



***College Hill Urban Design Plan***

*March 2002  
adapted.*

**MSA**  
MICHAEL SCHUSTER ASSOCIATES

College Hill  
Steering Committee



**City of Cincinnati**

**COLLEGE HILL  
URBAN DESIGN PLAN  
JULY, 2001**

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Chuck Darling; *CHURC President, Resident*  
David Schwartz; *Business Owner, Resident*  
Sally Noble; *College Hill Forum*  
Jim Hood; *Business Owner, Resident*  
Gail Kindt; *Resident*  
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Michele Couture; *Resident*  
Gail Finke; *Resident*  
Charlie and Dee Pittinger; *Residents*

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Pete Gillon, *Co-chair*  
*Department of Economic Development*  
  
Jack Martin,  
*Department of Transportation and Engineering*  
  
Vanessa McMillan-Moore  
Katherine Keough-Jurs  
*Planning Department*

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**College  
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**EXECUTIVE SUMMARY**

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**College Hill Urban Design Plan**  
**2.0 Executive Summary**

In early 1999, the City of Cincinnati with the community of College Hill made the decision to develop an overall plan for the improvement of the College Hill Business District. Michael Schuster Associates was hired to work with the City and community to develop this plan. The steering committee members met on a regular basis with MSA to review information, strategies and recommendations over a six to seven month period.

Information was gathered from site reconnaissance, resident and business surveys, meetings with the College Hill Forum, and the business association, and general demographic data.

**Key issues were identified from the available information. The most significant issues are listed below.**

1. The business district is perceived to have two business districts; one at the south end and one at the north end, with a general absence of businesses in the central area.
2. Hamilton Avenue is not pedestrian-friendly, nor does it fully meet the needs of the blind and handicapped residents who live, work, and shop in the neighborhood.
3. The overall business district is very long (over 2900 linear feet) and contains a significant amount of square footage on the ground floor of "retail" spaces totaling over 300,000 sf.
4. The business district has many gaps (vacancies) along the street.
5. The area is perceived to be unmaintained.
6. There is not any significant identity for the business district.
7. The business district should have a more diverse mix.
8. While parking is reasonably plentiful, it is not necessarily conveniently located and is not very visible from the business district.

From these issues and other issues identified, a sense of planning strategies were developed. **Some of the key strategies are listed below.**

1. Develop the two ends of the business district to be successful.
2. Create a strong pedestrian friendly environment.
3. Create a strong identity for the business district.
4. Develop a strong signage system for the parking areas and develop more conveniently located parking with bicycle parking facilities.
5. Recruit new businesses while retaining strong existing businesses.
6. Create a strong mixed-use development at the Central Business District and consider housing as a key component.
7. Evaluate existing zoning to encourage more pedestrian uses with regional business focused at the northern end, understanding that this will create several non-conforming uses.

These strategies were presented, reviewed and prioritized. From these, an overall Urban Design Plan was developed for the entire district focusing on “real” projects that would have a high impact for the community. While many project, operational and organizational, recommendations were identified, **several keystone projects have been recommended for development:**

1. Develop and implement new streetscape improvements throughout the district.
- b). Develop a new mixed-use building project at the corner of Llanfair and Hamilton.
3. Improve and renovate existing parking lots, and encourage shared parking and consolidated lots.
4. Install new gateways into the College Hill Business District on the south and north edges.
5. Redevelop Knights of Columbus Hall and adjoining property for new commercial tenanting.
6. Develop mixed-use land use plan for central area of business district.

It is not enough to identify the issues, strategies, and recommendations. It is imperative to have an organized process for implementation as well as community support.

Management of the District's projects is an important component of this plan strategy.

Continued cooperation between the community, business owners, property owners and the City will allow this plan to be the cornerstone of a renewed College Hill Business District.

### **Urban Renewal Plan:**

Within the boundaries of the Focus Area is a subarea hereby designated the "College Hill Business District Urban Renewal Area" in accordance with Chapter 725 of the Cincinnati Municipal Code ("Chapter 725").

Under Chapter 725, it was found that "blighted and deteriorated areas" exist within the City and that the existence of those areas "contributes to the spread of disease and crime ..., constitutes an economic and social liability; and impairs ... the sound growth of the community." It was also found that this blight and deterioration could not be controlled by private enterprise alone. In order to remedy this situation, Chapter 725 authorizes the City to expend funds to eliminate blight and deterioration and toward this end to acquire private property.

In order to expend funds for urban renewal, the City must first prepare an urban renewal plan which defines the area which is blighted or deteriorating, states the reasons for defining the areas as blighted or deteriorating, and recommends a certain course of action to redevelop or rehabilitate the area. When City Council approves the plan, thereby declaring the subject area to be an "Urban Renewal Area," the City administration is formally authorized to carry out the activities recommended in the plan.

Under Chapter 725, an Urban Renewal Area is an area defined in an Urban Renewal Plan approved by City Council pursuant to the chapter, which area constitutes a "blighted area" or "deteriorating area." "Blighted area" is defined in Section 725-1-B of Chapter 725; "deteriorating area" is defined in Section 725-1-D.

The City has analyzed conditions in the College Hill Urban Renewal Area. Those conditions are reported in the Blight Study Summary in the Appendix. That report establishes that the College Hill Urban Renewal Area is a blighted area as defined in Chapter 725. The City of Cincinnati therefore declares through the adoption of this plan by City Council that the College Hill Urban Renewal Area is a blighted area, and an Urban Renewal Area under Chapter 725.

Through the adoption of this Urban Renewal Plan by City Council, the City Manager is authorized to carry out the redevelopment or rehabilitation of the area in accordance with the plan, and to acquire any property reasonably necessary to carry out the plan.

Further, the City of Cincinnati determines through the adoption of this plan by City Council that:

- a) No relocation of families is contemplated by the Plan. If such relocation were required, there is a feasible method for the temporary relocation of any families displaced from the urban renewal area and there are or are being provided in the area or in other areas (not less desirable in regard



to public utilities and public and commercial facilities) at rents and prices within the financial means of the families displaced from the area decent, safe and sanitary dwellings equal in number to the number of and available to such displaced families, and reasonably accessible to their places of employment. The City's relocation benefits for residents or businesses are set forth in Cincinnati Municipal Code Chapter 740.

- b) The urban renewal plan will afford maximum opportunity consistent with the sound needs of the locality as a whole for the redevelopment or rehabilitation of the area by private enterprise.
- c) The urban renewal plan conforms to the master plan for the overall development of the city.

The Plan is adopted as the College Hill Urban Renewal Plan. The particular goal of the Urban Renewal Plan is the elimination of conditions of blight and deterioration found within the Urban Renewal Area.

Redevelopment of property in the Urban Renewal Area sold or leased by the City shall be required by disposition contract to be in conformance with the development policies, recommendations, and guidelines of the Urban Renewal Plan.



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**INFORMATION SUMMARY**

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**College Hill Urban Design Plan**  
**3.0 Information Summary**

During the initial phase of the planning process, Michael Schuster Associates (MSA) gathered comments from a wide range of sources including the College Hill Forum, Neighborhood Business Association and a community-wide survey distributed through the *College Hill Currents* newsletter. In addition, a number of site investigations and a photographic reconnaissance has yielded a number of important facts regarding the physical make-up of the NBD.

The following information outlines and summarizes initial findings of the research and *issues identification* phase of this project. Included in The Appendix section of the final report are:

- 1 Meeting Discussions - College Hill Forum, College Hill Business Association and Steering Committee. (Notes from verbal comments)**
- 2 Survey Results**
- 3 Analysis of survey results**
- 4 NBD inventory**
- 5 NBD comparative analysis with other Cincinnati NBD's**

The information gathered was from meetings with the Steering Committee, Business Association and the Forum along with over 110 surveys returned from residents.



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**COLLEGE HILL URBAN DESIGN PLAN**

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## 4.0 COLLEGE HILL URBAN DESIGN PLAN

### 4.1 PRELIMINARY STRATEGIC RECOMMENDATIONS

The following preliminary recommendations summarize a series of suggestions which have been developed through the information gathering process. The Steering Committee and consultants have since developed and illustrated action-step priorities from these preliminary recommendations into the College Hill Urban Design Plan in Chapters 2 and 3.

#### 4.1.1 TRAFFIC

- Create a more pedestrian friendly environment
- Increase visibility of the businesses, encourage future visits
- An overall vehicular and pedestrian plan should be encouraged with City input from Transportation Planning and Traffic Operations
- Review new signage standards for the City.
- Meet with ODOT representative once a plan is developed.
- Provide bicycle parking in commercial areas where storefronts abut the public sidewalk.

#### 4.1.2 PARKING

##### Visibility

- Develop a signage program to direct motorists to parking lots and to storefronts from parking lots.
- Determine locations for directional and wayfinding signage with input from the City for implementation.
- Work with the City to implement new standard parking signs.
- Create better connections between parking lots and the street.

#### Availability

- Consider acquisition and removal of existing buildings that are in poor condition to provide more parking in the central core area.
- Develop parking lots near business activity.
- Encourage property owners and employees to park in rear lots only.
- Consider modification of parking meter rates (i.e. 10 free minutes) for on street parking.
- Encourage shared parking in consolidated lots.

#### Appearance

- Clean up existing parking lots. Replace fencing, re-pave, stripe and provide attractive signage consistent with all lots.
- Screen lots from residences and create edge buffer at Hamilton Avenue.

### **4.1.3 BUSINESS / RETAIL**

#### Length of District

- Develop focal points to link the north and south districts.
- Concentrate investment dollars in high impact areas.

#### Availability

- Develop gateways at Llanfair and Hamilton and at Hamilton and North Bend.
- Name a business district manager to coordinate business development issues. (Possibly CHURC)
- Create infill development opportunities to replace vacant lots and complement existing structures in order to enhance the current mix of businesses in the NBD.

#### Business Retention

- Respond to needs of successful businesses currently in the NBD to promote retention.
- Actively recruit businesses to join and become active in the Business Association.

- Recruit Cincinnati and other regionally based businesses to expand into the College Hill NBD. Consider replacing Shuler's Wigwam with another restaurant and Kroger with another grocery. Inappropriate uses for that corner include gas stations, big-box drug stores, and convenience stores.
- Publicize what businesses are currently offering in the way of products and services. Focus on the positive.

#### Appearance

- Remove vacant and dilapidated structures and signs.
- Remove signs and awnings related to businesses which no longer exist.
- Identify a funding mechanism for acquisition of under-utilized and blighted properties. Work with local realtors to acquire options on these properties.
- Promote the renovation of storefronts with a facade improvement program.
- Urge property owners to maintain and clean properties (i.e. sweep sidewalks daily, remove overgrown weeds and grass etc.).
- Utilize vacant storefronts for displaying NBD promotional items.

#### 4.1.4 RESIDENTS/DEMOGRAPHICS

##### Attracting Customers

- Consider a tour of homes in the nearby neighborhood.
- Develop more social/community wide activities in addition to focusing on the business district.
- Utilize ministerial group as a source for volunteers and community outreach.
- Consider returning the car show to the Avenue.
- Consider returning sidewalk sales.
- Consider Christmastime promotional efforts.
- Re-route St. Claire's 5K run to include more of the Avenue.
- Create more opportunities for weekend and evening shopping.

- Consider potential of residential development on Hamilton Avenue.

#### **4.1.5 SAFETY**

##### **Teenagers**

- Understand teen demographics and buying habits.
- Involve youth in clean up efforts.
- Encourage youth-related business development.
- Enforce curfew.
- Improve frequency of police presence with bike and walking beats.

##### **Building Conditions**

- Enforce building codes.
- Encourage business owners to clean up their properties.

##### **Lighting**

- Improve lighting, supplement existing cobra lights with pedestrian scaled light fixtures. Brighten up the district.
- Add more high coverage light fixtures to parking lots.
- Make the entrances to storefronts and parking lots more inviting and bright.
- Focus prioritized clean up efforts on parking lots which are most frequently used and those which abut residential property.

##### **Pedestrian vs. Vehicular Traffic**

- Investigate and coordinate the addition and modification of crosswalks with the Transportation Planning and Traffic Operations departments. Modifications may involve crosswalk width, pavement type, painting, and striping, as well as the possible realignment of the streets. Pedestrian safety shall be the key force in the development of a vehicular and pedestrian traffic plan.
- Service to the large blind population in College Hill shall be a prime consideration in developing a traffic plan and in modifying the pedestrian circulation system.



#### **4.1.6 IMAGE/APPEARANCE**

##### **Appearance**

- Place trash receptacles at strategic locations such as bus stops and near markets.
- Develop unique street signs to attract pedestrians and motorists, as well as directing them to parking areas and businesses. Establish business directories and maps at strategic locations for pedestrians.
- Improve quality and frequency of street lights on or at a pedestrian scale.
- Consolidate and isolate utility and service needs within each development.
- Consider developing an "Adopt-a-Block" program with local groups including youth to provide ongoing maintenance.
- Institute an annual clean-up day; involve all ages and organizations.

##### **Quality**

- Establish a strong and distinctive focal point as a town center.
- Utilize distinctive and high quality materials for paving, signage and street fixtures such as streetlights, trash receptacles, cross walks and parking lot signs. (See City standards)
- Provide well designed and covered bus stops.

##### **Image**

- Develop distinctive logo and identity programs
- Welcome customers and residents with gateway features at each end of the NBD.

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**COLLEGE HILL URBAN DESIGN PLAN**  
***4.2 PRELIMINARY URBAN DESIGN STRATEGIES MAP***

#### N. BEND RD. TO ELKTON PL.

- Improvements needed to parking lot: additional screening and landscaping.
- Provide directional signage for parking.

#### ELKTON PL. TO MARLOWE AVE.

- Consider redevelopment/removal of commercial properties to multi-family residential development.
- Consider acquisition and removal of two mid-block properties to increase access and capacity of rear parking lots.
- Update Street furniture.
- Provide directional signage to parking.
- Develop landscape berms to screen parking lots and service entrances.

#### MARLOWE AVE. TO CEDAR AVE.

- Encourage businesses to update signage to improve quality.
- Activate vacant storefronts.
- Open up Goodies restaurant storefront to original design.
- Improve rear parking lots.
- Provide directional signage to rear parking lots.
- Encourage creative use of empty and underused storefronts.
- Consider attractive gateway to small lot adjacent to Brighter Day books.

#### INTERSECTION @ CEDAR AVE.

- Provide directional signage to parking lot behind Brill furniture.
- Consider adding parking to Post Office, or consider moving Post Office to a more visible location.
- Widen/increase visibility of crosswalks and narrow curb to curb distance @ Cedar Avenue.
- Consider ways to make police substation occupied and accessible to youth for recreational purposes.
- Consider pole mounted traffic signals.
- Add pedestrian scale street lighting.
- Consider installing music speakers.
- Update street furniture.
- Add parking directional signage.
- Improve bus stop.

#### COLLEGE HILL PLAZA

- Consider redevelopment as professional office center.
- Work with plaza owner to jointly develop remaining property for retail use along Hamilton Ave. to compliment scale and character of neighboring street front businesses.

#### INTERSECTION @ LLANFAIR AVE.

- Consider pole mounted traffic fixtures.
- Develop gateway/entry element.
- Improve crosswalk visibility with signage and enhanced crosswalk design.
- Develop corner lot.
- Work with Plaza owners to develop parcel.
- Add street trees at curb.
- Improve pedestrian scale lighting.

#### INTERSECTION @ NORTH BEND

- Consider gateway announcing College Hill NBD incorporated into corner of Kroger's parking lot.
- Improve pedestrian crossing with widened & enhanced crosswalk design.
- Provide directional signage to NBD & parking lots.
- Develop improved screening/fencing along parking lots.
- Add pedestrian scale lighting.

#### N. BEND ROAD TO ELKTON PLACE

- Utilize H&R Block storefront during tax "off season" for promotional displays.
- Improve pedestrian access to rear parking lot with signage/gateway.
- Encourage owner to open up vacant storefront south of Schwartz Jewelers.
- Provide improved screening/fencing along parking lot.
- Provide directional sign to parking lot.

#### ELKTON PLACE TO MARLOWE AVE.

- Add landscaping
- Provide improved screening/fencing along parking lot at KofC and Hardwood Flooring.
- Consider removing parking meters.
- Consider residential redevelopment opportunities.
- Redevelop property at the SE corner of Hamilton and Ambrose.
- Add new traffic light at Marlowe to slow traffic, improve pedestrian access and increase safety.

#### MARLOWE AVE. TO CEDAR AVE.

- Remove/update awnings with business names, particularly from outdated businesses.
- Add landscaping.
- Improve pedestrian linkage from street to Brill Furniture parking lot.
- Update pavers and street fixtures.
- Improve mid-block pedestrian crossing with signage and street paver design.
- Encourage shop owners to update/improve quality of signage.
- Add pedestrian level street lighting.

#### CEDAR AVE. TO LLANFAIR AVE.

- Improve pedestrian/vehicular linkage from street to rear parking lot with signage at each intersection.
- Update pavers and street fixtures.
- Encourage shop owners to update/improve quality of signage.
- Add pedestrian level street lighting.
- Improve mid-block crosswalk with signage and enhanced crosswalk design.
- Add carefully placed street trees at curb between building storefronts.
- Improve screening of parking lot in front of Darl Mart and Papa John's.



