

# Public Engagement Summary Report

Warren County Heritage Area Transportation Plan and  
WAR-63 Priority Project (ODOT PID 105399)



**WARREN COUNTY**  
*Transportation Improvement District*

June 2019

## Prepared by:

1218 Marketing & Communications, LLC

*with*

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Warren County Transportation Improvement District  
Ohio Department of Transportation District 8

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## **I. Overview**

A thorough engagement of the public and stakeholders was completed to inform, refine and validate the transportation strategies for the WAR-63 Priority Project initially identified in the Warren County Transportation Improvement District April 2017 Scoping Study.

As the WAR-63 Priority Project section of the corridor is a subset of the more expansive study area, associated information was shared and input solicited for inclusion in comprehensive long term strategies for the Warren County Heritage Area Transportation Plan which addresses larger transportation network initiatives that support community goals and targeted outcomes.

## **II. Public Involvement Plan (Attachment A)**

The Public Involvement Plan was developed in consultation with Ohio Department of Transportation (ODOT) District 8 representatives. As ODOT will be principally involved in implementation of the WAR-63 Priority Project and speaks for FHWA/DOT by NEPA assignment, collaboration on the Public Involvement approach was critical for the success of the priority project as well as associated transportation enhancements recognized in the Warren County Heritage Area Transportation Plan.

### **III. Stakeholder Identification (Attachment B)**

A comprehensive look at impacted and influencing entities in the WAR-63 Priority Project area was completed, identifying more than 120 stakeholders requiring engagement. These stakeholders represented a diverse array of interests with notables listed below.

- a. Landowners/tenants and representative organizations
  - a. Otterbein Senior Life & Union Village
  - b. Warren Correctional Institution
  - c. Lebanon Correctional Institution
  - d. Shaker Run Communities
  - e. Shakerland Farms (Davis Family)
  - f. Cincinnati Zoo
- b. Local elected/appointed officials and government agencies
  - a. Warren County
  - b. City of Monroe
  - c. City of Lebanon
  - d. City of Mason
  - e. City of Middletown
  - f. Turtlecreek Township
  - g. Hamilton Township
  - h. Village of South Lebanon
  - i. Warren County Regional Planning Commission
  - j. Warren County Soil & Water
  - k. Warren County Health District
  - l. Warren County Water & Sewer
  - m. Warren County Economic Development
  - n. Warren County Port Authority
  - o. Warren County Convention & Visitors Bureau
  - p. Warren County Sports Park

- c. Local community groups
  - a. Area Progress Council
  - b. Warren County Historical Society
  - c. Lebanon Rotary
- d. Area businesses and groups with emphasis on largest employers (plus referenced large landowners above)
  - a. Cincinnati Premium Outlets
  - b. Park North Distribution Warehouses
  - c. Traders World
  - d. Chambers of Commerce: Lebanon, Monroe, Mason
  - e. Warren County Airport
  - f. Countryside YMCA
  - g. Warren County Sports Park (opening Fall 2019)
- e. Schools, public and social service providers
  - a. Lebanon City School District
  - b. Monroe Local School District
  - c. Warren County Career Center
  - d. Warren County Community Services
  - e. Warren County Human Services
  - f. Warren County Board of Disabilities
  - g. Warren County Aging Services
- f. Emergency service providers
  - a. Warren County Sheriff
  - b. Turtlecreek Township Fire & EMS
  - c. Lebanon Fire & Police
  - d. Warren County Communications & Emergency Services
- g. Advocacy and special interest groups
  - a. Sierra Club
  - b. Little Miami Conservancy
  - c. Miami Conservancy District
- h. Transit Operators and Users

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- a. Warren County Transit Service
- b. School districts noted above

#### **IV. Development Community (Attachment C)**

WAR-63 is a critical transportation artery connecting I-75 to western Warren County. It also provides initial connectivity to areas east including I-71.

While much of the land along the WAR-63 project area is currently undeveloped, it is targeted for future growth with visions of complementing the already successful business activity in Warren County that includes tourism, hospitality, retail, manufacturing and other commercial operations. To ensure the WAR-63 transportation improvements support this future economic development vision, leading developers from the Cincinnati and Dayton area were invited to a WAR-63 information meeting. They were provided updates on the project, solicited for input, and asked about whether the potential transportation improvements supported feasibility of development for the focus areas.

Feedback was positive with the developers confirming interest and feasibility of the area for future commercial activity. They voiced a need for any roadway improvements to be flexible enough to accommodate significant anticipated growth in future years. Ability to provide other infrastructure was also an expressed need.

The Warren County Port Authority/Economic Development also attended to gather input and show collaboration with the Warren County Transportation Improvement District regarding this critical transportation improvement.

**V. Environmental Justice Communities Identified and Engaged**  
**(Attachment D)**

Utilizing EPA EJSCREEN, the EPA's Environmental Justice Screening and Mapping Tool (Version 2018), four Environmental Justice demographic indicators were identified as present in the study area.

- a. Minority
- b. Low-income
- c. Over age 64
- d. Linguistically isolated

Minority, low-income, over age 64 and linguistically isolated communities were identified within the WAR-63 priority project area for initial engagement and to be incorporated into ongoing communication efforts. Outreach to over age 64 communities was achieved through Warren County Aging Services and Otterbein Senior Living, a community located within the project area that also provides services to non-residents. These organizations not only represented the interests of over age 64 residents in the community, they also agreed to share project information via their communication channels. In addition, all over age 64 property owners received a mailing with open house information.

Minority, low-income and linguistically isolated populations were identified in the area, primarily clustered at Warren Correctional Institution and Lebanon Correctional Institution. Meetings were completed with the Wardens of both institutions to discuss how to best disseminate information to their population (including impacted visitors). The Wardens also emphasized safety and security as priority needs for them with WAR-63 improvements. Access points were discussed as well as need for consistent communication regarding construction. In addition, they requested signage enhancements for wayfinding including potential signage on I-75 for the Institutions.

Meetings were also held with Warren County Community Services and the Warren

County Health District to inform and engage their participation in helping to communicate with identified EJ communities.

While not EJ screen defined, individuals with disabilities were also identified and included in outreach and engagement.

## **VI. Public & Stakeholder Engagement and Involvement Activities (Attachment E)**

More than 120 stakeholders/organizations were identified in the WAR-63/Warren County Heritage Area. These stakeholders were captured in a spreadsheet with complete contact information. All were sent emails with project information updates including open house announcement.

In addition, the list was prioritized and emails sent inviting participation through update and information exchange meetings. Individual meetings were completed with:

- a. all affected jurisdictions
- b. the largest employers in the project area (Correction Institutions, Otterbein Senior Living, Miami Valley Gaming & Racino)
- c. largest private landowners

In addition, individual meetings and/or presentations were completed with dozens of other businesses, community organizations, special interest groups and property owners.

Valuable information was received in the meetings regarding priorities (safety, access, support for development), concerns (safety, increased truck traffic, potential impacts on downtown Lebanon) and need for action now instead of waiting until an already dangerous roadway gets worse.

While much of the public belonged to identified stakeholder organizations, a broader outreach effort was initiated to educate, update and encourage input. This broader outreach was conducted via media coverage, online communication and print materials distributed in public venues.

- a. Media outreach
  - a. Media interviews
  - b. Press releases

- b. ODOT, Warren County TID, Warren County Engineer and other website postings.
- c. Social media postings on twitter, Nextdoor and Facebook.
- d. Distribution of flyers/fact sheets, open house notice and participation methods and opportunities.
  - a. Stakeholder meetings (all identified stakeholders emailed project information and invitation to participate in information sessions)
  - b. Information tables in public forums (stakeholder offices and local businesses)
  - c. Web site, <http://www.wctid.us/Heritage.aspx>

## **VII. Public Open House (Attachment F)**

A public open house was held April 24, 2019 at Armco Park in Lebanon, OH, which is in immediate proximity to the project area. This open house provided a forum to share purpose and need, updates on work to date, potential solutions, cultural findings as well as how the WAR-63 Priority Project fits within proposed long term strategies for the entire study corridor to be included in the Warren County Heritage Area Transportation Plan. The open house also informed the public of intent to submit for BUILD and corresponding timelines to project schedule.

Feedback from attendees reinforced the need for immediate improvements. Safety and support for future development were emphasized as biggest needs. While a final design alternative was not presented, conceptual approaches were shared. Public feedback was in alignment with general direction, with the understanding that final design would be completed in the future incorporating stakeholder and public feedback. A consistent comment received was the decision makers should ensure the final design was flexible to accommodate for the current growth, but also for future growth so not locked into a limiting footprint. The public voiced appreciation for the opportunity to engage and stay informed at this early and important start to a project perceived as a critical to the future well-being of the County.

- a. Open house was staffed by Project Team representation from ODOT District 8, Warren County Engineer's Office and consultant team.
- b. 50+ attendees
- c. 25+ display boards
- d. Project area maps available for mark-up and/or take home
- e. Multiple formats for feedback (comment cards, mark-up maps, team member capture)
- f. What's next flyer explaining BUILD and timelines.
- g. Criteria for Evaluation flyer

- h. Other organizations active in the project area participated with displays as added benefit to public attendees:
  - a. Warren County Regional Planning Commission
  - b. Warren County Soil & Water Conservation District
  - c. Warren County Sports Park
  - d. City of Middletown and City of Monroe Gap Transit Program
  - e. Turtlecreek Township Fire & Rescue (touch a truck)
- i. All property owners in the WAR-63 Priority Project owner were identified through the Warren County Auditor's web site. The project area was identified as Union Road to State Route 741, including 1500 feet beyond end point intersections. Contact information was downloaded, cross-referenced against other existing databases and reviewed for accuracy. All property owners were mailed notice of the open house two weeks prior to event date. If unable to attend the open house, they were provided alternate ways to receive information and provide feedback. These alternates included contact information to schedule a meeting with the project team as well as the web site where information materials and feedback mechanisms were available.
- j. Open house was promoted via press release with resulting coverage in region newspapers, multiple web site postings, comprehensive social media presence as well as printed flyer distribution in the community.
  - a. Warren County's Main Website County News page – <http://www.co.warren.oh.us/County/News.aspx>
  - b. Warren County Engineer's Office homepage – [www.WCEO.us](http://www.WCEO.us)
  - c. Warren County Engineer's Office meeting page - <http://www.wceo.us/Information/PublicMeetings.aspx>
  - d. Warren County Transportation Improvement District's homepage - <http://www.wctid.us/>
  - e. Warren County Transportation Improvement District's webpage - <http://www.wctid.us/Heritage.aspx>

- f. Warren County Board of Commissioners' Facebook page -  
<https://www.facebook.com/WarrenCountyCommissioners/photos/1175711099256430/>
  - g. Imagine Western Row's Facebook Page –  
<https://www.facebook.com/imaginewesternrow/posts/872355033105564/>
  - h. Advancing Fields Ertel's Facebook Page –  
<https://www.facebook.com/AdvancingFieldsErtel/posts/2416468408372395/>
  - i. ODOT's Next Door Officials Account -  
[https://nextdoor.com/news\\_feed/?post=108010511](https://nextdoor.com/news_feed/?post=108010511)
- k. All materials from the open house, including ongoing feedback opportunities posted online April 26, 2019 at <http://www.wctid.us/Heritage.aspx>.

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# **ATTACHMENT A**

## Public Involvement Plan

Public Involvement Plan  
WAR-63 Priority Project – Build Application & Supporting Work

I. Project Overview

- a. Project description: Engage stakeholders to inform, refine and validate the transportation strategies for the State Route 63 Corridor from I-75 to State Route 741 that were identified in the April 2017 Scoping Study. The public involvement work product will be incorporated into the planning report and final build package for submittal to DOT. As this section of the corridor is a subset of the more expansive State Route 63 corridor area, associated information will be shared and input solicited for inclusion in comprehensive long term strategies for the entire State Route 63 corridor.
- b. Purpose and need elements: the purpose of the proposed action for the defined State Route 63 corridor area to improve mobility, safety and access to address identified needs and achieve desired outcomes:
  - i. Maintains effective connectivity
  - ii. Improves safety and reduce crash risk
  - iii. Realizes effective accommodation of different trip types and modes
  - iv. Provides balanced transportation solution for land use and environmental context issues.

In addition, the future actions should support adopted land use and community plans, facilitate economic development, forward storm water and water resource goals and link corridor improvement to local greenspace programs and aesthetic objectives.

The purpose and need for the specific public involvement body of work is to:

- v. define the transportation decisions that need to be made/validated
  - vi. identify the needed public input to support decision making process
  - vii. provide information to inform and allow input in the decision making process
  - viii. build/ensure credibility is established in the process
- c. Project schedule work flow:
    - i. Draft program planning report, input to build package and financial plan, public involvement plan development – by Feb 15
    - ii. First stage findings environmental to build package, dissemination of public involvement informational materials– by March 15
    - iii. Final program planning report, input to build package, public meeting/open house – by April 15
    - iv. Second stage findings environmental to build package, including closure strategy – by May 10
    - v. Finalization of build package for submittal to DOT- by May 15
  - d. Public involvement management responsibilities: communication of project information through a variety of vehicles to engage stakeholders for understanding of project,

solicitation of input, identification of implementation considerations to support decision making that will refine and validate final selected alternatives.

- e. Applicable legal requirements:
- 
- II. Project Team
    - a. Project sponsor: Warren County TID, Neil Tunison, Dan Corey
    - b. Warren County Engineer's Office
    - c. ODOT
    - d. OKI
    - e. Consultant PM: RL Record LLC, Rick Record
    - f. Public involvement: 1218 Marketing & Communications, LLC, Kellie Grob
- 
- III. Stakeholders
    - a. Land owners/tenants and representative organizations (HOAs)
      - a. Otterbein Communities
      - b. Warren Correctional Institution
      - c. Lebanon Correctional Institution
      - d. Shaker Run
      - e. Miami Valley Gaming Casino/Racino
    - b. Local elected/appointed officials and government agencies
      - a. Warren County Commissioners
      - b. City of Monroe Mayor, City Manager, Council
      - c. City of Lebanon Mayor, City Manager, Council
      - d. Warren County Regional Planning Commission
      - e. Turtlecreek Township Administrator, Trustees
      - f. Warren County Soil & Water
    - c. Neighboring municipalities
      - a. City of Mason Mayor, City Manager, Council
      - b. Union Township Administrator, Trustees
      - c. Clearcreek Township Administrator, Trustees
    - d. Local community groups
      - a. TBD
    - e. Area businesses and groups with emphasis on largest employers (plus referenced land owners above)
      - a. Cincinnati Premium Outlets/Tenants
      - b. Distribution Warehouses/Freight Transportation Services
      - c. Traders World
      - d. Warren County Economic Development
      - e. Warren County Port Authority
      - f. Chambers of Commerce: Lebanon, Monroe, Mason
      - g. Warren County Convention & Visitors Bureau
    - f. Schools, public and social service providers
      - a. Lebanon City School District
      - b. Monroe Local School District

- c. Warren County Career Center
- d. Warren County Community Services
- e. Warren County Human Services
- f. Warren County Board of Disabilities
- g. Warren County Aging Services
- g. Emergency service providers
  - a. Warren County Sheriff
  - b. Turtlecreek Township Fire & EMS
  - c. Lebanon Fire & Police ?
- h. Advocacy and special interest groups
  - a. Sierra Club
  - b. TBD
- i. Transit Operators and Users
  - a. Warren County Transit Center
  - b. School districts noted above
- j. Vehicle, bicycle and pedestrian traveling public
- k. Potential investors

This list of stakeholders is not comprehensive and will be refined during the public involvement process.

See section V. below on how info will be disseminated and ideas and opinions will be solicited for and obtained.

#### IV. Underserved Populations

- a. Minority
  - i. Closest NAACP office is Middletown
- b. Low-income
  - i. Warren County Human Services
- c. Elderly
  - i. Otterbein
  - ii. Warren County Aging Services - 741 Center
- d. Individuals with disabilities
  - i. Warren County Board of Disabilities
- e. Non-English speaking
  - i. LCI/WCI

Utilizing census information and input from local government agencies and community groups, underserved populations will be identified to ensure receipt of project information, input opportunities and public meeting/open house dates.

