehicle delay, improved safety and accommodation of pedestrians all have been met, with accidents on track to potentially drop to one third of previous numbers.

Crash data indicate accidents are down, and the average time interval between accidents has increased by 223 percent. Travel delay reduction was measured with a reduction in average delay for the intersection during the morning rush hour of 57.8 percent and evening average delay reduction of 60.7 percent. Pedestrian access, another goal for the project, has increased, with crossing sequences now in place that do not conflict with automobile traffic.



Plan Goals

Taking into consideration the themes and goals of the prior plans and efforts, this document combines the previous studies into a single format to act as a guide for development along the Beechmont Corridor.

IMPROVE SAFETY AND REDUCE CONGESTION

A 2017 survey of Beechmont Avenue showed 235 driveways within the 3.5-mile study area. Though this figure is less than the 286 driveways in 1996, it still is an average of one driveway every 78 feet. This spacing results in vehicles turning onto and off of Beechmont Avenue at nearly any point along the corridor – all potential conflict points.

Access control is an effective method for reducing congestion. Fewer, but better designed, driveways can reduce conflicts between turning and through traffic, meaning fewer accidents and reduced congestion. An increase in mainline roadway capacity also improves the ability for traffic to access the roadway from adjacent properties, increasing not only mainline traffic flow, but also accessibility. Shared parking areas and driveways can remove additional trips from the public system further increasing available capacity.

DEVELOP CROSS ACCESS

The ability to provide access between adjacent parcels is a critical element in improving traffic flow along Beechmont Avenue and improving access to the corridor's businesses. These access connections can take several forms, from public service roads to informal parking lot connections, and provide the ability of vehicles to visit several businesses without traveling out onto Beechmont Avenue, lowering the total number of vehicles on Beechmont, reducing turning moves and increasing the utilization of signalized intersections.

IMPROVE IDENTITY AND SENSE OF PLACE

Beechmont is the identity that the business market supports. Beechmont requires unity and inclusive support from the wide region of which Anderson is a central community.

With a variety of development patterns, land uses and visual elements, the Beechmont corridor ranges from almost rural residential to an intense retail environment. While it is not possible, nor desirable, to achieve a uniform style throughout, each “neighborhood” should have an identity and design elements that support the development pattern within that section of Beechmont Avenue.

CREATE A COMMON VISION FOR BEECHMONT AVENUE

With 10 plans created for a single area over the past 20 years, including traffic, access, landscape, and urban design as well as Township-wide planning efforts, the vision of Beechmont Avenue has been muddled.

While each plan/study has a different focus, these studies all identify continual transformation of the Beechmont Avenue Corridor, building upon the recommendations contained in other planning work.

The Beechmont Plan can best serve as a single reference document that addresses the needs of the area and a single, common vision for the future.

Access Management

Studies show increasing signal spacing and restricting left-turns can increase capacity of a primary arterial road by as much as 50%, with corresponding increases in safety.

The concept of access management is an attempt to coordinate the safe and efficient use of roadways while providing for the necessary vehicular access to adjacent land through comprehensive planning and responsible enforcement. This concept does not necessarily involve wholesale closing of driveways and access restrictions, but rather, it involves a comprehensive, system-wide approach to providing access to adjacent property, while maintaining the integrity of the roadway system.

Access control is an effective method for reducing congestion. Fewer, but better designed driveways can reduce the conflicts between turning and through traffic, meaning fewer accidents and reduced congestion. An increase in mainline roadway capacity also increases the ability for traffic to access the roadway from adjacent properties, increasing not only mainline traffic flow, but also accessibility. Shared parking areas and driveways can remove additional trips from the public street system further increasing available capacity.

Access management is not anti-growth as many businesses fear. The reduction in access-related congestion, improved intersection operation, and reduced accidents can substantially improve travel time along the corridor by reducing stops and slower moving vehicles. This reduction in potential vehicle conflicts and improvement in travel time has resulted in tangible improvements as well as improved potential customer's perception of Beechmont Avenue.

Roadway capacity increases can be expected once system-wide improvements are implemented. Increasing signal spacing and restricting left turns can increase capacity of a primary arterial by as much as 50%, with corresponding increases in safety. This 50% increase is similar to widening a four-lane roadway to six lanes, without the major property takes required of a major roadway widening project. In most cases, the impacts of closing driveways and modifying parking lots is much smaller than major widening and the required property takes of parking areas, buildings, and possibly entire parcels.

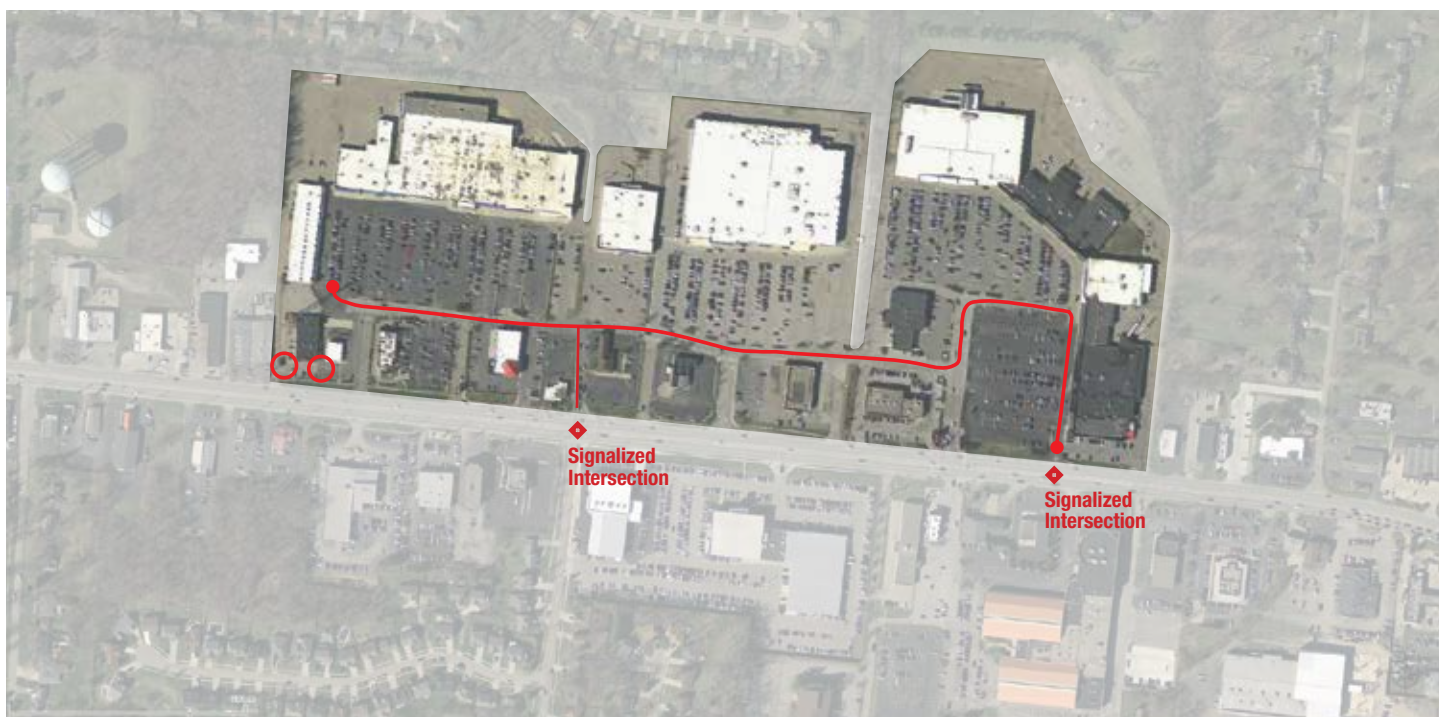
COMMON ACCESS MANAGEMENT TECHNIQUES UTILIZED ON BEECHMONT AVENUE

- Establish roadway hierarchy
- Signal coordination and spacing
- Limit speed differential
- Spacing of median openings
- Raised medians to control left turns
- Proper intersection spacing
- Service roads and/or drives
- Limit conflict points
- Proper driveway design and spacing
- Deceleration turn lanes
- Shared driveway/parking
- Combined curb cuts
- Private connections between adjacent parcels

Access Management



Since the Township has initiated furthering cross access, over 30 cross access points have been created. Thirteen of these cross access points are shown in the figure above between the Anderson Towne Center and Witt Road.



With more cross access points, connections can be made between adjacent parcels allowing circulation within adjacent parking lots relieving traffic on Beechmont Avenue. This is displayed in the figure above along the Anderson/Union Township border.

Access Management

CROSS ACCESS BETWEEN PARCELS



Cross-access at Festival Market

Providing access between adjacent parcels is a critical element in improving traffic flow along Beechmont Avenue and improving access to the corridor's businesses. Access connections can take several forms, from public service roads to informal parking lot connections. No matter what form connections take, they provide the ability of vehicles to visit several businesses without traveling out onto Beechmont Avenue, lowering the total number of vehicles on Beechmont, reducing turning moves, providing access to key north-south intersecting roadways and increasing the utilization of signalized intersections. Access connections are very popular with shoppers, improving the attractiveness of visiting businesses, similar to the larger, one-stop shopping centers.

Nearly all business owners want a traffic signal at their entrance. While signals cannot be added at every driveway, providing cross access between parcels can connect several businesses. Without access between parcels, only businesses on the corner of a signalized intersection can take advantage of the signal. Providing access can allow traffic from several adjacent businesses to connect to the side streets, effectively providing these businesses with a traffic signal.



Diagram indicating cross-access in Asbury area.

Parking Lot
Connections

Parking Placed
to Rear or Side of
Buildings

Shared Parking
Lot

Circulation
Opportunity
Between Parking
Lots

Access Management

PUBLIC ROADWAY IMPROVEMENTS

Reducing the impact of access is important, but capacity analyses showed that some intersections simply do not have sufficient capacity to accommodate the volume of traffic passing through. In these cases, it is important for the public agencies to show their commitment to traffic flow in the corridor. Eliminating these capacity restraints is critical to efficient traffic flow and reducing the delay and number of stops within the corridor. Additional right turn lanes along Beechmont is one option. Another entails more turn lanes on the side street, which is an effective strategy to reduce the required green time on the side streets, increasing mainline capacity and traffic flow.

