



PADDOCK HILLS/BOND HILL

URBAN DESIGN PLAN



prepared for
Department of Economic Development
City of Cincinnati

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prepared by
Department of City Planning
Office of Architecture and Urban Design
Division of Planning and Urban Design
Department of Transportation and Engineering
City of Cincinnati

EXECUTIVE SUMMARY

The purpose of this urban design plan is to establish a set of policies, guidelines, and implementation strategies to direct the future growth, development, and preservation of the Paddock Hills/Bond Hill Neighborhood Business District (NBD). The establishment of goals, objectives, and strategies will assist the Paddock Hills/Bond Hill NBD in creating a safe, attractive, and vital neighborhood-oriented business district with a diversity of businesses and activities. This plan has been prepared in response to the Paddock Hills Assembly and North Avondale Business Associations' request for an urban design plan and site development guidelines.

Location

The Paddock Hills and Bond Hill neighborhoods are located in the northeastern section of the City of Cincinnati. The Paddock Hills/Bond Hill Neighborhood Business District is formed along the intersections of three major corridors, Reading Road, Paddock Road, and Tennessee Avenue.

Issues of Today

The Paddock Hills/Bond Hill NBD is moderately compact, and possesses a diverse combination of businesses that serve the immediate neighborhood, as well as regional areas, including manufacturing, industrial, and construction companies. The district environment is relatively solid and free of vacancies. The problems present in the community are not unique. Traffic remains an important issue. There is a high volume of heavy vehicle traffic and pedestrian/vehicular conflicts are prevalent within the district. The lack of a positive image and strong identity is another issue of concern. The physical infrastructure is becoming dilapidated and needs some improvements particularly the sidewalks, pavement, and crosswalks. The maintenance and improvement of the economic environment in the district is also of major importance.

Mission

The Paddock Hills Assembly and North Avondale Business Association initiated a process to retain and develop the business district by enlisting assistance from the City of Cincinnati. The group was directed to develop goals and strategies to improve the character of the district including improvements to pedestrian safety, vehicular traffic, district appearance, and overall business environment.

The planning included participation from the community to form a planning taskforce, review previous plans for the area, analyze existing conditions,

obtain community input, and identify issues. City staff, worked with the taskforce to develop goals, objectives, and implementation strategies for the Paddock Hill/Bond Hill Neighborhood Business District while formulating urban design policies and determining site development guidelines for the district.

Vision

Image and Identity- Improve the overall visual appearance of the district by creating an attractive, strong, positive image and identity. Create distinctive, identifiable focal points or gateways for the community. Maintain and improve the cleanliness of the district.

Safety- Provide a safe, secure pedestrian environment. Develop safe, attractive pedestrian crossing points to draw individuals to both sides of the roads. Improve pedestrian and vehicular safety in the business district. Improve pedestrian and vehicular traffic circulation. Improve safety and the perception of safety.

Vehicular Traffic- Provide safe, efficient movement of vehicles within the district without adversely impacting the pedestrian environment. Introduce mechanisms to improve turning conditions to encourage multiple turning movement and reduce pedestrian conflicts within the district.

Business Environment- Encourage property owners to maintain their property. Maintain and strengthen existing businesses to enhance the economic vitality of the district. Encourage communication and increased awareness of business expansion opportunities among business and property owners. Maintain an aesthetically appealing, pedestrian oriented, community business district with an attractive mix of uses and businesses.

Design and Infrastructure- Maintain an aesthetically attractive, pedestrian oriented, community business district. Create a desirable combination of businesses with variety, but that also satisfies the needs of local and regional areas. Increase the visual attractiveness of streets and sidewalks through coordination and landscaping improvements. Retain and increase the opportunities for green space and landscaping within the district without adversely affecting potential development. Increase the visual attractiveness of existing and new buildings through improvements to facades, signage, building appurtenances, and parking areas.

PADDOCK HILLS/BOND HILLS URBAN DESIGN PLAN

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Vicinity Map
History

INTRODUCTION

INTRODUCTION

The Paddock Hills Neighborhood Business District is uniquely located along the boundary between the Paddock Hills and the Bond Hill neighborhoods and generally occupies the Reading Road, Paddock Road, and Tennessee Avenue corridors. The district contains a diverse mixture of heavy industry, neighborhood services, and retail outlets.

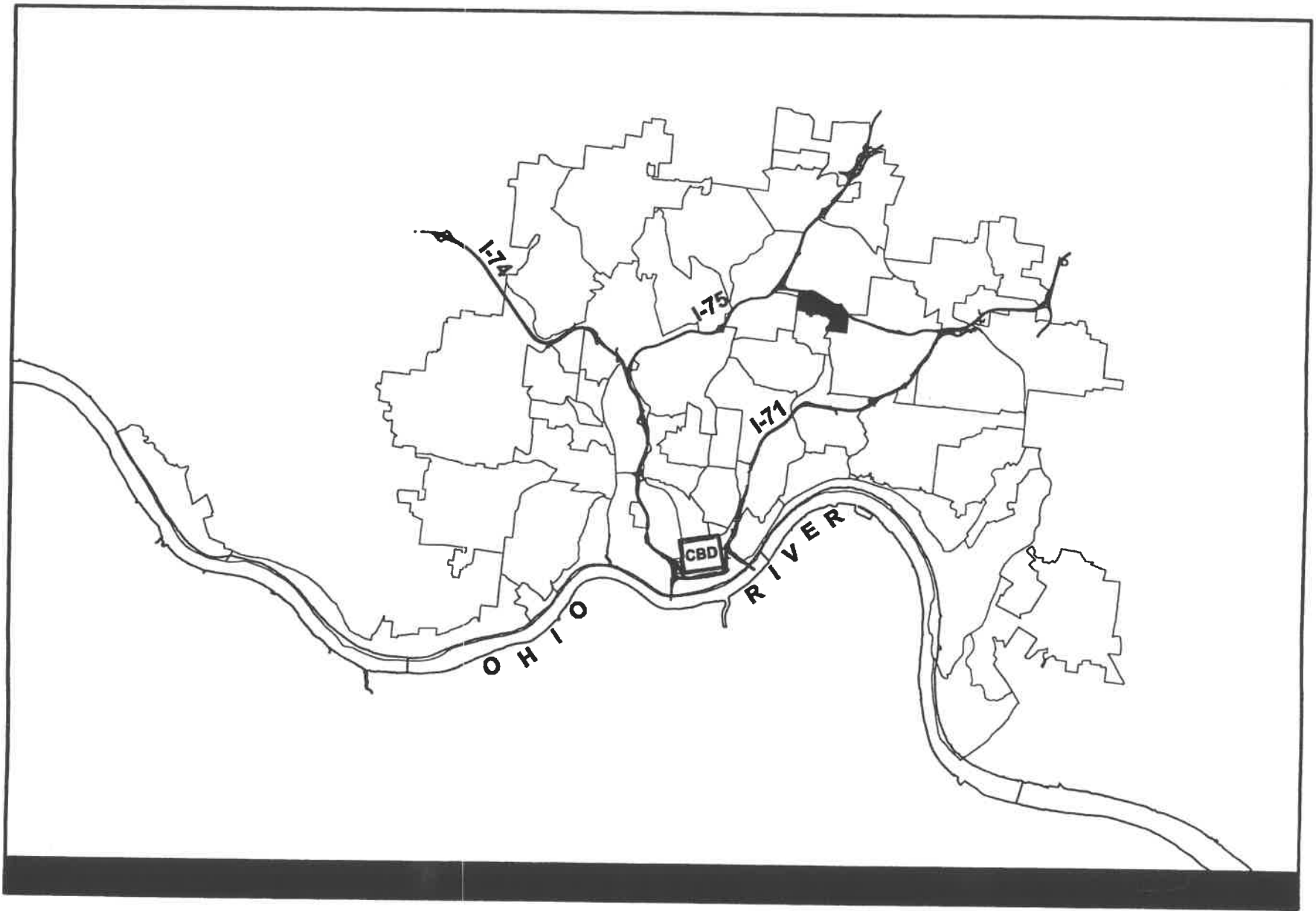
Businesses located along the Reading Road corridor reflect the close proximity to the residential neighborhood and the high traffic volumes of Reading Road. Businesses tend to be neighborhood services, retail, professional services, and convenience oriented (gas stations, fast food). The highest concentration of these services are located at Reading Road's intersection with Tennessee Avenue. The corridor also supports several of the community's long-running establishments. The corridor could also support additional development on under-utilized properties, although automobile-oriented uses are discouraged by the community due to the current saturation of such uses in the neighborhood.

Paddock Road supports similar uses, but in lesser numbers. Manufacturing and industrial businesses, and construction offices occur in a high concentration along this corridor. This area is more closely aligned in use with the Tennessee Avenue corridor due to this concentration of intensive uses. The area can also support additional development on underutilized and challenging sites within the district. The area's proximity to the expressway system makes it an excellent location for businesses requiring such access for shipping and receiving.

Both corridors are bisected by elevated, grade separated rail lines within the community. Not only do these lines interrupt the continuity of the district, they are also unsightly and poorly

kept. This condition creates a strong negative image for the businesses to overcome.

Physical condition, image, and identity are important factors in the continued "health" of the business district. It is important that the neighborhood business district creates and maintains a strong identity and positive image to establish itself as the strong, stable business community that it is. Proposed improvements to the physical infrastructure at the Reading and Tennessee intersection and the Paddock and Tennessee intersection provide a high visibility opportunity to begin this process. Similar improvements to the area's greenspace, street trees, private property, and to the rail infrastructure, are also vitally important.



Legend

 Paddock Hills Vicinity Map

Scale: 1" = 10,000'



Paddock Hills

The area presently known as Paddock hills served as an important transportation juncture in the early 1800's. The Miami and Erie Canal followed Ross Run (now Tennessee and Ross Avenue), bringing settlers from the east to Cincinnati. The settlers left their canal boats near Paddock Hills to travel south into Cincinnati over what is now Reading Road and Paddock Road by horseback or carriage. Similarly, the Marietta and Ohio Railroad had a station near Tennessee Avenue and Paddock Road where people would also depart to travel south into Cincinnati. At that time, all of Paddock Hills' land owned by two families. The Ross family land started at Ross Run and extended north into Bond Hill. The Blanchly family holdings consisted of the Paddock Hills area plus the Avon Fields Golf Course.

In 1903, both Bond Hill and the Paddock Hills area were annexed to the City of Cincinnati. Paddock Hills then consisted of grazing land and wooded land, belonging to the Blanchly Estate plus the Avon Fields Golf Course. The Golf Course had been built in 1907 as a private course by Colonel Bragg to serve the Bragg subdivision, which he had built on the east side of Reading Road in North Avondale. In 1929, the Golf Course was turned into a public facility.

The first residential development in Paddock Hills was the Paddock Hills Subdivision, which consisted of Paddock Hills Avenue and Paddock Lane. The subdivision was built in 1919 and presumably took its name from Paddock Road, which was named after Judge Alex Paddock.

Today, Paddock Hills is an integrated neighborhood from both a racial and ethnic standpoint. Paddock Hills has remained one of the more desirable neighborhoods in Cincinnati.

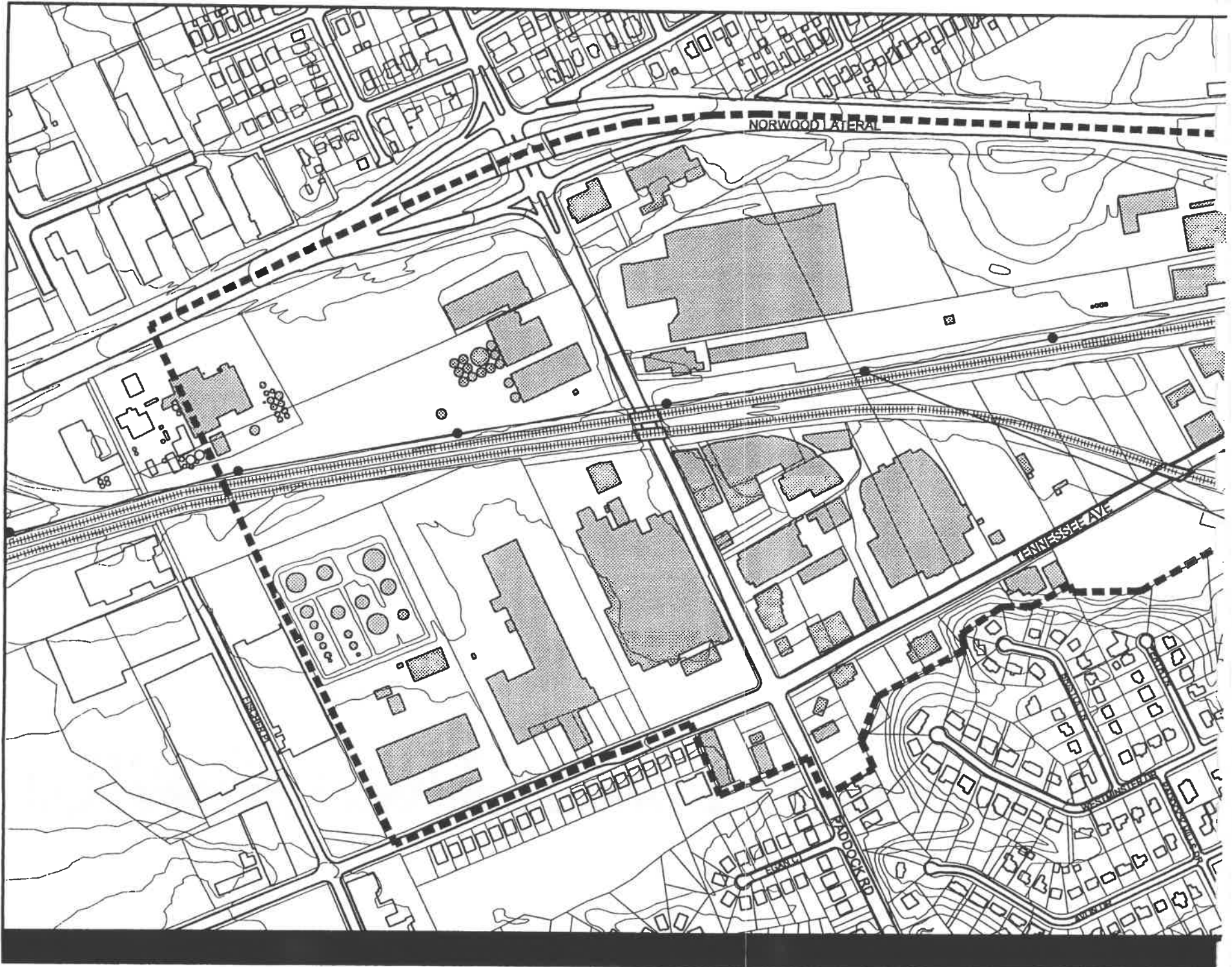
Bond Hill

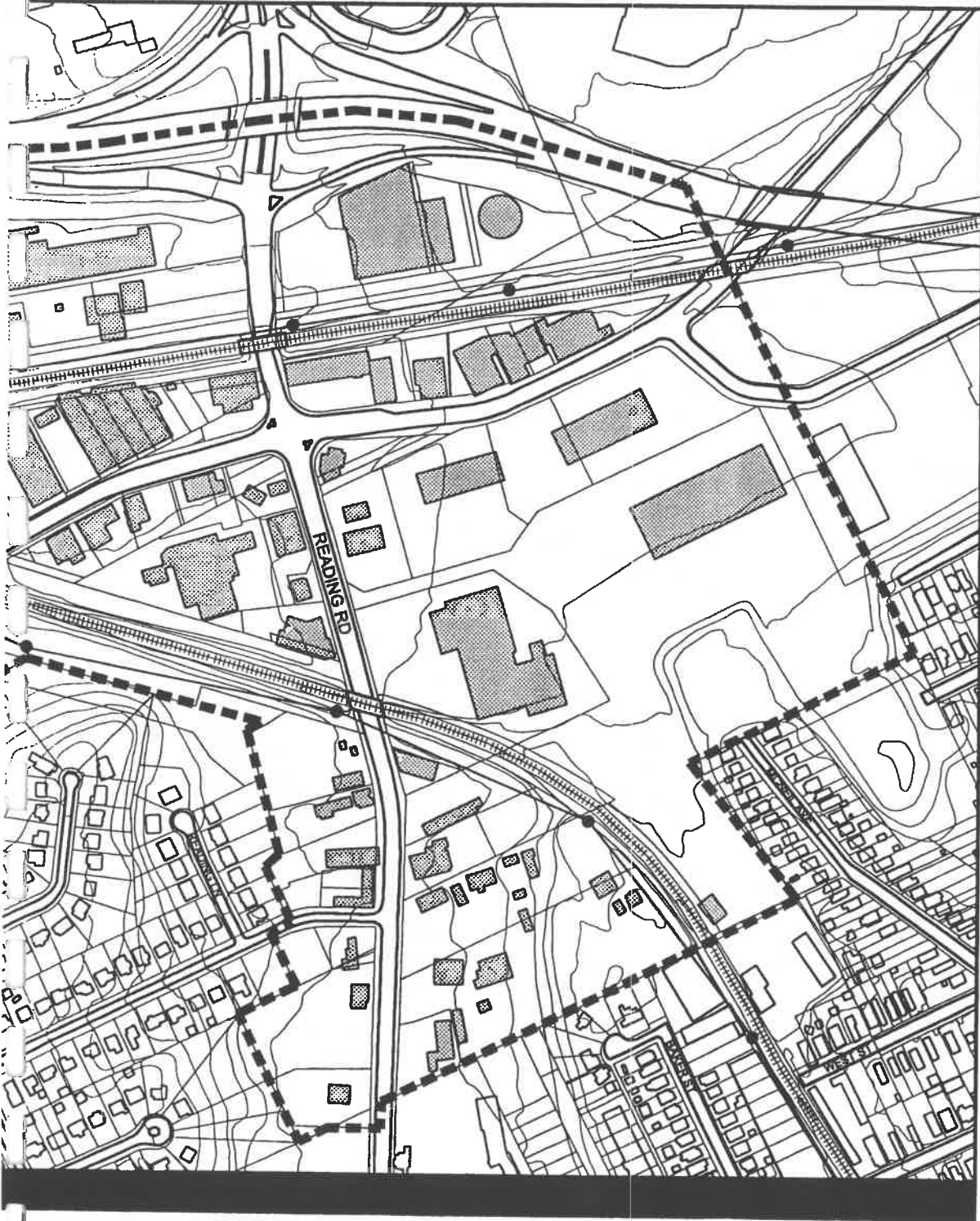
Prior to Bond Hill being a community within the City of Cincinnati, it was known as Old Bond Hill Village founded in 1886. The village was named after Colonel Bond who originally owned the land. Development occurred initially at the intersection of Paddock Road (a major arterial) and First Street (California Avenue and a small connection road) which formed the major axis of the grid street pattern in Bond Hill Village. By 1903, Bond Hill was annexed to the City of Cincinnati. In the early 1900's commercial activity was focused along the two major axis, Paddock Road and California Avenue. Commerce also developed on the west side of Reading Road between the St. Aloysius Orphanage and California Avenue.

In the 1960's, commercial activity expanded but continued to remain in two distinct business areas; Paddock Road and California Avenue and Reading Road and California Avenue.