Press releases, meeting notices and newsletter content distributed to include project information, input opportunities and public meeting/open house as noted in method examples below:

LCI family newsletter distributed weekly  
741 Center calendar of events, bulletin board posting  
Warren County Board of Disabilities Dream newsletter  
Otterbein blog and *TBD*  
Press releases and public meeting notices posted in agency public areas

- V. Public Involvement Implementation/Activities
  - a. Media outreach (press release, editorial sit-down)
    - i. Warren County Journal News
    - ii. Lebanon Channel 6 Public (if applicable)
  - b. ODOT, Warren County TID, Warren County Engineer and other website postings
  - c. Social media postings on twitter and facebook (Note, no applicable social media sites currently exist so this method may not be feasible)
  - d. Distribution of flyers/fact sheets and content for newsletters
    - i. Stakeholders
    - ii. Underserved population mediums
    - iii. Public venues: library, BMV, post office
  - e. Distribution of public meeting/open house notice
    - i. Stakeholders
    - ii. Underserved population mediums
    - iii. Public venues: library, BMV, post office
  - f. Presentations to stakeholder groups and underserved populations (presentations offered to targeted groups and available upon request by others)
  - g. Online/email survey
  - h. Public meeting/open house
  
- VI. Timeline/Project Schedule detailed PI schedule in conjunction with project schedule
  - a. Project kick-off press release (to share information and recommendations from scoping study) Feb 15-March 15
  - b. Web site and social media updates (monthly updates or at key milestones)
  - c. Distribution of flyers, fact sheets and content for newsletters (repurposing of content and timing from press release, public meeting/open house notice and other milestone updates) Mar 1- Apr 15
  - d. Presentations to stakeholder groups and media (ongoing throughout project, Feb 15 – Apr 15)
  - e. Public Open House or Public Meeting, Apr 15, 2019
  
- VII. Decision-Making Process
  
- VIII. Public Meeting/Open House

This meeting will validate the actions for the area of State Route 63 from I-75 to State Route 741. It will also provide a forum to share information on proposed long term strategies for the entire study corridor and future study activities.

- a. Recommended location Otterbein, Miami Valley Gaming or 741 Center
- b. Targeted date Apr 15, 2019

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## **ATTACHMENT B**

Stakeholder List  
Feedback Received

WAR-63 Priority Project and Warren County  
Heritage Area - STAKEHOLDERS

<b>Organization</b>	<b>Name</b>	<b>Title</b>
<b>WARREN COUNTY</b>		
	Dave Young, Tom Grossmann, Shannon Jones	County Commissioners
Warren County Commissioners	Jones	Auditor
Warren County Auditor	Matt Nolan	Administrator
Warren County Administration	Tiffany Zindel	Asst. Administrator, Exec. Director Port Authority
Warren County Administration	Martin Russell	Executive Director
Warren County Regional Planning Commission	Stan Williams	Interim Director
Warren County Soil & Water Conservation District	Molly Conley	Sanitation Engineer
Warren County Water and Sewer	Chris Brausch	Deputy Sanitation Engineer
Warren County Health District	Chris Wojnicz Duane Stansbury	Health Commissioner Director, dep. Director Port Authority
Warren Co. Economic Development	Matt Schnipke	Office Manager Park District
Warren County Port Authority	See above	Armco Park Director
Warren County Park District	Vicky VonHolle	Executive Director
Warren County Community Services	Larry Easterly	
Warren County Human Services/Dept. Jobs & Family Services	Eugene Rose	Director
Warren County Board of Developmental Disabilities	Lauren Cavanaugh	Superintendent
Warren County Aging Services	Megan Manuel	Executive Director
Warren County Sheriff	Eugene Rose Larry Sims	Sheriff Director of WC Grants Administration
Warren County Transit	Susanne Mason	Director
Butler County Water & Sewer	Martha Shelby	
Western Water	Scott Kirk	
Warren County Communications/Emergency Services	Melissa Bour	Director
<b>TURTLECREEK TOWNSHIP</b>		
	Tammy Boggs	Trustees
Turtlecreek Township Fire & EMS	Steve Flint	Administrator
<b>CITY OF LEBANON</b>		
	Amy Brewer	Fire Chief
	Mark Messer	Mayor
		Vice Mayor

	Scott Brunka	City Manager
	Meredith Snyder	City Planner
	Dana Bicknell	City Engineer
		Economic Development
	Jason Millard	Director
Lebanon Bike Park/City of Lebanon Parks & Recreation	Casey Burdick	Recreation & Natural Resources Coordinator
City of Lebanon Fire	Steve Johnson	Chief
City of Lebanon Police	Jeff Mitchell	Chief
<b>CITY OF MONROE</b>	Robert Routson	Mayor
		Council
		Dir. Planning & Development
	Kevin Chesar	City Manager
	Bill Brock	Director Public Works
	Dan Arthur	Asst. to City Manager
<b>CITY OF MASON</b>	Jennifer Patterson	Mayor
	Victor Kidd	City Council
		Manager
	Eric Hansen	City Engineer
	Kurt Seiler	Planning & Econ Manager
		Mayor
<b>CITY OF MIDDLETOWN</b>	Brian Lazor	City Manager
	Larry Mulligan Jr.	Clerk of Council
	Doug Adkins	Economic Development
	Amy Schenck	Director
	Jennifer Ekey	Mayor
<b>VILLAGE OF SOUTH LEBANON</b>	Jim Smith	Administrator
	Jerry Haddix	Trustee
<b>UNION TOWNSHIP</b>	Fred Vonderhaar	Chief Fiscal Officer
	Lauren Koch	Fire Chief
	Robert Napier	Roads
	Josh Sandlin	President, Board of Trustees
<b>CLEARCREEK TOWNSHIP</b>	Ed Wade	Administrator
	Matthew Clark	Fiscal Officer
<b>DEERFIELD TOWNSHIP</b>	Dan Corey	Administrator
	Eric Reiners	Administrator
<b>FRANKLIN TOWNSHIP</b>	Traci Stivers	Administrator
<b>VILLAGE OF MORROW</b>	Caroline Whitacre	Administrator
<b>HAMILTON TOWNSHIP</b>	Brent Centers	Administrator
	Michelle Tegtmeier	Planning & Zoning
	Kenny Hickey	Public Works
	Joe Walker	Trustee
	Darryl Cordrey	Trustee
	Joe Rozzi	Trustee

Ohio State Senate	Jim Hunter	Fiscal Officer
US House of Representatives	Steve Wilson	Senator, 7th District
	David McCandless	Staffer to Steve Chabot

**BUSINESS GROUPS**

Lebanon Chamber of Commerce	Angie Smith	Executive Director
Middletown Monroe Chamber of Commerce	Janelle Drews	Operations Manager
Mason Deerfield Chamber	Sherry Taylor	President
Warren County Convention & Visitors Bureau	Phil Smith	CEO
Area Progress Council	Arla Tannehill	Director
Warren Co. Airport Authority Board	Alan Wolfson	Secretary/Airport Mgr
Warren County Airport Ltd.	Bryan	Adcock
	Bobby	Henderson

Warren County Small Business Dev Alliance	Mike Stater	Director
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**HISTORIC/PRESERVATION**

Warren County Historical Society	Victoria Van Harlingen	Executive Director
	John Zimkus	Historian/Education
		Director

Harmon Civic Trust		
Main Street Lebanon (fka Historic Downtown)	Donna Cox	Executive Director
Lebanon Rotary Club	Mike Geygan	
Warren County Foundation	Henry Brockman	President

**SIZEABLE LANDOWNERS & EMPLOYERS**

Otterbein Communities	Jill Wilson	President & CEO
Otterbein Land Development	Jeff Kmet	Construction Manager
Union Village Development Co.	Matt Obringer	Project Manager
		Otterbein Board
		Member and Former Co

	Pat South	Commissioner
Habersham Land Company	Bob Turner	President
		Director of Sports
Sports Complex Union Village	Ben Huffman	Enterprises, WCCVB

Countryside YMCA (future site near sports complex)	Chris Johnson	Executive Director
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WCI	Wanza Jackson-Mitchell	Warden
LeCI	Chae Harris	Warden
		Real Estate
	Reginald Wheeler	Administrator
		Deputy Dir. Of
		Administration

Shaker Run Golf Course	Kevin Stockdale	Owner
Miami Valley Gaming Casino	David Bowen	Director of Facilities
Davis Farm	David Smart	Land Owner
Green Lawn Golf Course	Walt Davis	Land Owner
	Travis Likes	Land Owner

Cincinnati Zoo Bowyer Farm	Jeff Wieland Lori Voss	Land Owner VP Administration
	Mark Fisher	Sr. Dr. Facilities Planning & Sustainability Dir. Planning & Exhibit Design
Cincinnati Premium Outlets Traders World Grand Communities Ltd. - Fischer Development Texas Eastern Pipeline Notable Landowner	Dean Violetta Mary Ann Mattscheck Jay Frick	Mall Manager Owner/Founder
	Todd Huss Jerry E. Thompson Raj and Jessie Jit	President CEO
Notable Landowner Notable Landowner Performing Arts Center Advocate Notable Landowner/Perf Art Center Advocate Hinkle-Schueler Group	Tony & Mindy Moore Keith Alexander Larry Hollingshead  Dan Cunningham Mike Schueler	Owner, Cardinal Landscaping  CEO
<b>SCHOOLS</b> Warren County Career Center Lebanon City School District	Rick Smith Todd Yohey David Oglesby Kathy Demers Amy Thorpe	Superintendent Superintendent Transportation Supv. Superintendent Transportation GM
Monroe Local School District		
<b>OTHER NOTABLE</b>		
Sierra Club Little Miami Conservancy	Nathan Alley Eric Partee	Ohio Valley Chapter, Conservation and Transportation Initiatives Director Manager, Watershed
Miami Conservancy District Post Office 45036 Lebanon Post Office 45050 Monroe DSD Advisors/Dinsmore	Sarah Hippensteel Hall Mike Vance Brandon Huber Matt Davis	Partnerships Postmaster Postmaster President Secretary of Ohio State Conference Director, Middletown Region
NAACP Middletown (covers Warren Co.)	Dr. Dora Bronston	
Ft. Ancient World Heritage Site	William Ford Gary Meisner Jack Blosser	Consultant Site Manager
Donnellon, Donnellon & Miller Duke Energy	Doug Miller Carla Sarakatsannis	Attorney Plans Review

**Freight and Shippers (Park North Industrial Park)**

IDI Logistics (Developer and Holder of Park)	Bob Stephens	Market Officer, Cincinnati
JLL/Jones LaSalle (leasers to all occupants)	Marc Niese	VP, Group Manager

**Development Community**

Neyer Properties	Chris Dobroszi
Duke Realty	Dan Colletto
IDI Logistics (note above under freight and shippers)	Robert Stephens
Eagle Realty	Jon Burger
Corporex	Tom Deere
Miller-Valentine	Dave Dickerson,
Model Group	Adrienne Ruebusch
Al Neyer	David Thompson
Cincinnati United Contractors	Ryan Reardon
Schueler Group	Chance Truemper
RG Properties	Mike Schueler
Woodard Development	Paul Miller
Cushman & Wakefield	Jason Woodard
Bruns Realty	Kevin Hughes
CBRE	Dave Mason
Pure Development	Demetri Sampanis
Joshua One	Brian Palmer
Schumacher Dugan	Bryan Bailin
Red Tiger	Chris Wunnenberg
	Sean Balnes
	John Westheimer, Jenna
Cincinnati Commercial Contractors	Martini
North American Properties	Tony Hobson
Brandicorp	Jerry Royce
Mills Development/Synergy	Jon Trick
Anchor Properties	Matt Hemberger
Anchor Associates	Charles Townsend

**Warren County Regional Planning Commission Note Covered Above**

Sonny Lewis	Franklin City Manager
Julie Duffy	Carlisle Village Manager
Gary Copeland	Waynesville Village Manager
Brian Morris	Franklin Township Trustee
Gus Edwards	Wayne Township Administrator
Elmer Dudas	Springboro Development Director
Jeff Palmer	Clearcreek Twp Director of Planning & Zoning
Sam Hill	Deerfield Twp Planning & Zoning Director

Michael Shaffer

Turtlecreek Township

Stakeholder Issues & Questions Raised

Stakeholder	Primary Issues/Questions	Identified Land Use Changes
Warren County Regional Planning Commission	Can this work in context with already approved Gateway Plan, Crossroads Plan, Thoroughfare Plan, Lebanon Turtlecreek Trails and Lebanon West Main Street area plan. There is still a lack of full understanding/alignment at WCRPC with	Reference subdivision map previously sent
Warren County Soil & Water Conservation District	Warren County under NOV by Ohio EPA. Do not have a watershed coordinator in Warren County. Most of department concerns are about undeveloped land and how to protect from soil erosion with ongoing construction. Majority of time spent on inspecting new construction. Can project help with Shaker Creek restoration.	
Warren County Water and Sewer	WC Sewer and Water focus is to push water down south and keep Otterbein tank full. Interested potentially in running water along with project.	
Warren County Health District	Safety is primary concern; consider ways to support walkability and the public health outcomes that come from that; look where possible to address sound (pavement) and air quality issues; anticipate new trips as Otterbein	
Warren Co. Economic Development	Need to have capacity to entice development. Would like sewer brought along if possible.	
Warren County Aging & Community Services	Challenges with poor transit service in Warren County due to lead time, operating hours and dependability; biggest transportation challenge outside of transit is 741. Expressed support for 741 bypass, but understand challenges and	
Warren County Transit	Looking for ways to expand WC transit to support worker transportation for WC businesses; brainstorming with WC Port/Econ Development to	
Butler County Water & Sewer	Provide service to basically all western half of HA; break line is roughly at eastern edge of Otterbein lands east of 741. They are serving new residential east of 741 opposite ODOT. In all of area they are planning service on essentially 100% rooftops. Need for commercial/industrial on WC end seemed a surprise. they mostly concerned with keeping the sewage in their sewers and not letting highway runoff in, but will think about...they are not a combined system.	
TURTLECREEK TOWNSHIP	Trustees commented best to acquire right of way now than in future when more expensive as know area will keep growing. Administrator expressed	

City of Lebanon	Main transportation areas of concern Glosser, 123 West of Neil Armstrong Way and Hart. Interested in improvements to Bethany and Mason Morrow Millgrove as will relieve pressure on downtown. Expressed desire for 4/5 lines of 63 at 741 to taper to 3 lanes (2 through w/turning) with curb and gutter to annexed.	511 on Broadway is their new mixed use development. Will be breaking ground this summer. <a href="https://www.loopnet.com/Listing/511-N-Broadway-St-Lebanon-OH/15027192/">https://www.loopnet.com/Listing/511-N-Broadway-St-Lebanon-OH/15027192/</a> They are aggressively marketing their hundreds of acres of greenfield property in industrial zoned area (Turtlecreek Union to Business Park). Seeing investment along SR63 west of downtown. Auto dealerships have purchased multiple parcels near Neil Armstrong Way. Not sure timeline for them to move/expand, currently sitting on it.
City of Monroe	Amazon opening in June driving concern over traffic in that area; have additional land (approx. 120 acres) being re-zoned at end of Gateway/Union that will put additional pressure on the area; concerned about UGN's 24 hour - 10 minute shipping guarantee to auto plants north with traffic growth and especially during future construction; very interested in a Union Road to Butler-Warren connection as more of their industrial in that area comes online; Berns property (nursery) on Greentree rezoned to light industrial	Berns property 166 acres Union and Greentree, 120 acres end of Park North acquired and rezoned (reference 5/1/19 email)
City of Mason	Asked if any impact on active transportation improvements at Rte. 42 and 741. Advised upcoming economic development activity that	470 acre innovation district and BioHub (reference maps already sent)
City of Middletown	New gap transit program with SORTA and RTA. Also identified future economic development areas that could generate notable traffic including Municipal Airport, Union Road northern area as well as hospitality land interest to support WC Sports Park. The greatest transportation pressure	Airport and new Union Road development confidential, no details shared.
South Lebanon	Area has increasing pressure as east-west connection noting Mason Morrow Millgrove to Bethany is being used as a preferred route to new Liberty Center development. In addition, they will be extending Mason Morrow Millgrove road to just before bike path. Sewer extension along Zoar for residential development coming. Anticipate	Estimate 500 new homes in next 10 years.
Hamilton Township	22/3 & 48 intersection is future development area for them, putting additional pressure on biggest existing transportation headache.	Fischer homes to push across Zoar road for development. Valley Vineyards land may be coming next. Anywhere 500-1000 homes per year. SUMCO site on Grandin now being actively marketed.
Area Progress Council	Need to acquire adequate right of way for future consideration; design must be thoughtful to encourage business development not residential rooftops; need for careful consideration of how to	
Warren Co. Airport Authority Board	Concerned about being landlocked and understand sewer expansion will drive that; quick access to interstate is critical to airport success; have significant interest and concerns about Greentree - needs improvements as unsafe,	

