

VWB

Volume 1
Summary of
Recommendations



**Welcome to
MADISONVILLE**
A CINCINNATI COMMUNITY
SETTLED IN 1809

**Madisonville -
Eastwood
Community
Plan**

City Planning Commission

Cincinnati, Ohio

October, 1975

VOLUME I

SUMMARY OF RECOMMENDATIONS

FOR THE

MADISONVILLE-EASTWOOD COMMUNITY

**A Community Planning Report
prepared by the
Cincinnati City Planning Commission
in cooperation with the
Madisonville Coordinating Committee**

November, 1975

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"M" HOUSE

"M" House is a focal point for community meetings, the offices of the Madisonville Coordinating Committee and the Madisonville Housing Service. Located at 6128 Madison Road, its site is an historic one donated by Benjamin Muchmore in 1821 where in 1824 the first Madisonville Methodist Church was constructed. Since then, the rebuilding of three new church buildings on the same site represents the kind of commitment to community stabilization and improvements needed from present community occupants. Hopefully, the impetus for that improvement will come from activities taking place in the former parsonage now called "M" House. It was donated by the church, rehabilitated through donated savings and loan company monetary resources and the voluntary efforts of community residents.

Introduction

The following summary of Recommendations is derived from the joint planning efforts of the Madisonville Coordinating Committee and the City Planning Commission staff during a 1972 and 1973 Community Planning Program. It is part of community planning work begun by Planning Commission staff in 1966 and continued now in various sections of the city.

Such plans from various communities can hopefully give the Commission the opportunity to weigh requests of various communities against city-wide and regional needs. In October 1973 the Planning Commission's adoption of a POLICY STATEMENT REGARDING COMMUNITY PLANS recognized such plans, with organized community involvement, as an essential step towards improvement of each community as well as the entire city.

Although social and economic goals usually underlie recommendations, major emphasis has been toward resolving land development problems or proposing physical improvements. Originally, Madisonville-Eastwood planning set out to produce an overall community plan with emphasis on the main business district, residential areas and recreational facilities. However, at the community's request, efforts were focused extensively on developing a preliminary physical plan for the commercial area. Finally in 1973, efforts once again were aimed at producing an overall community plan as the basis for a pattern of appropriate future land development.

Shortly after the program began in mid-1972, four persons appointed by the community served as a Planning Committee -- later expanded to 26 members representing business, industry, residents, professions and property owners. In June 1973, representation was changed to include only the two-member sub-committee on Housing, Zoning and Land Use so that the original Committee could redirect its efforts to solicit funds and attempt self-help business district improvements and projects. After March, 1974, a Madisonville Planning Review Committee was established and submitted written reaction to the Preliminary version of Volume 1 in September, 1974. At that time both the general content of Volumes 1 and 2 (data and analysis) and the Review Committee's report was presented to an open meeting of the Madisonville Coordinating Committee to inform community occupants and solicit comments. In November 1974, the Executive Board of the Coordinating Committee recommended the Committee's acceptance of Volume 2 and its approval of Volume 1, with amendments.

For convenience of reference, this Volume I lists only the resulting plan and its recommendations. Information which led to the recommendations is available in Volume II, A Report on the Madisonville-Eastwood Community. It includes a geographic and physiographic description of the community, its history, community goals, existing conditions, analysis and a study of the principal business district.

Goals preceding planning recommendations were derived from staff observations; plans previously adopted by the community; and from the condensation of Madisonville Community Goals developed by students of the Graduate Department of Community Planning, University of Cincinnati, 1968, and adopted by the Madisonville Coordinating Committee. Generally, goals reflect the desirability of: the population remaining integrated and middle-income; the main business district being revitalized; upgrading existing housing; maintaining the high percent of owner-occupancy, and limiting new large scale multi-family development; increasing job opportunities for community residents; providing attractive educational and recreational facilities. Other goals expressed at 1974, community meetings, conducted by the Southwest Ohio Regional Transit Authority (SORTA) and also those conducted by a consultant for the Cincinnati Public Recreation Commission, influenced amendments to the Open Space-Recreation Plan and to the Circulation Plan.

Recommendations



LOOKING SOUTH ON MADISONVILLE

The rural, suburban character with hillsides to the north and east is a real asset to this community. These 1400 acres, about 8 miles from downtown, are bounded on the west by the Penn-Central Railroad and elsewhere by the City limits. The 17,000 residents, about 1/3 black, have maintained a relatively stable level of integration for many years. Median income, percentage of employment, white collar workers, single-family and owner-occupied residences -- are higher in Madisonville than in Eastwood. Madisonville housing is being improved by a privately financed code enforcement program; although Amy Avenue, Corsica Hollow and Eastwood Village show deterioration. Other community concerns include the preponderance of new apartments, scarce public open space and indoor recreation facilities, business district deterioration, industrial truck traffic, auto traffic; on-street parking by some of the 3300 employees (9/10 non-residents); future increased Red Bank Expressway traffic; and improved bus service for 5800 residents now driving to work.

A. OPEN SPACE-RECREATION PLAN

Recommendations are shown in capital letters.

1. DEVELOP A NEW, COMPLETE COMMUNITY CENTER.

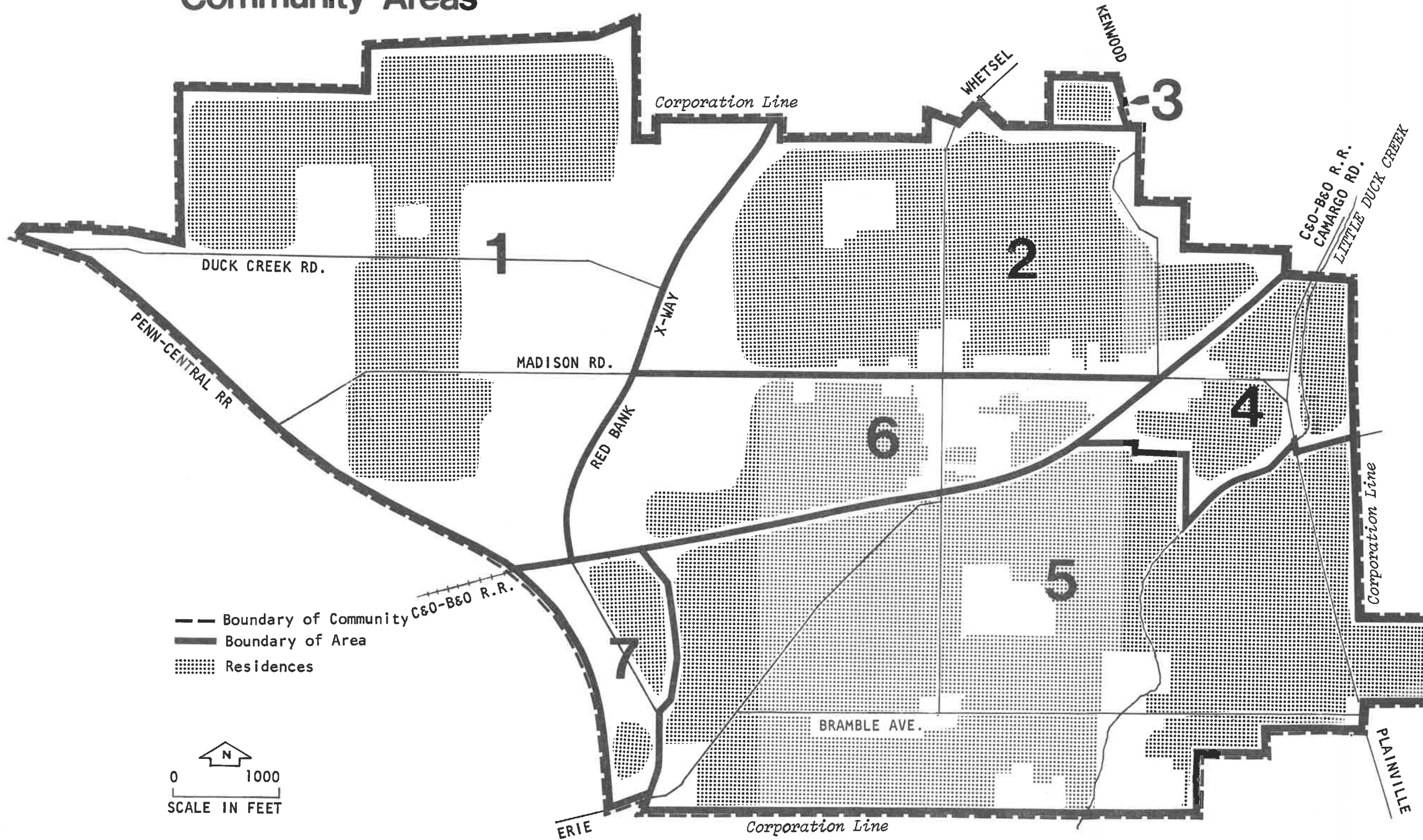
This would include a meeting room, craft room, game room, gym, etc., tot lot and outdoor spaces - at Ward Street and Whetsel Avenue west of Madisonville School. This site is central to the community, close to transportation, and could aid in redevelopment of the business community. The plan for such a center could endorse funding of the Madisonville Youth Redevelopment Corporation programs by appropriate private foundations on a year-round basis.

2. DEVELOP A LINEAR PARK-RECREATION AREA ON 65 ACRES OF UNDEVELOPED LAND ALONG THE LITTLE DUCK CREEK WHICH FLOWS FROM NORTHEAST TO SOUTH CENTRAL MADISONVILLE. See Figure 3.

