INTRODUCTION

From its beginning as an incorporated area, Blue Ash has developed and implemented comprehensive plans resulting in a well-balanced, high-quality community. After the 1955 incorporation, City leaders hired Harland Bartholomew & Associates, one of the nation’s premier planning firms, to develop the initial comprehensive plan. That first plan was completed and adopted in 1957. After annexation of the northern part of Blue Ash occurred several years later, the City hired the same firm to develop the 1968 Comprehensive Plan. That plan provided zoning, land use, and development standards for the beginning of the major transformation of Blue Ash in the mid 1970s.

In 1989, again using Harland Bartholomew & Associates, a new comprehensive plan was adopted that guided Blue Ash land development through the boom years of the 1990s, and which established a strategy for redevelopment of lesser quality business areas and the revitalization of older residential neighborhoods. During the 1990s and the beginning of the 21st Century, the great majority of remaining vacant land in Blue Ash was developed, and substantial marginal business properties were acquired by developers and redeveloped into higher quality office parks, retail, and other appropriate business uses. Likewise, successful revitalization occurred in several older neighborhoods.

As the City adopts its fourth comprehensive plan (the 2003 Blue Ash Comprehensive Plan), the community is faced with substantially different objectives than those contained within the first three comprehensive plans. Only small pockets of undeveloped property remain (with the exception of the Blue Ash Airport site), and many of the larger tracts of older marginal business properties have either already been redeveloped, or plans have already been approved for future redevelopment. Revitalization efforts have resulted in a number of older residential neighborhoods being greatly improved, with property values not only stabilized, but in some instances, greatly increased. With only a handful of exceptions, the massive redevelopment of the downtown area has been completed. The inventory of public facilities, both city and educational, has grown tremendously, resulting in an admirable collection of parks, schools, non-profit agencies, public safety facilities, etc. that have played a substantial role in Blue Ash’s reputation as one of the finest communities of its size in the Midwest. Major road improvements and other infrastructure upgrades have either been completed, or will be completed in the next few years, addressing the majority of street/infrastructure improvements that will be needed to serve the City in the foreseeable future. Indeed, the 2003 Comprehensive Plan is not one that will provide for the high growth or as extensive of public improvements as outlined in the previous plans.

The 2003 Comprehensive Plan is meant to guide the City through the early part of the 21st Century as the “final touches” of a high-quality city are completed. What the City does henceforth with land use and public facility improvements will make a major difference in the quality of life of current and future Blue Ash residential and business citizens.

One of the paramount reasons for Blue Ash’s evolution from its modest background into the dynamic city that it now represents is that planning has been as
critical an element of city government as public safety, parks and recreation, public
works, and the more traditional services provided by local governments. The innovative
and aggressive approach to planning that Blue Ash has practiced over the years has not
only resulted in a well-balanced and attractive community, but also a city that has the
financial resources to provide for the other critical operations of a municipality (police,
fire, parks and recreation, street maintenance, waste collection and disposal, etc.).

In approaching the 2003 Comprehensive Plan, the City wanted to assure that
ample opportunities existed for all Blue Ash citizens to comment and express their
opinions as to what the objectives of the City should be. As this plan is taken through the
formal review and adoption process, extensive public notice will be made to citizens
allowing several opportunities for such input. However, for the first time during the
development of a comprehensive plan, the City took the rather extraordinary effort of
hiring the University of Cincinnati Institute for Policy Research to perform a scientific,
low margin of error, survey of Blue Ash citizens to establish an objective basis for what
citizens thought regarding not only current land use/zoning policies, city facilities,
various city operations, and the general citizenry perception of the community, but also to
determine what issues needed to be addressed in the new comprehensive plan to assure
appropriate land use planning and zoning criteria for Blue Ash during the early part of the
21st Century.

The Institute for Policy Research performed a survey of over 500 Blue Ash
residents to provide this objective analysis. Using the information gathered through the
scientific survey, and through a number of roundtable discussions held with members of
Council, Planning Commission, Board of Site Arrangement/Zoning Appeals, and the City
Administration, a number of issues were brought forth that were considered in the
development of the 2003 Plan. Using the same planning firm (now known as Parsons
HB), the following provides a recommended new comprehensive plan that, as the former
plans did, should serve the City well. As in all planning documents, plans are only of
value if they are followed and implemented on a regular basis. It should also be noted
that planning is effectively a “living” process, and needs to be reviewed and refined
regularly if it is to best serve a community.

Through the Citywide survey completed by the Institute of Policy Research,
several guidelines were established. By overwhelming percentages, Blue Ash citizens are
satisfied with the land use policies and regulations that Blue Ash currently has. Almost
all Blue Ash residents are satisfied with Blue Ash operations, public facilities found
within the City, and the overall quality of life in the community. By an overwhelming
majority, Blue Ash residents are also satisfied with the current mix of business-to-
residential land uses within the City. In fact, there was really no issue forthcoming from
the survey in which a large number of Blue Ash residents believed improvement or a
change in land use or zoning philosophy should occur. However, information gathered
from the survey and other means of obtaining citizen input have been very valuable in
making a number of improvements to zoning/land use regulations, and in some cases
planning objectives, all which can only enhance the community.

It is important to reflect that no community can rest upon its achievements or
attributes if it is to continue to be dynamic and successful. Blue Ash is obviously a very
fortunate community, having obtained national recognition as one of the best
communities in the United States to raise a family. However, Blue Ash must continue to be very aggressive in doing whatever possible to make the City an even more desirable place to live, work, and enjoy leisure time. This philosophy is the objective of the 2003 Comprehensive Plan.

In reviewing the particulars of this plan, the reader will find a variety of changes from the 1989 Plan. For example, the City has now taken a more definitive position as to how the Blue Ash Airport property should be improved/developed. Criteria have now been established for the Reed Hartman corridor to ensure increased building setbacks and greenspace. Overall, landscaping/streetscaping requirements have been substantially enhanced. Sign regulations, outdoor storage, and other aesthetic issues have been improved. Suggestions for future public facilities and roadway/transportation improvements have been set forth. The importance of continued business redevelopment and residential revitalization programs have been emphasized.

Within the Comprehensive Zoning Ordinance portion of the 2003 Plan, changes have been made to ensure that Blue Ash’s zoning and land use regulations remain one of the most state-of-the-art zoning documents for a suburban city in the country. In some cases, additions have been added to the regulations, such as those dealing with landscaping criteria and the types and sizes of plantings that will be permitted.

In summary, Blue Ash has thrived on well-conceived planning and effective implementation of those plans. The 2003 Comprehensive Plan builds upon all that has been successful in previous Blue Ash plans, and enhances planning and development regulation criteria that, if properly implemented, should help guide the City in becoming an even more dynamic and desirable community.