Otterbein Land Development/Union Village	Have concerns regarding 741, understand no bypass but what can we work together to supplement and improve access in the area. Shared future location for gas station on 63 which could be access issue due to intersection location. Inquired about Duke poles and if right-of-way would go both sides and where poles would go,	4500 homes plus mixed use development. 100 homes first year then flexing for 40-50 year build-out, reference timing in Matt Obringer phasing plan pdf from 4/11/19 email.
Sports Complex Union Village/WCCVB	Need improvements for 741 whether bypass or other to provide better access to park; 741 access coming north from Mason is as important to them as 63 off the highway due to assumed dominant hotel locations at 741/Fields-Ertel/Mason-Montgomery; all attending teams required to stay in Warren County hotels; Greentree needs improvement for teams coming that direction;	Projecting 49 events per year @ 700,000 total visitors; 5 year ramp to 49 events but they think they will do it in 3 and also have capacity for more events; probably will be closer to one million visitors.
Countryside YMCA	WCHATP map closely aligns with service area; areas of interest for future growth are expansion of Maineville service offering and to have presence in Kings Mills/741 area; Otterbein presence may grow but will need new rooftops in place prior to support;	
WCI/LeCI	Top concern safety of the road network which they reiterated multiple times. Wanted to make sure no change on ODOT agreed access point. Items of interest if done in tandem with project-bus stop, sewer and possibly water. Requested strong communication when construction starts as need to plan accordingly for security. They prefer	
Miami Valley Gaming Casino	Will their access/traffic light change; are we planning SR63 for efficiency in future or will the 4 lanes just address current volume; expressed support for the 63 project, as well as improvements to Union Road, specifically straightening; asked for communication and updates especially as it comes to any closures for construction; noted nighttime and weekend closures were problematic for them as busiest	
Davis Family/Shakerland Farms	They were interested to learn if any major changes were planned for Union Road south of SR63 as bad experience in past with construction. RR responded most of the need is anticipated north of 63 due to development but made note of Davis interest to stay informed. Wanted to make sure stormwater runoff would not impact them	
Cincinnati Zoo/Bowyer Farm	Concerned ED focus appeared only on commercial development, with a lack of depth in the green development of the area. Recently received a state grant which will allow them to upgrade the trails and add public facilities (restrooms) to open estimated 2020. Note, travel pattern is 741-Hamilton Road- Mason-Montgomery Road to on	The Zoo property (Bowyer Farm) is 650 acres. Vision is to work with neighbors to compile 3,000 acres for agri-tourism which could draw 200,000 visitors annually
Lebanon City School District	Economic development must be thoughtful and not just onslaught of residential rooftops.	

<p>Dan &amp; Marge Cunningham</p>	<p>Emphasized that Lebanon is a destination (“beyond coffee shops and festivals”), also that market driven, sustainable development is important to them. Need to make sure 63 west sets up “east of 741 corridor” properly for success. Reinforcement of project approach that SR63 is more than a roadway project, it must be done in coordination with others to support the best economic development; flexibility for future growth emphasized as important. The project can’t lead to a Lebanon Bypass which would kill downtown.</p>	<p>87 acres actively being discussed with developers, visioning plan in process.</p>
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## **ATTACHMENT C**

### Developer Meeting Notes

## Notes and observations from Developer Forum

### WAR-63 BUILD

Thursday April 25, 2019, 2 PM Warren County TID offices

#### Summary Observations on the Overall

- Pretty much all of the strategic tenets of work to date (and shown on Boards) for the Priority Project were upheld and confirmed by market experts.
- We learned all of these items are important to development community:
  - ✓ Reliable, safe facility for mix of travel demand [road needs to be seen as safe and dependable for access to all development and uses]
  - ✓ Good visibility and aesthetics; technologies [important that road has good visual message – Orlando example- and appropriate technologies]
  - ✓ Flexible design for future capacity and growth [really important that road capacity be easily expandable to maintain flow, efficiency and access, and this be communicated to development world; secure future ROW now]
  - ✓ Access point control and setbacks [really important, per above]
  - ✓ Sound linkage to workforce and amenities [more important than ever]
  - ✓ “Painting a picture and setting the table” [absolutely, for best development and economic outcomes]
- Key emphasis areas from development community:
  - This is a strategically important corridor and serves one of few “large lands” development areas remaining between Dayton and Cincinnati.
  - Need to have a solid plan for future capacity needs on 63 between I75 and SR 741 beyond initial 4-lane; future right of way needs to be locked down now and communicated, made visible in corridor (Orlando example).
  - Need to consider long-term (“developed”) traffic now.
  - Areas nearest I75 will get pressure first; whole build of corridor may be 8-10 years.
  - Harder to make money on office campus type development, but there are pockets of demand.
  - Prisons affect marketability (some), but available prison labor may be an asset for some industrial development uses.
  - Need to protect efficiency of connection to I75, and have options (Union Road)
  - Need to “see” wider R/W and “future”; confidence in sustainable corridor.

#### Additional Notes

Dan and Kellie did 5 board overview and introduction of Priority Project and Heritage Area to reps from Miller-Valentine, Duke and Bruns.

- Want to make sure that this first phase of development (63 Priority Project) is able to support all to follow in “teed-up” area.
- “tension” in a busy and growing corridor

- High growth trajectory on traffic curve (actual data is tracking same) but not all growth accounted for when this projection made.

Diana followed with a facilitated discussion of perspectives, ideas and inputs from developer reps. Mostly the discussion took a “posed question” (by Diana) and developer response path.

- What will the project look like? Initial build is 4/5 lanes with access control
- Project delivery? Design-build (ODOT), “with parameters”
- Control of land? [Dan C. explained]. State of Ohio, legislative authorization to sell good portion of prison ag land through DAS; can be direct to a Public Entity or by sealed bid auction to private
- Developer question: state of utilities? Water and sewer needed
- Developer comment (Denny): infrastructure + transportation plan key to how development community sees market; beyond major highway, infrastructure, utilities, and zoning.
- Topography challenges for available lands? Developer comment (Denny): rolling terrain can be a plus (aesthetics), and is workable in “large parcel” take-downs, allowing materials balance.
- Presence of Prisons effect on development potential? Developer comment (Denny): it is a consideration, less of an impact on commercial. Developer comment (Dan): Prison labor is *not* frowned upon; labor shortage issue is real and upon us. Also, re prior on topo, is a cost issue for large footprint buildings, and is not an issue at west end of corridor.
- Timeline on Take Down and Build Out? Developer comment (Dan): Could be 5-7 years in industrial components
- Office campus potential? Developer comment (Dan): In many situations it is harder to make money in office building development. Developer comment (Denny): But there *are* pockets of demand. Could be 8-10 years for campus type development and really need support of a Master Plan to help achieve that outcome. Is there a chance prisons will not be there in future and all surplus lands available? (No, not foreseen – Dan C.).
- Roadway examples to get best outcomes? [points following]
- Developer comment (Paul): Real concern about being able to maintain traffic flow...lights? Additional lanes? Access control? Keeping long term setbacks? Making project “familiar” to drivers? Austin Boulevard example (to avoid): started out great guns, but too much going on in too short a length near interchange and confusing to drivers led to complaints and not best outcomes on development front; Liberty Way more “familiar” and a better example.
- Developer comment (Dan): Look to Orlando FL as an example. All of their key development corridor arterials have visible wide set-backs and preserved right of way for future expansion; this helps drive more valuable investment. Important to not let “out-lots” development pressure erode overall potential. Set-backs and future ROW important.

- Developer comment (Denny): looking north and south along the I75 corridor, there are not a lot of new development sites with large blocks of land available between Cincinnati and Dayton; this is pretty much it. So would expect a lot of interest in development community. “Known” interchange 63/I75 important. Union Road extensions north and south to link interchanges seem strategically important and should be a high priority. For BUILD application package, suggest presentation materials by WC Econ Development earlier today excellent basis (Matt).
- Role/value of Technology? Developer comment (Dan): recent talk by former DOT Secretary Anthony Foxx, smart vehicles longer in implementation than originally thought, but opportunities sooner in trucking applications (platooning). But technology overall a plus in corridor development.
- Smart intersections in aiding truck efficiencies and volume management? Developer comment (Dan): suggest looking into Columbus effort and their grant award for smart roads; it is definitely happening and may be something we can pull in to the 63 corridor.

Kellie thanked everyone for coming and any were welcome to stay and continue dialogue.

After group meeting, discussion continued one on one and other. Neil, Rick and Denny had one such talk, notes and map mark-up as follows:

We discussed, and Denny emphasized, the following, as noted on map mark-up, and with clarifying adds in [brackets] here:

1. [control of] **access**
2. [ability/plan to] **expand**
3. [protect] **connection to I75**
4. [importance of] **Union Road** [parallel extension]

Rick outlined to Denny basic strategy concept of installing major new, very flow efficient and sustainable long-term capacity (Priority Project + future) to not only provide development platform along corridor [arrows on map], but also penetrate core of larger area and shift access “center” eastward to best serve more area including Lebanon, Mason, townships [larger arc marked on map]. Make sense as strategy for best outcomes? Yes, makes total sense and good approach for all talked about today (Denny).

[marked up map from above is on next page]

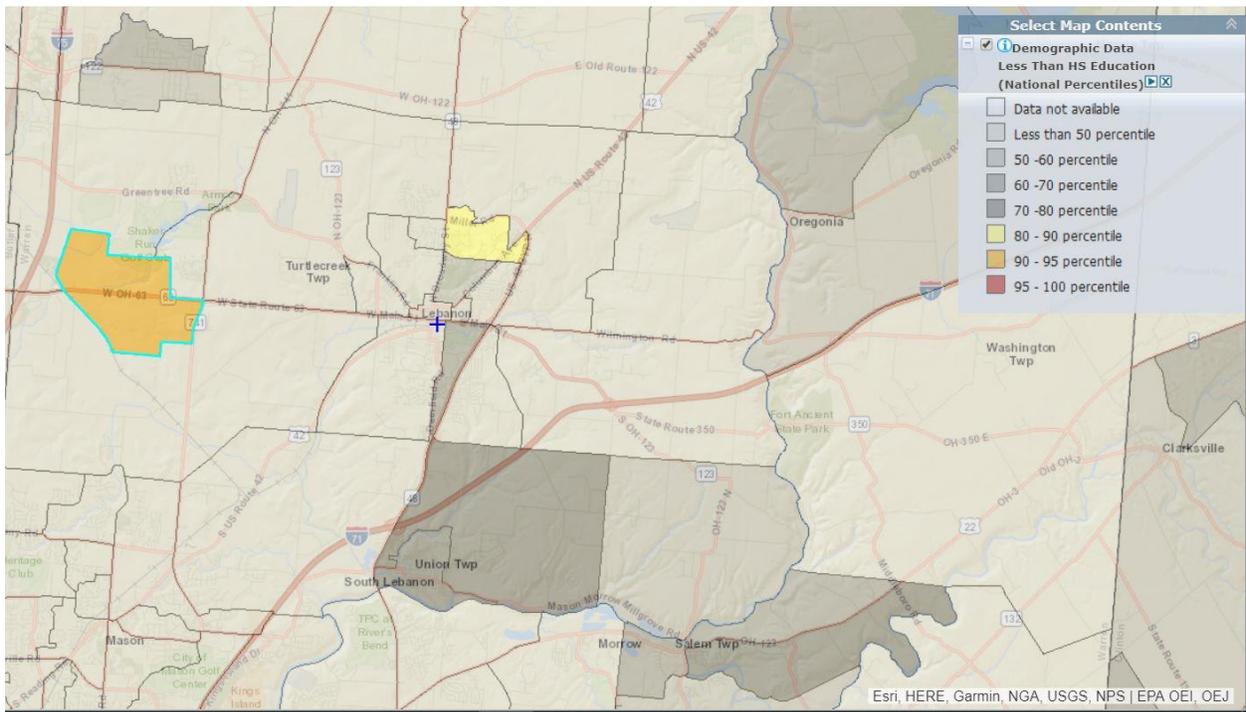
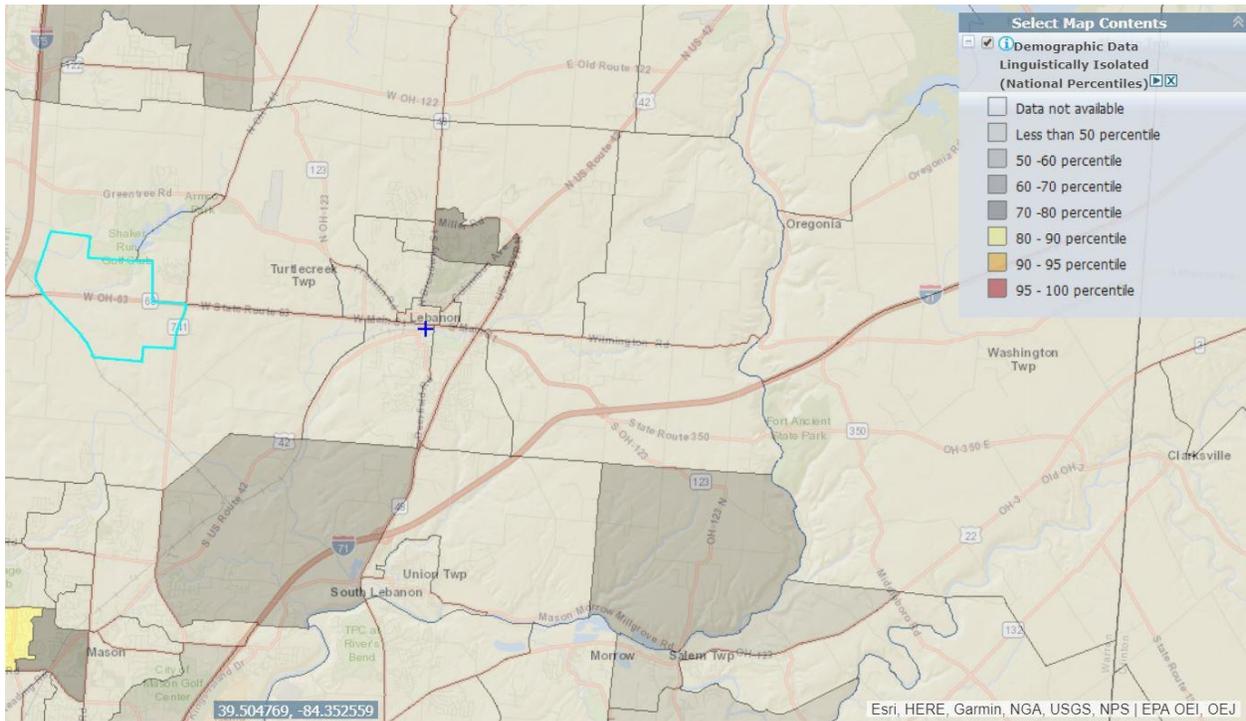