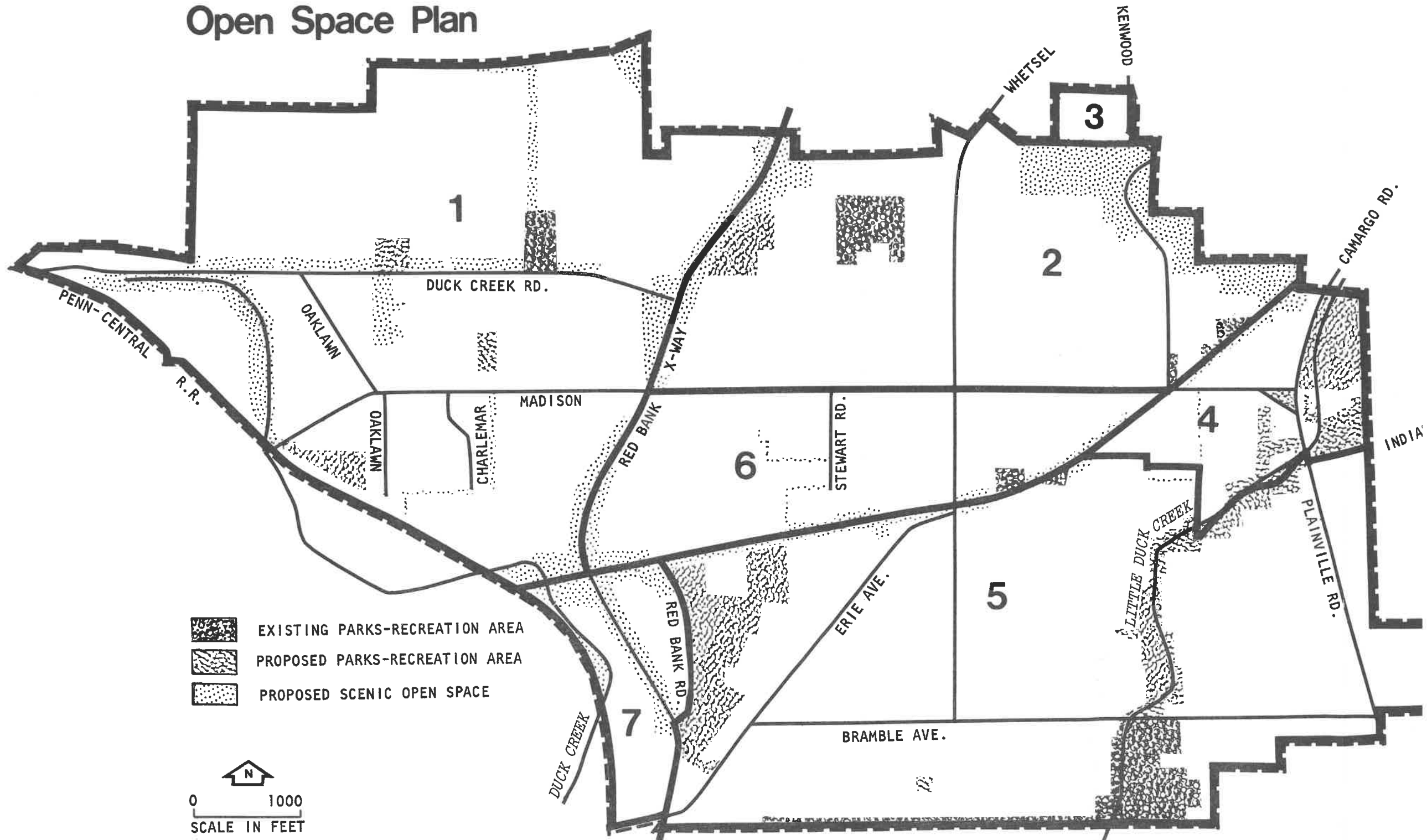
This is in conformance with the 1948 Cincinnati Metropolitan Master Plan, various engineering studies and recent staff proposals of the Planning Commission. It has received staff approval from the City's Park, Recreation and Engineering Departments and from community representatives. The Coordinating Committee has endorsed the concept of such a project which would: preserve environmental assets; provide more park-recreation space; provide a pedestrian route for residents of densely populated northeast Madisonville (which lacks park-recreation space) to gain greater access to the Bramble Park-Playground in the less densely populated south central Madisonville. Thirty-three of the acres which are mostly undeveloped but still in private ownership, have a combined assessed value of \$100,000 (\$80,000+ is assessed land value). Perhaps public rights to the use of this land could be acquired without fee simple purchase. If the project is approved as part of this Community Plan, a detailed report of it can be submitted under separate cover for review and approval. As a short range measure, City Council could adopt an official platted boundary line around the area - thus giving Council the opportunity to purchase rights to the land, undeveloped, before a building permit could be issued. Park-recreation development could be carried out under the direction of the Park Board, Recreation Commission and other appropriate City departments -- depending on future availability of funds. This project has been included in the 1976 Service Betterment requests - but has not been given a high priority.




If the rights for public use of this land are not acquired by the time new private development is proposed, a less ideal but suitable alternative use may be low density residential. This will be discussed further in the Residential Areas Plan below.

Community Areas

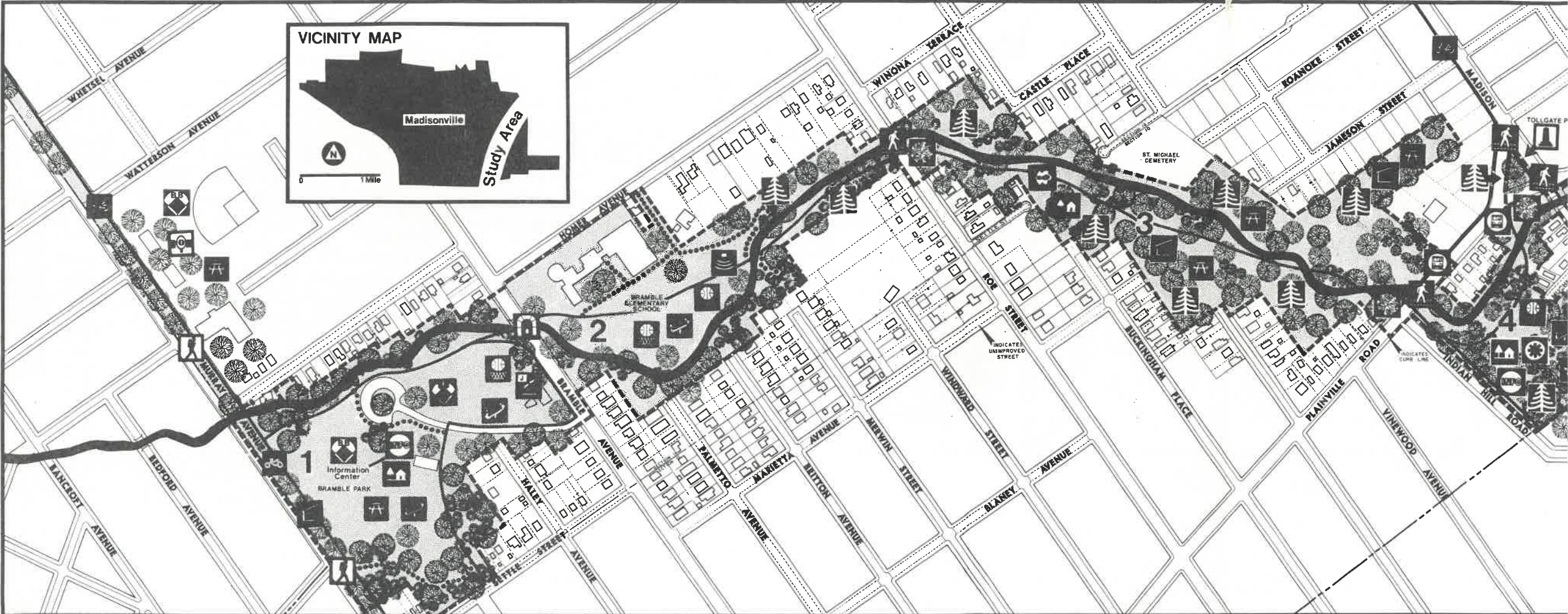
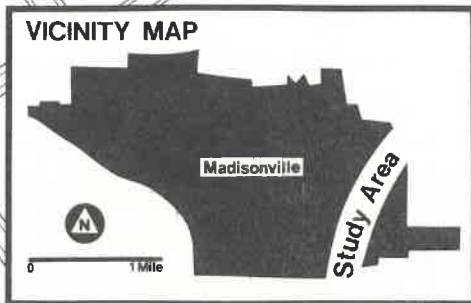


Open Space Plan



-  EXISTING PARKS-RECREATION AREA
-  PROPOSED PARKS-RECREATION AREA
-  PROPOSED SCENIC OPEN SPACE


0 1000
SCALE IN FEET



Legend for Figure 3

- Access-**
- Hiking Trail
 - Pedestrian Cross Walk
 - Pedestrian Underpass
 - Bicycle Trail
 - Bus Stop and Shelter
 - Service Road

- Preservation Subareas-**
- 1** Southeast Park and Recreation Center
 - 2** Elementary Education and Recreation
 - 3** Nature Study and Preservation
 - 4** Northeast Park and Recreation Center
 - Total Preservation Area
 - Tree and Ground Cover Preservation

- Activities-**
- Tot Lot
 - Playground
 - Baseball
 - Softball
 - Football
 - Tennis
 - Junior Pool
 - Recreation Center
 - Turf Amphitheater
 - Historical Intrest
 - Vest Pocket Park
 - Activity Pavilion
 - Trail Shelter
 - Picnic Grove
 - Nature Study Area

3. MAXIMUM USE OF LYON JUNIOR HIGH SCHOOL BUILDING AND GYMNASIUM: ALSO OPERATE A FULL RECREATION PROGRAM AT EASTWOOD SCHOOL.

4. DEVELOP THE SHAWNEE/DUCK CREEK PLAY LOT

This should include: (a) tot lot, open shelter, paved area, basketball area, landscaping and a picnic area; (b) improve existing tot lots on Stewart Playfield, Cornuelle location and Bramble Playground.

5. PROVIDE MORE FIELD SPORTS AREAS FOR COMMUNITY

This should include endorsement of new, multi-community complexes outside the community including the Little Miami Baseball/Soccer Complex, the Center Hill/Little Crosley Field Baseball Complex, the Mill Creek Field Sports Complex inside the community. The Eastwood Complex could include track, baseball, soccer fields, tennis courts, tot lots and a shelter service pavilion with parking for 500 cars.

6. DEVELOP A SYSTEM OF HIKE & BIKE TRAILS, SEPARATED WHERE POSSIBLE FROM VEHICULAR TRAFFIC TO CONNECT OPEN SPACE AREAS, ACTIVITY CENTERS, & PROVIDE RECREATION TRAILS.

Cooperation between Recreation Commission, Park Board, School Board and the City Traffic Engineering Division should encourage development of bikeways on existing streets after the community center and other facilities are completed. Trails should be separated where possible from vehicular traffic; connect open space areas, activity centers and provide recreation trails; trails should be appropriately designated.

7. THE CONCEPT OF A SENIOR CITIZENS CENTER, SEPARATE FROM OTHER FACILITIES, IS ENDORSED.

The possibility of relocating the existing center closer to bus services, the business district, etc. or the use of the old Hidden house situated near the building site for St. Paul Village (specialized housing for the elderly) should be considered.

8. ROLLER SKATING FACILITIES ARE PROPOSED.

A multi-community, self-supporting, municipally owned facility is considered appropriate.

9. IMPROVE CORNUELLE PLAYGROUND BY ADDITIONAL EQUIPMENT, MAINTENANCE AND ACQUISITION OF ANY ADJACENT PROPERTY THAT IS VACANT OR CONTAINS A BADLY DILAPIDATED STRUCTURE.

This would be only when sufficient funds make beneficial relocation opportunities available to any existing occupants and City capital improvement funds can permit improvements by the park Board and Recreation Commission.

10. IN ORDER TO PROVIDE A MINIMUM STANDARD AMOUNT OF OPEN SPACE WITHIN EACH RESIDENTIAL NEIGHBORHOOD IN THE COMMUNITY (See Figures 1 and 2), DEVELOP IN:

AREA 1: 5 acres (3 acres south of Madison Rd.)
AREA 2: 1-1/2 to 3 acres (depending on future residential development)
AREA 3: 1-1/2 acres (location undetermined at this time)
AREA 4: 1-1/2 acres (location undetermined at this time)
AREA 5: 6 to 9 acres (depending on future residential development)
AREA 6: 2 acres (location undetermined at this time)
AREA 7: 1+ acres (location undetermined at this time)
TOTAL COMMUNITY: 18-1/2 to 25 acres (depending on future residential development)

Public acquisition of open space should be land which is vacant, land with unoccupied or else dilapidated buildings, so that no occupants are forcibly relocated unless their own structure is unsafe.

11. USE PLANTED OPEN SPACE STRIPS AS SIGHT AND SOUND BUFFERS BETWEEN RESIDENCES AND INCOMPATIBLE ADJACENT LAND USES.

Recommended locations are listed below and shown on Figure 2.

AREA 1: Charlemar Drive - reduce railroad and industrial noise at south end; screen out drive - in noise to the east;
Oaklawn Drive - reduce bowling alley noise to the west;
Eastwood Village - buffer existing residences from proposed industry to the east.

AREA 2: East of Kenwood Road - reduce railroad noise.

AREA 3: No recommendations.

AREA 4: West of Plainville Road - reduce railroad and industrial noise.

AREA 5: South side of the C&O-B&O tracks from Red Bank to the east end of Erie - reduce railroad noise.

AREA 6: Near C&O-B&O tracks - reduce railroad noise; screen views of industrial parking lots and activity west of Stewart, south of Madison; screen noisy industrial operations and its vehicular traffic.

AREA 7: Since the first priority is the Area 7 become entirely industrial, railroad, expressway and industrial noise should be screened only as long as existing residents remain. If secondary land use priority of new residential development occurs, permanent screening should be added.

