

# Mt. Adams Hillside

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Urban Design and  
Renewal Plan



*[Handwritten Signature]*  
D.J.S.

City of Cincinnati

An Ordinance No. 422 - 1990

Approving and adopting the Mt. Adams Hillside Urban Renewal Plan and making findings and determinations relative thereto, including: (1) that the area described in the Mt. Adams Hillside Urban Renewal Plan is a deteriorated or blighted area; (2) that there is a feasible method for the relocation of families and businesses that may be displaced from the area; (3) that financial assistance from the federal government is necessary to carry out the renewal of the area; (4) that the Mt. Adams Hillside Urban Renewal Plan affords maximum opportunity for renewal by private enterprise; and (5) that the Mt. Adams Hillside Urban Renewal Plan conforms to the Master Plan for the development of the City; and approving and adopting the Mt. Adams Hillside Urban Design Plan as the City's planning guide for the Mt. Adams Hillside Urban Design Plan area.

WHEREAS, under the provisions of Title I of the Housing and Community Development Act of 1974, as amended, the federal government is authorized to provide financial assistance to local public agencies for undertaking the carrying out of Urban Renewal projects; and

WHEREAS, the City of Cincinnati may apply for and receive financial assistance under such act and subsequent acts for the undertaking of and making available financial assistance for the Mt. Adams Hillside Urban Renewal Plan; and

WHEREAS, there has been prepared and submitted to City Council an Urban Renewal Plan for the area, entitled the Mt. Adams Hillside Urban Renewal Plan, dated May 21, 1990; and

WHEREAS, concurrent with preparation of the Mt. Adams Hillside Urban Renewal Plan, the City has prepared a Mt. Adams Hillside Urban Design Plan to establish planning goals and recommendations for a broader area which includes the Mt. Adams Hillside Urban Renewal Area; and

WHEREAS, it is both efficient and practical to include both the Mt. Adams Hillside Urban Renewal Plan and Mt. Adams Hillside Urban Design Plan in a single document entitled "Mt. Adams Hillside Urban Design Plan and Urban Renewal Plan"; and

WHEREAS, the City has made detailed studies of the location, physical condition of structures, land use, environmental influences, and the social, cultural and economic conditions of the Mt. Adams Hillside Urban Renewal Area and Mt. Adams Hillside Urban Design Area; and

WHEREAS, the Mt. Adams Hillside Urban Design Plan and Urban Renewal Plan proposes certain land uses and may require changes in zoning, the modification of streets, the establishment of new street patterns, and the location or relocation of sewers, water mains and other public facilities; and

WHEREAS, the City Manager has submitted a method for relocation of families and businesses that may be displaced in the carrying out of the project in accordance with the Mt. Adams Hillside Urban Renewal Plan; and

*[Handwritten notes and a downward-pointing arrow]*

WHEREAS, the members of City Council have a general knowledge of conditions prevailing in the Mt. Adams Hillside Urban Renewal Area and the availability of proper housing within the city for relocation of families which may be displaced from the Urban Renewal Area, and in light of such knowledge of local housing conditions, have carefully considered and reviewed the feasibility of relocating such families; and

WHEREAS, City Council has held public hearings on the adoption of the Mt. Adams Hillside Urban Design Plan and Urban Renewal Plan; and

WHEREAS, it is necessary that City Council take appropriate official action respecting the Mt. Adams Hillside Urban Renewal Plan in conformity with Chapter 725 of the Cincinnati Municipal Code; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That it is hereby found and determined:

- (a) That the project area comprised of the Mt. Adams Hillside Urban Renewal Area is an area in which the majority of the structures are detrimental to the public health, safety, morals and general welfare, by reason of age, obsolescence, dilapidation, faulty arrangements, mixture of incompatible land uses, and is a deteriorated or blighted area within the meaning of Chapter 725 of the Cincinnati Municipal Code;
- (b) that the deteriorating or blighted conditions existing in the project area cannot be eliminated by a rehabilitation program, and only clearance and redevelopment of such area can eliminate said conditions of deterioration and blight;
- (c) that the Mt. Adams Hillside Urban Renewal Plan conforms to the Master Plan for the overall development of the city;
- (d) that financing may be provided pursuant to contracts with the United States Government for financial assistance pertaining to the project which is necessary to enable the land in the project area to be renewed in accordance with the Mt. Adams Hillside Urban Renewal Plan;
- (e) that the Mt. Adams Hillside Urban Renewal Plan will afford maximum opportunity consistent with the sound needs of the city as a whole for the urban renewal of the city by private enterprise;


- (f) that there is a feasible method for the temporary or permanent relocation of families and individuals displaced from the project area and that there are, or are being provided in the project 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 and individuals displaced from the project area, decent, safe and sanitary dwellings equal in number to the number of and available to such displaced families and individuals and reasonably accessible to their places of employment; and
- (g) that there is a feasible method of relocation of any businesses displaced from the project area.

Section 2. That in conformity with Chapter 725, Cincinnati Municipal Code, Council hereby approves and adopts the Mt. Adams Hillside Urban Renewal Plan, dated May 21, 1990, which is hereby incorporated by reference, copies of which are on file with the Clerk of Council.

Section 3. That Council hereby approves and adopts the Mt. Adams Hillside Urban Design Plan, dated May 21, 1990, which is hereby incorporated by reference, copies of which are on file with the Clerk of Council, as its planning guide for the Mt. Adams Hillside Urban Design Plan area.

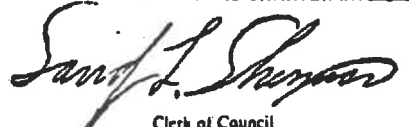
Section 4. This ordinance shall take effect and be in force in thirty (30) days.

Passed October 10 A.D., 1990

  
\_\_\_\_\_  
Mayor

Attest:   
\_\_\_\_\_  
Clerk

I HEREBY CERTIFY THAT ORDINANCE NO. 422  
1990 WAS PUBLISHED IN THE CITY BULLETIN  
IN ACCORDANCE WITH THE CHARTER ON 10-23-90.

  
\_\_\_\_\_  
Clerk of Council.

**MT. ADAMS HILLSIDE  
URBAN DESIGN PLAN  
AND  
URBAN RENEWAL PLAN  
MAY 21, 1990**

PREPARED ON BEHALF OF THE MT. ADAMS CIVIC ASSOCIATION AND THE DEPARTMENT OF NEIGHBORHOOD HOUSING AND CONSERVATION, AND THE ENGINEERING DIVISION OF THE PUBLIC WORKS DEPARTMENT, BY THE OFFICE OF ARCHITECTURE AND URBAN DESIGN, A SECTION OF THE DIVISION OF ARCHITECTURE AND FACILITY MANAGEMENT, DEPARTMENT OF PUBLIC WORKS.

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## I. INTRODUCTION

The purpose of the Mt. Adams Hillside Urban Design Plan and Urban Renewal Plan is to identify development potentials in the area of the western hillside of Mt. Adams and to provide a mechanism for implementation of proposed developments. The need for the Plan grew out of the acquisition of several damaged structures by the City and the State after a major hillside slide occurred during construction of the I-471 Interchange in 1973. Left with what appears to be a highly desirable building site overlooking the Central Business District and the Ohio River, much of which is under public ownership, the City and the community desired to provide guidelines for development of the area which would complement and respect the existing fabric of the neighborhood.

For the purpose of providing guidelines for redevelopment, the Urban Design Plan area, generally bounded by Celestial Street, Gilbert and Eggleston Avenues and Columbia Parkway, was identified (see Figure 1). Additionally, an Urban Renewal Plan area, focusing more specifically on the area located on Oregon, Baum, Kilgour, and Monastery (see Figure 2) was identified as in need of public assistance to assure redevelopment. The entire area of the Plan is associated with the slide generated by expressway construction and the effort to stabilize the hillside.

The property most readily available for development is owned primarily by three interests: the City, the State, and a developer. Ownership of the affected land is illustrated in Figure 6 of Section IX. The State of Ohio, Department of Transportation, has put restrictions on redevelopment of its land and that of the City. One of the purposes of this Plan is to convince the State of Ohio to allow the publicly owned portions of the hillside to be redeveloped. Mid-American Development recently purchased a large portion of the Urban Renewal area from a previous private owner and is currently in the process of developing a proposal for a portion of the land considered in this Plan.

Four significant interests are at work in this Plan area. The City believes it to be desirable to obtain the State's permission to redevelop the publicly owned lands. The State wants to maintain without compromise the system of buttress fill and pier wall which has stabilized the slide area. The community desires to see a redevelopment which is compatible with the existing fabric of the area and which will not overwhelm the hillside. Private developers are interested in maximizing their property's development potential. By approval of this Plan, the City will provide a mechanism for future negotiation regarding redevelopment of the hillside so that the interests of all affected parties are taken into consideration.



## Background of the Hillside Area and the Plan

The western slope of Mt. Adams was part of a historical community with both visual and infrastructure connections to the Central Business District. Buildings tended to be brick or wood siding of two, three, and four stories with detailing from various architectural styles typical of nineteenth century America. Many of the buildings were home to residents who had lived in the neighborhood for decades, although there were some institutional and commercial uses mixed with residential.

Construction of the I-471 Interchange and bridge approach had a dramatic impact on the Mt. Adams hillside. Several streets were eliminated, including Ellen, Lock, and Finn, or had their right-of-ways eliminated, including Van Meter, Fifth, Sixth, Baum, Kilgour, and Oregon Streets, due to the need for significant cuts into the western face of the hillside. These cuts have resulted in the most dramatic impact generated by the construction, a slippage of the hillside surface. The resulting damage precipitated the acquisition of 152 parcels of land by the State and the City, the demolition of 127 buildings and the relocation of 330 families and 32 businesses.

In order to stabilize the hillside, the State was required to construct a system of buttress fill and pier wall. The buttress fill was used in those areas along Van Meter Street which were not immediately adjacent to the expressway. A pier wall, with tendons tied to pillars in the rock below the hill, was constructed along the tunnel located approximately 65 to 90 feet below the surface of the hill. The pier wall and tunnel run along the rear of the lots on Kilgour Street from Monastery to Oregon.

Following the disaster of the slide and the resulting upheaval of what was previously an intact neighborhood, the community and the City felt a need to create an environment which complements and respects the existing fabric of Mt. Adams. That desire is manifested in an Illustrated Site Plan, Figure 9, which supports the reestablishment of a residential neighborhood and proposes placement and size of new buildings, maintenance of open or green spaces, and preservation of viable existing housing stock.

The site's physical relationship to the expressway has some impact on the desirability of certain land uses. The location provides views of the Central Business District, the Ohio River, and the expressway system, as well as being viewed property from these adjacent areas. The desirability of a hillside view has been demonstrated in other locations in Cincinnati; market forces have gathered interest in the site over the past several years, putting additional development pressure on the hillside.

While the hillside area is located below the more densely developed section of Mt. Adams, the community and the City have agreed that it is desirable to continue the historical linkage to the top of the hill in order to provide a sense of continuity and community to potential new residents.

During the years following the slide, several of the few remaining viable buildings deteriorated. Over the extended term of this planning process many were removed from their sites. In the late fall and early winter of 1989-90, the remaining City owned structures, which had fallen into severe disrepair, were demolished.

There are occupied housing units throughout the Plan area, most located on Oregon and Baum Streets. Many of these are occupied by owners who have maintained the structures despite the blighting conditions which have surrounded them.

#### Additional Hillside Development Activities

Within the Plan area there is some development activity associated with the Daylight Building on Van Meter Street. The owners are rehabilitating the interior for office use and are installing a new facade. In addition, the City has received requests to assist in the construction of a three level parking facility at the intersection of Wareham and Elsinore Street, just beyond the limits of this Plan, but included in the Mt. Adams Urban Design Plan area.

Several individual properties have been rehabilitated since the late 1970's. These properties tend to be owner occupied, although some contain rental units as well. The attraction to the area has been the proximity to the Central Business District and opportunities for cultural activities within the immediate area and hillside views of the City and the river. Several developers have expressed interest in possible acquisitions within the Planning Area for development of new housing. Presently, the private owners are evaluating opportunities for development of their residential property and the major owners have reviewed this planning document for guidelines for their proposals. The City, through preparation of this Plan, is evaluating the opportunities for development of City and State land.

#### Mt. Adams Historic Designation Study

The Historic Conservation Office is conducting a study of all of Mt. Adams for possible designation as a local historic district under the terms of the Historic Conservation Legislation. If such designation is established by City Council for all or a portion of the study area, conservation guidelines would also be established to protect the historic character and architectural integrity of the designated district. Completion of this study is scheduled for fall of 1990.

### Summary of the Planning Process

The ground work for this plan was laid when it became necessary to acquire the properties affected by the slide of the western slope of Mt. Adams. The City felt that the impact of the newly constructed roadways and the stabilizing barriers would require sensitive urban design policies to restore this portion of the community to its original stature.