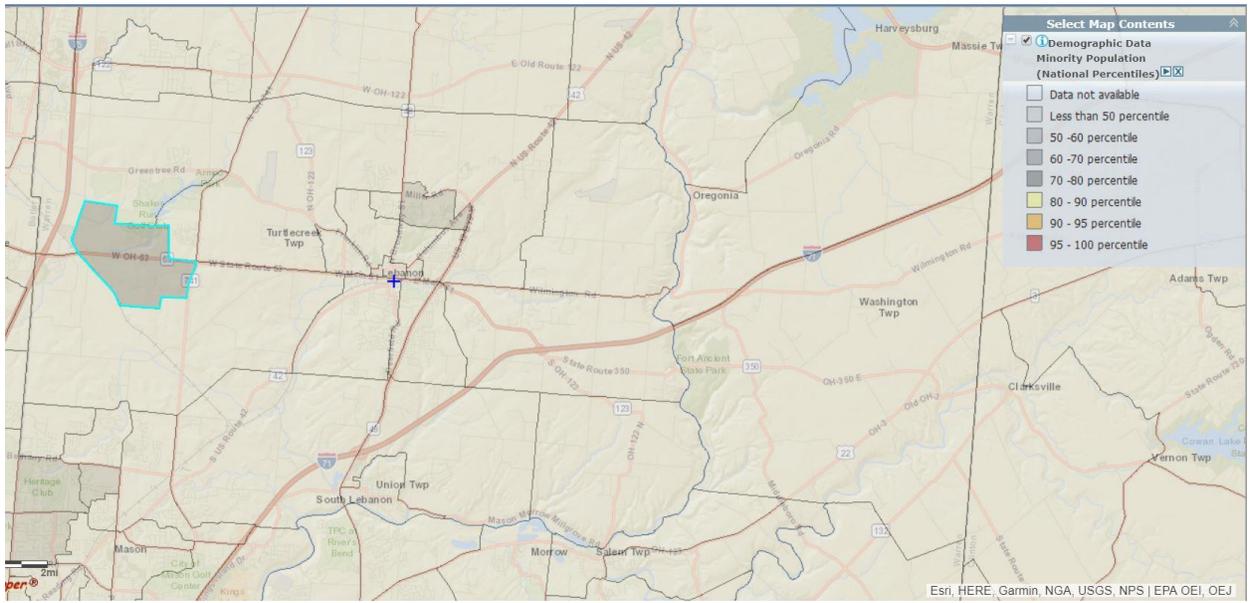
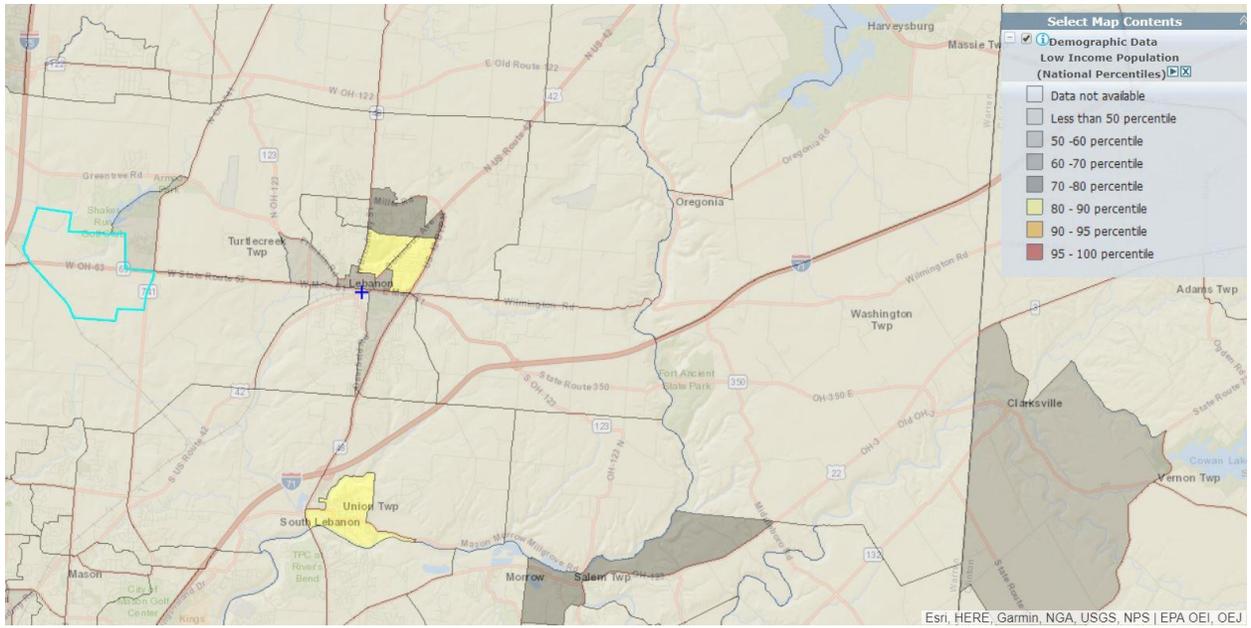
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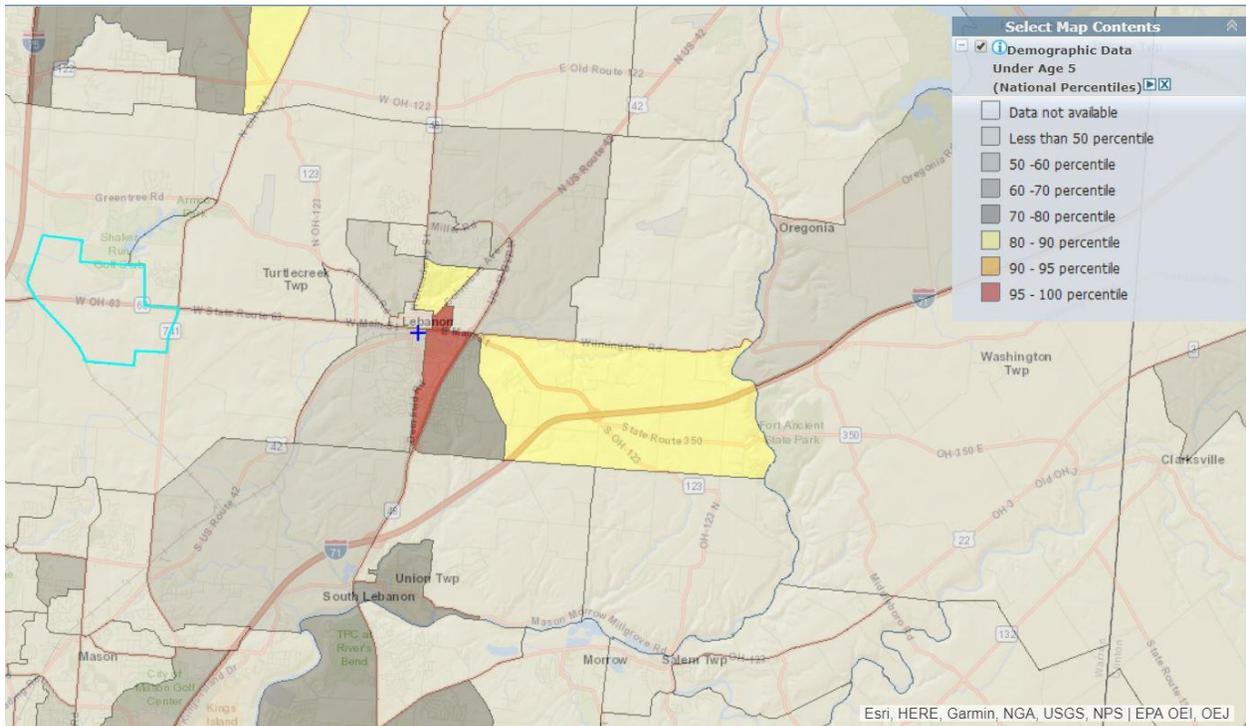
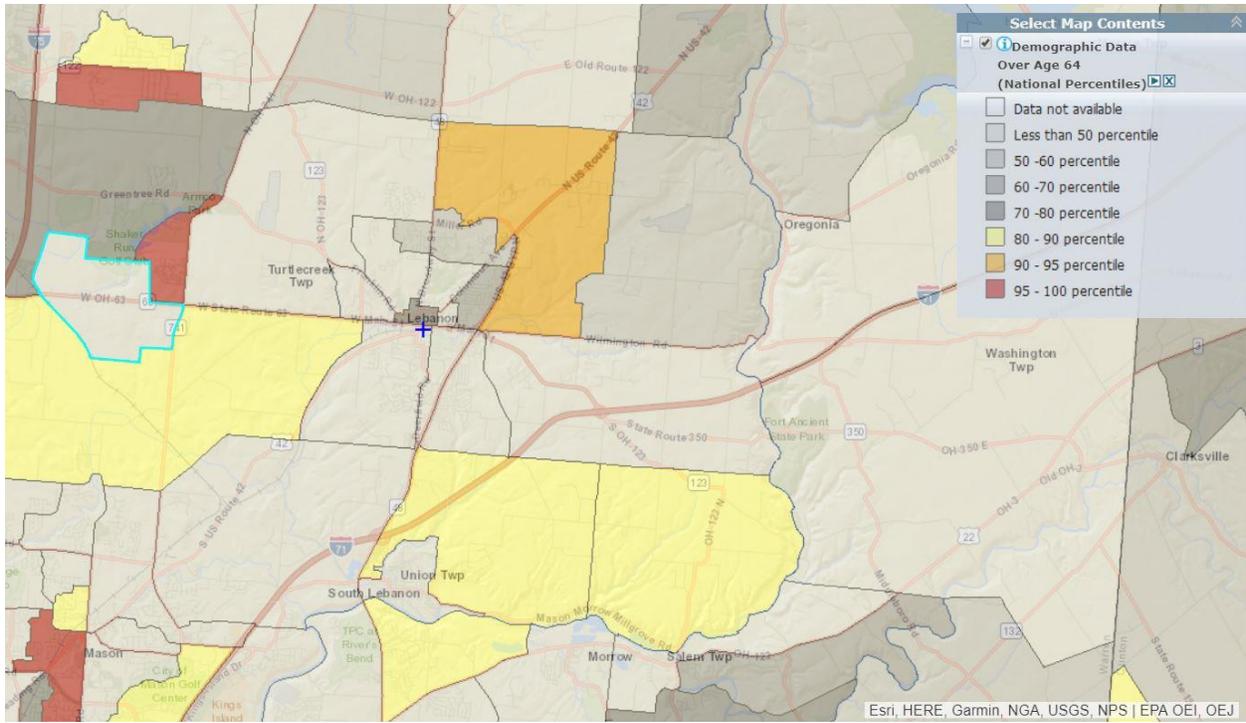
# **ATTACHMENT D**

## Environmental Justice Identified Communities

# EJ Screen Identified Areas







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# **ATTACHMENT E**

## Media Coverage Presentation Materials

WARREN COUNTY



The Lebanon school board learns of plans to widen Ohio 63 with a combination of federal and local funds.

# Officials seek funds for Lebanon-area road work

Road widening project may cost \$25 million.

By Lawrence Budd  
Staff Writer

LEBANON — Warren County officials want to use a tax incremental finance (TIF) district to help pay for a portion of as much as \$25 million of road widening needed west of Lebanon.

Last week, County Engineer Neil Turison and Warren County Port Authority Director Martin Russell outlined for the Lebanon Board of Education what they are calling a Heritage Area Transportation Plan for the area around Ohio 63, the development of Otterbein Senior Life campus, Union Village and the Warren County Sports Park.

The area lies outside Lebanon, but within the school district.

"We are looking at all options and what might be best for all parties," Russell said after the meeting. "If all goes as planned, construction could begin in 2021."

The plan calls for the widening to four or five lanes the section of Ohio 63 running east from the racino complex to Ohio 741 in Turlock Creek Twp.

The stretch, designed for RACCO (racino operation), typically serves 15,000, according to Turison.

traffic we have here," Turison said.

Turison said the plan also called for other road improvements in the area around the intersection, but not widening the west stretch of Ohio 63 east into Lebanon.

The plan also includes widening a stretch of Ohio 741 that is currently two lanes and handles traffic headed to Otterbein Senior Life main campus, Union Village and the Warren County Sports Park at Union Village. Union Village is a proposed mixed-use development expected to grow to more than 4,500 homes over the next 30 years and the sports park is expected to host large-scale local and regional athletic events.

In addition, one proposal calls for a bypass angling off Ohio 741 toward Ohio 63, north of Otterbein, near the sports complex and Arcoo Park.

The TIF agreement was established in 2014. It sets aside 75 percent of the property tax from the racino development for 10 years to cover the costs of improving the stretch of Ohio 63 running from Interstate 75 up to the racino complex in Turlock Creek Twp.

An agreement between the Warren County Port Authority and the racino operation split \$16 million in projected revenue from the funds that would otherwise have gone to the Lebanon City Schools and other taxing entities.

The money has also been used to relocate a section of Union Road north of the racino and build a roundabout at Union and Greenlee roads.

TIFs reduce the amount of money going to schools and other taxing entities from developments. Proponents point out the money not diverted for roads and infrastructure is more money the district would not otherwise have collected on the previously undeveloped land.

Public interest groups caution communities on the use of TIFs.

"TIF should only be targeted toward areas in special need of development, for projects that are unlikely to occur without public intervention, and with a defined time limit at which point the property's tax revenue will once again be used for general public purposes," according to "Tax Increment Financing: The Need for Increased Transparency and Accountability in Local Economic Development Subsidies," a study for the Ohio Public Interest Research Group Education Fund.

Last Monday, Board member Donna Davis Norris agreed with Russell and Turison that the widening was needed to offset traffic problems. The project is expected to improve safety and encourage

Funds continued on A5



Ohio 63 in Lebanon and part of Warren County will be renamed for John E. Conger Jr., a Lebanon man missing in action and later presumed dead in the Vietnam War.

## Road may get renamed for missing soldier

Warren County man was MIA in Vietnam and presumed dead.

By Lawrence Budd  
Staff Writer

LEBANON — The state route that becomes Main Street in Lebanon could be named after a local soldier who went missing in action 54 years ago in Vietnam and was presumed killed.

Ohio 63 in Lebanon and part of Warren County would be named The SFC John E. Conger Jr. Memorial Highway, according to the state transportation bill passed by the Ohio Senate on Thursday.

Conger was determined to be missing in action on Jan. 27, 1969.

"On the day Conger went missing, his unit, Company A, 2nd Battalion, 7th Infantry Brigade, was conducting a search and destroy mission when they were taken under fire by enemy machine guns. Four men were wounded in the initial gunfire," according to Sen. Steve Wilson's office.

"Conger was attempting to take out the enemy machine gun nest when he was reportedly wounded in the shoulder and neck. None of the wounded could be reached as a result of the machine gun fire, and SFC Conger's remains were never recovered."

The U.S. Army changed his status to presumed dead in 1978.

His sister-in-law, Pamela Conger, said she asked Wilson for

Soldier continued on A6

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## Warren County seeks funds for millions in Lebanon-area road work

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“We are looking at all options and what might be best for all parties,” Russell said after the meeting.

If all goes as planned, construction could begin in 2021.

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The plan calls for the widening to four or five lanes the section of of Ohio 63 running east from the racino complex to Ohio 741 in Turtlecreek Twp.

The stretch, designed for 10,000 cars a day, typically serves 15,000, according to Tunison.

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Tunison said the plan also called for other road improvements in the area around the intersection, but not widening the next stretch of Ohio 63 east into Lebanon.

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### **RELATED: Region's 1st large-scale new urbanism community will test market in Warren County**

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The money has also been used to relocate a section of Union Road north of the racino and build a roundabout at Union and Greentree roads.

### **RELATED: Ohio 741 bypass part of plans in Warren County**

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infrastructure is more money the district would not otherwise have collected on the previously undeveloped land.

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### **RELATED: Warren County to split racino TIF funds with operators**

Last Monday, Board member Donna Davis Norris agreed with Russell and Tunison that the widening was needed to offset traffic problems. The project is expected to improve safety and encourage economic development.

A graphic shown during the presentation shows industrial, as well as a mixture of office, mixed-use and hotel development.

Superintendent Todd Yohey and Treasurer Eric Sotzing said the road would set the stage for commercial development of land, including state prison land eyed for development, along the stretch beyond the racino.

Yohey and Sotzing noted commercial development would not result in added student expenses that come along with residential development.

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money diverted to the TIF. There were no immediate responses.

To help cover the cost of the Ohio 63 project, the county also plans to apply for a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant. Earlier this year, the federal government announced \$1.5 billion for 91 road, rail, transit and port projects in 49 states and the District of Columbia.

### **MORE: Road could be renamed for missing Warren County soldier**

To improve odds of getting a BUILD grant, the county wants to make a “competitive match” by putting up half of the \$20 million to \$25 million project cost, Tunison said after the meeting.

Tunison said the county has about \$2 million available from the local transportation improvement district and plans to use other state transportation funds for paving and safety projects.