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1 Blue Ash was included in both editions of the book entitled 50 Fabulous Places to Raise Your Family, chosen from the thousands of communities from all across America.
THE LAND USE PLAN

The Comprehensive Plan includes current development patterns, population trends, land use policies, land use strategies, and the Land Use Plan. The Land Use Plan is the basic element of the overall Comprehensive Plan. The arrangement of residential, commercial, industrial, and public places dictates the need for streets, parks, public buildings, and public utilities. The Land Use Plan supported by the land use strategies forms the basis for zoning regulations and for community improvement programs.

Comprehensive Plans were prepared and adopted by Blue Ash in 1957, 1968, and 1989. The land use proposals and related plans in the earlier comprehensive plans were the blueprint for the growth and development that has occurred in the City over the past forty-five years. Today, Blue Ash is a high quality city with fine residential areas, impressive business and office areas, and first-rate public facilities. (For historical purposes, Exhibits 1 and 2 are included on the following pages to reflect conditions occurring in the 1968 and 1989 plans.)

Current Development Pattern

A substantial part of Blue Ash was historically developed with a grid system of streets in the original plats of the City located in the south sector of the present corporate area. The land use survey of 1957 portrays Blue Ash as essentially a small suburb, with most of the developed area in the southern portion of the community. Today, the City is almost completely developed, with few remaining vacant parcels.

Residential

The residential areas of the City include small homes in the original plat areas, moderate value homes south and west of downtown, and high value homes in the west and north sectors of the City. The larger residential areas of Blue Ash are generally found south of Glendale-Milford/Pfeiffer Road. A residential area with a pleasant lake is located in the area east of Kenwood Road and north of Pfeiffer Road. Residential areas extend along the east side of Kenwood Road from Creek Road to the southern sections of the City, with residential development continuing along the southwestern edge of the City in the Cooper Road vicinity. The southwest quadrant of the City contains some of the finest residential areas within the Greater Cincinnati area, with much of this located to the west of Reed Hartman Highway and Plainfield Road, including Carpenter's Run around the municipal golf course. High quality residential developments have also more recently taken place along western Cornell Road (Woodlands of Blue Ash, Huntwicke Place, Sycamore Grove, Cornell Woods) and east of Kenwood Road (Catalpa Creek and Muirwoods).

Commercial, Retail and Services

The greatest concentration of commercial uses is found in the downtown area, which extends along Kenwood Road from Ronald Reagan Highway on the south to Prospect Avenue on the north, a distance of approximately 10 blocks. Major shopping facilities are also found at the intersection of Reed Hartman Highway/Plainfield and Hunt Road, a 1970s commercial area typical of shopping developments found in most suburbs.
One of the more unusual features of the Blue Ash land use pattern is the concentration of commercial uses in a few strategic locations. The two motels on the west side of Interstate 71 on Pfeiffer Road and the relatively new restaurants, banks, and hotels north of Glendale-Milford along Reed Hartman, represent the few other major concentrations of commercial development. Very few communities are developed with all their commercial uses situated in relatively few concentrated areas.

There are several other "corner commercial" locations within Blue Ash. These include the service commercial facilities at the intersections of Kenwood and Pfeiffer, Kenwood and Creek, Kenwood and Cornell, Cornell and Deerfield, Cornell and Williamson, and Glendale-Milford and Plainfield.

**Office and Industrial**

For the most part, the office and industrial uses in Blue Ash form an orderly and uniform pattern occupying the majority of the northern half of the City and centered on a corridor extending along Reed Hartman Highway. The majority of these office and industrial uses are contiguous, bounded on the south by Cooper Road, on the east by the railroad tracks (south of Creek Road) and the interstate highway (north of Creek Road), on the west to approximately one-quarter mile from the corporate limits, and on the north to the City limits. The current airport property extends into this almost continuous, uniform, and orderly industrial area. A smaller industrial area is located south of Ronald Reagan Highway between Blue Ash Road and the rear of the commercial properties on Plainfield Road.

The developments within the office corridor of Blue Ash are of the highest quality and among the finest suburban developments to be found throughout the country. The Corporate Park, Cornell Office Park, Procter and Gamble’s Sharon Woods Technical Center, Ethicon Endo-Surgery, and the CIC Industrial Park represent the leading edge in office and light industrial development. A large percentage of the industrial buildings, including warehouses, is of a high quality and designed with extensive landscaping and open space.

The City has recently experienced a conversion of warehouse space into new office space. This has occurred through both the renovation of existing buildings and also through demolition and construction of new office buildings. Most of the conversion is occurring in the Reed Hartman Highway corridor and has resulted in the elimination of older industrial buildings in this area. The new office buildings add to the quality development in the corridor.

**Public and Semi-Public**

The public and semi-public open spaces of Blue Ash add to the character and quality of the community. Ursuline Academy, Maple Dale Elementary School, Edwin H. Greene Intermediate School, Sycamore Junior High School, Sycamore High School, and the YMCA provide major open spaces in and near the eastern sector of the City. Among the most impressive open spaces are the municipal golf course and Raymond Walters College campus (which now also includes a new Blue Ash Elementary School) along the west side
of Plainfield Road, the municipal complex on Cooper Road, and the Sports Center in the northern part of the City.

**Population Trends**

The population of Blue Ash remained fairly constant for over 20 years, increasing from 8,341 in 1960 to only 9,506 in 1980. However, between 1980 and 1990, there was an estimated 24 percent increase in resident population. Since 1990, the population has begun to level out with an increase of 5.9 percent, or 701 residents. As the land available for residential development decreases, it is anticipated that the resident population will remain comparatively steady.

<table>
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<th>Year</th>
<th>Population</th>
<th>Dwelling Units</th>
<th>Persons Per Dwelling Unit</th>
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<tr>
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<td>8,341</td>
<td>2,280</td>
<td>3.66</td>
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<tr>
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<td>8,324</td>
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<td>11,812</td>
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</tr>
<tr>
<td>2000</td>
<td>12,513</td>
<td>5,251</td>
<td>2.48</td>
</tr>
</tbody>
</table>

The daytime population has increased dramatically in recent years. The 2002 daytime population is estimated to be in excess of 75,000.

**Land Use Policies**

The land use plan should be based upon a set of agreed-upon policies and strategies. These policies and strategies express the major intent for the development of the community. More specifically, they serve as a guide in preparing land use plans, zoning regulations, subdivision regulations, and other regulatory devices as well as capital improvement programming. While the details of the land use plan may change, the overall written policies and strategies should prevail. The following are recommended land use policies for Blue Ash:

1. The quality of the residential areas of the City should be maintained, protected, and improved as the primary policy of the City. All other land use policies and plans should recognize this residential policy as a primary interest of the community.