Proposals under Recommendation 7 require further verification by on-site inspection. Projects which may involve landscaping of railroad property could possibly be initiated by the community with the approval of the C&O-B&O or Penn.-Central Railroads. Projects involving buffers between residential and industrial land use may be assisted by public acquisition of rights to use part of the property for screening purposes and in some isolated instances may be implemented by requirements of a "transitional" zoning district.

12. PRESERVE AND ENHANCE THE LARGELY UNDEVELOPED HILLSIDES WHICH FORM THE COMMUNITY'S NORTHEAST BOUNDARY BETWEEN WHETSEL AND PLAINVILLE.

This would be accomplished in conformance with the Study of the Cincinnati Hillside and General Development Plan, 1969; and Cincinnati Hillside: Recommended Design Process and Action Program, 1971 -- by the City Planning Commission, the latter report also by Gardiner and Associates. It would result in preserving 200 acres of "visible open space", a valuable asset to the community even though some of it is privately owned. These hillsides are part of a city-wide hillside system toward which methods are being investigated to appropriately regulate development in addition to zoning restrictions already being enforced.

B. RESIDENTIAL AREAS PLAN

1. HISTORICAL HOUSES SHOULD BE PRESERVED AND SUITABLY IDENTIFIED.

The above recommendation includes three structures identified in the report, Historic Sites and Buildings published by the City Planning Commission, 1960:

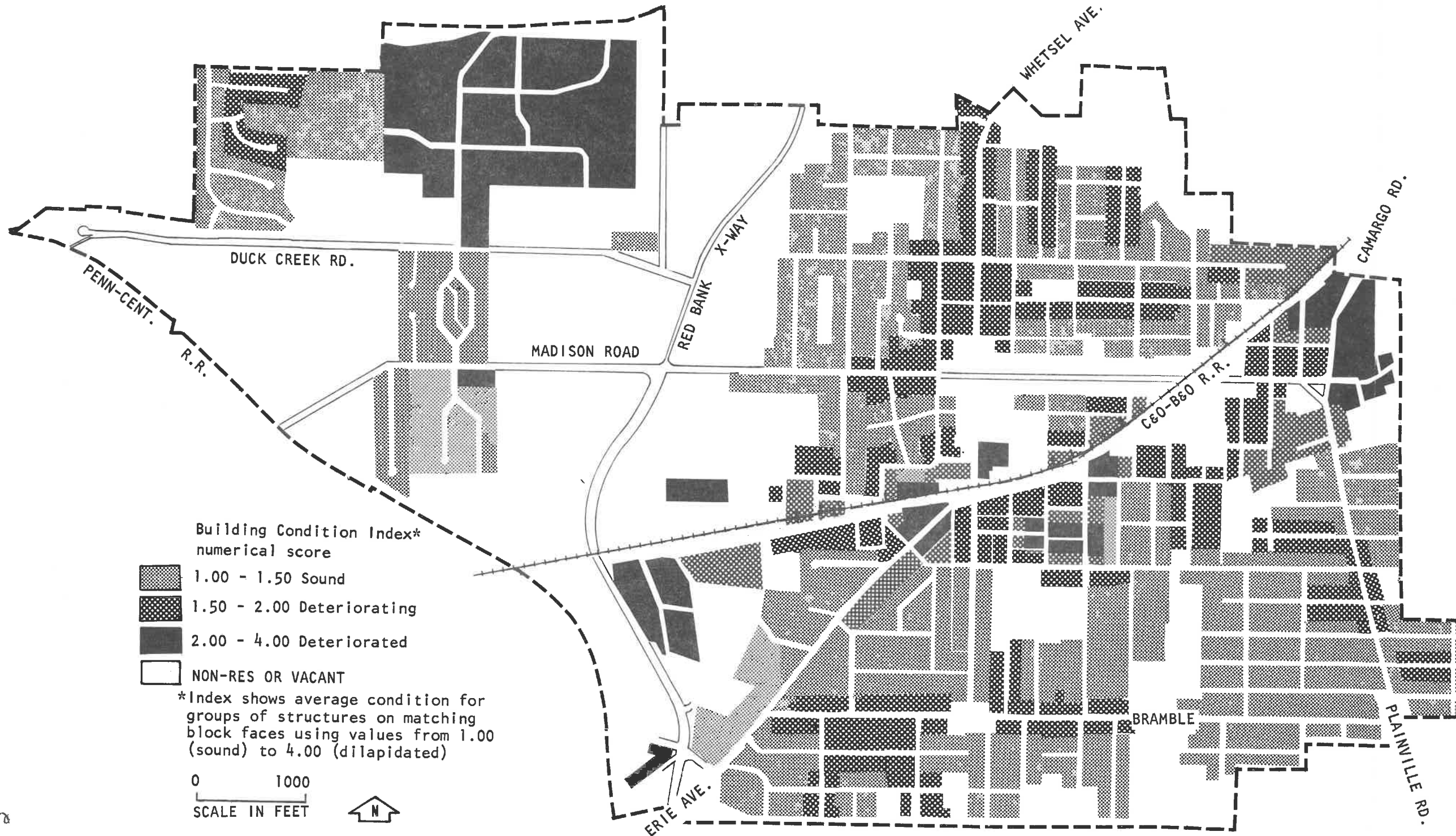
- (a) the C. L. Hidden home, located at 5515 Madison Road;
- (b) the Benjamin Stewart home, located at 5540 Madison Road;
- (c) the Brown Homestead, located at 4401 Plainville Road.

Community organizations should encourage the appropriate use and maintenance of the original architectural character of historic structures, and enhancement of such sites. Further efforts should be continued by appropriate organizations to authenticate the locations of other historic sites -- including the Settle mansion, the Elon Bramble house, and the Madisonville United Methodist Church site, dedicated by Benjamin Muchmore in 1821. All historic sites should be identified by permanent markers. The City Planning Commission has authorized funding a professional survey and ranking of Cincinnati's historic sites and buildings. This survey would require participation from the community at the appropriate stage.

- 2. "SOUND" HOUSING AS SHOWN ON FIGURE 4 SHOULD BE CONSIDERED FOR PRESERVATION OR MAINTENANCE TYPE OF TREATMENT.
- 3. "DETERIORATING" HOUSING SHOULD BE CONSIDERED FOR MAINTENANCE OR REHABILITATION.
- 4. "DETERIORATED" HOUSING SHOULD BE CONSIDERED FOR REHABILITATION OR DEMOLITION.

The above three recommendations pertain to the improvement of existing housing. Two programs have begun which could help to implement these proposals. The first is the community-approved Neighborhood Housing Services Program sponsored by the Federal Home Loan Bank Board and funded by the Ford Foundation, the Clark Fund and 30 local savings and loan institutions. Administered by a corporation board of community residents and savings and loan representatives, it has a full time staff. City housing inspectors can, at the Board's request, determine work needed to correct Code violations on a house by house basis. Meanwhile, the staff can work with owners to correct the violations, remodel or rehabilitate the houses, obtain conventional remodeling loans, or direct financial assistance through a special high-risk loan fund; educate them regarding credit and credit rating improvement. This program is currently beginning in a portion of Madisonville east of Madison and Whetsel, and will not be applied in Eastwood. The above three recommendations and the condition of housing shown on Figure 4 were the result

Building Conditions



of a Planning Commission staff windshield survey; and conclusions about housing conditions were based only on observations of the exterior fronts of houses and were then grouped by opposing block faces. Therefore, information on Figure 4 is meant to serve as a guideline to help determine which sections of the community may be most in need of the expertise available through the Neighborhood Housing Services Program.

The second program recommended by the City's Housing Working Review Committee and recently given Council approval is one in which a mandatory Certificate of Inspection would be required to be presented to any prospective home buyer before a housing sale could be completed. It would require the seller to pay for a City inspection to determine if the property is in compliance with the City's Building Code; to record any Code violations and to notify the buyer of the violations.

5. HOUSING INSPECTORS SHOULD, AT THE REQUEST OF THE MADISONVILLE NEIGHBORHOOD HOUSING SERVICES, INC., DETERMINE WORK NEEDED TO CORRECT CODE VIOLATIONS.
6. ALL HOUSING SALES SHOULD COMPLY WITH CITY REQUIREMENTS FOR A CERTIFICATE OF INSPECTION TO BE PRESENTED TO ANY PROSPECTIVE HOME BUYER. The legality of this ordinance has not yet been established.
7. DISPLACEMENT OF EXISTING OCCUPANTS BY ANY PUBLIC OR QUASI-PUBLIC AGENCY SHOULD BE ONLY AFTER RELOCATION OPPORTUNITIES BENEFICIAL TO EXISTING OCCUPANTS ARE AVAILABLE: AND WITH THE APPROVAL OF THE MADISONVILLE NEIGHBORHOOD HOUSING SERVICES, INC. AND THE MADISONVILLE COORDINATING COMMITTEE: AND WITH THE ASSISTANCE OF APPROPRIATE PUBLIC RELOCATION AGENCIES.
8. SUBSIDIZED HOUSING AND NEW PUBLIC HOUSING ARE MORE ACCEPTABLE IN THIS COMMUNITY AS ONE OR TWO-FAMILY STRUCTURES RATHER THAN AS LARGE MULTI-FAMILY COMPLEXES.

Federal goals regarding subsidized housing, however, have recently emphasized that subsidies be given directly to low income families in order to tap the existing housing market, rather than given to programs for new development. At the same time, the lack of federal funds has halted FHA subsidized projects for new construction.

Meanwhile the City Council has adopted a city-wide housing strategy prepared by the Working Review Committee on Housing. It encourages neighborhoods to aim for both a racial and economic mix in their populations. Although historically racially mixed, the low density neighborhoods protected by single and two family zoning may be the one remaining attraction for middle-income occupants; and a scarcity of vacant sites, large enough for economic development permitting rentals within an appropriate price range, may further discourage low income multi-family development.

Recent policies of the Cincinnati Metropolitan Housing Authority and also policies of the City Planning Commission have recommended small public housing projects on scattered sites to better blend with traditional housing, rather than massive projects with many units on large sites. Therefore, existing structures have been acquired and rehabilitated, or else leased; and new small scale, single-family, duplexes or town houses have been built.

9. SMALL, VACANT SITES SCATTERED THROUGHOUT RESIDENTIAL ZONES SHOULD BE CONSIDERED MOST APPROPRIATE FOR ONE OR TWO-FAMILY RESIDENCES.

There may be sites for as many as 165 new one and two-family dwelling units at present.