Over the ten years of this process, the individual persons have varied but the groups represented remained constant. Those who have participated include representatives of the City of Cincinnati, both City Council members and staff from Engineering, Real Estate, Architecture and Facility Management, City Planning, and Neighborhood Housing and Conservation. The Ohio Department of Transportation and some federal level highway officials have periodically been approached for comment. The Mt. Adams Civic Association, through its Planning Committee and through review of proposed plans by the general membership, has provided valuable information.

The Mt. Adams Civic Association, as the officially recognized representative of neighborhood residents, has an important interest in the area. Although not a property owner, it is concerned with maintaining the fabric of the neighborhood, specifically through commenting on the type of development proposed, the density of any development, and the appearance of new construction. The Civic Association is also concerned with the preservation of existing viable housing stock, as well as maintaining buildings which have historical significance in the community. Representatives of the Civic Association have been very active in the preparation of this Plan.

The actual design process which led to this Plan began in September, 1983. Consideration moved quickly during 1984 to the conclusion that hillside development was feasible. Preliminary findings were forwarded to Ohio Department of Transportation (ODOT) officials. Due to the complexity of problems associated with the disposition of land, the process was delayed pending action by the State of Ohio. Early in 1986, the City's Office of Architecture and Facility Management and the Highway Engineering Division decided it was appropriate to finish the Plan to provide the community with a clear picture of the City's goals for the area. Since 1988, several draft documents have been available to the community at large. In February, 1989, the Mt. Adams Civic Association approved the Plan in principle, although they reserved approval on the use of eminent domain in the neighborhood. The organization was emphatic in their opposition to any proposal which would block the view of existing residences in the neighborhood.

Completion of this Plan will enable the community and City to provide a means of guiding, as well as measuring, the impact of future development. It will also offer a carefully thought out approach to redevelopment which will be presented to the State of Ohio in an effort to gain their acquiescence to redevelopment. The Plan contains the goals and objectives of the community, as well as policies for stabilization and future growth. These policies could be acted upon individually by City Council if it were necessary to do so in order to initiate physical development within the community.

## II. GOALS OF THE URBAN DESIGN AND URBAN RENEWAL PLAN

The general goal of the Urban Design Plan and the Urban Renewal Plan is to reestablish a residential district which takes advantage of views, offers a proximity to downtown and the river, and generates a positive image of Mt. Adams to those viewing it from downtown and surrounding areas.

The specific goals of the Plan are:

1. to establish additional guidelines for the Environmental Quality Hillside District Number 4, established in 1978;
2. to create an Urban Renewal District which will allow the use of federal funds to eliminate blighting conditions on the hillside; and
3. to create a plan for redevelopment which may be approved by the State of Ohio so that the City may acquire all the publicly owned lands for redevelopment purposes.

The Plan addresses issues dealing with development opportunities, geotechnical considerations, both opportunities and constraints for views, historic and building resources, zoning, circulation, parking, open space, land use, image, public improvements, and design guidelines. The Plan will set a direction for development which satisfies the concerns of the Mt. Adams community while allowing new development to be economically feasible and marketable. Both the City and the neighborhood want the Mt. Adams hillside to achieve its full potential as a residential environment.

There are a number of individual goals which have been considered by each group during the planning process. Early on, the City and the community representatives identified goals which could be accomplished in the neighborhood in general and in the target area in particular. Several of these goals are overlapping.

The Mt. Adams Civic Association representatives who worked on this plan specifically identified the following goals for the entire Mt. Adams neighborhood:

1. Encourage all future development and redevelopment to be of high quality, compatible with existing land uses, and sensitive to the hillside conditions.
  - a. Design appropriate land use controls which will encourage quality development and redevelopment.

- b. Continue recognition of and support for the Mt. Adams Community Urban Redevelopment Corporation (MACURC) for the purposes of stimulating quality development and redevelopment in the areas of housing and business.
2. Recognize and affirm Mt. Adams' historical significance.
3. Improve the area by correcting deficiencies in existing public works and utilities.
4. Improve the area by providing new utilities and replacing old.
5. Improve vehicular circulation in Mt. Adams by improving the condition of the streets.
6. Improve vehicular circulation in Mt. Adams by providing off-street parking for residents and visitors.
7. Decrease parking congestion by improving the transit services to Mt. Adams.
  - a. Initiate a study to investigate the feasibility of a shuttle bus which would operate between Mt. Adams and the downtown or commonly used parking areas.
8. Restore and improve the essential pedestrian walks and stairway system in Mt. Adams that has been disrupted by a lack of maintenance and by the intrusion of the highway system.
9. Insure that all future development and redevelopment is sensitive to the hillside condition.
  - a. Design appropriate land use controls which will protect the hillside.
10. Provide increased open space/park opportunities for the residents of Mt. Adams to enjoy the hillsides.
11. Insure that all retaining walls are properly maintained.
12. Provide adequate recreational opportunities for the residents of Mt. Adams.
13. Preserve the existing housing stock in Mt. Adams.

Those goals agreed upon by the community and the City which apply to the Plan's hillside area only are:

1. Reestablish a residential district that takes advantage of the views and proximity to downtown and the river and offers a positive image of Mt. Adams.
2. Improve the existing vacant and blighted residential buildings by attracting new residential owners to rehabilitate these buildings if economically feasible.
3. Enhance Mt. Adams as a place to raise families by encouraging the creation of larger dwelling units with two or three bedrooms.
4. Create private and secure parking areas for residents (as near the homes as possible) separate from business parking.
5. Increase the amount of green space for active and passive recreation for residents.
6. Promote neighborhood businesses that serve residents of the area.
7. Improve the public environment by the addition of landscaping, removal of excess street furniture, creation of sitting areas, and pedestrian scaled lighting.
8. Retain the existing character and charm of Mt. Adams which is small scale and built mostly of wood, stone, and brick.
9. Improve or develop pedestrian walkways and stairs in order to provide easy accessibility to the upper level hillside.
10. Upgrade existing roads, taking into consideration the maintenance of brick streets, granite curbs, and the resurfacing of other streets with asphalt.
11. When excavating for new buildings all care should be taken to recover archeological artifacts, and the services of appropriate professionals should be retained when needed.
12. Incorporate existing retaining walls into overall designs of new developments.

13. Preserve as a community resource the existing historic houses identified in Figure 4 and certain physical elements such as stone walls within the study area.
14. Promote an income mix that is primarily middle to middle upper income levels.
15. New unit types should favor owner occupants. However, to keep the community in harmony with the rest of Mt. Adams, 40% of the mix should be market rate apartments. Ownership profiles may include the purchasers of condos, separate units on lots, or landominiums.

These goals have been the basis for creation of the Urban Design Plan and the Urban Renewal Plan. It is recognized by both the community and the City that not all of the goals may be achieved in a single development, although that is the preferred approach. However, the goals do provide a basis for a thoughtful approach to decisions regarding the future development of the hillside.



### III. DEVELOPMENT ANALYSIS

The Urban Design Plan area is only a small part of the Mt. Adams neighborhood, hence, information which is very specific is difficult to acquire, particularly since much of the hillside area contains vacant land or dilapidated buildings. It is necessary to view this segment of the neighborhood from a variety of perspectives. A previous planning study was conducted for the Mt. Adams neighborhood business district, called the Mt. Adams Urban Design Plan. Information has also been extracted from data assembled for the entire City of Cincinnati, the Mt. Adams neighborhood, and marketing perspectives for nearby proposed housing developments.

#### Existing Demographic Information on the Urban Design Plan Area

Since the actual target area for the Urban Design Plan is so small, it is difficult to isolate demographic figures for the area. This restriction is true for data on population as well as dwelling unit composition. Census Tract 12, from the 1980 Census, is roughly equivalent to the Urban Design Plan area. The tract does include Elsinore, Wareham, and parts of Ida Street which are not within the Plan's boundaries. However, the census tract information is closest to the microcosm of the planning area available.

The census tract contained 745 residents in 1980, less than 40% of the neighborhood total of 1,953. There were 466 households, of which 34.4% were one person and only 9.6% were poverty households. The median household income of \$14,877 topped the City's average household income of \$12,675. Only 543 housing units were counted in the census tract, with 14.2% of these vacant, 19.1% owner occupied, and 43.5% showing a change of occupancy in 1979-80.

Construction of new units or rehab of existing units has been very low since 1980. The average has been two to four units each year. In 1989, building permits were issued for two newly constructed units and two converted units.

#### Housing Market Projections

In data assembled for A Blueprint for Housing Production in Cincinnati (November, 1989), produced by the Department of Neighborhood Housing and Conservation, City of Cincinnati, three target markets were identified which will have some bearing on the development of the Mt. Adams hillside. These market were:

1. Market Rate Rental Housing for upper middle and upper income households.
2. Market Rate Housing for middle income households; and
3. Market Rate Housing for upper middle and upper income households.

Market Rate Rental Housing is targeted to households with an annual income greater than \$50,000 who are seeking rental units for \$600+ a month. The market includes "empty nesters," two income young couples, affluent senior citizens, and those wanting ease of access to their jobs or, in Mt. Adams' case, the downtown area. The Blueprint projects a need for 200 units annually over the next five years. The low number reflects the small market for these types of units, city and county wide.

Market Rate Housing for middle income homeowners is targeted to households with an annual income of \$45,000 to \$62,500, seeking housing in the range of \$90,000 to \$125,000. The Blueprint pegs the need for City-wide production of 250 units annually over the next five years.

Market Rate Housing for upper middle and upper income households is targeted to income levels greater than \$62,500 and housing values greater than \$125,000. The need for 336 dwelling units annually was identified.

The Blueprint argues that the City of Cincinnati must take the lead in attracting housing for the upper middle and upper income household. Not all units should or could be assisted financially through City programs, but the potential return to the City in the form of property and income taxes does justify some level of City involvement. It is recommended that the City might act as a packager for some sites. In specific circumstances the City could identify and acquire suitable land, perform engineering analysis, provide preliminary site designs, meet with community groups to facilitate their understanding of City processes, initiate necessary zone changes, and prepare requests for proposals.

The Mt. Adams Hillside Urban Design Plan and Urban Renewal Plan does provide a basis for site assembly and the issuance of a request for proposals in order to facilitate redevelopment.

Segmentation of Cincinnati's Homebuyer Market. A Report to the Cincinnati Department of Neighborhood Housing and Conservation (April, 1990) surveyed purchasers of homes in Hamilton County during 1985, 1986, and 1987. The response rate varied from 31-42 percent per year, but the data gathered does represent tendencies observed in the market. The study identified two market segments which the City could ably serve. The first of these is first time homebuyers looking for value in a purchase in order to enter the market. This segment would probably not be served by a development on the Mt. Adams Hillside. However, the second group, identified as "cosmopolitan" householders, fit the Mt. Adams neighborhood in general and the hillside site in particular. This segment was found to be upper middle class and residing in the revitalized areas close to the Central Business District. Mt. Adams was specifically identified as housing this segment of household market.

As a whole, the area has the largest number of residents holding a high level managerial or professional job (81% of respondents) and the greatest number of respondents who possess a college degree (63%). The recent purchasers had a high average income of \$43,662, which is not as high as the most affluent suburban areas in the county. A significant factor for the cosmopolitan household was the absence of children. Most purchasers were not relocating from suburbia; 67% were first time buyers moving from an apartment in another area of the City. Nearly half of the purchasers planned to move in five years, again a greater number than in other market segments. Those who anticipated childlessness to be temporary often expected to move to a more suburban environment in order to raise a family.

The average housing cost of this segment was \$71,478, higher than anywhere else in the City. The homes purchased were larger, an average of 1,866 square feet, than any other area studied.

Some of the conclusions reached in this study seem to contradict the goals expressed by the community. For instance, the recommendation to position the hillside as an environment in which to raise a family may need to be altered in light of the findings of the typical home purchaser in this area as not being family oriented at the time the purchase was made. It is also likely that the opportunity for family housing has not been present in the community, thus affecting the type of home purchaser attracted.

#### General Economic Profile of the Mt. Adams Neighborhood Business District

The trend of business enterprises in Mt. Adams has been changing from neighborhood oriented businesses to a metropolitan area market. The number of businesses in the neighborhood business district (NBD) has declined due to a

variety of factors, including a limited draw, market potential for neighborhood oriented businesses, and easy access from Mt. Adams to comparable or better stores in nearby shopping areas. An influx of new residents has decreased the area's consumer loyalty to older established businesses. Some exceptions to this trend exist, such as the Mushroom Wine Shop and Pia's. The newly opened United Dairy Farmers also caters to local consumers.

In general, the business enterprises located in Mt. Adams rely upon metropolitan market potential. The restaurants and bars attract customers from beyond the neighborhood's boundaries; the newly completed commercial/retail space on St. Gregory Street between Pavilion and Monastery has attracted tenants with a city-wide service area. Regional cultural attractions, such as the Cincinnati Art Museum and the Playhouse in the Park also draw potential consumers to the neighborhood business district from a wide area.