CURB CUT (DRIVEWAY) IMPROVEMENTS

A critical element in improving the ability of traffic to flow smoothly along Beechmont Avenue is reducing the impact of individual driveways. Reducing the total number of driveways is but one element in reducing the impacts of these driveways on the Beechmont traffic flow. Reducing the impacts of individual driveways can often be as important as eliminating drives. Strategies to reduce curb cut impacts include:

- Consolidating driveways to eliminate confusing turning conflicts and improve access to businesses.
- Relocating access to another location can remove conflicts from critical intersection locations to other locations more capable of accommodating access.
- Turn restrictions (right-in/right-out or right-out only) can allow certain driveways to remain open for right turn traffic.
- Deceleration lanes can allow entering traffic to slow down without increasing the potential for a rear end crash.

PUBLIC POLICY CHANGES

In 1996, access controls, driveway permits, and zoning regulations were not adequately coordinated to effectively guide access within the corridor. In the past 20 years, all major plans and policies affecting development within the corridor have been updated and coordinated.

ODOT adopted an Access Management Manual in 1998, recommending the access spacing based on the roadway function, volume, stopping sight distance, land use, and operating speed.

The Hamilton County Engineer's Office adopted their own Access Management Manual in 2004 that governs access on County roadways, including most of the side streets within the corridor.

Anderson Township has developed or revised several policies, plans, and funding programs within the past 15 years, with a major focus on properly designed and coordinated access.

Landscape



Street trees in front of Anderson Towne Center

STREET TREES

Street trees should be utilized to create continuity of tree and shrub elements. Street tree planting areas should be considered in 1,200 linear foot increments with trees at a maximum of 50' on center. Tree location should respond to community flow, gateways and potential for providing green street frontage. Proper selection and placement of trees in and around overhead utilities can address safety concerns, reduce expenses for utilities providers and improve overall landscape appearance.

SITE TREES

Regulations in Anderson Township were changed in 2002 to require site development/redevelopment to include site landscaping, tree lines perpendicular to Beechmont Avenue (along side streets and in property lines), evergreen screening of buildings, signage and parking lots, and more focus on street frontage. Tree lined private drives perpendicular to Beechmont Avenue also assist in green continuity.

LANDSCAPE MEDIANS

Green roadside continuity should be supported by landscape medians where indicated. Median improvements in the public right-of-way managed by ODOT will require a successful lobby and working relationship with the State to develop funding and scheduling consistent with private improvements.

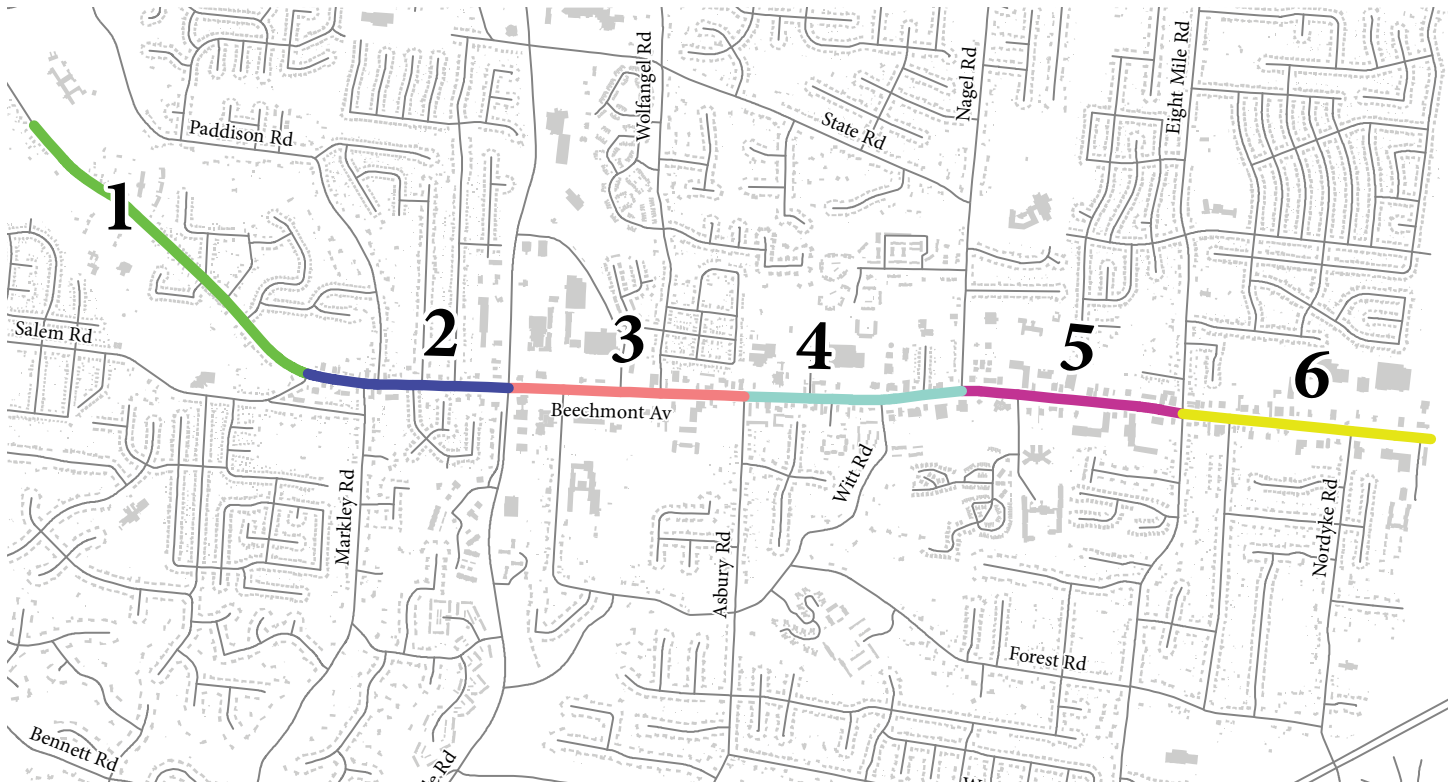


Landscape median at Kroger/Anderson Towne Center

Plan Organization & Neighborhoods

The 3.4 mile stretch of SR 125 (Beechmont Avenue) within Anderson Township, can be separated into six unique typologies, which are identified within this plan as “neighborhoods.” These neighborhoods each have a unique character and therefore require a unique design, improvement and development and redevelopment strategy.

The Beechmont Plan is organized by these neighborhoods, numbered 1–6 moving from west to east across the corridor, and provides recommendations for each based on the land use, development intensity, character and level of vehicular and pedestrian traffic.



Plan Organization & Neighborhoods

The plan encourages more residential-type development in character for Neighborhoods 1 and 2, where a concentration of residential and office activity forms. These areas should promote thoughtfully-designed open space areas for play and relaxation.

At the point where the character transitions to more dense, mixed-use development as you move towards the Clermont County line, efforts should promote a more mixed-use development pattern. Higher density residential should be encouraged in the form of “live-over-work” apartments and condominiums. There are several deep parcels with the capability to include living quarters off the corridor and still within the limits of the study area.

A true mix of residential, retail and office is most desirable; however, the Township understands this will be market driven by demand and responded to by developers. Shared parking is strongly recommended. This will allow for peak hours to be accommodated among abutting parcels without the need for vast areas of parking that are only fully utilized for peak events. Retail centers will expand their capacity after normal business hours when workers leave their offices. Internal walking paths are highly encouraged to help facilitate pedestrian movement from one establishment to the next. The customer should be able to park their car and visit several businesses without the need to drive to each location. Sidewalks along Beechmont Avenue will contribute greatly to this effort.

In addition to connecting commercial areas, residents from surrounding residential areas are within walking distance to many commercial areas. Connections should be encouraged to promote walking between these uses, which will help reduce vehicle travel.

By defining separate areas along Beechmont Avenue, each individual area begins to take on its own character and identity. Using this approach for focused visual enhancements will begin to transform the 3.5 mile long corridor into a unique, but compatible series of mixed-use neighborhoods. Following is a brief description of the suggested location for each of these six neighborhoods. Note that one of them (between Five Mile and Asbury Roads) has been identified as Downtown Anderson and studied in further detail to suggest how it might be transformed in the future. Use of building placement and character, streetscape enhancements, better pedestrian features, improved vehicular access and circulation, and existing building facade improvements all focus on enhancements within the neighborhood. Examples in the focus neighborhood can be applied to other mixed-use neighborhoods in order to establish their individual identity. All elements should still be within the context of a cohesive overall Beechmont Corridor image.

Neighborhood One [Mt. Washington to Salem Road]

Neighborhood One begins at the City of Cincinnati corporation limit (Mt. Washington neighborhood) and extends east to a point just west of Salem Road. This area has primarily a mix of multi-family residential and single-family houses. It incorporates the west end gateway and has large areas of visual release into natural, non-formal landscape areas. This sets a good tone for the image of Anderson Township. Beech Acres and The Mount Washington Care Center are in the center of this neighborhood. The eastern edge includes the Guardian Angels Cemetery. The emphasis on a residential community is a positive image as the corridor begins to transition to a mixed-use area east of Salem.

As part of the Beechmont Corridor Landscape Study, an Anderson Township Gateway feature – which includes a welcome sign – is located on the western boundary along Beechmont Avenue. The Landscape Study also recommends a landscape median, which will provide a sense of arrival upon entry into the Township as well as promote an appealing and comfortable street environment.

Trees have been planted based on recommendations of the Landscape Study to create a green break connecting the large lawns of Mount Saint Mary's, the Athenaeum of Ohio and Beech Acres. Going east from Beech Acres, trees and a landscape wall with a decorative fence and large trees dress the area following the recommendations of the Landscape Study and allow the installation of a sidewalk.

Neighborhood One should focus on the residential character and its green, semi-rural feel. Streetscape elements should be more traditional in design and should include pedestrian lighting, benches and trash cans at bus stops, street trees to help hide the visual impact of the utility lines, and a hedge row where needed to create an edge that helps define a pedestrian zone.