Study Area
Topography
Zoning
Land Use
Major Land Owners
Circulation

EXISTING CONDITIONS





STUDY AREA

Situated in the central northern section of Cincinnati the Urban Design Study Area includes a definable business district, which focuses primarily around the intersections of Tennessee and Reading and Paddock and Tennessee . This business district is unique because it includes portions of two communities: Paddock Hills and Bond Hill. In addition, the City of Norwood (an independent municipality) borders the east side of the study area.

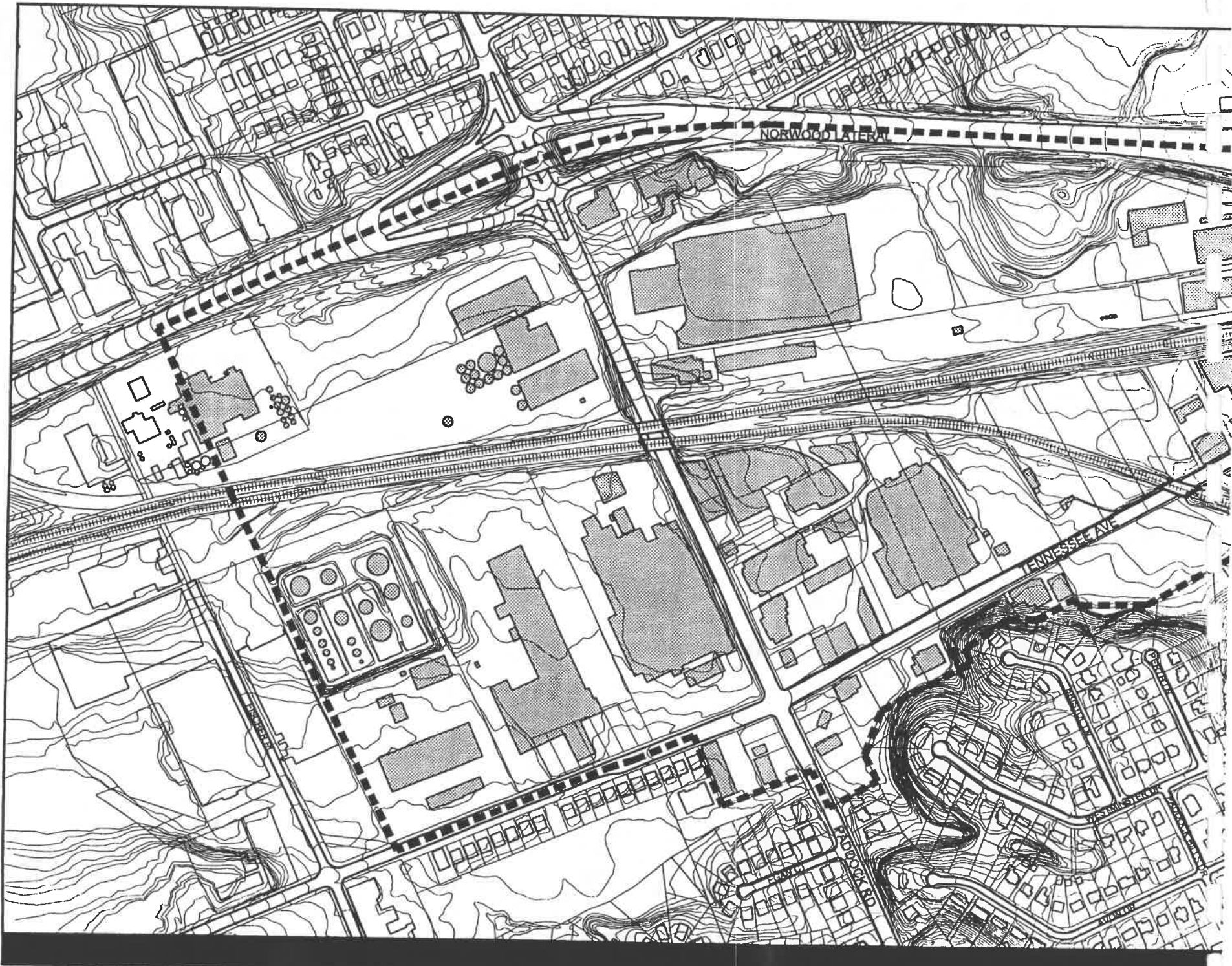
The study area is bounded by approximately the Norwood Lateral to the north, Reading Road to the east , Paddock Hills Avenue to the south , and to the west Paddock Road .

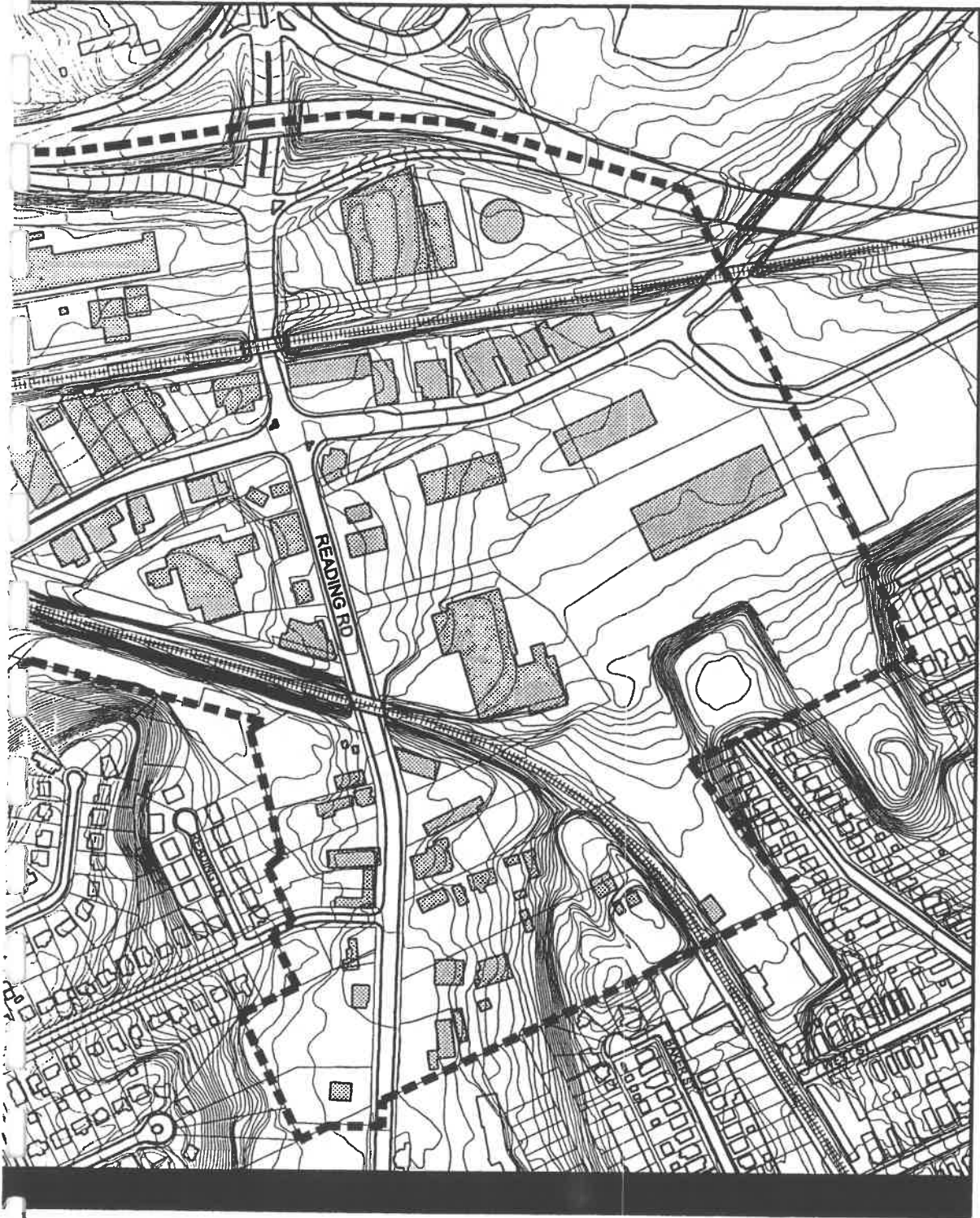
Legend

----- Urban Design Study Area

Scale: 1" = 400'-0"







TOPOGRAPHY

Topography in the area is relatively flat bordered by hills to the south and east, and hills and Ohio Highway 562 (the Norwood Lateral) to the north.

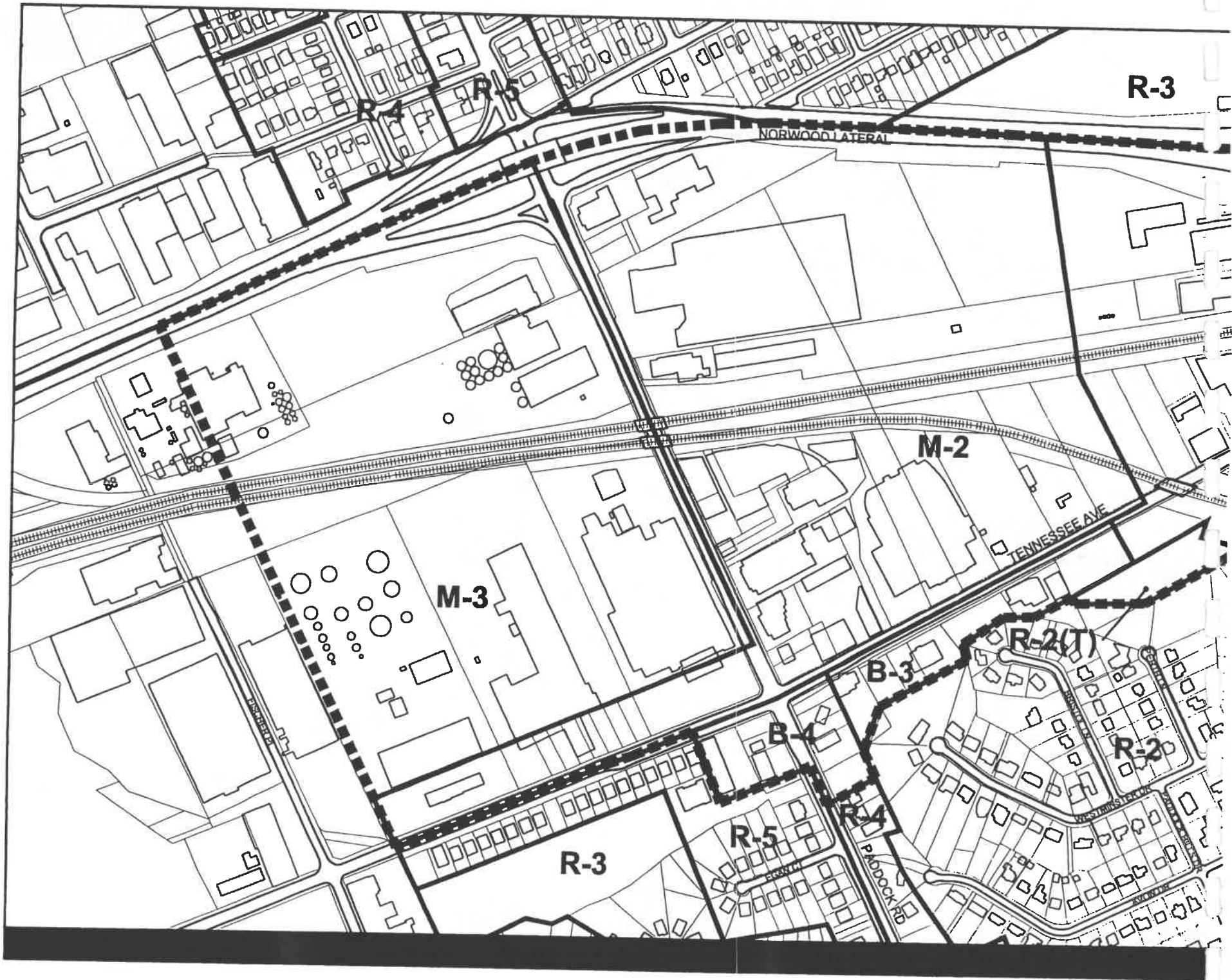
The business district lies within the ancient Teays River Valley, the prehistoric antecedent of the Ohio River. The residential areas occupy the surrounding hillsides.

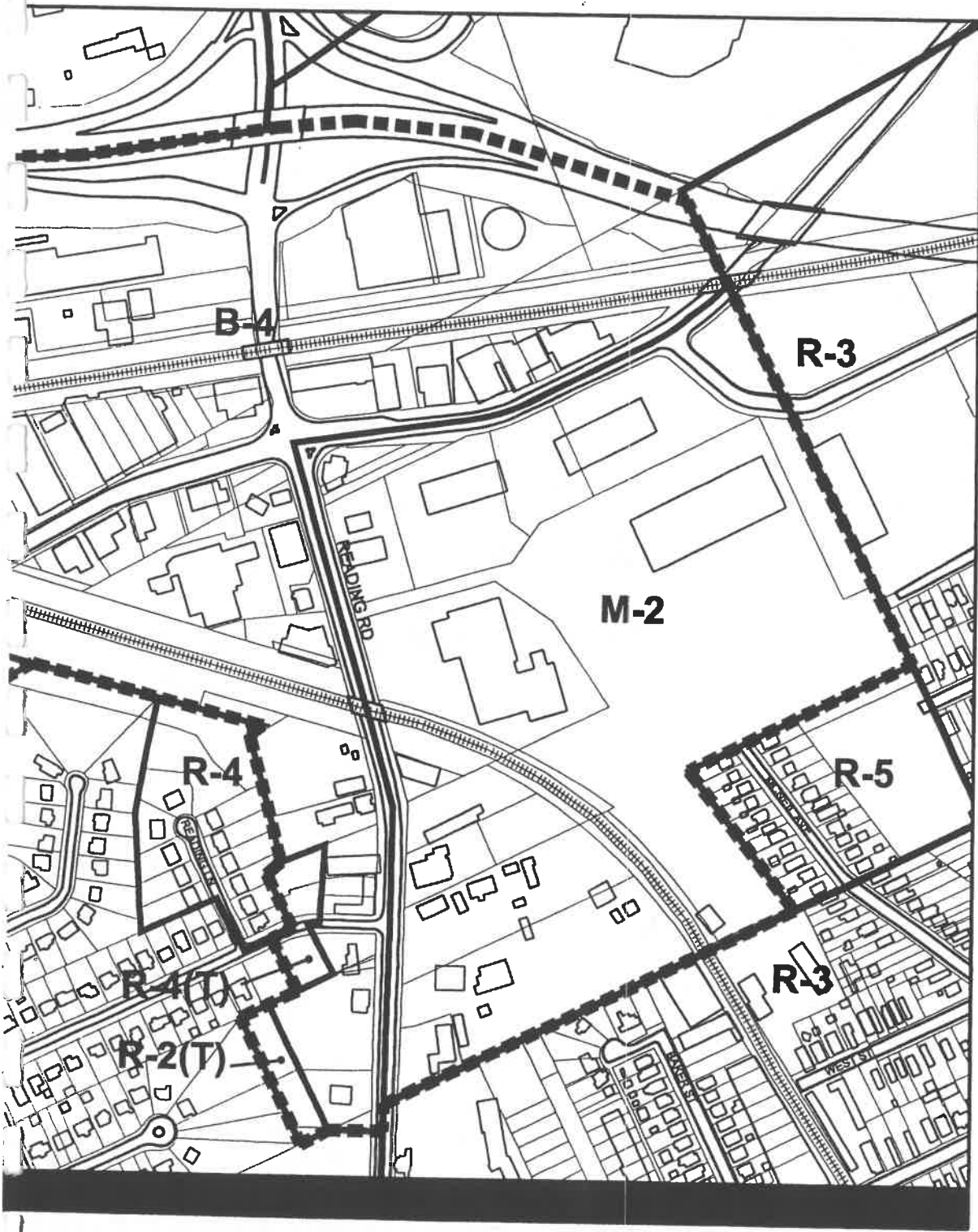
Legend

----- Urban Design Study Area

Scale: 1" = 400'-0"







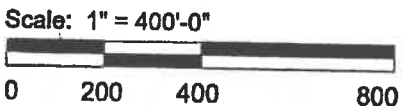
ZONING

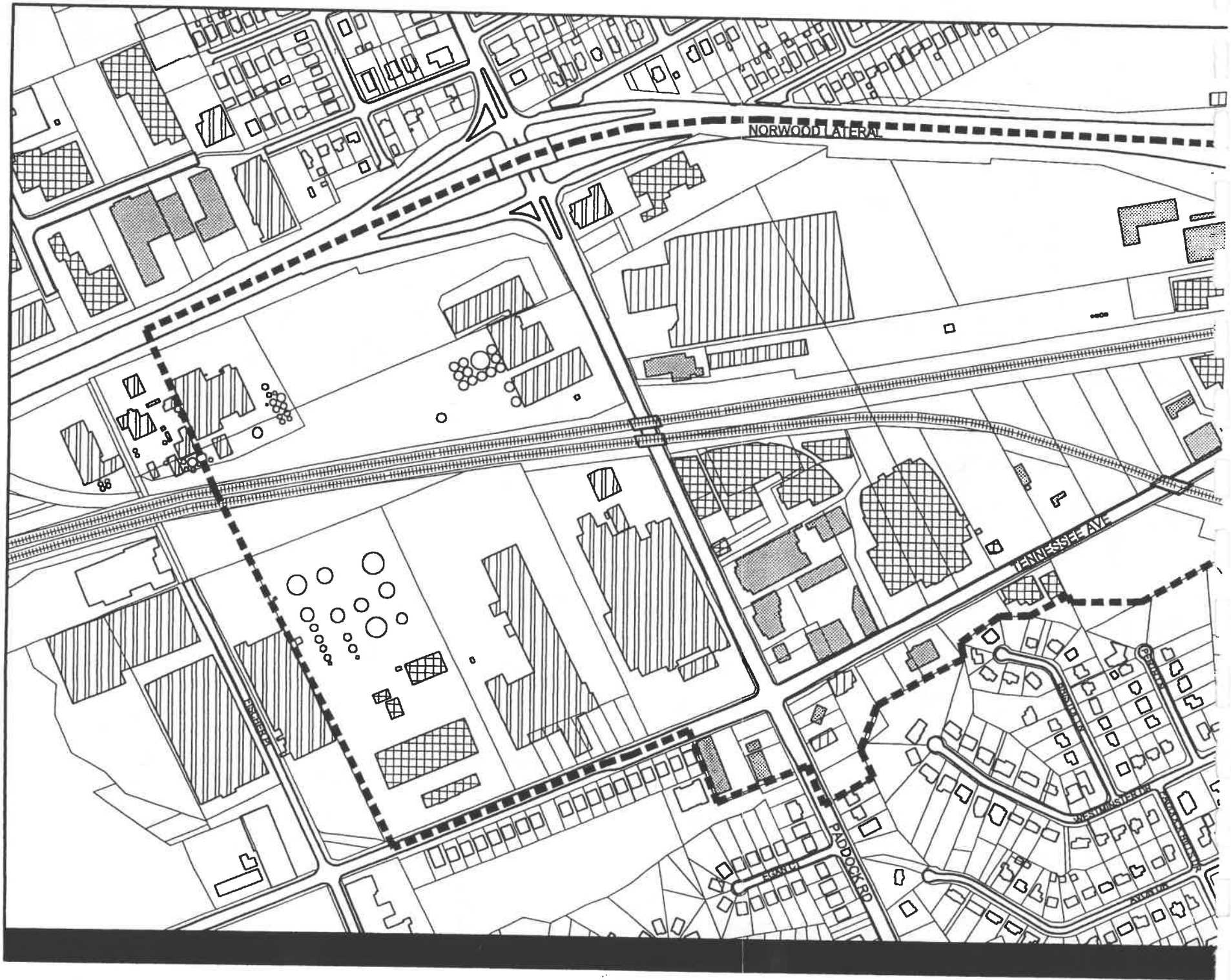
Existing zoning reflects current land use patterns in the study area. The area is comprised of several zone districts including B-3 Retail Wholesale Business, B-4 General Business, M-2 Intermediate Manufacturing, and M-3 Heavy Manufacturing. These zones are surrounded by various residential zoning districts including; R-2(T), R-3, R-4, and R-5.

