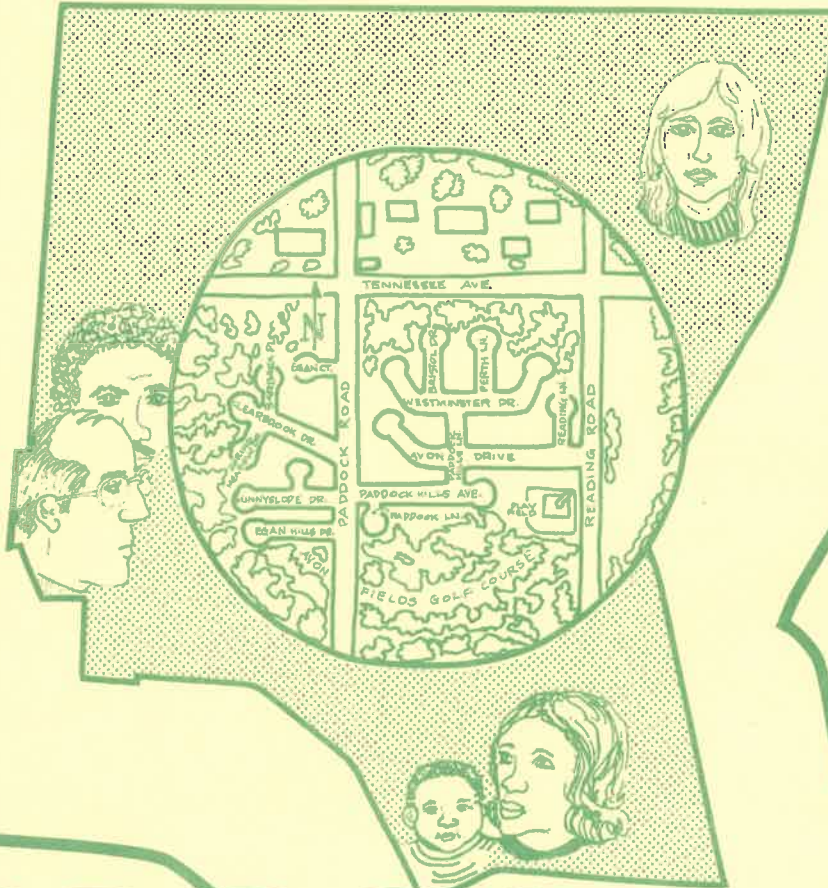


"A COMMUNITY WORKING TOGETHER..."



PADDOCK HILLS COMMUNITY PLAN

277 SF
29- MARKET
519

CREDITS

The Paddock Hills Plan has been prepared as a joint effort between the Paddock Hills Assembly Long Range Planning Committee and the Division of Community Assistance of the City of Cincinnati.

Division of Community Assistance

Ben C. Robinson, Assistant City Manager
Robert M. Rosen, Community Assistance Team Leader
Isaac E. Mincy, Human Services Planner
Monte Chesko, Graphics
Ellen Garber, Graphics

Paddock Hills Long Range Planning Committee
Todd Coward, Chairman

Housing Subcommittee

Wayne Chapman, Chairman
Bill O'Grady
Barbara Glas
Nathaniel McAdoo
Frank Dilliard
David Staadeker
Bob Gorey

Education Subcommittee

Bill Madison, Chairman
Helen Hurley
Spencer Konicov
Judy Barbeau
Lavelle Bond

Recreation Subcommittee

Rhua Kepferle, Chairman
Cloyd West
Art Johnson
Marge Williams
Kathy Keller

Social Interaction Subcommittee

Lynne Coward, Co-Chairman
Elizabeth Armstrong, Co-Chairman
Carl Tuggle
Shirlane Nelson
Ruth Staadeker
Ernie Barbeau

Physical Environment Subcommittee

Todd Coward, Chairman
Charlotte McEnery
Reece Candis
Don Silverblat
Bernard Doctor

INTRODUCTION

I. INTRODUCTION

A. Description of Paddock Hills

1) Location

Paddock Hills is located approximately 3.6 miles from the Central Business District. The general community boundaries are formed by St. Bernard on the west, Norwood on the east, Tennessee Avenue on the north and Avon Fields Golf Course on the south. Map I graphically depicts the location of Paddock Hills with respect to the rest of the City of Cincinnati.

2) Community Boundary - Census Tracts

The land area of Paddock Hills is entirely contained within Census Tract 65, more specifically, blocks 102, 103, 104, 106 and 401. See Map II.