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**COLLEGE HILL URBAN DESIGN PLAN**  
***4.3 STRATEGIES***

## Entire Business District

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Block	Immediate	Short Term	Long Term
<b>Neighborhood wide improvements</b>	<p>Add directional signage to all rear parking lots</p> <p>Develop logo identity for distribution and marketing</p> <p>Work with business owners to enact Urban Design Plan</p> <p>Begin an aggressive clean-up plan</p> <p>Identify funding opportunities to begin short term improvements</p> <p>Evaluate existing Zoning to encourage more pedestrian oriented development and remove existing B &amp; O zoning from residential areas.</p> <p>EQ guidelines should be updated and adjusted accordingly with new upcoming guidelines</p>	<p>Update street furnishings</p> <p>Add street trees throughout</p> <p>Clean up rear parking lots, add fencing and landscaping between lots and neighboring residential areas.</p> <p>Work with property owners to add landscape berms and attractive fencing to parking lot entrances</p> <p>Encourage shared parking in consolidated lots</p>	<p>Add significant improvements to crosswalks using wider and more visible design and materials</p> <p>Work with City of Cincinnati officials to implement long term improvements and development opportunities</p>



## AREA 1: Hamilton Ave. North

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Block	Immediate	Short Term	Long Term
North Bend Rd. To Elkton Place (West side)	Provide wayfinding signage for parking	Encourage lot consolidation and shared parking  Improvements needed for existing parking lots: add screening and landscaping  Update street furniture  Develop landscape berm to screen parking lot and service entrances	Consider redevelopment of parking lots for commercial uses
North Bend Rd. To Elkton Place (East side)	Utilize H&R Block storefront during tax "off season" for promotional displays  Encourage owner to open up vacant storefront south of Schwartz Jewelers  Provide wayfinding signage to parking lot	Improve pedestrian access to rear parking lot with signage/gateway at each end of passageway adjacent to Schwartz Jewelers  Add pedestrian scale lighting	Consider development opportunities on the corner lot at Hamilton Ave. and Elkton Place
Intersection at North Bend Rd	Provide wayfinding signage to parking lots	Add pedestrian scale lighting	Consider gateway feature announcing College Hill NBD



## AREA 2: Hamilton Ave. Central

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### Block

### Immediate

### Short Term

### Long Term

**Elkton Place to Marlowe Ave. (West side)**

Provide wayfinding signage to parking  
  
Clean up vacant store fronts

Update street furniture  
  
Consider acquisition and removal of mid-block properties to increase access and capacity of rear parking lots

Develop landscape berms to screen parking lots and service entrances  
  
Consider redevelopment of commercial properties to mixed-use development

**Elkton Place to Marlowe Ave. (East side)**

Work with homeowners to improve appearance of their lots and homes

Provide improved screening/fencing at parking lots  
  
Consider removing parking meters or provide 10 minute parking  
  
Redevelop property at the Southeast corner of Hamilton Ave. and Ambrose

Promote mixed-use redevelopment opportunities  
  
Evaluate need for a new traffic light at Marlowe to slow traffic, improve pedestrian access and increase safety  
  
Consider redevelopment of the K of C building and Hardwood Flooring



## AREA 3: Hamilton Ave. South

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Block	Immediate	Short Term	Long Term
<p>Marlowe Ave. to Cedar Ave. (West side)</p>	<p>Add pedestrian level street lighting</p> <p>Encourage businesses to update signage to improve appearance</p> <p>Bring activity to vacant storefronts</p> <p>Provide wayfinding signage to rear parking lots</p>	<p>Encourage creative use of empty and underused storefronts</p> <p>Improve and expand parking lot behind Piazza Discepoli's and investigate opportunities for better pedestrian connection to lot and Hamilton Avenue businesses</p> <p>Consider attractive minor gateway to small lot adjacent to Brighter Day Books</p>	
<p>Marlowe Ave. to Cedar Ave. (East side)</p>	<p>Consider Facade Improvement Program that emphasizes restoration of store fronts</p>	<p>Improve pedestrian linkage from the street to Brill Furniture's parking lot with a minor gateway feature</p> <p>Consider improvements to mid-block pedestrian crossing with signage and street paver design</p>	<p>Consider redevelopment opportunities for the old Hollywood Theater</p>
<p>Intersection @ Cedar Ave.</p>	<p>Provide wayfinding signage to the parking lot behind Brill Furniture</p>	<p>Improve bus stop</p> <p>Consider ways to increase</p>	<p>Consider adding parking to Post Office and provide wayfinding signage or</p>





## AREA 3: Hamilton Ave. South continued

Block	Immediate	Short Term	Long Term
College Hill Plaza		Consider redevelopment or new development to include a professional office center	Work with plaza owner to jointly develop remaining property for retail use along Hamilton Ave. to compliment scale and character of neighboring street front businesses
Cedar Ave. to Llanfair Ave. (East side)	<p>Improve pedestrian and vehicular linkage from street to rear parking lot with signage at each intersection</p> <p>Encourage shop owners to update and improve quality of signage</p>	<p>Improve screening of parking lot in front of Dairy Mart and Papa John's</p> <p>Consider improvement to mid-block crosswalk with signage and enhanced crosswalk design</p>	
Intersection @ Llanfair Ave.	<p>Provide wayfinding signage to parking lots</p> <p>Consider adding crosswalk on the north side of intersection</p>	<p>Improve crosswalk visibility with signage and enhanced crosswalk design</p> <p>Consider development of the corner lot as a gateway coordinated with longterm strategy</p>	Develop the corner lot as mixed use retail and upper level office development with a neighborhood gateway

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**COLLEGE HILL URBAN DESIGN PLAN**  
***4.4 DEVELOPMENT ZONE KEY PLAN MAP***



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KEYSTONE PROJECTS

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**COLLEGE HILL URBAN DESIGN PLAN**  
***5.0 KEYSTONE PROJECTS***



# Potential “Keystone” Projects for College Hill Business District

The following major project recommendations are a result of extensive analysis of the existing business district developed from information gathering and overall assessments. These major project areas have been identified as key improvements that will enhance the business district and encourage more private development and infrastructure improvements.

Note! Certain types of improvement projects require private property owner participation through assessments or modification of utility services. Each project must secure funding, coordinate with appropriate agencies, and integrate with the surrounding community. Additionally, it may be required that entities be identified to provide operating and maintenance functions for public improvements projects. No City funding availability is implied in this plan.

All estimates are preliminary. Accurate field surveys, subsurface investigations, property owner participation, finalized scope, and design are required to establish a more accurate budget. Acquisition, demolition, and relocation costs are not included.

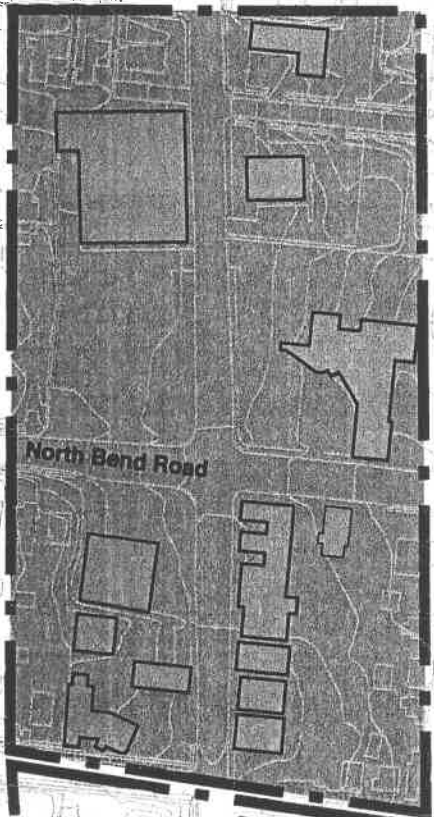
Costs depend on final scope of the project.

## Projects

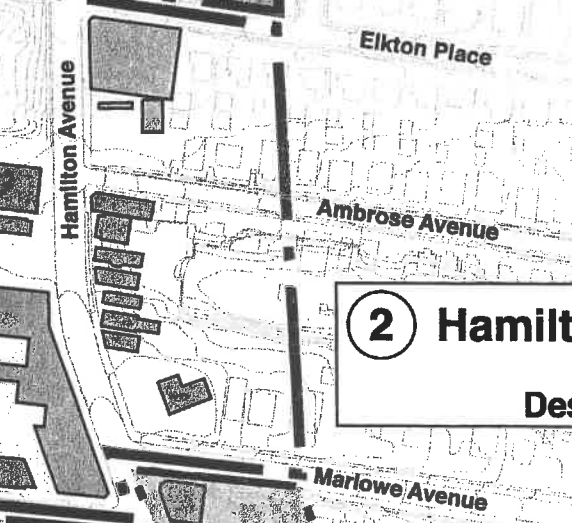
Estimated Public Funding Cost Range

<p><b>1</b> Develop and implement new streetscape improvements throughout the district. Phase the improvements in the following priority:</p> <ul style="list-style-type: none"> <li>a. Llanfair to Marlowe Avenue .....</li> <li>b. Edge of Kroger property at north to Elkton Place .....</li> <li>c. Elkton Place to Marlowe Avenue .....</li> </ul>	<p>\$575,000</p> <p>\$475,000</p> <p>\$410,000</p>
<p><b>2</b> Develop new mixed use building project at corner of Llanfair and Hamilton. Create multi-story (2-3) structure with retail/business on first level and business on upper levels. Improve existing parking lot and develop new site improvements with parking and loading areas. (Lot W)</p>	<p>(Privately Financed)</p>
<p><b>3</b> Improve and renovate existing parking lots. Provide each lot with landscape berm entryways, vehicular and pedestrian directional signage and screening from residences as each lot is improved. (See Map)</p> <ul style="list-style-type: none"> <li>a. Improve and renovate existing parking lot behind vacant College Hill Furniture (Lots E &amp; D)</li> <li>b. Improve and renovate existing parking lot behind Piazza Discepoli (Lots B &amp; C)</li> <li>c. Improve and renovate existing parking lot behind Post Office (Lots S, T &amp; V)</li> <li>d. Develop pedestrian passageway signage from sidewalk to rear parking lot behind Schwartz Jewelers. (Lot N)</li> </ul>	<p>\$65,000</p> <p>\$85,000</p> <p>\$235,000</p> <p>\$4,000</p>
<p><b>4</b> Install new gateways into College Hill Business District on south and north edges.</p>	<p>\$110,000</p>
<p><b>5</b> Redevelop K of C Hall and adjoining property for new commercial tenanting.</p>	<p>(Privately Financed)</p>
<p><b>6</b> Develop mixed use/land use plan (and implement) for center area of business district. (Approximately 32-48 units; 8-10 townhouses and 24-38 market rate apartment units)</p>	<p>(Privately Financed)</p>

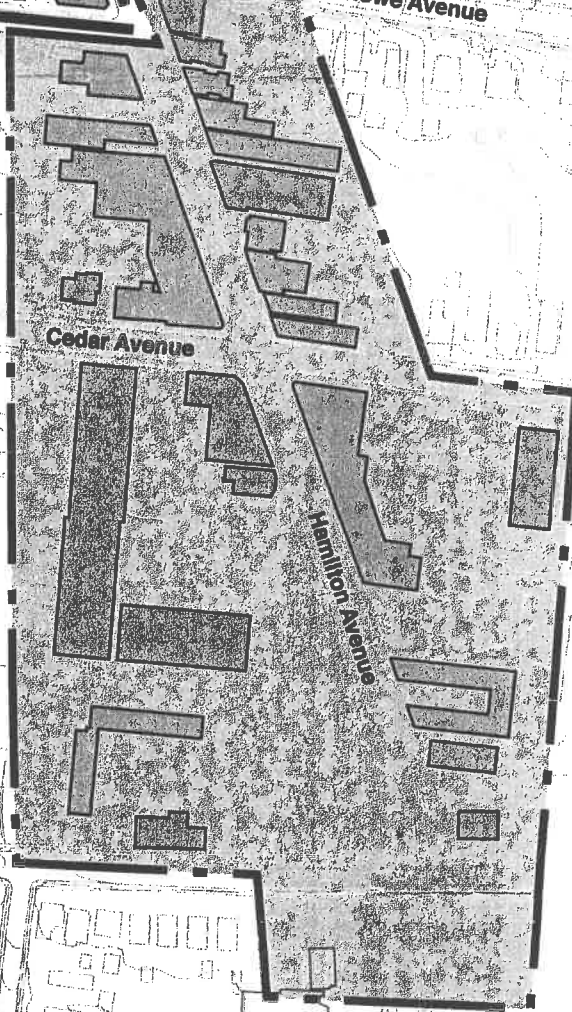
**1 Hamilton Ave. North  
Commercial  
Retail/Restaurants**



**2 Hamilton Ave. Central  
Residential  
Destination Retail**



**3 Hamilton Ave. South  
Commercial  
Retail/Office Residential**



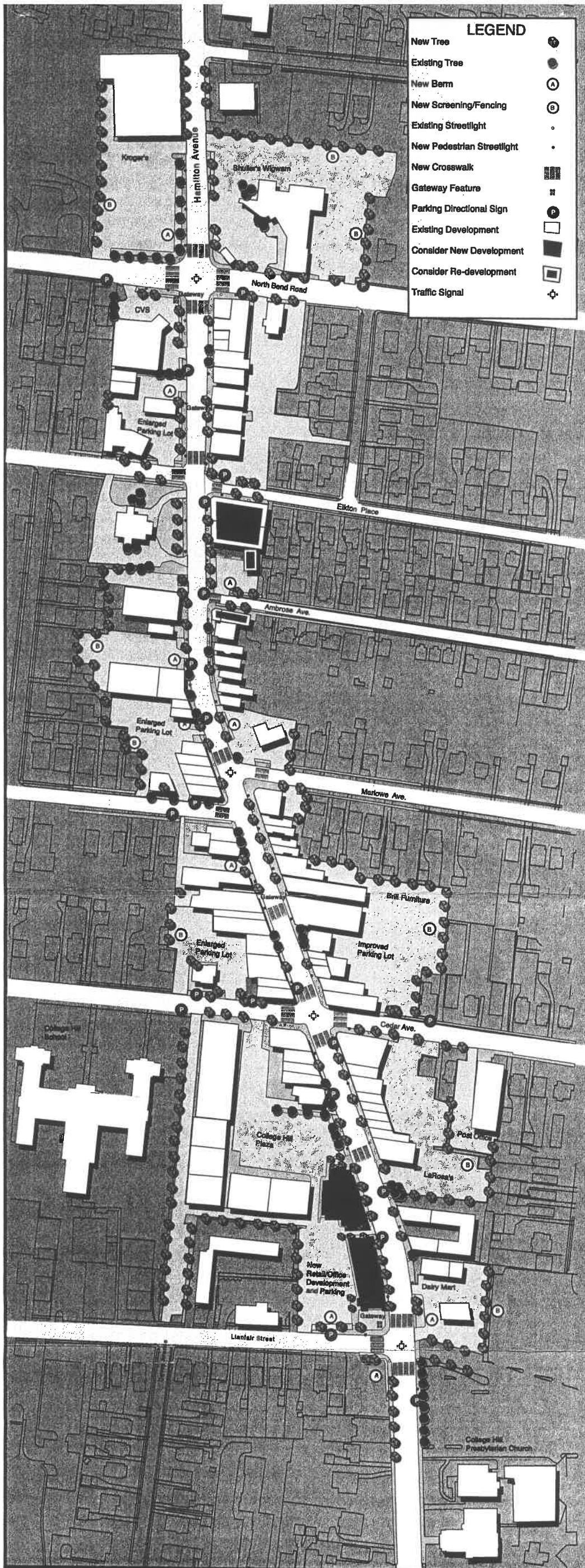
College Hill Urban Design Plan  
Development Zone Strategic Key Plan  
18 October 1999

**MSA**  
MICHAEL SCHUSTER ASSOCIATES

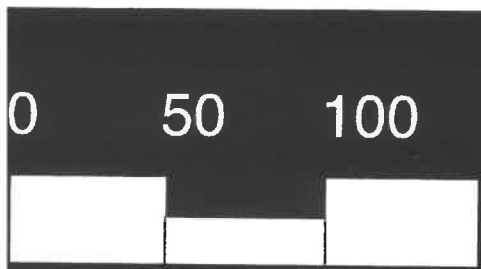
Architecture  
Planning  
Interior Design  
Environmental Graphics

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**COLLEGE HILL URBAN DESIGN PLAN**  
**5.1 PRELIMINARY MASTER PLAN MAP**



LEGEND	
New Tree	●
Existing Tree	●
New Barn	Ⓐ
New Screening/Fencing	Ⓑ
Existing Streetlight	•
New Pedestrian Streetlight	•
New Crosswalk	▨
Gateway Feature	H
Parking Directional Sign	Ⓟ
Existing Development	□
Consider New Development	■
Consider Re-development	▒
Traffic Signal	⊕



College Hill Urban Design Plan  
 Development Zone AREA 3: Hamilton Ave. South  
 6 October 1999

**MSA**  
 MICHAEL SCHUSTER ASSOCIATES

Architecture  
 Planning  
 Interior Design  
 Environmental Graphics



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**COLLEGE HILL URBAN DESIGN PLAN**  
**5.2 PROJECTS**

The following high priority projects represent the key initiatives recommended in this plan. They are selected as the primary mechanism to respond to the issues and information gathered throughout this planning process. The stakeholder groups identified earlier in the plan should now carry these through implementation.

Note! Certain types of improvement projects require private property owner participation through assessments or modification of utility services. Each project must secure funding, coordinate with appropriate agencies, and integrate with the surrounding community. Additionally, it may be required that entities be identified to provide operating and maintenance functions for public improvements projects. No City funding availability is implied in this plan.

All estimates are preliminary. Accurate field surveys, subsurface investigations, property owner participation, finalized scope, and design are required to establish a more accurate budget. Acquisition, demolition, and relocation costs are not included.

Costs depend on final scope of the project.

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**College Hill Urban Design Plan  
5.2.1 Keystone Project 1**

**Develop and implement new streetscape improvements throughout the District.**

This project should be implemented in phases in order to take advantage of private development spin off through each phase and to separate work into more obtainable financing opportunities.