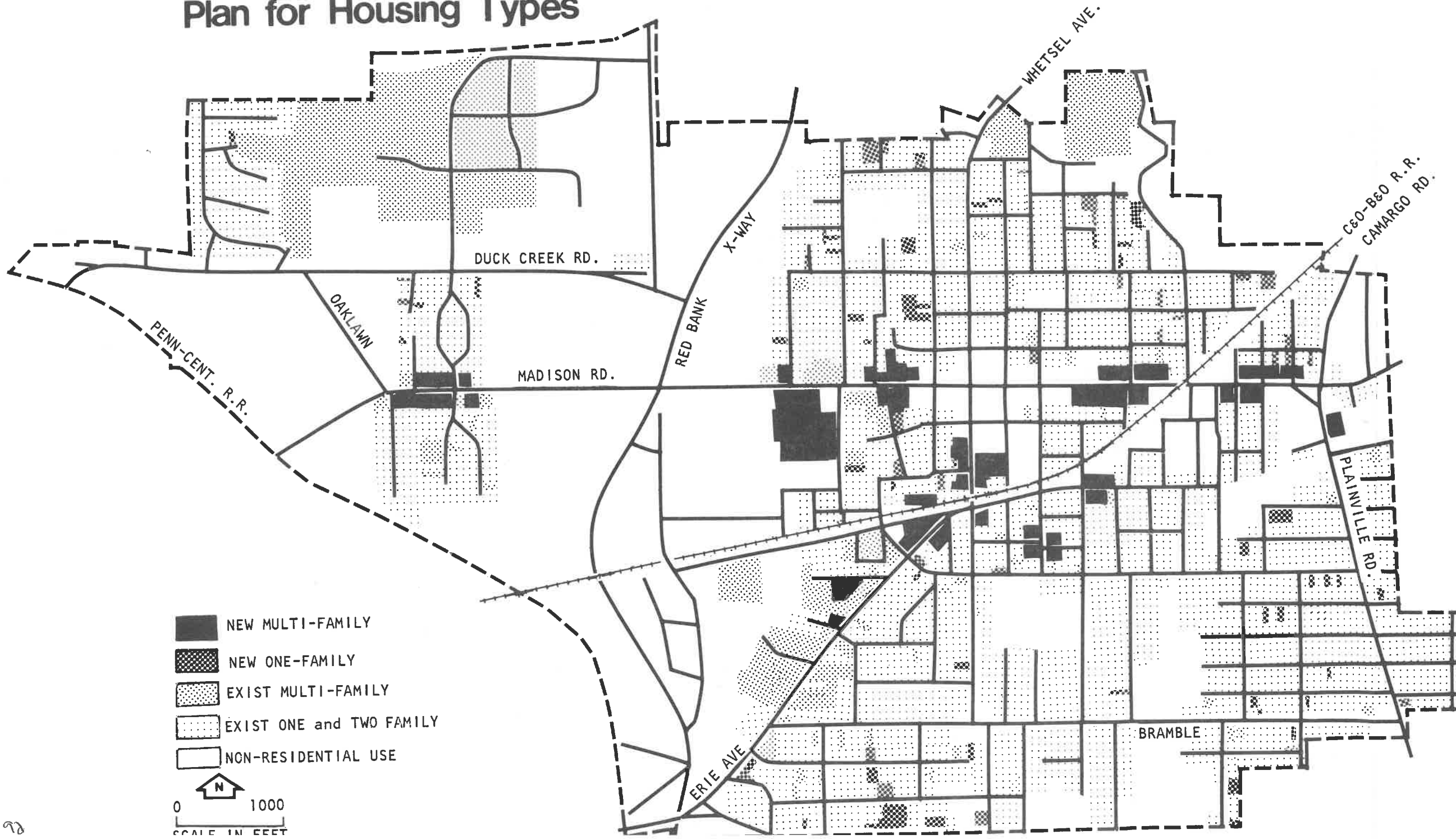
10. NEW MULTI-FAMILY COMPLEXES SHOULD BE CONSIDERED MOST APPROPRIATELY WHERE SHOWN ON FIGURE 5: IN LOCATIONS COMPATIBLE WITH ADJACENT LAND USES: ALONG MAJOR STREETS ALREADY ZONED MULTI-FAMILY: ALONG THE PERIPHERY OF THE MADISONROAD BUSINESS DISTRICTS, ERIE AVENUE AND WHETSEL AVENUE WHERE EXISTING BUSINESSES MIGHT BE SUITABLY REPLACED WITH OFFICES AND MULTI-FAMILY USES. MULTI-FAMILY DEVELOPMENT IN PREDOMINATELY RESIDENTIAL AREAS SHOULD BE GROUND-ORIENTED (I.E. TOWN HOUSES). MULTI-FAMILY DEVELOPMENT ON THE PERIPHERY OF THE BUSINESS DISTRICTS COULD HAVE OFFICES ON THE FIRST LEVEL WITH DWELLING UNITS ABOVE.

Such sites have a potential of as many as 1100 new multi-family dwelling units. As indicated in Volume II, already revised zoning and new developments have significantly affected the Madisonville housing stock where four out of five new dwelling units were multi-family, and where by 1970, 40 percent of the housing was two or multi-family. In Eastwood all new units were multi-family, increasing the two-family or multi-family units to 69 percent.

11. NEW MULTI-FAMILY HOUSING FOR THE ELDERLY SHOULD BE GIVEN FAVORABLE CONSIDERATION WHERE IT IS ACCESSIBLE TO OUTSIDE SERVICES, PROVIDES CONVENIENCE FEATURES, AND ALLOWS EASE OF MOBILITY.

Although the need for specifically designed, safe, reasonably priced housing for the elderly is well documented, it is also recognized that occupants of such housing are often non-community residents. Nevertheless, if this community would provide a proportionate share of the city's needs, there would be a future demand to house approximately 290 residents. When the proposed St. Paul's Lutheran Church's project is completed, there will be specialized housing for about 260 elderly residents.

Plan for Housing Types



If housing described in Recommendations 8, 9 and 10 above were actually developed:

12. NINE PUBLIC ELEMENTARY SCHOOL CLASSROOMS AND FOUR ADDITIONAL ACRES OF OPEN SPACE WOULD BE REQUIRED.

The total population added may be over 3300 new residents; 260 new public elementary school pupils.

The Land Use Plan and resulting preliminary Zoning Plan, to be described later, should serve as a guide to an appropriate amount of future multi-family development.

13. HOUSING, LOW DENSITY MULTI-FAMILY TYPES, IS RECOGNIZED AS A LESS PREFERRED BUT SUITABLE ALTERNATIVE LAND USE FOR AREAS WHERE FUTURE INVESTIGATION INDICATES THAT THE PREFERRED FUTURE LAND USES SUCH AS NEW OPEN SPACE AND NEW INDUSTRY ARE UNFEASIBLE.

Such properties include the unoccupied section of Eastwood Village, Corsica Hollow and proposed new park, recreation or scenic open space areas for which either acquisition funds or appropriate regulatory controls are not available when other development is imminent.

C. BUSINESS DISTRICTS PLAN

The Madisonville market area contains four Neighborhood Business Districts (N.B.D.'s). See Figure 6. Staff economic studies since 1970 investigated information for the entire market area which can be used in a very limited manner to suggest improvements for each of the N.B.D.'s. Also as part of this Community Planning Program, a preliminary physical design scheme was devised for the main business district along Madison Road for purposes of stimulating future discussions and possibly improvement projects. The physical design scheme was reviewed by only some representative merchants on the Planning Committee and was developed without the aid of merchant or consumer surveys. Therefore, the following recommendations are preliminary in nature and likewise require further investigation as funds become available to appropriate City Departments or to the community.

1. N.B.D. #43, located on Madison Road from Ebersole to Plainville,

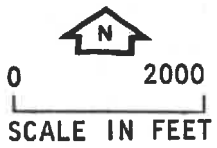
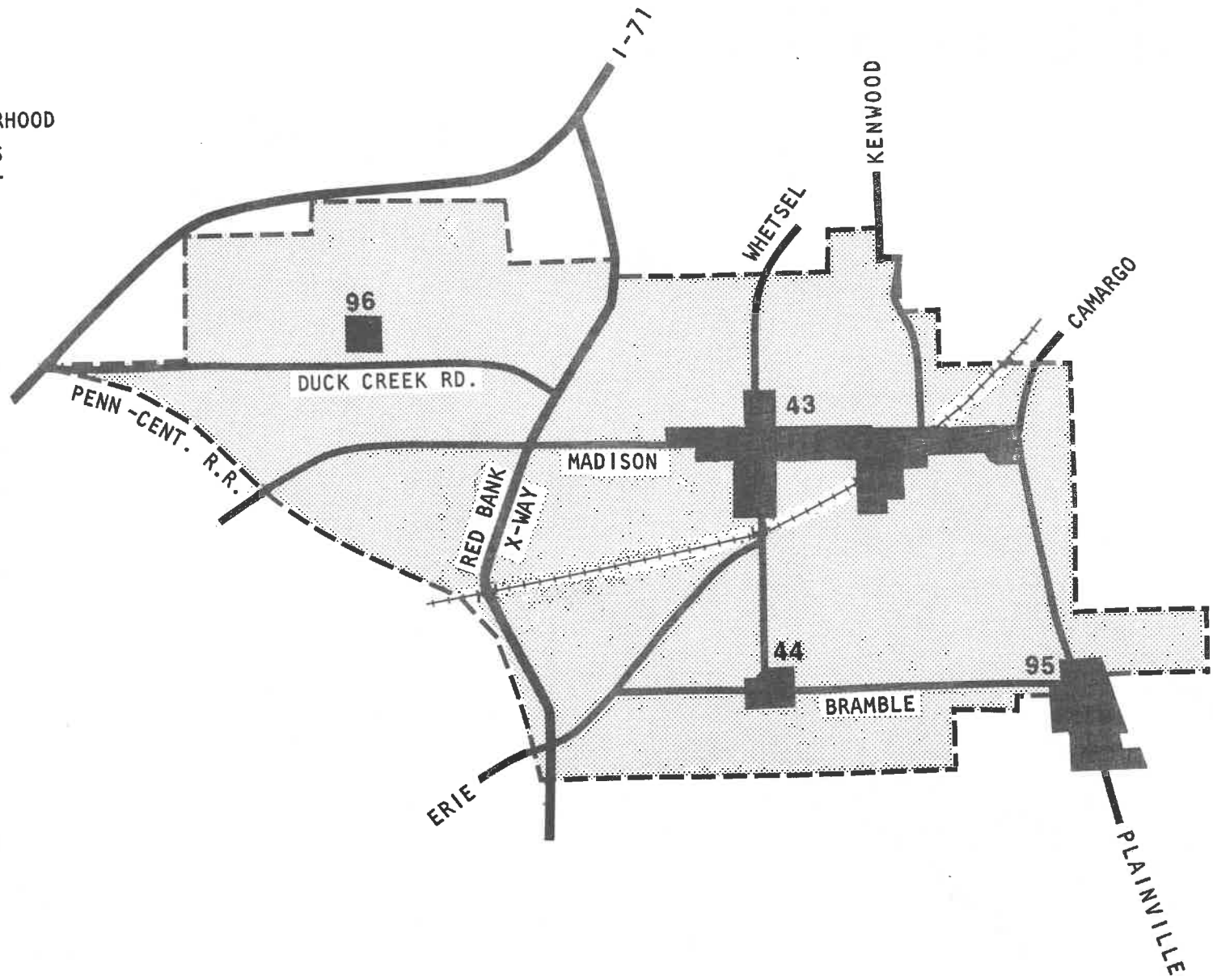
SHOULD IDEALLY BE CONDENSED INTO THREE CLUSTERS: A MAJOR PEDESTRIAN AND MINOR DRIVE-IN COMMERCIAL AREA AT MADISON AND WHETSEL; AN AUTO, SERVICE ORIENTED CLUSTER AT MADISON AND KENWOOD; AND AN OFFICE CLUSTER AT MADISON AND PLAINVILLE. See Figures 7 and 8.

Such redevelopment can occur only over a long range period. Efforts already begun by community representatives should be continued toward the refinement of this plan, the investigation of alternate possibilities, the encouragement of prospective new occupants and restoration of customer confidence and safety in the area.

- (a) City efforts should include more detailed investigations of the economic feasibility of such redevelopment and also the provision of an appropriate crime deterrent program. Extensive redevelopment will no doubt require funds generated through the community's business corporation in addition to City, State or Federal money.
- (b) New services which would face less competition from planned shopping centers (such as doctors, barbers, and lawyers) should be given preference to retail type businesses (such as grocery, clothing and appliance stores).
- (c) New functions should benefit adjacent stores and not duplicate existing establishment types.
- (d) Walk-in shops should be given preference to drive-in establishments, especially in the Madison-Whetsel cluster in order to increase pedestrian traffic, thereby hopefully reducing crime and increasing customer confidence and trade.