2. Wherever possible, there should be separations between residential and nonresidential uses. This buffering between conflicting uses can be accomplished with vertical shielding and/or with an adequate land separation.
3. Land use planning should be a continuous process. Land use trends change and the land use plan for Blue Ash must be continually fine-tuned to meet changing demands and technologies.

4. Regulatory measures, such as zoning and subdivision codes, are not freestanding entities that should be self-serving. The primary purpose of zoning and subdivision regulations is to manage new developments in accordance with the policies of the land use plan.

5. The high quality office/business areas in Blue Ash should continue to be developed in accordance with high quality standards. The only uses permitted should be those that are in keeping with the best examples of office buildings and business uses within the corridor. The reputation of this area as a prestigious office location should be maintained and carried forward throughout the life of the planning program. The intrusion of small, inconsequential uses should be avoided. Continuing high quality level of urban design and site plan review should be used in the careful selection of future land uses.

6. The older, central residential section representing the original approximately one square mile developed area of the City of Blue Ash, generally centered on the intersection of Kenwood and Hunt Roads, should be continually revitalized and improved through public sector planning, the provision of public sector improvements, and through private renovation of individual properties. The goal should be to ensure that this remains a fine quality residential area throughout the life of the plan. This may require public and private actions and public/private partnerships for the gradual improvement and/or replacement of selected existing properties.

7. Where feasible and appropriate, small and large open spaces should be encouraged with a high level of landscape design so as to further the high quality ambience of the residential, commercial, office, and industrial areas of the community.

8. The plan must be evolutionary and recognize the fact that an urban setting is a dynamic and changing manmade environment. Elements of the community that were sound in 1957 or 1968 may be obsolete today. Similarly in the next 10, 20, and 30 years, some of the buildings, structures, and land uses in the community will become obsolete. The plan, therefore, must recognize and encourage change, redevelopment, and revitalization within the built environment. The City, in recognizing the evolutionary process of planning and its role in a dynamic urban environment, must plan capital improvements in support of and correlating to development patterns in fulfilling the objectives of the Comprehensive Plan. Ongoing traffic count data should be developed, and traffic pattern analysis should occur on a regular basis. The demand for services from the City will continue to increase as infill development, redevelopment, and revitalization occur. The City should continue to plan for both the infrastructure needs and service elements necessary to accommodate this demand in successfully addressing the overall objectives of the Comprehensive Plan and to ensure the City continues to be a great place to live, work, and enjoy leisure time.
Land Use Strategies

A general land use strategy for the City represents a future and site-specific refinement of the overall land use policies (see Exhibit 3). The following are the proposed strategies:

1. Many new commercial buildings have been constructed in the downtown area over the past twenty years. The downtown is now a community focal point for the City. Completion of the redevelopment of downtown for commercial, office, and medium density residential must occur in the future. The new uses within this area include retail and personal services, restaurants, entertainment, banks, offices, and medium density/high quality residential. This area should specifically exclude automotive services and all drive-thru restaurants. An overall visual theme and a high level of site improvements should continue to be required for new projects within this area.

2. The trend of high quality office/business uses along the central corridor extending from Cooper Road to the north City limits, generally along Reed Hartman Highway, should continue. Offices and quality restaurants should be encouraged. Scattered commercial uses should not be allowed to intrude in the area. Commercial uses should be limited to designated commercial service centers designed to serve the specific needs of the daytime population.

3. Commercial service centers to serve the community, the residential areas, and the office/industrial corridor should be limited to key locations. These commercial service centers provide a limited range of retail service uses, convenience shops, restaurants, and automotive services. These areas should be designed so that the filling stations and automobile service stations do not follow the normal suburban pattern, but are blended into the landscape with berms and other such features. Locations for these commercial centers include the intersections of Pfeiffer and Kenwood Roads, Plainfield and Hunt Roads, Cornell and Kenwood Roads, Cornell and Deerfield Roads, and Glendale-Milford and Plainfield Roads. The intersection of Pfeiffer Road at I-71 will continue to service as a location for highway-oriented hotels/motels and related businesses.

4. General light industrial areas throughout the balance of the north area should contain offices, light industrial, and distribution centers. These areas should have a quality level of design, but not the mandate for the high urban design and rigid standards for the high quality office industrial corridor along Reed Hartman Highway. These industrial areas are generally located in the vicinity of Deerfield Road, Grooms Road, Williamson Road, and on Creek Road east of Kenwood Road.

5. The conservation of the older residential areas will require a continual rehabilitation of structures or replacement on a planned unit basis. Much of the balance of the community, such as the Kenwood Road residential areas and the southwest residential areas along Cooper Road, should be retained as single-family residential areas.
The Land Use Plan

The Land Use Plan recognizes that the basic arrangement of Blue Ash has been established. During the next twenty years, there will be some new residential projects, generally infill within older areas with small lots. Also, some industrial and warehouse structures will be replaced with higher density office and business uses. Some small commercial uses will be replaced.

The Land Use Plan divides the City predominately into the following land use categories: low density residential with moderate density infill, moderate density residential, commercial, downtown central commercial, low-rise office, office-industrial, and general light industrial (see Exhibit 4). The Land Use Plan represents the refinement of the foregoing land use policies and land use strategies. The downtown area of Blue Ash has been designated as the central commercial area, which will be used for a range of commercial activities and appropriate residential uses. There are areas adjacent to the downtown vicinity that are candidates for revitalization, and possibly redevelopment as high quality/high density residential areas.

Commercial areas include: shopping facilities and offices at Hunt and Plainfield Roads, restaurant/office area at Glendale-Milford and Reed Hartman Highway, the hotels/motels at Pfeiffer and I-71 as well as along Reed Hartman Highway, and the limited commercial areas at Pfeiffer and Kenwood Roads, Cornell at Kenwood, the northeast corner of Cornell and Reed Hartman Highway, and the northeast corner of Glendale-Milford and Plainfield Roads.

The office-industrial areas include the corridor centered along Reed Hartman Highway extending from Cooper Road on the south to the north City limits. General light industrial areas are located south of Ronald Reagan Highway between Blue Ash and Plainfield Roads and Williamson Road, McKinley, Creek, Deerfield, Grooms, and Cornell Roads.

The Land Use Plan identifies the long-term use of the areas and provides a basis for present and future decisions on zoning and subdivisions, as well as developmental activities, such as revitalization, redevelopment, and the development of the few remaining vacant properties (see also Exhibit 5). While the plan is general in nature, the specific land use areas are outlined on the official zoning district maps. It should be noted that certain public and semi-public uses as provided for in the Comprehensive Zoning Ordinance can appropriately be located within any of the major land use categories as presented in the land use plan, inter-mingled among the residential, commercial and office and industrial areas.