The three phases of work include:

- a). Llanfair to Marlowe
- b). Northbend to Elkton
- c). Elkton to Marlowe

The general level of work to be completed is:

- 1. Install new sidewalks to include decorative pavers.
- 2. Install new curbs.
- 3. Enhance crosswalks.
- 4. Install directional, informational and decorative signage.
- 5. Install new street fixtures, ie. benches, trash containers, and bicycle racks.
- 6. Install new pedestrian level decorative lighting. New lighting in the right-of-way will require assessments of abutting property owners.
- 7. Create appropriate street tree/landscape areas in right-of way.

**Total Estimated Public Funding:                      \$1,460,000**

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**College Hill Urban Design Plan  
5.2.2 Keystone Project 2**

**Develop new mixed use building project at the corner of Llanfair and Hamilton.**

This project would be located on the existing, vacant track of land with site improvements, ie..parking, service etc., that are connected to the existing shopping center development.

This project is proposed to be a multistory building to develop an “urban” scale to tie into the existing business district. It is envisioned that this project be a mixed-use project with “retail” at the ground level to animate the street with pedestrian traffic.

The development could be developed in multiple phases or as one development.

The character of the building should be in keeping with the “urban feel” of the district (ie. masonry) with details, etc.



**College Hill**  
COMMUNITY OF  
DIVERSITY & RENAISSANCE

Mixed Use Development Hamilton Ave. at Llanfair St.

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**College Hill Urban Design Plan  
5.2.3 Keystone Project 3**

**Improve and renovate existing parking lots.**

All parking lot development should be implemented so that it is convenient and readily identified from Hamilton Avenue. Each lot should have all driving and parking surfaces repaired, re-sealed, and re-stripped, with installation of parking blocks.

All lots should be fenced in to separate them from existing adjacent residential areas with adequate landscape and signage at edges and entrances. It is not enough to get people to the lots; directional information must be included to get people from lots to businesses.

All lots should be adequately lit; the lighting should not disturb adjacent residential properties.

Lots to be developed/renovated. (Note: Easement and maintenance agreements may be required to implement these improvements.)

1. Improve and renovate existing parking lot behind vacant College Hill Furniture.
2. Improve and renovate existing parking lot behind Piazza Discepoli.
3. Improve and renovate existing parking lot behind the post office.
4. Develop pedestrian passageway signage from sidewalk to the rear parking lot behind Schwartz Jewelers.

**Total Estimated Public Funding:      \$389,000**

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**College Hill Urban Design Plan  
5.2.4 Keystone Project 4**

**Install gateways into College Hill Business District on the south and north ends.**

In order to develop a stronger identity for the district and reinforce the “arrival” and “departure” to and from the district two gateways are proposed.

Each should be substantive architecture and be significant enough to be strong visual elements and not get lost in the “clutter” of the streets.

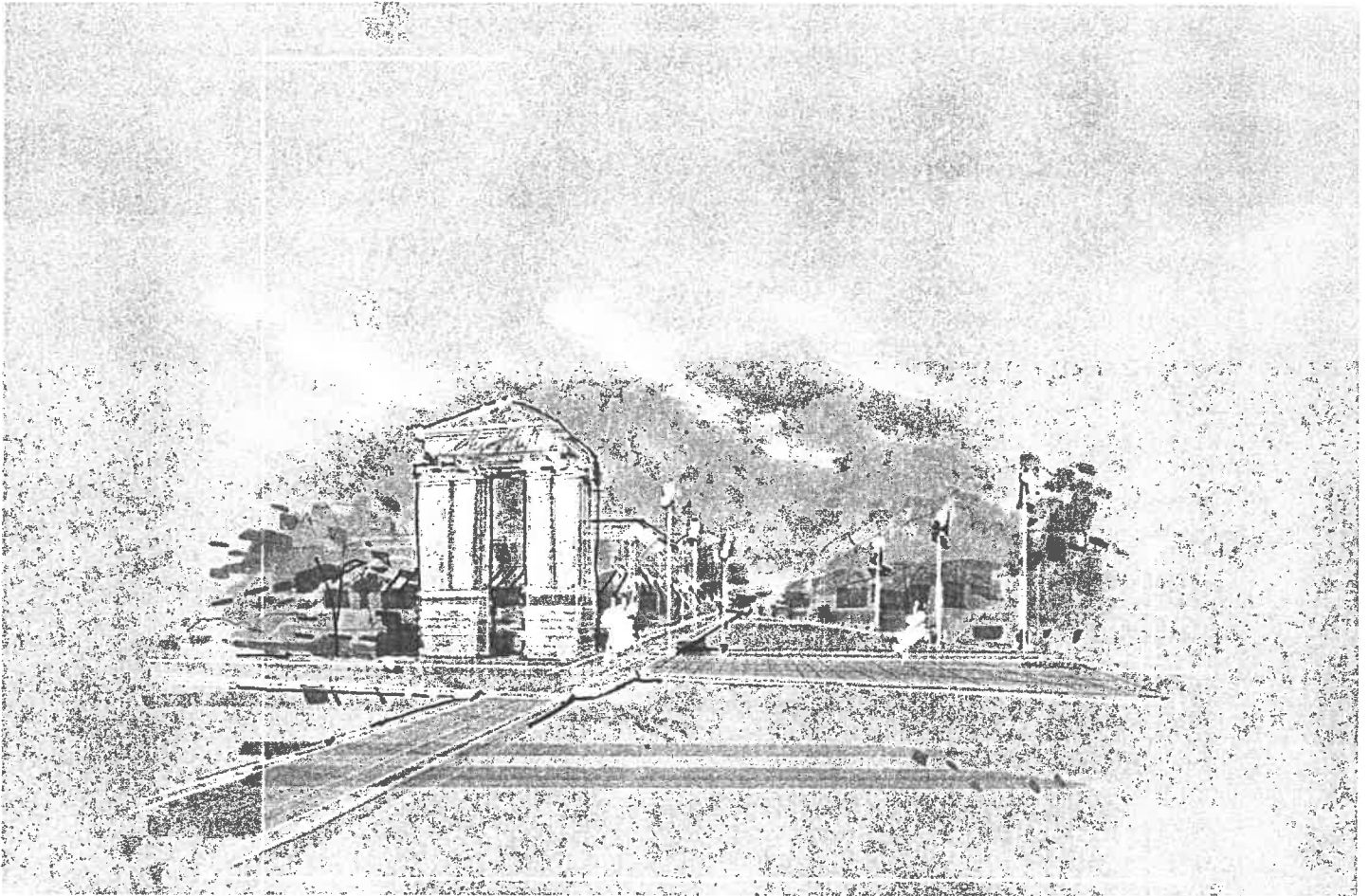
Materials for each should be stone, masonry and metals that will wear well into the future and age with grace. The design of the elements should be appropriate to and fit into the character of College Hill architecture.

Areas around the gateways should be well lit and landscaped appropriately. Agreements shall be secured for maintenance of landscaping, lighting, and the structures. Assessments may be required for components, such as lighting, which are in the right-of-way.

**Total estimated Public Funding:        \$110,000**



Gateway Feature Hamilton Ave. at North Bend Rd.



Concept sketch: Gateway Feature Hamilton Ave. at Llanfair St.



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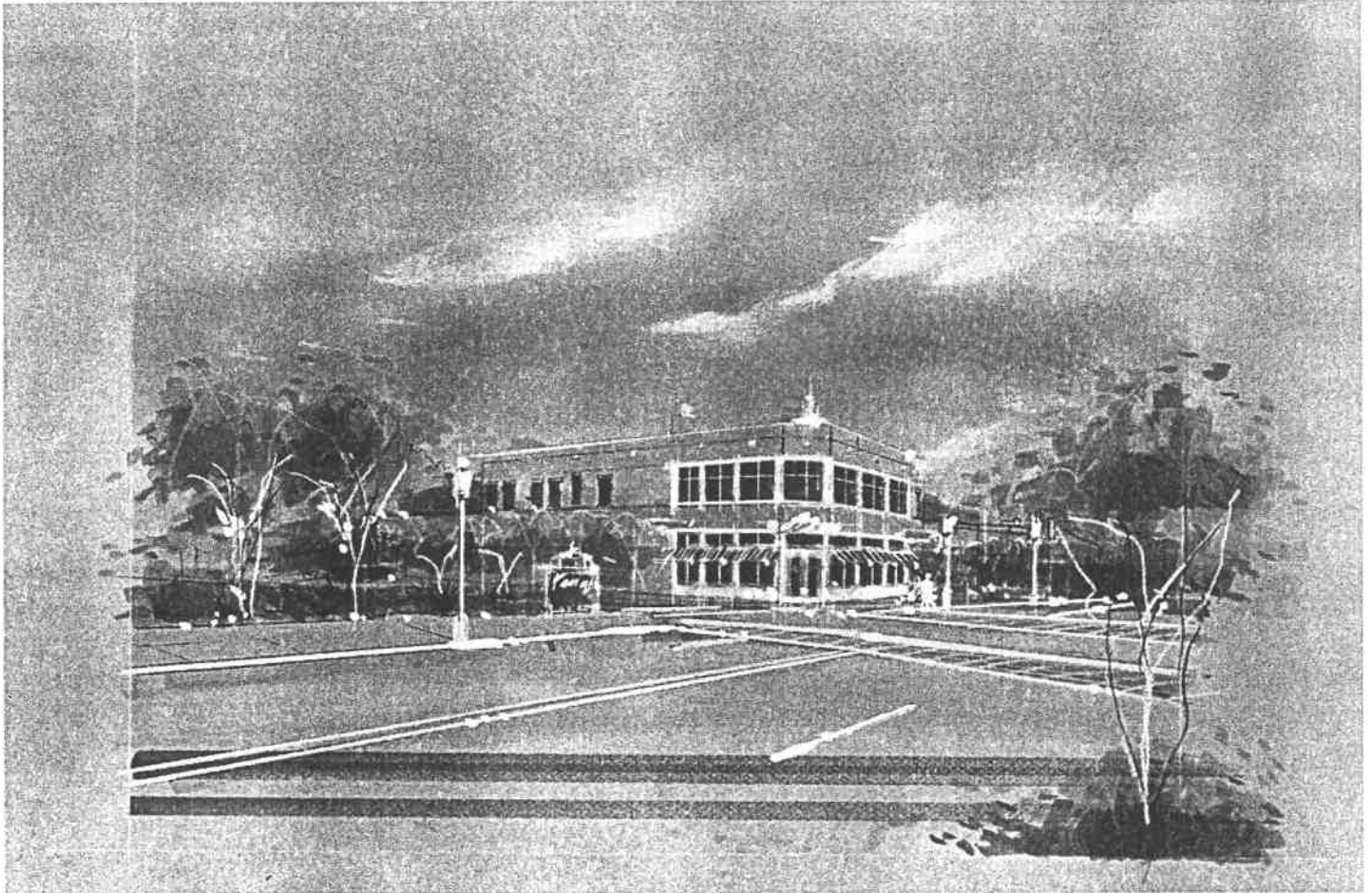
**College Hill Urban Design Plan  
5.2.5 Keystone Project 5**

**Redevelop K of C Hall and adjoining property for new commercial tenanting.**

The current K of C Hall provides a visual barrier along Hamilton Avenue. The solid masonry walls are uninviting, but present an opportunity to be opened with glass to provide an animated storefront that could house a retail or restaurant tenant.

The adjacent property could be developed with some parking in order to make the project more inviting to a tenant who may feel that parking must be adjacent to the development.

The first floor is important as a development opportunity, and the upper level may also be a viable development. Specific plans for the building will depend on the actual tenant and money available for improvement.



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College Hill Urban Design Plan  
5.2.6 Keystone Project 6

**Develop mixed use land plan for center Business District area. Provide residential units and support retail/services.**

The center area of the College Hill Business District has declined over the years and does not house a significant number of business/retail tenants. In order to strengthen this key area, and the adjacent north and south business areas, it is envisioned that this area will be developed primarily as a residential zone.

FBC

Business and retail tenants should also be considered as a potential development in as much as they serve the residential base.

In the area, it is difficult to define the specific number of units to be developed, however, a preliminary evaluation indicates that 8-10 town homes and 32-48 market-rate units could fit effectively in the site.

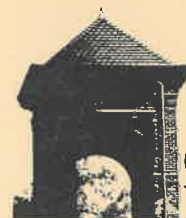
Specific market analysis has not been done but will be necessary prior to final development.

Continuity of architecture within College Hill is important to visually tie the community together.

In order to provide a ready development base, it is strongly suggested that the central area be re-zoned to allow for mixed use, pedestrian friendly development.

FBC





College  
Hill COMMUNITY OF  
DIVERSITY & RENAISSANCE

APPENDIX

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**COLLEGE HILL URBAN DESIGN PLAN**  
***6.0 APPENDIX***

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**COLLEGE HILL URBAN DESIGN PLAN**  
***6.1 MEETING DISCUSSIONS***

The following areas were discussed and/or mentioned during several meetings held over a four (4) month period. They were then separated into areas of general issues.

**6.1.1 TRAFFIC**

- Speed limits need to be enforced, traffic needs to be slowed.
- Curve at mid-point of district is a potential visibility, safety issue.
- Hamilton Avenue is a state regulated roadway.
- Hamilton Avenue is a major Metro bus line (Route 17).
- There is a great deal of commuter and through traffic, particularly at rush hour.
- Turning left (north) onto Hamilton Avenue from Marlowe Avenue is difficult.
- Traffic is a positive for business.

## 6.1.2 PARKING

- Visibility of off-street parking lots remains a problem.
- Condition of many off-street lots is fair to poor, particularly in the area of lighting, security and cleanliness.
- Signage directing customers to parking lots is insufficient.
- On-street parking during rush hour is limited to one side only.
- Parking meters are a deterrent to customers.
- Parking meters are needed on Cedar Avenue.
- Employee and employer parking at meters limits customer front door access to businesses.
- The numerous curb cuts create more conflicts between pedestrians and motorists.
- Some parking lots are not well screened from residential neighborhoods and create gaps of storefront activity along Hamilton Avenue.
- Parking lots located at the front of the property along Hamilton Avenue near the curb gives the NBD a suburban appearance.
- There appears to be enough parking, however, the location and visible access to many rear parking lots is not apparent.
- Parking lots behind low volume businesses and vacant storefronts are underused and generally in poor condition.
- Parking in truck loading zones is common.
- Post Office needs more parking



### 6.1.3 BUSINESS/RETAIL

- Business district is over 1 mile in length of store frontage.
- There is too much space in between active storefronts deterring window shopping.
- North and south areas are more prosperous and cleaner than the central area.
- Physical appearance of buildings vary from excellent to derelict.
- Garbage on street (litter)
- Pedestrian/urban shopping environment versus vehicle suburban shopping environment. FBA?
- College Hill NBD lacks a unique retail identity.
- Quality of neighborhood business is important.
  - service
  - atmosphere
  - community involvement
- Type of business varies considerably, offering a number of shopping alternatives.
  - local institutions
  - chains/franchise operations
  - destination buying versus impulse buying
  - service versus retail
- Business vacancies create the atmosphere of a depressed business district.
- Response to area demographics appears to be lagging.
- Businesses are not cooperating in regards to maintenance.
- Hours of operation do not match resident and customer needs.
- Access to community is crucial- pedestrian and vehicular

- Safety affects business
  - Street activity
  - Lighting
  - Security
- Diversity and quality of business types could be improved.
- Are there too many businesses?
- There are too many empty buildings
- We don't have ideal businesses - complimentary
- There is a duplication of certain types of businesses such as hair/nail salons
- No one is walking up and down the street, shopping is destination oriented.
- Gathering of teens intimidates elderly and hurts business.
- Open up the central area - create a gathering area focal point.
- Keep good businesses. The possibility of Kroger's moving concerns many residents and business owners.
- Business district is no longer family oriented and walkable - it has become destination oriented. This does not encourage residents, families and children to just walk through the district.

F-BC 2

#### **6.1.4 RESIDENTS/CUSTOMERS**

- Incorporate young people - be a part of the community
- Establish more pride in community
- Differences in income, race, and age create tensions.
- Consider a "clean-up sponsored by" or an Adopt a Block program.
- College Hill contains the highest percentage of elderly residents in the 50+ Cincinnati neighborhoods.
- Many outside customers
- Strong support from neighborhood - must draw from outside

#### **6.1.5 SAFETY**

- Teenagers "hanging out" intimidates residents and potential customers
- Teens have nothing better to do, parks are not easily accessible.
- Curfew is not being enforced
- Building conditions of vacant properties potential threat to public safety
- Lighting inadequate in some areas, particularly rear parking lots
- Parking lot safety and security a concern.
- Vehicle speeds vs. pedestrian safety - crosswalks, width of sidewalks
- Police presence important to limiting criminal activities
- Security camera at Cedar Avenue should help curb crime but the substation is never occupied.

#### 6.1.6 IMAGE /APPEARANCE

- College Hill needs an identity, there is nothing remarkable about our business district.
- Cleanliness of the area is a primary concern to residents/customers and business owners who want to maintain a good appearance for their customers/clients.
- Maintenance of parking areas is a concern, particularly to residents who live adjacent to these lots.
- The condition of the sidewalks varies from good to a potential liability. The pavers near the center of the business district were a poor choice and have become a maintenance problem.
- No single area focus "town center" that might give the middle area a boost and in general instill more pride and ownership in the district.
- The utility lines and poles add visual clutter.
- Many awnings are faded and contain the names of businesses which no longer exist. Update or remove/replace.
- Grass in cracks of the sidewalks are an embarrassment.
- The bus stops contribute to the trash problems.
- The empty lot at the corner of Llanfair and Hamilton needs development, vacant lot is discouraging.
- Turn vacant buildings into parking lots or greenspace.
- Empty storefronts give the area a depressed appearance.
- New lighting standards needed, something other than cobra fixtures. Brighten up the area, give it more of a festive/lively look.