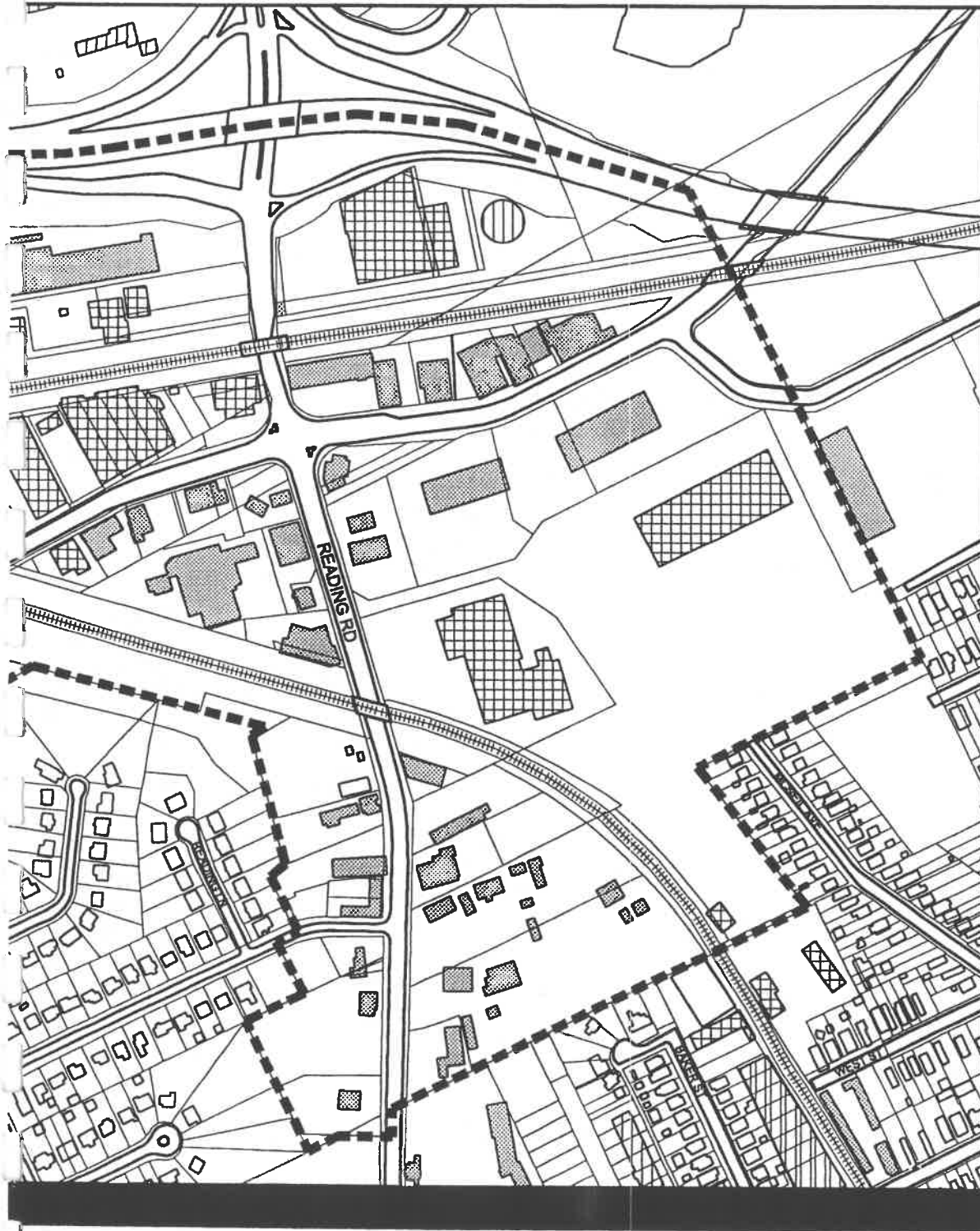
The community wishes to consider zone changes to phase out the possibility of additional heavy manufacturing uses such as chemical plants and oil storage plant uses being established in the Paddock Hills/ Bond Hill business district.

Zoning Legend

- ■ ■ ■ Urban Design Study Area
- R-1 Single-Family Low-Density District
- R-2 Single-Family Medium-Density District
- R-3 Two-Family District
- R-4 Multi-Family Low-Density District
- R-5 Multi-Family Medium-Density District
- R-2(T) Transitional District
- R-4(T) Transitional District
- B-3 Retail-Wholesale Business District
- B-4 General Business District
- M-2 Intermediate Manufacturing District
- M-3 Heavy Manufacturing District







LAND USE

The Paddock Hills/ Bond Hill Business District is composed of a number of business uses concentrated on the following streets; Reading Road, Tennessee Avenue and Paddock Road. the business core is surrounded by other commercial and manufacturing uses, a golf course and some residential properties high on a hill overlooking the business district.

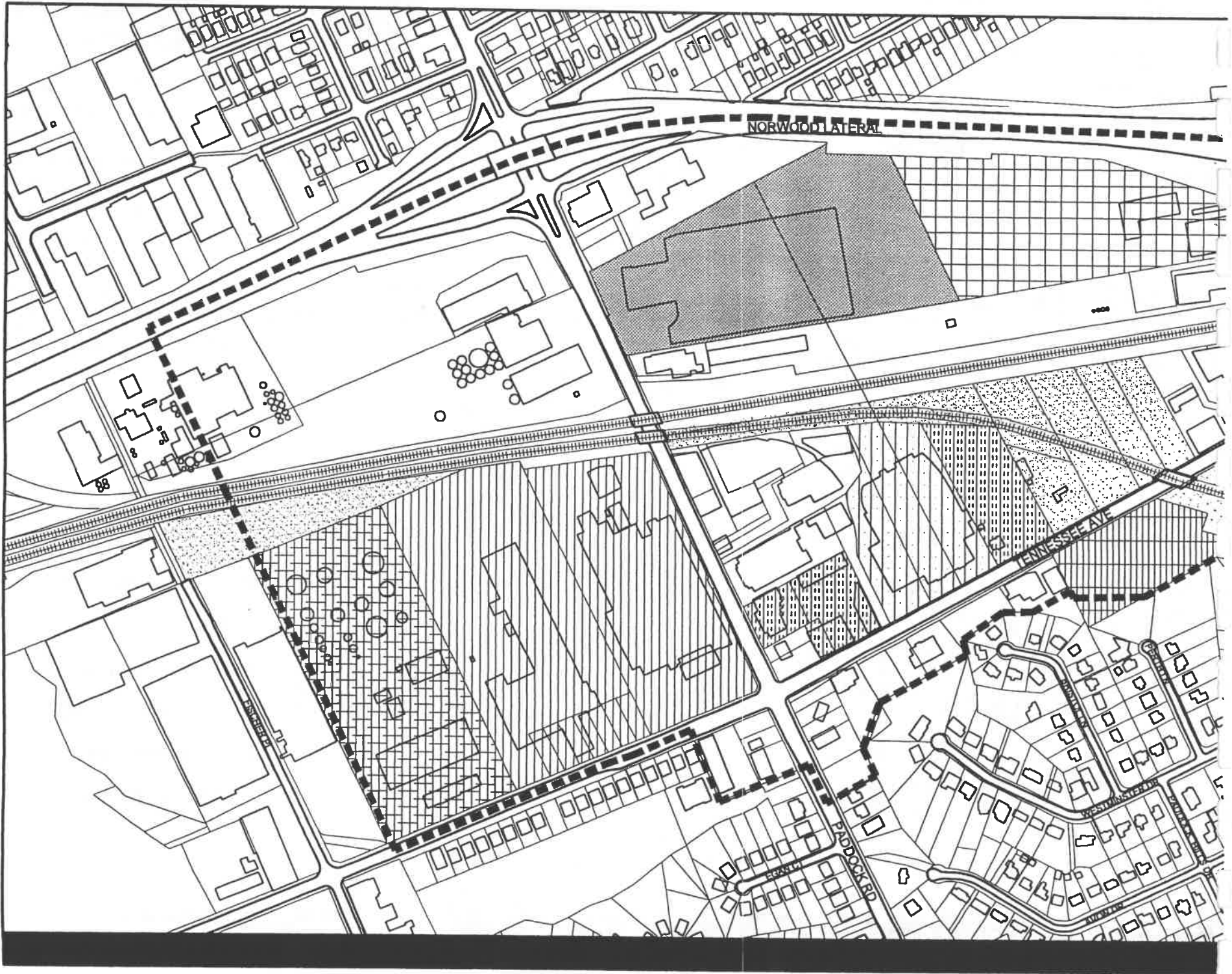
New development should emphasize the B-4 general Business and M-2 Intermediate Manufacturing uses to compliment the existing uses in the business district.

Legend

- Urban Design Study Area
- Land Use - Residential
- Land Use - Commercial
- ▣ Land Use - Wholesale/Storage
- ▤ Land Use - Manufacturing
- ▥ Land Use - Public/Semi-Public

Scale: 1" = 400'-0"





MAJOR LAND OWNERS

There are a variety of property owners within the boundaries of the Paddock Hill/ Bond Hill Business District area. Some of the larger land holders include: City of Cincinnati, Norfolk & Western Railroad, Arling-Funch Lumber Co., The Standard Oil Co., ITT Industries Inc., and the William Natorp Co.



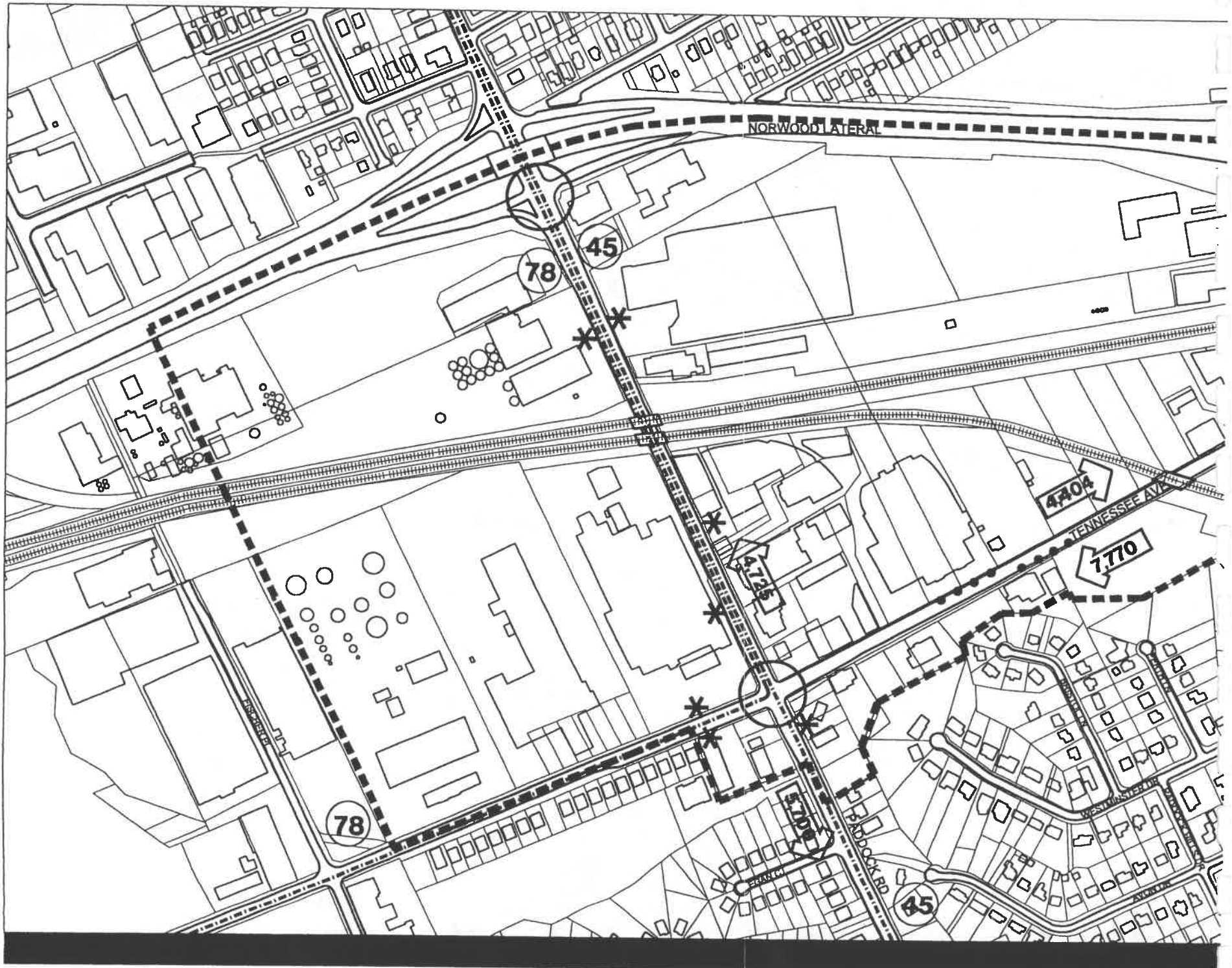
Ownership Legend

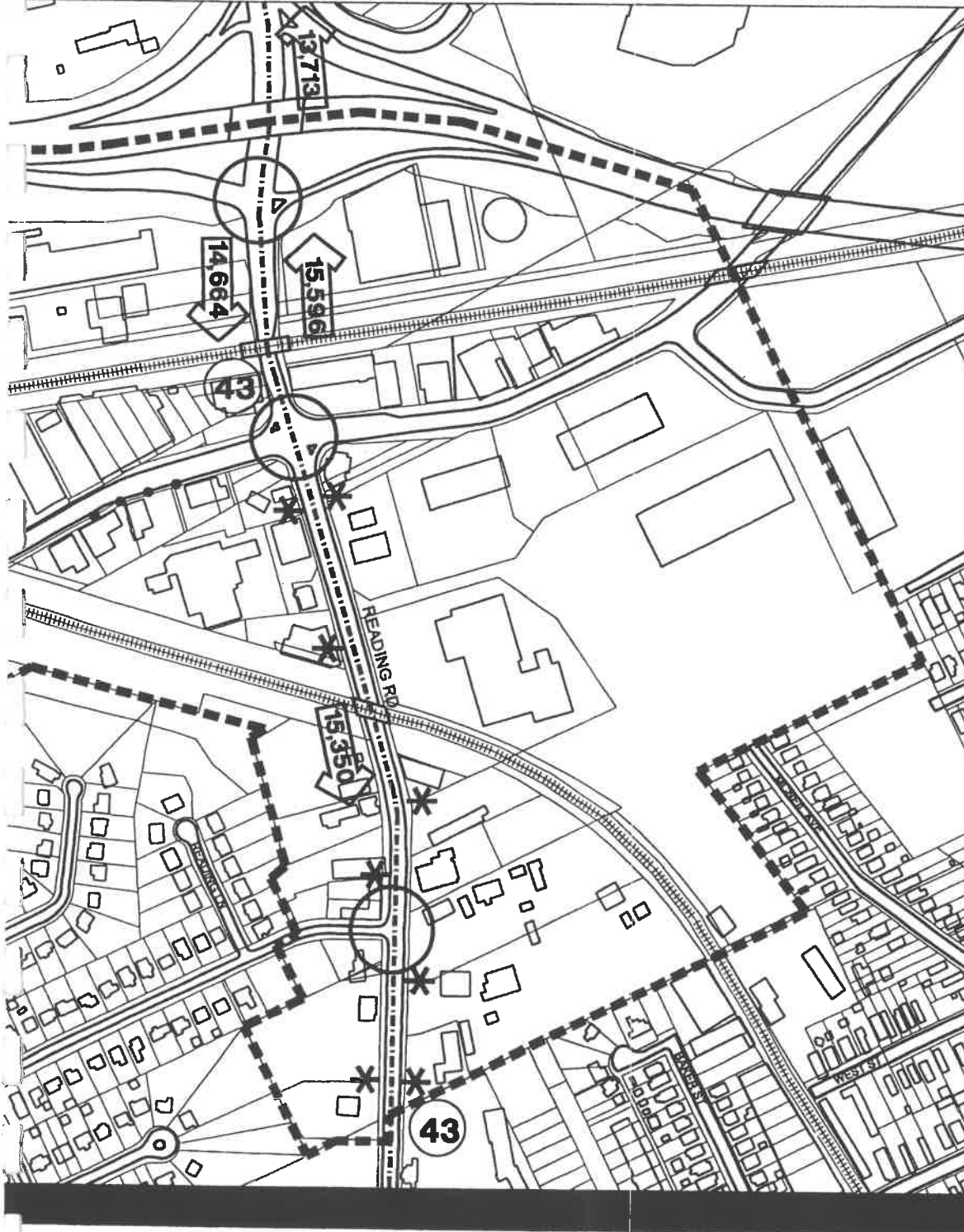
■ ■ ■ ■ ■ Urban Design Study Area

-  City of Cincinnati
-  Norfolk & Western RR
-  Arling-Funch Lumber Co.
-  The Standard Oil Co.
-  Riemeler Lumber Co.
-  Frank Messer & Sons Inc.
-  Miles Michaelson
-  Elizabeth Miller
-  Free Store Food Bank Inc.
-  The William Natorp Co.
-  Ohio Environmental Dev. Ltd. Partnership

Scale: 1" = 400'-0"







CIRCULATION

Reading Road is one of the main arteries in the Paddock Hills/ Bond Hill Business District and this road carries significant volumes of traffic. Traffic moves at a quick pace and there is not a lot of stop and go traffic. Public Transportation is available particularly along Reading and Paddock Roads, although buses are heavily used in this area.

Tennessee Avenue, Reading and Paddock Roads are all two way and are the main thoroughfares in the district. Reading provides for easy access to the Norwood Lateral and Interstates 71 and 75.

Legend

- Urban Design Study Area
- ← 7,770 Daily Traffic Count
- 45 Bus Route
- * Bus Stop
- Parking Meters
- Traffic Signal

Scale: 1" = 400'-0"



Goals, Objectives and Implementation
Safety
Image and Identity
Greenspace
Design and Infrastructure
Business Development
Urban Design Plan Map
Recommended Zone Changes
Intersection Improvements
Paddock and Tennessee Intersection
Reading and Tennessee Intersection
Reading Road Streetscape Improvements
Development Sites
4630 Paddock Road
1365-75 Tennessee
4369 Reading Road
1267 Tennessee
Site Development Guidelines

URBAN DESIGN PLAN AND IMPLEMENTATION

GOAL:	OBJECTIVES:
Improve safety and the perception of safety in the district.	Promote the district as a safe area to shop and to do business.
	Enhance pedestrian and vehicular safety through the district.