Urban Design

Blue Ash is a community with a high quality of urban development. In the aggregate, the homes, buildings, landscaped areas, and open spaces create a fine and distinctive urban setting.
The city has changed significantly during the past 30 years. Many new homes have been built on almost all of the residential land. New office buildings, hotels, and restaurants have occupied most of the business and industrial sites. The downtown area has many new shops, and the City has developed an excellent system of public facilities and recreational areas.

Even though the city is virtually “built-out,” there will still be continued changes with new residential and office construction in the future.

As these new developments are constructed, they should be in keeping with the City’s standard of “high quality.” In the more “visible areas,” ordinary would be inappropriate. The goal should be to preserve the high quality areas and ensure that new developments are of similar character. In some instances, the requirements of the zoning and development regulations are minimum or basic. In the visible areas, a higher standard should be observed.

The Blue Ash Comprehensive Plan and Zoning Ordinance have effectively guided the City’s development for many years. The Zoning Ordinance has set a higher standard than the norm in many other cities. The new revisions to the Zoning Ordinance developed concurrently with this Comprehensive Plan include upgraded site design requirements and a new section, “Landscape Standards.” These regulations will require more “greening” of the frontage setbacks and buffers with residential uses and within parking lots.

Reed Hartman Highway is one of the most prestigious major business streets in the Cincinnati area. The approximate three-mile section of this thoroughfare from Cooper Road to I-275 on the north has many high quality buildings with attractively landscaped grounds. There are sites on this route that could be developed or redeveloped that will have an impact on the appearance of the corridor.

For these reasons, Reed Hartman Highway is proposed as an Urban Design Corridor. Development plans for new buildings should be reviewed so as to maintain the quality and character of this major street. The minimum front yard is 30 feet in the Zoning Ordinance. The Urban Design Corridor setback in the M-1 District should be increased to 50 feet, with 30 feet of this in landscaping and only 20 feet of the 50 feet available for parking. Within the landscaped area, there should be two rows of trees with staggered settings. The types of trees to be used are included in a City prepared plant list.

Glendale-Milford/Pfeiffer is also a high traffic, highly visible main thoroughfare in Blue Ash. Some of the City’s larger new buildings are located on this street. However, there is a potential for new developments. Similar “guidelines” as for Reed Hartman are recommended for this major street. These design concepts should be applied to the entire length of this street. Reuse of the Blue Ash Airport site would create opportunities for a higher design standard and complement the adjacent corridors.

Cornell Road has a variety of developments, with newer low-level commercial uses around the Reed Hartman intersection and older buildings east to I-71. Design goals for this area would logically be lesser than for Reed Hartman. The size of the parcels would limit
greater setbacks. The use of evergreen trees, more trees in parking lots, some flowerbeds, and high quality building materials would be appropriate.

The Ronald Reagan Highway would require a different approach. The right-of-way is State controlled. However, additional low evergreen plantings in the grass areas could be encouraged. The commercial sites are generally intensively used with almost total hard surface sites. As these sites are remodeled or new building erected, there should be design guidelines or standards for planting areas. Trees along driveways, in parking areas, and in pedestrian areas should be considered. This area is highly visible and one of the City’s “front yards.”

Landscape improvements within the public right-of-way in these design corridors are important. There are many options for the City in this regard. Large trees or smaller ornamental trees could be planted in locations that would not interfere with utilities or lines of sight. Masses of flowers could be incorporated at street intersections. There are drainage swales in these rights-of-way that could be given a more natural rock appearance or some landscape materials could be incorporated on the upper edge of the slopes. In some instances, underground storm drains would be appropriate.

There are several locations where additional trees would be desirable. The large, open grass areas in front of the Bethesda Hospice and office center and the Senior Center could be planted with ornamental trees. There are also some private loading and service areas that should be screened from view. The City should encourage property owners to carry out these improvements.

Commercial Revitalization

There are two substantial 1970’s era commercial areas that should be targeted for revitalization efforts: 1) commercially zoned property northeast and northwest of the intersection of Hunt and Plainfield Roads; 2) commercially zoned property southeast of the intersection of Kenwood and Cornell Roads. The City needs to encourage that these moderate quality properties are targets for improvements, which may in some cases include demolition and reconstruction. The City should closely monitor vacancies in large retail spaces and encourage that any replacement tenant would be of the retail type portraying the quality image of Blue Ash.

The Downtown Area

The City of Blue Ash has developed plans and implemented public improvements over the last 20 years to provide for a vibrant downtown area. The private sector has responded with many new commercial and residential projects that have completely transformed this area. Approximately 100 older commercial/industrial buildings and small houses have been removed and replaced with upscale commercial buildings and parking areas.

The Towne Square has been completed and provides a community focal point in the downtown area. The Square has facilitated civic activities such as concerts, festivals, and various community events. It is designed to allow for passive recreational use and is a permanent open space within the downtown area. The Blue Ash Bicentennial Veterans Memorial on the north side of the Square is considered a significant national monument.
which provides historic educational information, adding quality and ambiance to this public space.

The City upgraded the street network within the downtown area, with increased street widening and turning lanes, new curbs, gutters, drainage, and paverstone sidewalks. The intersections were improved with new interconnected traffic signals. Streetlights, benches, and other streetscaping furnishings were installed. Utilities were buried or relocated, and public parking was provided.

Almost all of the older buildings in the area have been replaced with new development. These new structures are well landscaped, and many additional parking spaces have been provided.

Since there have been no buildings constructed within the downtown area more than four stories in height, with very few remaining developable properties, the maximum height of all future downtown development should be four stories.

Future improvements to the downtown area should include the following (see Exhibit 6):

1. New commercial uses replacing the few remaining commercial uses and small houses. This would include the northwest corner of Kenwood Road and Cooper Road, the east side of Kenwood Road south of Hunt Road, and the east side of Kenwood at Fairview Avenue. The northwest corner of Kenwood and Cooper Roads up to and including the bowling alley property offers the opportunity for an upscale development consisting of retail and restaurants on the first floor and high quality condominiums on the upper floors. Since there have been no buildings constructed within the downtown area more than four stories high and with the very few remaining properties to be developed, the maximum height of all future D-1 zone development should be four stories.

2. New infill residential uses on the fringes of the downtown area along Hunt Road, Blue Ash Road, and Railroad Avenue. Town homes and multi-story condominiums would be appropriate in these locations.

3. Continued improvements to the Towne Square so as to accommodate people attending concerts and other events. The bronze sculpture and fountain could be relocated to the elevated area along Hunt Road. This would open up the Square and make this sculpture visible from Hunt Road and Cooper Road.