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**COLLEGE HILL URBAN DESIGN PLAN**  
***6.2 SURVEY RESULTS***

**6.2.1 Basic Information Matrixes - Section A**

**College Hill Neighborhood Business District Community Survey**  
**Section A: Basic Information**

**June 1999 Residents Survey**

Total Replies

1. Male Female	Male	Female																
	34	67									101	33.7%	66.3%					
2. Age	10 - 19	20 - 39	40 - 49	50 - 59	60 - 69	70 +												
	0	13	25	21	23	23					105	0.0%	12.4%	23.8%	20.0%	21.9%	21.9%	
3. How Many Years Have You Lived in College Hill?	0 - 2	3 - 5	6 - 10	10 +														
	7	13	13	69							102	6.9%	12.7%	12.7%	67.6%			
4. How Many People Live in Your Home?	1 - 2	3 - 4	5 - 6	7 - 8	9 - 10													
	76	30	17	0	1						124	61.3%	24.2%	13.7%	0.0%	0.8%		
5. Home	Own	Rent																
	89	11									100	89.0%	11.0%					
6. How Often Do You Use The CHBD Each Week?	Never	Rarely	1 - 2 x	Frequent														
	0	23	49	30							102	0.0%	22.5%	48.0%	29.4%			

**College Hill Neighborhood Business District Community Survey**  
**Section A: Basic Information**

**June 1999 Business Survey**

Total Replies

1. Male Female	Male	Female																
	5	2									7	71.4%	28.6%					
2. Age	10 - 19	20 - 39	40 - 49	50 - 59	60 - 69	70 +												
	0	1	2	4	2	0					9	0.0%	11.1%	22.2%	44.4%	22.2%	0.0%	
3. How Many Years Has Your Business Been in College Hill?	0 - 2	3 - 5	6 - 10	11 - 30	31 +													
	1	1	3	3	3						11	9.1%	9.1%	27.3%	27.3%	27.3%		
4. Not Including Yourself, How Many Employees Do You Have?	1 - 5	6 - 10	11 - 20	21 - 40	41 +													
	3	2	2	0	4						11	27.3%	18.2%	18.2%	0.0%	36.4%		
5. Business Position	Manage	Own																
	3	6									9	33.3%	66.7%					
6. Building	Own	Lease																
	4	7									11	36.4%	63.6%					
7. How Often Do You Use Other Businesses In The CHBD Each Week?	Never	Rarely	1 - 2 x	Frequent														
	0	0	2	8							10	0.0%	0.0%	20.0%	80.0%			

## **6.2.2 Interest in Business District Matrixes - Section B**



**College Hill Neighborhood Business District Community Survey**

**Section B: Interest in the Business District**

**June 1999 Residents Survey**

	Very poor	Poor	OK	Positive	Very Positive	N/A	Total Replies	
	1	2	3	4	5			
<b>A. Traffic</b>								
1. Traffic Issues		2	9	39	33	13	0	96
2. Transportation Issues		3	3	33	38	16	0	93
<b>B. Parking</b>								
3. Availability of Parking		4	8	28	38	24		102
<b>C. Business</b>								
4. Mix of Businesses		11	28	31	21	13	0	104
5. Hours of Operation		2	7	34	38	19	0	100
6. Quality of Businesses		7	18	36	26	16	0	103
7. Service of Businesses		3	5	36	37	21	0	102
8. Evening Activities		39	25	23	3	1	0	91
9. Local Business Ownership		4	8	24	48	10	0	94
<b>D. Customers</b>								
10. Affordable Housing		1	0	33	31	22	0	87
<b>E. Safety</b>								
11. Police Presence		9	16	35	25	17	0	102
12. Safety/Security		7	27	30	25	12	0	101
13. Pedestrian Access		1	6	31	26	29	0	93
14. Lighting		4	22	43	21	10	0	100
<b>F. Image/Appearance</b>								
15. Appearance of Street		24	27	33	13	8	0	105
16. Cleanliness of District		34	24	26	9	9	0	102
17. Appearance of Storefronts		22	18	27	19	7	0	93
18. Greenspace/Landscaping		30	26	23	15	6	0	100

Very poor	Poor	OK	Positive	Very positive
1	2	3	4	5
1.9%	8.7%	37.5%	31.7%	12.5%
2.9%	2.9%	31.7%	36.5%	15.4%
3.8%	7.7%	26.9%	36.5%	23.1%
10.6%	26.9%	29.8%	20.2%	12.5%
1.9%	6.7%	32.7%	36.5%	18.3%
6.7%	17.3%	34.6%	25.0%	15.4%
2.9%	4.8%	34.6%	35.6%	20.2%
37.5%	24.0%	22.1%	2.9%	1.0%
3.8%	7.7%	23.1%	46.2%	9.6%
1.0%	0.0%	31.7%	29.8%	21.2%
8.7%	15.4%	33.7%	24.0%	16.3%
6.7%	26.0%	28.8%	24.0%	11.5%
1.0%	5.8%	29.8%	25.0%	27.9%
3.8%	21.2%	41.3%	20.2%	9.6%
23.1%	26.0%	31.7%	12.5%	7.7%
32.7%	23.1%	25.0%	8.7%	8.7%
21.2%	17.3%	26.0%	18.3%	6.7%
28.8%	25.0%	22.1%	14.4%	5.8%

**6.2.3 Suggestions from Residents and Businesses -**  
Section C: Suggestions from residents

**1. What do you like best about the business district?**

- |     |  |     |  |
|-----|--|-----|--|
| 1.  | Ability to walk  | 27. | Reflects ethnic diversity of community                       |
| 2.  | Proximity to everyday use stores, businesses and the post office | 28. | Live music at coffee company                                 |
| 3.  | Easy walking access  | 29. | Friendly people in the shops                                 |
| 4.  | Variety of stores  | 30. | Non-chain businesses   |
| 5.  | Locally owned businesses   | 31. | Businesses are well kept and busy                            |
| 6.  | Location   | 32. | Good service   |
| 7.  | Police Presence  | 33. | Lots of potential  |
| 8.  | Proximity to home  | 34. | Some protection from the environment (awnings)               |
| 9.  | Shopping Center  | 35. | Owners in the businesses are great                           |
| 10. | Restaurants  | 36. | Businesses over 10 years have improved their image recently. |
| 11. | New parking lot  | 37. | Well run   |
| 12. | The part that is thriving (the North East)                       | 38. | Stable businesses without much                               |
| 13. | Familiarity  |     |  |
| 14. | Business commitment to College Hill                              |     |  |
| 15. | Bus access   |     |  |
| 16. | reasonable prices in stores                                      |     |  |
| 17. | Parking  |     |  |
| 18. | Convenience  |     |  |
| 19. | Good service   |     |  |
| 20. | Individually owned businesses                                    |     |  |
| 21. | Good schools   |     |  |
| 22. | High quality of the buildings                                    |     |  |
| 23. | Lack of vacancy  |     |  |
| 24. | Stability of existing businesses                                 |     |  |
| 25. | Friendly business owners   |     |  |
| 26. | Small shops  |     |  |

## **2. What do you like least about the business district?**

1. Empty Buildings
2. Condition of businesses in the southern end
3. Empty stores
4. Unattractive storefronts
5. dirty sidewalks and merchandise
6. Charismatic Lingerie
7. Litter
8. Loitering
9. General run down appearance
10. Lack of variety
11. Cedar & Hamilton area feels less safe
12. No bakery or movie theater
13. With some exceptions the district gives a depressing-near death atmosphere
14. Too many cheap stores
15. Loud music
16. Too many hair salons
17. Appearance of Hamilton and Cedar
18. Bars
19. Stores should be closer together
20. Lighting problem
21. Loitering kids
22. Lack of green space
23. Nowhere to shop
24. Nowhere for kids to go
25. Traffic
26. Safety/Security
27. Too many stores target one population
28. Cracks in sidewalks
29. The current condition of Kroger - feels dirty, outdated and unsafe
30. The transition of businesses into second hand stores
31. Transient appearance of businesses
32. Handicapped accessibility
33. Nothing to encourage families to go there
34. Not enough quality nighttime activities
35. Lack of co-operation among businesses
36. Length of district
37. Unattractive streetscape
38. Overall appearance of district is poor
39. Property not being used effectively
40. High rents
41. The storefronts covered with brown paper

**3. Name three businesses you would like to see in the College Hill Business District.**

	<b>TYPE OF BUSINESS</b>	<b>NUMBER OF RESPONSES</b>
1.	Ice cream shop (Graeters)	21
2.	Bakery	29
3.	Bookstore	6
4.	Video store	5
5.	Packaging store	4
6.	Health club	2
7.	<b>Movie theater</b>	<b>10</b>
8.	Clothing store	6
9.	<b>Office supply</b>	<b>8</b>
10.	Clean small market	1
11.	Five and dime store	1
12.	Dress shop	2
13.	5/3 Bank	3
14.	Sporting Goods store	1
15.	Bagel Shop	1
16.	<b>Sit down Restaurant (chain)</b>	<b>18</b>
17.	Higher quality dry cleaners	5
18.	Drug store	1
19.	Gas station	2
20.	Grocery Store	6
21.	Neighborhood bar	3
22.	Mens clothing	2
23.	Pet store	1
24.	Copy store	1
25.	Antique store	2
26.	Florist	2
27.	Gift and card shop	5
28.	Car wash	1
29.	<b>Fast food place (chain)</b>	<b>9</b>
30.	<b>Shoe store</b>	<b>9</b>
31.	DMV	1
32.	Hobby shop	6
33.	Toy store	2

**4. If there was anything you would do to improve the business district, what would it be?**

1. Subsidize small businesses
2. Build public restrooms
3. Slow down the cars
4. Bring in new businesses
5. Clean up the area
6. Get rid of non-functioning stores
7. Attractive permanent planters along Hamilton Avenue
8. Add green space areas
9. Brick sidewalks
10. Improve the appearance of the storefronts
11. Increase the variety of shops
12. Dress the area up
13. Clean up the horrible storefront known as Desh Cleaners
14. Insist the City enforce its own ordinances
15. Tear down some of the buildings - add green spaces
16. Add landscaping
17. Keep the streets clean
18. Remove about ½ of the business buildings and add green areas and parking
19. Put in the kind of businesses that the average people needs and wants to patronize on a regular basis
20. Bury the utilities
21. Get rid of many of the hair salon
22. Paint/redecorate buildings
23. Add a variety of specialty shops not found in shopping centers
24. Create a theme - antiques, art studios, jazz clubs, country western, ethnic foods - something to give it identity
25. Make use of the proximity to UC to make it fun, diverse and lively
26. Hold bake sales from 10PM to 2AM at Cedar and Hamilton to keep away the hangouts
27. Make the shopping mini-mall a professional plaza - move the hardware store to the Avenue
28. Make parking near Cedar and Hamilton more visible and accessible
29. Rehab the buildings
30. Develop the corner of Hamilton and Llanfair
31. Add trees, flowers and grass - less concrete
32. Have businesses work together - create a common theme or appearance, more class and style
33. Improve the schools
34. Create a roundabout similar to Mariemont with flowers, park benches and a fountain

35. Add new housing to encourage young people to move here
36. Provide better lighting and new light fixtures
37. More recreation for the young people
38. Stop kids from hanging out at the corner - keep all walks and street clean, especially in winter during a snowfall
39. Have the police issue tickets at 2AM for disturbing the peace when Shakers lets out
40. Loitering must be eliminated before people will patronize
41. Remodel Kroger's
42. Create a gathering place for residents
43. Sell the idea that urban areas have something over the suburbs - a downtown
44. Keep out the fast food rest. and second hand stores
45. Pick up the trash and fine those who litter
46. Get rid of the weeds
47. Make sure Ace Hardware and Kroger's don't leave
48. Don't put store names on awning again
49. No more pager shops
50. Improve image
51. Make empty storefronts more attractive
52. Ask coffee shop to expand hours and open 7 days a week
53. Post signs at bus stops re: fines for littering, loud music and loitering.
54. Plant flowers, ask churches for volunteers
55. Add a Christmas tree at the corner of Llanfair and Hamilton - make into green space until a business takes over
56. Get rid of the abandoned and junk cars
57. Bring back an atmosphere of safety
58. Keep stores open later, working people shop at night
59. Improve College Hill School - if they can't afford tuition elsewhere they move away
60. Provide more parking
61. Add hanging flower baskets
62. Diversify businesses in an effort to appeal and attract the general public
63. Clean it up and keep it clean - don't let it deteriorate again
64. Get police out of their cruisers walk or bike the beat
65. Achieve a better balance of product, service and professional businesses
66. Attract more up-scale businesses
67. Create a small park
68. Make all businesses wheelchair accessible
69. Employ kids in summer to clean up litter

## **B. PARKING**

1. While not a central focus of the survey, nearly 80% of the residents opinion toward parking was favorable.

## **C. BUSINESS**

The majority of the survey questions in the interest portion of the survey were directed at residents opinions about the businesses. These include the mix, hours, quality and service of the business community.

1. Over 67% feel there is lack of diversity regarding the mix of businesses in the College Hill Business District.
2. However, almost 70% felt the hours of operation were either OK or positive.
3. Regarding the quality of businesses, 34.6% residents felt the business district is OK and an additional 25% felt positively.
4. Only 7% felt the service of the businesses was very poor or poor.
5. The most strikingly negative response concerned the attitude of residents about evening activities. 37.5% felt the business district was very poor about providing evening activities while only 4% felt positive or very positive.
6. On the other hand, most customers enjoyed the local ownership of businesses.

## **D. CUSTOMERS**

1. 83% felt OK to very positive regarding the amount and availability of affordable housing opportunities in College Hill.

## **E. SAFETY**

1. Almost 58% of the survey participants observed that the police presence was OK or positive.
2. A similar percentage was reflected in the next question about safety and security. Although, 26% did express that they felt poorly regarding this issue.

3. Pedestrian access was considered OK to very positive by roughly 83%.
4. Just over 41% stated the lighting was OK. And 21% felt it was poor.

#### **F. IMAGE/APPEARANCE**

1. A considerable amount of dissatisfaction with the appearance of the street was expressed by residents. Roughly 81% rated it from very poor to OK.
2. Similarly, 81% described the cleanliness as very poor to OK. Along with evening activities and lack of greenspace, the highest number of responses ranked cleanliness as very poor.
3. Under 7% ranked the condition of the storefronts as very positive. 64.5% observed the storefronts as being very poor to OK.
4. As noted above, residents responded negatively about the issue of landscaping and greenspace. Almost 30% registered their answer as very poor.

### **6.3.4 SECTION B: INTEREST IN THE BUSINESS DISTRICT - GENERAL TRENDS OF RESPONSES FROM BUSINESSES**

#### **A. TRAFFIC**

1. Contemplating traffic and transportation issues, 54% of the business community felt OK about these topics.

#### **B. PARKING**

1. The opinions about the availability of parking were more widely dispersed. 10% stated the accessibility was very poor, while no one felt it was very positive. The majority described it as OK.

#### **C. BUSINESS**

1. Commenting about their peers, the business survey respondents characterized the mix of businesses as very poor (36.4%). Only 18% responded favorably about the mix.



2. In general, about 73% considered the hours of operation as OK or positive.
3. About the quality of business, nearly 82% remarked that it was poor or OK.
4. Opinions improved regarding service. Most felt service was OK to positive.
5. Like the residents, businesses criticized the lack of evening activities.
6. Around 45% considered the local business ownership issue as OK.

#### **D. CUSTOMERS**

1. Over half of the responses considered the availability of affordable housing as positive.

#### **E. SAFETY**

1. Almost 73% described the police presence as OK and positive.
2. The distribution of responses about the safety and security issue was spread evenly across all five categories.
3. In contrast, 73% characterized pedestrian access as positive or very positive.
4. About the lighting conditions, no one felt very positive. The vast majority ranged from poor to positive.

#### **F. IMAGE/APPEARANCE**

1. Like the residents, the business survey participants considered the appearance of the street as OK.
2. They were not as critical about the cleanliness of the district as the residents. 45.5% remarked that cleanliness was OK.
3. The greatest concern was voiced regarding the appearance of the storefronts. The majority felt overall the storefronts were in poor condition and should be improved.

4. The issue of greenspace and landscaping generated the same range of criticism. In fact, no one described the issue as very positive.

#### **6.3.5 GENERAL OBSERVATIONS: BOTH SURVEYS**

1. In Section B, Interest in the Business District, of the (18) questions no issue was given a higher rating than positive. (10) categories received highest marks as OK, while (5) were noted as positive and (3) were ranked as very poor.
2. Neither residents nor businesses expressed a great deal of concern about traffic and parking issues.
3. Of the questions related to businesses, there was a mixed response. From the business community, those receiving a rating as very poor was the mix of businesses and the lack of nighttime activities. The residents expressed the greatest concern about the lack of nighttime activities.
4. On the other hand, hours of operation, quality and service of businesses and local business ownership all were ranked as OK or positive in both surveys.
5. In the issue area of customers and safety, both surveys were identical. All categories were ranked in the OK category.
6. In contrast, both residents and businesses reserved their greatest criticism for the Image/Appearance category. Of the four issues, appearance of the street, cleanliness, appearance of the storefronts and greenspace/landscaping, none was listed higher than OK.
7. In the case of cleanliness and greenspace/landscaping, these categories were given the lowest score of very poor.

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**COLLEGE HILL URBAN DESIGN PLAN**  
***6.4 NBD INVENTORY***

A number of site investigations and a photographic reconnaissance has yielded a number of important facts regarding the physical make-up of the NBD. Below is a summary of existing properties, square footage estimates and types of use.