STRATEGIES:	POTENTIAL IMPLEMENTATION SOURCE/ENTITY:	PRELIMINARY ESTIMATES OF PROBABLE COST
<p>Promote positive images and stories about the community in the local press and media.</p> <p>Improve lighting within the district.</p>	<p>Paddock Hills Business Association.</p> <p>Paddock Hills Business Association, Paddock Hills Assembly, City of Cincinnati, Department of Public Works, Division of Traffic Engineering, Division of Engineering, Private Property Owner Assessment, Request to NBD Improvement Program, Capital Improvement Program Funds</p>	<p>N/A</p> <p>\$420,000</p>
<p>Improve crosswalk visibility by providing new crosswalk painting and/or surface paving treatments at the Reading and Tennessee, Paddock and Tennessee, and Reading and Avon intersections.</p> <p>Improve lighting within the district.</p>	<p>Paddock Hills Business Association, Paddock Hills Assembly, City of Cincinnati, Department of Public Works, Divisions of Engineering, Traffic Engineering and Highway Maintenance, CNAS Team, Request to NBD Improvement Program, Capital Improvement Program.</p> <p>Paddock Hills Business Association, Paddock Hills Assembly, City of Cincinnati, Department of Public Works, Divisions of Engineering, Traffic Engineering and Highway Maintenance, CNAS Team, Request to NBD Improvement Program, Capital Improvement Program, Private Property Owner Assessment.</p>	<p>\$15,000 (repainting) to \$190,000 (special paving)</p> <p>\$420,000</p>

NOTE! Certain types of improvement projects require private property owner participation through assessment or modification of Utility Services. Each project must secure funding, coordinate with appropriate agencies, and integrate with the surrounding community. No City funding availability is implied in the development of this plan.

* All estimates are preliminary. Accurate field surveys, subsurface investigations, property owner participation, finalized scope, and design are required for final formulation of the construction budget.

IMAGE & IDENTITY**GOALS & OBJECTIVES**

GOAL:	OBJECTIVES:
Create a strong identity and image for the district	Improve the visual image of the business district.
	Create a strong identity to identify and unify the district.
	Create a unique, identifiable focal point or image for the community.

STRATEGIES:	POTENTIAL IMPLEMENTATION SOURCE/ENTITY:	PRELIMINARY ESTIMATE OF PROBABLE COSTS*
Provide gateway plantings and signage at the Norwood Lateral and Paddock Road, and Reading Road intersections.	Paddock Hills Business Association, Paddock Hills Assembly, Bond Hill Community Council, City of Cincinnati Department of Public Works, Division of Traffic Engineering and Engineering, Park Board; Request to NBD Improvement Funds.	\$10,000 (plantings are complete at the Paddock/Norwood lateral interchange)
Implement a banner program for the district.	Paddock Hills Business Association, Paddock Hills Assembly, Bond Hill Community Council, City of Cincinnati Department of Public Works, Division of Traffic Engineering and Engineering, Park Board; Request to NBD Improvement Funds.	\$8,000
Implement a planter program for the district. Place emphasis on locations at intersections.	Paddock Hills Business Association, Paddock Hills Assembly, Bond Hill Community Council, City of Cincinnati Department of Public Works, Division of Traffic Engineering and Engineering, Park Board; Request to NBD Improvement Funds.	\$22,500
Implement a distinct, unique treatment at the intersections of Reading Road & Tennessee Avenue, and Paddock Road and Tennessee Avenue, including lighting, signals, and sidewalk and crosswalk paving.	Paddock Hills Business Association, Paddock Hills Assembly, Bond Hill Community Council, City of Cincinnati Department of Public Works, Division of Traffic Engineering and Engineering, Park Board; Request to NBD Improvement Funds.	\$532,000
Implement a streetscape treatment along the service-oriented business areas along Reading Road, including lighting and special sidewalk treatments.	Paddock Hills Business Association, Paddock Hills Assembly, Bond Hill Community Council, City of Cincinnati Department of Public Works, Division of Traffic Engineering and Engineering, Park Board; Request to NBD Improvement Funds.	\$440,000
Coordinate identity program with neighborhood district boundaries. (Recognize the district's unique location across neighborhood boundaries.)	Paddock Hills Business Association, Paddock Hills Assembly, Bond Hill Community Council.	N/A
Identify a community focal point or identity elements or develop this focal point for the district.	Paddock Hills Business Association, Paddock Hills Assembly, Bond Hill Community Council, City of Cincinnati Department of Public Works, Division of Traffic Engineering and Engineering, Park Board; Request to NBD Improvement Funds.	N/A

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IMAGE & IDENTITY**GOALS & OBJECTIVES**

GOAL:	OBJECTIVES:
Improve district cleanliness and appearance.	Provide additional waste receptacles to maintain cleanliness.
	Establish periodic district cleanup days.
	Enforce littering and dumping regulations.
	Coordinate with City agencies to target area of greater emphasis for street sweeping activities.
	Improve the quality of life and the condition of real property through the district.
	Encourage cooperative structured beautification projects and programs.

STRATEGIES:	POTENTIAL IMPLEMENTATION SOURCE/ENTITY:	PRELIMINARY ESTIMATE OF PROBABLE COSTS*
Provide additional waste receptacles at Reading/Tennessee, Paddock/Tennessee, Reading/Avon, and mid-block along Tennessee. (Approximately 14 – 16)	Paddock Hills Business Association, Paddock Hills Assembly, Bond Hill Community Council, City of Cincinnati Department of Public Works; Division of Sanitation, Request to NBD Improvement Program.	\$10,500
Establish community-wide or district-wide cleanup activities. Coordinate with city activities such as Glad-Bag-a-thon days.	Paddock Hills Business Association, Paddock Hills Assembly, Bond Hill Community Council, Keep Cincinnati Beautiful, City of Cincinnati Department of Public Works, Division of Sanitation.	N/A
Identify locations to monitor and cleanup, particularly at railroad properties.	Paddock Hills Business Association, Paddock Hills Assembly, Bond Hill Community Council, City of Cincinnati Department of Public Works, Division of Sanitation, Board of Health, CNAS Team.	N/A
Target the intersection of Reading and Tennessee for more frequent street sweeping and cleaning activities.	Paddock Hills Business Association, Paddock Hills Assembly, Bond Hill Community Council, City of Cincinnati Department of Public Works, Division of Sanitation.	N/A
Encourage property owners to invest in the maintenance and cleanliness of their properties. Emphasize the importance of landscaping around storage yards, parking lots, and street frontages.	Paddock Hills Business Association.	N/A
Work with the area Railroads to paint and improve the condition and cleanliness of Railroad overpasses and property. Work with Railroads to periodically clean these areas.	Paddock Hills Business Association, Paddock Hills Assembly, CSX Railroad, Norfolk Southern Railroad.	N/A

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GREENSPACE**GOALS & OBJECTIVES**

GOAL:	
Improve the physical environment of the neighborhood by encouraging maintenance of the existing greenspace and the addition of new trees and landscaping.	OBJECTIVES: Improve street trees along Tennessee Avenue, Reading Road, and Paddock Road.
	Maintain the existing residential hillsides as green space.

GREENSPACE

IMPLEMENTATION

STRATEGIES:	POTENTIAL IMPLEMENTATION SOURCE/ENTITY:	PRELIMINARY ESTIMATE OF PROBABLE COSTS*
Identify areas requiring tree replacement and areas requiring new trees along Tennessee, Reading, and Paddock Road. Coordinate tree locations to minimize damage from heavy trucks and delivery vehicles. Encourage private property owners to plant trees behind the walk area where inadequate sidewalk space exists to plant street trees.	Paddock Hills Business Association, Paddock Hills Assembly, Bond Hill Community Council, City of Cincinnati Park Board – Urban Forestry, Community Volunteers	\$12,500
Encourage residential and business property owners to maintain greenspace and landscaping.	Paddock Hills Business Association, Paddock Hills Assembly.	N/A

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DESIGN & INFRASTRUCTURE

GOALS & OBJECTIVES

GOAL:	OBJECTIVES:
<p>Improve the physical infrastructure of the district.</p>	<p>Improve the condition and utility of existing sidewalks.</p>
	<p>Improve heavy vehicle accessibility for the district's industrial and manufacturing businesses. Study areas of high traffic activity to determine necessary modifications to improve vehicular access.</p>
	<p>Improve the condition of existing rail crossings.</p>
<p>Improve vehicular and pedestrian circulation in the district.</p>	<p>Develop and maintain safe, accessible pedestrian crossings.</p>
	<p>Study areas of high traffic activity to determine necessary modifications to improve vehicular access.</p>

DESIGN & INFRASTRUCTURE

IMPLEMENTATION

STRATEGIES:	POTENTIAL IMPLEMENTATION SOURCE/ENTITY:	PRELIMINARY ESTIMATES OF PROBABLE COST
Initiate repair and replacement of the damaged and deteriorated portions of existing sidewalk system.	Paddock Hills Business Association, Paddock Hills Assembly, Bond Hill Community Council, Private Property Owners, City of Cincinnati Department of Public Works, Division of Engineering	\$67,000
<p>Improve turning conditions at the Reading Road and Tennessee Avenue intersection through corner roundings. Minimize the number of curb cuts to mitigate congestion, multiple simultaneous turning movement, and pedestrian conflicts.</p> <p>Include adequate turning radii for trucks, heavier curbs, and adequate sight lines in future improvements along Tennessee Avenue and Reading Road.</p>	<p>Paddock Hills Business Association, Paddock Hills Assembly, City of Cincinnati, Department of Public Works, Divisions of Engineering, Traffic Engineering and Highway Maintenance, CNAS Team, Request to NBD Improvement Program, Capital Improvement Program.</p> <p>Paddock Hills Business Association, Paddock Hills Assembly, City of Cincinnati, Department of Public Works, Divisions of Engineering, Traffic Engineering and Highway Maintenance, CNAS Team, Request to NBD Improvement Program, Capital Improvement Program.</p>	<p>\$37,000</p> <p>N/A</p>
<p>Encourage the rail companies to paint and rehabilitate the existing rail overpasses.</p> <p>Encourage the rail companies to improve their properties adjacent to the rail line, or at minimum, to screen these areas from view of the public right-of-way with landscaping.</p>	Paddock Hills Business Association, Paddock Hills Assembly, CSX Railroad, Norfolk Southern Railroad.	<p>N/A</p> <p>N/A</p>
<p>Improve crosswalk visibility by providing new crosswalk painting and/or surface paving treatments at the Paddock/Tennessee, Reading/Tennessee, and Reading/Avon intersections.</p> <p>Improve lighting at crosswalks within the district.</p> <p>Study traffic routes, destinations, and areas of conflict with particular emphasis on heavy truck traffic.</p>	<p>Paddock Hills Business Association, Paddock Hills Assembly, City of Cincinnati, Department of Public Works, Divisions of Engineering, Traffic Engineering and Highway Maintenance, CNAS Team, Request to NBD Improvement Program, Capital Improvement Program.</p> <p>Paddock Hills Business Association, Paddock Hills Assembly, City of Cincinnati, Department of Public Works, Divisions of Engineering, Traffic Engineering and Highway Maintenance, CNAS Team, Request to NBD Improvement Program, Capital Improvement Program.</p> <p>Paddock Hills Business Association, Paddock Hills Assembly, City of Cincinnati, Department of Public Works, Divisions of Engineering, Traffic Engineering and Highway Maintenance, CNAS Team, Request to NBD Improvement Program, Capital Improvement Program.</p>	<p>Varies by type of improvement \$12,000 (re-painting) to \$190,000 (special paving)</p> <p>\$100,000</p> <p>N/A</p>
Perform traffic studies to identify problem sites and times to determine conflicts and to suggest improvements.	Paddock Hills Business Association, Paddock Hills Assembly, City of Cincinnati, Department of Public Works, Divisions of Engineering, Traffic Engineering and Highway Maintenance, CNAS Team, Request to NBD Improvement Program, Capital Improvement Program.	\$20,000

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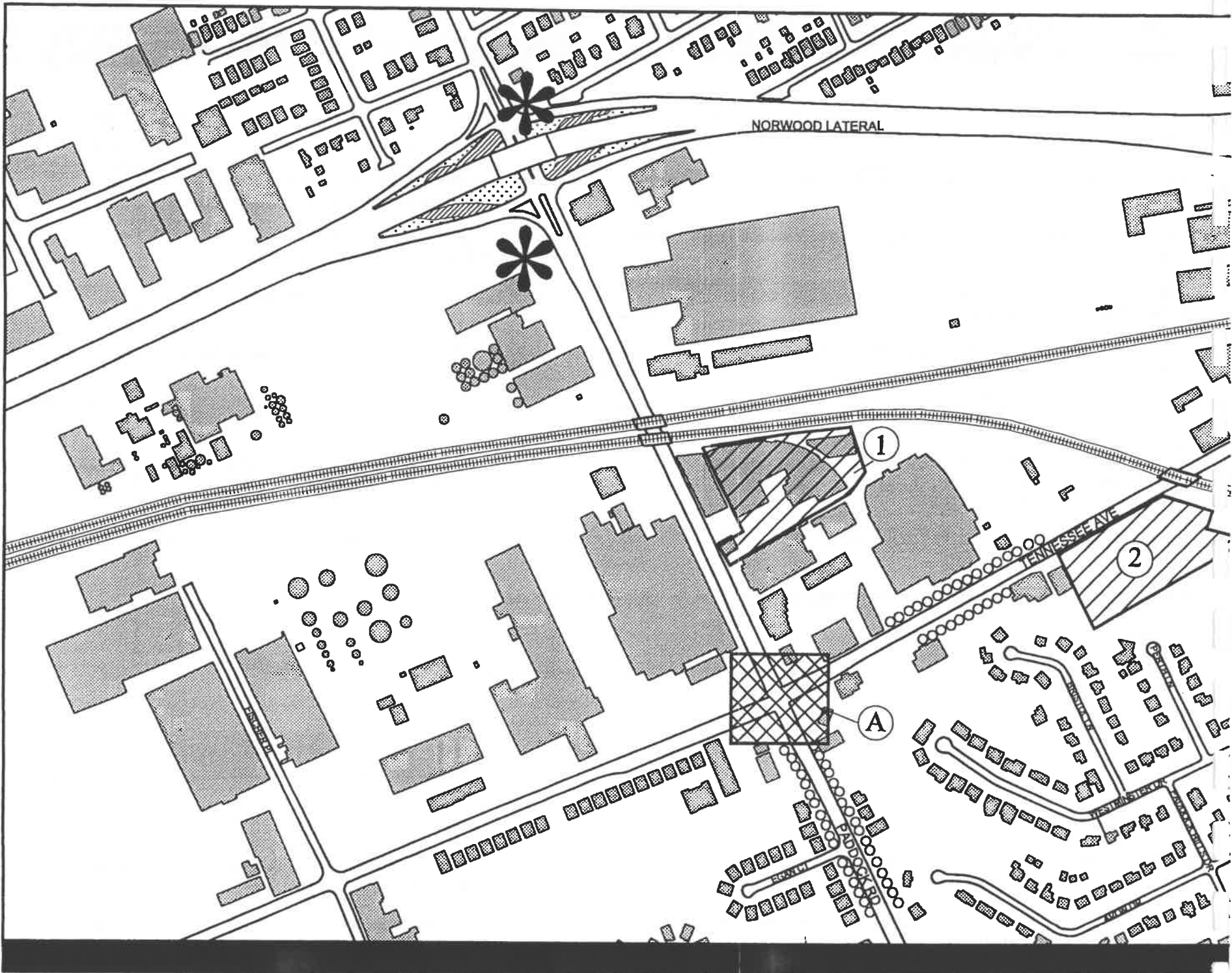
BUSINESS DEVELOPMENT**GOALS AND OBJECTIVES**

GOAL:	OBJECTIVES:
Maintain and strengthen the economic environment in Paddock Hills.	Encourage the development and retention of neighborhood serving businesses that are compatible with the surrounding neighborhood and are complementary to the existing business composition.
	Develop strategies to retain existing businesses.
	Enhance and strengthen business organizations within the community.
	Provide new development opportunities on under-utilized sites within the district
Marketing and Promotion	Promote the district as a safe area to shop and to do business.
	Identify marketing strategies to promote available sites and properties through the district.

STRATEGIES:	POTENTIAL IMPLEMENTATION SOURCE/ENTITY:	PRELIMINARY ESTIMATE OF PROBABLE COSTS*
Identify desired businesses and uses for retention and recruitment.	Paddock Hills Business Association, Paddock Hills Assembly, Bond Hill Community Council, City of Cincinnati Department of Economic Development.	N/A
Examine existing zoning to verify compatibility with desired businesses. Initiate re-zoning of the existing M-3 zoning district to create uniform district zoning.	Paddock Hills Business Association, Paddock Hills Assembly, Bond Hill Community Council, City of Cincinnati Department of City Planning.	N/A
Identify why businesses leave the district. Determine measures that can be implemented to retain businesses.	Paddock Hills Business Association, City of Cincinnati Department of Economic Development.	N/A
Monitor the viability and vitality of businesses within the district and identify resources to assist business development.	Paddock Hills Business Association, City of Cincinnati Department of Economic Development.	N/A
Conduct periodic membership drives for the Business Association.	Paddock Hills Business Association, City of Cincinnati Department of Economic Development	N/A
Identify potential sites and buildings for new development/redevelopment. Identify development issues and concerns for each site (i.e., sewer locations, environmental remediation, zoning, etc.).	Paddock Hills Business Association, City of Cincinnati Department of Economic Development, Private Property Owners Participation.	Varies by site and development use.
Create a Business District Marketing Plan for the District.	Paddock Hills Business Association, City of Cincinnati Department of Economic Development	N/A
Initiate cooperative advertising between retail and entertainment businesses.	Paddock Hills Business Association.	
Develop and promote special community events.	Paddock Hills Business Association.	N/A
Develop a database and inventory of properties within the district available for business expansion and relocation. Promote sites through Business Association Contacts.	Paddock Hills Business Association.	N/A
Identify and engage a marketing person for the business district to promote use of vacant sites.	Paddock Hills Business Association.	

NOTE! Certain types of improvement projects require private property owner participation through assessment or modification of utility Services. Each project must secure funding, coordinate with appropriate agencies, and integrate with the surrounding community. No City funding availability is implied in the development of this plan.

- All estimates are preliminary. Accurate field surveys, subsurface investigations, property owner participation, finalized scope, and design are required for final formulation of the construction budget.