“We also hope that we can use extend the current Racino TIF long enough to finance debt needed to complete the largest part of the local match,” Tunison said in an email.

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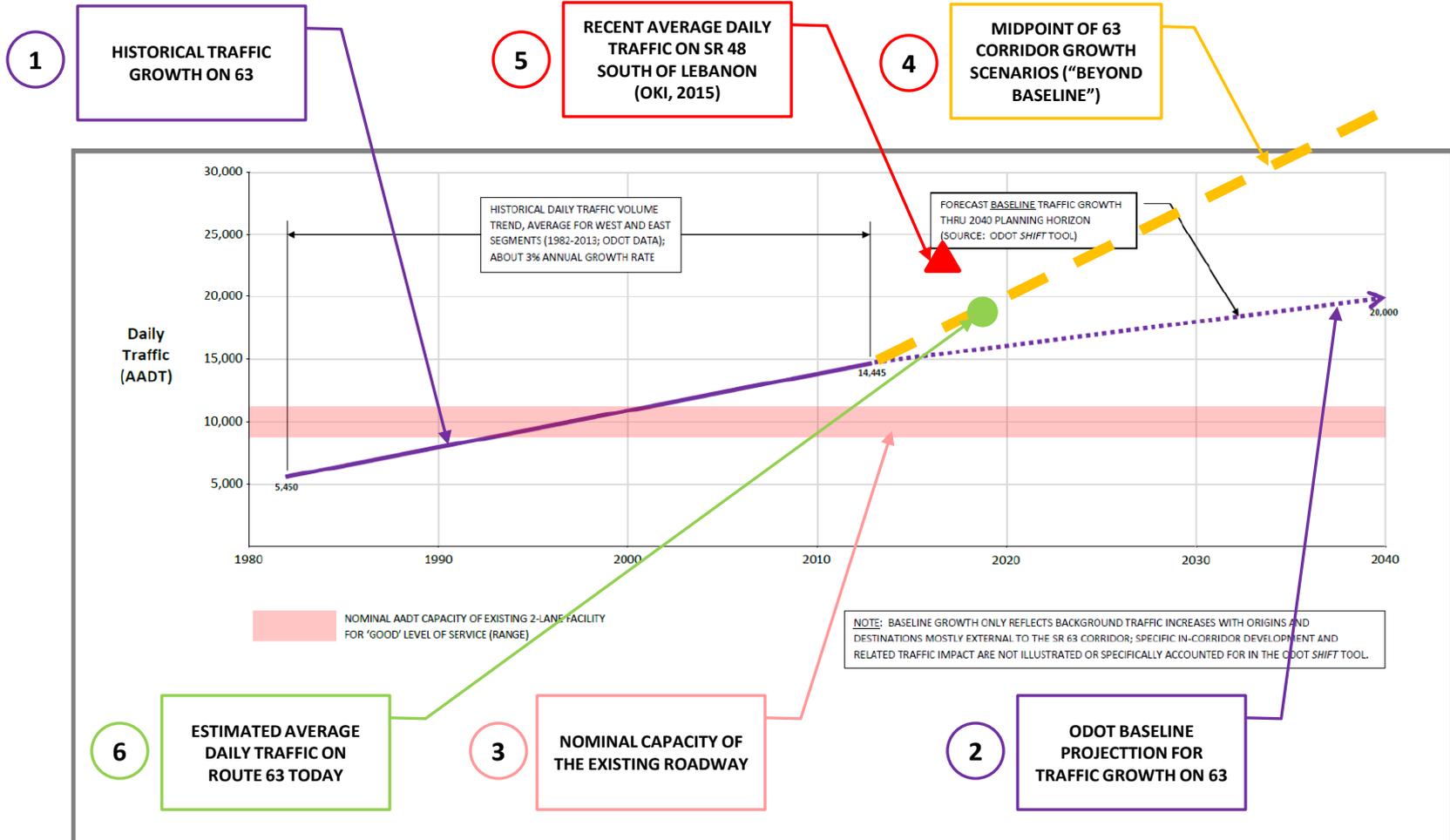
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# What Traffic and Growth Changes?



# What Will the Project Look Like?



4/5 Lane Concept

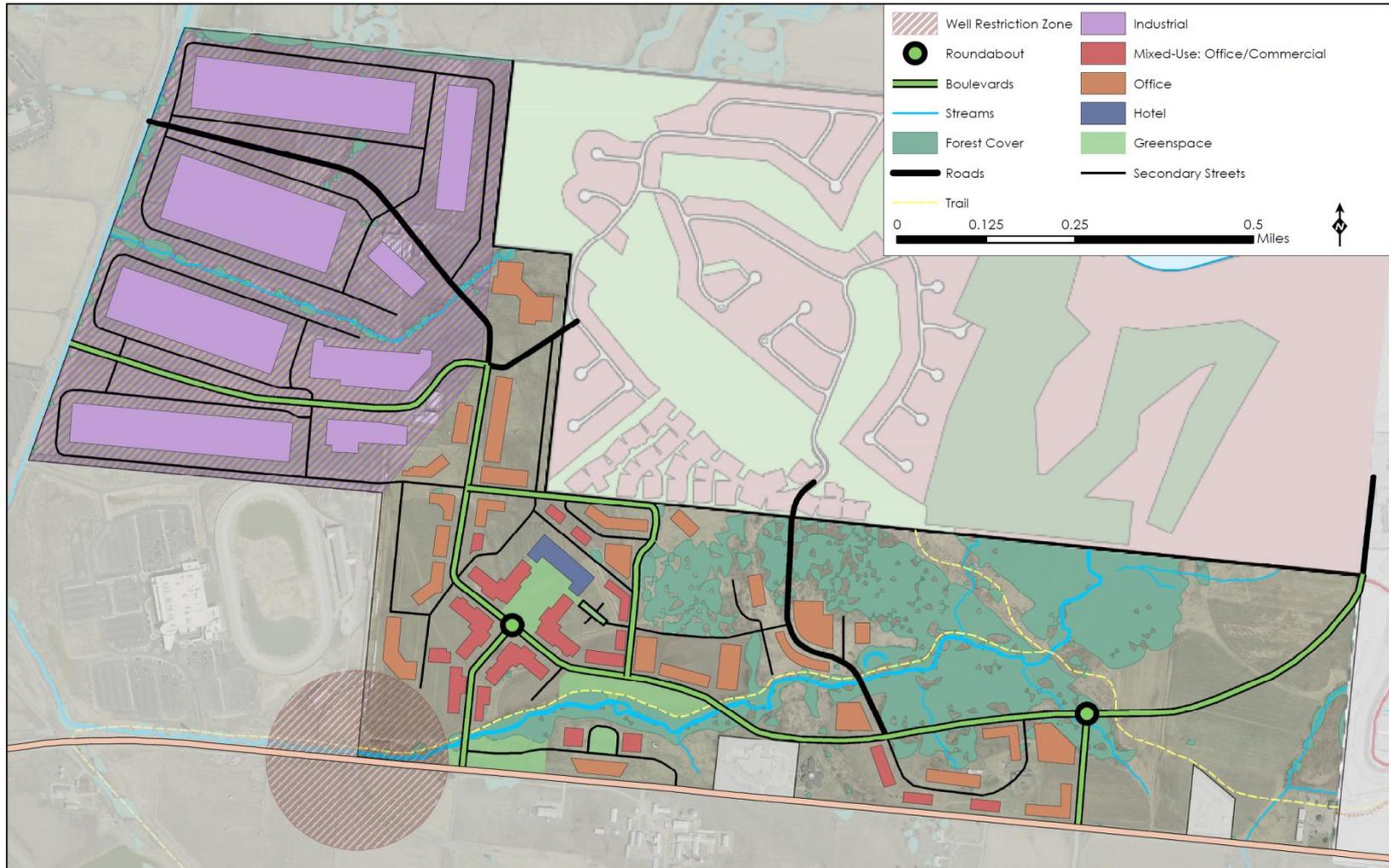


4 Lane with Median Concept

# How Will Economic Development Be Facilitated?

- Reliable, safe facility for mix of travel demand
- Good visibility and aesthetics; technologies
- Flexible design for future capacity and growth
- Access point control and setbacks
- Sound linkage to workforce and amenities
- “Painting a picture and setting the table”

# How Will Economic Development Be Facilitated?





# Why is the TID leading this project?

- Best outcomes are defined locally
- Best opportunity to expedite and take advantage of possible Federal funding support
- Best for framing economic investment outcomes important to school district and the County



## **ATTACHMENT F**

Open House Announcement

Property Owner Mailing List

Handouts

Displays

Feedback Forms

Event Photos

Comments Received

[Type here]

# Press Release

FOR IMMEDIATE RELEASE

## **WARREN COUNTY TRANSPORTATION IMPROVEMENT DISTRICT OPEN HOUSE APRIL 24**

*Study and Evaluation for Warren County Heritage Area Transportation Plan  
including State Route 63 to be Shared*

**LEBANON, OH – 10 April 2019** – The Warren County Transportation Improvement District (WCTID), in collaboration with the Ohio Department of Transportation, District 8, will host an open house on April 24, 2019 from 4-7pm at the Armco Park Pavilion, 1223 State Route 741, Lebanon, OH 45036.

The open house will provide the public with an update on the Warren County Heritage Area Transportation Plan. This plan consolidates and continues work from the 2017 State Route 63 Scoping Study and other related studies to identify and prioritize the possible range of actions, or “projects” that should be advanced. One area already identified as a priority is improving State Route 63 from Union Road to State Route 741.

The WCTID will share information on the Warren County Heritage Area, which extends across central Warren County running East-West. Displays will be available on broad area issues, as well as those specific to known problem areas on State Route 63, such as traffic demand, safety, land use, environmental and cultural preservation. An update on progress of the State Route 63 priority project will also be available.

An important consideration of this transportation planning effort is to ensure public and stakeholder engagement. By having open communication between the WCTID and stakeholders in the area, the WCTID will be able to ensure appropriate transportation planning and design decisions are being made, while also respecting more comprehensive community goals:

- Improve the quality of life of the local community;
- Respect the historic context and character of the area;
- Protect the environment; and
- Identify community goals that would benefit from concurrent development with the project.

The open house will enable conversations with the public that provide the WCTID with different perspectives on what’s happening in the area. For example, emerging problems that may not be recognized yet, or new ideas that should be considered. Maps of the Warren County Heritage Area will be available for the public to mark-up to identify areas of concern or opportunity.

In addition to the transportation information being discussed, other Warren County organizations will have tables at the open house to share information on related activity happening in the surrounding area such as transit and land use planning.

“We understand the importance of this area as we look at transportation improvements, said Neil

[Type here]

Tunison, Warren County Engineer and member of the WCTID Board of Trustees. “We must collaborate with other organizations to respect the character and the heritage of the area, while also enabling it to serve future generations with the vision the community has for Warren County.”

**ABOUT**

The Warren County Transportation Improvement District (WCTID) is a governmental entity appointed by the Warren County Board of County Commissioners. The WCTID possesses general powers to operate and fund highway-related projects with the purpose to improve the transportation system in Warren County. For more information, visit [www.wctid.us](http://www.wctid.us).

-###-

**PRESS CONTACT:**

Dan Corey, Project Manager  
Warren County Transportation Improvement District  
Tel: 513-695-7725, [Dan.Corey@co.warren.oh.us](mailto:Dan.Corey@co.warren.oh.us)

WAR-63 Project Area Property Owner Open House Notification Mailing List

Owner	Address	Address2
WOEBKENBERG MARTIN J.	3231 SR 63	LEBANON, OHIO 45036
OTTERBEIN HOME, ATTN: CHERYL HAWKINS	580 N SR 741	LEBANON, OHIO 45036
OTTERBEIN HOME	172 N SR 741	LEBANON, OHIO 45036
OTTERBEIN HOME	198 SR 741	LEBANON, OHIO 45036
STATE OF OHIO	3791 SR 63	LEBANON, OHIO 45036
OHIO DEPT OF TRANSPORTATION, ATTN: JUDY CC	505 S SR 741	LEBANON, OHIO 45036
DUKE ENERGY OHIO	1000 E Main Street, Mail Drop WP 890	PLAINFIELD, IN 46168
WARREN CO. COMMISSIONERS	5234 ROUTE 63	LEBANON, OHIO 45036
WARREN CO. COMMISSIONERS	406 JUSTICE DRIVE	LEBANON, OHIO 45036
NORFOLK SOUTHERN CORPORATION	THREE COMMERCIAL PLACE, BOX 209	NORFOLK, VA 23510
CINCINNATI GAS & ELECTRIC	4596 SR 63	LEBANON, OHIO 45036
DUKE ENERGY OHIO	400 SOUTH TRYON ST	CHARLOTTE, NC 28285
CITY OF MONROE OHIO	233 S MAIN ST	MONROE, OHIO 45050
OTTERBEIN LEBANON LLC	585 N SR 741	LEBANON, OHIO 45036
MIAMI VALLEY GAMING & RACING	6000 SR 63	LEBANON, OHIO 45036
HLF FINANCIAL LLC	603 UNION RD	LEBANON, OHIO 45036
INDIANA & OHIO RAILROAD C	200 MERIDIAN CENTRE, STE 300	ROCHESTER, NY 14618
CORRIDOR 75 PARK LTD.	4901 HUNT ROAD, STE 300	CINCINNATI, OHIO 45242
CITY OF MONROE OHIO	105 OLD STREET	MONROE, OHIO 45050
S & G4 LLC	120 SENATE DR	MONROE, OHIO 45050
17AC EAST OF SENATE LLC	4779 RED BANK EXPRESSWAY	CINCINNATI, OHIO 45227
CORN REALTY LLC	1321 HAMILTON-LEBANON RD	MONROE, OHIO 45050
CORN REALTY LLC	4874 BROOKE HILL CT	LIBERTY TWP, OHIO 45011
MNR INVESTMENT LLC	1303 HAMILTON-LEBANON RD	MONROE, OHIO 45050
MNR INVESTMENT LLC	2979 SHAKESPEARE DR	FRANKLIN, OHIO 45005
BB MANAGEMENT LLC	1301 HAMILTON-LEBANON RD	MONROE, OHIO 45050
BB MANAGEMENT LLC	461 RIVER CREST CT	MUKWONAGOO, WI 53149



# Warren County Heritage Area Transportation Plan

*Heritage is both what we have been left by others and what we create today and leave for future generations.*

The Heritage Area of Warren County is the next part of our region to experience substantial development and travel demand growth.

Roads are usually the last public infrastructure to be built in response to development pressure and the associated travel demand. If left until after development has occurred it is an expensive and painful process, and is often off-target with community expectations.

Where individual land ownership rights are vigorously protected, transportation investment often influences land use decisions.

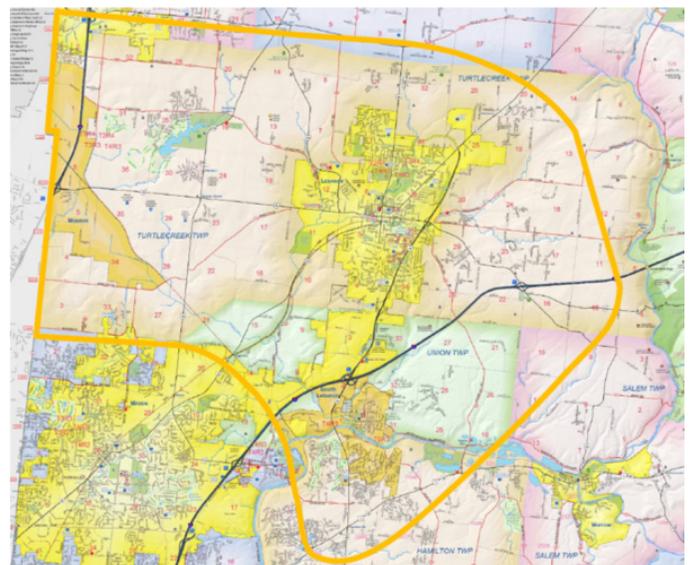
Connectivity without a connector – cleaning up the network and providing routing options that fit within the context of the area can improve mobility.

When defining quality of life for this section of Warren County in terms of the transportation options, decisions should be made locally.

Technology and alternative fuels are increasing, not diminishing, travel demand.