Sectors one and two of the Beechmont Landscape Plan are located in the Neighborhood One. Sector one falls to a low drainage area that bounds the Mount Saint Mary's property and Beech Acres. The location of the gateway feature and landscape median into Anderson moving eastward, will have great visual impact with the downward slope. Both sectors contain greenbreaks that have been completed and additional entryway elements may be considered.

Existing Conditions

Traditional residential character

Homes close to street

No sidewalks

Minimal parking

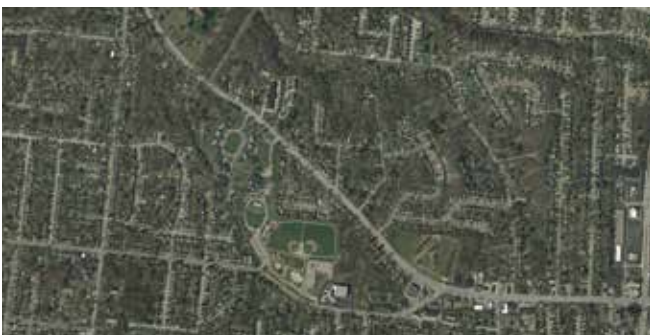
Hilly terrain

Large, established trees

Established landscaping

Minimal signage

Power lines less visible



Neighborhood One



Existing condition photo.



Salem intersection existing condition photo



Existing condition photo.



Beech Acres existing condition photo

Neighborhood One

RECOMMENDATIONS

Neighborhood Character

Promote traditional residential elements with roadway design



Access Management

Combine driveways



Landscape

Green median with trees and shrubs
Enhance low lying woodland areas
Promote street trees and landscaping on private property



Gateway Feature

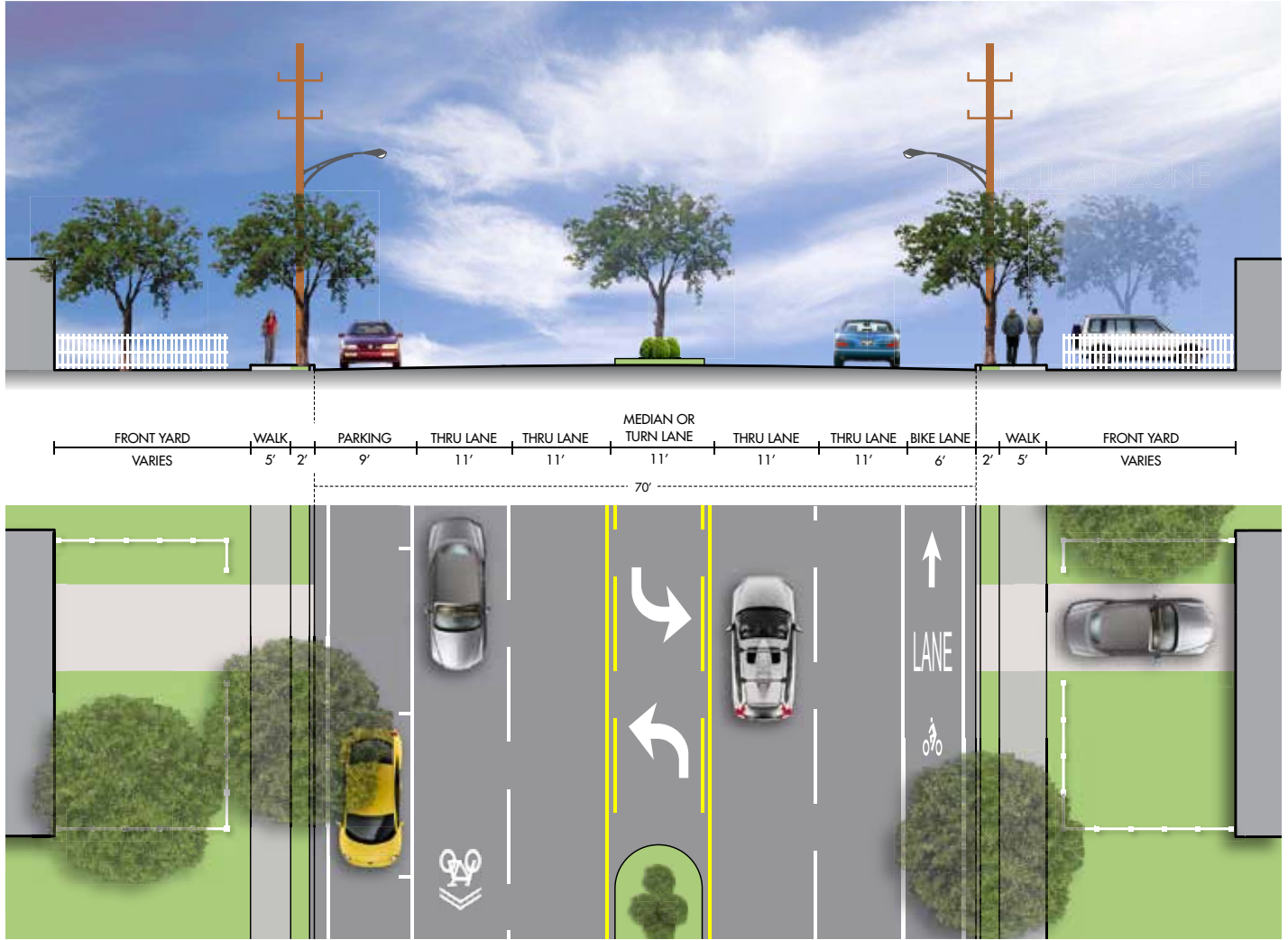
Enhance existing gateway signage with stone design similar to other Beechmont Avenue walls
Add landscaping to draw attention to gateway signage



Neighborhood One

Proposed Streetscape Design

- 5' wide sidewalks on both sides of Beechmont
- Where possible, reduce thru lane width and widen potential landscape median area
- On-street parking in front of residences
- Climbing bike lane (south) and sharrows (north)



Neighborhood One



Neighborhood One



Legend

- Buildings
- New Sidewalk
- Landscape Area
- Pavement
- Trees - New
- Trees - Existing
- Study Area

Neighborhood One



Neighborhood One



Legend

- Buildings
- New Sidewalk
- Landscape Area
- Pavement
- Trees - New
- Trees - Existing
- Study Area

Neighborhood One



Neighborhood One



Legend

-  Buildings
-  New Sidewalk
-  Landscape Area
-  Pavement
-  Trees - New
-  Trees - Existing
-  Study Area

Neighborhood One



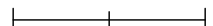
Neighborhood One



Legend

-  Buildings
-  New Sidewalk
-  Landscape Area
-  Pavement
-  Trees - New
-  Trees - Existing
-  Study Area

0 50 100 Feet



Neighborhood Two [Salem Road to Five Mile Road]

This neighborhood transitions from mostly residential, park and institutional uses, to a mixed use of residential, office and small commercial centers. A number of the former residences have been converted to offices while maintaining elements of a residential environment. It is recommended that this architectural character continue so that the current occupied residences along both sides of Beechmont remain in a compatible environment. Parking should be placed to the side or rear of the building. New commercial buildings should have a residential scale and use of materials. Similar to Neighborhood One, streetscape, pedestrian and landscape enhancements are recommended to retain elements of a residential area.

The commercial frontage west of Paddison and Markley provides negligible opportunity for enhancement beyond independent business facade / sign upgrades. The parking requirements with limited frontage are constraints. Potential for treatment eastward to Five Mile provides opportunity. Lots are larger, parking pattern allows green frontage and the existing mature green on residential property masks the utility poles on the south side. Large lots and independent business properties provide ample potential and appropriate grades of slope for trees. Several properties are improperly planted to serve views from the road. Landscape treatment toward the Five Mile intersection would receive priority.

Existing Conditions

Traditional residential character

Homes close to street

4' sidewalks with 2' landscape strip

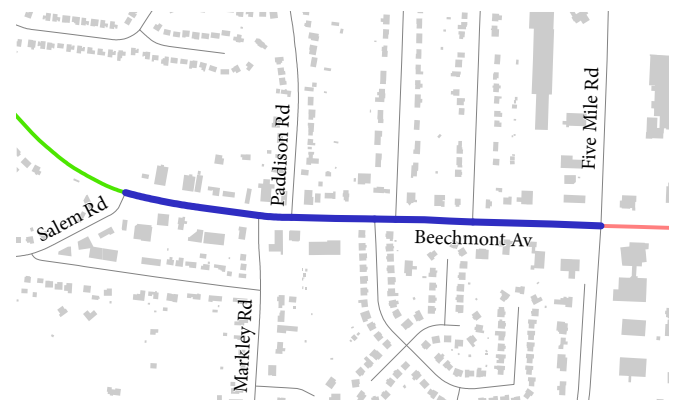
Limited parking

Hilly terrain

Large, established trees

Commercial signage

Power lines more prominent



Neighborhood Two



Existing condition photo.



Existing condition photo.



Existing condition photo.



Existing condition photo.