The existence of businesses with a wider market may be attributable to the sense of proximity to the downtown. Those businesses located in the neighborhood are within a few minutes of the wider Central Business District market and offer convenience for Mt. Adams tenants as well as downtown workers seeking a location to relax in the evening and on weekends.

Since the lower Mt. Adams area is somewhat isolated from the Mt. Adams NBD, some of the specific economic factors associated with the NBD may not affect the study area. However, the lack of a strong business core may affect the desirability of residential development; this desirability is also compromised by the noise from the expressway exchange immediately below the hill. These disadvantages may be offset by sensitive and creative architectural design, by the close proximity to downtown, and by the demand for skyline and river views.

#### Existing Conditions of the Target Area

The existing conditions in the target area have been illustrated for the purposes of this study on several figures.

Figure 3 illustrates the building conditions, rating buildings as good, fair, and poor. During the several years the planning process has been under way, several of the buildings rated "poor" have been demolished. In the winter of 1989, nine City owned buildings which were vacant and derelict were removed from their sites on Kilgour and Baum Streets.

Figure 4 illustrates those buildings of historic significance in the target area. Unfortunately, several of the buildings under City ownership which were demolished were also identified as of historic significance.

Figure 5 illustrates the existing traffic flow on the lower Mt. Adams hillside. A system of one-way streets serves the area.

Figure 6 illustrates the existing property ownership. As noted in this document, much of the property between Kilgour and Baum is under ownership of the State of Ohio and the City of Cincinnati. The current private property owners are also illustrated.

#### Future for Development of the Target Area

Several factors must be present for future growth to occur in the area. A unique environment must be created to attract new households. New housing opportunities which are not available in the area of the CBD, riverfront, Adams Landing, or other areas of the neighborhood must be created. A marketing strategy for the target area must consider the competition of other nearby housing developments, such as Adams Landing, which is scheduled to add 1,200 new units to the market.

Future growth also depends upon the elimination of blighting conditions, particularly the successful rehab of existing vacant buildings.

Housing types in terms of sales opportunities should consist of smaller units ranging in size from studio apartments to two and three bedroom units. While the community would like to see a mixture of owner-occupants and rental units, it is likely that proposals will focus on single family or condominium units. The need for high end market rate homes should be considered in the context of recent development of the surrounding area, with primary markets for newly developed units to be upper middle income.

#### Geotechnical Issues Related to the Hillside Stabilization

When the hillside began to slide, a solution was created making use of several civil engineering practices. A buttress fill was constructed for a small portion of the area and a cylinder pile wall with tendons to bed rock was constructed in the greater portion of the slide area. Recent inclinometer readings indicate that these structures have achieved virtual stabilization of the hillside above the wall to its condition prior to 1973. The stability is somewhat relative, as the hillside had experienced movement prior to the start of expressway construction in 1973.

This relative stability suggests that the cylinder pile wall, if no additional load is added to the existing overburden on the hillside, will experience some small rate of movement, or creep, of the overburden above the existing rock, generally projected to be 0.1 inch a year or less. This is considered insignificant for planning purposes.

Figure 7 diagrams the location of the cylinder wall and the tunnel containing the tendon anchors. It also details the three dimensional easement surrounding the tunnel which prevents encroachment which could compromise the wall's purpose.

The State and the City must protect the buttressed fill, the cylinder pile wall, and the tunnel holding the hillside in its present position. These structures were constructed after the slide occurred in a successful effort to stabilize the hillside. No actions must be taken which would compromise the integrity of this system.

#### Proposed Development Strategy

A proposed development strategy is put forth in figures 9, 10, and 11. The illustrated site plan in Figure 9 indicates the type of building and greenspaces, as well as infrastructure recommendations, which grew out of the development policies recommended in this Plan. Figure 10 illustrates typical cross sections of buildings and how they should be sited on the hillside. Please note that the structures shown are for the purposes of illustration and do not indicate a height preference of the hillside. Figure 11 illustrates a proposed staging plan for redevelopment. This plan is based upon all the properties, private as well as public, being developed at one time under one developer. This has not been proven to be practical for this site, and this Plan recognizes that the privately held lands are likely to be developed first, with the public lands following after the State and the City come to an agreement regarding disposition.

#### IV. DEVELOPMENT POLICY RECOMMENDATIONS

In the process of creating this Plan, much discussion went into the development of policies which should be followed by the City and potential developers to redevelop the residential district. The following items are the result of an effort to list the considerations which must be followed by a developer seeking to revitalize this area. The planning group devised a series of recommendations which fall into four planning related areas. The first is the retention of existing buildings and views, the second is related to issues of land use and zoning, the third area is broadly defined as vehicular circulation/parking/pedestrian movement, and the fourth is related to public improvements/open space. The final consideration is the geotechnical restraints on the publicly owned lands due to the need to protect the buttress fill and pier wall system.

##### Retention of Existing Buildings, Views, and Other Natural Resources

Preserve the existing buildings which are economically feasible for redevelopment. Pursue the redevelopment of these structures to insure continuity between the old and new within the area. Preservation through rehabilitation of the older buildings establishes a vertical benchmark for new development.

Special emphasis should be placed on the renovation of historic buildings where they exist and when it is economically feasible. These buildings provide a link to the past and generally provide the area with elements of style, scale, and detail that are very costly to reproduce in today's construction environment.

Selective demolition of buildings may be appropriate in order to eliminate blight, assemble parcels of land suitable for development, or eliminate liabilities to the City and/or its citizens.

Incorporate existing stone walls into future development scenarios. These walls provide hillside stability, grade transition, scale, and texture for the area.

Maintain and reinforce with new planting the linear effect of existing landscaping and natural vegetation of the hillside. Plant new trees that will mature to a height similar to existing trees. Vary tree species in order to prevent significant loss of foliage due to blight and to provide a variety of fall colors.

Position new development and vary the heights of such development in order to maintain and provide views of the City skyline and river wherever possible. Such new development proposals should recognize that not every new unit of housing will have a view.

### Land Use/Zoning Recommendations

Maintain the present mix of residential and commercial uses that exist within the boundaries of the community plan. Whenever possible, capitalize on opportunities to increase the number of convenience oriented shopping facilities.

Maintain the designation of this area as a Hillside Environmental Quality District. Augment the existing Environmental Quality District guidelines to incorporate the specific development requirements of this area, perhaps as a subsection of the existing district.

Maintain the basic underlying zoning of the planning area which is depicted in Figure 8, except in the R-7 zone. Downgrade the R-7 zone to an R-6. This will permit greater heights and densities than the Plan anticipates. Height and density will have to be regulated by the Environmental Quality guidelines.

### Vehicular Circulation/Parking and Pedestrian Movement

**Vehicular Circulation** - The existing combination of one-way and two-way streets should be maintained in the planning area. This system is detailed in Figure 6. Consideration may be given to modifying the existing system if the solution is acceptable to the City's Traffic Engineering Division and the Office of Architecture and Facility Management.

**Parking** - Parking opportunities need to be made adequate, not only for new development, but for the existing structures. Night time parking is almost always at a premium in the neighborhood due to the density of housing and the proximity of the neighborhood business district. Central Business District workers currently use Baum, Kilgour and parts of Oregon Streets as free, unregulated parking during the day. Convenient on and off-street parking should be provided for any new development or redevelopment of existing structures.

Parking for residents of the area should be off-street. Development of off-street parking shall vary in size from parking structures located in the housing development, garages within a dwelling unit, and small surface lots that respect existing topography and landscaping.

Parking lots should be landscaped and views into the lots screened with natural, permanent barriers. Fencing should comply with the zoning code.

Lighting for parking areas should be sensitive to nearby residents in placement, color, intensity, and scale. Appropriate shielding should be provided to prevent light filtration into dwelling units.



Pedestrian Circulation - Develop street amenities and adequate sidewalk width to enhance the pedestrian environment with lighting, landscaping (including street trees), paving, and other amenities.

Redevelop pedestrian walks, stairs, etc., that connect Kilgour Street to Baum and Oregon Streets. If possible, in association with future development, provide stairs from Oregon Street to Celestial Street.

Since the area is somewhat isolated from the rest of the Mt. Adams neighborhood, space within the street right-of-way should be created for a community kiosk. The kiosk should be located to assure the highest possible exposure.

#### Public Improvements/Open Space

Streets - Review and renovate or upgrade streets that exhibit signs of failure due to unstable soil conditions. Streets subject to reconstruction or upgrading are Monastery and Oregon. Baum and Kilgour Streets have been almost completely rebuilt.

Install waste cans in the public right-of-way at strategic places and coordinate pick-up with the City's Sanitation Division.

Sidewalks - Construct curbs in association with street rehab or renovation.

Plant street trees in association with street or sidewalk improvements.

Pedestrian lighting should be considered as part of the improvement of local streets. Pedestrian lighting shall be used to impart a sense of scale and visual texture, as well as safety. Due to the size and nature of the potential development site, consideration should be given to combining street and pedestrian lighting and providing the proper assessment for maintenance and general upgrading when required.

Special sidewalk paving may be considered by private developers to reinforce the marketing of the project area. Paving should promote a uniform appearance of the sidewalk space.

Open Space - Stairways connecting streets and sidewalks shall be considered as open space.

Areas reserved by the City or State for access to the inspection tunnel can be considered open space and should be landscaped in an appropriate manner.

Private open space should be developed as part of the housing development and should relate to dwelling units as well as providing common space for residents to use.

The landscaped edge of Kilgour Street shall be maintained as an open space amenity for the community.

The expressway system, specifically the land adjacent to the roadway and ramps, should be considered open space. Every effort should be made by the City and State to landscape this area in an appropriate manner.

#### Geotechnical Restraints

Recent inclinometer readings indicate that the construction of the cylinder pile wall and buttress fill have virtually stabilized the hillside above the wall to its condition prior to 1973. The rate of movement continues to decrease as equilibrium is reestablished.

Stability analysis made to evaluate the factor of safety against overtopping the cylinder pile wall indicate only marginal stability against such an overtopping failure. The data indicates that even with the constructed cylinder pile wall, if no additional load is added to the existing overburden some creep above the existing rock will be experienced, generally estimated at 0.1 inch per year or less.

Redevelopment of the hillside will require special consideration in order not to overburden the wall and hillside. The area of the State owned land is particularly sensitive, given the constraints of the pile wall and tunnel. The following considerations must be included in any proposal to redevelop the publicly owned lands, with the overriding consideration that no action can be taken which would impair the full use and safety of the cylinder pile wall hillside stabilization system.

Design of any new structure or modification to an existing structure occupying the space above the cylinder pile wall tie-back system must be reviewed and approved by the City of Cincinnati, Department of Public Works and the State of Ohio prior to granting authorization to begin construction.

Existing structures may be modified, provided the additional weight is held to a minimum.

New structures with footings above the rock line will be permitted as long as the weight of the earth removed shall not be less than the total weight of the structure being added. Where the weight of the structure is to exceed the weight of the ground being removed, the load of the new

structure must be carried to the footings below the rock line. Such footings founded in rock must not be closer than 35 feet from the top of the tunnel and must not penetrate any portion of the three-dimensional easement, as illustrated in Figure 7.

Structures, utilities, or installation of any nature which, in the opinion of the City of Cincinnati and the State of Ohio, will contribute to the deterioration of the cylinder pile wall and its tie-back system shall not be permitted.

## V. GUIDELINES FOR DEVELOPMENT OF THE MT. ADAMS HILLSIDE

Consideration of the elements in the previous section lead to the development of specific guidelines for redevelopment of the Mt. Adams hillside. These guidelines attempt to recognize that the primary method of redevelopment of the area will be private investment, although there will be a need for close cooperation between the private and public sectors because of the geotechnical problems of the area. Since the geotechnical issues will require substantial investment in structural support, special consideration of this factor should be taken into account when disposing of the publicly held land.

All proposed improvements on existing properties within the UDP boundary are required by Chapter 34 of the Cincinnati Zoning Code to submit an application form for development permission in EQ districts (unless otherwise exempt per Section 3404.2).

All applications will be reviewed with the general guidelines as set forth in the report entitled Cincinnati Housing Development Guidelines (Cincinnati Planning Commission, December, 1975) and the specific guidelines for Environmental Quality District Number Four (4) per Ordinance 467-1978 (or as revised).

There are forty nine (49) general guidelines and six (6) specific guidelines (as of this writing). Copies of these documents are available from the City Planning Department, Land Use/Environment Administration.

Additional guidelines for development have been identified by the neighborhood in conjunction with various City departments. These guidelines include New Construction, Rehabilitation, and Signs.

### Guidelines for New Construction

Guidelines for new development shall include:

1. New development shall complement existing buildings in height and width.
2. New development shall appear from the distance to blend into the visual fabric of the hillside. Any visual blend of development shall consider building mass, open space, and landscaping. This blend shall be evaluated on a combination of massing, primarily horizontal and open space.