**6.4.1 Existing Conditions Matrix**

## College Hill Neighborhood Business District Inventory

Number	Use	Service	Sq. Ft	Stories	Above Floor Use	Above Floor Sq. Ft	Off-street Parking
1	Restaurant	Deli	3,680	1			Y
2	Residential	Apartments	7,844	2	Residential	7,844	Y
3	Retail	Rent A Center	6,348	1			Y
4	Retail	Family Dollar	6,348	1			Y
5	Retail	Ace Hardware	4,496	1			Y
6	Service Retail	Salon Pro	4,496	1			Y
7	Retail	Corners Sports Wear	4,496	1			Y
8	Service Retail	Core Behavioral	15,107	1			Y
9	Vacant	Vacant	1,259	1			Y
10	Retail	College Hill Furniture	1,935	1			Y
11	Vacant	Vacant	1,687	1			Y
12	Vacant	Vacant	1,553	1			Y
13	Institutional	PNC Bank	3,389	1			Y
14	Retail	Piazza Discepoli	1,681	2	Residential	1,681	Y
14	Service Retail	Lou's barbershop	481	1			
15	Retail	Grocer	2,912	1			Y
16	Retail	C- Moon Salon supply	1,271	2	Residential	1,271	Y
17	Restaurant	Goochies	3,594	1			Y
18	Service Retail	Sallies Salon	1,929	1			Y
19	Retail	Pager	827	1			Y
20	Vacant	Vacant	5,311	1			Y
21	Service Retail	Hope's Salon	6,060	2	Residential	6,060	Y
22	Retail	Brill Furniture	4,654	1			Y
23	Retail	Kids Korner	1,108	1			N
24	Retail	Brighter Days Books	2,587	1			N
25	Residential	Home	1,156	2	Residential	1,156	N
26	Service Retail	Barber	1,498	1			N
27	Service Retail	Heads UP Hair	1,498	1			N
28	Retail	Kip's Record Arcade	1,873	1			
29	Retail	Kip's Record Arcade	1,498	1			N
30	Office	Insurance	1,498	1			N
31	Retail	Evan Ramsey Florist	1,402	1			N
32	Vacant	Vacant	2,204	1			Y
33	Vacant	Vacant	3,239	1			N
34	Retail	Charismatic Lingerie	704	1			N

## College Hill Neighborhood Business District Inventory

Number	Use	Service	Sq. Ft	Stories	Above Floor Use	Above Floor Sq. Ft	Off-street Parking
61	Institutional	K of C Social Hall	5,299	1			Y
62	Retail	Hardwood Flooring	1,125	1			Y
63	Vacant	Vacant	485	1			N
64	Residential	Home	1,606	2	Residential	1,606	N
65	Residential	Home	1,464	2	Residential	1,464	N
66	Residential	Home	1,131	3	Residential	2,262 (2 flr total)	N
67	Vacant	Vacant	1,175	1			N
68	Residential	Home	784	2	Residential	784	N
69	Service Retail	Salon	1,404	3	Residential	2,802 (2 flr total)	N
70	Service Retail	Top Cat Barber	936	1			N
71	Service Retail	Ashland serv. station	2,161	1			Y
72	Institutional	Provident Bank	2,760	1			Y
73	Retail	Pager/market	1,035	2	Residential	1,035	N
74	Retail	Gifts and Cards	1,035	2	Residential	1,035	N
75	Retail	Closet Space	942	2	Residential	942	N
76	Service Retail	Barber Shop	942	2	Residential	942	N
77	Restaurant	Metrio's Dining Hall	3,246	1			N
78	Retail	Brill Furniture	5,409	1			Y
79	Institutional	Church	8,600	1			Y
80	Service Retail	Salon	1,064	2	Residential	1,064	Y
81	Retail	Grocery	479	1			Y
82	Office	Law Offices	479	1			Y
83	Service Retail	Another Phase Salon	959	1			Y
84	Residential	Apartments	1,537	4	Residential	4,611 (3 flr total)	
85	Vacant	Vacant	2,329	1			Y
86	Restaurant	Shakers	2,828	2	Residential	2,828	Y
87	Restaurant	Carlas Diner	3,637	2	Institutional	3,637	Y
88	Retail	The Lords Bounty	1,560	2	Institutional	1,560	Y
89	Office	Accountants	1,500	1			Y
90	Service Retail	Upholstering	2,022	1			Y
91	Service Retail	Shoe Repair	1,032	1			Y
92	Restaurant	Ching Ching	1,032	1			Y
93	Retail	DJ Jewelers	1,032	1			Y
94	Retail	Kingdom Arts Inc.	1,032	1			Y
95	Restaurant	La Rosas	5,029	1			Y



## 6.4.2 Summary Matrix

# College Hill Neighborhood Business District Inventory

Summary					
Ground Floor Use	Use	Number	Sq. Ft	Percentage	Have Parking
	Retail	37	121,532	38%	25
	Service Retail	18	46,389	15%	11
	Office	7	13,937	4%	5
	Restaurant	12	47,513	15%	7
	Institutional	9	36,608	11%	6
	Residential	10	27,548	9%	2
	Vacant	10	25,639	8%	7
	<b>total</b>	<b>103</b>	<b>319,166</b>	<b>100%</b>	<b>64</b>
	NEW Retail	2	16,500		2

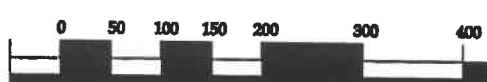
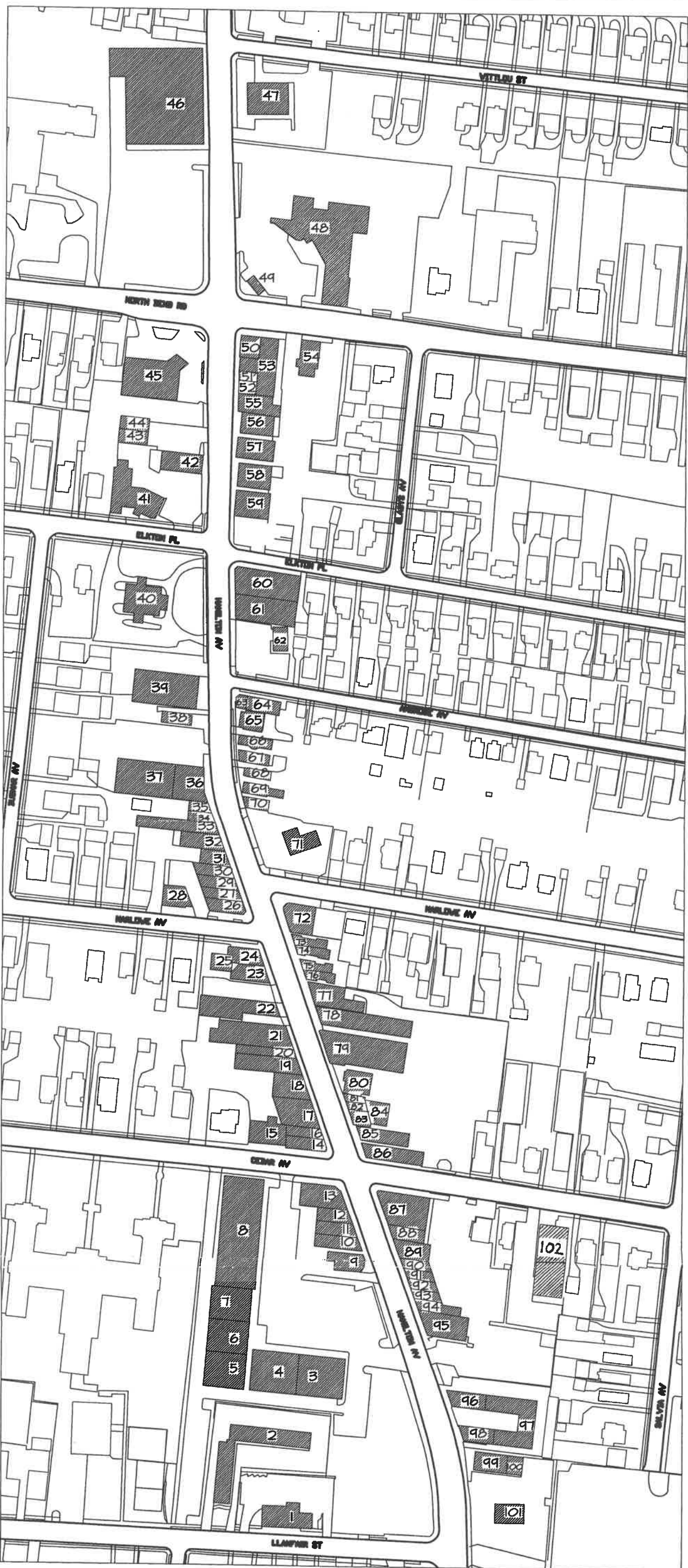
Summary					
Above Floor Use	Use	Number	Sq. Ft	Percentage	Have Parking
	Retail	1	3,658	4%	1
	Service Retail	0	0	0%	0
	Office	1	2,206	2%	1
	Restaurant	0	0	0%	0
	Institutional	3	9,624	10%	3
	Residential	24	74,664	78%	11
	Vacant	1	5,960	6%	1
	<b>total</b>	<b>30</b>	<b>96,122</b>	<b>100%</b>	<b>17</b>
	NEW Office	2	33,000		2

NOTE: Data shown is an approximation based on existing mapping and field observations.

Parking Lots					
Lot Number	Spaces	Lot Number	Spaces		
A	160	K	35		
B	33	L	110		
C	15	M	117		
D	7	N	94		
E	8	O	20		
F	25	P	20		
G	15	Q	11		
H	15	R	120		
I	25	S	43		
J	20	T	53		
		U	35		
		PARKING TOTALS			
		Total off street pkg	981		
		On street parking	80		
		<b>Grand Total</b>	<b>1061</b>		



### 6.4.3 First Floor Use Plan Map



Land Use Base Plan

**MSA**  
CINCINNATI, OHIO

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**COLLEGE HILL URBAN DESIGN PLAN**  
**6.5 CINCINNATI NBD COMPARATIVE ANALYSIS**

As part of the information gathering phase of the project, an effort was made to compare the College Hill Neighborhood Business District (NBD) with other Cincinnati NBD's. Each aerial view demarcates approximate location of the business district, its quantitative characteristics, district characteristics and where available, the traffic volume on a 24 hour basis at key intersections.

# Traffic Count Comparisons

District	Intersection	Direction	Road	Count	date
College Hill	Hamilton and North Bend	North bound	Hamilton	10,738	September 1991
		South Bound	Hamilton	11,449	September 1991
		West Bound	North Bend	11,347	September 1991
		East Bound	North Bend	10,678	September 1991
	Hamilton and Cedar	North bound	Hamilton	10,850	May 1989
		South Bound	Hamilton	10,717	May 1989
Northside	Ludlow and Spring Grove	North bound	Spring Grove	10,213	December 1987
		South Bound	Spring Grove	11,102	January 1988
		North bound	Ludlow		
		South Bound	Ludlow		
O'Bryonville	Madison and O'bryon	North bound	O'Bryon	11,012	November 1988
		South Bound	O'Bryon		
		West Bound	Madison		
		East Bound	Madison		
Glendale	West Sharonville and Glendale	North bound	Glendale		
		South Bound	Glendale		
		West Bound	West Sharonville		
		East Bound	West Sharonville		
Hyde Park	Edwards and Observatory	North bound	Edwards	1,186	November 1996
		South Bound	Edwards	5,298	November 1996
		West Bound	Observatory	7,428	July 1987
		East Bound	Observatory	9,897	July 1987
Ludlow	Ludlow and Clifton	North bound	Clifton		
		South Bound	Clifton		
		West Bound	Ludlow	7,072	April 1996
		East Bound	Ludlow	7,371	April 1996
Mariemont	US 50 and Miami	North bound	Miami		
		South Bound	Miami		
		West Bound	Columbia Parkway	n/a	
		East Bound	Columbia Parkway		
Blue Ash	Kenwood and Cooper	North bound	Kenwood	outside limits	
		South Bound	Kenwood		
		West Bound	Cooper		
		East Bound	Cooper		

**Pleasant Ridge** Montgomery and Ridge

North bound Ridge  
South Bound Ridge  
West Bound Montgomery  
East Bound Montgomery

7,248 May 1987  
10,612 Jun 1987

**North College Hill** Galbraith and Hamilton

North bound Hamilton  
South Bound Hamilton  
West Bound Galbraith  
East Bound Galbraith

# Neighborhood Business District Comparative Analysis

	Population	Area	Population Density	Racial Breakdown- Percentage					Median Income	Street Length	Street Width
	1990 Census	Acres	Pop/Acre	White	Black	Am. Indian	Asian	Other	1990 Census	Feet	Feet
<b>College Hill</b>	15,825	1,875	8.4	58.64%	40.85%	0.13%	0.35%	0.03%	\$38,408	2,800	40
Blue Ash	11,860	4,909	2.4	92.49%	4.43%	0.10%	2.85%	0.13%	\$44,442	1,900	45
Glendale	2,445	1,069	2.2	83.64%	15.54%	0.04%	0.61%	0.16%	\$46,843	1,060	36
Hyde Park	13,901	1,875	7.4	95.20%	3.11%	0.12%	1.30%	0.26%	\$57,289	979	30
Ludlow	6,640	960	2.7	82.79%	14.35%	0.17%	2.33%	0.36%	\$55,000	1,731	40
Mariemont	3,118	550	5.6	99.55%	0.03%	0.03%	0.38%	0.00%	\$53,922	1,242	35
North College Hill	11,002	1,178	9.3	90.08%	9.02%	0.21%	0.45%	0.25%	\$34,533	2,656	44
Northside	10,527	1,613	6.5	78.22%	20.58%	0.53%	0.59%	0.09%	\$21,002	1,920	44
O'Bryonville	2,142	192	11	55.14%	43.32%	0.05%	1.26%	0.23%	\$28,859	1,300	50
Pleasant Ridge	9,766	1,094	8.9	74.92%	24.12%	0.22%	0.33%	0.41%	\$40,106	1,960	40

Note: Highs and Lows are highlighted

# College Hill

## Quantitative Characteristics:

- District Boundaries- Wittlou south to Llainfair
- District length - 2,800 ft
- Street width - 40 ft
- Population - 15,825

## District Characteristics:

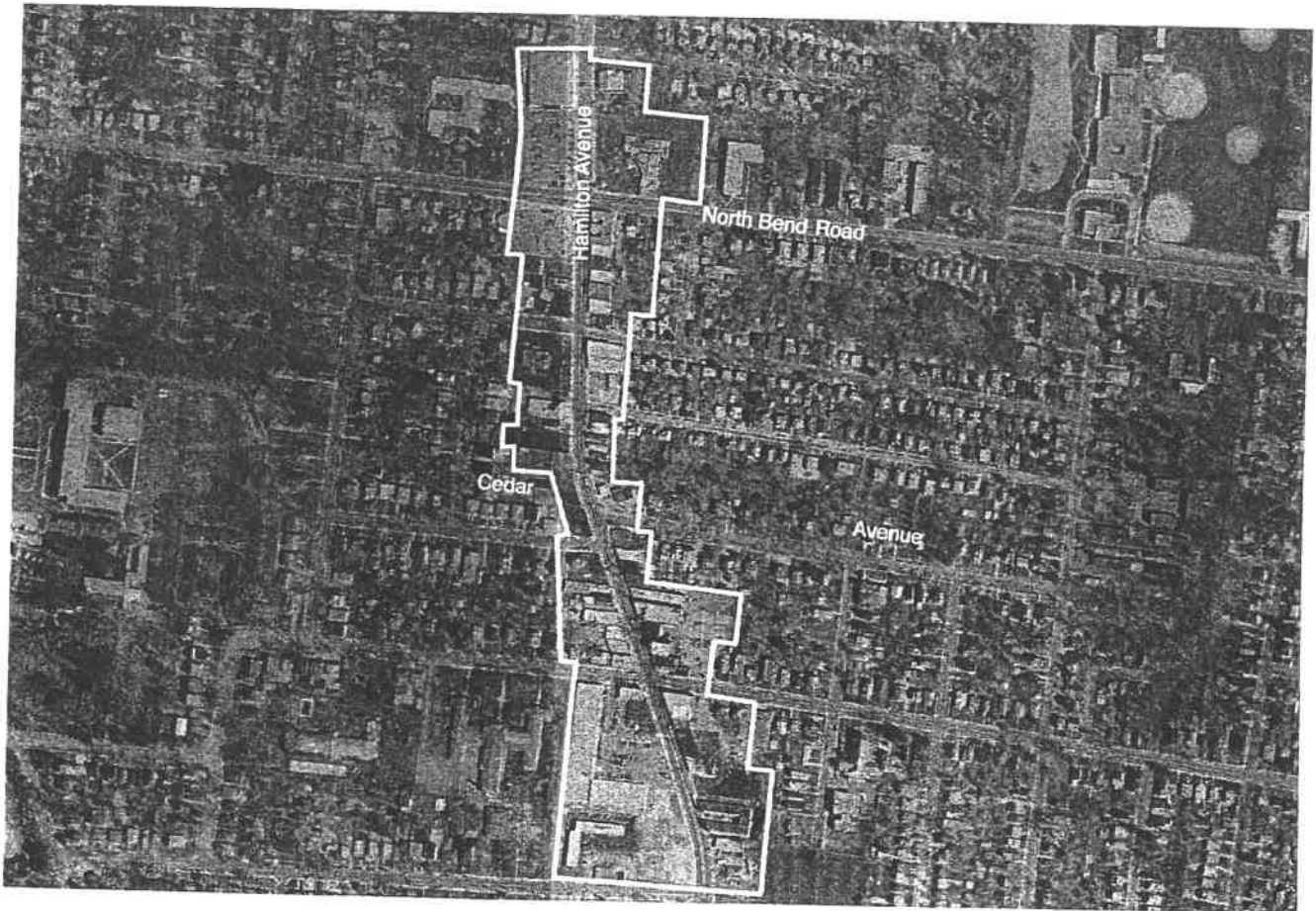
- Small two to three story buildings
- Linear North/South district with no recognizable center