Neighborhood Two

RECOMMENDATIONS

Neighborhood Character

Paddison to Five Mile: promote traditional residential design similar to Neighborhood One



Salem to Paddison: Focus mixed-use, two-story development to front Beechmont Avenue



Commercial Parking

Locate to the side or rear of the building



Salem to Paddison: Use sidewalks, walls and landscape to separate roadway from parking areas



Landscape

Green median
Promote landscape enhancement on private property



Signage

Encourage neighborhood/residential-scale signage for commercial properties



Neighborhood Two

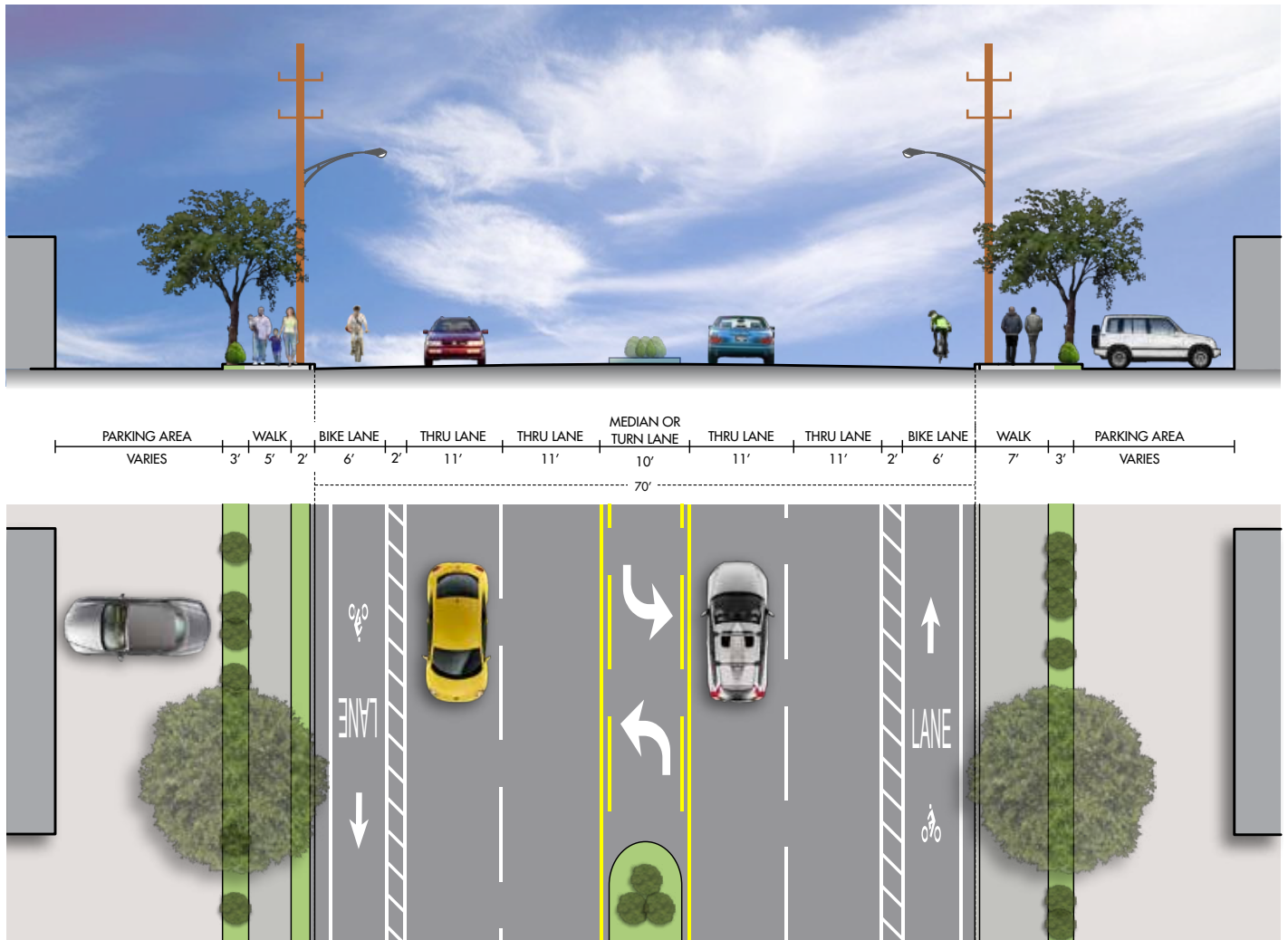
Proposed Streetscape Design

Focus on creating continuity of sidewalks in this area

Encourage 5–7' wide sidewalks and bike lanes on both sides of Beechmont (section below demonstrates both options)

Promote 3' or more landscape strip and stone walls between back of sidewalk and parking/building areas in areas with more commercial uses to help hide parking areas (Salem to Paddison)

Knee walls should be designed to match existing Beechmont Avenue walls



Neighborhood Two



Neighborhood Two



Legend

-  Buildings
-  New Sidewalk
-  Landscape Area
-  Pavement
-  Trees - New
-  Trees - Existing
-  Study Area



0 50 100 Feet

Neighborhood Two



Neighborhood Two



Legend

- Buildings
- New Sidewalk
- Landscape Area
- Pavement
- Trees - New
- Trees - Existing
- Study Area

Neighborhood Three

Downtown Anderson
[Five Mile Road to Asbury Road]

Neighborhood Three, also called “Downtown Anderson,” begins at Five Mile Road and extends to Asbury Road. This area has a variety of use groups and building types. The Anderson Towne Center, larger scaled office buildings, a strip center and a large box entertainment facility are some of the major elements in this area. There are several chain establishments including fast food restaurants, as well as locally-run businesses. Single family homes are immediately adjacent to this area. The sub-area of Five Mile to Asbury Road has been identified as “Downtown Anderson.”

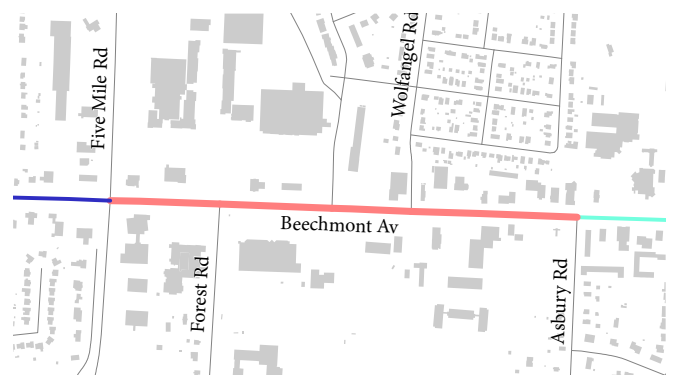
Neighborhood Three should focus on the Anderson Towne Center as a design catalyst. Mixed-use is highly encouraged. It is proposed that many of the future buildings fronting Beechmont be placed 10–15 feet from the right-of-way while maintaining adequate sight distance for vehicles entering and exiting Beechmont. Buildings should either be a minimum of two stories or have a mass that is equivalent to two stories in height. This will help define an edge that identifies the pedestrian space, brings the storefronts up closer to the street and allows the parking to be placed toward the side and rear of the facility. Access to the businesses will be from an access way that is to the rear of the property. This drive will link several parcels and will allow for improved access to and from the properties. Vehicular access, safety and the visual character will be improved. The Beechmont Corridor Update Study described these access improvements in more detail.

In 2013, the Downtown Anderson Plan was developed to create a further in depth look at Neighborhood Three. The Downtown Anderson Plan suggests how the area should be developed moving forward using building placement and character, streetscape enhancements, pedestrian facilities, improved vehicular access and circulation and building façade improvements. Recommendations include site planning and design guidelines for redeveloping properties, architectural character guidelines for buildings and the creation of private plazas that engage the street.

Downtown Anderson, centered around the Anderson Towne Center and the key intersection of Beechmont and Wolfangel Road, is the economic and civic center of Anderson Township, providing residents and visitors an experience that is walkable and connected, with public spaces that are activated by retail, civic functions, employment and housing.

Existing Conditions

Dense, urban character
Opportunity for pedestrian focus/connectivity
Diverse building stock, located close to street
5' sidewalks
Some areas of established landscape
Abundant signage
Power lines very prominent



Neighborhood Three



South side of Beechmont at Festival Market, 2017.



Rendering of proposed Downtown Anderson streetscape.



North side of Beechmont at Larosas, 2017.



Rendering of proposed Downtown Anderson streetscape.

Neighborhood Three [Downtown Anderson]