## The Warren County Heritage Area Transportation Plan will:

- Articulate local context for addressing increased travel demand.
- Help understand existing and developing transportation problems.
- Confirm criteria for evaluating various strategies to address problem areas, including relative importance of: safety, accessibility, connectivity, mobility, environmental resources, cultural and historical resources, design elements, sustainability, and others.
- Identify the possible range of actions or “projects” that should be advanced for more detailed evaluation.



# WARREN COUNTY SR63 PRIORITY PROJECT

**Route 63 between Union Road and Route 741 needs to be improved.**

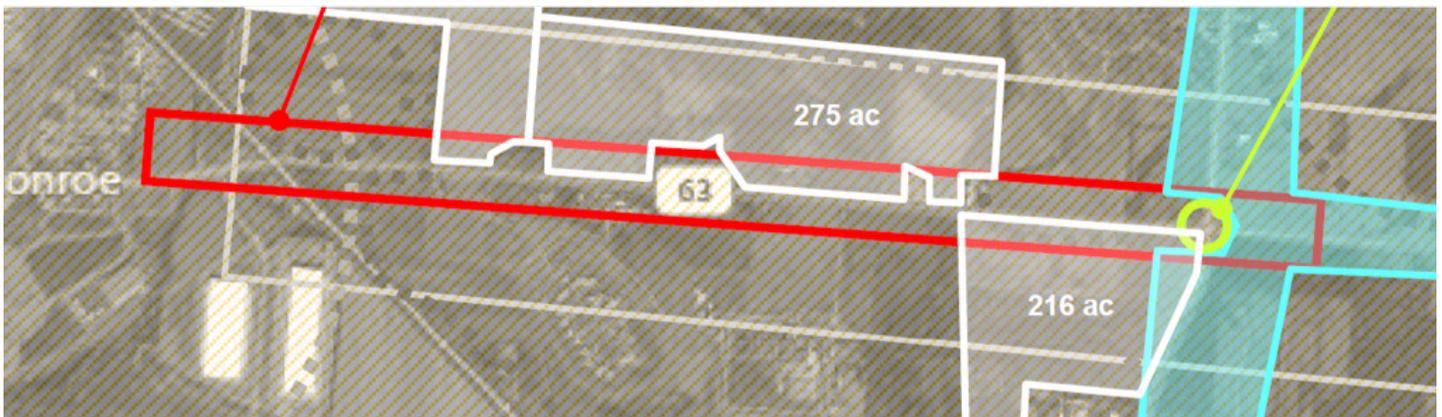
**Regional traffic demand patterns and localized development have caused transportation problems related to traffic growth, facility age, high crash rates, and changing types of trips, drivers and vehicles.**

## **Improvements are needed to:**

- Accommodate existing and future traffic and travel demand;
- Correct physical deficiencies and provide safer travel and operating conditions;
- Better accommodate different trip and vehicle types; and
- Provide for improved mobility; and
- Define access points along the route.

## **Other considerations in design of the roadway include:**

- Integrating community goals that would benefit from concurrent development with the project;
- Improving the Quality of Life of the local community;
- Respecting the historic context and character of the area; and
- Protecting the environment.



The project team is making design decisions based on community input and the best long-term value for Warren County, supported by benefit cost analysis.

This Priority Project is taking place in the context of a larger transportation planning effort to identify improvements needed for safe and efficient travel options in the broader travel shed. (SEE OTHER SIDE)

# What's next?

Work in Warren County's Heritage Area will proceed on two fronts:

## Route 63 Priority Project

By mid-July this year, the Warren County TID will submit an application for **BUILD** federal grant funding to the U.S. Department of Transportation (DOT). BUILD stands for *Better Utilizing Investments to Leverage Development*, and provides a unique opportunity for DOT to invest with local agencies in road, rail, transit and port projects that promise to achieve national objectives in the categories of best value and efficiency, environmental performance, benefit-cost, community outcomes and other measures.



Notice of BUILD grant awards will be issued by DOT in late fall 2019. If successful in obtaining grant funding, the project will move ahead in 2020 under an ODOT design-build contact, with a start of construction in 2021.

In the meantime, evaluation and development of final details and recommendations for the State Route 63 Priority Project will continue. This will be a collaborative effort between ODOT and Warren County. A public meeting will be held to share final recommendations, environmental findings, and provide the public with an opportunity to review and provide input. This is part of the **BUILD** process requirements.

## Heritage Area Transportation Plan

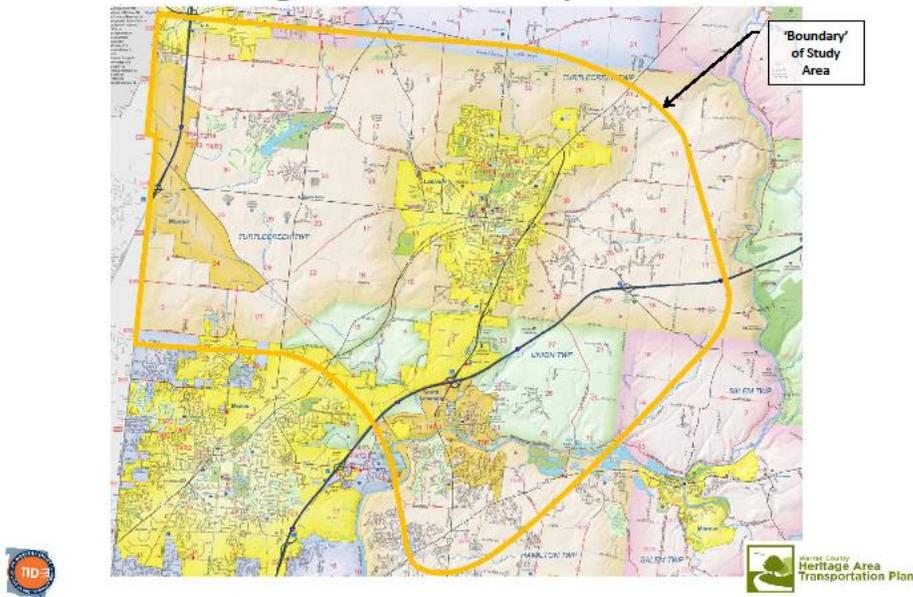
For the larger Heritage Area and the Heritage Area Transportation Plan, work will continue to identify and prioritize transportation improvements needed for efficiency and safety in the overall network. Additional opportunities for public feedback will be available over the next several months as information is developed, but input is welcome at any time. Your input will help guide an effective plan for the Heritage Area.

**Want to receive updates? Fill out the comment card with your email address and “check the box” to be added to the distribution list.**

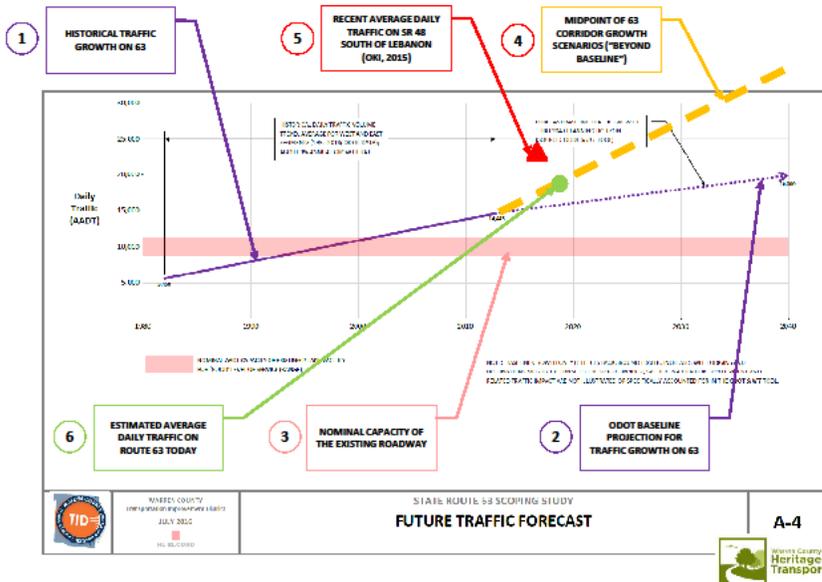
or visit [www.wctid.us](http://www.wctid.us)



# The Heritage Area Transportation Plan



## What Traffic and Growth Changes?





## Why ?

The purpose of the Priority Improvement Project is to:

- maintain **effective connectivity**,
- **improve safety** and reduce crash risk,
- effectively accommodate **different trip and vehicle types** and,
- provide a **balanced transportation solution** for land use and environmental issues

While supporting these goals:

- 1) Support adopted land use and **community plans**
- 2) Facilitate **economic development** efforts
- 3) Forward local **water resource management** objectives
- 4) Link corridor improvement actions to local **greenspace and aesthetic** objectives



## Why is the TID leading this project?

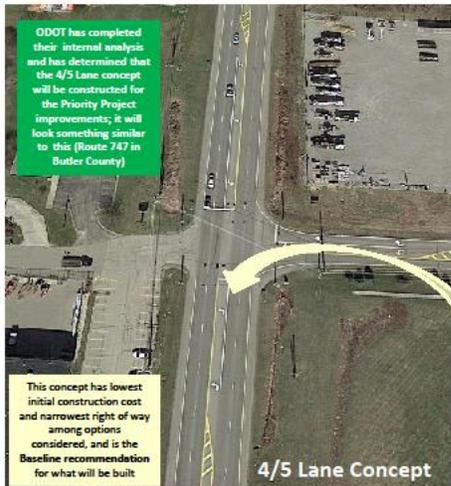
- Best outcomes are defined locally
- Best opportunity to expedite and take advantage of possible Federal funding support
- Best for framing economic investment outcomes important to the County's future

The TID is collaborating with ODOT and the County's citizens and stakeholders for best value and path to implementation





## What Will the Project Look Like?



Also being evaluated to support the County's BUILD federal funding request as possible Best Value project refinements:

- Lane addition in a future year
- Costs associated with delays during construction
- Safety enhancements
- Other value enhancements
- Life cycle costs
- Benefit-to-cost ratios

The best chance for success in BUILD funding comes with creative solutions.

The Baseline 4/5 Lane project will have 4 through lanes, one or two center turn lanes where needed, and defined access points for efficiency and safety. In some locations, there will be no center turn or painted median lane, just 4 through traffic lanes. All locations will have a full 8-foot wide paved shoulder.



## What Does Defined Access Mean?

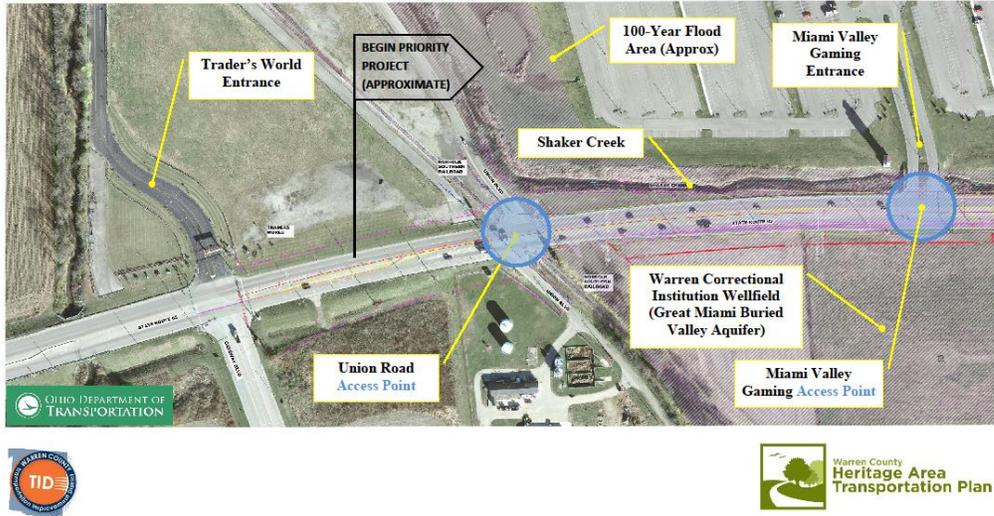


-  Existing Signalized Intersection to Remain/Re Upgraded
-  Existing Facility Driveway to Remain
-  Proposed Major New Access Point

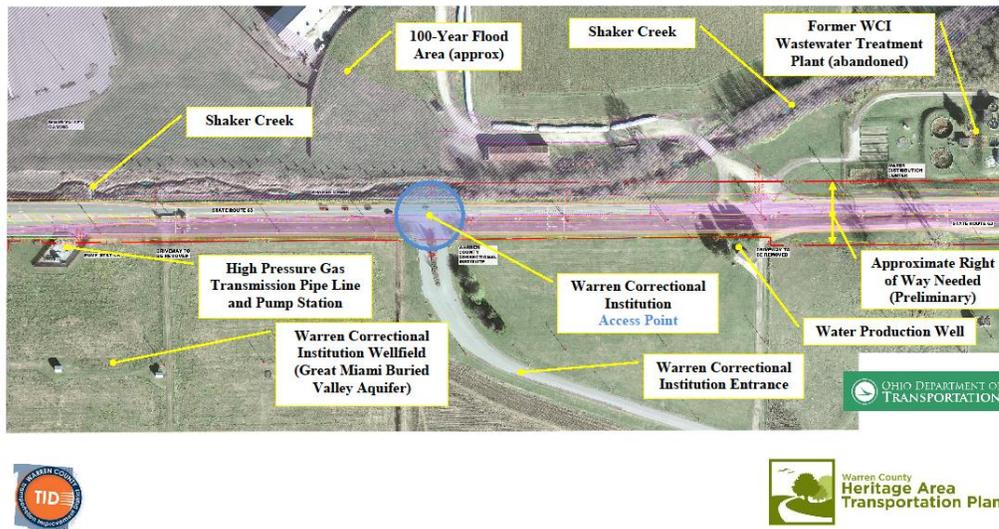
All other driveway and access points along the Priority Improvement Project will be removed and/or consolidated to other access points. No new driveways will be permitted. Access for new uses will be only at the existing or proposed "blue" locations shown on the map.