Market Area (2)

95
NEIGHBORHOOD
BUSINESS
DISTRICT



Source: City Planning Commission N.B.D. Study, January, 1971

FIGURE 6

Alternative Design Plan for N.B.D. #43, Clusters 1 & 2

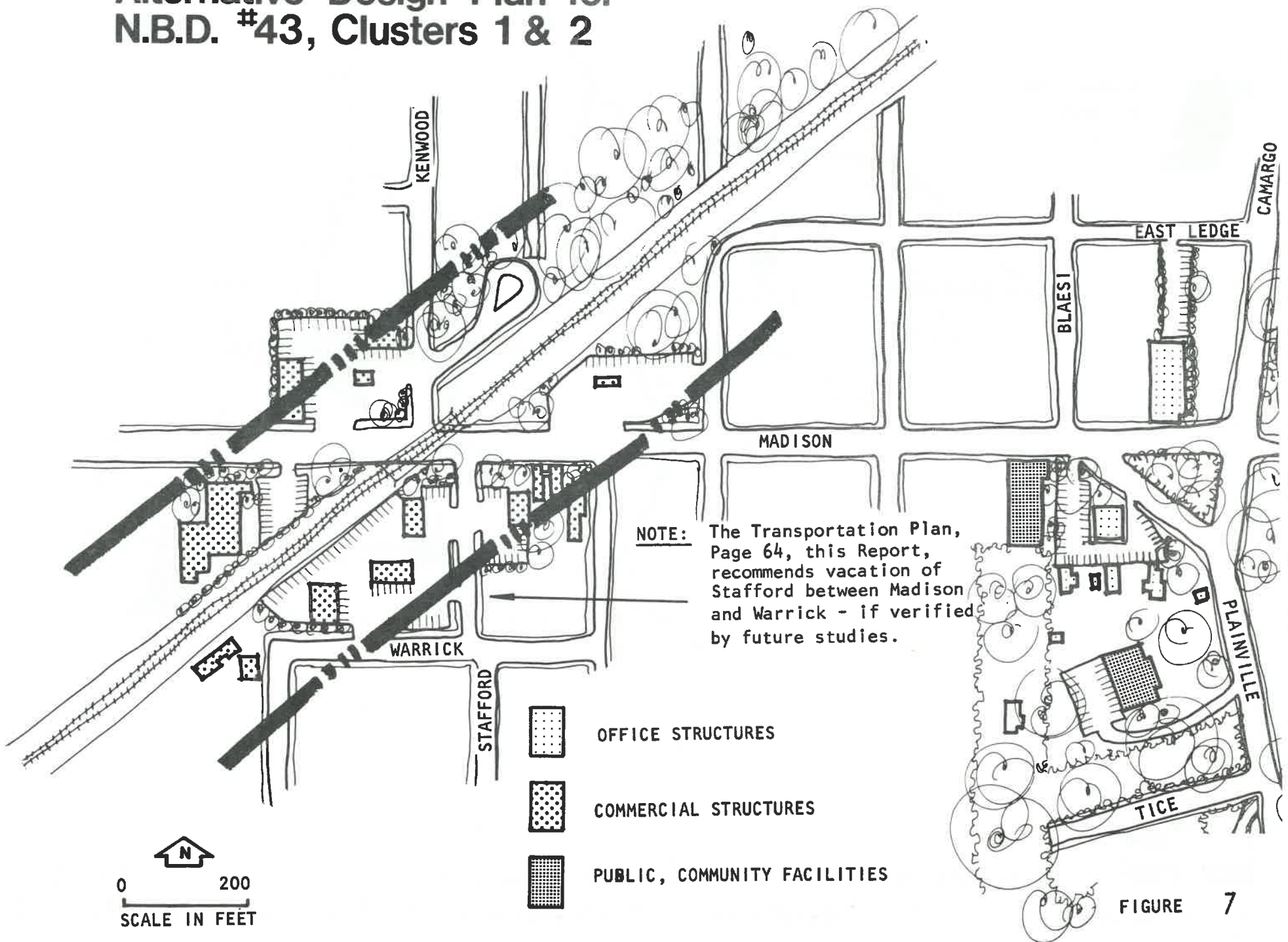


FIGURE 7

Cluster 3

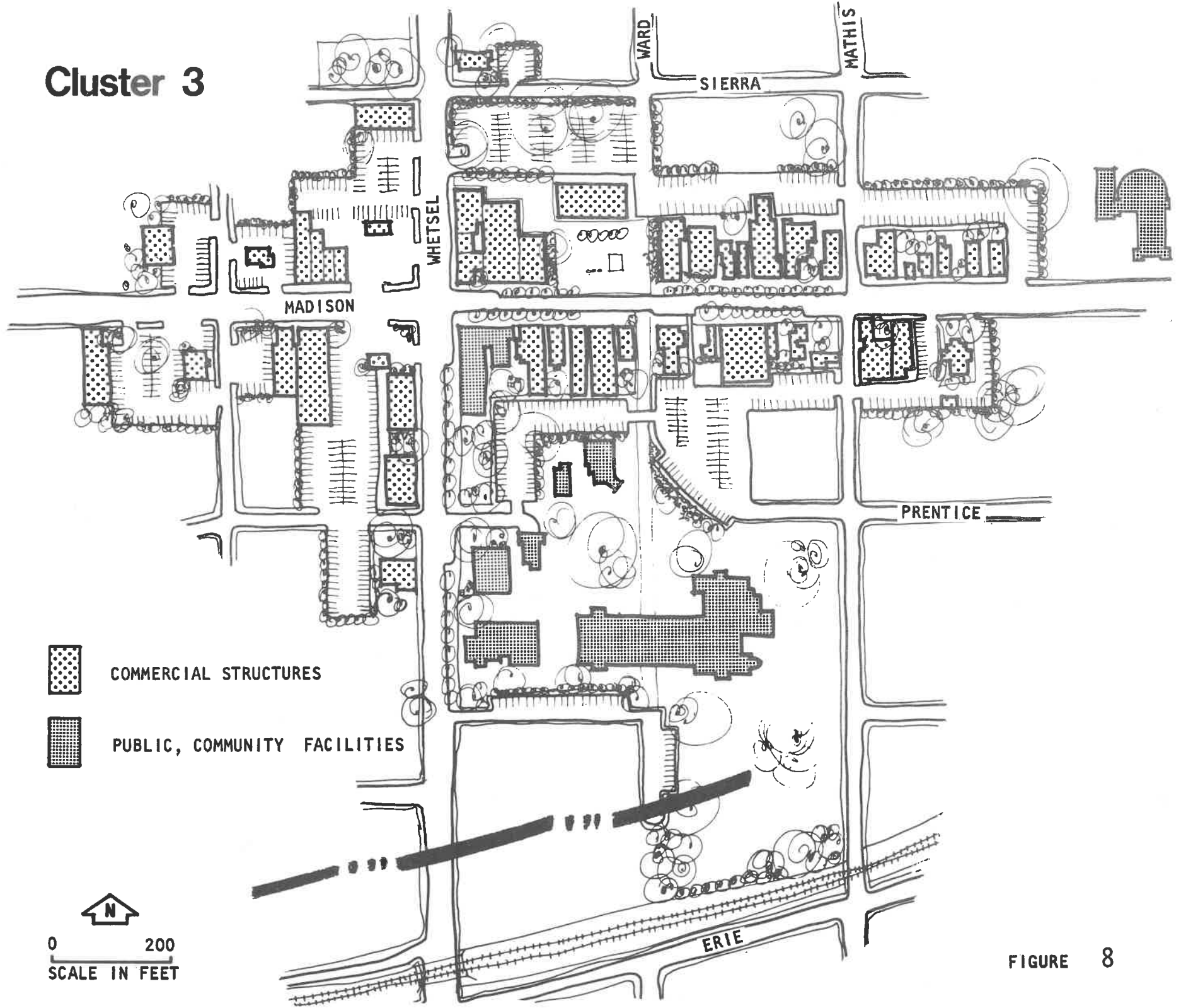


FIGURE 8

- (e) **Businesses serving only the Madisonville market area should be preferred to those serving city-wide functions.**

Staff studies indicated that in 1970 the four N.B.D.'s collectively were receiving about 2/3 of the aggregate income potentially available to them. For example, auto repairs and gas stations are apparently drawing business from other market areas; while wearing apparel and general merchandise are losing much of their business to other areas.

2. **N.B.D. #44, located at Whetsel and Bramble, requires**

- (a) **A STUDY OF PROBLEMS INCLUDING CRIME, LACK OF PARKING, TRAFFIC CONGESTION, INADEQUATE EXPANSION SPACE, LACK OF QUALIFIED HELP, TIGHT MONEY OR UNAVAILABLE IMPROVEMENT LOANS, MORE THAN NORMAL AMOUNT OF RENTERS AND POSSIBLE ANTICIPATED RELOCATION BY SOME MERCHANTS;**
- (b) **A PARKING-TURN OVER STUDY, IF WARRANTED;**
- (c) **ENCOURAGEMENT OF CONTINUED CONVENIENCE, SELECTED SERVICE AND OFFICE FUNCTIONS.**

City Service Betterment Funds should be annually appropriated for studies required for "a" and "b" above.

3. **N.B.D. #95, located at Bramble and Plainville, required**

- (a) **A STUDY OF PROBLEMS INCLUDING POSSIBLY TRAFFIC CONGESTION, VACANT ESTABLISHMENTS, AND METHODS OF INSURING CONTINUED BUILDING MAINTENANCE.**

City Service Betterment Funds should be similarly appropriated here.

- (b) **Continuance of retail, office and convenience selected service functions, and expansion of offices should be encouraged.**

4. **N.B.D. #96, located on Eastwood Drive, north of Duck Creek Road, requires**

- (a) **INVESTIGATION OF METHODS TO INSURE SAFETY OF CUSTOMERS AND MERCHANTS AGAINST VANDALISM AND CRIME;**

Public funds would be required to provide services including security checks to recommend proper crime prevention devices in each establishment; education of new merchants about the latest crime deterrent methods. Additional security officers may be required and could be

financed by a merchants' association if not available from the City's Police Division.

- (b) IF NO NEW RECREATIONAL DEVELOPMENT OCCURS ENCOURAGE NEW RESIDENTIAL OR ELSE INDUSTRIAL DEVELOPMENT, IN THE VACATED PORTION OF EASTWOOD VILLAGE TO PROVIDE POTENTIAL NEW CUSTOMERS IN THE IMMEDIATE VICINITY;

Appropriate zoning and continued recruiting of new development by community leaders is required.

- (c) NEW ESTABLISHMENTS TO BE ENCOURAGED, ATTRACTIVE TO BOTH LOW AND MIDDLE INCOME RESIDENTS AND INDUSTRIAL EMPLOYEES (IF NEW INDUSTRIAL LAND USE OCCURS IN THE ADJACENT VICINITY).

This business district once with 18 establishments and now with only four commercial spaces and three establishments, could be increased with perhaps a delicatessen, pony keg, dry cleaners, beauty shop, restaurant, bank -- added to the existing pharmacy, laundromat and tavern. These changes may depend on future market studies and the success of (a) and (b) above.

D. INDUSTRIAL DISTRICTS PLAN

- 1. ENCOURAGE DEVELOPMENT OF ALL VACANT, INDUSTRIALLY ZONED SITES FOR INDUSTRY AS INDICATED ON FIGURE 9.**

This will probably depend on community efforts to recruit appropriate clean, light industrial activity to provide jobs especially for the community's blue collar and white collar workers. Such change may depend on the availability of industrial land adjacent to existing industry which needs expansion area; or on recruiting new occupants who would find it advantageous to locate near I-71; and on adequate personal and property protection to encourage new development and help maintain resale values.