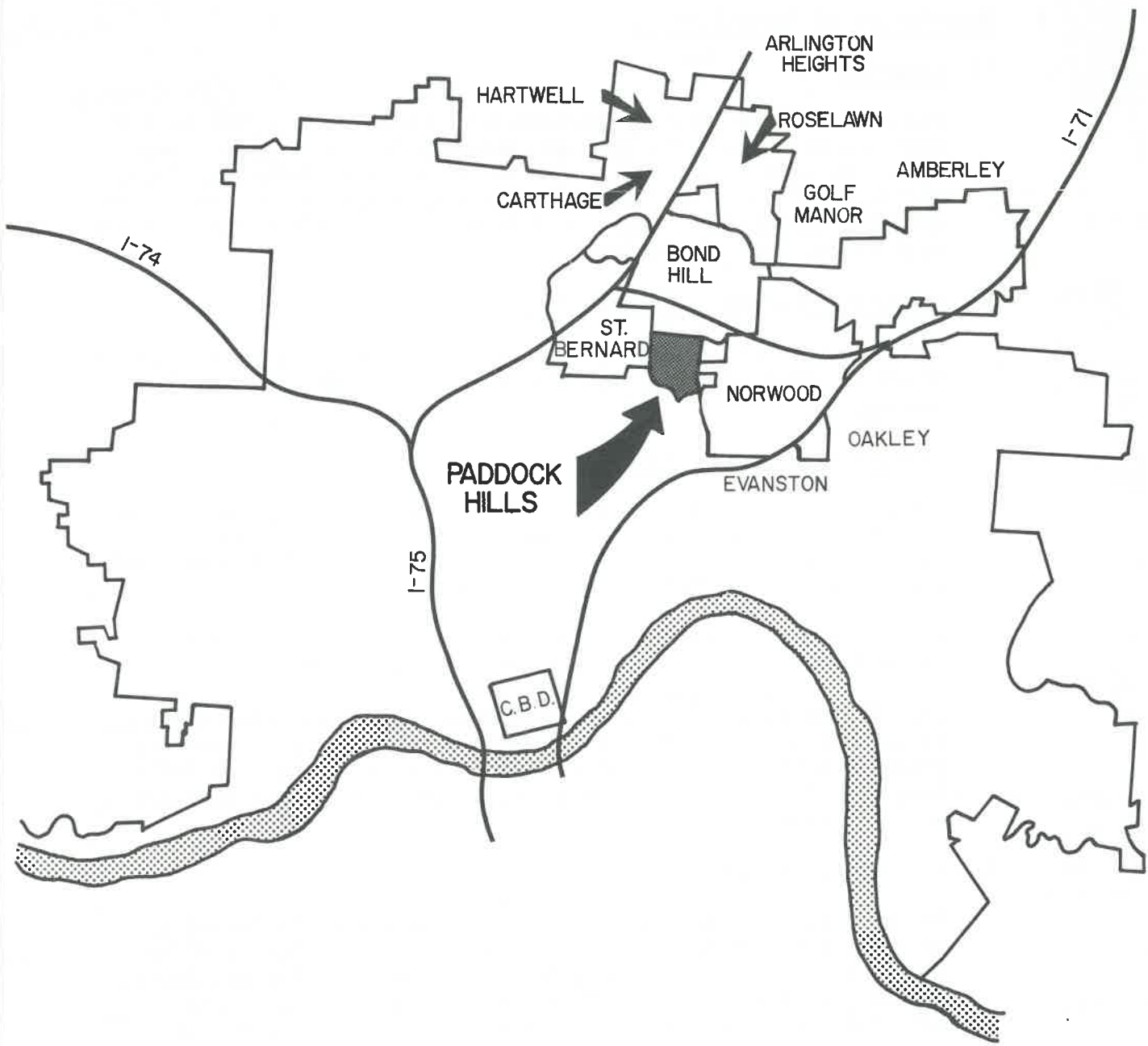
3) Topography/Natural Features

Topographically, elevations within Paddock Hills vary from below 550 feet in the northern sections of the community to above 675 feet in the extreme southern portions. The range of slopes shows virtually all residential areas on flat ground. There are, however, bands of steep slopes from 10 to 20% and above which serve to define the residential areas and are predominant factors in the distinctive layout of the streets in Paddock Hills.

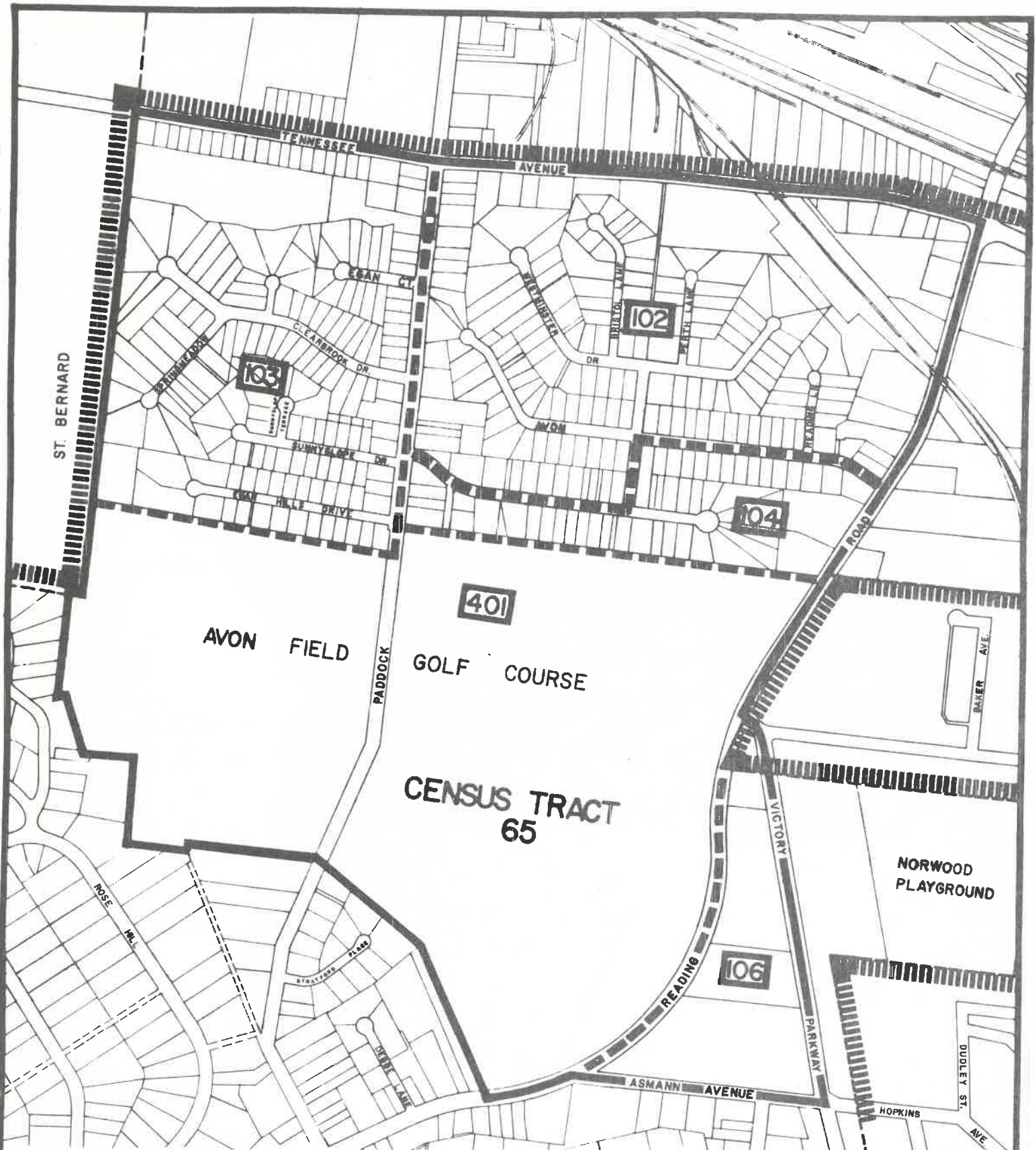
Significant bands of natural vegetation and mature trees exist throughout the community, enhancing its physical appearance and greatly contributing to the secluded character of Paddock Hills. These natural features - topography, vegetation, and slopes are shown on Maps III and IV.