URBAN DESIGN PLAN

Legend



REDEVELOPMENT SITES

- ① 4630 Paddock Road
- ② 1267 Tennessee Avenue
- ③ 1365-75 Tennessee Avenue
- ④ 4369 Reading Road



INTERSECTION IMPROVEMENTS

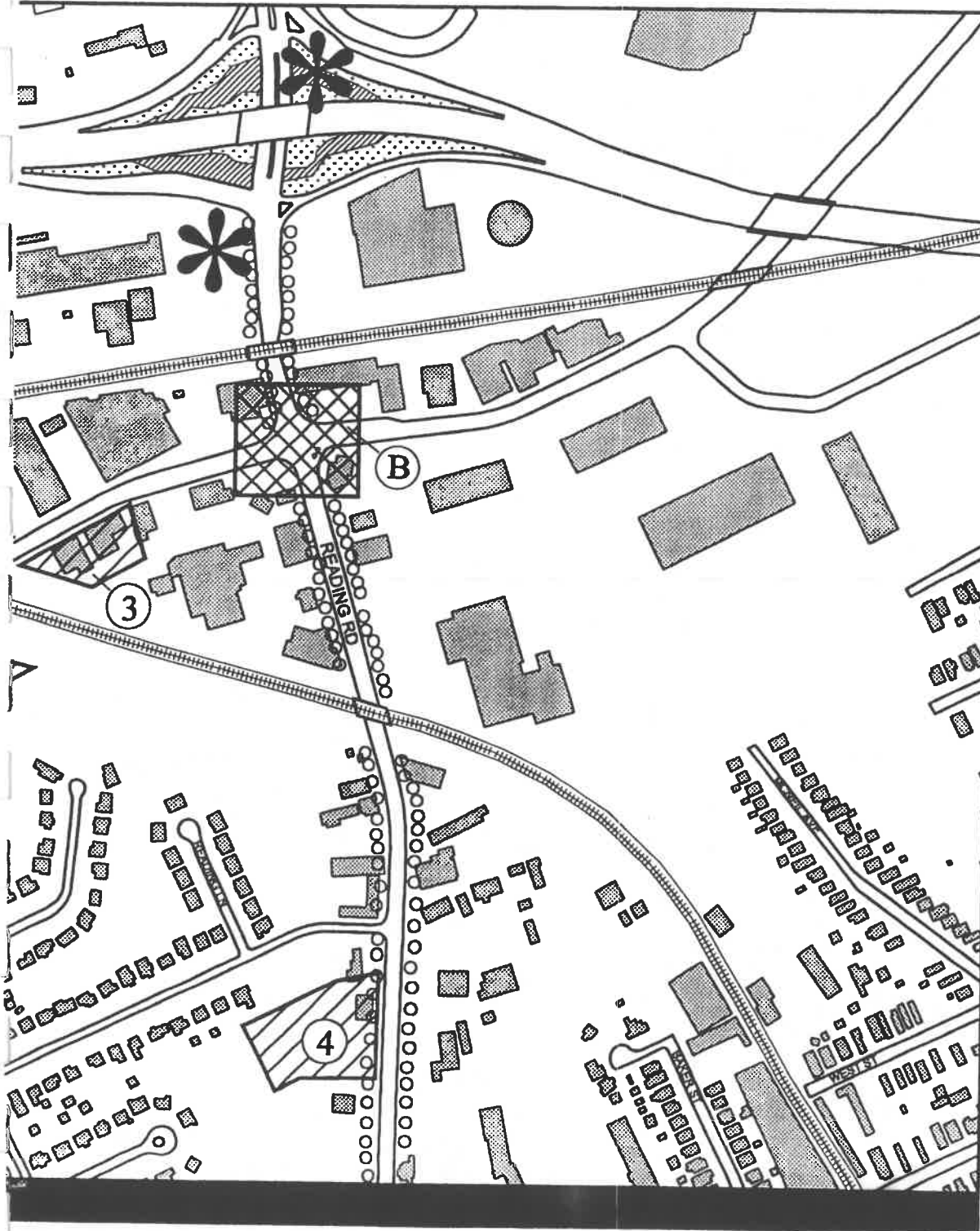
- (A) Paddock Road & Tennessee Avenue
- (B) Reading Road & Tennessee Avenue



GATEWAYS/COMMUNITY IDENTIFICATION SIGNS

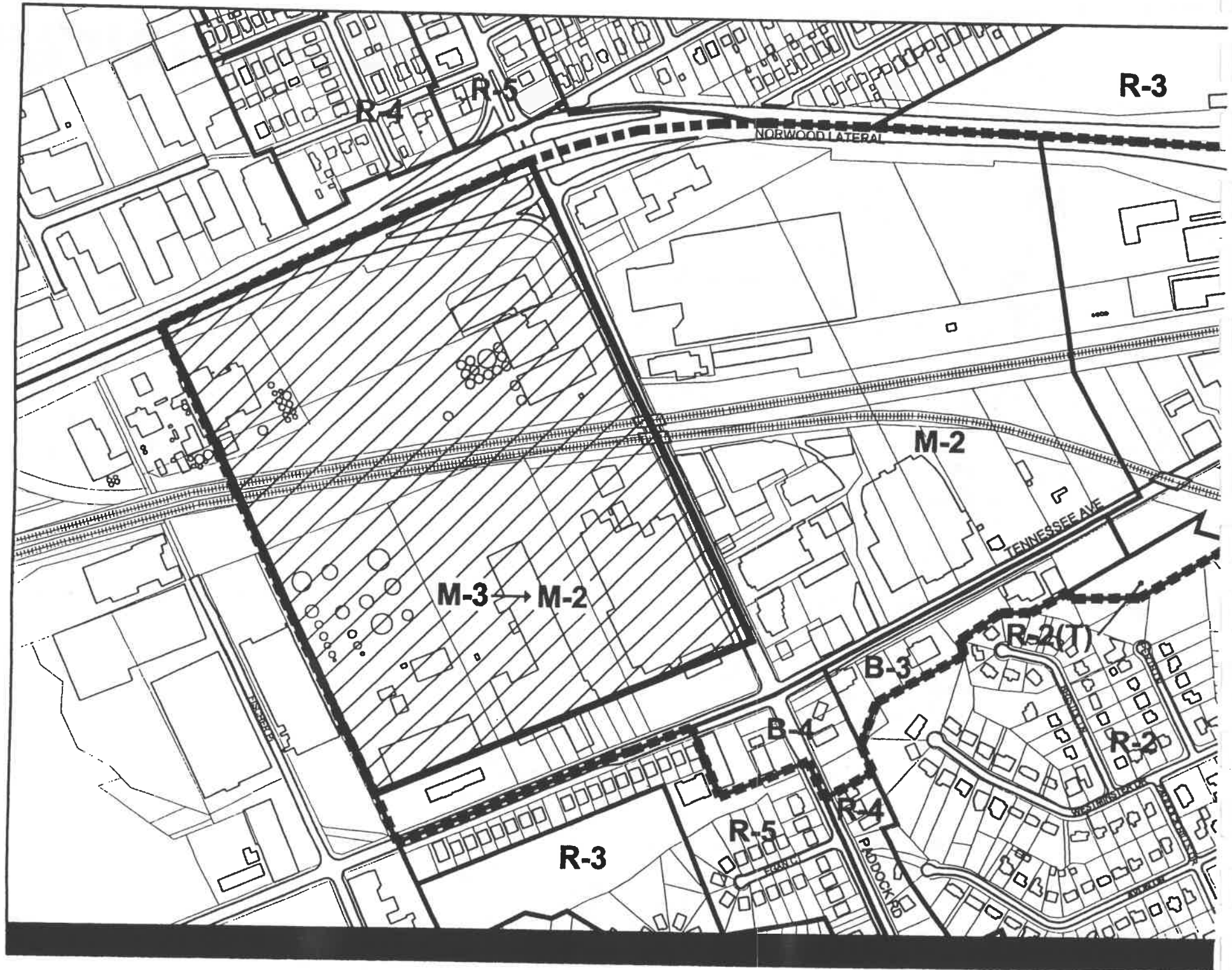


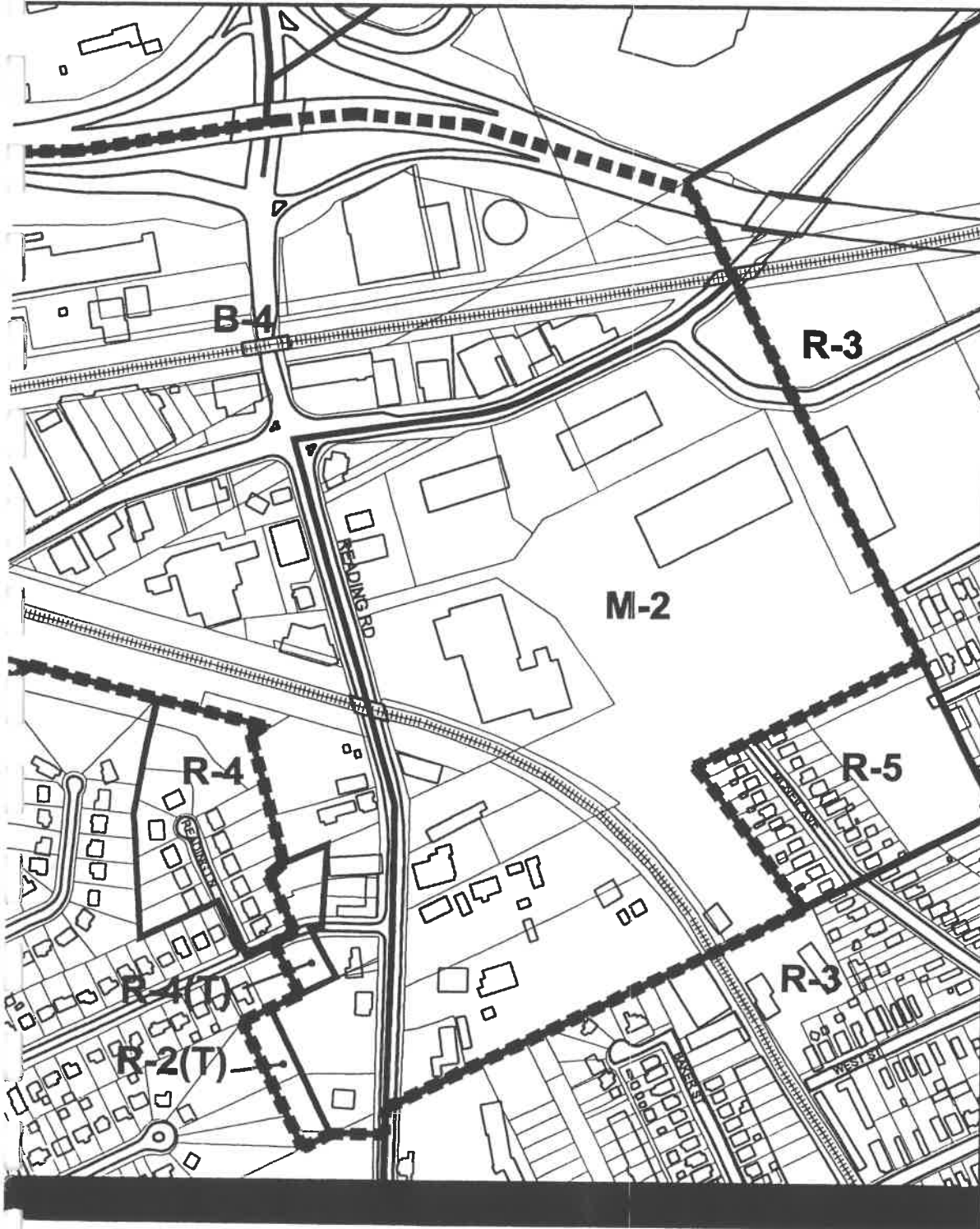
STREET TREE IMPROVEMENTS



Scale: 1" = 400'-0"







ZONE CHANGE RECOMMENDATIONS

The land in the northwest corner of the Paddock Hills Study Area is zoned M-3, Heavy Manufacturing District. This area is comprised of the property south of the Norwood Lateral, west of Paddock Road, north of Tennessee Avenue and east of Fisher Place. Predominant uses in this area are manufacturing and wholesale/storage such as Standard Oil storage tanks, ITT manufacturing facility, Norfolk & Western RR property and WR Grace and Occidental Chemical manufacturing facility.

The M-3 Heavy Manufacturing District allows for heavy manufacturing uses such as abrasive substance manufacture, ammonia manufacture, foundries, forge plants, rubber manufacture, sewage disposal plants, steel manufacture, cold storage plants, dumps, chemical plants, prisons and sexually orientated businesses.

The community wishes to consider a zone change to phase out the possibility of additional heavy manufacturing uses such as chemical plants and oil storage plant uses being established in the Paddock Hills/ Bond Hill business district.

Recommendation: M-3 to M-2

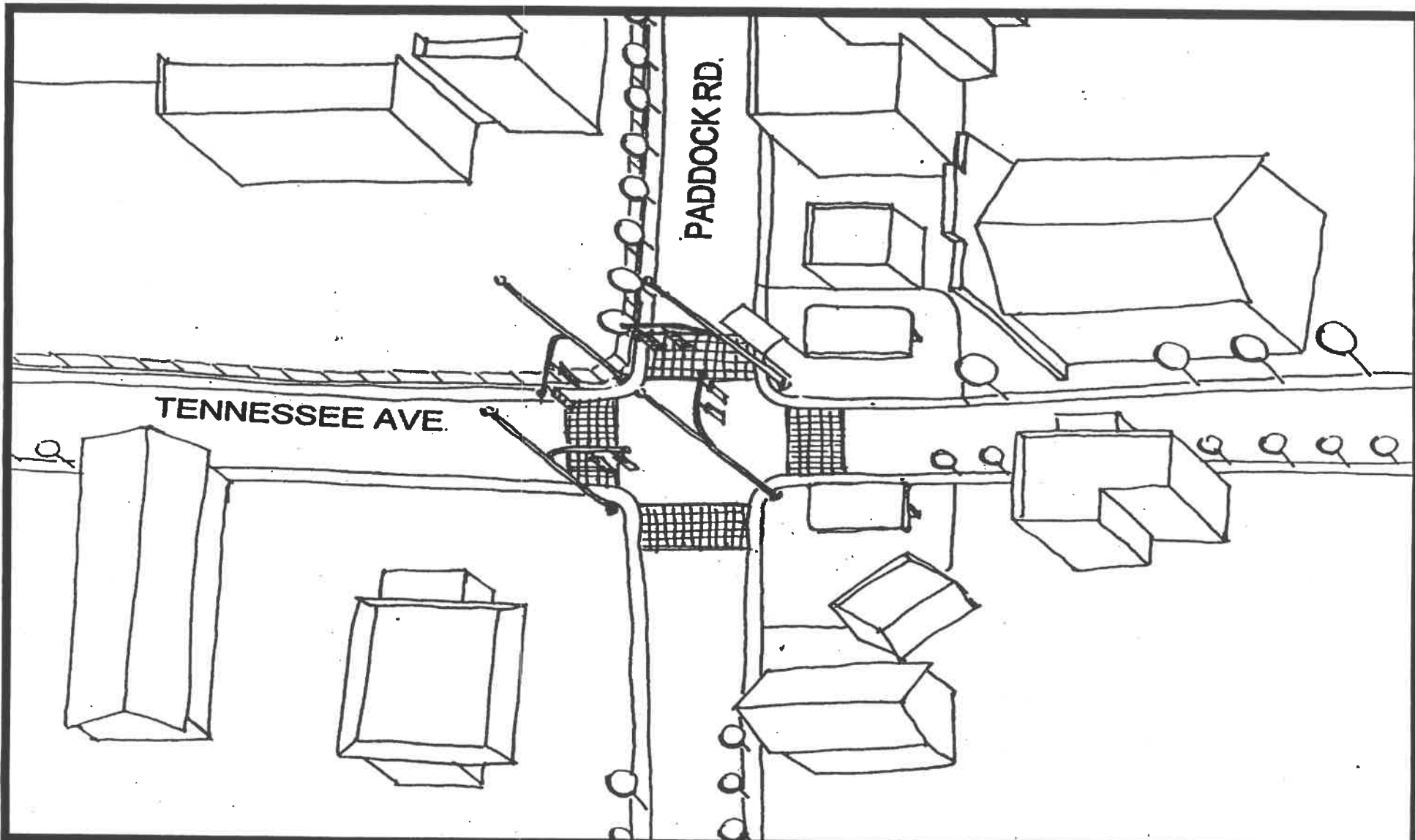
Zoning Legend

Urban Design Study Area
 Zone Change Area

- R-1 Single-Family Low-Density District
- R-2 Single-Family Medium-Density District
- R-3 Two-Family District
- R-4 Multi-Family Low-Density District
- R-5 Multi-Family Medium-Density District
- R-2(T) Transitional District
- R-4(T) Transitional District
- B-3 Retail-Wholesale Business District
- B-4 General Business District
- M-2 Intermediate Manufacturing District
- M-3 Heavy Manufacturing District