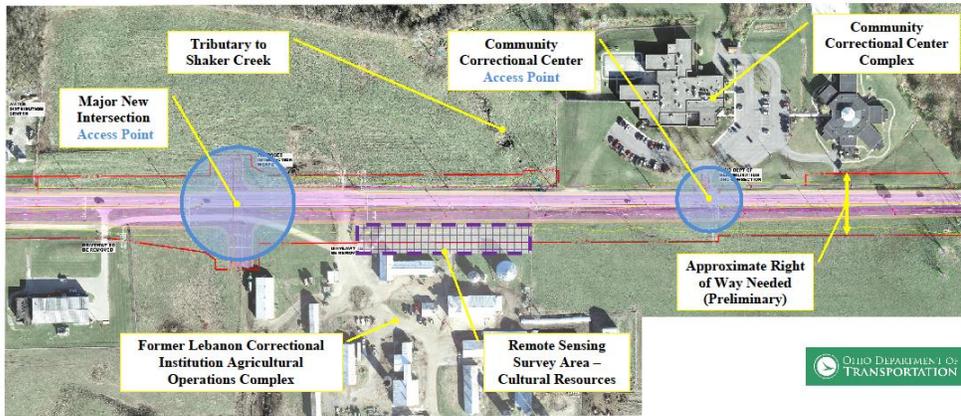
### Environmental Considerations for the Priority Project – Union Road to State Route 741



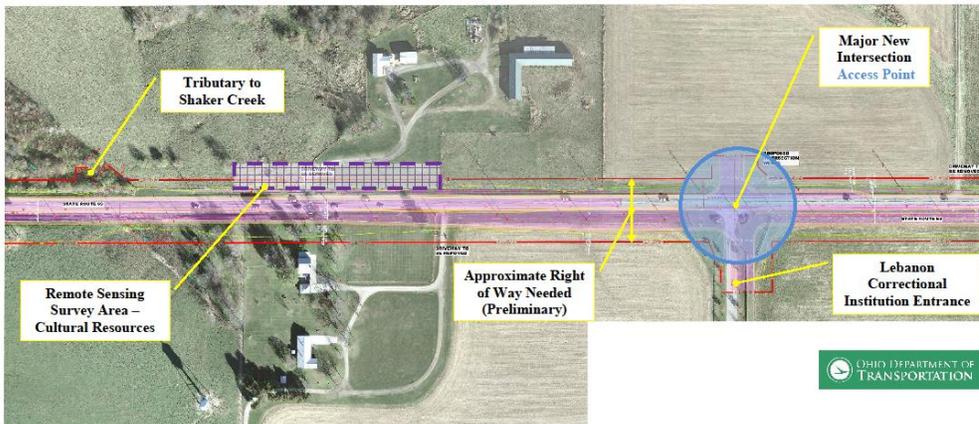
### Environmental Considerations for the Priority Project – Union Road to State Route 741



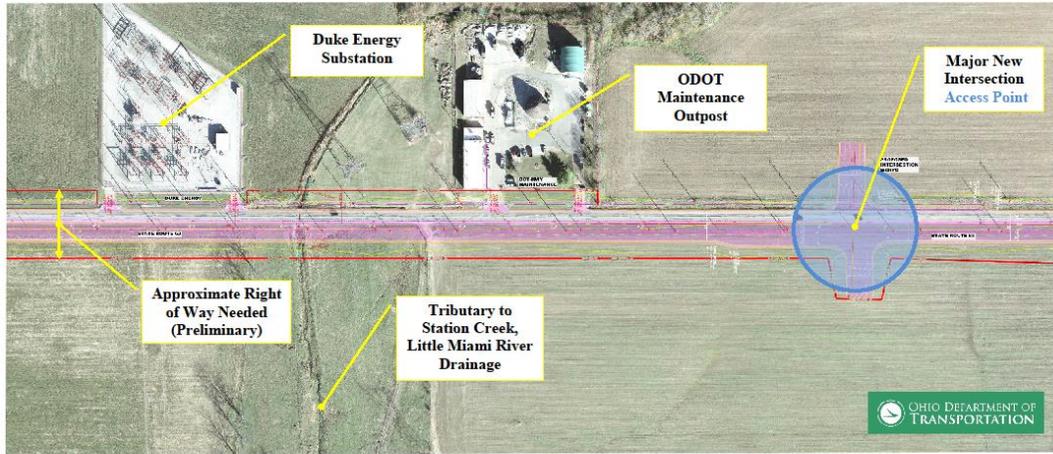
### Environmental Considerations for the Priority Project – Union Road to State Route 741



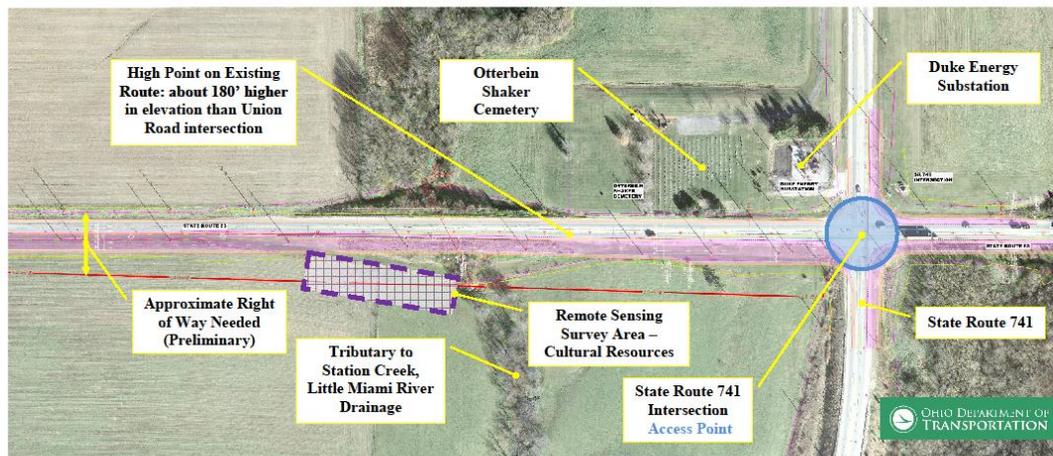
### Environmental Considerations for the Priority Project – Union Road to State Route 741



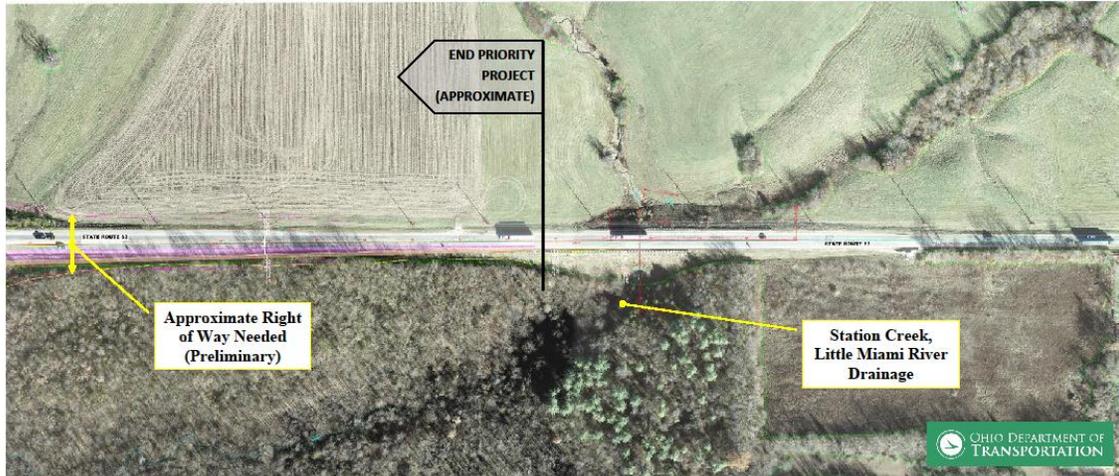
### Environmental Considerations for the Priority Project – Union Road to State Route 741



### Environmental Considerations for the Priority Project – Union Road to State Route 741



## Environmental Considerations for the Priority Project – Union Road to State Route 741



# NEPA Assignment

The Ohio Department of Transportation (ODOT) has assumed the Federal Highway Administration's responsibilities under the National Environmental Policy Act (NEPA).

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated June 6, 2018, and executed by FHWA and ODOT.

Visit the NEPA Assignment webpage at:  
<http://www.dot.state.oh.us/NEPA-Assignment/>



### What is NEPA Assignment?

Under NEPA Assignment, ODOT is responsible for all environmental decisions, regulations, and laws that require review, reevaluation, consultation, or other actions related to the approval of highway projects in Ohio.

Since ODOT was granted this responsibility by the Federal Highway Administration (FHWA), ODOT now acts as a federal agency from an environmental standpoint.

Environmental review will take less time to complete since documents will no longer be sent to FHWA for review and approval.

ODOT is now the contact for all environmental transportation issues in Ohio.

### Benefits of NEPA Assignment

Less taxpayer money will be spent per project due to a faster environmental review process.

Projects can begin construction sooner, meaning the public can benefit from transportation improvements sooner.

Lower inflation costs due to earlier construction dates.

Environmental coordination can be completed in less time without compromising compliance with federal and state laws.

The moneys saved annually can be rolled back into the transportation program in Ohio for more improvements.

### If you have questions or concerns, please contact:

**Jacque Annarino**, NEPA Assignment Coordinator  
ODOT, Office of Environmental Services  
614-466-1484  
OES@dot.ohio.gov

Last Updated: 07/16/18

## Who are the Shakers?

The Shakers were a major religious communal group formally known as the United Society of Believers in the Second Coming of Jesus Christ founded by Mother Ann Lee in the late eighteenth century in England. Prior to founding the religion, Mother Ann Lee and her husband were members of the Shaking Quakers, a branch of Quakerism. Mother Ann Lee and her husband emigrated to the United States to practice their religion without persecution in 1774.



An 1871 engraving believed by many 19th century Shakers to be a portrait of Mother Ann Lee, founder of the Shaker religion.

## Where did the Shakers Live?



Western Shaker communities.

Most Shakers lived in New England. The first Shaker community was founded in New Lebanon, New York. But there were also seven Western Shaker communities, of which four were located in Ohio. The Shaker community of Union Village was special in that it served as a spiritual and political hub in the communication network between the western and eastern Shaker communities.

## What happened to the Shakers?

Many people believe the reason for Shakerism's failure is due to their practice of celibacy and strict separation of the sexes in their daily lives and activities. But many other nineteenth-century communes also had issues with recruiting and retaining of members, which suggests the fall of Shakerism is more complex than what people commonly believe. There is one active Shaker village left, Sabbathday Lake Shaker Village in Maine, whose only remaining members are Brother Arnold and Sister Frances.



Last remaining members of the Shaker religion.

Source: *Encountering the Shakers Of North Family Lot, Union Village, Ohio 2009*

# Display Boards from April 24, 2019 Public Open House

**APPLICATION TO BECOME A SECTION 106 CONSULTING PARTY  
FOR THE UNDERTAKING  
WAR SR-63 0.83; PID 105399**

Section 106 of the National Historic Preservation Act of 1966 requires agency officials to consider the effects of their actions on historic properties. The Section 106 process seeks to incorporate historic values into project planning through consultation among agencies, and other parties, with an interest in the effects of the undertaking on historic properties. Individuals or organizations with a demonstrated interest in the effects of the undertaking on historic properties can become a Section 106 consulting party. The various consulting parties work together to discuss options, provide multiple viewpoints, and strive to seek common agreement on the incorporation of historic preservation values into the project. If you are interested in becoming a Section 106 consulting party for the undertaking, WAR SR-63 0.83; PID 105399 please provide your information to this form and forward to:

Ohio Department of Transportation District 8  
505 South SR /41, Lebanon, OH 45036  
Attn: Andrew Fluegemann P.E., District Environmental Coordinator (DEC)  
Or Email: Andy.Fluegemann@ohio.dot.gov Phone: 513-933-6597

<b>Name:</b>
<b>Address:</b>
<b>Email:</b>
Concerns regarding the effect of the project on historic properties:

*The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 6/6/2018, and executed by FHWA and ODOT.*

# Any previous projects involving Shakers?

Yes, the Ohio Department of Transportation (ODOT) had a previous project that realigned a curve on SR 741 and involved the remnants of some of the buildings that comprised the North Family Lot of Union Village.



Aerial view in 2005 of the SR 741 curve prior to the realignment

# What did you find?



Communal House after excavation



Potter's tools from the North Family Lot

Many artifacts were found that related to Shaker life and culture, from pottery tools & livestock bones, to exotic smoking pipes. Larger items found included the foundations of buildings and water pipes.



Exotic smoking pipes



Bryant's Root Beer extract bottle



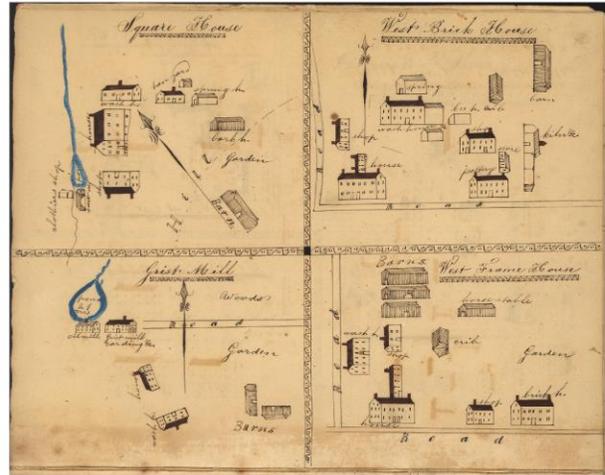
Wax sealer canning jar lid

# What happened to the artifacts?

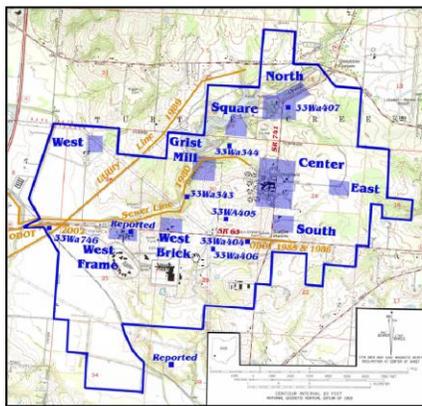
The artifacts were documented, then released to local historical societies and museums so that the artifacts can be preserved and the Shaker history can be remembered.

# Evidence of Shakers near SR 63

Union Village had Shakers living and working along SR 63. These areas are known as West Brick Family, West Brick House, and West Frame House. The exact locations are unknown, but hand drawn maps from 1835 provide clues to the locations of the remnants.



Sketches of Union Village from 1834 found at the Library of Congress.



Union Village boundary with family lot and Shaker archaeological site locations.



1829 map rendering of West Frame lot.

## Will the SR 63 widening project impact the Shaker remnants?

We are in the process of searching areas that may be disturbed by the widening of SR 63. Some areas of concern have already been identified. Field work is underway to further understand the project's potential impacts to Shaker remnants.



Remote sensing study area looking for West Frame lot remnants.

## Cultural resource study areas along SR 63

Remote sensing study areas:



Plow and surface collecting study areas:



## How is Safety Being Addressed?

- Increased capacity to reduce driver frustration and risky maneuvers, and to allow for safe passing
- Reduced grades and high spots to allow smoother flow and better driver visibility
- Full 8' safety shoulder to allow pull-offs and avoidances
- Smoother, more gradual earthwork to either side of highway to eliminate drop-offs and obstacles
- Providing turn lanes at access points to reduce rear end collisions and impatient turn moves

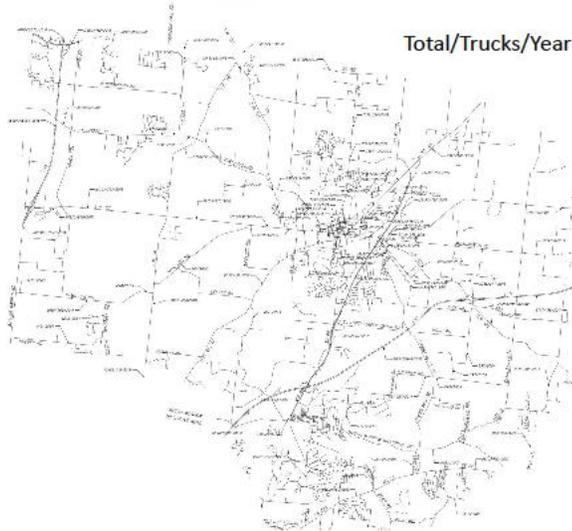


# Where Does Technology Fit In?

Safety, Capacity, Efficiency, Value...



# Heritage Area Traffic



# Heritage Area Local Road Network

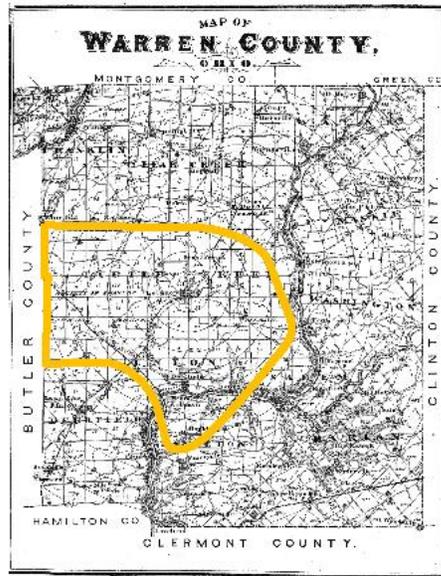
Where in the Network is this?...(quiz answers in packet below)



## Answers to Heritage Area road network quiz!

1. Hamilton Road heading west toward Butler-Warren Road
2. State Route 48 heading north toward Route 22/3 intersection
3. Shaker Road heading north toward State Route 122
4. McClure Road heading south to US 42
5. Hendrickson Road heading west toward Union Road
6. Main Street/SR 123 heading east at Broadway
7. Kingsview Drive heading west toward Turtlecreek Road
8. State Route 63 heading east toward State Route 741
9. State Route 741 heading south toward Bunnell Road
10. Butler-Warren Road heading north toward Garver Road
11. West Road heading south toward US 42
12. Bunnell Road heading east toward US 42

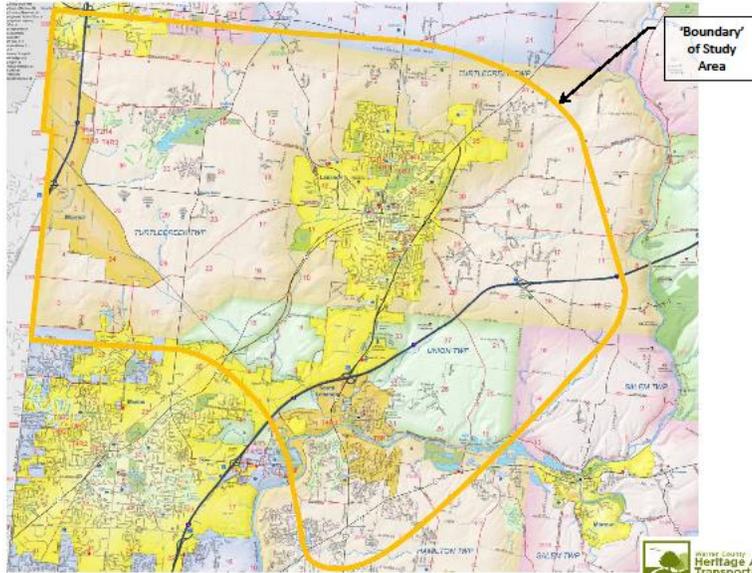
## Heritage Area in 1891



Source:  
Warren County Historical Society  
1891



## The Heritage Area Transportation Plan



Warren County



## Heritage Area Transportation Plan

### COMMENT CARD

NAME: \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_

WOULD YOU LIKE TO BE ADDED TO OUR DISTRIBUTION LIST TO RECEIVE  
PROJECT UPDATES AND OTHER PROJECT-RELATED INFORMATION?