- 2. ENCOURAGE INDUSTRY AS RECOMMENDED BY THE RED BANK-CORSICA HOLLOW INDUSTRIAL PLAN ONLY AFTER PROVIDING AN ADEQUATE CHOICE OF RELOCATION HOUSING AT PRICES WITHIN THE MEANS OF EXISTING RESIDENTS.**

Industrial recruiting should be a joint effort of the community organizations, Chamber of Commerce, the Madisonville Neighborhood Housing Services, Inc. and appropriate City departments.

- 3. A LESS PREFERRED BUT SUITABLE ALTERNATIVE FOR CORSICA HOLLOW IS RESIDENTIAL LAND USE -- INCLUDING REHABILITATION OF SOME EXISTING STRUCTURES AND NEW RESIDENTIAL DEVELOPMENT.**

Future consideration may warrant residential zoning of Corsica Hollow if no industry locates there and if no other means is available to relieve blighted residential conditions. Existing industrial zoning prohibits major residential remodeling or new residential structures. See Recommendation B-13, Residential Areas Plan.

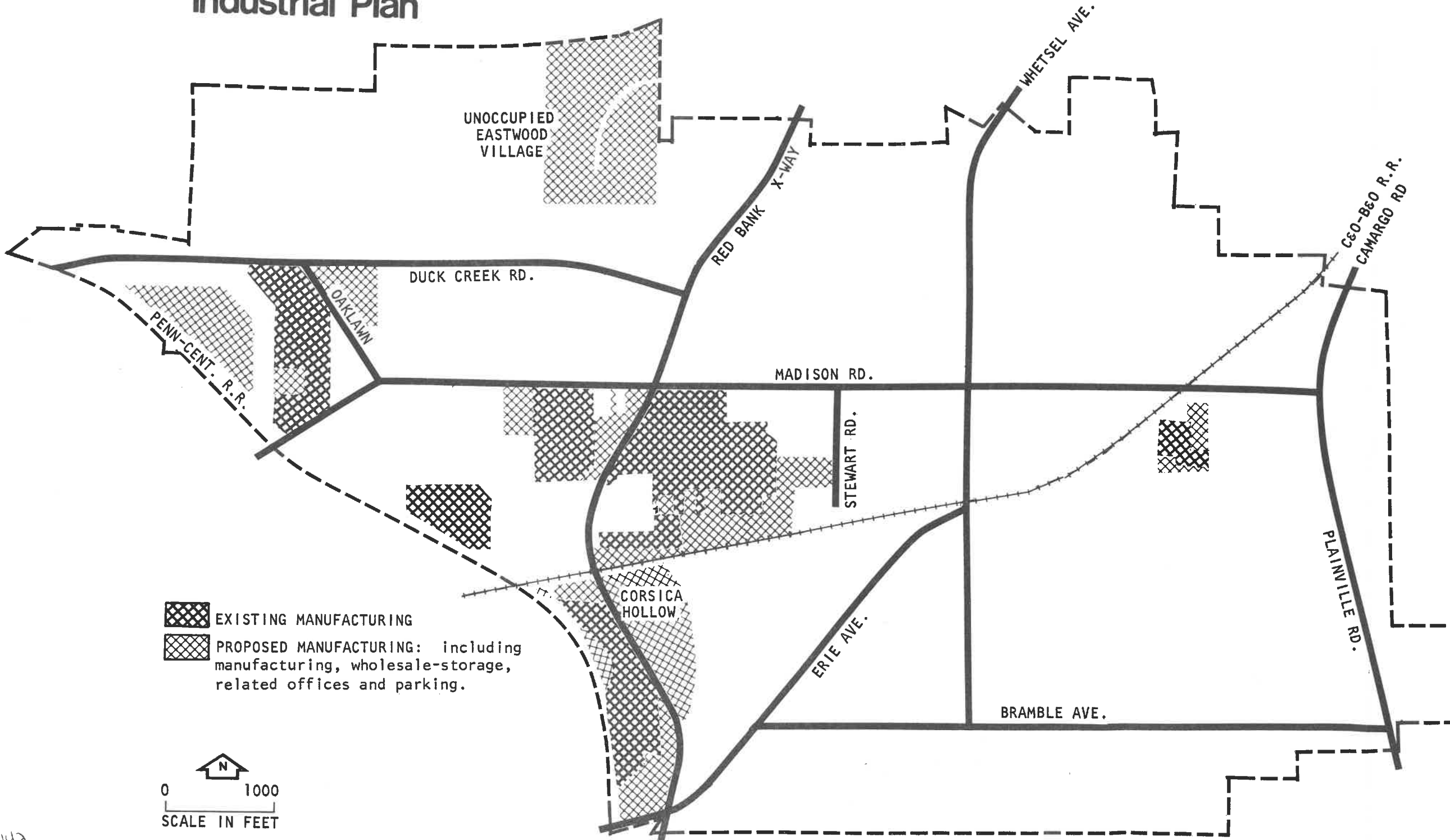
- 4. IF NO NEW RECREATIONAL OR RESIDENTIAL DEVELOPMENT OCCURS, REDEVELOP THE UNOCCUPIED PORTION OF EASTWOOD VILLAGE FOR LIGHT INDUSTRIAL USE IF THE LAND IS MARKETABLE AND THE ACTIVITY COMPATIBLE WITH ADJACENT RESIDENCES.**

This would require change of zoning to an industrial district and may even require some public subsidy to offset expensive land development costs, including demolition of existing structures.

- 5. A LESS PREFERRED BUT SUITABLE ALTERNATIVE FOR THE UNOCCUPIED PORTION OF EASTWOOD VILLAGE IS RESIDENTIAL LAND USE. See Recommendation B-13.**

This may include rehabilitation of existing structures or else their demolition and redevelopment by private sources. New development should be no more dense than permitted by a multi-

Industrial Plan



family low density zone and should include an appropriate amount of new park-recreation area to accomodate the new population.

6. THE AREA JUST NORTHWEST OF STEWART AVENUE AND THE C&O - B&O RAILROAD MAY WARRANT CONSIDERATION AS AN INDUSTRIALLY ZONED DISTRICT AT SOME FUTURE TIME.

Existing zoning permits only single and two-family residential uses. Otherwise, new multi-family housing may be acceptable if existing deteriorating residences are not maintained or rehabilitated.

7. ELIMINATE THROUGH INDUSTRIAL TRUCK TRAFFIC ON RESIDENTIAL STREETS.

This would be accomplished by a proposed City Ordinance now being considered. Otherwise, the City Traffic Engineering Division may investigate a method of accomplishing this as indicated by the cul-de-sacing of some streets and the construction of new industrial service roads as shown on the Circulation Plan, Figure 10, after Page 18.

8. ELIMINATE ON-STREET INDUSTRIAL LOADING AND ON-STREET EMPLOYEE PARKING.

Existing industries can be encouraged to comply with this proposal by the community's petitioning for on-street "no parking" zones in the vicinity of such conditions. The community should likewise insist that new industry provide sufficient off-street loading and employee parking within its own property.

9. SCREEN THE VIEW AND SOUND OF INDUSTRIAL ACTIVITIES WHERE IT IS A NUISANCE OR HAS A DETERIORATING AFFECT ON ADJACENT LAND USES.

This was discussed above as part of Recommendation 7 in the Open Space Plan. Implementation would either be privately financed as a condition of new industrial development, publicly financed through acquisition of property rights and landscaping buffers, or by community efforts in conjunction with industries.

**E. CIRCULATION PLAN
(MAJOR THOROUGHFARES)**

- 1. IMPROVE THE RED-BANK EXPRESSWAY BY ADDITIONAL LANES, RE-ALIGNMENT NEAR ERIE AVENUE AND BY CONSTRUCTING GRADE SEPARATED INTERCHANGES AT MADISON AND ERIE.**
- 2. THE VEHICULAR CAPACITY OF ERIE AVENUE FROM RED BANK TO WHETSEL SHOULD BE STUDIED TO DETERMINE IF FUTURE IMPROVEMENTS WILL BE NEEDED AS A RESULT OF THE IMPLEMENTATION OF RECOMMENDATION 1 ABOVE.**

The two proposals above are implied in the O-K-I Travel Projections and Recommended Transportation Plan, 1971 - if the proposed Red Bank Freeway between I-71 and Columbia Parkway is to be constructed to Freeway Standards. This report is not meant to either substantiate or question the need for such improvements or the traffic volume projected by the O-K-I plan. It assumes the projection and resulting proposal for this thoroughfare to be reasonable until future studies indicate otherwise. However, in light of current fuel-energy conservation attitudes, further improvements may become unwarranted if future auto trip demands decrease.

- 3. DEVISE METHODS TO ATTRACT GREATER USE OF A MASS TRANSPORTATION SYSTEM.**

The Cincinnati transit system has been acquired by the City of Cincinnati and is being operated by the Southwest Ohio Regional Transit Authority (SORTA). This agency is now in the process of making a study of its service corridors to determine where improved service is needed and desirable. Improvements for this community should be part of the total City system -- so that more of the 5800 workers now driving to work outside the community would join the mere 650 residents now riding busses to work. Madisonville residents requested, among other suggestions, service to the Kenwood Shopping Center; and a Madisonville Business Committee discussed the possibility of a commuter line with parking and shops -federally funded. The consultant for SORTA indicated a market survey may justify improved transit coverage on Routes A and 69 to encourage customer patronage.

In respect to long-range rapid transit service, the 1971 O-K-I Transportation Plan indicated four corridors that would merit further study to determine the feasibility of rapid transit service. None of these four pass through Madisonville-Eastwood. A consultant to O-K-I is currently studying the long-range rapid transit facilities for the purpose of making recommendations on that subject.

- 4. WIDEN MADISON ROAD WEST OF THE RED BANK EXPRESS WAY TO INCLUDE A LEFT TURN LANE.**

Since Madison is expected to continue to function as an arterial thoroughfare with possible 12,000

vehicles per day, and as an attempt to relieve rush-hour congestion, this improvement has already been included as part of a State program which will provide for the total financing.

5. ENDORSE THE INTENT OF A CITY ORDINANCE LIMITING THROUGH TRUCK TRAFFIC TO CERTAIN ROUTES.

A program of City Route Identification which would limit trucking movement of certain "arterials" is being considered by City Council. At present time, trucking movements are unrestricted even on "local" streets. The proposed plan recommends limited truck-movements through this community to: Red Bank Expressway; Duck Creek (west of Oaklawn); Oaklawn (north of Madison); Plainville-Camargo; Madison; Bramble-Brotherton. On Erie (west of Whetsel) and Whetsel (north of Erie) only trucks with fewer than three axils would be permitted. On any other street, only truck traffic whose origin and destination is on that street would be permitted.

**E. CIRCULATION PLAN
(MINOR STREETS)**

1. IMPROVE PAVING ON STREETS INCLUDED IN THE CITY'S CURRENT STREET RESURFACING PROGRAM. These are shown on Figure 10 and indicated below.

- (a) East Fork Avenue bridge over Little Duck Creek;**
- (b) Plainville Road bridge over Little Duck Creek;**
- (c) Madison Road over the Deerfield Channel culvert;**
- (d) Red Bank Expressway over Deerfield Channel culvert, north of Madison Road;**
- (e) Red Bank Expressway over Deerfield Channel culvert, south of Madison Road.**

The following recommendations require verification by further investigation by the City Traffic Engineering Division and endorsement by the community. All locations are shown on Figure 10.

- 2. IMPROVE PAVING ON TICE COURT, SETTLE STREET, BLAISI AVENUE, AND AT THE EAST END OF EAST FORK DRIVE.**
- 3. PROVIDE A NEW INDUSTRIAL SERVICE ROAD THROUGH CORISCA HOLLOW IF THIS BECOMES AN INDUSTRIAL AREA, AND CONSTRUCT A NEW BRIDGE WHERE THIS ROAD CROSSES OVER THE C&O-B&O RAILROAD TRACKS.**
- 4. ELIMINATE THE THOMPKINS - RED BANK INTERSECTION AND EXTEND MACY AVENUE THROUGH THE PROPOSED OPEN SPACE AREA TO CONNECT TO THOMPKINS.**

This will reinforce the intent of the proposed ordinance prohibiting through industrial traffic from using residential Thompkins Avenue if Corsica Hollow becomes industrial.