3. New development should be primarily residential, although some supporting uses such as small retail and office space may be considered. Current zoning does not allow retail/office uses except in instances of developments of 150 units or more. New development should include recreation opportunities and open space sufficient to support the basic requirements of development.
4. All utility lines and connection to buildings should be located underground. All existing utility lines, including cable for television and the City's fire alarm system, now located on poles within the planning area shall be relocated as part of project development.
5. In order to integrate the development with the character of the rest of the community, it would be desirable to reserve approximately 40% of the area for rental properties, with the remainder owner-occupied. Owner-occupied units may consider a full range of purchase opportunities, including condominiums, separate units on separate lots, and landominiums. Each unit type should be designed to maintain an environmental fit with the rest of the community. The development of buildings should consider a mixture of heights not to exceed forty-five (45) feet, unless buildings proposed to be taller can be sited to provide a minimum impact upon the existing built environment.
6. Siting considerations.
  - a. Housing should be clustered or grouped in order to make more land available for open space development, as well as to relate to existing development. Figure 8 details an Illustrated Site Plan.
  - b. Buildings shall be sited to reduce the visual and audible impact of the expressway.
  - c. Buildings should be sited to maximize the view of both new development and existing buildings.
  - d. Position buildings on the site in order to provide pedestrian connections between streets.
  - e. Maintain, where possible, existing retaining walls when siting buildings.
  - f. Symbolically retain or acknowledge the position of the old Mt. Adams Incline by retaining one or more of the old supports and/or installing appropriate plaques or signage.

7. Parking

- a. Off-street residential parking for the area shall be provided in any new development.
- b. Off-street parking should also be provided for visitors.
- c. Large parking areas are undesirable, unless they are contained within a development and generally hidden from view. Large parking lots or structures shall be landscaped to soften the appearance of large expanses of concrete or blacktop.
- d. Garages should be developed as part of the amenities associated with the units. This is particularly desirable for the owner-occupied units.

8. Density

- a. The existing R-6 zoning allows greater density than that envisioned in this Plan. The maximum number of units permitted is 800-1,100, however, the zoning review process will be used to limit the actual number. The recommended maximum density for the area proposed for new development in Figure 8, Illustrated Site Plan, is 250 units. The actual composition of the units, their size, and height shall be determined by market forces and community acceptance of the densities. Market demand for unit sizes may be cause for reevaluation of density limitations provided such densities are compatible with the visual image of the Mt. Adams hillside.

9. Design Guidelines

- a. Massing/Scale - The height of buildings should include a mixture of heights which should not exceed forty-five feet above the grade at street level, unless those structures which are proposed to be taller can be sited to provide minimum impact to the existing built environment. Massing shall be articulated to provide visual variety and to complement the hillside appearance. It is preferable that mass and height replicate the existing and historical built environment. Large solid masses without articulation are not desirable. The relationship of void to solid shall be

such that there is more building mass than void. Smaller voids such as windows shall be primarily vertical rather than horizontal. Roof lines of buildings should be pitched rather than flat.

- b. Materials - A combination of materials may be used on new and existing buildings. The general palette of materials should be brick and horizontal lapped wood siding. No more than three different materials should be considered on any building face. Stucco finishes, rough-sawn siding, or metal panels are not desirable. The palette of materials should be compatible with the buildings located nearby. Awnings may be used to prevent sun and heat gain on southern and western exposures. Use of awnings can also add color to the area.
- c. Open Space and Outdoor Space - Open space shall be provided as an amenity to the development and shall fulfill basic needs for recreation and marketing.

Outdoor space associated with residential units shall be compatible with residential unit size and marketing demands. Roof top decks are permitted, provided they are incorporated as an integral part of the architectural design of the building and are designed in a manner which respects views from above and other surrounding areas.

Outdoor space shall have storage spaces associated with them in order to eliminate unsightly appearances of storage units from adjacent or distant views.

#### Guidelines for Rehabilitation of Existing Structures

The planning area includes a considerable amount of open space suitable for new construction. However, there are also existing buildings which should be rehabilitated to fulfill housing needs and maintain a sense of the environment of the past. Rehabilitation of these buildings should consider the following guidelines:

- 1. Rehabilitation should recognize and maintain the many architectural styles present in the area. Among them are Neoclassical, Italiante, Queen Anne, Second Empire, Romanesque, and Spanish Revival.

2. Windows, either new or replacement, should not be enlarged, closed off, or otherwise altered in form. New sash for windows should be cut to fit the shape of the original opening. Picture, strip, sliding aluminum, jalouise, awning, and most casement windows are not appropriate to the historic character of Mt. Adams.

In general, aluminum double-hung sash are also adverse; however, baked enamel aluminum sash that fits exactly the original openings, have an appropriate glazing pattern, and are an appropriate color are acceptable.

Window sash should be darker in contrast with the wall color. Acceptable color choices include matte black, dark slate, grey, dark brown, and grey-brown. Window frames should be similar in color to either the surrounding masonry or the darker sash.

3. The facades of adjacent buildings should be made to relate to each other visually as much as possible. General principals to be followed in renovating the existing structures include:
  - a. Do not cover or paint any natural materials such as brick, stone, or glass. Those buildings already painted may be repainted.
  - b. Clean and repoint all masonry surfaces. Preserve the masonry surfaces with silicone or other acceptable solutions.
  - c. Do not block up portions of or entire windows or doors within a masonry frame.
  - d. Remove all modern materials from the facade that are in not of keeping with the historic character of the building, such as aluminum awnings, modern storefronts, column covers, vinyl or aluminum siding, etc.
  - e. Doors should be panelled rather than flush. They should match original opening sizes and coordinate with the facade design.
  - f. Additions to buildings should be of similar height and proportions to those in the area. Similar materials, trim, colors, opening sizes and shapes, common window sill and head lines and cornice lines should be used.
  - g. Side walls, wherever visible from the street, should be finished or painted to harmonize with the front of the building.



- h. Other facade elements such as shutters, ironwork, fencing, porches, and walls should be restored to the original condition or reproduced as accurately as possible.

#### Guidelines for the Erection of Signs

Since the area is designated residential, the types of signs can be minimized and carefully controlled. Signs should be designed to be in keeping with the character of the development. Signs should be harmonious with the architecture of the building on which they are located. They should also be designed to effectively communicate with pedestrians or people in slow moving vehicles.

1. Placement of signs should be flat against the building, not concealing any architectural features. No sign shall exceed twenty-four square feet.
2. Projecting signs shall be allowed if they are symbol signs and are not greater than four square feet per sign face. Businesses located in the area are encouraged to use traditional symbols to translate the nature of their business. The predominant copy of all signs shall identify the business on the premise and not another business or product.
3. Flashing signs shall not be permitted. Roof top signs, any sign which extends above the roof line of the building, or above the window sill of the second floor of a building shall not be permitted. Obsolete signs shall be removed within two weeks of the premises being vacated.
4. Ground signs may be used for parking lots of residential developments and businesses that provide off-street parking. The size of such signs should be limited to fifteen square feet per face and should not exceed four feet in height per sign face.

## VI. IMPLEMENTATION STRATEGY

The primary issue associated with development of the Mt. Adams Hillside Urban Design Plan and Urban Renewal Plan area is the transfer of land owned by the State of Ohio, Department of Transportation to the City of Cincinnati. The focus of this issue is the matter of hillside stabilization. Informally, the City has learned that it is the State of Ohio consultant's opinion that the hillside stabilization has been completed. No formal report confirming this opinion has been submitted to the State.

The second issue associated with development is the disposition of privately held property. Within the target area bounded by Oregon and Kilgour Streets the City and State are primary property owners, along with the Mid-American Development Corporation, which recently purchased a large tract of land. The remaining approximately 15% of the development area is held privately by individuals.

The strategy proposed for development is as follows:

1. The City of Cincinnati will approach the State of Ohio to obtain their agreement regarding development of the property. The State would agree to transfer its property to the City of Cincinnati.
2. The City will advertise for a preferred developer willing to undertake residential development under the constraints outlined in this document. The City would establish a development agreement with the preferred developer which would detail the implementation of the development and the developer would go forward only when all reviews of plans were complete.

Possible staging of development is outlined in Figure 11. The first property for development would be the publicly owned land between Monastery and Van Meter Streets. This land is in the area above the buttress fill and does not have the same geotechnical restraints as the area retained by the cylinder pile wall. This section of the hillside could be sold for a suitable development immediately.

The second area of development would be the area between Baum and Kilgour Streets, east of the City steps connecting Baum and Kilgour. This area contains vacant land, vacant buildings, and occupied buildings. It would be desirable that adjacent private property between Baum and Oregon

Streets be developed at, or near, the same time as the publicly owned property, however, it is likely that this section will be developed by the private developer before plans are ready for the public properties.

The third area scheduled for redevelopment would be the area west of the City stairs connecting Baum and Kilgour Streets. The privately held properties to the north of this area, designated 3A and 3B on Figure 11, are likely to have been redeveloped prior to the publicly held lands.

Property in the area between Baum and Oregon Streets, west of the old incline right-of-way, would probably be redeveloped by private individuals after the other properties because of the nature of ownership and occupancy levels of the existing units.

3. Once the proposed development is reviewed by the City and State, the State would transfer its property to the City. The question of indemnification of the State must be resolved prior to the City accepting property.
4. Immediately thereafter, the City would transfer the State and City owned properties to the preferred developer.
5. The possibility exists for redevelopment of the area north of stage one, along Monastery Street. It is recommended that this entire strip be developed separately from the proposal put forward in Figure 9. However, all the guidelines in this Plan should also be followed for the Monastery Street site. Further consideration must be given to the feasibility of this site.

Capital Improvement Program money, or Community Development Block Grant funds for the area designated an Urban Renewal District, could be used to fund construction of street and sidewalk improvements and, possibly, underground utilities. Scheduling of this money should be concurrent with the development staging and will require an allocation through the City's budget process.

Open space development, such as the entrance to the tunnel and City owned property on the east of Kilgour Street, should also be completed in coordination with housing development in the immediate area.

Maintenance of street trees and open space landscaping should be provided by abutting property owners. Maintenance of street/pedestrian lighting would be provided by the Traffic Engineering Division.

VII. BOUNDARY OF THE URBAN DESIGN PLAN

The Urban Design Plan boundary is illustrated in Figure 1.

Begin at a point, said point being the intersection of the north line of Monastery Street and the west line of Hamilton County Auditor's (Auditor's) Parcel 73-3-155. Thence northwardly along the west line of said parcel and said line extended to the point of intersection with the south line of Wareham Drive. Thence northwardly across Wareham Drive and Elsinore Avenue to the point of intersection with the west line of Elsinore Avenue and the northeast line of Auditor's Parcel 73-3-110. Thence westwardly along said parcel and continuing along the north line of Auditor's Parcel 73-3-65 and said line extending across Van Meter Street to the point of intersection with the west line of Van Meter Street. Thence southwardly and eastwardly along the west line of Van Meter Street to the point of intersection with the south line of Kilgour Street. Thence eastwardly along the south line of Kilgour Street and the south line extended to the point of intersection with the west line of Columbia Parkway. Thence north along the west line of Columbia Parkway to the point of intersection with the east line of Auditor's Parcel 79-6-17. Thence north along the east line of said parcel and continuing north along the east lines of Auditor's Parcels 79-6-16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, and 1 to the point of intersection with a west line of Auditor's Parcel 73-1-215. Thence southwardly along said parcel to the southwest corner of said parcel. Thence westwardly along the south line of said parcel and continuing along the south line of Auditor's Parcel 73-1-172 to the southwest corner of said parcel. Thence northwardly along the west line of said parcel to the point of intersection with the south line of Celestial Street. Thence westwardly along the south line of Celestial Street to the point of intersection with the west line of Auditor's Parcel 73-1-166. Thence southwardly along the west line of said parcel and continuing along the west line of Auditor's Parcel 73-1-213 to the southwest corner of said parcel. Thence eastwardly along the south line of said parcel to the point of intersection with the west line of Auditor's Parcel 73-1-209. Thence southwardly along the west line of Auditor's Parcel 73-1-189 to the point of intersection with the north line of Oregon Street. Thence westwardly along the north line of Oregon Street to the point of intersection with the east line of Auditor's Parcel 73-2-198. Thence northwardly along the east line of said parcel to the point of intersection with the north line of said parcel. Thence westwardly along the north line of said parcel and continuing along the north lines of Auditor's parcels 73-2-297, 296, 295, and 294, to the point of intersection with the east line of Monastery

Street. Thence northwardly along the east line of Monastery Street to the point of intersection with the south line of Auditor's Parcel 73-2-271. Thence eastwardly along the south line of said parcel and northwardly along the east line of said parcel and said line extended to the point of intersection with the north line of Monastery Street. Thence eastwardly along the north line of Monastery Street to the point of intersection with the west line of Auditor's Parcel 73-3-155, said point being the point and place of beginning.