4. The encouragement of entertainment facilities and restaurants within the downtown area, within existing structures or on sites identified in Item 1 above. However, there is no location for a large cinema complex or theatre.
EXHIBIT 6

DOWNTOWN REDEVELOPMENT STRATEGY PLAN

LEGEND
- RED DEVELOPED
- SATISFACTORY WITH IMPROVEMENTS
- TARGET AREAS FOR REDEVELOPMENT
The Blue Ash Airport

The Blue Ash Airport is an important element of the City’s urban pattern. It is currently the largest “open space” within the City – most of the site is “green,” with a few buildings. The runway and taxiways are somewhat obscured. While this site is important to air users and operators, it is significant to the residents and daytime population of the City who pass it on a daily basis. The Blue Ash Airport and property are owned by the City of Cincinnati. The City of Blue Ash is a major stakeholder in the present and future use of this site.

In September 1987, the Blue Ash City Council adopted a resolution “expressing the desire of the City of Blue Ash to work with the City of Cincinnati to develop a plan/strategy to maintain the Blue Ash Airport at its present location and provide for the development of portions of the airport property.” The objective of the City is to explore the feasibilities of upgrading the quality, aesthetics, and safety of the Blue Ash Airport at its current site, and providing for quality business development to occur on major portions of the property not needed for airport facilities. The Federal Aviation Administration, by an October 1987 letter from the FAA Great Lakes Regional Office, endorsed this proposed strategy by the City of Blue Ash.

If such a strategy can be agreed upon between the Cities of Blue Ash and Cincinnati, and approved by the FAA, dual objectives may be accomplished of maintaining and improving the airport as well as providing quality development on unneeded portions of the airport property. On an approximate 126-acre site surrounding the runway, all needed facilities and support developments can probably occur, resulting in what should be a considerably improved corporate airport to serve Blue Ash and the surrounding areas. This would result in approximately 100 acres available for development.

A plan prepared for the City of Cincinnati includes a new taxiway and operation areas, following the alignment of the existing runway, on about 125 acres (including approximately 25 acres southeast of the runway along the property line that forms a long, narrow strip). The remaining approximately 100 acres should be designated for high quality office park/campus and green space/buffering area. Access to an internal road network should be from the Glendale-Milford Road intersection at an existing traffic signal.

Exhibit 7 generally reflects the position of the City of Blue Ash regarding the future of the Airport site, including the main features as follows: a redesigned and improved airport on approximately 100 acres (with approximately 25 acres along the southern boundary of the reconfigured airport possibly available for limited office-related development in conjunction with adjoining Carver Road properties); approximately 75 acres of very high quality designed offices along Glendale-Milford Road beginning at Reed Hartman Highway; and an approximate 25-acre park along the Plainfield Road portion of the property.

An important proposal for the Comprehensive Plan is the Blue Ash city park/public area along Plainfield Road. This park/public area could provide important green space for the City, as well as opportunities for such park features as unlighted soccer and baseball fields, walking/bikeway trails, and picnic facilities. Access to this proposed park should be located in line with the Carpenter’s Run intersection at Plainfield Road.
Exhibit 7A is one of the Illustrative Plans for the Airport property included in the December 1986 “A Land Use Plan for the Reuse of the Blue Ash Airport Site.” This Plan was adopted by the City of Blue Ash should the City of Cincinnati or any other entity close all airport operations and make the entire site available for development. The 1986 Plan remains as the official position of the City of Blue Ash should this ever occur.

Finally, any provision for a reconfigured/improved Airport should, if at all possible, incorporate within the fixed-base operation center a facility to house the “Ultimate Sacrifice Memorial” conceived by Blue Ash corporate leader Bob Ready of Lighting Systems, Inc. Mr. Ready has, through his own financing, acquired and (with the aid of numerous volunteers) restored the World War II B-17 My Gal Sal, which would be the focal point of this memorial. The entire memorial would be dedicated to the approximately 50,000 American air personnel who lost their lives in Europe during World War II while flying B-17s.
Revitalization

Historical Overview of Revitalization

In the 1989 Comprehensive Plan and introductory letter authored by the City Manager, revitalization and the conservation of older neighborhoods were identified as major objectives to be pursued by the City. Although the City generally lacked a large area of historically significant structures, there were neighborhoods of record platted as early as the 1880’s. As the City developed, these older neighborhoods experienced challenges associated with dilapidated structures, vacant lots, drainage issues, and inappropriate (non-conforming) land uses.

After the adoption of the Blue Ash Comprehensive Plan in 1989, the City began developing ways in which the objectives set forth regarding revitalization and the conservation of older neighborhoods could be implemented. It became clear that in order to undertake an effective and significant comprehensive revitalization program in the City, assistance would be needed from a variety of public and private organizations and would necessitate the participation and cooperation of area neighborhood leaders. The City pursued elements of a private and public partnership and decided on a dual approach to revitalization. The first approach would be direct involvement by the City of Blue Ash in setting aside a certain amount of budgeted funds each year directed toward revitalization objectives. A second approach dealt with the involvement of the private sector in bringing together various areas of expertise and financing, working in conjunction with neighborhood leaders, to develop a coordinated private program which complimented the City's efforts. In 1991, the City of Blue Ash joined forces with Neighborhood Development of Southwest Ohio to secure federal funds through the Community Development Block Grant Program (CDBG) operated through the Hamilton County Community Development Department. Funds were secured to initiate a variety of programs associated with housing rehabilitation, emergency repairs, and general neighborhood cleanup. A group began meeting in 1991 that consisted of representatives from the private sector, neighborhood leaders, and City representation. An incorporated Board of Trustees was formed to respond to the need for a private initiative in bringing about investment in older neighborhood areas. A challenge donation was received from Heitman Ohio Property Management Company to support the official incorporation of Blue Ash Revitalization, Inc. (BARI). The corporation began gathering both public and private resources during 1992 that were invested and continue to be invested in conservation of older neighborhoods and general revitalization efforts. The operation of the corporation worked in a coordinated fashion with and parallel to the City of Blue Ash efforts.

During the 1990's, a variety of public and private initiatives were launched which included housing rehabilitation projects, construction of new housing, emergency home repairs, vacant lot acquisitions, and a number of educational programs designed to enhance the ability of residents to secure both private and public support in improving their neighborhood homes and areas. Significant projects were undertaken in the Hazelwood subdivision, Arcadia subdivision, Miller/Conklain Road area, West Avenue area, and the Floral/Elsmere area. BARI has constructed a total of ten new homes and performed major rehabilitation of seven homes. They have also directly facilitated the construction of five homes through the sale of vacant property to private builders. Dramatic results were achieved in not only conserving the older neighborhood areas but in significantly
increasing basic property values. In the Hazelwood neighborhood, the average sale price of a home in 1991 was $35,000. In 2002, it is $128,000. The problem with vacant lots was addressed in the Hazelwood area as well as in spot locations in other older neighborhood subdivisions in the southern portion of the City. BAR1 and the City of Blue Ash have been very careful not to interfere with private investment but to encourage private investment beyond the special programs offered by each entity.