## Traffic Count: Hamilton and North Bend 24 hour period - September 1991

- North bound Hamilton - 10,738
- South bound Hamilton - 11,449
- West bound North Bend - 11,347
- East bound North Bend - 10,678
- 1973 Traffic count - 18,988

## Hamilton and Cedar 24 hour period - May 1989

- North bound Hamilton - 10,850
- South bound Hamilton - 10,717





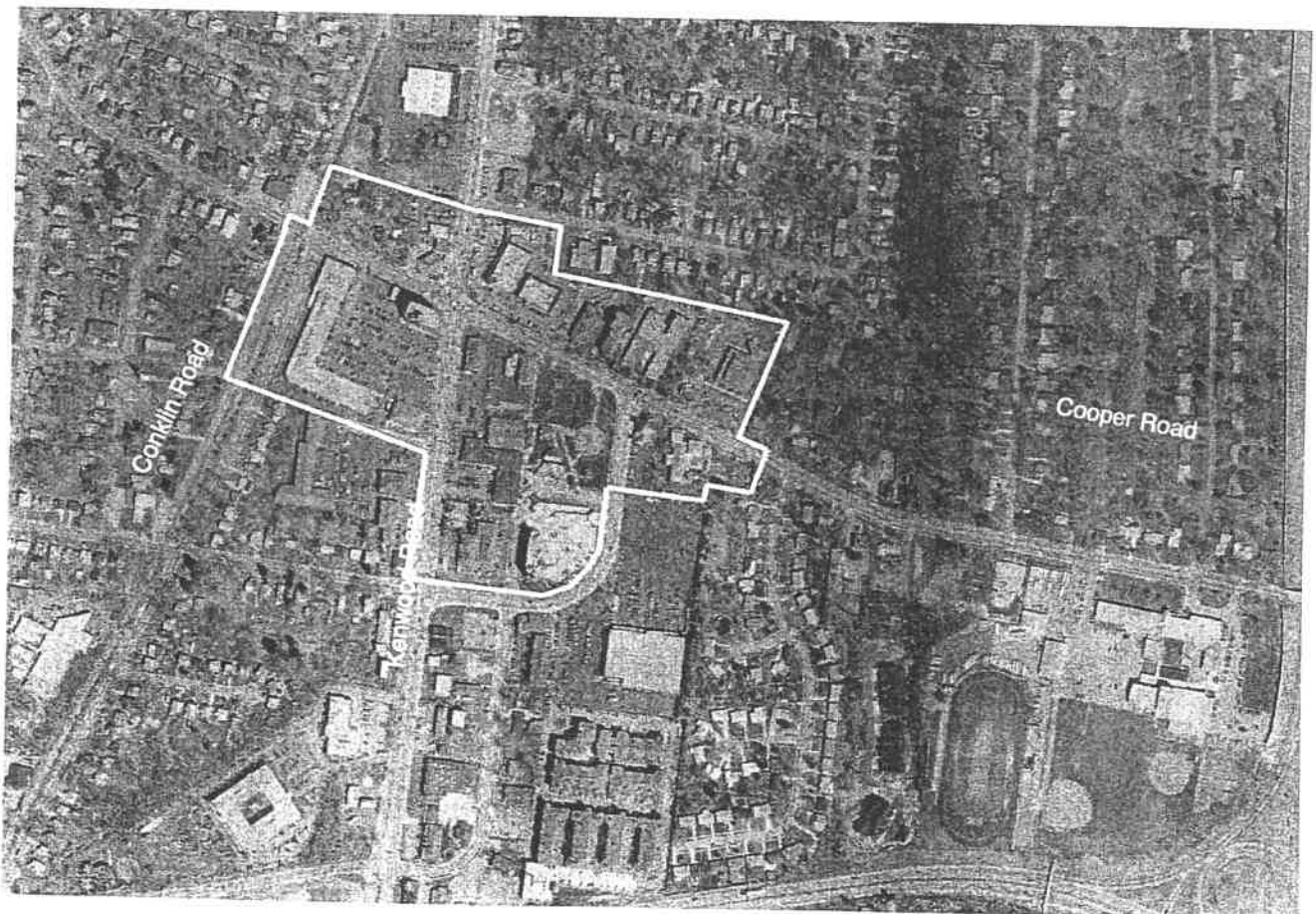
**Quantitative Characteristics:**

- District Boundaries- Conklin East to Wynnecres
- District length - 1,900 ft
- Street width - 45 ft
- Population - 11,860

**District Characteristics:**

- Large one story buildings
- Intersection of two major thoroughfares

Traffic Count: Kenwood and Cooper: N/A





# Glendale

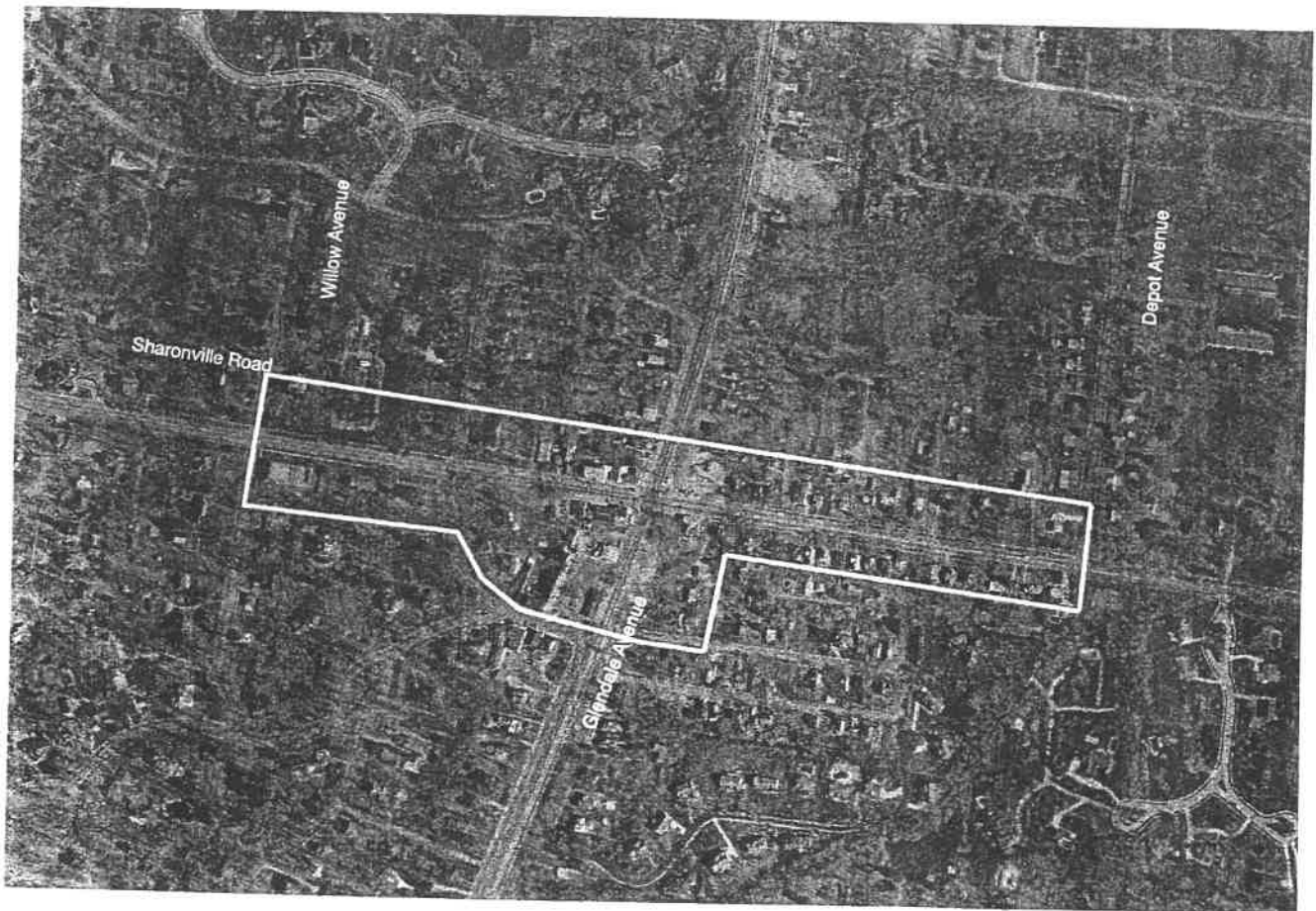
## Quantitative Characteristics:

- District Boundaries- Willow East to Depot
- District length - 1,900 ft
- Street width - 45 ft

## District Characteristics:

- Small one to two story buildings
- Population - 2,445
- Intersection of two major thoroughfares

Traffic Count: Sharonville and Glendale: N/A



# Hyde Park

## Quantitative Characteristics:

- District Boundaries- East Side West to Michigan
- District length - 979 ft
- Street width - 30 ft
- Population - 13,901

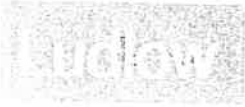
## Traffic Count: Edwards and Observatory 24 hour period - November 1996

- North bound Edwards - 1,186
- South bound Edwards - 5,298
- West bound Observatory - 7,428
- East bound Observatory - 9,897

## District Characteristics:

- Large two to three story historic buildings
- Linear East/West district with a recognizable center





**Quantitative Characteristics:**

- District Boundaries- Ormand east to Burnett Woods
- District length -1,731 ft
- Street width - 40 ft
- Population - 6303

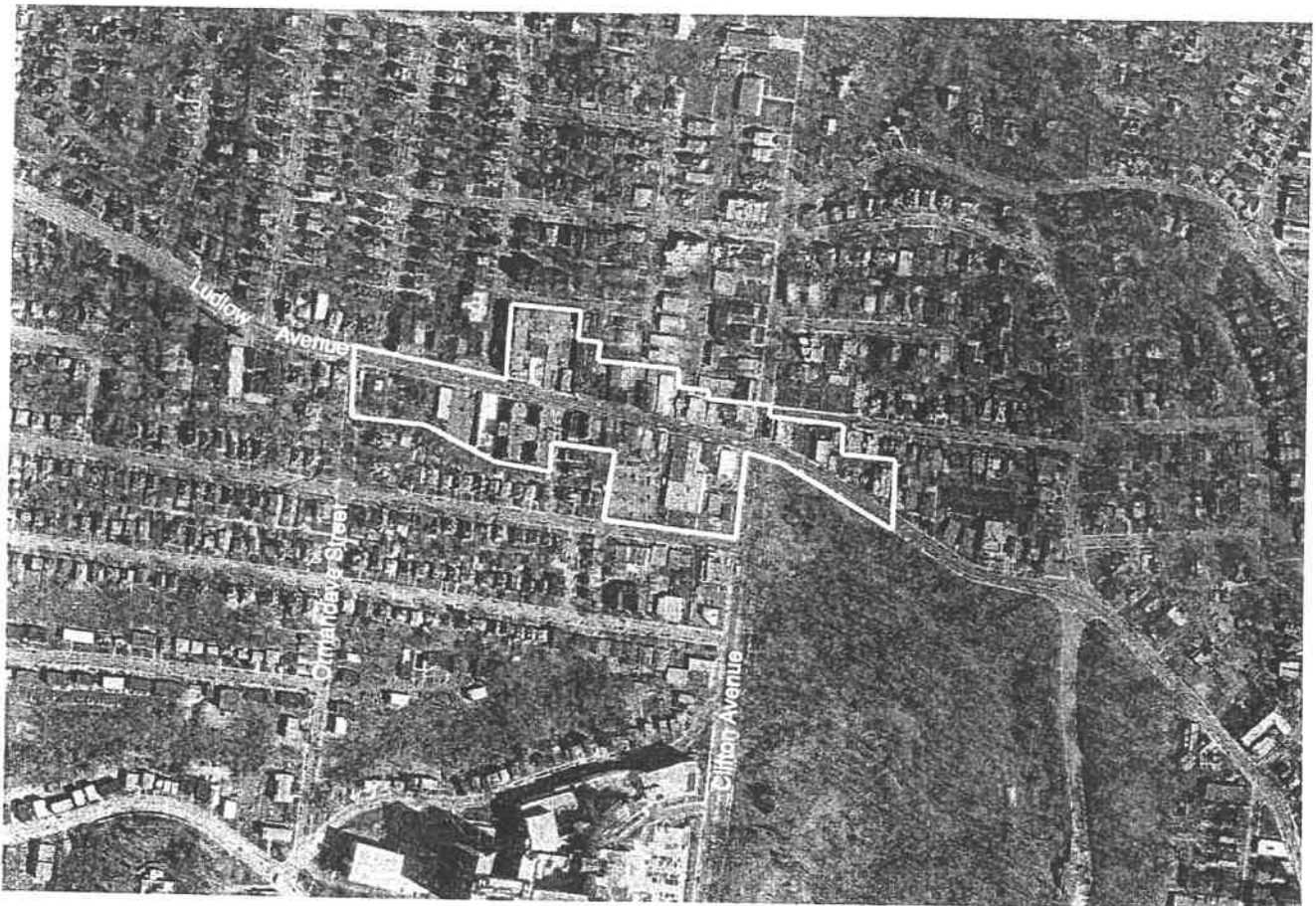
**Traffic Count: Clifton and Ludlow**

24 hour period - April 1996

- West bound Clifton - 7,072
- East bound Clifton- 7,371

**District Characteristics:**

- Small two to three story buildings
- Intersection of two major thoroughfares





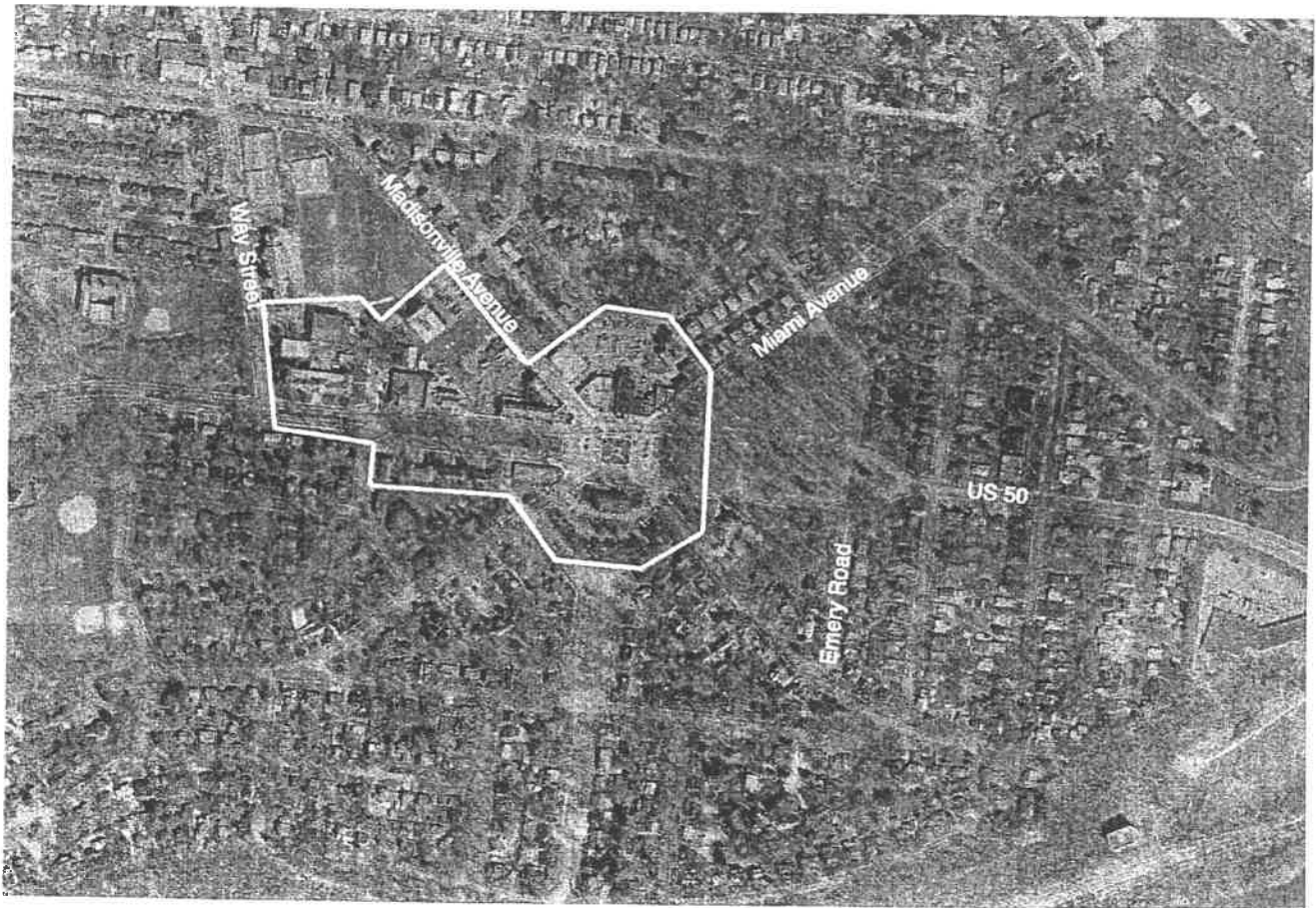
**Quantitative Characteristics:**

- District Boundaries- Way St. west to Emery
- District length - 1,050 ft
- Street width - 35 ft
- Population - 3,118