VIII. MT. ADAMS HILLSIDE URBAN RENEWAL PLAN, LEGAL BASIS FOR PROPERTY ACQUISITION

Within the boundaries of the Planning area is a subarea hereby designated the Mt. Adams Hillside Urban Renewal Area in accordance with Chapter 725, Cincinnati Municipal Code. The urban renewal area is depicted in Figure 2 and is more particularly described at the Urban Renewal Plan Boundary, pages 29 and 30.

The Plan does not, at this time, indicate extensive acquisition of properties as necessary for assembly of future housing sites. If acquisition of occupied properties is necessary, the City will initiate discussions with the Civic Association and property owners affected by this decision. Some properties which are currently vacant and deteriorated may be purchased and razed to protect the public and adjacent property owners.

Under Chapter 725 of the Cincinnati Municipal Code, it was found that "blighted, deteriorating, and deteriorated areas" exist within the City which "contribute to the spread of disease and crime, . . . ; constitute an economic and social liability; and impair . . . . the sound growth of the community." It was also found that this blight and deterioration could not be controlled by private enterprise alone. This Plan identifies the area designated as the Mt. Adams Hillside Urban Renewal Plan Area one such area identified under the Municipal Code.

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, state the reasons for defining the areas as blighted or deteriorating, and recommend 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's administration is formally authorized to carry out the activities recommended in the Plan.

Under Chapter 725 of the Cincinnati Municipal Code, an Urban Renewal Area "shall mean a blighted or deteriorating area which is appropriate for redevelopment or rehabilitation as defined in paragraph (a) of Section 725 - 1. U." The City of Cincinnati, for the purposes of this Plan, therefore, declares that the Mt. Adams Hillside Urban Renewal Area is an Urban Renewal Area. Within the Mt. Adams Hillside Urban Renewal Area a majority of the structures are detrimental to the public health, safety, morals, and general welfare, by reason of age, obsolescence, dilapidation, overcrowding, faulty arrangement, mixture of incompatible land uses, a lack of

ventilation or sanitary facilities, or any combination of these factors, or there exist deteriorating areas which, because of incompatible land uses, nonconforming uses, lack of adequate parking facilities, faulty street arrangement, inadequate community facilities, increased density of population without commensurate increase in new residential buildings and community facilities, high turnover in residential or commercial occupancy, lack of maintenance and repair of buildings, or any combination thereof are detrimental to the public health, safety, morals, and general welfare, and which will deteriorate, or are in danger of deteriorating, into blighted areas. Through the adoption of the Urban Renewal Plan and the specific designation of the Urban Renewal Area by City Council, the City Manager is authorized to acquire any property in the area defined as the Urban Renewal Area, the acquisition of which is necessary in carrying out the Urban Renewal Plan.

The Mt. Adams Hillside Urban Renewal Area is an area which qualifies as a blighted area. The blight analysis was determined by the City's standard method of determining blight. Detailed information on this analysis is on file in the Office of Architecture and Urban Design, Division of Architecture and Facility Management, Department of Public Works. The Urban Renewal Plan conforms to the Master Plan for the development of the City. The City has established a feasible method for the relocation of any families, individuals, or businesses that shall be displaced from the area by any federally funded public development action. The Urban Renewal Plan for the project area will afford maximum opportunity consistent with the sound needs of the locality as a whole for the rehabilitation of the project area by private enterprise.

The Mt. Adams Hillside Urban Design Plan as set forth in Parts I through IX of this document is adopted as the Urban Renewal Plan for the Mt. Adams Hillside Urban Renewal Area, excepting only any portions of the Urban Design Plan which clearly have no applicability to the area designed as the Mt. Adams Hillside Urban Renewal Area. The particular goal of the Urban Renewal Plan, in addition to other state goals, is the elimination of conditions of blight and deterioration found within the Urban Renewal Area. Development restrictions to be placed on disposition of City property (now owned or hereafter acquired) shall require conformance to the development policies, recommendations, and guidelines of the Plan.

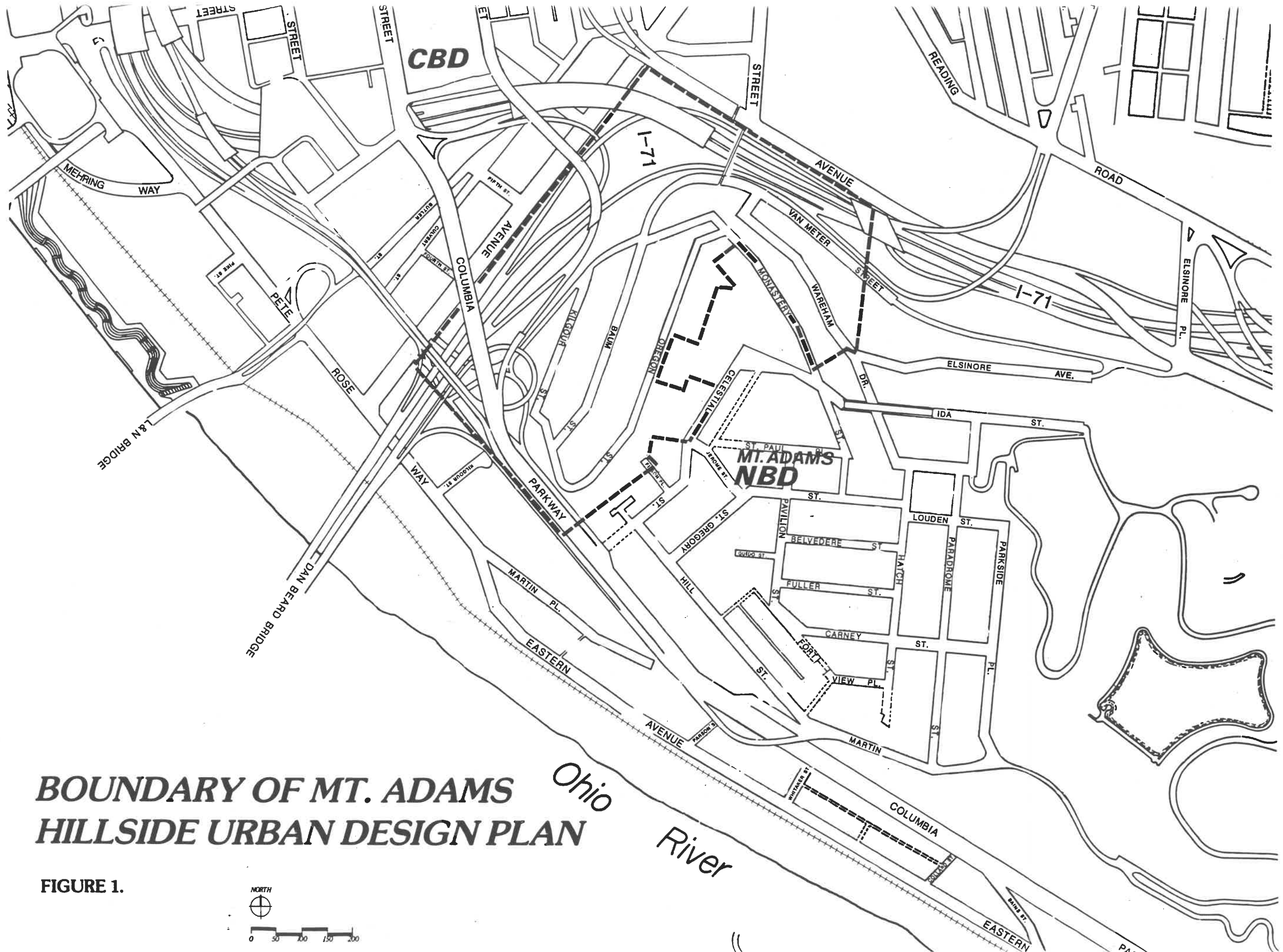
#### Urban Renewal Plan Boundary

Begin at a point, said point being the intersection of the north line of Monastery Street and the west line of Hamilton County Auditor's (Auditor's) Parcel 73-3-155. Thence northwardly along the west line of said parcel and said line extended to the point of intersection with the

south line of Wareham Drive. Thence westwardly along the south line of Wareham Drive to the point of intersection with the west line of Van Meter Street. Thence southwardly and eastwardly along the west line of Van Meter Street to the point of intersection with the south line of Kilgour Street. Thence eastwardly along the south line of Kilgour Street to the point of intersection with the west line of Oregon Street. Thence north along the west line of Oregon Street and continuing along the north line of Oregon Street to the point of intersection with the east line of Auditor's Parcel 79-6-3. Thence north along the east line of said parcel to the point of intersection with the north line of said parcel. Thence west along the north line of said parcel and continuing along the north line of Auditor's Parcels 79-6-2 and 79-6-1 to the point of intersection with the west line of Auditor's Parcel 79-6-1. Thence south along the west line of said parcel to the point of intersection with the north line of Auditor's Parcel 73-1-200. Thence west along the north line of said parcel and continuing west along the north line of Auditor's Parcels 73-1-199, 198, 197, (196?) 195, 194, 193, 192, 191, 190, and 189 to the point of intersection with the west line of Auditor's parcel 73-1-189. Thence south along the west line of said parcel to the point of intersection with the north line of Oregon Street. Thence east along the north line of Oregon Street to the point of intersection with the northwardly extension of the west line of Auditor's Parcel 79-6-29. Thence south along extension and the west line at said parcel to the point of intersection with the north line of Auditor's Parcel 79-6-68. Thence west along the north line of parcels facing on the north line of Baum Street to the point of intersection with the west line of Auditor's Parcel 73-2-246. Thence south along the west line of said parcel to the intersection with the north line of Baum Street. Thence west along the north line of Baum Street to the point of intersection with east line of Monastery Street. Thence north along the east line of Monastery Street to the point of intersection with the west line of Auditor's Parcel 73-3-155, said point being the point and place of beginning.

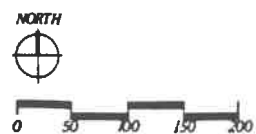


IX. FIGURES



**BOUNDARY OF MT. ADAMS  
HILLSIDE URBAN DESIGN PLAN**

FIGURE 1.