RECOMMENDATIONS

Neighborhood Character

Street-facing retail



Outdoor plazas that engage the street



Landscape

Street trees, landscape and walls along sidewalk



Access Management

Parking lot connections between neighboring properties



Buildings that promote a pedestrian-friendly environment



Architecture

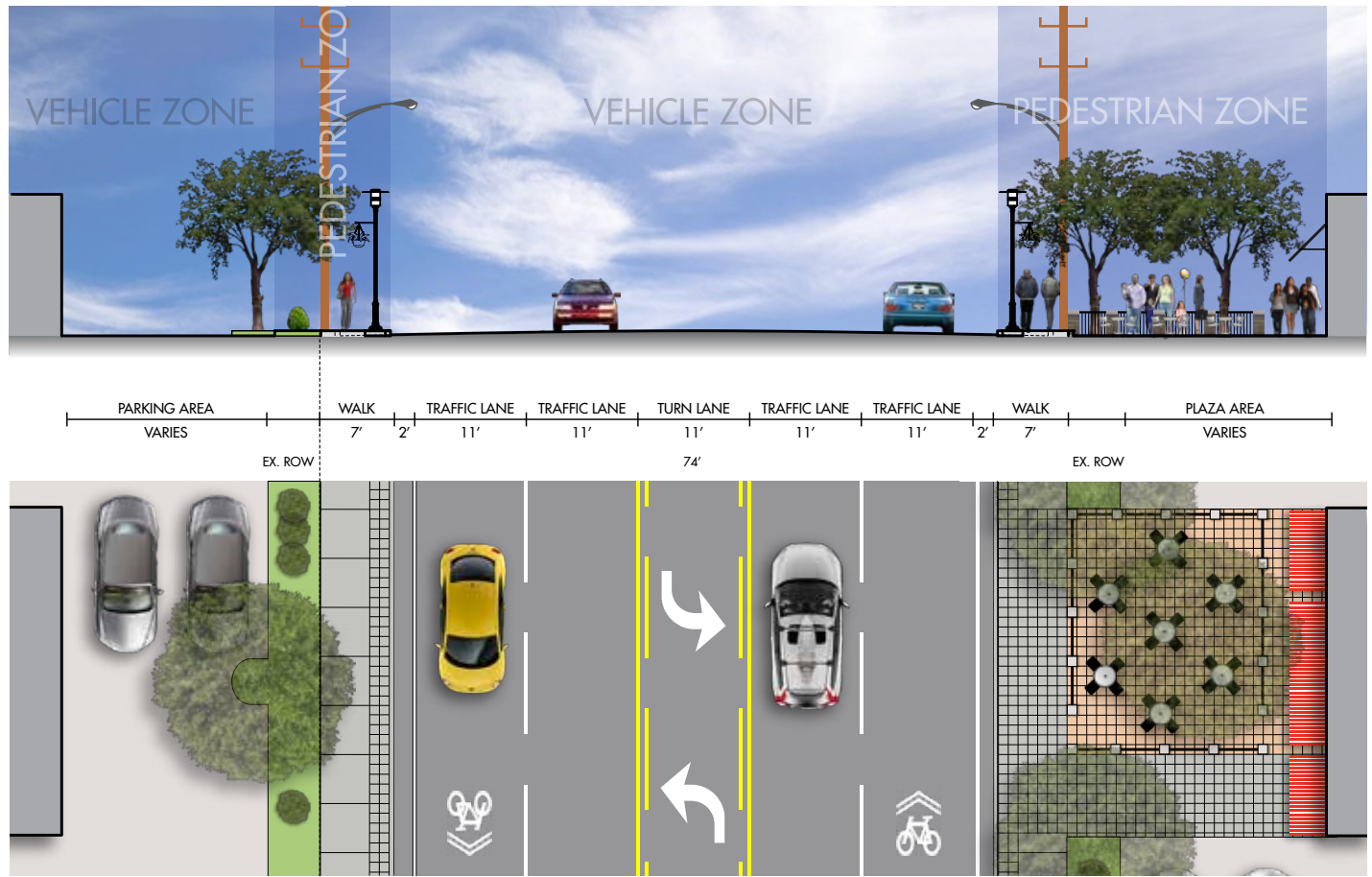
Two-story massing with unique elements



Neighborhood Three

Proposed Streetscape Design

- Construct 5–7' wide sidewalks on both sides of Beechmont
- Promote landscaping at the back of the sidewalk
- Screening walls along parking areas (between street and parking areas)
- Pedestrian scale lighting
- Shared Lane Markings (Sharrows) for bicyclists



Neighborhood Three [Downtown Anderson]



Neighborhood Three



Legend

- Buildings
- New Sidewalk
- Landscape Area
- Pavement
- Trees - New
- Trees - Existing
- Study Area

0 50 100 Feet

Neighborhood Three [Downtown Anderson]



Neighborhood Three



Legend

- Buildings
- New Sidewalk
- Landscape Area
- Pavement
- Trees - New
- Trees - Existing
- Study Area

Neighborhood Four [Asbury Road to Nagel Road]

Neighborhood Four begins at Asbury Road and terminates at Nagel Road. The Immaculate Heart of Mary Church, a multi-tenant retail center, the Township Operations Center, Forest Hills School District Administration offices and several car dealerships define this area. A mixed-use environment of chain restaurants, automobile-oriented businesses and office buildings are also prevalent. The Township's school district facilities are in the center of this neighborhood and the center of the Corridor's business/commercial environment. Integration of business properties with service roads will improve wayfinding and traffic safety. Heightened identity and wayfinding legibility will be promoted with landscape continuity.

New buildings should have a first floor frame of substantial material (brick, stone, precast concrete, metal or concrete masonry units). These frames may or may not have a base element. A storefront should reside inside the frame and a knee wall, if desired, should be of a contrasting material. This infill material can be wood or chosen from the list above. EIFS (Exterior Insulation and Finish Systems) should not be used in either the frame or the infill material on the first floor. The second story mass needs to be a contrasting material from the frame and can include any of the substantial materials as well as wood or EIFS. It is recommended that multi-tenant buildings, such as strip centers, not be homogeneous in appearance. The massing should reflect separate tenant spaces. The concepts above still apply, but the design and material should not be copied from tenant space to tenant space. Awnings and lighting should be incorporated, and signs should be modest in scale — per the Township's sign regulations.

Streetscape elements should be in a traditional language, but not that of Neighborhoods One and Two. Slightly more contemporary forms are OK as the streetscape will begin to shift in this direction in Neighborhoods Five and Six. Benches, planters and trash cans should be placed at the bus stops, nodes and other areas that develop the need. Bike racks should be placed as the Township feels fit. Pedestrian lighting should be placed at regular intervals to achieve continuity. Pedestrian walks should also be completed in these areas.

Existing Conditions

Lacking sidewalk connectivity

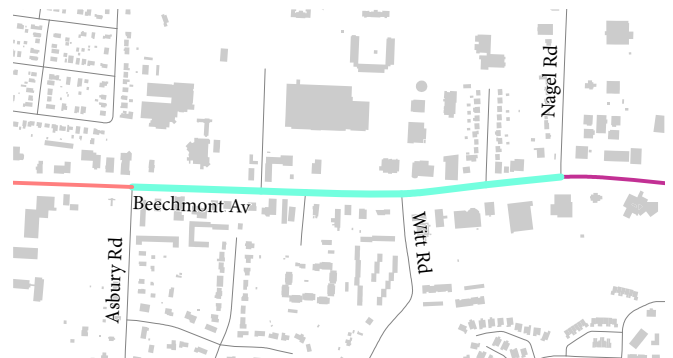
Larger lot areas and buildings

Auto-oriented development

Minimal landscaping

Building facades lack quality materials

Transition from Downtown Anderson to auto-oriented suburban



Neighborhood Four



Pinnacle Plaza Shopping Center.



Immaculate Heart Of Mary (IHM) Church.



North side of Beechmont, east of Nordica.



South side of Beechmont, west of Witt.

Neighborhood Four

RECOMMENDATIONS

Neighborhood Character

Substantial, quality building materials



Varied massing of buildings



Access Management

Parking lot connections between neighboring properties



Closing unnecessary driveways



Landscape

Street trees, landscape and walls along sidewalk



Awnings and Lighting



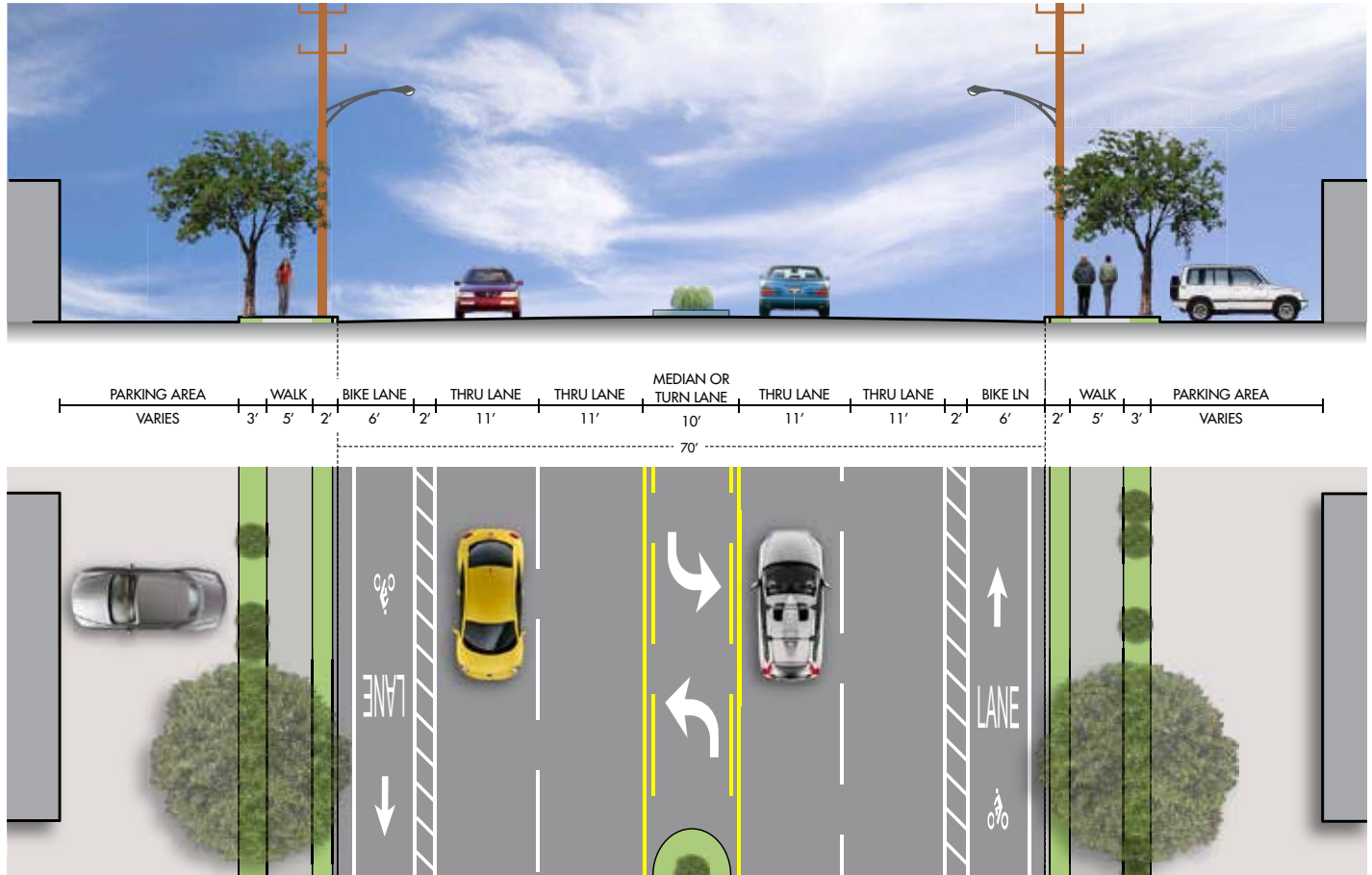
Neighborhood Four

Proposed Streetscape Design

Focus on continuity of sidewalks and filling-in gaps

Construct 5' wide sidewalks on both sides of Beechmont

Promote a landscape area or stone walls between back of sidewalk and parking/building areas in areas with more commercial uses to help hide parking areas



Neighborhood Four



Neighborhood Four



Legend

-  Buildings
-  New Sidewalk
-  Landscape Area
-  Pavement
-  Trees - New
-  Trees - Existing
-  Study Area

Neighborhood Four



Neighborhood Four



Legend

-  Buildings
-  New Sidewalk
-  Landscape Area
-  Pavement
-  Trees - New
-  Trees - Existing
-  Study Area

Neighborhood Five [Nagel Road to Eight Mile Road]

Neighborhood Five is defined to the west by Nagel Road and to the east by Eight Mile Road. This neighborhood includes St. Timothy's Church, multiple strip malls that dominate the character and several smaller retail and office use buildings. The New England Club, The Anderson and Whittshire Glen are entered through this area, but stand back off of the corridor.