YES

NO

COMMENTS:

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DATE SUBMITTED: \_\_\_\_\_

*We appreciate your input.  
Thank you for your feedback!*

TO SUBMIT COMMENTS OR FOR MORE INFORMATION, YOU MAY  
CONTACT DAN COREY, PROJECT MANAGER FOR WARREN COUNTY  
TRANSPORTATION IMPROVEMENT DISTRICT, BY PHONE AT (513) 695-7725  
AND BY EMAIL AT [DAN.COREY@CO.WARREN.OH.US](mailto:DAN.COREY@CO.WARREN.OH.US).

April 24, 2019 WC-63 Priority Project/WCHATP Open House Photos



April 24, 2019 WAR-63 Priority Project and WCHATP  
Public Open House Comments

**Map Markups:**

“Realign Greentree at 123 (vegetation/sightline when making left on 123)”

“Hendrickson/Shaker Road intersection needs realigned”

**Verbal Communications to Project Team:**

*Comments collected by D. Martin*

Scott Brunka – City of Lebanon: Taper should begin at Neil Armstrong Way. Interested in Technology Solutions – would like to get a copy of our Innovative Technologies Technical Report. Would like to have a briefing to council. Would like an “around the table” technical working session.

Dan Cunningham – E SR63 landowner: Would like a copy of the scoping report. Reiterated concerns about reducing traffic through Lebanon – later confirmed with Scott Brunka. Liked the “JIT” concept of later expansion – time value of money, would have to acquire ROW now and have a “contract” with investors. Focus on Economic Growth not Economic Development – it should like incentives and back room deals that do not accomplish the real need for increased productivity.

Eric Partee – Little Miami Conservancy: Interested in stormwater and Shaker Run. Appreciated the bigger picture look.

Jennifer Patterson - Monroe: RESPECT

Katie Destefano - ODOT: Upset that we weren't given the current graphics – that depict the current design. Pointed out areas that have changed. Eased the slopes and inserted BMPs. Saving no Pavement. Pump Station is total take. But understood last-minute use of what we had because Tony was supposed to prepare and was not able to do so – she was a bit aggravated, mostly with her own staff, agreed it was OK for this purpose. Explained the evolution of current design (not the one we have) – her frustrations and compromise. Stefan is steering the ship, trying to demonstrate is “conservative” bona fides. Confirmed that getting additional ROW from Prison not a problem. Confirmed that what they used for design year traffic is now current traffic. Understood the concept of JIT expansion. Tommy trying to find safety dollars, but not enough accidents. Understands the fear factor of lots of near-misses – that is why ODOT D8 has a left turn lane. Prison may get a signal – none of the other access points are close to warranted. Explained the ODOT organization – She leads the in-house design group, Works for Joe Smithson. Prior to recent reorganization she was the design engineer and Joe worked for her. Stefan offered her the position, but she didn't want to take on more responsibility (ROW, Utilities, Survey) with no increase in compensation and only 3 years to retirement. Expressed concerns regarding including cultural resource artifact removal in DB contract. She is going to start having regular meetings on this project. Her group will be responsible for preparing DB scope if BUILD application is successful.

Discussed need for innovation in successful proposal. Needs to work through WC. Stayed to the bitter end, offered to help clean up, and said “I had a good time”.

WCRPC: Wants a .pdf and hard copy of the scoping report. Suggested we meet with the WC Parks Department.

*Comments collected by R. Record*

Chuck and Connie Duersch - Otterbein residents, west side of SR 747: This couple attended and had main question of whether a new road [WCRPC concept of connecting 747 in loop to west of current 63 intersection it seems, after discussing with them] might come through or near their residential area. They did not fill out a comment card on this but asked me to do that for them. Overall, they agreed major improvements to 63 are needed. Safety is the biggest concern. Roadway markings and signs are important to them. Visibility is particularly poor in bad weather. The improvement needs to be for long term so that access to Otterbein residential areas is easy and safe. Options for non-drivers are a concern.

Dan Cunningham – E 63 landowner: A few notes in conversation; I said I would put on a comment card (not sure if he submitted a separate card or not; I did re-read these back to him for inclusion):

- 1) The goal of the 63 roadway improvement needs to be targeted at supporting and sustaining Economic Growth, rather than just “economic development”.
- 2) The contract for the 63 road improvements needs to be a Just In Time structure so that needed capacity beyond “initial” is committed to be delivered when it is needed; must to be an ironclad written agreement with OODT or whomever to do so.
- 3) Ability to pay for “when needed” needs to be in place; right of way should be obtained and preserved.

Eric Partee - Little Miami Conservancy: Brief exchange; explained how project will be looking to enhance environmental outcomes beyond bare minimum requirements, where we can identify value (“Envelope”); he has interest in this.

Jay and Chris Frick - Trader’s World: Gave him walk and talk-thru. His main comments/concerns (I put on card): 1) providing a WB right turn lane into TW driveway important, especially since they re-did his whole entrance, 2) wants no further changes with entrance, 3) sister and he want to stay informed, 4) agrees access control needed, but somehow a new access point “slipped in” on parcel just west of him (Westheimer); seems this came to be in a not right way in his view.

Also talked with Scott Brunka, WCRP, Middletown - all favorable/constructive.

Overall on Technologies - I heard specific support and understanding for possibly using these technologies in improved corridor: enhanced pavement markings and signage; weather monitoring sensors; variable speed limits; open graded pavement; targeted lighting *and* dark skies; pedestrian safety (not defined); some version of smart intersections/flow management.

*Emailed comments*

Daniel and Margaret Cunningham May 2, 2019  
2820 St. Rt. 63, Lebanon, Oh 45036

Re: April 24, 2019, Warren County Heritage Area Transportation Plan Open House Comment Card response.

To Whom It May Concern,

Thank you for organizing this open house to explain the status of the Warren County Heritage Area Transportation Plan. While asking and answering questions, we were requested to complete a comment card. As the event progressed, we had so many observations that we felt it would be best to give this complete list of our comments and provide context for our remarks.

As property owners for forty-eight years on Rt. 63 just west of Lebanon, we are stakeholders for ensuring that Rt. 63 continues to grow to meet the needs of our community in a manner that encourages long term healthy economic growth for both the City of Lebanon and Union Village. We are very concerned about comments we hear about possible future widening plans on the east section (Rt. 63 from Route 741 to Neil Armstrong Way in Lebanon) that may not match the five-lane widening (four traffic plus a center turn lane) planned for the west section of Rt. 63 (Rt. 63 from Union Road to Rt. 741). Our property is immediately north of Rt. 63, directly east of Union Village, and part of the greater Lebanon community. We have been very active in the various planning activities that have been undertaken over the past few years for this area. Our property was included in the Turtlecreek Crossroads Plan recently approved by the Warren County Commissioners, and Dan was a participant in the development of the Lebanon West Main Street plan that was approved by Lebanon City Council. We are generally in agreement with the view of future development presented in these plans, except that they lacked a full and adequate picture of how Rt. 63 itself will be configured.

As development has occurred around us and is now continuing at an accelerated pace, it seems inevitable that our property and neighboring properties will eventually be developed. We do not believe that those developing plans for the area should pick winners and losers among area property owners by deciding, for example, that a particular property should receive less improved highway capacity while other nearby properties will be allowed more traffic capacity. Less traffic capacity will result in less commercial activity, thereby making these properties less valuable. More traffic capacity will result in more business activity, thus making those properties with five lanes more valuable.

One of our concerns is that a reduction in traffic on the eastern section of Rt. 63 could result in reduced economic vitality in Lebanon to a level that is not only less than what it could be but to the point that Lebanon could enter a general economic decline that would be nearly impossible to reverse. This concern is based on a possible reduction of traffic count that would occur if a road bypassing the eastern section of Rt. 63 and downtown Lebanon is built, and the eastern section of Rt. 63 is not upgraded to five lanes.

We understand the desire of the Warren County Transportation Improvement District (TID) to improve road infrastructure in our area. The openness and communication of the TID are hallmarks of its operation. It is in this spirit that we bring up our concerns and offer a solution to ensure further economic growth for Lebanon and Union Village and surrounding areas.

The TID documents that describe the Warren County Heritage Area Transportation Plan include the goals of “Improving the quality of life of the local community; Respect the historic context and character of the area; Protect the environment; and Identify community goals that would benefit from concurrent development with the project.”<sup>1</sup> We believe that one of the community goals that need a laser beam focus is to constructively increase economic growth and prosperity for all in our community.

A powerful documented factor in increasing productivity is increasing interconnections between buyers and sellers of goods and services. This is called the “Cluster\*” interconnect effect. Increasing Cluster interconnecting activity will lead, “Competitiveness\*\*” of an area is increased by the development of an economic Cluster that specializes in specific types of commerce on a regional, national, and international basis, while at the same time promoting increased market-based wages.

The wonderful news is that **we already have a Cluster** of recreation-oriented venues and even existing branding that supports this focus for our area. What we call the “**Playground-of-the-Midwest Cluster**” or simply the “**Playground Cluster**” of Lebanon, Union Village, Sports Park,

Premium Outlet Mall, and Miami Valley Gaming\*\*\* will become a *more* competitive Cluster with the completion of a five-lane highway on Rt. 63 from the Racino to Neil Armstrong Way. **More good news:**

Facilitating economic competitiveness is a part of FY 2019 BUILD program’s selection criteria.

It should be pretty straightforward to make a strong case that improving connectivity within this Cluster will do just that.

1. infrastructure condition,
2. address public health and safety,
3. promote regional connectivity,
4. facilitate economic growth or competitiveness,
5. deploy broadband as part of an eligible transportation project,
6. or promote energy independence.”<sup>8</sup>

Several of these criteria fit both the east and west sections of the Rt. 63 project, with safety and connectivity both being addressed much more strongly if both sections are included at least through the locating and grading stages, even if the eastern section is not paved to 5 lanes at this time. Rural broadband is also an essential improvement from this project to highlight, as some residents on Rt. 63 currently do not have rural broadband, even though fiber optic and hi-speed cable is nearby. Regional Cluster connectivity, which the Rt. 63 project will significantly improve now and in the future, is a key to the successful economic growth of the “**Playground Cluster**” (Lebanon, Union Village, the Sports Park, Premium Outlet Mall, and Miami Valley Gaming). This Cluster will become *more* competitive with the completion of a five-lane highway on Rt. 63 from the Racino to Neil Armstrong Way and fail to reach its potential if the improvements end at St. Rt. 741 with no firm plan to continue east. Facilitating economic competitiveness is a part of FY 2019 BUILD program’s selection criteria<sup>9</sup> so we can expect the Rt. 63 project to be a better candidate if the eastern portion is included.

Thank you to all who have spent time and effort in planning the future of our area. Please contact us directly if you have questions.

Sincerely,

Daniel and Margaret Cunningham  
2820 St. Rt. 63, Lebanon, Oh 45036

Definitions and Notes:

\*“What is a Cluster? A Cluster is a geographically proximate group of interconnected companies and associated institutions in a particular field, linked by commonalities and complementarities. The

geographic scope of a Cluster can range from a single city or state to a country or even a network of neighboring countries.”<sup>10</sup>

**\*\*“What is Competitiveness?”**

The United States is a competitive location to the extent that firms operating in the U.S. are able to compete successfully in the global economy while supporting high and rising wages and living standards for the average American

Competitiveness depends on the long-run productivity of the U.S. as a place to do business

- The productivity of existing firms and workers
- The ability to achieve high participation of citizens in the workforce

Competitiveness is not:

- Low wages
- A weak currency
- Jobs per se”<sup>11</sup>

**\*\*\*” Lebanon, Union Village, Sports Park, Premium Outlet Mall, and Miami Valley Gaming” could use an acronym. Here is a possible one: “LUV+SPOG,” or just “LUVSPOG.”**

1 “2019-4-24 Warren County Heritage Area Transportation Plan Open House.pdf,” n.d.

2 Michael E. Porter, ““What Is a Cluster? A Cluster Is a Geographically Proximate Group of Interconnected Companies and Associated Institutions in a Particular Field, Linked by Commonalities and Complementarities. The Geographic Scope of a Cluster Can Range from a Single City or State to a Country or Even a Network of Neighboring Countries.’ See: On Competition Michael E. Porter,” 213, accessed May 4, 2019,

[https://www.amazon.com/s?k=on+competition+michael+porter&crd=EQ70B8JQVZRI&sprefix=On+compe%2Caps%2C273&ref=nb\\_sb\\_ss\\_i\\_1\\_8](https://www.amazon.com/s?k=on+competition+michael+porter&crd=EQ70B8JQVZRI&sprefix=On+compe%2Caps%2C273&ref=nb_sb_ss_i_1_8).

3 Michael E. Porter, “National Governors Association Opening Plenary Session | C-SPAN.Org,” accessed May 4, 2019, <https://www.c-span.org/video/?298126-2/national-governors-association-opening-plenary-session>.

4 Michael E. Porter and Jan W. Rivkin, ““What Is Competitiveness: Competitiveness” Is an Idea That Is Often Misunderstood. We Define U.S. Competitiveness as the Extent to Which Firms Operating in the U.S. Are Able to Compete Successfully in the Global Economy While Supporting High and Rising Living Standards for Americans. Both Dimensions of This Definition, Firm Success and Living Standards, Are Crucial. If Firms in the U.S. Became More Able to Compete Globally Because Wages and Living Standards in America Fell, This Would Be a Sign That the U.S. as a Business Location Had Become Less Competitive. See: Prosperity at Risk - U.S. Competitiveness - Harvard Business School,” accessed May 4, 2019, <https://www.hbs.edu/competitiveness/research/Pages/research-details.aspx?rid=7>.

5 “BUILD Discretionary Grants,” Text, US Department of Transportation, March 1, 2012, <https://www.transportation.gov/BUILDgrants>.

6 “Pages - GIS Crash Analysis Tool (GCAT),” accessed May 4, 2019,

<http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/HighwaySafety/HSIP/Pages/GCAT.aspx>.

7 “BUILD Discretionary Grants,” Text, US Department of Transportation, March 1, 2012, <https://www.transportation.gov/BUILDgrants>.

8 “BUILD Discretionary Grants.”

9 “BUILD Discretionary Grants,” March 1, 2012.

10 Porter, ““What Is a Cluster? A Cluster Is a Geographically Proximate Group of Interconnected Companies and Associated Institutions in a Particular Field, Linked by Commonalities and

Complementarities. The Geographic Scope of a Cluster Can Range from a Single City or State to a Country or Even a Network of Neighboring Countries.' See: On Competition Michael E. Porter," 213. 11 Jan W. Rivkin (with Michael E. Porter), "2014-10-23 U.S. Competitiveness at a Crossroads Harvard Business School Cincinnati Association for Corporate Growth.Pptx," October 23, 2014, 7.