4) History of Paddock Hills




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



VICINITY MAP
MAP I.



COMMUNITY BOUNDARIES

-  COMMUNITY BOUNDARY
-  CENSUS TRACT BOUNDARY
-  CENSUS BLOCK BOUNDARY

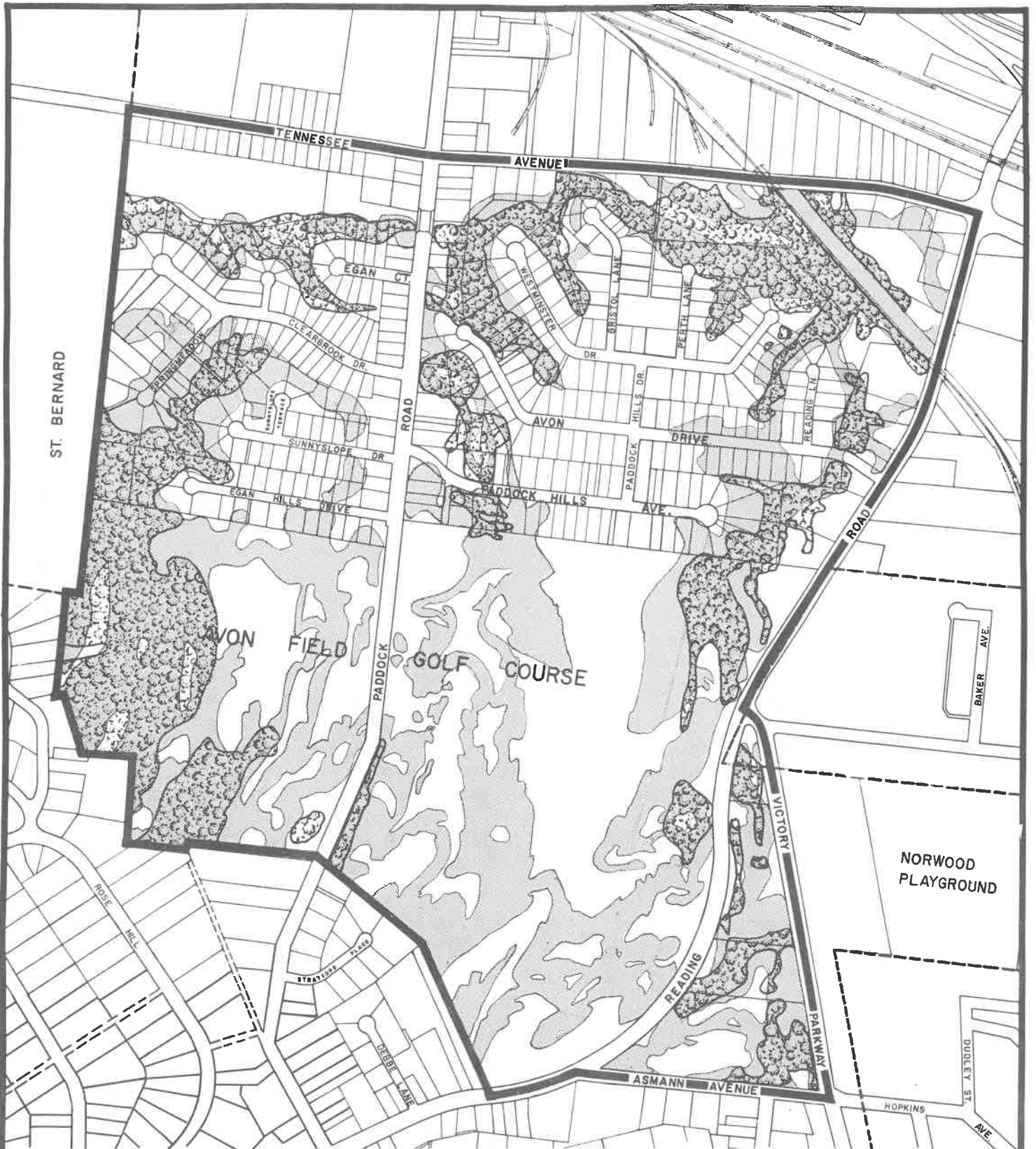
**PADDOCK HILLS COMMUNITY
MAP II.**

Prepared By
OFFICE OF COMMUNITY ADMINISTRATION
COMMUNITY ASSISTANCE TEAM 4

1 INCH = 570 FEET

1 QUARTER MILE





NATURAL FEATURES

-  VEGETATION
-  12%+ SLOPE

**PADDOCK HILLS COMMUNITY
MAP IV.**

Prepared By
OFFICE OF COMMUNITY ADMINISTRATION
COMMUNITY ASSISTANCE TEAM 4

1 INCH = 570 FEET

1 QUARTER MILE



consisted of the Paddock Hills area plus the Avon Fields Golf Course.

As early as 1869, a subdivision of the Blanchly farm was platted south of Tennessee Avenue where Clearbrook Avenue now exists, but this subdivision was never constructed.