Future Objectives of Revitalization

In 2002 and into the future, revitalization efforts continue to be needed to address the problem with the remaining vacant lots in older neighborhood areas; to address limited drainage issues that are either within the scope of Blue Ash Revitalization, Inc. or the City of Blue Ash; and to address and to eliminate problematic non-conforming land uses, particularly in Hazelwood and the Floral/Ellman Avenue areas. It is also important for general neighborhood cleanup and enhancement programs to continue to be supported by the City as well as Blue Ash Revitalization, Inc. As the City pursues its primary efforts on City-owned property or within the right-of-way managed by the City, there is still a number of physical activities and programs that can be encouraged through the private sector by coordinating efforts with Blue Ash Revitalization, Inc.

Areas and streets identified as primary locations for revitalization activities include:

1. **Blue Ash Road Area South of Hunt Road.** This area includes a mix of commercial and residential uses with varying degrees of property maintenance. Attention to the compatibility of uses through improved buffer areas, property maintenance, and access control will benefit both the existing residential and non-residential uses.

2. **Northfield, Conklin, and Miller Road Area.** Cooper Road, the railroad, and an office/industrial area bound this pocket of residential homes. It contains a mix of home types including two-story, ranch, and cape cod. While it has experienced some recent redevelopment, attention should be given to improved property and building maintenance while conserving the character of the neighborhood.

3. **Floral Avenue.** The southeast portion of this street has developed as a light industrial area with a mix of uses while the zoning designation is residential. In an effort to improve the viability of the residential uses in the area, the nonconforming uses should be targeted for redevelopment. The CDBG program may provide assistance in this area.

4. **Terra Alta and Home Acres Subdivisions.** Bounded by Hunt and Blue Ash Roads and Ronald Reagan Highway, these neighborhoods of primarily cape cod style homes include many properties that are in excellent condition while some are maintained below the minimum property maintenance standards. Effort should be directed to bringing the marginal structures up to code to protect the diversity in housing stock that this and similar neighborhoods provide to the City.
5. **Hazelwood Subdivision.** A considerable amount of new construction as well as rehabilitation has occurred in this area since the inception of the Revitalization program. However, the portion of the subdivision east of the railroad tracks, including Labelle, Grand, Margaretta, and Idalia Avenues, should receive particular attention in the form of building rehabilitation and redevelopment. The CDBG program may provide assistance in this area.

6. **Alpine, Belleview, Cherry Street Areas.** This area of the City between Blue Ash and Kenwood Roads is a neighborhood of older homes. It should be treated the same as the Terra Alta / Homes Acres area.

7. **Johnstons and Conklin Subdivisions.** This area of the City between Hunt and Cooper Roads is also a neighborhood of older homes. It should be treated the same as the Terra Alta / Homes Acres area.
PUBLIC AND SEMI-PUBLIC FACILITIES

The various public and semi-public facilities and open spaces are an important element of the land use pattern of the community. Such facilities include parks, schools, and public buildings. They have a definite influence on the appearance and livability of the area. The availability and adequacy of these facilities are a measure of the quality and desirability of the City. Blue Ash is fortunate to have one of the most extensive parks and recreation systems found in any community. Blue Ash has over five acres per 100 persons of population devoted to various public and semi-public uses. National park standards suggest a total of one acre of parkland per 100 persons of population. Examples of City-owned property include the approximately 237 acres of park land and open space concentrated in the Municipal Recreation Center on Cooper Road, the Sports Center on Grooms Road, and the Blue Ash Golf Course at Cooper and Plainfield.

The public and semi-public facilities and open space plan is shown on Exhibit 8. The City facilities include the following:

1. The Municipal & Safety Center, Recreation Center and Park, Amphitheatre, and Nature Park on Cooper Road.
2. The Sports Center on Grooms Road.
3. The Golf Course on Cooper Road.
4. The Hazelwood Civic Center and Park on Oak Avenue.
5. The Towne Square and Veterans Memorial Park in the downtown area.
6. Hunt Park at Hunt Road and Floral Avenue.
7. White Oak Park on Cornell Road at Deerfield Road.
8. Pfeiffer Woods Park on Kenwood Road at Pfeiffer

There are several additional properties, including the nature areas at Jardin Place, Wengate Lane, Carpenter's Run at Cooper, the Southgate Drive/Fallentree area, etc., as well as the Carpenter’s Run Pioneer Cemetery. The Blue Ash Airport provides a large open space on Glendale-Milford Road and Plainfield Road.

A number of public facility proposals in the 1989 Comprehensive Plan have been carried out by the City. A new north fire station and training center is being built near the corner of Kenwood and Creek Roads. The City acquired a site on Interstate Drive off Grooms Road for a new service garage. Land was also acquired from Hamilton County for the expansion of the Blue Ash Sports Center site. The Recreation Center on Cooper Road, adjacent to the Municipal Center, was expanded. The Municipal & Safety Center was expanded as well. A nature area was created in the wooded tract on the southwest corner of Hunt Road and Floral Avenue. The City has installed walks and bikeways along various streets as they were reconstructed.
PUBLIC AND SEMI-PUBLIC FACILITIES AND OPEN SPACE PLAN

LEGEND
- CITY OF BLUE ASH
- SCHOOLS
- OTHER GOVERNMENT AGENCIES
- NON-PROFIT AGENCIES
- CITY BIKEPATHS OR BIKEPATHS/SIDEWALKS

- 400 - 800 - 1240 -
  NORTHEAST SCALE IN FEET

- 27 -
There are a total of seven educational institutions within Blue Ash or immediately adjacent to the corporate limits, including the new Blue Ash Elementary School, Edwin H. Greene School, Maple Dale Elementary School, Ursuline Academy, Sycamore Junior High School on Cooper Road, and Sycamore High School on Cornell Road. The Raymond Walters College campus on Plainfield Road is on a major site of over 100 acres.

Within the downtown area, the post office, library, and Sycamore Board of Education provide a fine grouping of public buildings. The Ohio National Guard on McKinley Road is on a site of approximately ten acres. The Geier House on Hunt Road is using approximately two acres of a 13-acre site. The Ohio Department of Transportation garage is located on the north edge of the Blue Ash Sports Center.

The Sharon Woods County Park and Golf Course is located adjacent to the northwest corporate boundary of Blue Ash. The Cincinnati Water Works has pumping and storage facilities on west Cornell Road and on Malsbary Road.

Blue Ash is fortunate in having three prominent non-profit institutions within the corporate limits - the YMCA on the south side of Ronald Reagan Highway, the Girl Scouts Administration Building on Cornell Road just east of Kenwood, and the Wellness Community on Cooper Road. A Junior Achievement Center is located off Ashfield Drive and the Blue Ash Civic League is located in downtown Blue Ash on Towne Square Avenue.