Nagel is a critical connector with potential for green landscape opportunities. The Comboni property and St. Timothy Church have appropriate location to create a significant green break at Nagel Road. The residential property on Nagel continues a strong green context. The property owners on the frontage can work together to create a major change in creating continuity. Linkage to condominiums on the sloped terrain south would benefit from the new legibility. Several large format retail centers have potential to add green improvements that will build the character of their location.

Neighborhood Five has large and small strip centers. This building type should have facades designed in such a way as to identify individual tenant spaces. Additional streetscape elements, stonewall and pedestrian elements are recommended along the street frontage typically set back about 30 feet from Beechmont. The streetscape elements should transition from the traditional character of Neighborhood Four to the contemporary character of Neighborhood Six.

Existing Conditions

Lacking sidewalk connectivity

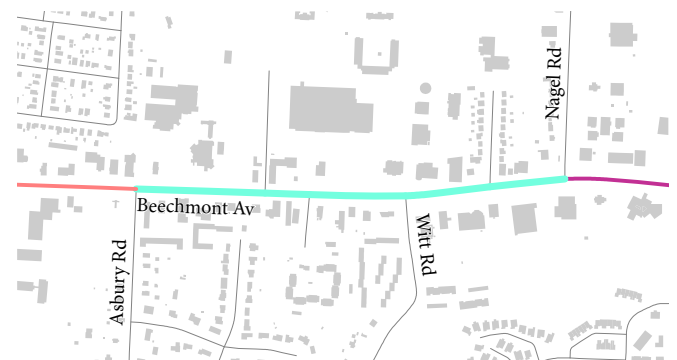
Auto-oriented development

Buildings set back further from the street

Greenspace opportunities

Building facades lack quality materials

Deeper lots



Neighborhood Five



South side of Beechmont, east of New England Club Drive.



North side of Beechmont, west of Eight Mile.

Neighborhood Five

RECOMMENDATIONS

Neighborhood Character

Facades that identify individual tenant spaces



Substantial, quality building materials



Access Management

Parking lot connections between neighboring properties and service drives behind properties



Restricting/closing unnecessary driveways



Landscape

Landscape between sidewalk and parking areas



Landscape areas and trees within parking lots



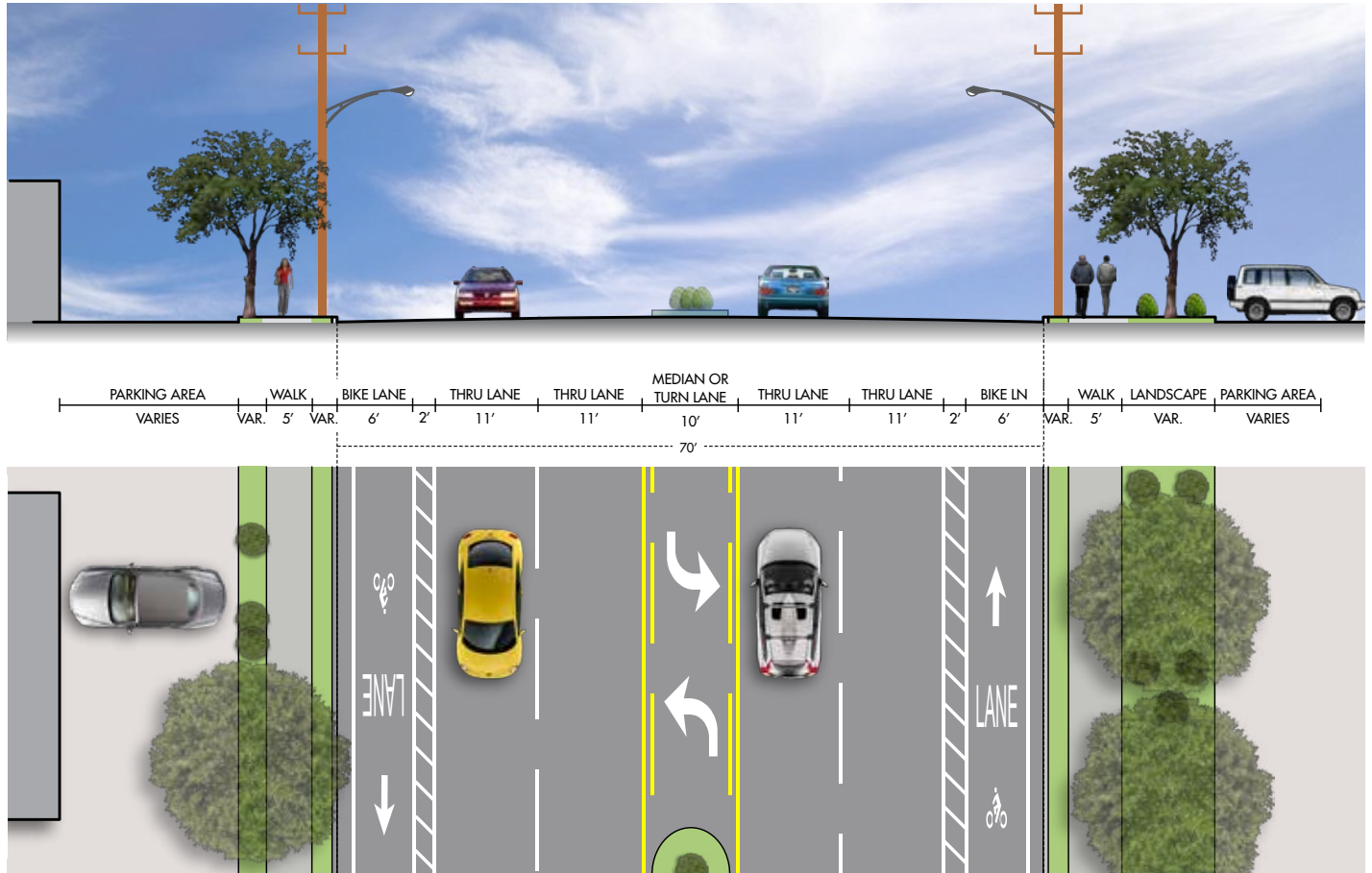
Neighborhood Five

Proposed Streetscape Design

Focus on continuity of sidewalks and filling-in gaps

Construct 5' wide sidewalks on both sides of Beechmont

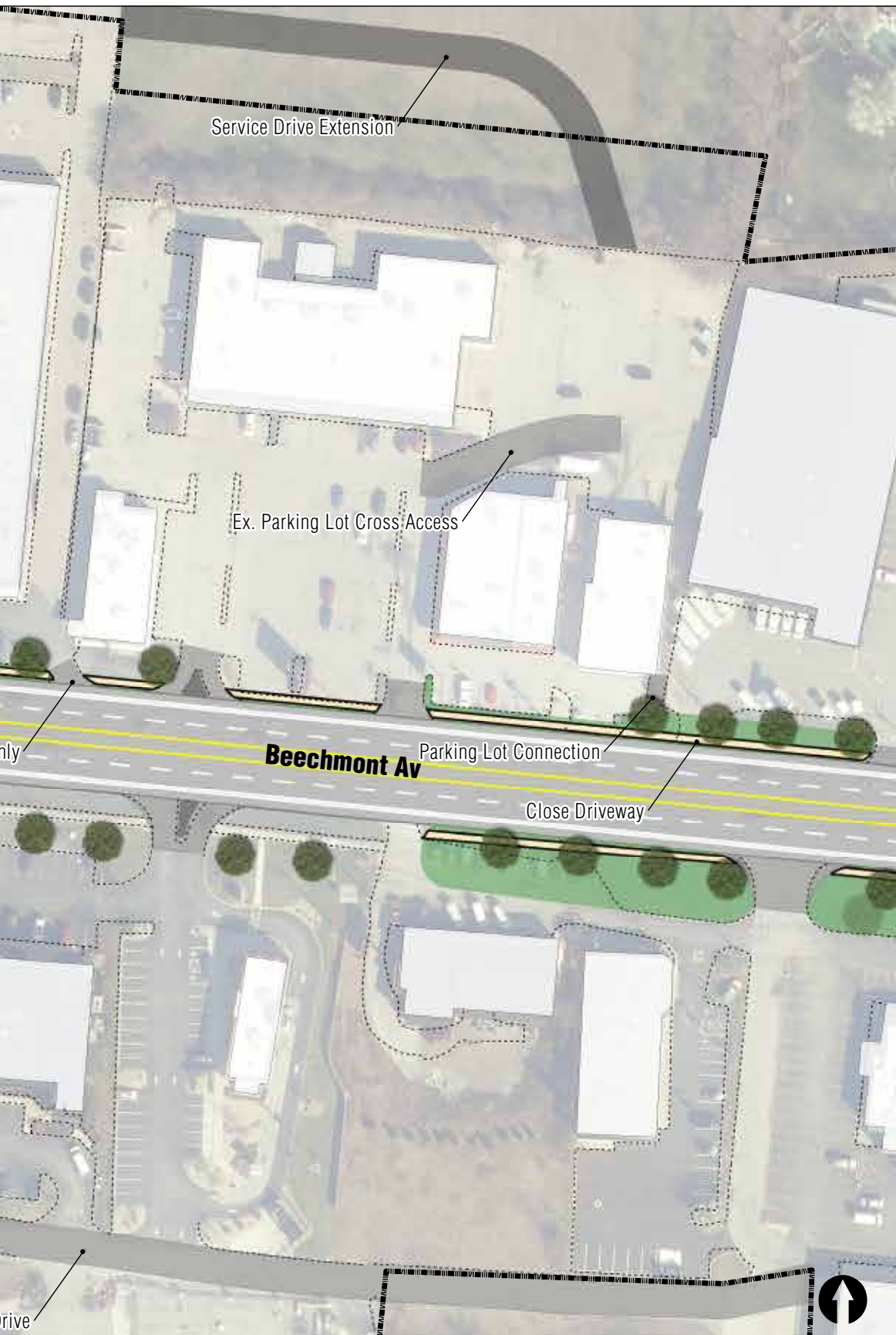
Promote landscape areas or stone walls between back of sidewalk and parking/building areas in areas with more commercial uses to help hide parking areas (where there is room, set back further from Beechmont)



Neighborhood Five



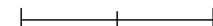
Neighborhood Five



Legend

-  Buildings
-  Sidewalk
-  Landscape Area
-  Pavement
-  Trees - New
-  Trees - Existing
-  Study Area

0 50 100 Feet




Neighborhood Five

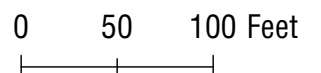


Neighborhood Five



Legend

- Buildings
- New Sidewalk
- Landscape Area
- Pavement
- Trees - New
- Trees - Existing
- Study Area



Neighborhood Six [Eight Mile Road to Hamilton Co. Line]

Neighborhood Six extends east from Eight Mile Road to the Hamilton County/ Clermont County line. While serving as the East Gateway, car dealerships and big box retail dominate this area. Smaller office and retail businesses co-exist. The physical characteristics of the Eastern Gateway area is different than the rest of Beechmont Avenue. To create a gateway experience that represents the character a majority of the corridor, built elements within the area should reinforce walls and other streetscape design elements featured along Beechmont. A more contemporary visual enhancement character is recommended, primarily due to the influence of the new car dealerships. This should be reflected in the streetscape elements as well.