**District Characteristics:**

- Small one to two story buildings
- Intersection of two major thoroughfares

Traffic Count: US 50 and Miami: N/A



# North College Hill

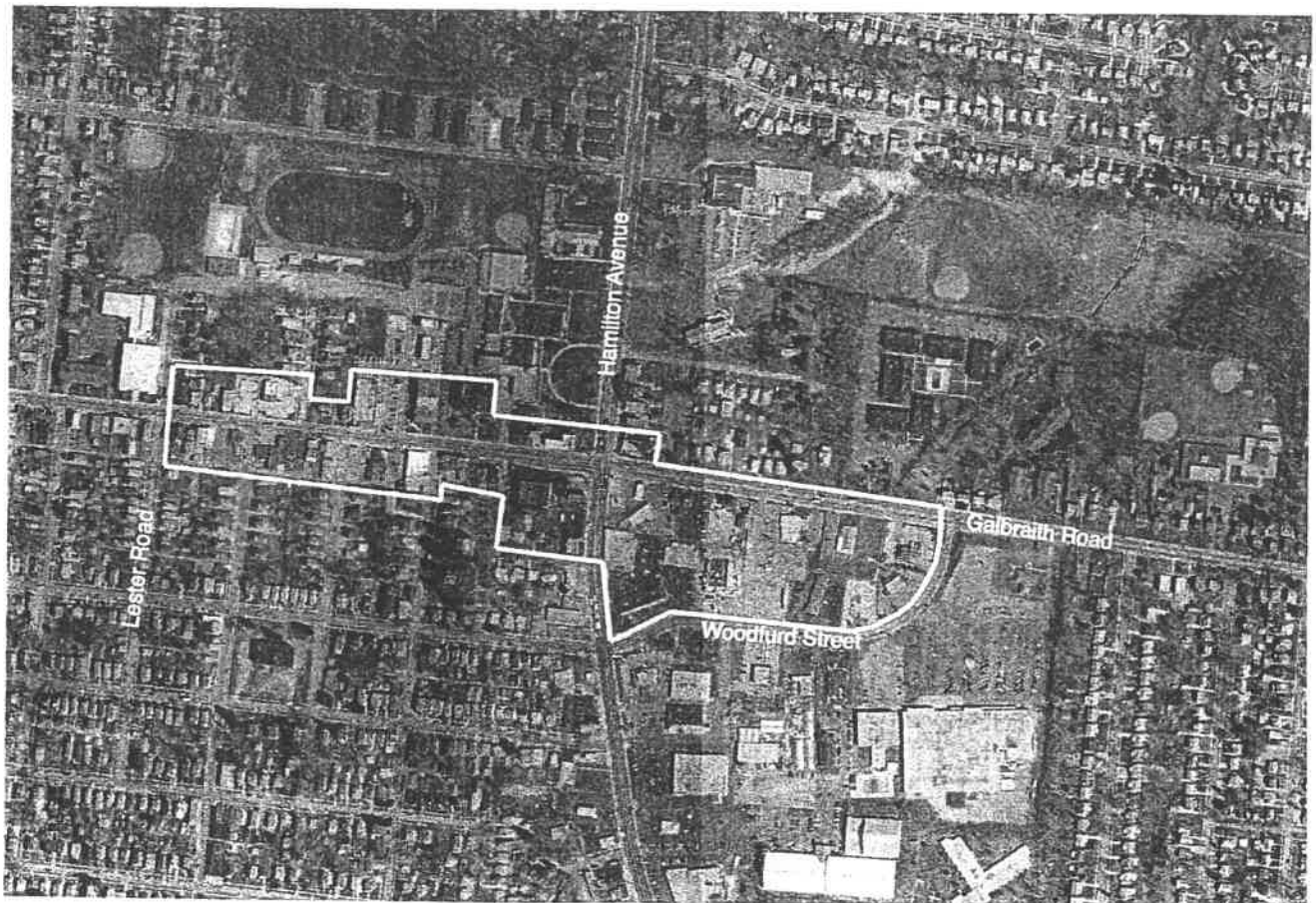
## Quantitative Characteristics:

- District Boundaries- Lester East to Woodfurd
- District length -2,656 ft
- Street width - 44 ft
- Population - 11,002

## Quantitative District Characteristics:

- large one to two story buildings
- Intersection of two major thoroughfares

Traffic Count: Hamilton and Galbraith: N/A





**Quantitative Characteristics:**

- District Boundaries- Elmore North to Medill
- District length - 1,920 ft
- Street width - 44 ft

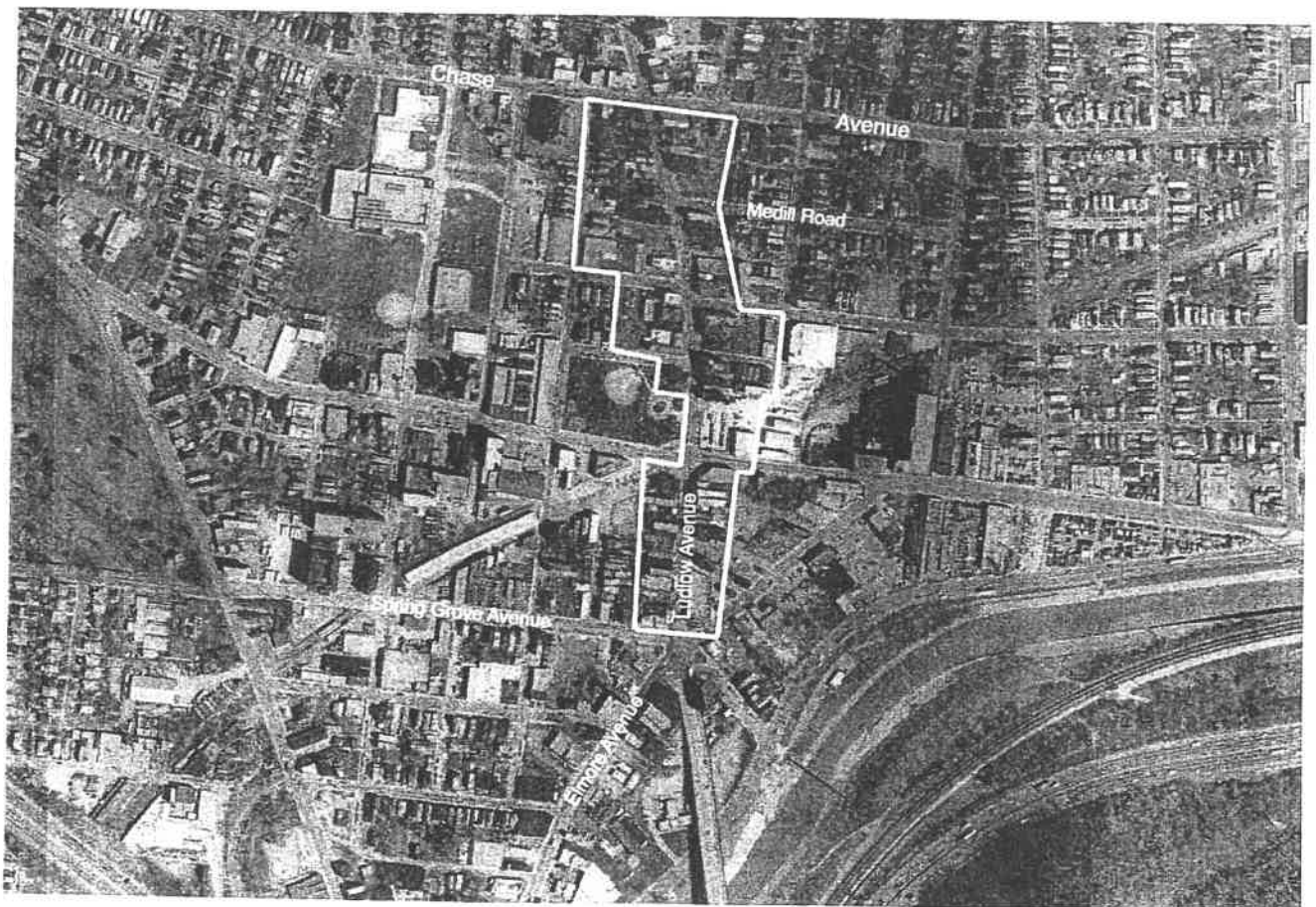
**District Characteristics:**

- Small two to three story historic buildings
- Population - 10,527
- Intersection of two major thoroughfares

**Traffic Count: Spring Grove and Ludlow**

24 hour period- December 1987

- North Bound Spring Grove - 10,213
- South Bound Spring Grove - 11,102





**Quantitative Characteristics:**

- District Boundaries- Cahoon East to Lavina
- District length -1,300 ft
- Street width - 50 ft
- Population - 2,112

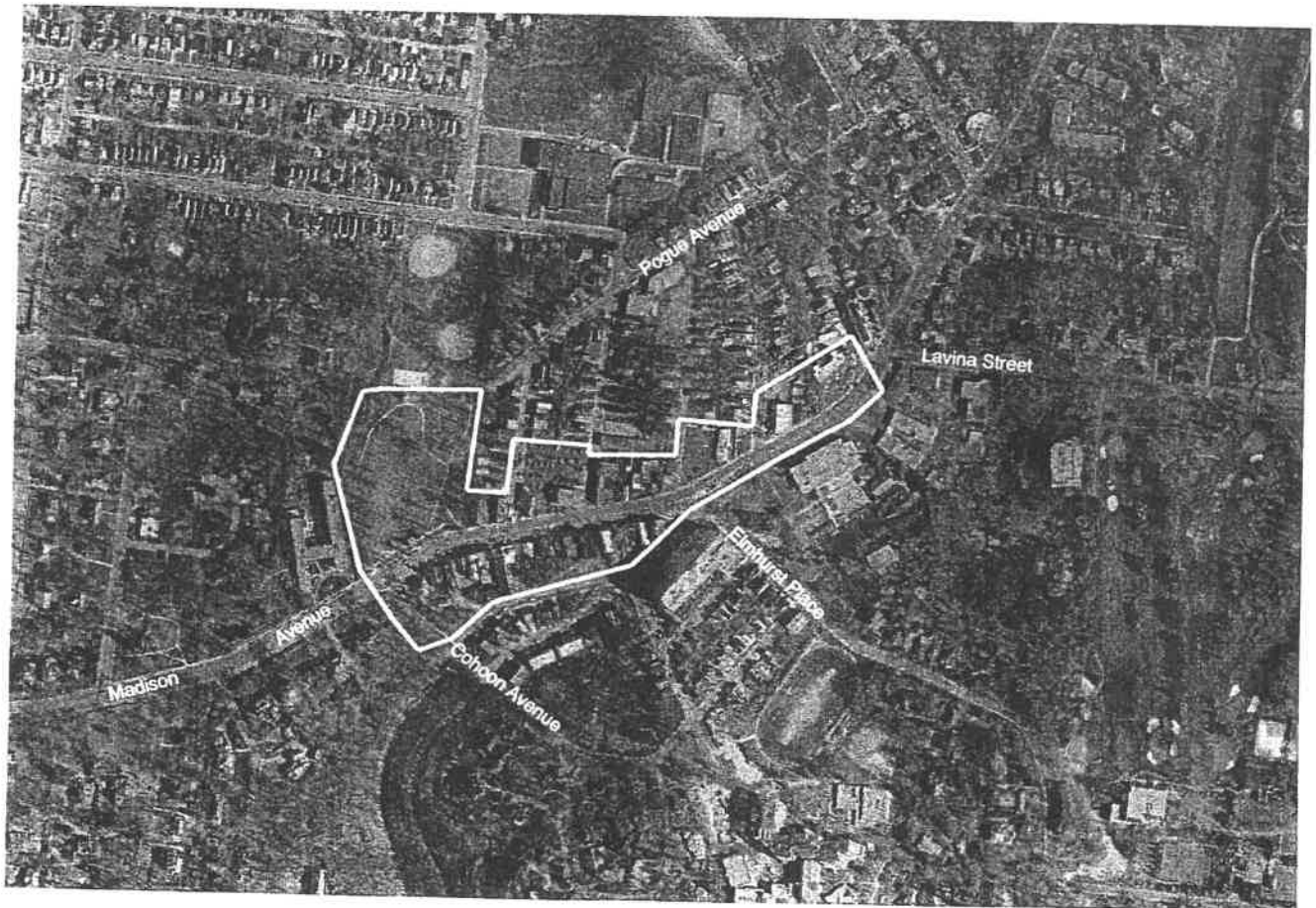
**District Characteristics:**

- Small two to three story historic buildings
- Linear East West district with no recognizable center

**Traffic Count: Madison and O'bryon**

24 hour period- November 1988

- North Bound Madison - 11,012



# Pleasant Ridge

## Quantitative Characteristics:

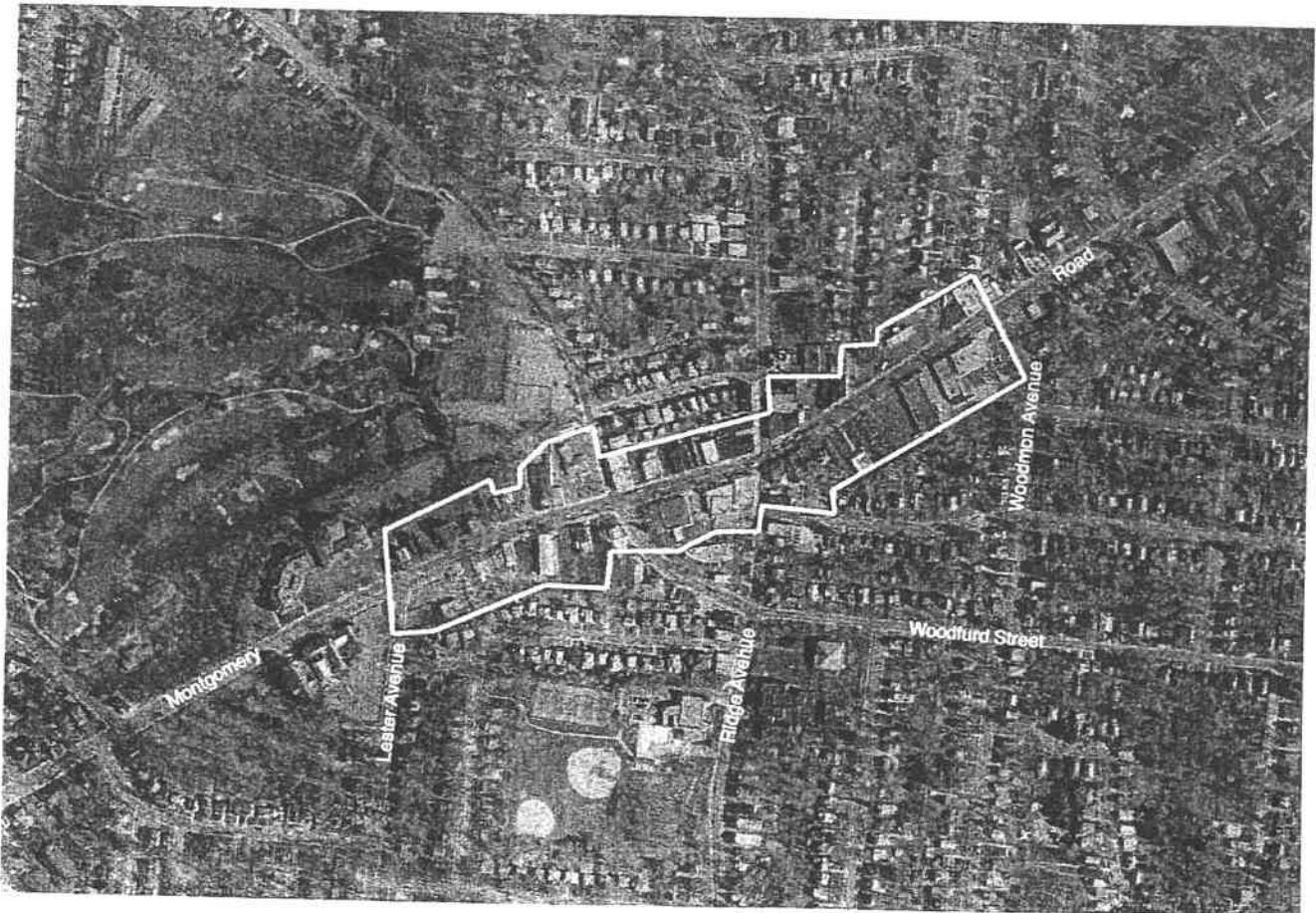
- District Boundaries- Lester East to Woodmont
- District length -1,960 ft
- Street width - 40 ft
- Population - 9,766

## District Characteristics:

- Small one to two story buildings
- Linear East/West district with no recognizable center

## Traffic Count: Ridge and Montgomery 24 hour period - May 1987

- West bound Montgomery - 7,248
- East bound Montgomery - 10,612







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**URBAN RENEWAL PLAN**

**Eligibility/Blight Study**

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**July 17, 2001**

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# **College Hill**

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## **Urban Renewal Plan**

## **Eligibility/Blight Study**

### **Prepared for:**

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City of Cincinnati

#### **Department of Economic Development**

Two Centennial Plaza - Suite 710  
805 Central Avenue  
Cincinnati, Ohio 45202

### **Prepared by:**

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City of Cincinnati  
Department of Transportation and Engineering  
Division of Transportation Planning and Urban Design

#### **Office of Architecture & Urban Design**

One Centennial Plaza - Suite 405  
705 Central Avenue  
Cincinnati, Ohio 45202



Documentation of Blight or Deterioration

The purpose of this study is to determine if the College Hill NBD Urban Renewal area qualifies as a blighted or deteriorating area as defined by Chapter 725 of the Cincinnati Municipal Code, Urban Renewal.