Future public facility needs may include, but are not limited to, the following:

1. The construction of a performing arts center suitable for the needs of the market area possibly leveraging private and public resources in a joint venture.

2. Replacement of facilities that serve the public such as the golf course clubhouse, golf maintenance building, and related public facilities. Based upon community need, expanded functions and activities could be considered for future planning efforts (e.g., banquet facilities, meeting center, etc.).

3. Landscaping and graphic improvements to the sound walls on the west side of Interstate Highway 71. This will require working on this project with the Ohio Department of Transportation, as it constructed these walls within the interstate right-of-way.

4. Creation of a linear park on Blue Ash Airport land, along Plainfield Road. This will require working with the City of Cincinnati, the owner of the facility. The park would have an optimum size of up to 25 acres, and provide space for trails, picnic areas, and unlighted ball fields. Access from Plainfield Road opposite Carpenter’s Run Drive would be appropriate. A moderate-size parking area would be required. This could be the location for a skateboard facility.
5. If the State/County-owned road maintenance property adjacent to the north side of the Sports Center becomes available, the City should acquire it and expand the Sports Center.

6. The City should monitor public involvement levels in various types of recreation and fitness activities, and be prepared to make physical changes to accommodate those levels (e.g., the fitness area within the Recreation Center may eventually need to be expanded).

There are approximately 40 municipal, school district, other governmental and semi-public sites within the corporate limits of Blue Ash. As previously stated, these sites contribute significantly to the quality of the City as well as provide services and create open space.
MAJOR STREET/TRANSPORTATION PLAN

The major street system of Blue Ash evolved out of a network of rural roads, many of which follow section lines or early trails. As Blue Ash expanded from its original, small, settled area, it inherited a system of main roads, all with a variation of spacing and alignment. When the City expanded and urbanized it became necessary to create several new, limited access roads to serve the growing residential and daytime working population. On a regional basis, Interstate Highways 71 and 275 and Ronald Reagan Highway provide access to the greater metropolitan area.

The major street system of Blue Ash is well established, thus further needs can only be met by increasing the capacity of the existing network. The Major Street/Transportation Plan section of the Comprehensive Plan is not intended to provide an analysis of all potential street improvements that may need to be considered in the future.

Street Planning Policies

The development of the street system in terms of laneage, lineal access, intersections, traffic control devices, surfacing materials, lighting, and landscaping should be guided by the following policies:

1. The street system of the City and the regional area should provide optimum service to the commercial, office, and industrial areas of Blue Ash in terms of reasonably direct access and levels of service. This system should be designed to adequately accommodate the travel movements of a daytime population of a projected 85,000 persons.

2. The interstate highway intersections at I-71 and Pfeiffer Road and I-275 at Reed Hartman Highway, Ronald Reagan Highway at Kenwood Road, and Ronald Reagan Highway at Plainfield/Hunt Roads, serve as “gateways” to the City of Blue Ash. As such, planning for the street system should place a high priority on the intended improvements of streets and intersections that impact traffic flow to and from these major intersections. While two interstate interchanges are outside the corporate area and are controlled by the Ohio Department of Transportation, the City has a vested interest in ensuring that they function with a high level of service.

3. The downtown area should be reasonably accessible from the surrounding areas of Blue Ash and adjacent communities. The internal circulation system within the downtown area should provide for an ease of movement and create a pleasant shopping or business experience.
4. The major street system should have as minimal impact upon the residential areas as reasonably possible, recognizing the inherent conflict between planning maximum traffic capacity and preserving amenities of the residential areas. This suggests restricting through access from business and commercial areas into streets within residential areas, and retaining a more “residential profile” along major streets that traverse these residential areas.

Functional Classification

Street systems within urban areas are usually classified according to their role in providing access and circulation to the land uses within the area. Following are suggested types of thoroughfares within Blue Ash.

1. Expressways. The street system within Blue Ash is obviously dependent upon the presence of Interstate Highway 71, Interstate Highway 275, and Ronald Reagan Highway. These expressways are characterized by providing four or more high-speed traffic lanes, with separated interchanges generally spaced at distances of greater than one mile. Obviously, the interstate highways are designed at a higher standard than a county highway due to their role as interstate and intrastate routes.

2. Major Arterial Routes. This street classification is characterized by a limited access right-of-way with four to six lanes of traffic. The Reed Hartman Highway serves as the major north-south arterial within the City and Glendale-Milford/Pfeiffer Road serves as the major east-west arterial. Access to the routes will be limited to several major developments, and subdivisions. The practical working capacity of a limited access major arterial route is about 500 to 700 vehicles per hour per lane. Right-of-way widths are generally 100 to 120 feet with intersections separated by substantial distances.

3. Secondary Major Streets. This street classification generally consists of two to four lanes within a 60 to 80 foot width right-of-way. These streets usually have a capacity of about 500 vehicles per hour per lane. In a typical community, the secondary major streets are spaced on one-mile centers. Collector and residential streets flow to the secondary major streets, as well as driveways to individual residential or commercial industrial properties. The streets within Blue Ash that are designated in this classification include Kenwood, Plainfield, Cornell, Creek, Cooper, and Hunt Roads. These routes connect with the expressways and major arterials and provide relief and alternate routes within heavily traveled corridors.

4. Collector Streets. The typical neighborhood is a one square mile area bounded by major arterials or secondary major streets. This area is then generally bisected by collector streets, which are designed to collect traffic from the local streets. Collector streets are usually in rights-of-way that are 60 to 80 feet in width. They are frequently no different than the local streets other than that they have two wide moving lanes and a more continuous alignment leading to major or secondary streets. The typical neighborhood of one square mile usually has several collector streets leading to the major arterials or secondary streets.
McKinley Road, Cornell Park Drive, Grooms Road, Deerfield Road, Lake Forest Drive, Zig Zag Road, Carpenter's Run Drive, Blue Ash Road, and Malsbary Road are streets within Blue Ash that meet the definition of a collector street.

The foregoing functional classification of streets is a method of assigning roles to the streets within the community. However, a single route such as Kenwood Road may serve both residential and nonresidential areas of a community. Therefore, it is important that the various segments of such a route be designated as either having a “residential profile” or a “business profile,” as described in the following:

1. **Business Profile** (characterized as having several of the listed criteria)
   a. Open and uncluttered right-of-way, formal and uniform landscaping where used along the edges of the right-of-way.
   b. Directional laneage at intersections.
   c. Center left-turn lanes.
   d. High level of traffic control.
   e. Limited driveway entrances to one per development unless size of development or engineering characteristics justify additional cuts.
   f. Night lighting.

2. **Residential Profile** (characterized as having several of the listed criteria)
   a. High level of landscaping within the right-of-way, with changing patterns of plant materials; and, where appropriate, buffer screens to protect residential development.
   b. Minimal traffic controls or directional laneage.
   c. Night lighting.
   d. Limited signage within the right-of-way.
   e. Driveway entrances permitted, with local street entrances preferable, one per site, with internal turnaround.
   f. Traffic from commercial and industrial developments diverted to sections with a business profile.