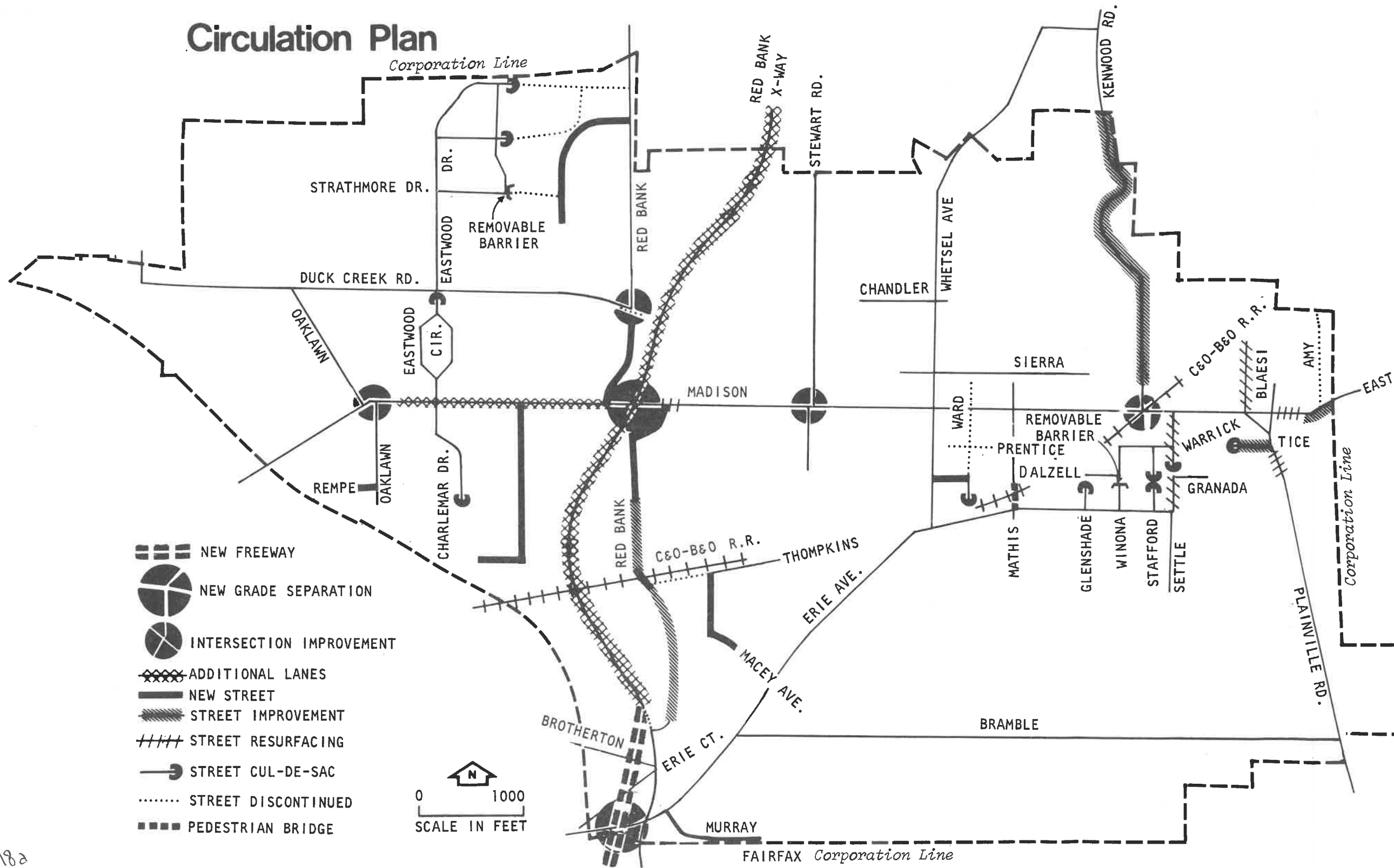
- 5. CONSTRUCT A NEW INDUSTRIAL SERVICE ROAD, WEST OF THE RED BANK EXPRESSWAY, JUST WEST OF THE SOUTHWEST PUBLISHING COMPANY PROPERTY FROM MADISON ROAD, SOUTH.**








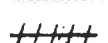


This is to remove industrial traffic from Charlemar Drive. It could be constructed in conjunction with the planned improvement on the Dunbar Incinerator property.

- 6. VACATE ERIE COURT.**

This is recommended only if existing residences are replaced by a new industrial development which can utilize both sides of the street and gain its access from Brotherton Road; and if relocation opportunities are beneficial to existing residents.

Circulation Plan



-  NEW FREEWAY
-  NEW GRADE SEPARATION
-  INTERSECTION IMPROVEMENT
-  ADDITIONAL LANES
-  NEW STREET
-  STREET IMPROVEMENT
-  STREET RESURFACING
-  STREET CUL-DE-SAC
-  STREET DISCONTINUED
-  PEDESTRIAN BRIDGE



7. VACATE AMY AVENUE AS RELOCATION OPPORTUNITIES, BENEFICIAL TO EXISTING RESIDENTS, BECOME AVAILABLE.

This is according to the Little Duck Creek Plan recently approved by the community in lieu of the 1961 Amy Avenue General Plan.

8. IMPROVE CIRCULATION AND TRAFFIC SIGNALING DEVICES AT THE INTERSECTION CHANDLER & WHETSEL.

This recommendation was a specific community goal and is still considered a problem by community residents.

9. IF PROPOSED REGULATORY METHODS ARE NOT EFFECTIVE, MODIFY STREETS IN THE MANUFACTURING DISTRICT SOUTH OF THE C&O - B&O RAILROAD OVERPASS AT MADISON ROAD BY MAKING:
 - (a) Glenshade and Winona discontinuous just south of Dalzell;
 - (b) Stafford and Settle discontinuous between Warrick and Erie;

See Figure 10. The 50 trucks per day servicing these industries led to the staff's assumption that trucks should be routed north to Madison possibly on Settle Avenue away from the Erie Avenue residential area. This assumes that existing industrial uses would remain and even show some slight expansion in spite of rumored relocation of some existing companies due to vandalism, etc. Future investigation by the City Traffic Engineering Division and the community would be required.

10. MODIFY STREETS IN THE BUSINESS DISTRICT SOUTHEAST OF MADISON AND WHETSEL INTERSECTION BY:
 - (a) Vacating Ward Street from Sierra to south of Prentice;
 - (b) Vacating Prentice Avenue for 1/2 block west of Ward and one block east of Ward;
 - (c) Providing a new east-west street from Whetsel to Ward just south of the Madisonville Baptist Church to gain access to the south end of Ward Street.

See Figure 10. They are acceptable only if recommended refinement to the NBD Plan indicates they are appropriate. Proposed modifications are the result of the preliminary plan for the Madisonville Neighborhood Business District, November 1972 (See Figure 8).

11. EASTWOOD VILLAGE STREETS NO LONGER SERVICING ANY OCCUPIED BUILDINGS SHOULD BE RE-USED TO SERVICE FUTURE USE IF POSSIBLE.

The amount of public expenditure will depend on whether high land costs require land improvements through public subsidies in order to attract new industrial occupants. Existing streets may be adequate for new industrial frontage. If not, a new service road should be built to City industrial standards by the new developer.

12. IMPROVE AND ALIGN INTERSECTIONS ALONG MADISON ROAD AT OAKLAWN, STEWART AND KENWOOD ROAD, AND ALONG ERIE AVENUE AT MURRAY AND BROTHERTON.

These are intersections where many traffic accidents occurred during 1972. Improvements would require City Service Betterment or State funds if warranted by future studies.

13. CONSTRUCT A NEW ROADWAY FROM THE DUCK CREEK ROAD/RED BANK ROAD INTERSECTION SOUTH TO MADISON.

This is only a consideration if the Duck Creek Road/Red Bank Expressway intersection was eliminated to improve Red Bank, north of Madison Road, to freeway standards.

F. GENERAL LAND USE PLAN

- 1. THE GENERAL LAND USE PLAN AFTER APPROPRIATE CONSIDERATION AND APPROVAL SHOULD BE ADOPTED, AS PART OF THE COMMUNITY PLAN, BY THE CITY PLANNING COMMISSION AS AN AMENDMENT TO THE CITY MASTER PLAN OR ANY OTHER OVERALL CITY PLAN WHICH MAY SUBSEQUENTLY BE ADOPTED. IT SHOULD BE OPEN TO FUTURE REVIEW BY THE COMMISSION AND/OR THE COMMUNITY, EITHER PARTY TO RECEIVE NOTICE FROM THE OTHER WHEN AND WHY SUCH A REVIEW SEEMS NECESSARY. See Figure 11.**

The General Land Use Plan is a combination of the plans for Open Space, Residential Areas, Business Districts, Industrial Districts and Circulation. The Plan resulted from proposed uses contained in documents previously approved by the Madisonville Coordinating Committee such as "Little Duck Creek Plan", 1972; or the "Report to the Madisonville Planning Committee on Redevelopment Alternatives and Considerations for the Madisonville Neighborhood Business District, 1972;" (both of these were unpublished reports by the Planning Commission staff). Other documents were those already approved by the City Planning Commission, such as the Study of the Cincinnati Hillsides and General Development Plan, 1969; Cincinnati Hillsides: Recommended Design Process and Action Program, 1971; Red Bank - Corsica Hollow Redevelopment Plan, Revised, 1964. Documents from consultants for the Cincinnati Recreation Commission and for the Southwest Ohio Regional Transit Authority were also used. Other sections of the Plan indicate changes in existing land use where existing properties are vacant, largely undeveloped, where residential uses are deteriorated and where adjacent uses may deteriorate existing residences. Of 40 such locations, 21 have uses which are proposed by the staff itself, and 19 others have uses which were chosen from alternatives presented to the Madisonville Planning Committee with recommendations of the staff. The remainder of the plan are existing uses which seem stable. The plan represents the following amount of change in acres from existing uses:

- (a) One additional acre of Education Use, 98 additional Park-Recreational acres, 76 additional Manufacturing acres;
- (b) 53 fewer residential acres (not counting hillside apartments shown in the plan as Park-Recreation because they are part of the city-wide hillside preservation system, (also assuming that new uses along Madison Road in between future commercial clusters would be half Residential and half Offices);
- (c) 18 fewer Public, Semi-public and Utilities acres;
- (d) 23 fewer Commercial acres; 1/5 less Agricultural acre; and 81 fewer Vacant acres (no vacant acres remain shown, although many are part of "visible" Open Space.