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

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

In 1924, The Laing Estate, which consisted of sixty (60) acres between Paddock Hills Avenue and Tennessee Avenue was purchased by Mr. John B. Spilker of the Burgess, Drages, and Spilker Company for development. Although Spilker planned the development primarily for the offspring of the well-to-do Jewish families living in the Rose Hill area of North Avondale, naming the area Avondale Heights, the families that eventually moved in were predominately Catholic. Spilker laid out plots for Paddock Hills Lane, Avon Drive, Westminster Drive, Perth Lane and Bristol Lane, and was immediately confronted by residents on Paddock Hills Avenue who organized to oppose his development and filed a court suit.

Quickly, at night, Spilker cut through the first street before the suit could be acted upon, thus putting an end to the organized opposition.

Spilker began to sell his lots in 1926 (at \$3600) and built English Tudor homes, in front of which he always planted a Pin Oak tree and a Poplar tree. Avon Drive was cut through to Reading Road at that time, but houses were not built on it until much later.

On the west side of Paddock Road, the first development began in the late 1930's when Egan Hills Drive was built. The first house was built as a model house, and is situated on the southern corner of Egan Hills Drive and Paddock Road. Clearbrook Avenue (to Barbara Place) and Sunnyslope were built afterwards, while the west end of Clearbrook and Springmeadow (originally called Shadybrook) were not developed until

1954. These streets were all carved out of the original Blanchly farm.

Egan Court was developed in 1942, and Reading Lane in 1947. Although the apartments on these streets were considered quite desirable at that time, records indicate that Paddock Hills' residents organized in the late 1940's to oppose further construction of apartments.

All of the residential streets west of Paddock Road except Egan Court were private streets until 1963, when the City of Cincinnati accepted them as public streets.

Socially, Paddock Hills was originally populated in the 1920's with families of relatively high economic class, 50% of whom were Catholics. Later, between 1950 and 1965, Paddock Hills became predominately Jewish, with doctors, lawyers, and college professors in abundance. In 1966, the first Black family moved into Paddock Hills. Over the next ten years, both Black and White families moved into the neighborhood, and by 1975 the neighborhood reached an equal balance between Black and White families.

Today, Paddock Hills is an integrated neighborhood from both a racial and an ethnic standpoint. While many older families remain from the 1940's and 50's, newer Black and White families predominate in the area, with a high proportion of people working in the "helping" professions -- teachers, social workers, clergy. Paddock Hills has remained as one of the more desirable neighborhoods in Cincinnati, and its residents are now engaged in developing this Community Plan to guide the future course of the neighborhood.

History has shown that Paddock Hills has maintained an identity distinct from the communities which served it. Paddock Hills was originally developed as an exclusive residential community, and the central focus today is still on its residential character. Annexed as part of Bond Hill and developed to be like and attract people from North Avondale, Paddock Hills remains a community very much tied to other areas for education, shopping, and recreation services. The work that resulted in this Community Plan has provided the residents of Paddock Hills the opportunity to begin this process of building a self-defined image.

B. Paddock Hills Planning

- 1) Citizen Participation in Paddock Hills began in 1961 when the community organized over a zoning issue. This community organization became known as the Paddock Hills Assembly, and it was incorporated in 1969. The full Assembly meets about twice a year with the day-to-day business being run by a twelve (12) member Board of Trustees.

The planning process began in October of 1973 when the full assembly voted to begin developing a comprehensive plan for the community. A Long Range Planning Committee was established by the Board with membership drawn from all areas of the community.

Although the City of Cincinnati was encouraging neighborhoods to develop plans, the City Planning Commission was unable to offer staff assistance to Paddock Hills. In view of this and the mandate from the Assembly, the members of the Long Range Planning Committee decided to develop the Paddock Hills Plan on its own, consulting with the Planning Commission staff as necessary.

2) Planning Process

The Planning Committee decided to approach the planning process:

1. First identifying the major problems and strengths of the neighborhood via an extensive and comprehensive survey of residents' opinions and attitudes. The questionnaire was distributed in February, 1974 to all 530 households in Paddock Hills, and 174 or 33% were returned for tabulation and analysis.
2. The next stage in the planning process was to establish subcommittees by functional area to define the neighborhood's problems and strengths as identified by the survey, to develop goals and objectives, and to develop specific projects.
3. In June, 1975, the subcommittees presented their reports to the neighborhood in a series of three open meetings, seeking additional input and guidance. During the balance of the year and beginning in March of 1976, the Planning Committee continued to develop the Plan with a Community Assistance Team from the City of Cincinnati.
4. The final document was prepared by Community residents and the Community Assistance Team.

This Plan was presented to the Board of Trustees of the Paddock Hills Assembly in February of 1977 and to an open meeting of the entire Assembly in March, 1977, for adoption by the neighborhood.

Throughout the entire process of preparing this Plan, which spanned some three years, many community residents spent long hours of their own time, often without the benefit of professional advice, grappling with the problems of a diverse, integrated neighborhood. This Plan truly reflects the needs and

concerns of the Paddock Hills Community as seen through the eyes of those who must live in it everyday. More importantly, however, the course of action outlined in this document to guide future community developments and improvements will be the responsibility of neighborhood residents to implement, since many can be accomplished without government intervention.

3) Outline of Plan

Each section of this plan is organized in basically the same way. An Inventory or Existing Conditions section provides descriptive material of the current state of affairs followed by a section on Attitudes and Concerns as expressed in the neighborhood survey. This background information leads to a section on Goals and Objectives, the plan for achieving them, and Projects/Programs for implementation. This format was adopted to comply with new City requirements which feed community plans into the Coordinated City Plan process and into the City Budget Process.

C. Explanation of Format

There is frequent reference in this document to the 1974 Community Survey, conducted by the Planning Committee of the Paddock Hills Assembly. The section of the survey which deals with people's perceptions of community problems requires some explanation as to how the tables of data should be read and interpreted.

People were presented with about fifty (50) different phrases representing various aspects of the neighborhood and asked to respond in one of five rating categories.