# LOWER MT. ADAMS HILLSIDE URBAN DESIGN PLAN URBAN RENEWAL BOUNDARY

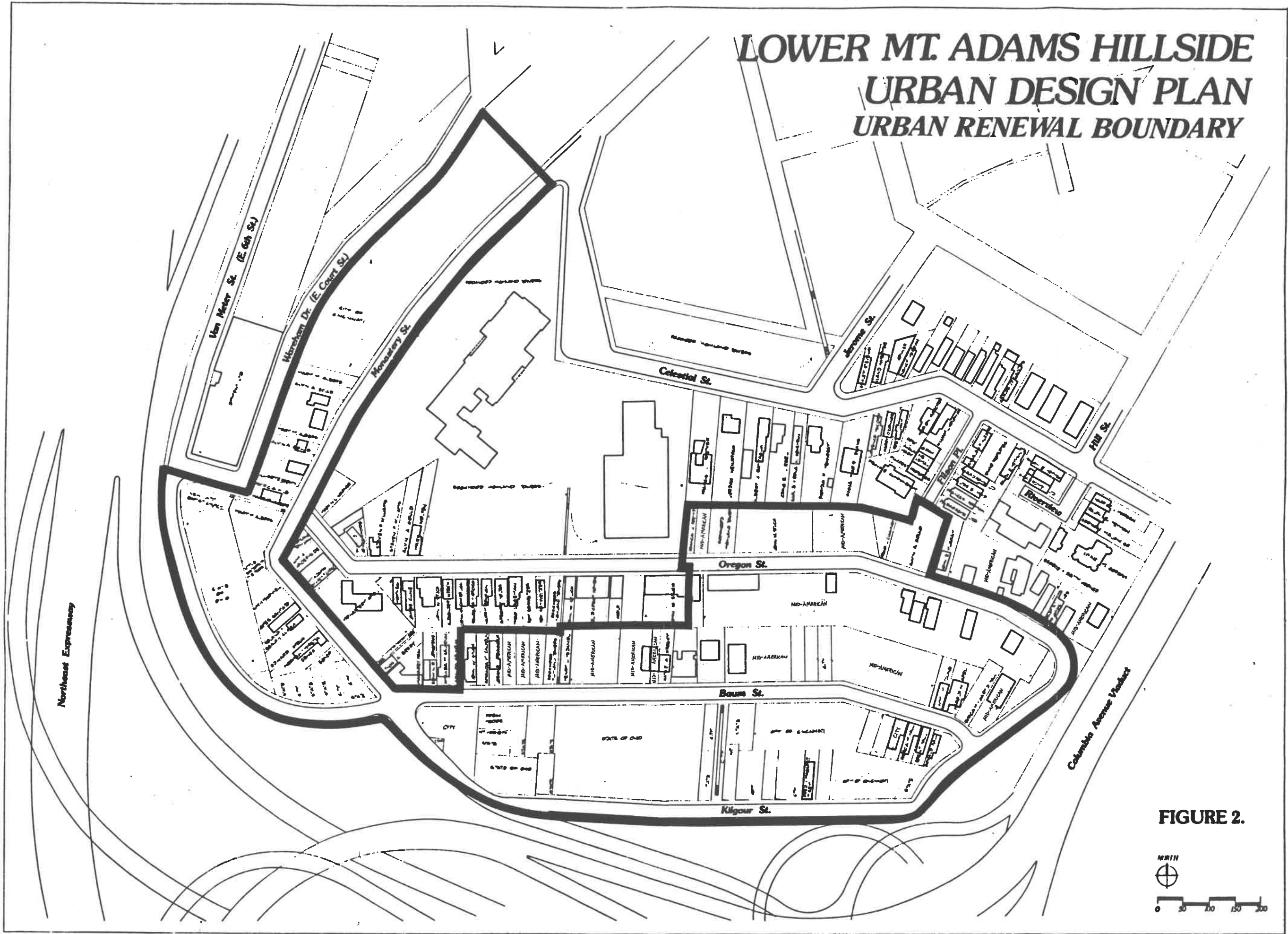
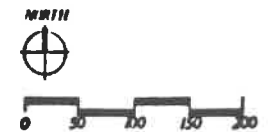
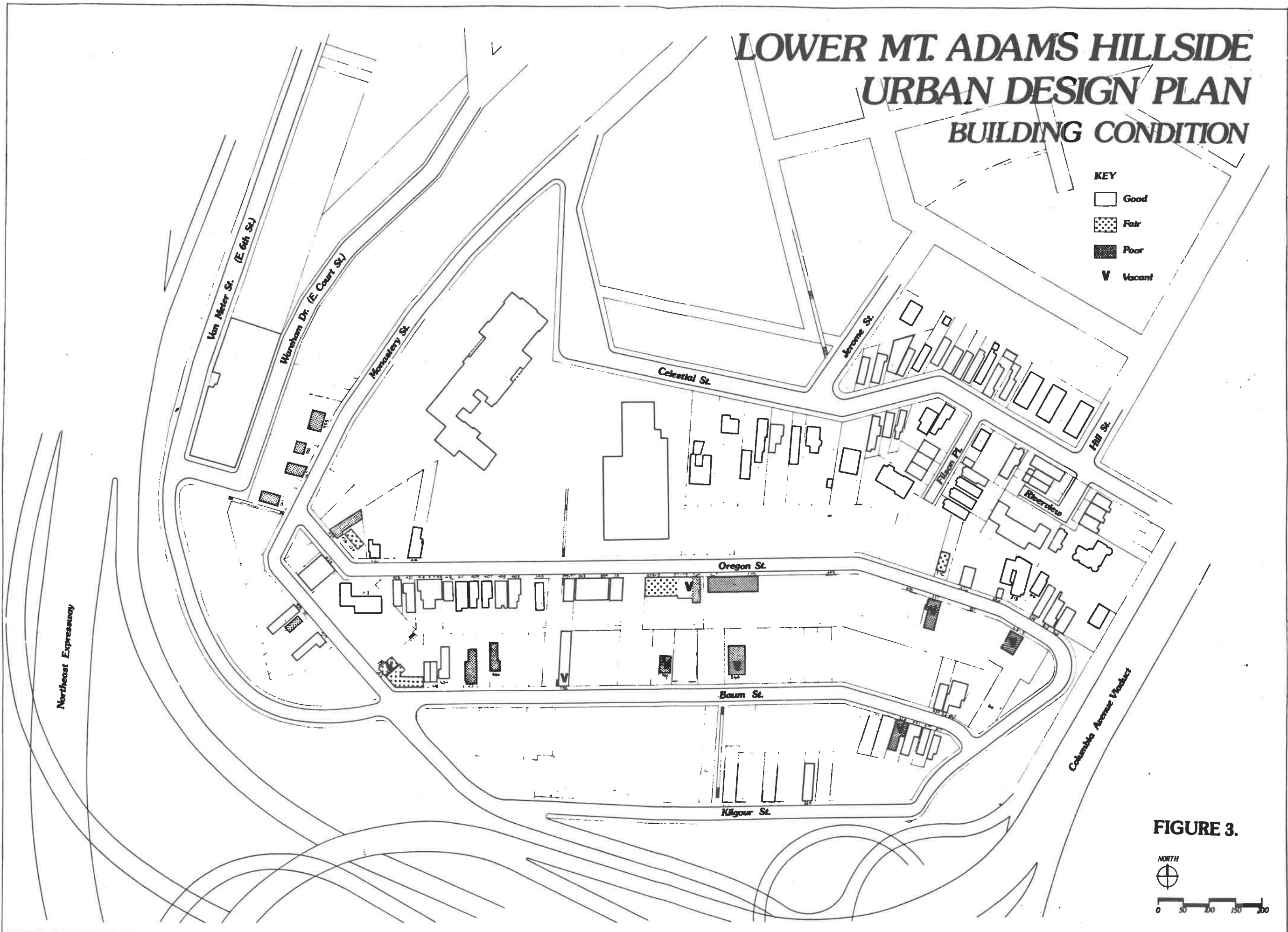


FIGURE 2.

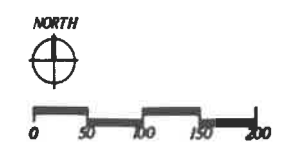


# LOWER MT. ADAMS HILLSIDE URBAN DESIGN PLAN BUILDING CONDITION

**KEY**  
□ Good  
▤ Fair  
▨ Poor  
V Vacant



**FIGURE 3.**





# LOWER MT. ADAMS HILLSIDE URBAN DESIGN PLAN HISTORIC SIGNIFICANCE

See key on following page.

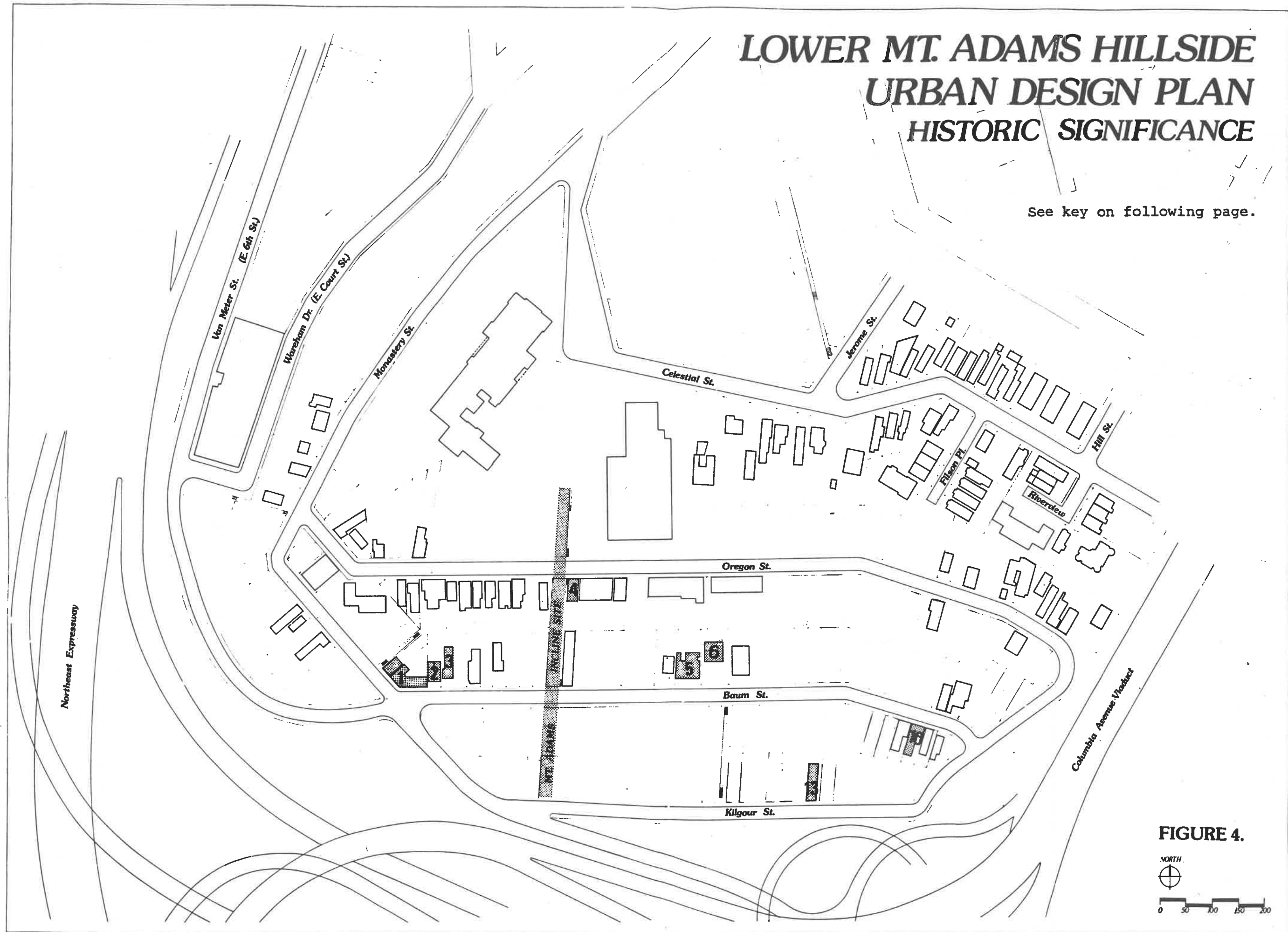


FIGURE 4.



0 50 100 150 200

# LOWER MT. ADAMS HILLSIDE URBAN DESIGN PLAN EXISTING TRAFFIC FLOW

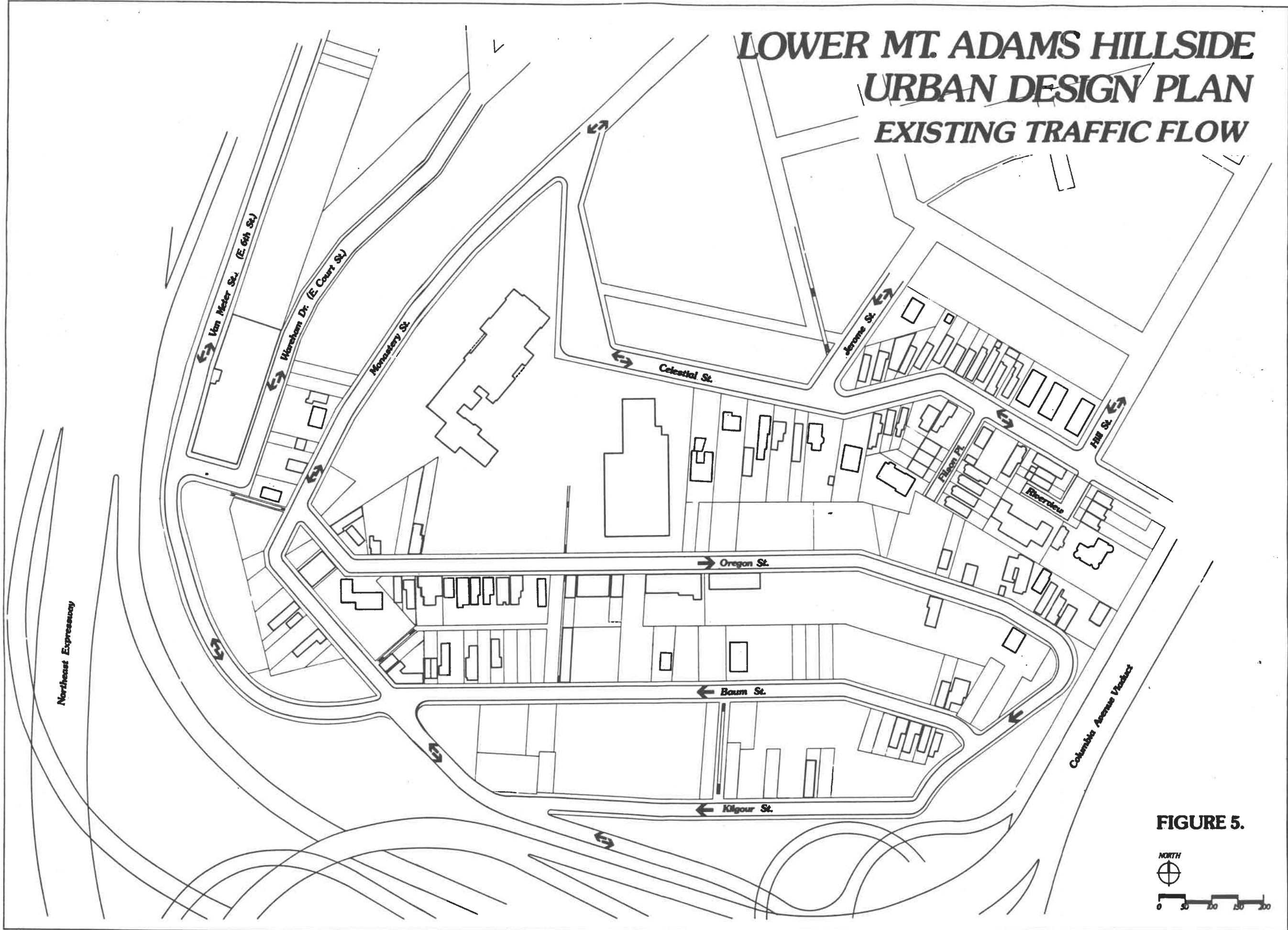
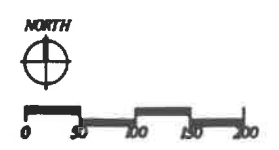


FIGURE 5.