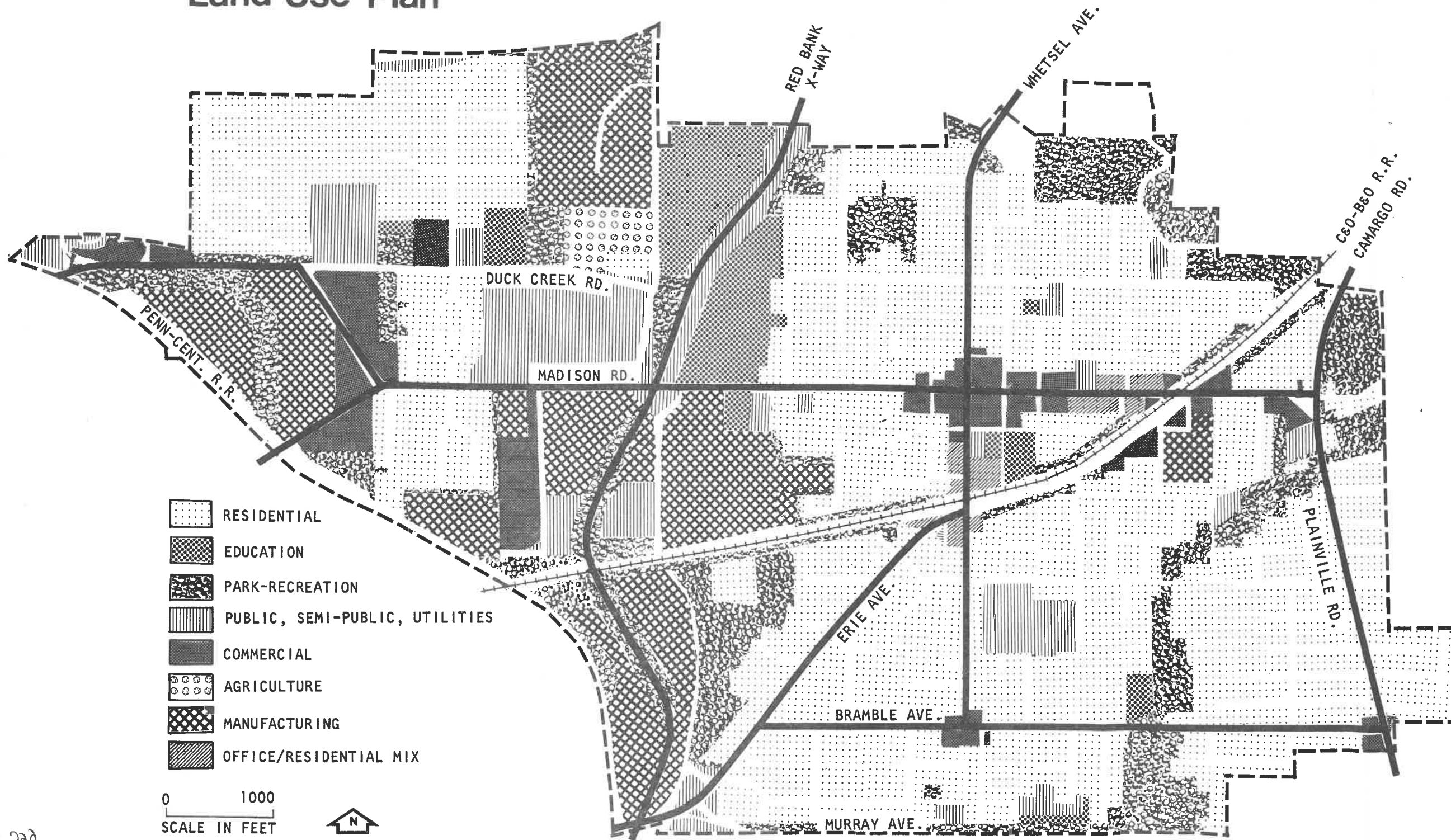
G. ZONING PLAN

Revisions to the existing zoning districts proposed in this section are the result of uses proposed in the General Land Use Plan and are also derived from Community goals. They are of two types: the first is proposed district to be considered when a petition for rezoning is actually filed; the second is a proposed district to be initiated as soon as possible.

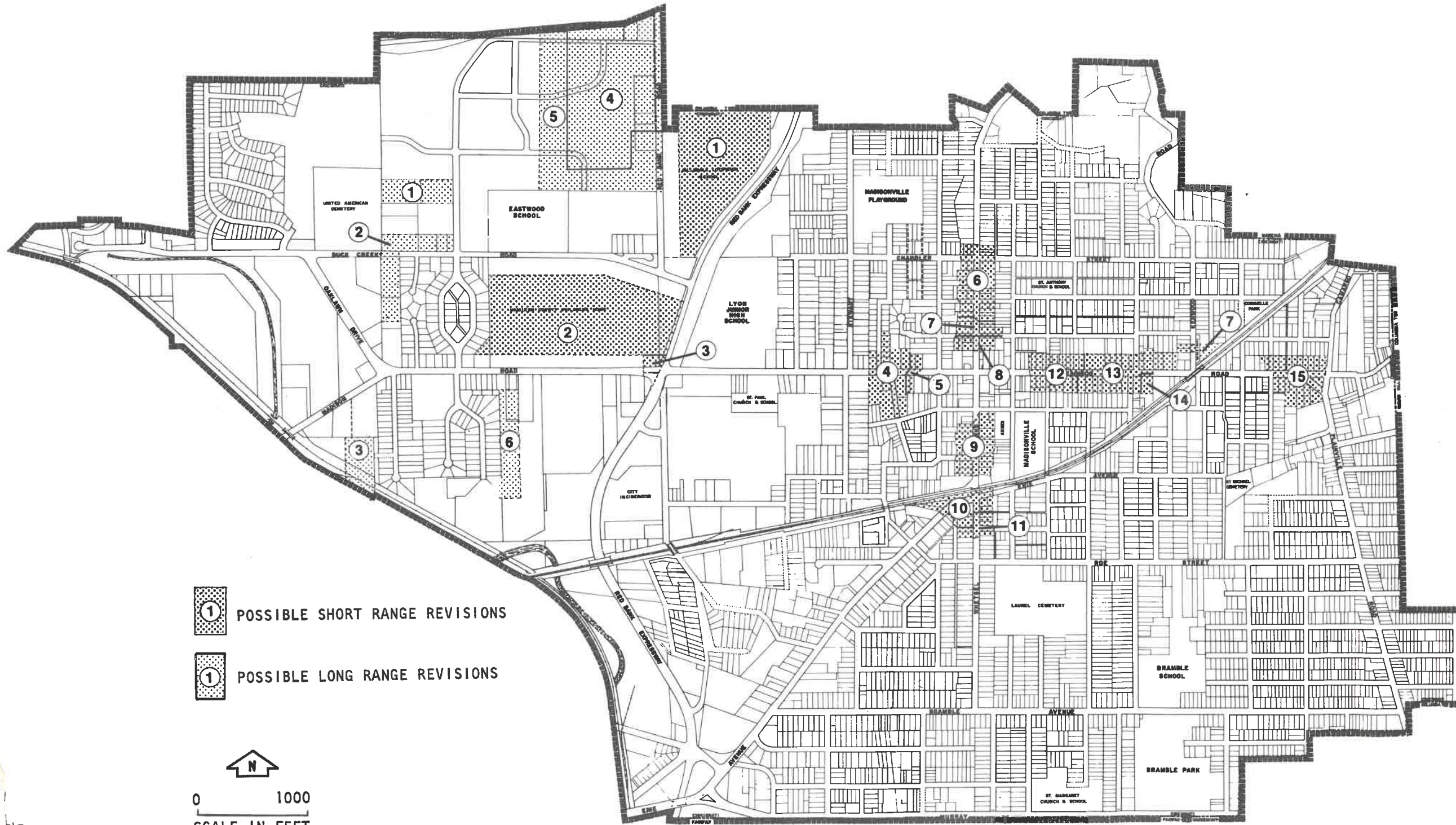
Recommendations below are to be considered when a petition for rezoning is actually filed. See Figure 12.



<u>Item</u>	<u>Location</u>	<u>Proposed From</u>	<u>Change To</u>	<u>Probable Use</u>	<u>Net Change (in acres)</u>
1.	West of Eastwood Drive south of Strathmore Dr.	B-3	R-4(T)	Residential or Comm'l	3
2.	North of Duck Creek Rd., west of Eastwood Dr.; south of Duck Creek Rd., west of Overbrook Pl.	R-2 M-1	R-3 R-3(T)	Park or Resid. Park or Comm'l- Manufacturing	3 3
3.	South of Madison Rd., west of Oaklawn Dr.	B-4	R-3	Park or Residential	5
4.	West of Red Bank Rd., generally south of Eastwood & Kingsley Dr.	R-4	M-1	Recreation (Resid. or industrial alternate)	25
5.	West, South & East of Item 4.	R-4	R-3	Park or Residential	7
6.	East of Charlemer Dr.	M-2	R-3	Park or Residential	4
7.	Kenwood Road, north of Madison.	B-4	R-3	Park or Residential	1


Land Use Plan



Possible Zoning Revisions



-  1 POSSIBLE SHORT RANGE REVISIONS
-  2 POSSIBLE LONG RANGE REVISIONS

 N
0 1000
SCALE IN FEET

Items 2, 3, 5, 6 and 7 were revised at the request of the Special Planning Review Committee to indicate preference for zoning which is more restrictive since this is a residential community and the business and industrial community is secondary. Zoning should favor residential and offices. Item 4, including the vacated portion of Eastwood Village, indicates the existing zoning would remain for the preferred recreational or residential use; and be changed only for less preferred industrial use.

In a Transitional Zoning District, as indicated in Items 1 and 2, the City Planning Commission staff would recommend suggestions to the Department of Buildings and Inspections as to specific controls. Typical recommendations might be as follows:

1. Permitted uses should be more restricted than in the abutting lesser restrictive zone.
2. Buffering should be provided to protect adjoining residential development.
3. Vehicular access should be located away from adjoining residential development.
4. Parking lots should be screened and buffered by use of landscaping and screening with controlled lighting to protect adjoining residential development.
5. Vents and fans should be directed away from residential development.

Recommendations below should be initiated as soon as possible. See Figure 12.

<u>Item</u>	<u>Location</u>	<u>Proposed From</u>	<u>Change To</u>	<u>New Change (in acres)</u>
1.	Hillsdale-Lotspiech School Property	R-4	R-3	20
2.	Hamilton County Children's Home Property	R-4	R-3	25
3.	Southeast Cor. Item 2	B-4	R-4	1
4.	Vicinity of Madison Rd. and Ebersole	B-4 R-3 (T)	R-3 R-3	3 2
5.	East of Item 4.	B-4	R-3	1
6.	Along Whetsel, generally south of Chandler	B-3	R-3	4
7.	Vicinity of Whetsel & Sierra.	B-3,4	B-2	2
8.	South of Item 7.	B-4	B-2	1
9.	Along Whetsel, south of Prentice.	B-3	O-1	4
10.	Along Whetsel & Erie south of railroad	B-4 R-5 (T)	O-1 O-1	3 .25
11.	Vic. Whetsel & Clephane	B-1	R-3	2
12.	Vic. Madison & Mathis	B-4	B-2	3
13.	Vic. Madison & Glenshade	B-4	O-1	5
14.	Southeast of Item 13.	M-2	O-1	.5
15.	Madison, Settle to Plainv.	B-4	O-1	5

Item 7 should encourage uses which are buffers between existing residences and abutting non-residential uses.

Items 1 and 2 involve rezoning most of the Lotspeich School and the Hamilton County Children's Home properties, from R-4 multi-family to R-3, one and two-family. This is to insure that, if these institutions are ever vacated and developed residentially, the new dwelling unit density would be similar to abutting residences and additional population would overcrowd as little as possible the already scarce community facilities and open space areas. Only the frontage along major thoroughfares would permit multi-family development.

Item 3, rezoning the northwest corner of Madison and the Red Bank Expressway from B-4 to R-4, is to prevent business use, probably a traffic generator, at one of the two intersections where the most accidents occurred in 1972 and where a grade separated interchange or the intersection of old Red Bank Road extended south may be warranted in the future.

Items 6, 9, 10, 11, 13, 15 -- rezoning various portions of Madison and Whetsel from business to office and residential uses -- will insure that new business development is concentrated in one of the three business clusters in conformance with the physical plan for the Madisonville Business District previously described and shown on Figures 7 and 8.

Item 8 and 12 rezoning Whetsel south of Sierra and Madison at Mathis from B-4 to B-2 will encourage pedestrian rather than auto-oriented activity at the Madison-Whetsel business cluster.