An example is:

	<u>Is a Severe Problem</u>	<u>Is a Problem</u>	<u>Is Acceptable</u>	<u>Is Good</u>	<u>Very Good</u>	<u>No Answer</u>
Pedestrian Safety	_____	<u>X</u>	_____	_____	_____	_____

For purposes of this document, the responses in the "severe problem" and "problem" categories were combined, and those in the "good" and "very good" categories were combined. The combined "problem" responses were then ranked from 1 to 50, where 1 represented the highest number of votes for problem and severe problem. The same ranking was done for the "good" responses. The "no answer" and "acceptable" responses were ignored in this analysis.

Thus, a typical table in this report is interpreted as follows:

	<u>GOOD</u>		<u>PROBLEM</u>	
	<u>%</u>	<u>Rank</u>	<u>%</u>	<u>Rank</u>
Reading Road Traffic	2	49	48	3 ¹
Paddock Road Traffic	6	46	26	18
Residential Street Traffic	29	19 ²	21	19

- 1: 48% of the respondents listed Reading Road Traffic as a problem or severe problem. This ranked third out of fifty (50) (only two other characteristics had more people voting it as a problem or severe problem).
- 2: 29% rated residential street traffic as good or very good, which ranked 19th out of 50 in the "good" ratings.

The reason that the "good" ratings are not simply the converse of the "problem" ratings is that the middle rating - "acceptable" - and the no responses have been ignored. Thus, by examining these responses, it can be determined how much of a problem or strength a particular aspect of the community is to the residents, and how it ranks when compared with others.

NEIGHBORHOOD
SURVEY

II. NEIGHBORHOOD SURVEY - SUMMARY

A. Introduction

This summary of the 1974 Neighborhood Survey presents an overview of results and conclusions and provides a framework for the specific data contained in various sections of this Plan. Areas of concern not dealt with in the Plan itself are also covered in order to get a complete understanding of the overall attitudes of Paddock Hills residents.

B. Structure and Design of Survey

The survey instrument was designed by the Planning Committee of the Paddock Hills Assembly. During February of 1974, it was distributed to every household in Paddock Hills. One hundred seventy-four (174) responses were returned, representing 35% of the households. A balanced response was received from homeowners and renters, areas east and west of Paddock Road and from households having a long tenure versus new residents.

DWELLING UNITS RESPONDING TO SURVEY

	<u>No.</u>	<u>%</u>
Total Number of Responses	174	35
East of Paddock Road	99	57
West of Paddock Road	75	43
Homeowners	131	75
Renters	43	25
<u>Years Lived In Paddock Hills</u>		
0 - 2	61	35
3 - 10	68	39
Over 10	45	26

The Survey was structured in three sections:

1. Classification and Demographic Data.
2. Ratings of 50 neighborhood factors on a scale ranging from Severe Problem, Problem, Acceptable, Good to Very Good.

3. In-depth questions in specific areas, such as, racial composition, reasons for moving into Paddock Hills, neighborhood description, property values, etc...

C. Major Areas of Concern

1. Overall

Ten major areas of concern were selected from the areas which had the greatest percentages of "problem" or "severe problem" responses.

PROBLEM AND SEVERE PROBLEM RATINGS

<u>Area</u>	<u>%</u>	<u>Rank</u>
Recreation	55	1
Use of streets as play areas (59)		
Number of recreational facilities (56)		
Quality of recreational facilities (49)		
Public School Education	(21)* 50	2*
Snow Removal/Ice Control	48	-**
Amount of Traffic on Reading Road	48	3
Bond Hill	46	4
Present Character (44)		
Future Character (47)		
Pets	44	5
Unethical Real Estate Practices	42	6
Street Lighting	38	7
North Avondale - Future Character	36	8
Leaf Collection	34	9
Traffic Control at Major Intersections	31	10
Number of Apartments	31	10

*This rating reflects an average taken from those responding about Bond Hill Elementary, Crest Hills Junior High, and Woodward High Schools. Many respondents did not have experience with the public school system and, therefore, did not answer this question.

**This factor was not ranked because the survey was conducted one week after a severe snow and ice storm.

Perception of problem areas (those areas mentioned by over 40% of respondents) differed significantly with length of residence in Paddock Hills. Newcomers (0-2 years) rated recreation and traffic as the only major problem areas, while long term residents (over 10 years) rated the social changes in Paddock Hills

and surrounding neighborhoods as major problems. Those in the 3-10 year group also considered recreation to be the major problem, but mentioned social changes as well. Interestingly enough, the 0-2 year and over 10 year groups stated that they are more likely to move within the next 10 years than the 3-10 year group.

MAJOR AREAS OF CONCERN (40% + RESPONSE)

Length of Residence in Paddock Hills:

<u>0 - 2 Years</u>	<u>3 - 10 Years</u>	<u>Over 10 Years</u>
Reading Road Traffic - 60%	Recreation - 63%	Bond Hill - 59% Character
Recreation - 55%	Real Estate Practices - 48%	Streets As Play Areas - 58%
	Pets - 47%	Real Estate Practices - 49%
	Reading Road Traffic - 46%	Avondale Character - 47%
	Street Lighting - 45%	Pets - 47%
	Bond Hill - 44% Character	Number of Apartments - 40%

A similar analysis of problem perception according to housing unit ownership or rental, and according to residence in east or west Paddock Hills, did not reveal any significant differences.

2. Education

Over half of the respondents expressed no opinion concerning education in Paddock Hills, presumably because they had no children in the school system. When just those who had given an opinion were considered, it appeared that a great deal of concern for the quality of education exists in Paddock Hills. The survey was taken before institution of the Cincinnati Public Schools Alternate School Program, however, which might have some effect on current opinions about the school system as a whole, though not about particular schools.

EDUCATION AS A PROBLEM

	<u>% Total Respondents</u>	<u>% Only Those Providing Opinion</u>
Bond Hill Elementary	22%	42%
Crest Hills Junior High	12%	41%
Woodward High	28%	67%
Walnut Hills High	5%	11%
St. Agnes Elementary	6%	25%
Purcell High	2%	10%
Regina High	2%	11%

3. Attitudes Towards Abutting Neighborhoods

Paddock Hills residents see a direct relationship between conditions in Bond Hill and North Avondale (but not in Norwood or St. Bernard) and property values in Paddock Hills. Bond Hill is viewed as a deteriorating neighborhood with increasing crime, declining property values, and an increasing black population. North Avondale is viewed as having less pronounced forms of the same trends.