# LOWER MT. ADAMS HILLSIDE URBAN DESIGN PLAN PROPERTY OWNERS

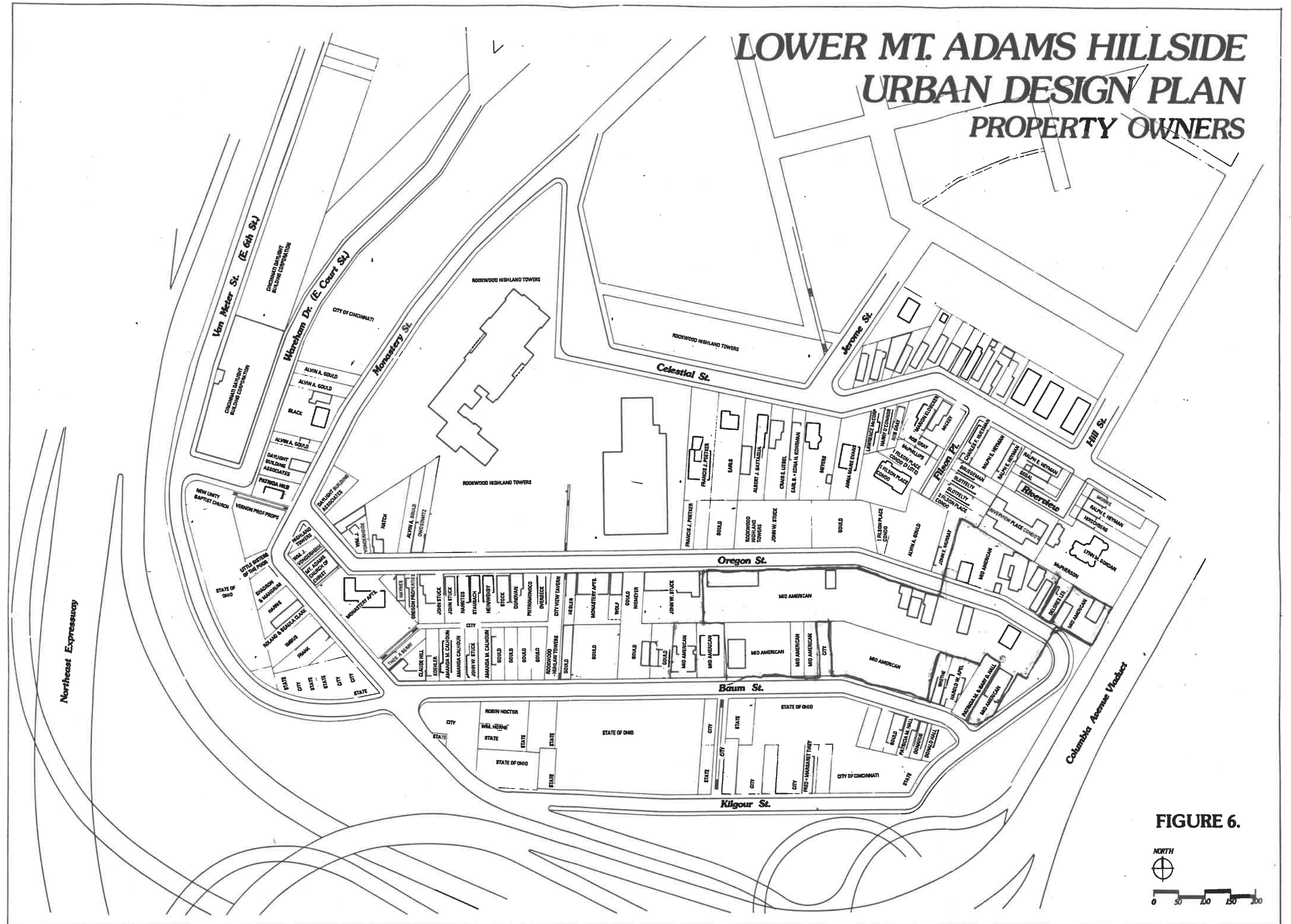
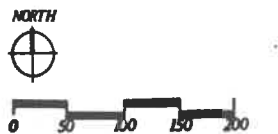


FIGURE 6.





# LOWER MT. ADAMS HILLSIDE URBAN DESIGN PLAN EASEMENTS

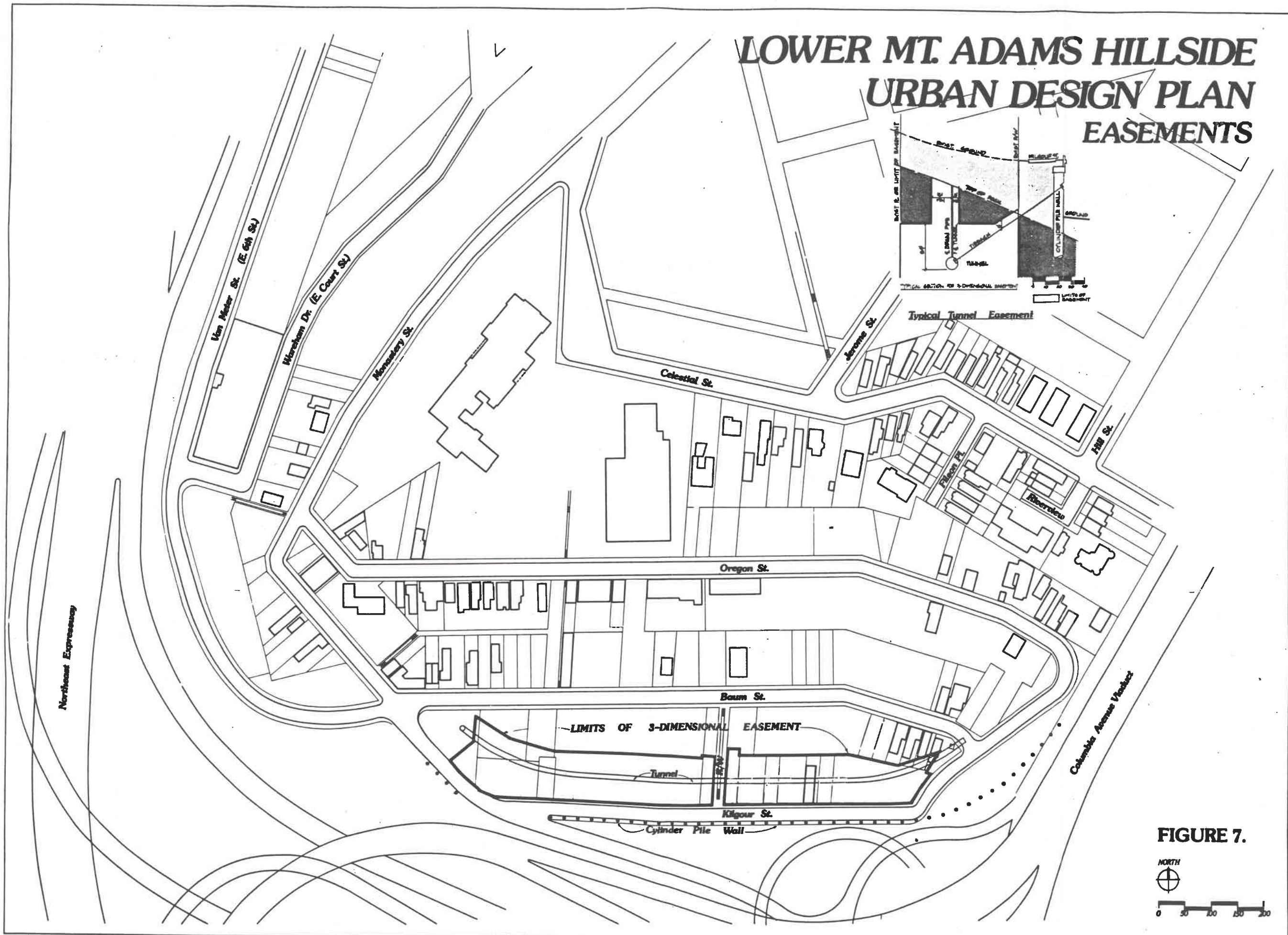
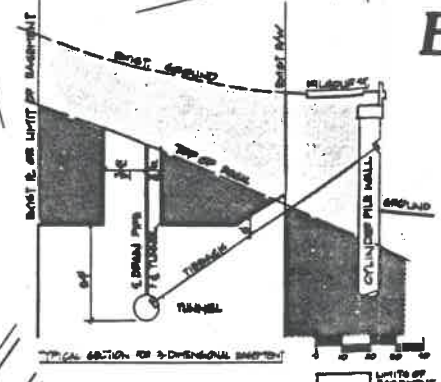
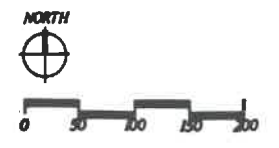


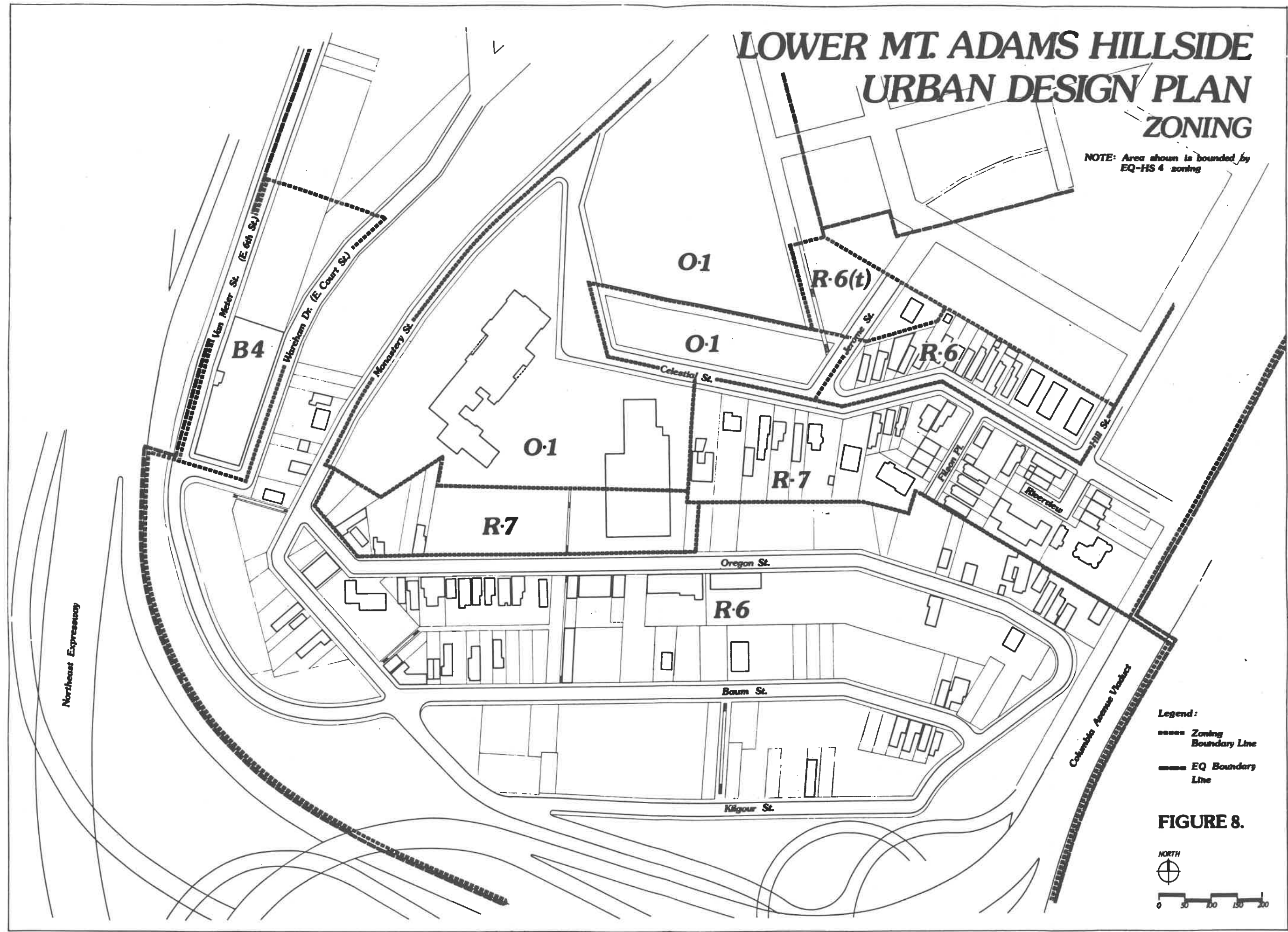
FIGURE 7.