Many big box retailers have multiple tenants that historically occupied an outlet. Banks, pharmacies and fast food restaurants are being incorporated into these large buildings set further back from Beechmont. The deep set commercial zones on the north side (900'), three times the depth of the auto locations on the south. They have become one large mixed-use tenant. The facade should reflect this diversity through massing, material selection and other facade elements. The architecture should be contemporary, such as the car dealership shown to the right. A more modern streetscape should be employed to reflect the contemporary architecture in this area.

Existing Conditions

Gateway into Township

Lacking sidewalk connectivity

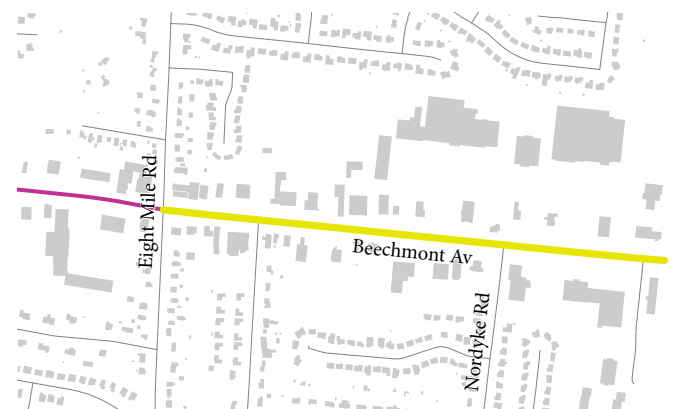
Auto-oriented development

Buildings set back further from the street

Greenspace opportunities

Building facades lack quality materials

Deeper lots



Neighborhood Six



North side of Beechmont, at eastern Township gateway.



South side of Beechmont, at Nordike.

Neighborhood Six

RECOMMENDATIONS

Neighborhood Character

Contemporary architectural design



Substantial, quality building materials



Access Management

Parking lot connections between neighboring properties and service drives



Restricting/closing unnecessary driveways



Landscape

Landscape between sidewalk and parking areas



Landscape areas and trees within parking lots



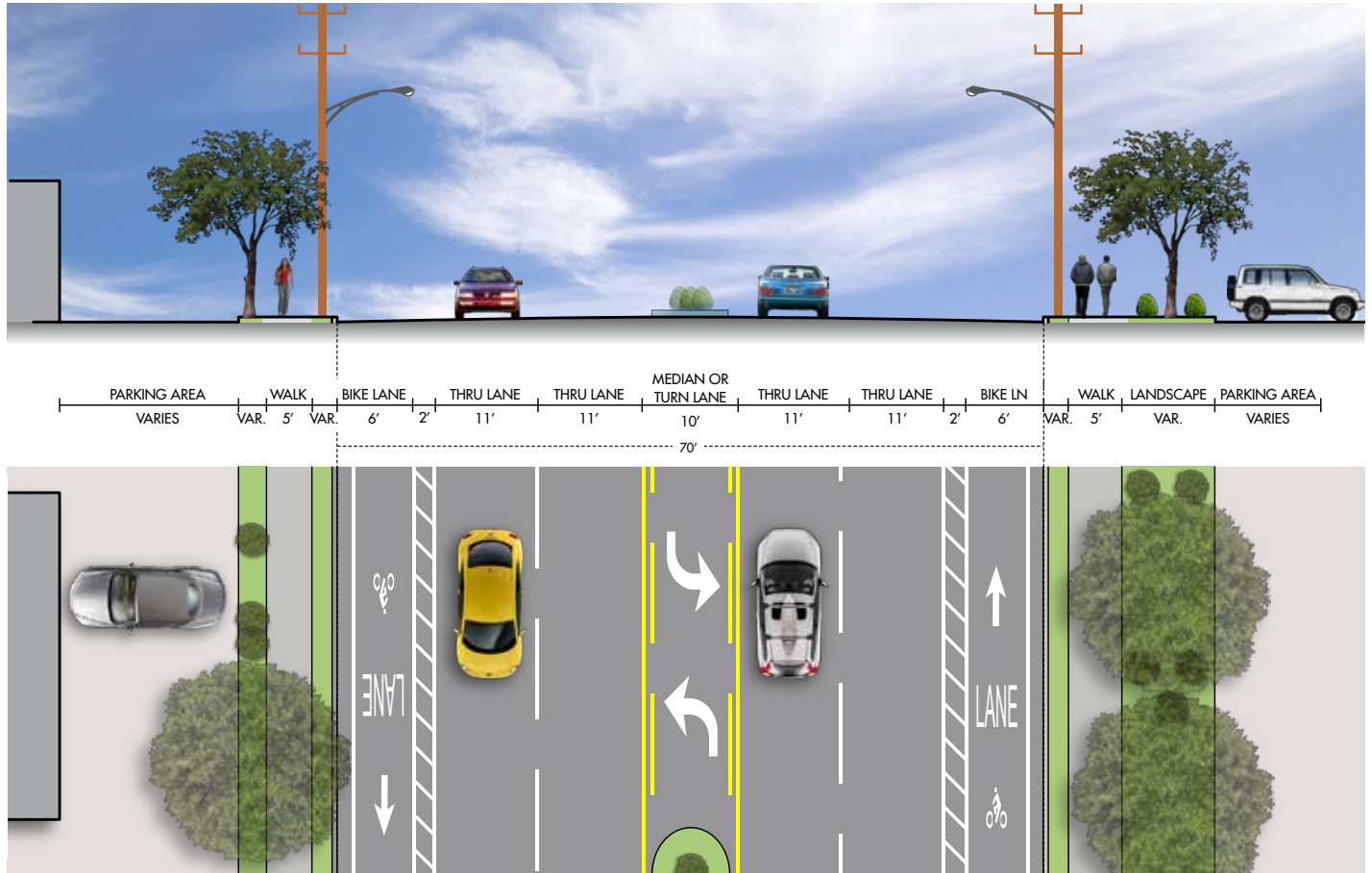
Neighborhood Six

Proposed Streetscape Design

Focus on continuity of sidewalks and filling-in gaps

Construct 5' sidewalks on both sides of Beechmont

Promote a landscape area or stone walls between back of sidewalk and parking/building areas in areas with more commercial uses to help hide parking areas



Neighborhood Six



Neighborhood Six



Legend

- Buildings
- New Sidewalk
- Landscape Area
- Pavement
- Trees - New
- Trees - Existing
- Study Area

Neighborhood Six



Neighborhood Six



Legend

-  Buildings
-  New Sidewalk
-  Landscape Area
-  Pavement
-  Trees - New
-  Trees - Existing
-  Study Area

Implementation Strategies

Anderson Township officials have been promoting a spirit of cooperation with the business and developer community for many years. It remains the Township's desire to encourage and leverage significant improvements within the Beechmont Corridor over time. This Plan provides recommendations on how significant physical improvements may take place; however, many of these improvements will occur on private property or with redevelopment/site improvements. The right-of-way of Beechmont Avenue, in most places, extends only about a foot outside the existing curb.

The following recommendations provide several ways Anderson Township can continue the transformation of Beechmont Avenue into a more visually attractive place in the future.

ODOT INTERFACE

It is recommended Anderson Township maintain its strong working relationship with ODOT regarding what they will allow within the Beechmont Corridor right-of-way such as those listed below and discussed previously. ODOT has the permit and maintenance responsibilities on Beechmont Avenue (SR125) within Anderson Township. Any improvements planned within the right of way must obtain a permit from ODOT. If it is determined the cost for any enhancements within the right-of-way is above the expenses ODOT normally incurs, the Township would bear the burden for the installation and maintenance of these features. Corridor enhancements germane to ODOT are as follows:

- a. Raised medians (serves first as a traffic safety function, then as a landscape enhancement opportunity)
- b. Textured or colored paving within portions of the center lane
- c. Enhancement of pedestrian crossings and nodes (zebra striping, cross walk special treatment, etc.)
- d. Supplemental pedestrian lighting and other elements (benches/walls) that may fall within the right-of-way
- e. Pedestrian sidewalks
- f. Bicycle lanes and other cycling enhancements (sharrows/signage)
- g. Wayfinding signage
- h. Landscaping

OVERHEAD UTILITY INTERFACE

A similar discussion with overhead utility representatives (Duke, Cincinnati Bell, Spectrum, etc.) focused on options to reduce adverse visual effects from the above ground electric utilities. The following are suggestions brought forth in this plan, and prior plans, that are topics in which to continue dialogue with these entities:

- a. Option to hang selected streetscape elements from existing utility poles.
- b. Program for consolidating or cleaning up the existing overhead utility network.
- c. Replacement of unsightly utility poles with new ones, or consolidation to reduce the number of poles.
- d. Feasibility of placing some of the service lines to individual existing buildings underground.