Both the present and future trends in Bond Hill are in the top ten areas of concern to Paddock Hills residents, while only the future of North Avondale concerns the residents at this point.

ABUTTING NEIGHBORHOODS AS PROBLEM AREAS

Bond Hill	
Present Character	44%
Future Character	47%
North Avondale	
Present Character	25%
Future Character	36%
St. Bernard	
Present Character	17%
Future Character	22%
Norwood	
Present Character	25%
Future Character	24%

The specific aspects of concern in Bond Hill and North Avondale are listed below:

	<u>Bond Hill</u>	<u>North Avondale</u>
General Trend		
Developing	10%	11%
Stable	18%	39%
Deteriorating	53%	26%
Crime		
Decreasing	6%	6%
Stable	19%	29%
Increasing	51%	36%
Property Values		
Increasing	15%	18%
Stable	21%	34%
Decreasing	46%	24%
Standard of Living		
Higher	9%	11%
Stable	35%	45%
Lower	39%	20%
Racial Composition		
Becoming predominantly White	1%	1%
Stable	22%	44%
Becoming predominantly Black	62%	34%
Type of Neighborhood		
Remaining primarily residential	54%	67%
Becoming more commercialized	22%	9%

D. Major Areas of Strength

1. Overall

The major areas of strength as viewed by Paddock Hills residents are the neighborhood's appearance and property values, level of government services, and social composition.

GOOD AND VERY GOOD RATINGS

	<u>%</u>	<u>Rank</u>
Appearance of Homes	54	1
Postal Service	49	2
Maintenance of Property Values	48	3
Trash Collection	46	4
Fire Protection	44	5
Racial Composition	42	6
Ethnic Composition	35	7
Police Protection	34	8
Convenience of Shopping	32	9
Excessive Noise (Lack Of)	32	9

2. Attitudes Towards Racial Composition of Paddock Hills

Residents strongly believe that racial interaction is necessary for a wholesome community, and many regard the racial and ethnic composition of Paddock Hills as a major strength of the neighborhood.

Do you see racial interaction as being necessary
for a wholesome community?

Yes	84%
No	9%
No Answer	5%

	<u>Severe Problem</u>	<u>Problem</u>	<u>Acceptable</u>	<u>Good</u>	<u>Very Good</u>	<u>No Answer</u>
Racial Composition	1%	9%	40%	31%	11%	9%
Ethnic Composition	0%	6%	44%	26%	9%	16%
Average of All Factors on Survey	5%	17%	33%	16%	4%	25%

At the same time, residents would like to see the racial composition stabilized at a 50/50 ratio. While 50% of the responses indicate approval of the status quo or a lack of concern about change, a significant minority (35%) do not like the changes they foresee.

Do you foresee any significant change in the racial composition of Paddock Hills in the next five years and how do you feel about it?

<u>% Yes, I see a change...</u>	<u>% No, I don't see a change...</u>
And I like it - 9%	But I wish it would - 2%
But I have no concern about it - 18%	But I have no concern about it - 2%
But I don't like it - 35%	And I like it the way it is - 21%

(No Answer - 13%)

3. Attitudes About Property Values

Paddock Hills residents feel that their property values will probably keep pace with the cost of living. This is a more optimistic forecast than what the respondents predict for Bond Hill and North Avondale.

How do you believe property values will change over the next five years?

	<u>Paddock Hills</u>	<u>North Avondale</u>	<u>Bond Hill</u>
Increase	26%	24%	18%
Stable	-	44%	26%
Change same as cost of living	52%	-	-
Decrease	<u>22%</u>	<u>32%</u>	<u>56%</u>
	100%	100%	100%

Residents were asked about what single factor would have the most positive and which the most negative effect on property values in Paddock Hills. Stabilization of racial composition and improvement of school quality were picked as having the most potentially positive effect.

<u>Most Positive Effect</u>	<u>%</u>
Stabilization of racial composition	28
Improvement of the quality of schools	24
Elimination or reduction of low cost housing	13
Improvement of neighborhood appearance	10
Positive changes in Bond Hill or North Avondale	8
Decrease in number of apartment units	3
Change in racial composition	0
Other	13

While social changes were seen as contributing to positive change, physical changes were viewed as potentially negative factors.

Most Negative Effect

Deterioration of neighborhood	21
Construction of low cost housing	20
Deterioration in quality of schools	17
Construction of more apartments	9
Adverse changes in Bond Hill or North Avondale	8
Change in racial composition of Paddock Hills	8
Increasing commercial development	3
Other, No Answer	13

The following conclusions can be drawn from these data:

- 1) Neighborhood appearance is considered very good, and it is important that deterioration is not allowed to occur.
- 2) Stabilization of racial composition is more important than reaching any particular Black/White ratio. Whereas stabilization is rated highly as a positive factor, change is not seen as being especially positive or negative. In other words, actual racial composition is viewed to be much less important than the orderliness of change.
- 3) School quality has a direct and important influence on property values.

E. Use of Survey Data In Plan

In the various section of the Plan dealing with housing, education, and so forth, pertinent data from the Neighborhood Survey is presented as evidence of the attitudes and perceptions of Paddock Hills' residents.

The data is organized in tables showing the percentage of respondents indicating that a particular factor was a problem or severe problem, and how that factor ranked among the entire group of fifty that were rated. Data on good/very good ratings and rankings are shown in the same way.

The questionnaire and all survey responses are available from the Paddock Hills Assembly.

COMMUNITY FORM
LAND USE
&
ZONING

III. COMMUNITY FORM: LAND USE AND ZONING

I. EXISTING CONDITIONS

Introduction

In preparing a community plan, special emphasis is usually placed on land use and zoning as they provide overall physical form to the community. Land use refers to the pattern and relationship of activities as they occur on the landscape, and zoning is the legal means for determining which activities may occur at any given location. By zoning different parcels of land for desired land uses, citizens can effectively determine the physical character and economic framework of their community.