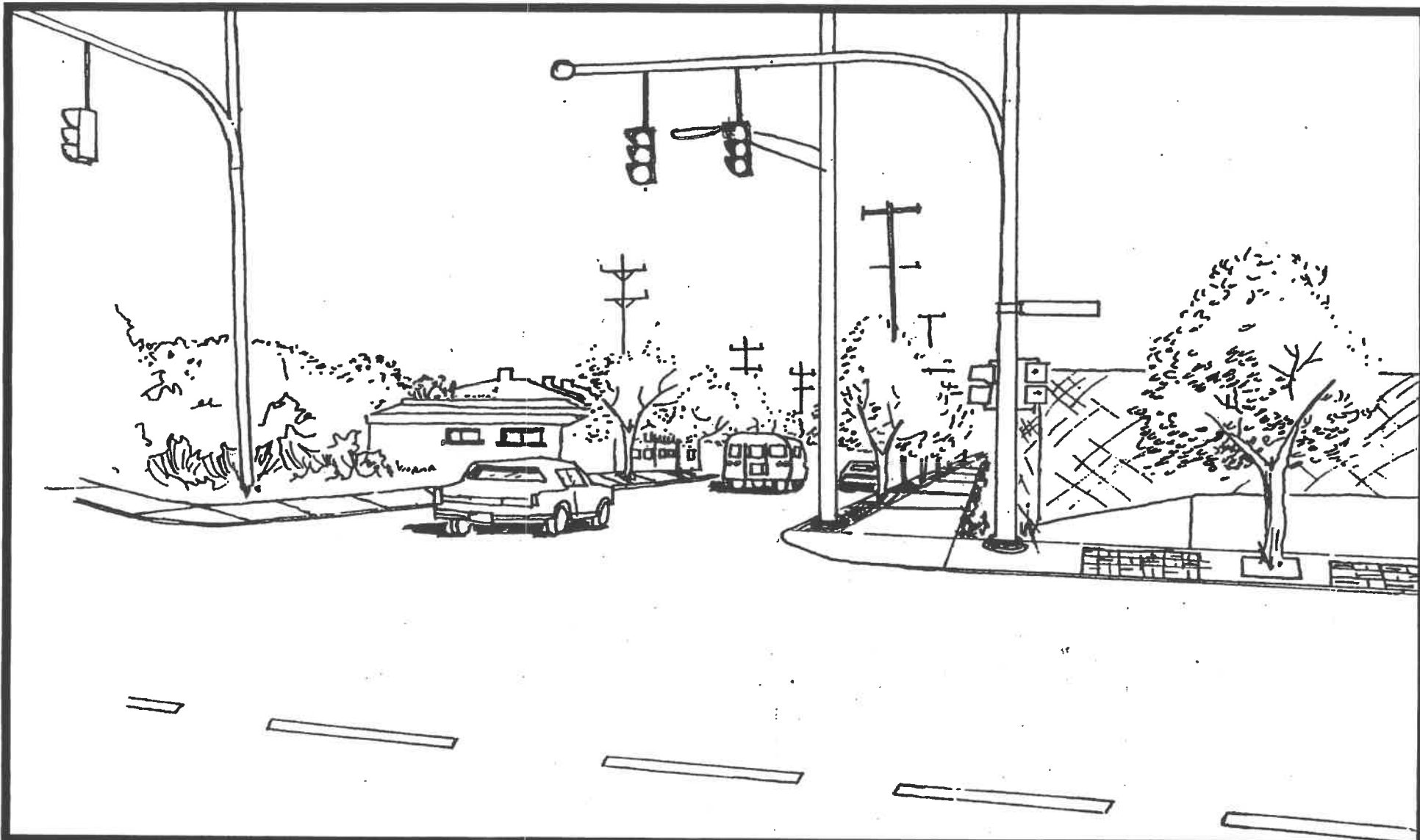
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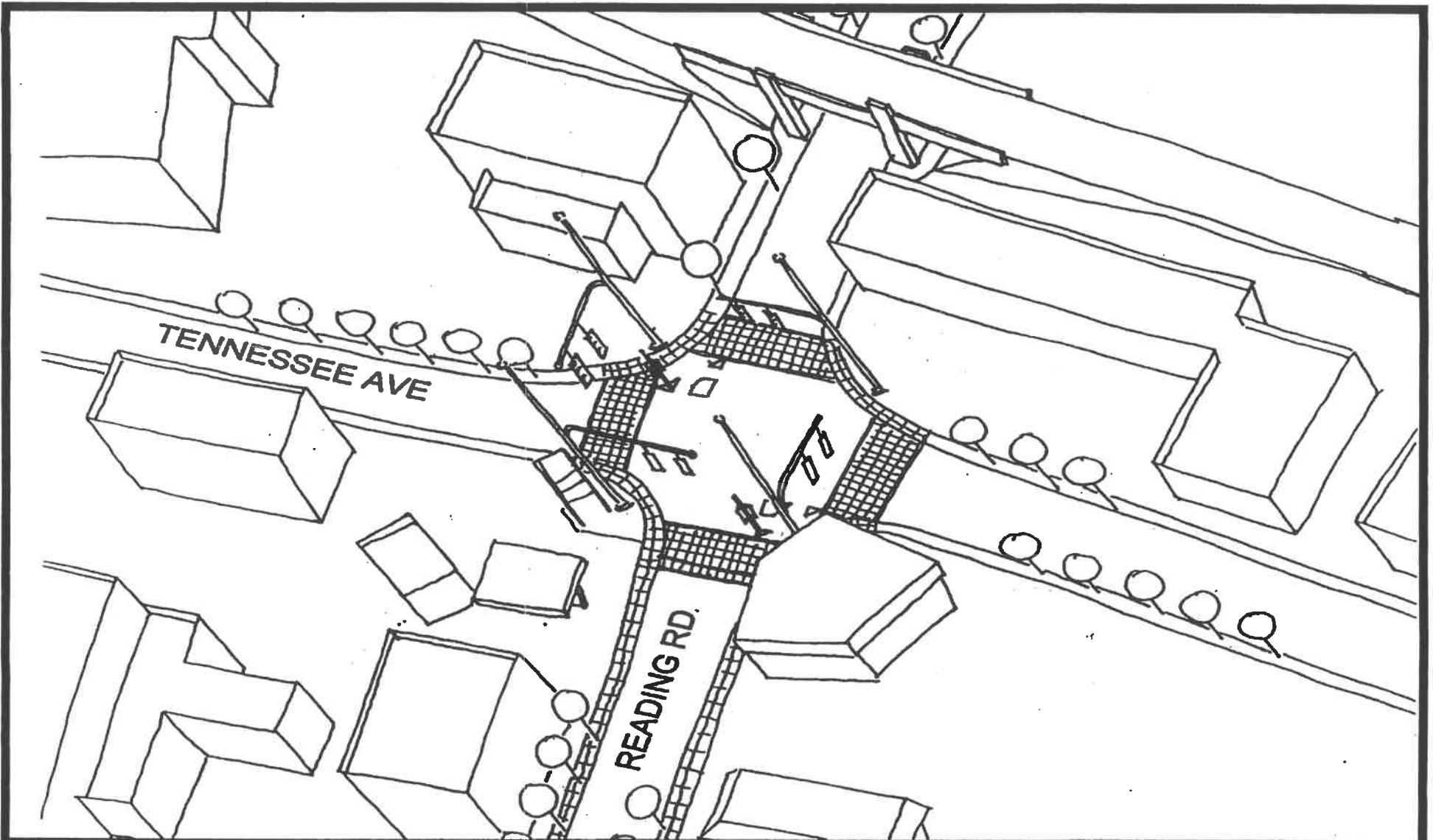
PADDOCK ROAD AND TENNESSEE AVENUE INTERSECTION IMPROVEMENTS

The majority of the Paddock Hills/Bond Hill Neighborhood Business District lacks cohesiveness and strength of identity. Special improvements concentrated at highly visible intersections create a sense of identity for the district. These improvements include special paving treatments at the crosswalks to reinforce pedestrian visibility, special signal poles, and intersection lighting. A corner rounding is included at Paddock and Tennessee to improve truck accessibility and minimize sidewalk and curb damage.



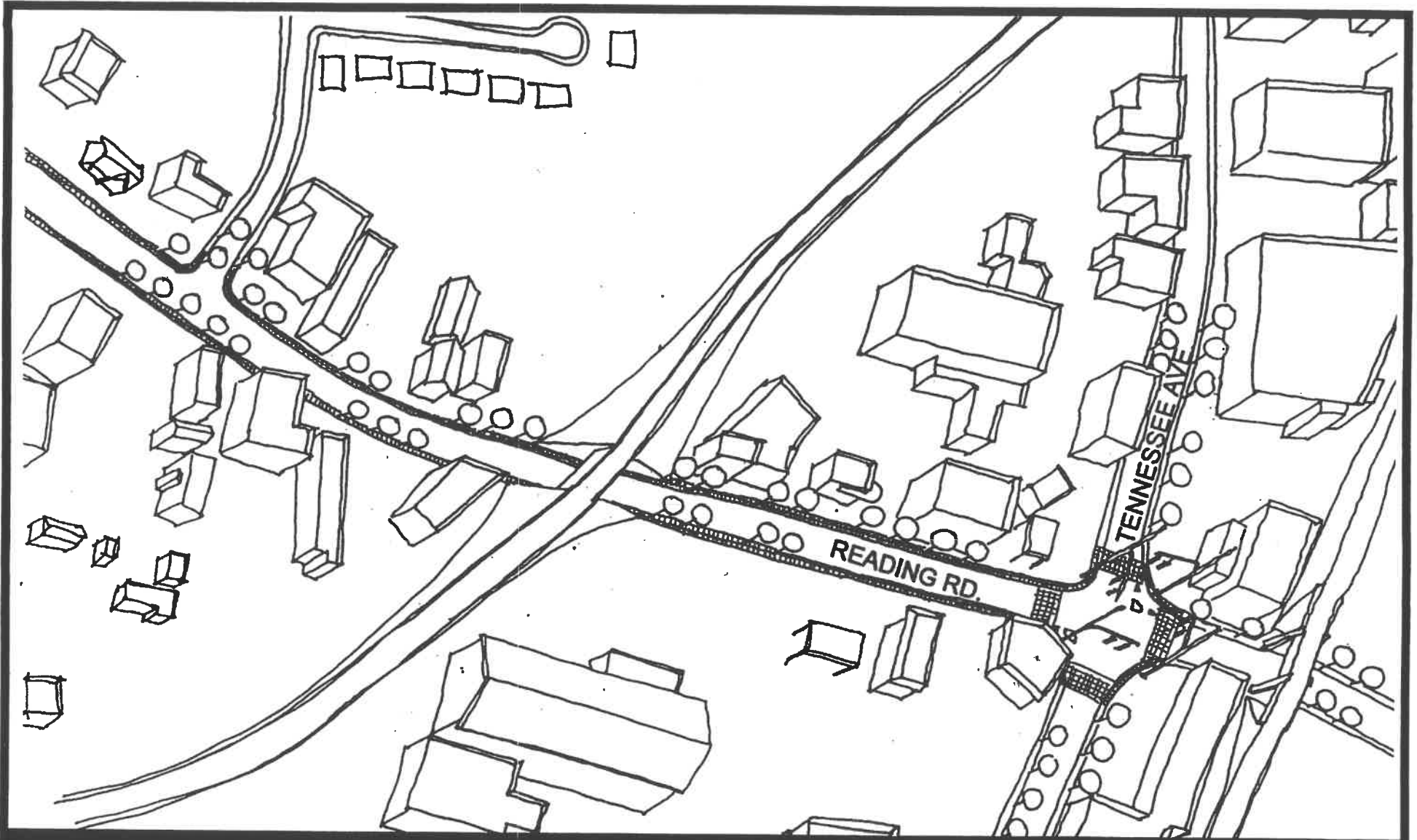
VIEW WEST AT PADDOCK ROAD AND TENNESSEE AVENUE INTERSECTION

The majority of the Paddock Hills/Bond Hill Neighborhood Business District lacks cohesiveness and strength of identity. Special improvements concentrated at highly visible intersections create a sense of identity for the district. These improvements include special paving treatments at the crosswalks to reinforce pedestrian visibility, special signal poles, and intersection lighting. A corner rounding is included at Paddock and Tennessee to improve truck accessibility and minimize sidewalk and curb damage.



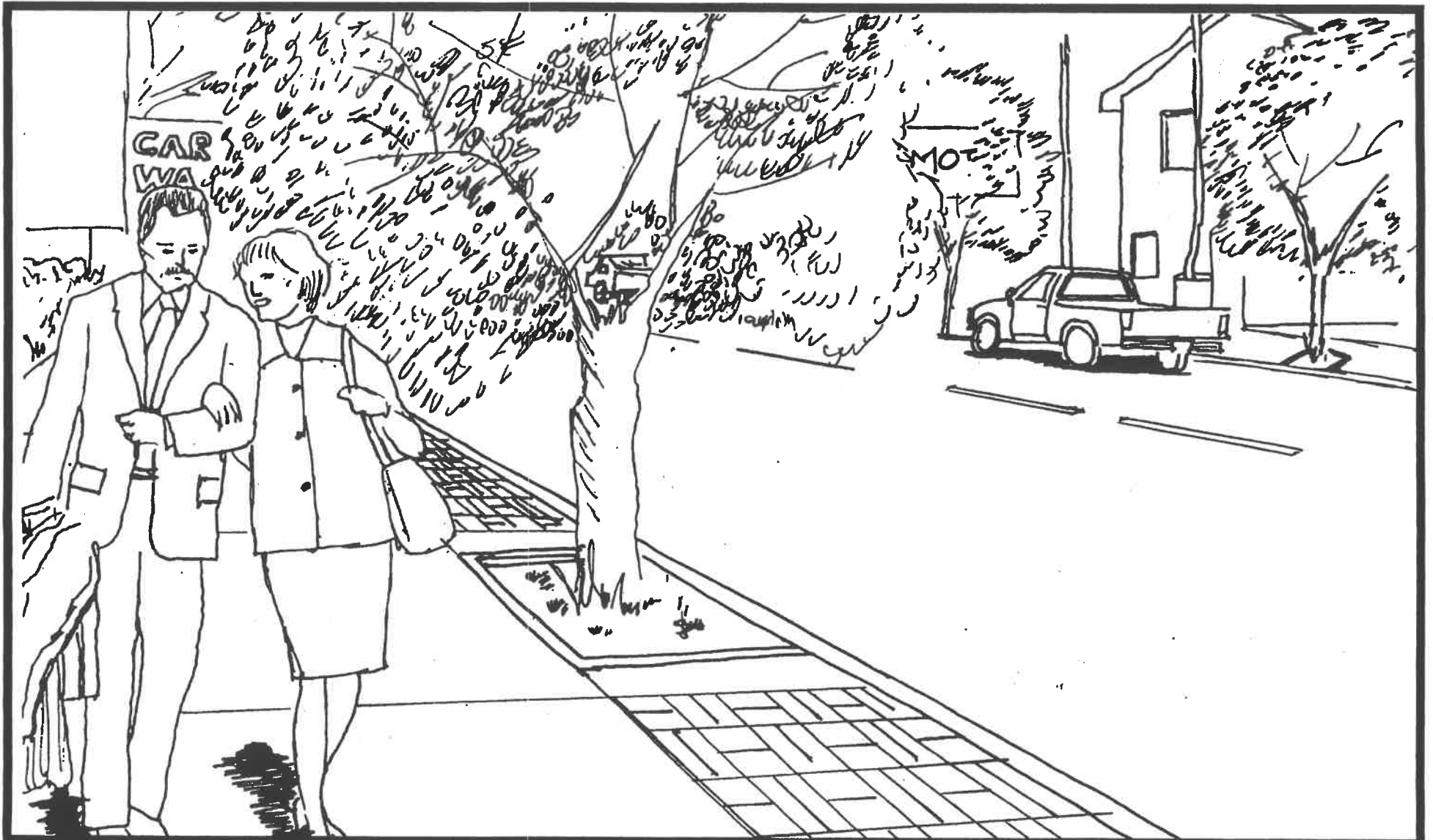
PADDOCK ROAD AND TENNESSEE AVENUE INTERSECTION IMPROVEMENTS

The majority of the Paddock Hills/Bond Hill Neighborhood Business District lacks cohesiveness and strength of identity. Special improvements concentrated at highly visible intersections create a sense of identity for the district. These improvements include special paving treatments at the crosswalks to reinforce pedestrian visibility, special signal poles, and intersection lighting. Special sidewalk paving treatments proposed to enhance the pedestrian environment and to transition the neighborhood services-oriented businesses along Reading Road.

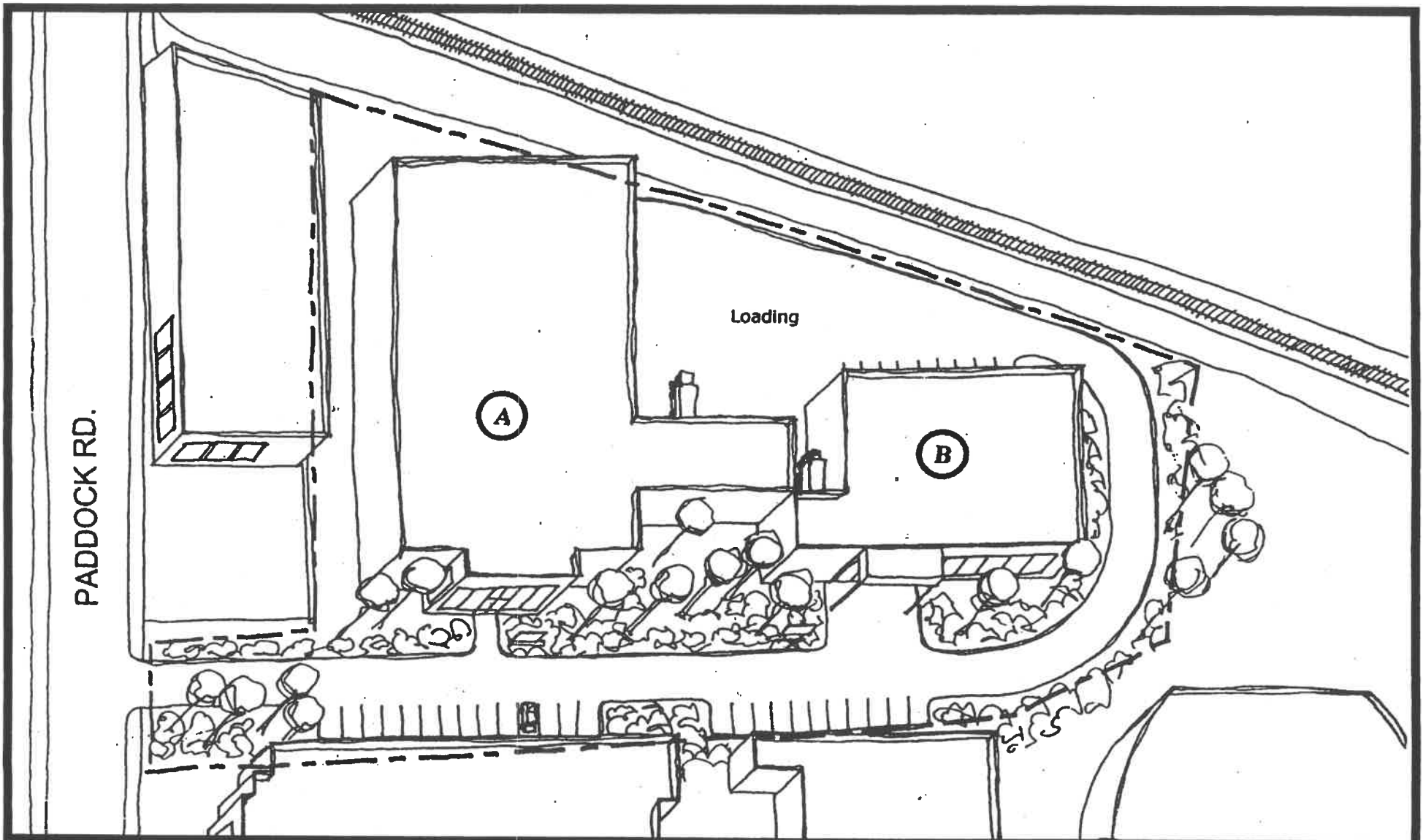


READING ROAD STREETScape

The majority of the Paddock Hills/Bond Hill Neighborhood Business District services-oriented and professional offices are located along the Reading Road corridor. Streetscape improvements along this corridor will create better district continuity and will enhance the pedestrian environment. These improvements include special paving treatments, lighting, and street trees.



VIEW SOUTH AT READING ROAD AND TENNESSEE AVENUE INTERSECTION



POTENTIAL DEVELOPMENT SITES

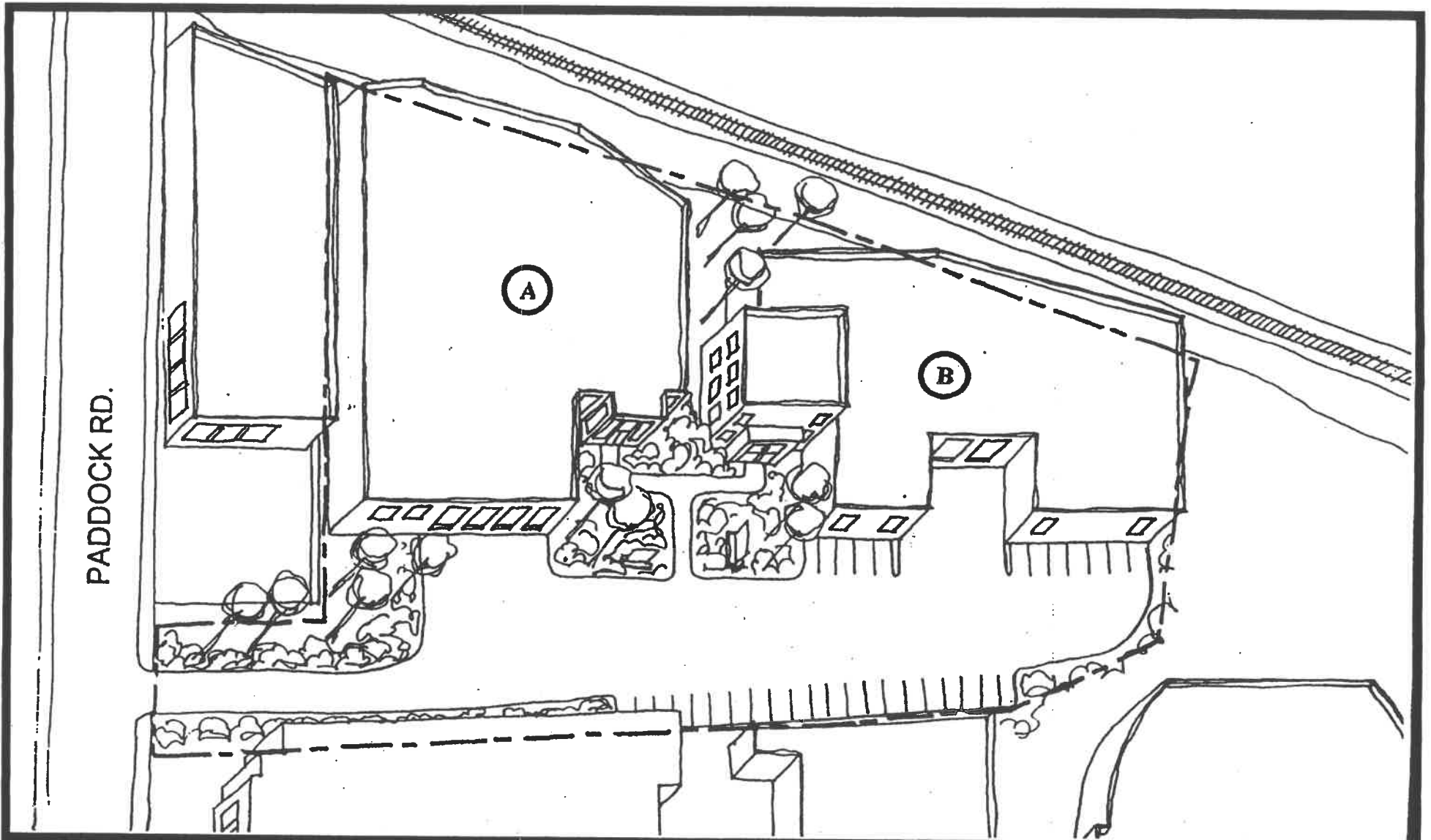
4630 Paddock Road – Option 1

Building A – 26,000 square feet

Building B – 12,500 square feet

34 Parking Spaces – common entry drive

The properties at 4630 Paddock Road are available for renovation or new development. The site's proximity to the expressway system and large area make the site suitable for distribution-oriented businesses.