Following are standards for the various streets:
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<td>One per Parcel</td>
<td>One per 200 ft. Max. Two per Parcel</td>
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<td>100-120</td>
<td>4-6</td>
<td>48-72</td>
<td>None or one per 10 acres</td>
<td>None or one per 25 acres</td>
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The Street System

The following section reviews each major thoroughfare within the City as to its classification, major developments along the route, intersections, traffic levels, future potential, and proposed improvements (see Exhibit 9).

Reed Hartman Highway may be the most important major arterial route in the City of Blue Ash. This limited access route extends through the center of the City from its northerly interchange with Interstate Highway 275. This route provides direct access to a majority of the office and industrial developments within the central corridor of the City including the Cornell Business Park, Corporate Park, and the CIC Industrial Park, and also (as it becomes Plainfield Road) provides north-south service for the commercial center at Hunt Road. Current traffic levels of are 22,000 to 33,000 per day. Reed Hartman intersects with Cornell, Creek, Glendale-Milford/Pfeiffer, Cooper, and Hunt Roads, and has a separated interchange with the Ronald Reagan Highway (after Reed Hartman becomes Plainfield). In addition to these six east-west thoroughfares, access is also provided from the business parks and several other developments, such as Procter & Gamble, and a few residential streets.
Glendale-Milford/Pfeiffer Road is a limited access, major arterial route from I-71 to Plainfield Road. This is an important route as it provides a direct link between the office/industrial corridor and Interstate 71. Current traffic volumes east of Kenwood Road are approximately 34,000 vehicles per day and 17,000 vehicles per day west of Reed Hartman. Major intersections within the City of Blue Ash are Kenwood Road, Reed Hartman Highway, and Plainfield Road. Glendale-Milford Road west of McKinley Road should be upgraded to a major arterial with minimum entrances. The interchange of Pfeiffer Road and Interstate 71 (within the City of Montgomery) should be redesigned and constructed so as to alleviate the congestion at this interchange. This project will be the responsibility of the Ohio Department of Transportation.

Kenwood Road is essentially the "Main Street" of Blue Ash, extending almost the entire north-south length of the City in a direct alignment. Major developments include the residential area south of the Ronald Reagan Highway, the downtown area, and considerable residential development between the downtown area and Creek Road. The northern sector traverses an industrial area. Traffic volumes in the downtown area and south range from 13,000 to 15,000 vehicles per day. Kenwood Road intersects with Ronald Reagan Highway, Hunt, Cooper, Pfeiffer, and Creek Roads, and ends at Cornell Road. This road consists of five lanes within the downtown area south of Cooper Road, and three to four lanes north of Cooper Road in the downtown area. Kenwood Road has three to five lanes north and south of downtown. There are three sections of this route that are designated with a residential profile, those being (a) the residential areas south of the Ronald Reagan Highway; (b) the area north of the downtown area to the Pfeiffer Road intersection; and (c) the residential area between Pfeiffer and Creek Roads.

Blue Ash Road extends for a relatively short distance through the City with intersections at Ronald Reagan Highway and Hunt Road, and its terminus at Cooper Road. This road primarily provides access to a limited number of abutting properties due to its proximity to the railroad tracks. Future improvements would generally be limited to restoration of the infrastructure and continuing streetscaping.

Plainfield Road is classified as a secondary major street, with a majority of the route designed with a residential profile, which provides access to the western sector of the City. It passes Raymond Walters College/Blue Ash Elementary School, the Blue Ash Golf Course, and the Blue Ash Airport site. The southern sector of Plainfield Road is a continuation of Reed Hartman Highway. Plainfield Road from this point north to its terminus at Creek Road is essentially a two-lane road with a residential profile. Plainfield Road intersects with Cooper Road and Glendale-Milford Road. Traffic volumes are 9,000 to 20,000 vehicles per day, depending upon specific locations along Plainfield. Traffic volumes from Cooper Road south to Reed Hartman may experience significant increases due to Blue Ash Elementary School and increased Raymond Walters College activities.

Cornell Road is an important east-west route in the northern sector of the City. As a secondary major street, it provides access to a number of industrial uses along the road as well as to industrial uses on Grooms Road, Deerfield Road, Cornell Park Drive, and Williamson Road. The Hazelwood Subdivision is located on the south side of Cornell Road, and there are a number of residential developments in the northwest portion of the City that use Cornell Road. Cornell Road has a grade separation with I-71 (immediately east of the Blue Ash corporate limit) and intersects with Deerfield Road, Grooms Road,
Kenwood Road, and Reed Hartman Highway. A total of four or five lanes exist between Deerfield Road and Williamson Road to serve office and industrial development.

Creek Road from U.S. Route 42 in Sharonville extends through Blue Ash to Deerfield Road. This road has been classified as a secondary major street. Intersections are with Deerfield Road, Kenwood Road, Reed Hartman Highway, and McKinley Road. This road provides service to a number of industrial uses. Current traffic levels are 4,000 to 7,000 vehicles per day, depending upon location. This road should be adequate with two lanes with intersection turning lanes.

Cooper Road is a secondary major street that essentially extends through the residential areas of Blue Ash. This route traverses the downtown area, the south edge of the CIC Industrial Park, the municipal buildings and park complex, Blue Ash Golf Course, and a considerable number of residences. Traffic levels within the central area are 10,000 vehicles per day with up to 12,000 vehicles per day west of downtown. Traffic declines to less than 7,300 vehicles per day west of Plainfield Road. This road has been designated with a residential profile for its entire length through the City of Blue Ash, with the exception of a business profile in the downtown area.

Hunt Road is a secondary major street extending from the Blue Ash downtown area westerly to the commercial facilities at Reed Hartman/Plainfield Roads, thence westerly to the City of Reading. This road provides access to a majority of Blue Ash's multi-family residential developments. Hunt Road intersects with Cooper Road, Kenwood Road, Blue Ash Road, Plainfield Road/Reed Hartman, and provides a split interchange access to Ronald Reagan Highway east and west of Plainfield Road/Reed Hartman. Current traffic levels are 6,700 to 16,500 vehicles per day (excluding the Ronald Reagan/Cross County Highway area). This road has a business profile within the downtown area and the commercial developments at Plainfield/Reed Hartman Roads, with the balance of this road having a residential profile.

Transit Facilities

Planning for a light rail transit system has been underway for many years for the Greater Cincinnati region. The City of Blue Ash is located along the northeast corridor portion of the regional plan, which includes both light rail and bus transit support. The City should coordinate its efforts with regional planning initiatives to allow for future consideration of transit routes, stations, and parking areas where appropriate.