Implementation Strategies

- e. Recommendation to place new electric service connections to future development or redevelopment underground and associated on grade placement of transformers.
- f. Potential to relocate, in a few areas, the overhead utilities to the rear of a group of properties.

BUSINESS/PROPERTY OWNER INTERFACE

- a. Remain in contact with property owners and businesses along Beechmont Avenue regarding the Township's desire to promote visual and safety enhancements along the corridor.
- b. Offer incentives as a catalyst to get owners/businesses to participate.
- c. Provide guidelines (as described herein) to property owners who are considering remodeling or redeveloping their property.
- d. Offer a "Design Resource Pool" that can provide initial concepts for physical improvement to selected properties that is funded by Anderson Township. Detailed design will then become the responsibility of individual property owners.

PLANNING & ZONING INTERFACE

- a. Review development proposals to ensure compliance with the goals set forth in this plan, and provide guidance to Township zoning boards as applicable.
- b. Ensure compliance of new development or redevelopment with the Anderson Township Zoning Resolution (ATZR), and make edits to the ATZR as necessary.
- c. Utilize the Anderson Township Design Guidelines when reviewing site plan, signage, landscaping and lighting proposals, and make edits to the guidelines as necessary.

IMPLEMENTATION TOOLS

- a. Encourage a low interest loan program through local banks earmarked specifically for funds for property enhancements.
- b. Consider setting up a "Special Assessment District" along Beechmont Avenue with funds earmarked for public improvements.
- c. Continue to allocate a portion of Tax Increment Funds (TIF) for investment in physical improvements.
- d. Explore the potential to place a "Special Tax Levy" on the ballot for voter approval with all funds dedicated to physical improvements along Beechmont Avenue.
- e. Set up an Advocacy Committee whose mission is to transform Beechmont Avenue. Include citizen committee representatives, residents, businesses, public officials and technical design professionals. In the absence of such a group, the Township's Economic Development Committee may be able to assume such a responsibility.
- f. Encourage visual enhancements desired by the Township and the option to remove undesirable signs using TIF funds.
- g. Explore the use of a Development Authority, or the Hamilton County Community Improvement Corporation (CIC), to facilitate redevelopment of the Beechmont Corridor.

Public Involvement

ONLINE PLAN REVIEW

Anderson Township published a digital draft version of The Beechmont Plan in its entirety on the Township website, www.andersontownship.org on October 25, 2017. The website “blog” post also included an announcement for the Open House.



The screenshot shows the Anderson Township website with a navigation bar (HOME, NEWS & EVENTS, GOVERNMENT, COMMUNITY, BUSINESS) and a main article titled "October 25 Open House Focus is on The Beechmont Plan". The article includes a sub-header "Township to consolidate several plans under one guiding document", a paragraph about the consolidated guide, an image of a map labeled "The Beechmont Plan", and a list of goals for the plan. At the bottom, there is an "ATTACHED FILES" section with a link to "The Beechmont Plan - Draft (9.41 MB)".

October 25 Open House Focus is on The Beechmont Plan

Township to consolidate several plans under one guiding document

A consolidated guide for development along Beechmont Avenue called The Beechmont Plan is being prepared by Anderson Township this fall. Residents, business owners and stakeholders are invited to view the preliminary plan during an open house set for 4:30 -6:30 p.m. on Wednesday, Oct. 25, at Anderson Center, 7850 Five Mile Road.

Incorporated into the new plan will be the Beechmont Corridor Vision Plan, the Beechmont Landscape Plan, and Design Guidelines. The new plan is being produced by Anderson Township, KZF Design and the Ohio Department of Transportation.

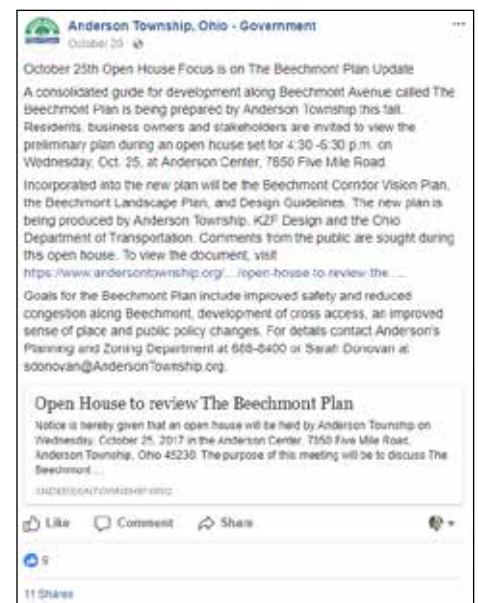
Comments from the public are sought during this open house. To view the document see attached.

Goals for the Beechmont Plan include improved safety and reduced congestion along Beechmont, development of cross access, an improved sense of place and public policy changes. For details contact Anderson's Planning and Zoning Department at 688-8400 or Sarah Donovan at sdonovan@AndersonTownship.org.

ATTACHED FILES

- The Beechmont Plan - Draft (9.41 MB)

Township website announcement.



The screenshot shows a Facebook post from Anderson Township, Ohio - Government, dated October 25. The post title is "October 25th Open House Focus is on The Beechmont Plan Update". The text describes the consolidated guide and the open house event. It also includes a link to the draft plan and a section titled "Open House to review The Beechmont Plan" with details about the meeting. The post has 11 shares and 9 likes.

Anderson Township, Ohio - Government
October 25

October 25th Open House Focus is on The Beechmont Plan Update

A consolidated guide for development along Beechmont Avenue called The Beechmont Plan is being prepared by Anderson Township this fall. Residents, business owners and stakeholders are invited to view the preliminary plan during an open house set for 4:30 -6:30 p.m. on Wednesday, Oct. 25, at Anderson Center, 7850 Five Mile Road.

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Open House to review The Beechmont Plan

Notice is hereby given that an open house will be held by Anderson Township on Wednesday, October 25, 2017 in the Anderson Center, 7850 Five Mile Road, Anderson Township, Ohio 45230. The purpose of this meeting will be to discuss The Beechmont Plan.

11 Shares

An announcement was made on the Township's Facebook page.

Public Involvement

PUBLIC OPEN HOUSE

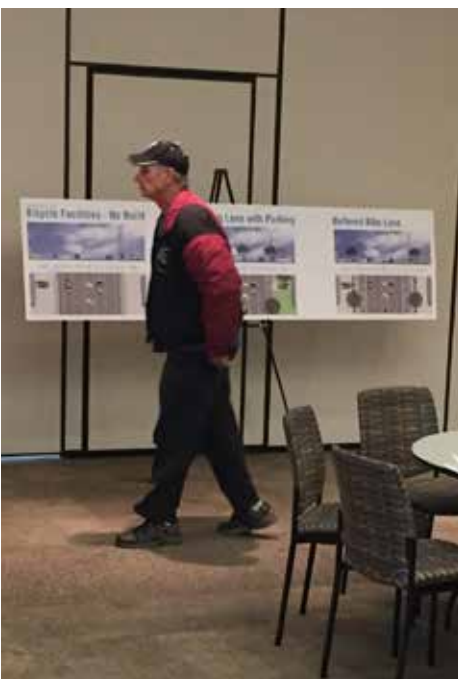
Anderson Township and KZF Design held a public Open House at Anderson Center, 7850 Five Mile Road, Anderson Township, Ohio 45230. The Open House occurred on Wednesday, October 25, 2017 from 4:30 to 6:30 pm. Anderson Township and KZF Design were represented as they received input on the plan maps and report document.



Boards for each Neighborhood on display.



Bike lane and on-street parking display board.



Bike lane display boards.



The Beechmont Plan

Public Involvement

Have thoughts about Beechmont Avenue? Here's your chance to share them

Have thoughts about Beechmont Avenue? Here's your chance to share them

Sheila Vilvens, svilvens@enquirer.com Published 11:43 a.m. ET Oct. 20, 2017 | Updated 11:43 a.m. ET Oct. 20, 2017



Buy Photo
(Photo: The Enquirer/Sheila Vilvens)

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Drivers stuck in slow-moving traffic on Beechmont Avenue in Anderson Township might curse the construction.

But as the road work wraps up next year, aggravation could turn to gratitude as traffic headaches are allayed. At least that's the hope of planners who have long looked for ways to improve safety and reduce congestion along this busy stretch of highway.

The plans that brought construction to Beechmont Avenue in Anderson Township are now part of "The Beechmont Plan" which will be on display and open for comments at an open house from 4:30-6:30 p.m. Wednesday, Oct. 25, at Anderson Center. The Beechmont Plan is a consolidation of multiple planning documents for the township's "downtown area."

The plan offers nothing out of the ordinary, according to township planner Sarah Donovan. Everything in it was addressed before but in different formats.

"This is, in large part, an effort to merge our various planning efforts over the years . . . into one single document," said Steve Sievers, assistant administrator for operations. The consolidated document includes information from the Beechmont Corridor Plan, Landscape Plan, Anderson Trails Plan, Downtown Anderson Vision Plan and the Comprehensive Plan and the update.

"This seeks to build upon and reinforce the concepts in those plans, by neighborhood, but also introduces some new aspects and ideas to the corridor per our other planning efforts such as strategies to reinforce the residential character in neighborhoods, No. 1, west of Salem Road," he said.

The most drastic change to Beechmont Avenue in recent years was the installation of the continuous flow intersection, Donovan said. With that project completed, the most significant changes along Beechmont offered in the new document might, for example, include a reduction in curb cuts and entryways for a business, she said.



Buy Photo
Some business access points along Beechmont Avenue could be eliminated as Anderson Township planners look for ways to improve traffic safety. (Photo: The Enquirer/Sheila Vilvens)

The construction work currently underway on Beechmont is included in the township's plans and is a two-phase project.

Phase one involves work in "Downtown Anderson," from Wolfangel to Asbury, Sievers said. That work is expected to wrap by next spring. The enhancement work includes sidewalks, streetscape improvements, decorative lighting installation and new landscaping.

Phase two of the project, expected to begin next spring, will address safety.

Goals for The Beechmont Plan include improved safety and reduced congestion along Beechmont Avenue and development of cross access.