Land Use

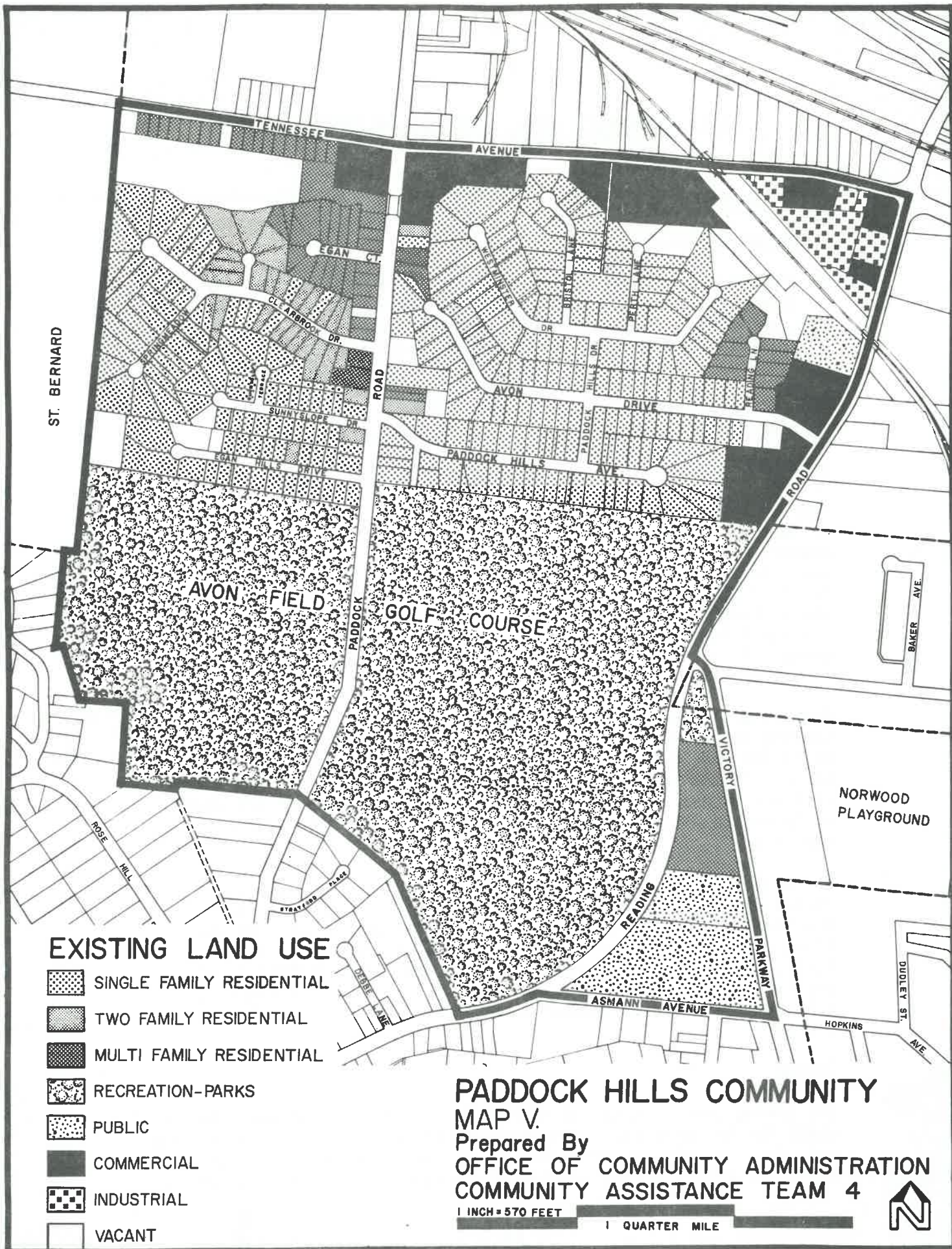
Recreation and open space uses represent the largest single use of land in Paddock Hills. Aside from Avon Field Golf Course, however, recreation in Paddock Hills is actually confined to a small parcel located northeast of the golf course. Aside from the golf course, then, residential uses comprise the major land use in Paddock Hills. Of the portion of the community's total acreage taken up by residences, 78% is devoted to single family units, 14% to two-family units, and 8% to multiple family dwellings. Map V shows the location of these housing types.

Commercial activities are grouped along Tennessee Avenue and Reading Road, and are separated from the residential areas by hills and tree cover. Industry and warehousing are limited to an area in the northeastern corner of the community beyond the railroad tracks. A large industrial area also lies to the north of Tennessee Avenue, outside of and adjacent to the Paddock Hills community.









The only public land uses in Paddock Hills are the District #4 Police Station and the Ohio Army National Guard Armory. Both are located along Reading Road in the southeastern part of the community. Vacant land in Paddock Hills is limited to a few scattered parcels whose steep slope hinders the possibility of any future development. In addition to these lots, there is a 4.5 acre area located behind the apartment buildings on Tennessee Avenue.

Zoning

The zoning code is a set of ordinances describing minimum requirements for the physical development of parcels of land. The zoning code for the City of Cincinnati is divided into many residential, business, office and manufacturing categories. In application,



EXISTING LAND USE

-  SINGLE FAMILY RESIDENTIAL
-  TWO FAMILY RESIDENTIAL
-  MULTI FAMILY RESIDENTIAL
-  RECREATION-PARKS
-  PUBLIC
-  COMMERCIAL
-  INDUSTRIAL
-  VACANT

**PADDOCK HILLS COMMUNITY
MAP V.**

Prepared By
OFFICE OF COMMUNITY ADMINISTRATION
COMMUNITY ASSISTANCE TEAM 4

1 INCH = 570 FEET

1 QUARTER MILE



they restrict development to land uses which fall into those specified categories.