POTENTIAL DEVELOPMENT SITES

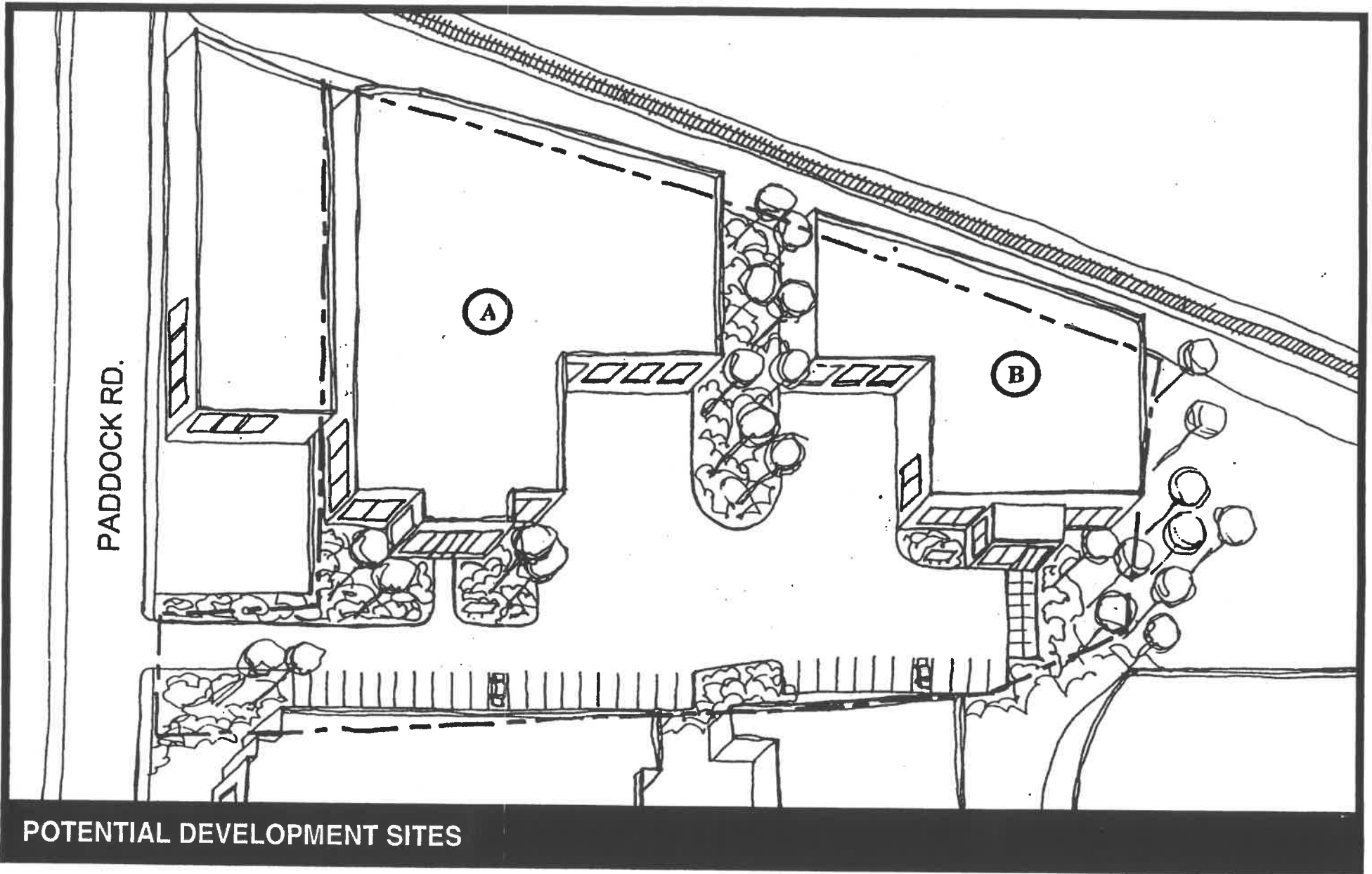
4630 Paddock Road – Option 2

Building A – 31,000 square feet

Building B – 23,000 square feet

33 Parking Spaces – common entry drive

The properties at 4630 Paddock Road are available for renovation or new development. The site's proximity to the expressway system and large area make the site suitable for distribution-oriented businesses.



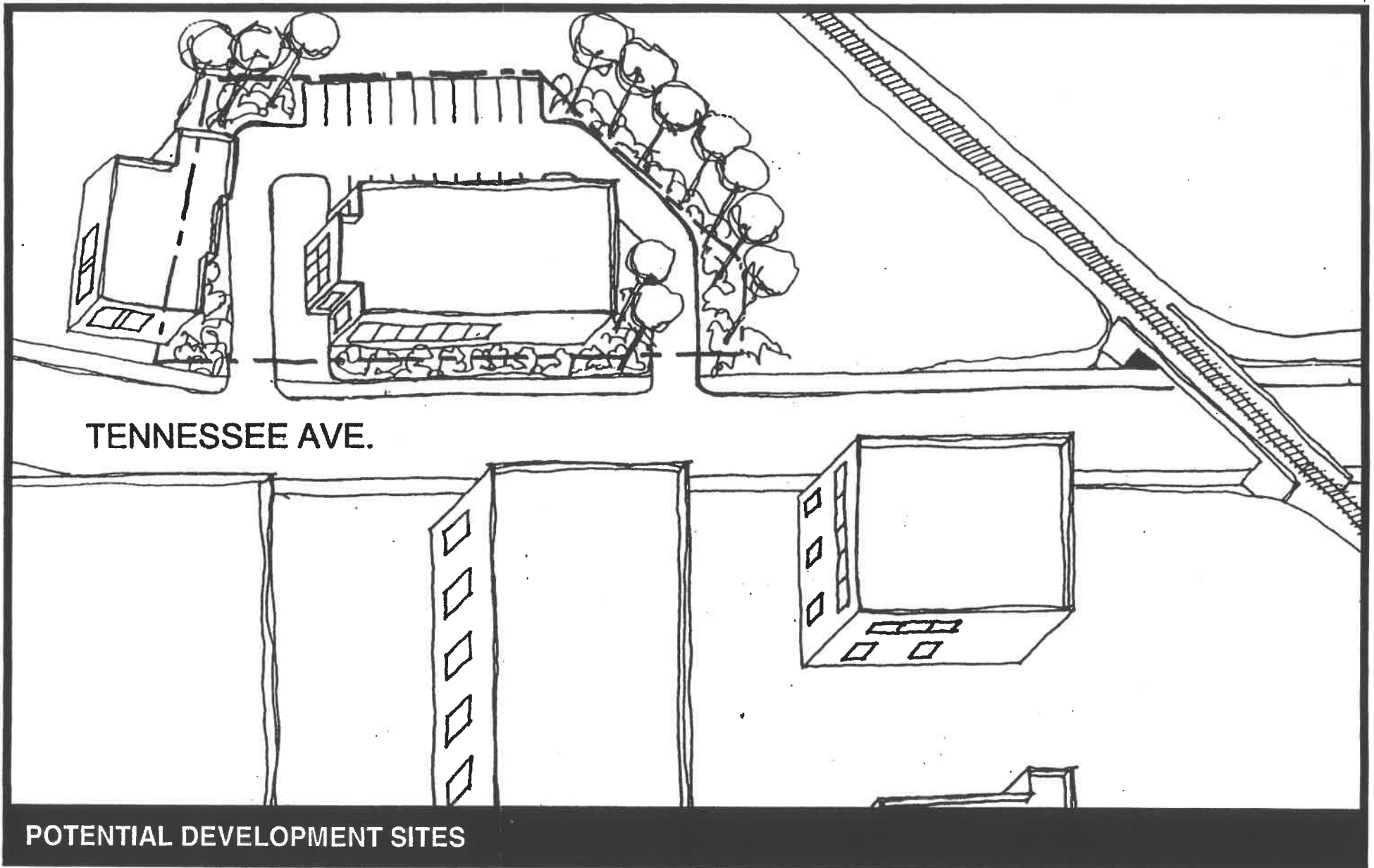
4630 Paddock Road – Option 3

Building A – 35,000 square feet

Building B – 19,000 square feet

34 Parking Spaces – common entry drive

The properties at 4630 Paddock Road are available for renovation or new development. The site's proximity to the expressway system and large area make the site suitable for distribution-oriented businesses.



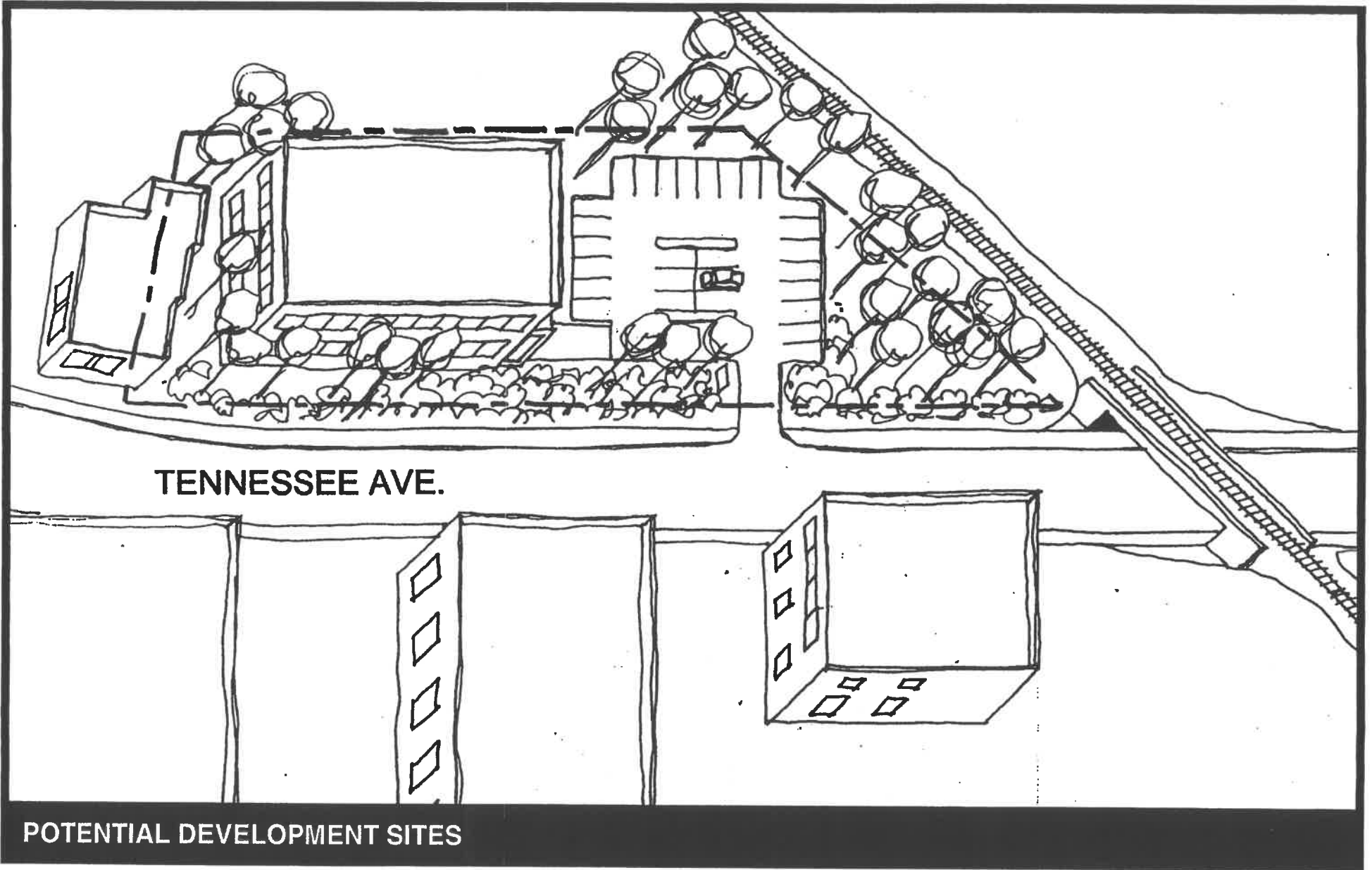
TENNESSEE AVE.

POTENTIAL DEVELOPMENT SITES

1365 – 1375 Tennessee – Option 1

8200 square feet
21 Parking Spaces

The properties at 1365-75 Tennessee are utilized for vehicle and trailer storage. The properties have development potential for office, laboratory, light manufacturing, or destination-retail uses. Buildings should be located near the street with parking in the side and rear yards to reinforce the continuity of buildings along the street.

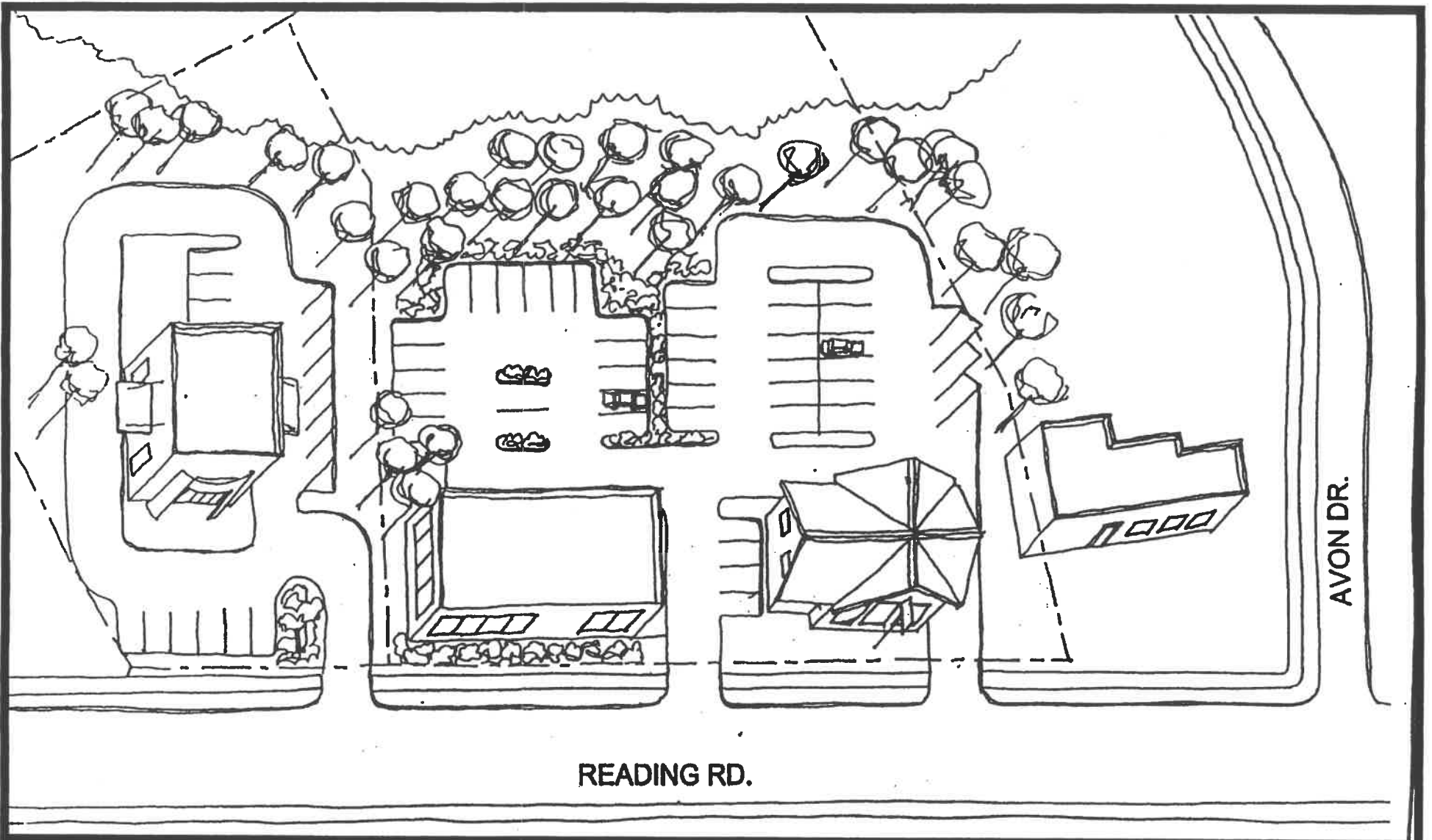


1365 – 1375 Tennessee – Option 2

21,000 square feet (2 stories)

30 Parking Spaces

The properties at 1365-75 Tennessee are utilized for vehicle and trailer storage. The properties have development potential for office, laboratory, light manufacturing, or destination-retail uses. Buildings should be located near the street with parking in the side and rear yards to reinforce the continuity of buildings along the street.