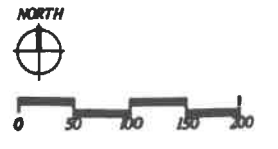
# LOWER MT. ADAMS HILLSIDE URBAN DESIGN PLAN ZONING

NOTE: Area shown is bounded by EQ-HS 4 zoning



**Legend:**  
 - - - - - Zoning Boundary Line  
 - - - - - EQ Boundary Line

**FIGURE 8.**



# LOWER MT ADAMS HILLSIDE URBAN DESIGN PLAN

A Type Buildings: 158 units, 3-4 stories  
B Type Buildings: 40 units, 4-5 stories  
Total: 198 units

Parking: 1 1/2 spaces per unit

☒ Tunnel

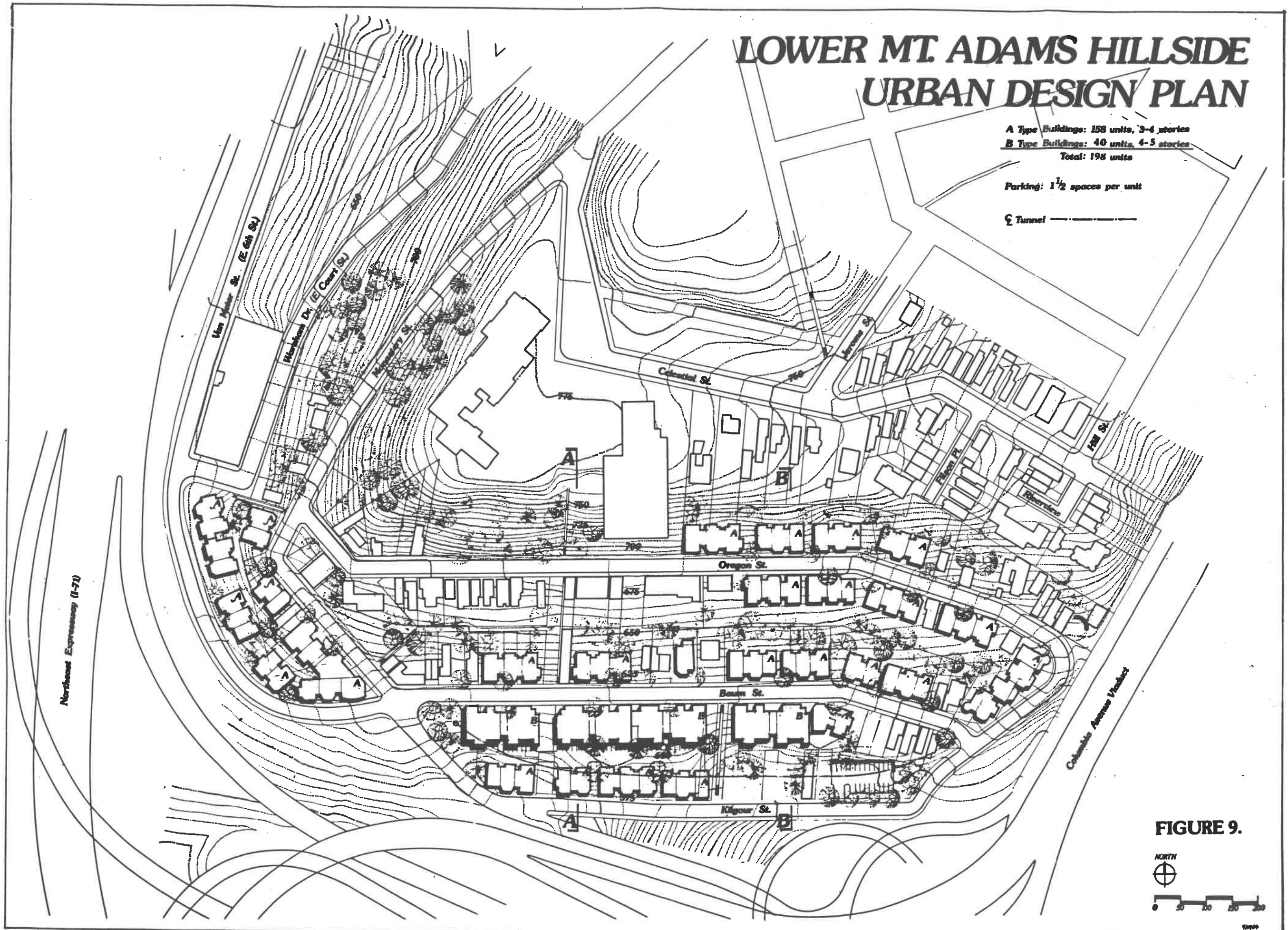
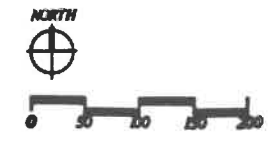


FIGURE 9.



Consultant

Consultant

Drawn by \_\_\_\_\_ Approved by \_\_\_\_\_

Issuances

Date

Revisions

No. Date Item

Sheet Title

Date

9/18/22

Scale

Linear Dimensions

Sheet No.

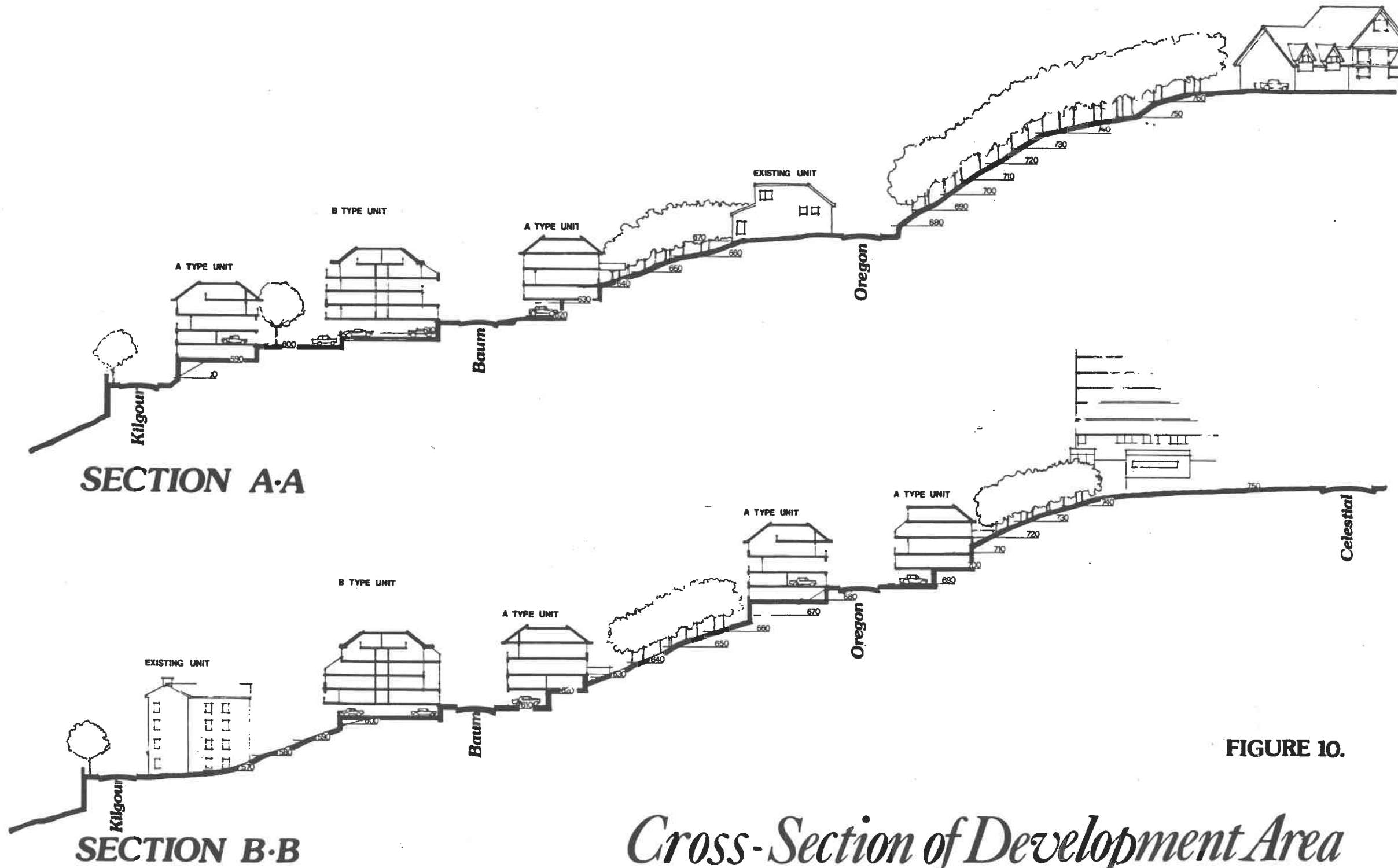


FIGURE 10.



# LOWER MT. ADAMS HILLSIDE URBAN DESIGN PLAN DEVELOPMENT STAGING

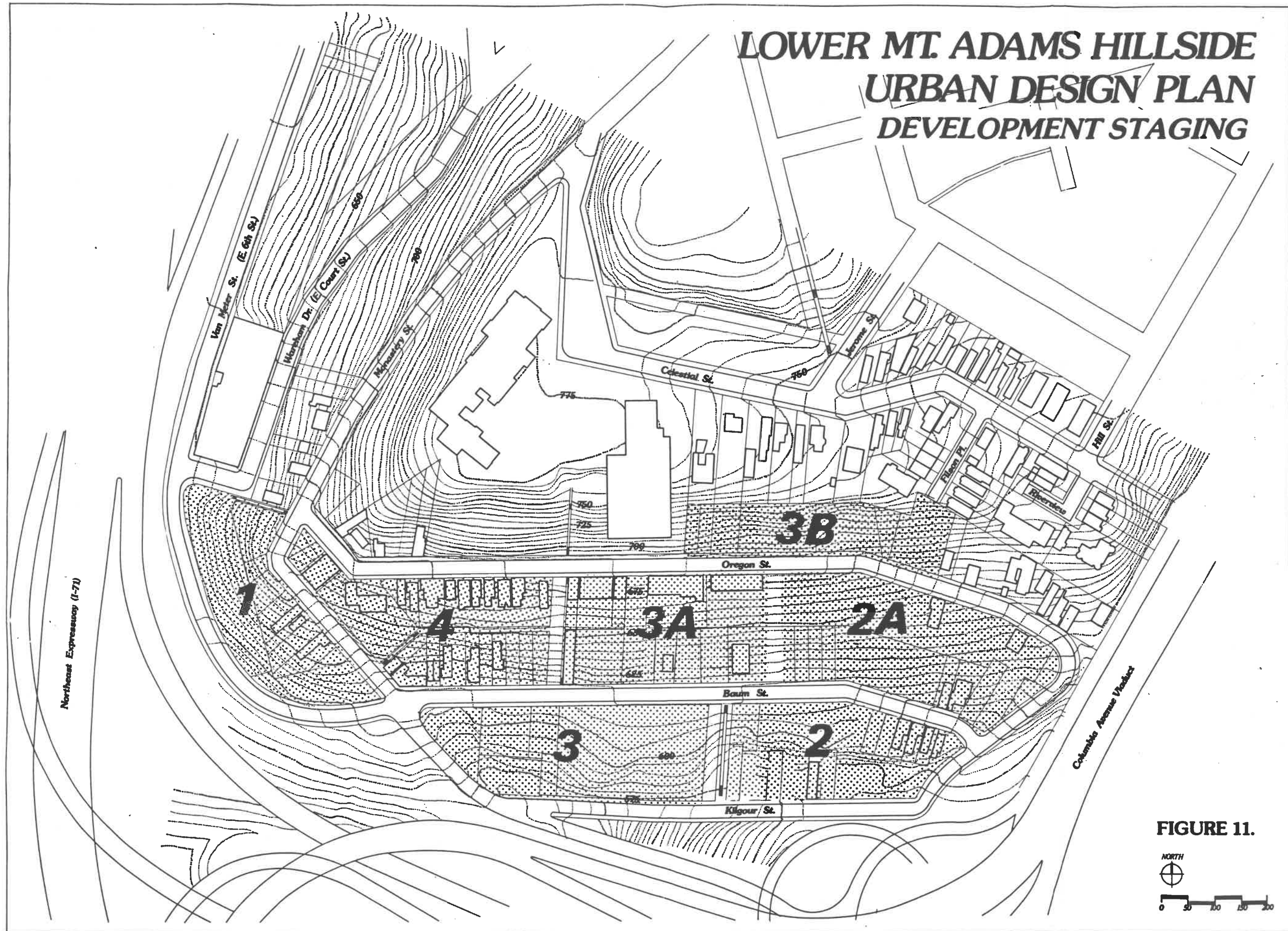


FIGURE 11.