## I. Boundary Description

Situated in the City of Cincinnati, Hamilton County, State of Ohio and being more particularly described as follows:

Beginning in the centerline of Hamilton Avenue, said point being the point of intersection with the eastwardly extension of the north parcel line of Parcel 129 Plat Book 232 Page 4 Hamilton County Auditor's Parcel (HCAP).

Thence westwardly along said parcel line extended and said line to the northwest corner of said parcel.

Thence southwardly along the west parcel line of Parcels 66 and 67 Plat Book 232 Page 4 HCAP and said line extended of said parcel 67 to the centerline of North Bend Road.

Thence eastwardly with said centerline to the intersection with the northwardly extension of the west parcel line of Parcel 28 Plat Book 233 Page 1 HCAP.

Thence southwardly along said parcel line extended and said line and continuing along the west parcel line of Parcels 86 and 31 Plat Book 233 Page 1 HCAP and said line extended of said parcel 31 to the centerline of Elkton Avenue.

Thence eastwardly with said centerline to the intersection with the northwardly extension of the west parcel line of Parcel 58 Plat Book 233 Page 1 HCAP.

Thence southwardly along said parcel line extended and said line and continuing along the west parcel line of Parcel 59 Plat Book 233 Page 1 HCAP to the southwest corner of said parcel.

Thence eastwardly along the south parcel line of said parcel 59 to the northwest corner of Parcel 60 Plat Book 233 Page 1 HCAP.

Thence southwardly and eastwardly along said parcel to the northwest corner of Parcel 71 Plat Book 233 Page 1 HCAP.

Thence southwardly along the west parcel line of said parcel and continuing along the west parcel line of Parcel 66 Plat Book 233 Page 1 HCAP to the northeast corner of Parcel 115 Plat Book 233 Page 1 HCAP.

Thence westwardly along the north parcel line of said parcel to the northwest corner of said parcel.

Thence southwardly along the west parcel line of said parcel 115 and continuing along the west parcel line of Parcel 94 Plat Book 233 Page 1 HCAP to the southwest corner of said parcel 94.

Thence eastwardly along the south parcel line of said parcel to the northwest corner of Parcel 105 Plat Book 233 Page 1 HCAP.

Thence southwardly and eastwardly along said parcel and continuing eastwardly along the south parcel line of Parcel 103 Plat Book 233 Page 1 HCAP to the northwest corner of irregularly shaped Parcel 101 Plat Book 233 Page 1 HCAP.

Thence southwardly along the west parcel line of said parcel and said line extended to the centerline of Marlowe Avenue.

Thence eastwardly with said centerline to the point of intersection with the northwardly extension of the west parcel line of Parcel 59 Plat Book 233 Page 2 HCAP.

Thence southwardly along said parcel line extended and said line to the southwest corner of said parcel.

Thence eastwardly along the south parcel line of said parcel 59 to the northwest corner of Parcel 98 Plat Book 233 Page 2 HCAP.

Thence southwardly along the west parcel line of said parcel and said line extended to the centerline of Cedar Avenue.

Thence eastwardly with said centerline to the intersection with the northwardly extension of the west parcel line of Parcel 32 Plat Book 233 Page 2 HCAP.

Thence southwardly along said parcel line extended and said line and continuing along the west parcel line of Parcels 47, 35, 36 and 40 Plat Book 233 Page 2 HCAP and along said line extended of said parcel 40 to the centerline of Llanfair Avenue.

Thence eastwardly with said centerline to the intersection with the northwardly extension of the west parcel line of Parcel 74 Plat Book 234 Page 1 HCAP.

Thence southwardly along said parcel line extended and said line to the southwest corner of said parcel.

Thence eastwardly along the south parcel line of said parcel 74 and continuing along the south parcel line of Parcel 48 Plat Book 234 Page 1 HCAP and along said line extended to the centerline of Hamilton Avenue, said point being the point of intersection with the westwardly extension of the irregular south parcel line of Parcel 1 Plat Book 234 Page 2 HCAP.

Thence eastwardly along said parcel line extended and said line and continuing along said parcel northwardly, eastwardly, northwardly, eastwardly,

northwardly and westwardly to the northeast corner of Parcel 111 Plat Book 234 Page 2 HCAP.

Thence westwardly along the north parcel line of said parcel to the southeast corner of Parcel 68 Plat Book 233 Page 4 HCAP.

Thence northwardly, westwardly and northwardly along the irregular east parcel line of said parcel to the southeast corner of Parcel 149 Plat Book 233 Page 4 HCAP.

Thence northwardly, eastwardly and northwardly along the irregular east parcel line of said parcel and continuing along the east parcel line of Parcel 65 Plat Book 233 Page 4 HCAP and said line extended to the center line of Cedar Avenue.

Thence westwardly with said centerline to the intersection with the southwardly extension of the east parcel line of Parcel 18 Plat Book 233 Page 4 HCAP.

Thence northwardly along said parcel line extended and said line to the northeast corner of said parcel.

Thence westwardly along the north parcel line of parcel 18 and continuing along the north parcel line of Parcels 16 and 14 Plat Book 233 Page 4 HCAP to the southeast corner of Parcel 120 Plat Book 233 Page 4 HCAP.

Thence northwardly along the east parcel line of said parcel and continuing along the east parcel line of Parcels 137 and 146 Plat Book 233 Page 4 HCAP to the northeast corner of said parcel 146.

Thence westwardly along the north parcel line of said parcel to the east parcel line of Parcel 3 Plat Book 233 Page 4 HCAP.

Thence northwardly and westwardly along said parcel to the southeast corner of Parcel 131 Plat Book 233 Page 4 HCAP.

Thence northwardly along the east parcel line of said parcel and continuing along the east parcel line of Parcels 134 and 133 Plat Book 233 Page 4 HCAP and said line extended of said parcel 133 to the centerline of Marlowe Avenue.

Thence westwardly with said centerline to the intersection with the southwardly extension of the east parcel line of Parcel 57 Plat Book 233 Page 3 HCAP.

Thence northwardly along said parcel line extended and said line to the northeast corner of said parcel.

Thence westwardly along the north parcel of said parcel 57 and continuing along the north parcel line of Parcels 205 and 14 Plat Book 233 Page 3 HCAP to the southeast corner of Parcel 13 Plat Book 233 Page 3 HCAP.

Thence northwardly along the east parcel line of said parcel and continuing along the east parcel line of Parcels 12, 206, 11, 10 and 9 Plat Book 233 Page

3 HCAP and said line extended of said parcel 9 to the centerline of Ambrose Avenue.

Thence westwardly with said centerline to the intersection with the southwardly extension of the east parcel line of Parcel 76 Plat Book 233 Page 3 HCAP.

Thence northwardly along said parcel line extended and said line and continuing along the east parcel line of Parcel 139 Plat Book 233 Page 3 HCAP and said line extended of said parcel 139 to the centerline of Elkton Place.

Thence eastwardly with said centerline to the intersection with the southwardly extension of the east parcel line of Parcel 141 Plat Book 233 Page 3 HCAP.

Thence northwardly along said parcel line extended and said line and continuing along the east parcel line of Parcels 209, 210, 208 and 75 Plat Book 233 Page 3 HCAP and said line extended of said parcel 75 to the centerline of North Bend Road.

Thence eastwardly with said centerline to the intersection with the southwardly extension of the east parcel line of Parcel 101 Plat Book 247 Page 2 HCAP.

Thence northwardly along said parcel line extended and said line and continuing along the east parcel line of Parcel 102 Plat Book 247 Page 2 HCAP to the northeast corner of said parcel 102.

Thence westwardly along the north parcel line of said parcel and continuing along the north parcel line of Parcels 9 and 4 Plat Book 247 Page 2 HCAP to the southeast corner of Parcel 3 Plat Book 247 Page 2 HCAP.

Thence northwardly along the east parcel line of said parcel and said line extended to the centerline of Wittlou Avenue.

Thence westwardly with said centerline to the intersection with the centerline of Hamilton Avenue.

Thence southwardly with the centerline of Hamilton Avenue to the point of beginning.

## II. Conditions of Study Area

- A. As a whole, eighty-three (83) of eighty-six (86), equaling ninety-seven percent (97%) of structures in the study area fulfilled the criteria identified in the Cincinnati Municipal Code Section 725-1-B(a), Blighted area. The study examined each parcel for the presence of the following blighting factors as defined in Section 725-1-B(a):

B.

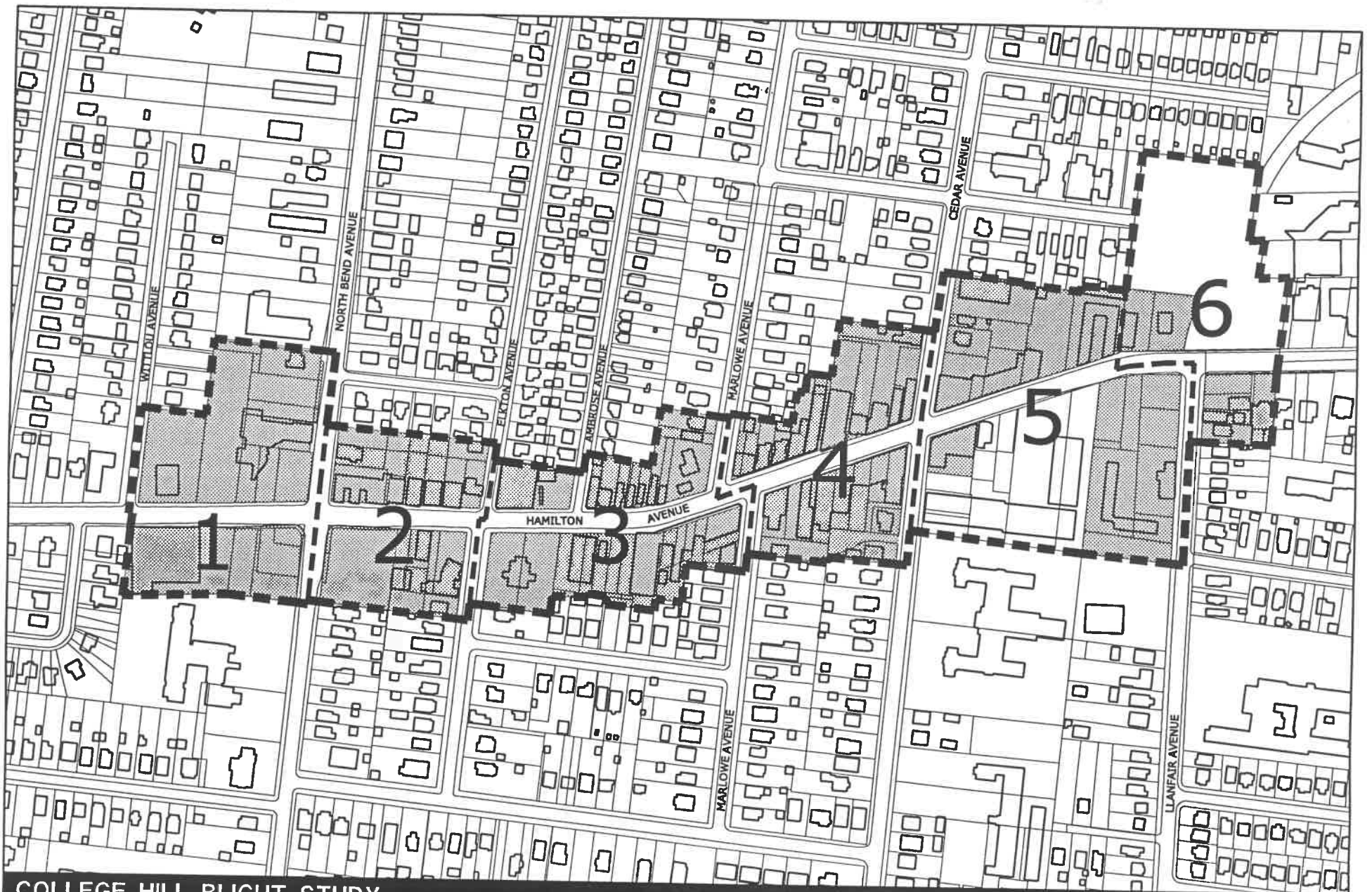
1. Age  
Eighty-five percent (85%) of the buildings in the study area are forty (40) years of age or greater.
2. Obsolescence  
None of the buildings were seen as functionally or economically obsolete.
3. Dilapidation  
One (1) of the structures in the study area was found to have dilapidation.
4. Deterioration  
Ninety-five percent (95%) of the structures/vacant parcels in the study area exhibited deterioration.
5. Abandonment/Excessive Vacancies  
Abandonment/excessive vacancies (exceeding 1/3 area) were found to be present in fifteen percent (15%) of the structures in the area.
6. Period Flooding  
None of the buildings lie within the flood plain.
7. Faulty Lot Layout/Overcrowding/Inadequate Loading/Parking  
These factors were found in eighty-four percent (84%) of the structures in the study area
8. Deleterious or Incompatible Land Use/Inadequate Site Conditions/Environmentally Hazardous Conditions  
One or more of these factors were found in forty-three

percent (43%) of the structures/vacant parcels in the study area.

9. Inadequate Public Facilities or Right-of-way  
One or more of these factors was found in forty-five percent (45%) of the structures in the area.
  10. Diversity of Ownership  
Diversity of ownership was found in forty-one percent (41%) of the structures in the study area.
  11. Illegal Use/Code Violation  
None of the structures in the area exhibited this factor.
  12. Unsuitable Soil Conditions  
Three percent (3%) structures in the area exhibited signs of unsuitable soil conditions.
  13. Unused Railroads or Service Stations, Landfills/Junkyards  
None of these factors were exhibited in the structures in the area.
  14. Other factors inhibiting sound private development  
This factor was exhibited in none of the buildings in the study area.
- C. Structures and vacant parcels meeting the criteria are reasonably distributed through the area. At least fifty percent (50%) of the total number of structures reasonably distributed throughout the area meet the “blighted area” criteria with three or more factors; and vacant parcels, with two or more factors (see distribution chart).
- D. Additionally, at least fifty percent (50%) of the structures, reasonably distributed through the area, are deteriorated or



deteriorating; or the public improvements are in a general state of deterioration (see factor 4 above).

The conclusion drawn from this data is that the number, degree, and distribution of blighting factors, which are documented in this report, warrant the designation of the East Price Hill NBD Urban Renewal area as a "blighted area" as defined by Chapter 725 of the Cincinnati Municipal Code, Urban Renewal.



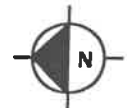
**COLLEGE HILL BLIGHT STUDY**

**Legend:**

-  Urban Renewal Boundary
-  Structure or Parcel Contributing to Blight



SCALE: 1" = 350'



**DISTRIBUTION OF BLIGHTING INFLUENCES AND BLIGHTED UNITS BY BLOCK**

Block	Total Buildings/ Parcels	Blighting Influences – See below														Blighted Buildings/ Parcels	%
		1	2	3	4	5	6	7	8	9	10	11	12	13	14		
1	5	2	--	--	4	1	--	3	3	2	1	--	--	--	--	5	100 %
2	14	10	--	--	13	--	--	12	8	7	11	--	--	--	--	13	93 %
3	22	22	--	1	22	4	--	20	--	2	--	--	1	--	--	22	100 %
4	23	23	--	--	23	4	--	22	13	17	14	--	--	--	--	23	100 %
5	17	13	--	--	16	4	--	13	11	11	9	--	1	--	--	16	94 %
6	5	3	--	--	4	1	--	2	2	--	--	1	1	--	--	4	80 %

<b>Total</b>	<b>86</b>	<b>73</b>	<b>--</b>	<b>1</b>	<b>107</b>	<b>14</b>	<b>--</b>	<b>72</b>	<b>37</b>	<b>39</b>	<b>35</b>	<b>--</b>	<b>3</b>	<b>--</b>	<b>--</b>	<b>83</b>	<b>97 %</b>
<b>Percentages %</b>		<b>85%</b>	<b>--</b>	<b>1%</b>	<b>95%</b>	<b>15%</b>	<b>--</b>	<b>84%</b>	<b>43%</b>	<b>45%</b>	<b>41%</b>	<b>--</b>	<b>3%</b>	<b>--</b>	<b>--</b>	<b>97%</b>	

Blighting Influences

(1) Age (2) Obsolescence (3) Dilapidation (4) Deterioration (5) Abandonment/Excessive Vacancies (6) Periodic Flooding  
 (7) Faulty Lot Layout/Overcrowding/Inadequate Loading/Parking (8) Deleterious/Incompatible Land Use/Site Conditions  
 (9) Inadequate Public Facilities/ROW (10) Diversity of Ownership (11) Illegal Use/Code Violation (12) Unsuitable Soil Conditions  
 (13) Unused Railyards or Service Stations - Landfill/Junkyard (14) Other Factors Inhibiting Sound Private Development



**STREET CONDITIONS**

Per City of Cincinnati, Department of Transportation and Engineering, Division of Engineering, Highways Section on May 30, 2001:

<u>Streets</u>	<u>Condition</u>
Ambrose Avenue	Excellent
Cedar Avenue – West Hamilton	Poor
Cedar Avenue – East of Hamilton	Excellent
Elkton Place – West of Hamilton	Good
Elkton Place – East of Hamilton	Excellent
Hamilton Avenue	Good
Llanfair Avenue	Good
Marlowe Avenue	Fair
North Bend Avenue – West of Hamilton	Good
North Bend Avenue – East of Hamilton	Poor
Wittlou Avenue	Good