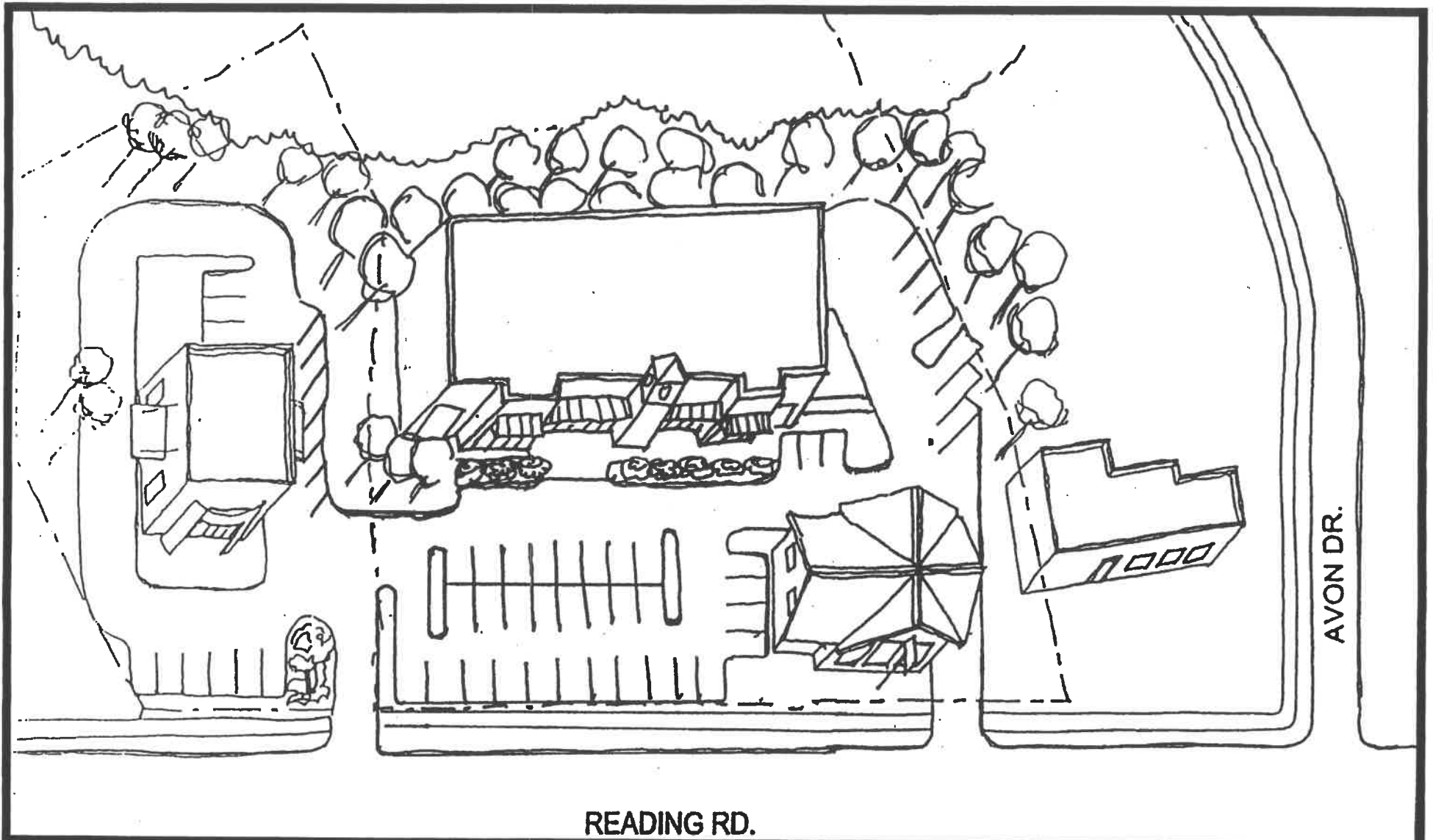


POTENTIAL DEVELOPMENT SITES

4369 Reading Road – Option 1

4000 square feet
18 Parking Spaces

A number of automobile-related uses (sales, etc.) have been previously proposed for this site. However, the neighborhood has requested additional service, retail, or office development compatible and complimentary to the existing commercial mix along Reading Road. Consolidation of curb cuts and sharing parking resources existing and proposed is encouraged.



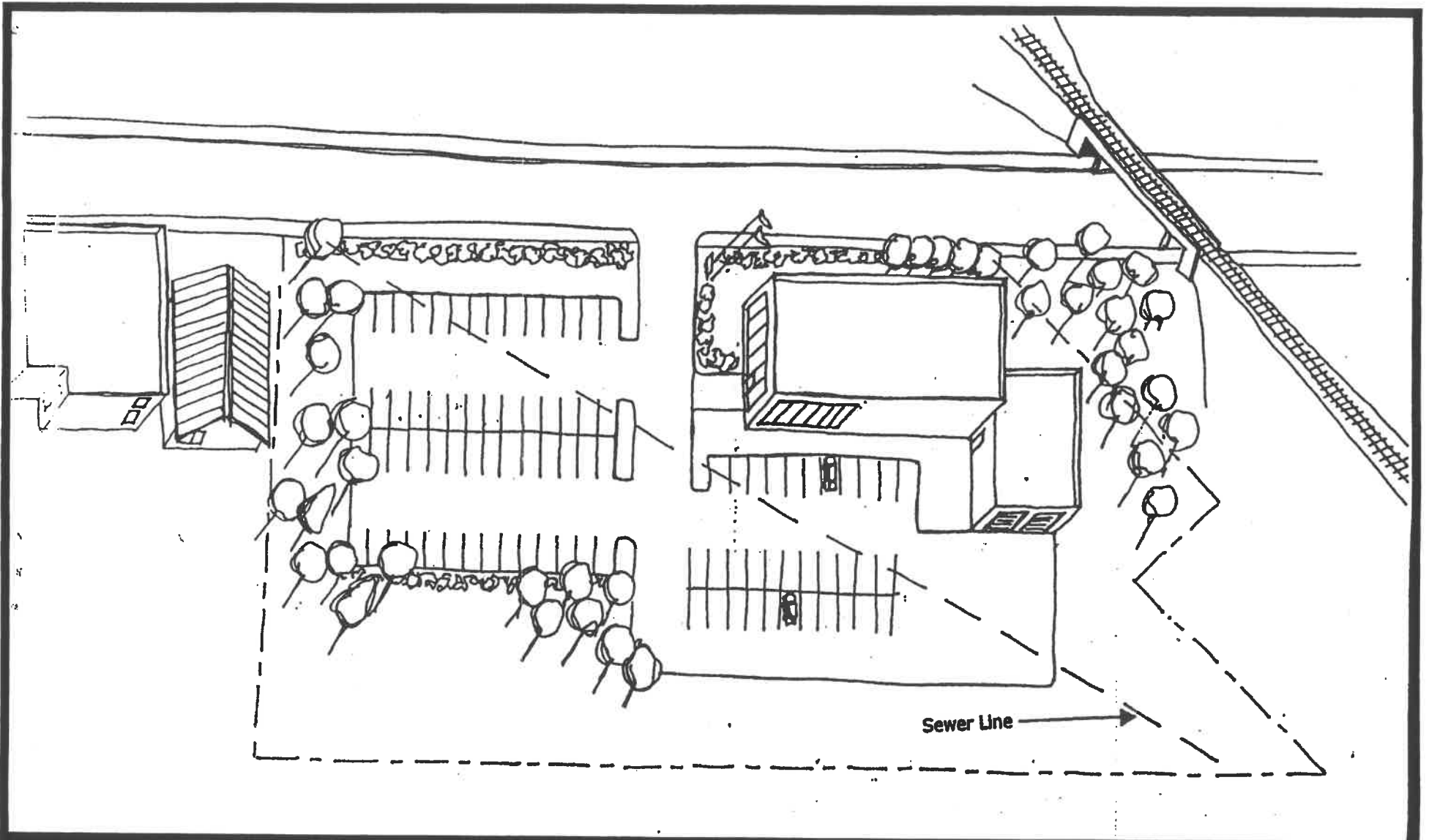
POTENTIAL DEVELOPMENT SITES

4369 Reading Road – Option 2

4000 square feet

32 Parking Spaces

A number of automobile-related uses (sales, etc.) have been previously proposed for this site. However, the neighborhood has requested additional service, retail, or office development compatible and complimentary to the existing commercial mix along Reading Road. Consolidation of curb cuts and sharing parking resources existing and proposed is encouraged.



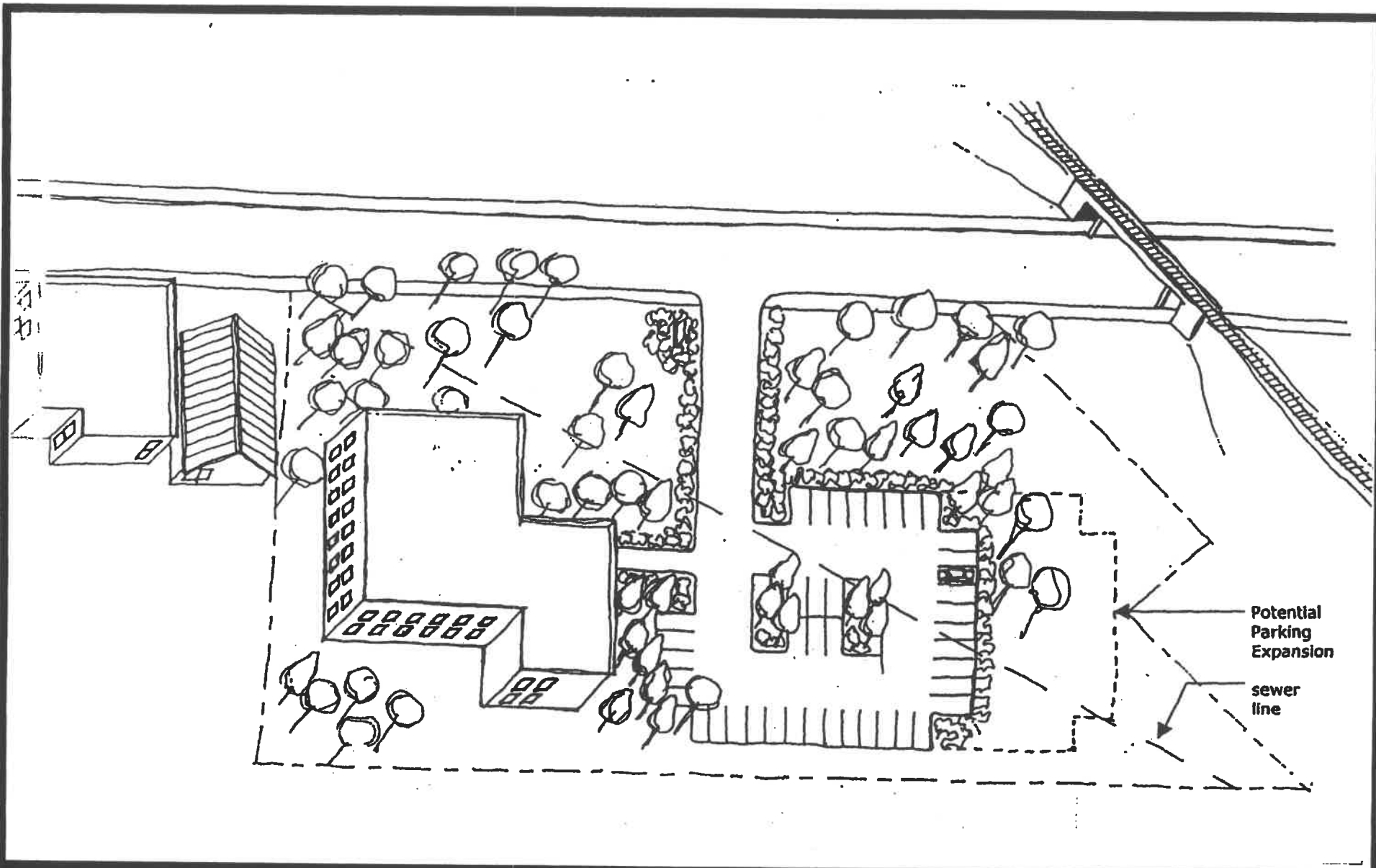
POTENTIAL DEVELOPMENT SITES

1267 Tennessee – Option 1

13,000 square feet

87 Parking Spaces

The properties at 1267 Tennessee Avenue are currently underutilized or undeveloped, due to a large sewer line diagonally bisecting the site. Desirable business uses include offices, laboratories, light manufacturing facilities, and destination retail facilities.



POTENTIAL DEVELOPMENT SITES

1267 Tennessee – Option 2
12,200 square feet
36 Parking Spaces

PADDOCK HILLS/ BOND HILL SITE DEVELOPMENT GUIDELINES

The following statements are designed as guidelines rather than regulations for determining the impact of proposed future development and physical improvements to the Paddock Hills/ Bond Hill Business District. These guidelines should be implemented on a voluntary basis, and will not be subject to regulation by a legislative process.

Landscaping and Site Treatments

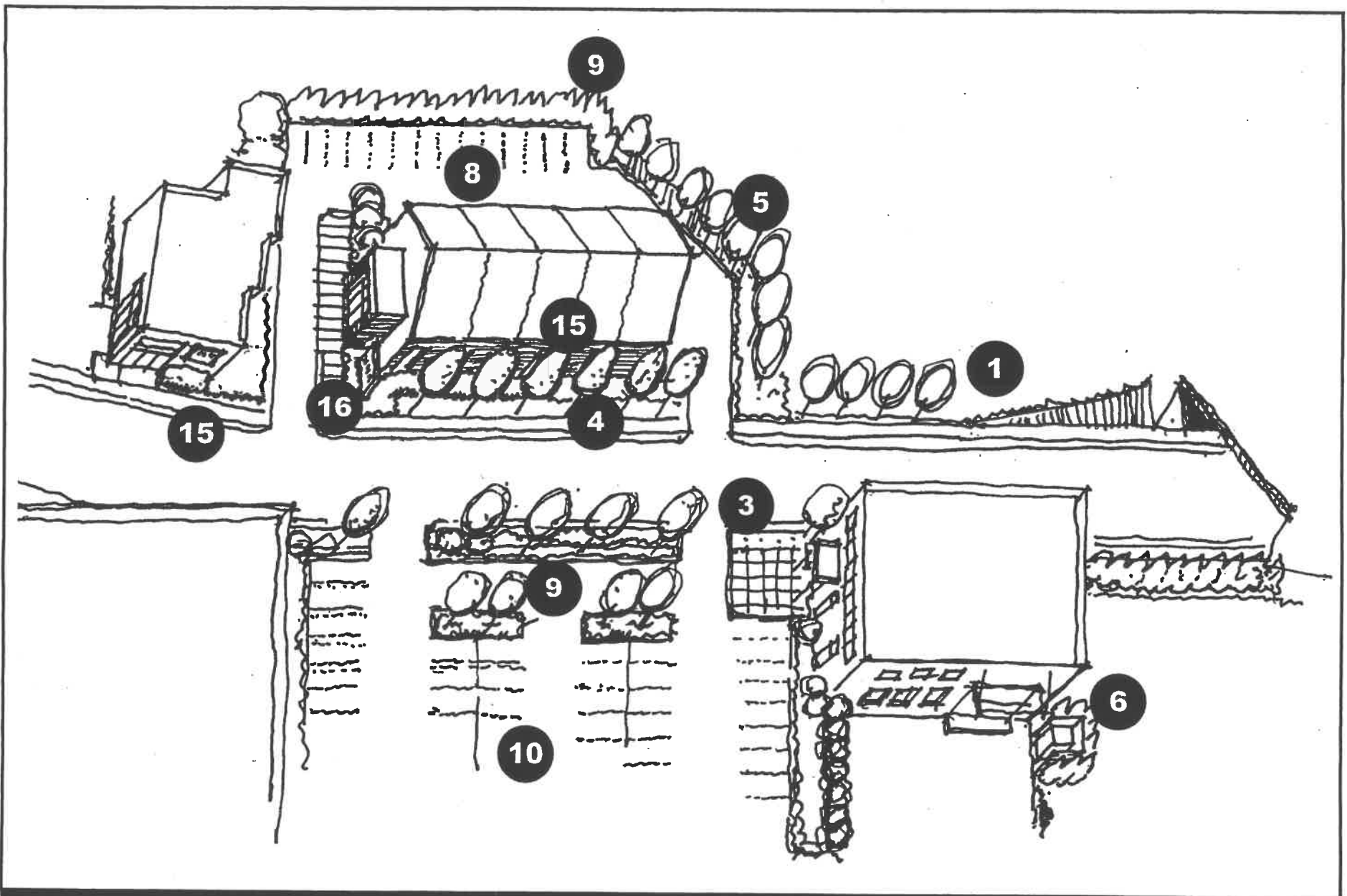
1. Trees should be located on private property to avoid or minimize damage from heavy trucks and delivery vehicles.
2. Public and private pedestrian amenities, such as, benches, kiosks, and waste receptacles should be designed in keeping with the overall theme of the public areas without hindering pedestrian flow.
3. Private paving improvements should be harmonious with right-of-way improvements in size, color, texture and pattern.
4. All public and private developments for both new and remodeled buildings should include landscaping in the form of street trees and/or shrubbery around the building themselves to soften the appearance, and the landscaping between and along site boundary lines.
5. Fences should be screened with greenery. Where possible, use solid or iron fencing rather than chain-link fences. Use solid gates where possible.
6. All trash receptacles, dumpsters, grease containers, and similar ancillary storage areas should be screened by fencing and landscaping to promote a clean ordered environment, and should be located behind buildings whenever possible. Dumpsters and similar waste receptacles should not be permitted in the front yard of a property.
7. Existing lots should be made more efficient through improved access, circulation, and layout. Parking entries should be minimized from the street.
8. Parking should be located away from the street to allow for green space.
9. Parking should be screened with street trees, shrubbery, and fences to soften the appearance, and the landscaping between and along parking boundary lines.
10. All parking areas should be paved and marked. Within the interior of the parking areas there should be landscaping to break up large areas of parking.

Outdoor Lighting, Including Parking Area Lighting

11. Private lighting should be consistent with public lighting in light quality intensity, scale, or color as much as possible.
12. All lighting should be sensitive to nearby residences and business in color, intensity, direction, glare, and height.
13. Lighting should promote safety and security for pedestrians.

Signage

14. Signs should be simple, legible, and designed to be harmonious with the business districts marketing strategy and identity. Excessive signage should be minimized.
15. Provide landscaping in the form of shrubbery along blank areas of building walls. There should be landscaping on the lower portions of the building wall, below the signage. Open areas of grass should also be landscaped in the form of street trees and/or shrubbery.
16. Ground signs are preferred for commercial and retail business buildings, which sit back from the street a distance of 20 feet or more in lieu of wall signs. The maximum height, from above sidewalk grade to the top of the sign, should be 4 ½ feet.



PADDOCK HILLS/ BOND HILL SITE DEVELOPMENT GUIDELINES

SITE DEVELOPMENT GUIDELINES

- | | |
|---|--------------------------------------|
| 1. STREET TREES | 7. PARKING LOTS |
| 3. INTEGRATED PAVING IMPROVEMENTS | 8. PARKING & LOT LOCATIONS |
| 4. LANDSCAPING | 9. PARKING & LANDSCAPING |
| 5. FENCES & LANDSCAPING | 10. INTERIOR PARKING LOT LANDSCAPING |
| 6. ANCILLARY STORAGE & TRASH RECEPTACLE SCREENING | 15. SIGNAGE LOCATION & LANDSCAPING |
| | 16. GROUND SIGNAGE |

Bond Hill Community Council

Sam Nellom

Rose Nelson

Paddock Hills Assembly

Kathy Keller

Sam Nelson

BP Foodmart

Charlotte A. Thompson

Harley Davidson

Baxter Wilbert

Holly Bridges

Messer Construction

Kelly Brannock

Sue Millard

Shell, Markwood Enterprise

Robert Woodworth, Jr.

Sugar and Spice Restaurant

Mick Michaelson

Talbert House

Carol Newsome

The Printing Plant

James Ollier

Staff from the City of Cincinnati

Caroline Kellam, City Planning

Mark Jones, Economic Development

JoAnna Mitchell-Brown, Office of

Architecture and Urban Design

Michael Moore, Office of Architecture

and Urban Design

Gette Knudsen, Office of Architecture

and Urban Design, Co-op

CREDITS