Often the zoning and actual land use are not in agreement, and either the zoning or the use should be adapted. Current zoning in Paddock Hills is indicated on Map VII. Although the zoning generally coincides with the present land use, there are a few areas in which zoning controls could be upgraded to reflect existing land uses.

Problems in the Physical Environment

There are two major drainage problem areas in Paddock Hills. The first, between Westminster and Avon Drives, is a deep depression containing an overflow sewer pipe. The pipe fills with water and sewage after heavy rains creating a health and safety hazard to residents in the vicinity.

The other drainage problem, which resulted from the construction of the Avon Woods Outdoor Education Center, consists of excess runoff into a creek south of Egan Hills Drive. The increased flow is responsible for erosion in back yards and for the formation of a stagnant pool of water following heavy rains.

II. GOALS AND OBJECTIVES

Paddock Hills has a secluded residential character due to the hills, trees, and cul-de-sac streets. This character is further reinforced by the large amount of open space to the south. The following goals and objectives reflect the residents' desire to maintain and enhance the attractiveness of this image with respect to land use and the physical environment.

COMMUNITY FORM: LAND USE AND ZONING

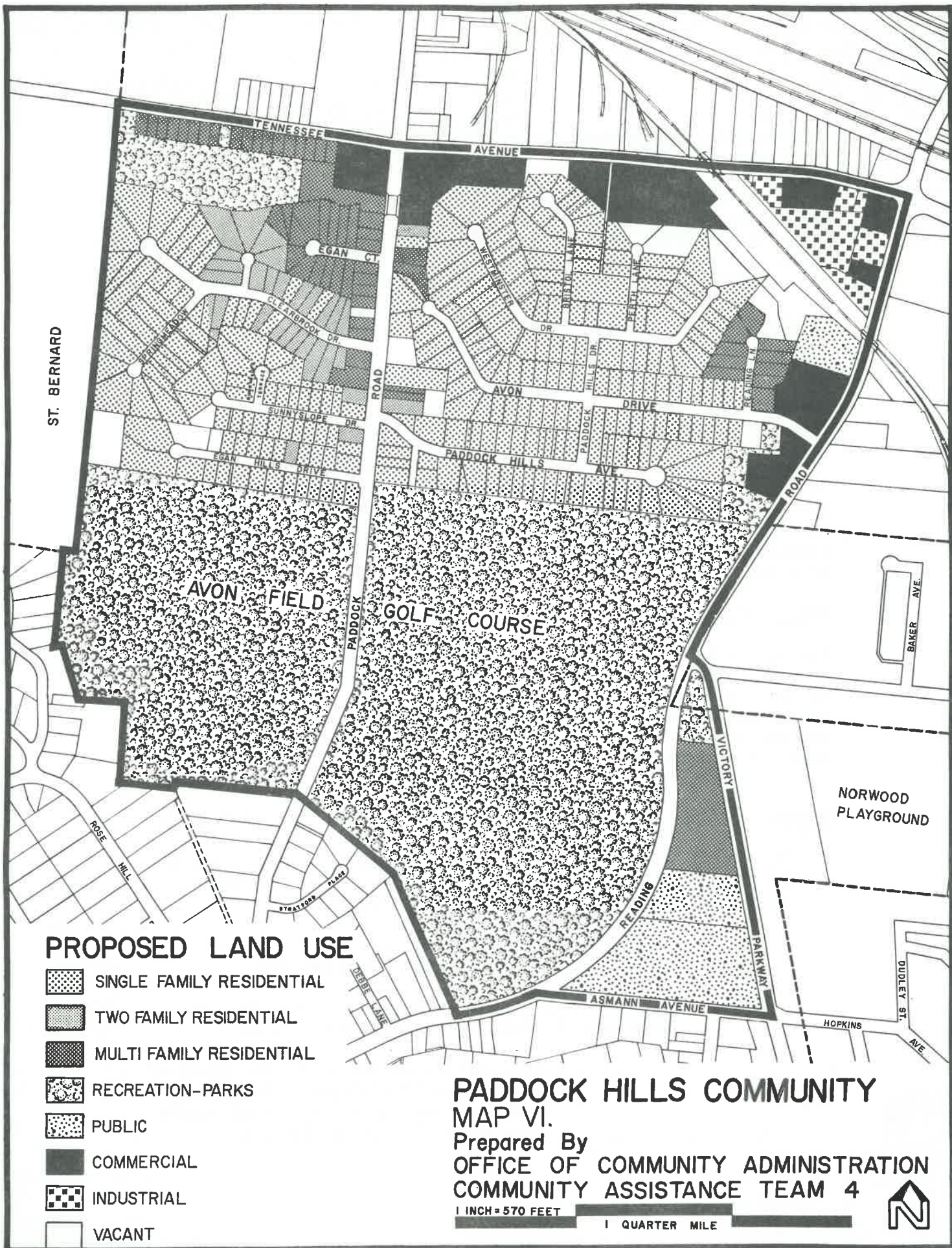
(CCP 1400)

1. TO PROMOTE VARIOUS LAND USE ACTIVITIES THAT ARE REFLECTIVE OF A COMMUNITY GOALS, AND TO INSURE THAT ANY NEW DEVELOPMENTS ARE COMPATIBLE WITH EXISTING LAND USE PATTERNS.









- 1.1 Paddock Hills should adopt a land use plan consistent with the desires of the community.

The following proposals deal with those few areas which are eligible for further development.

- 1.1.1 The large vacant parcel to the south of the apartment buildings on Tennessee Avenue and west of Paddock Road should be accepted for recreation use.



PROPOSED LAND USE

-  SINGLE FAMILY RESIDENTIAL
-  TWO FAMILY RESIDENTIAL
-  MULTI FAMILY RESIDENTIAL
-  RECREATION-PARKS
-  PUBLIC
-  COMMERCIAL
-  INDUSTRIAL
-  VACANT

**PADDOCK HILLS COMMUNITY
MAP VI.**

Prepared By
OFFICE OF COMMUNITY ADMINISTRATION
COMMUNITY ASSISTANCE TEAM 4

1 INCH = 570 FEET

1 QUARTER MILE

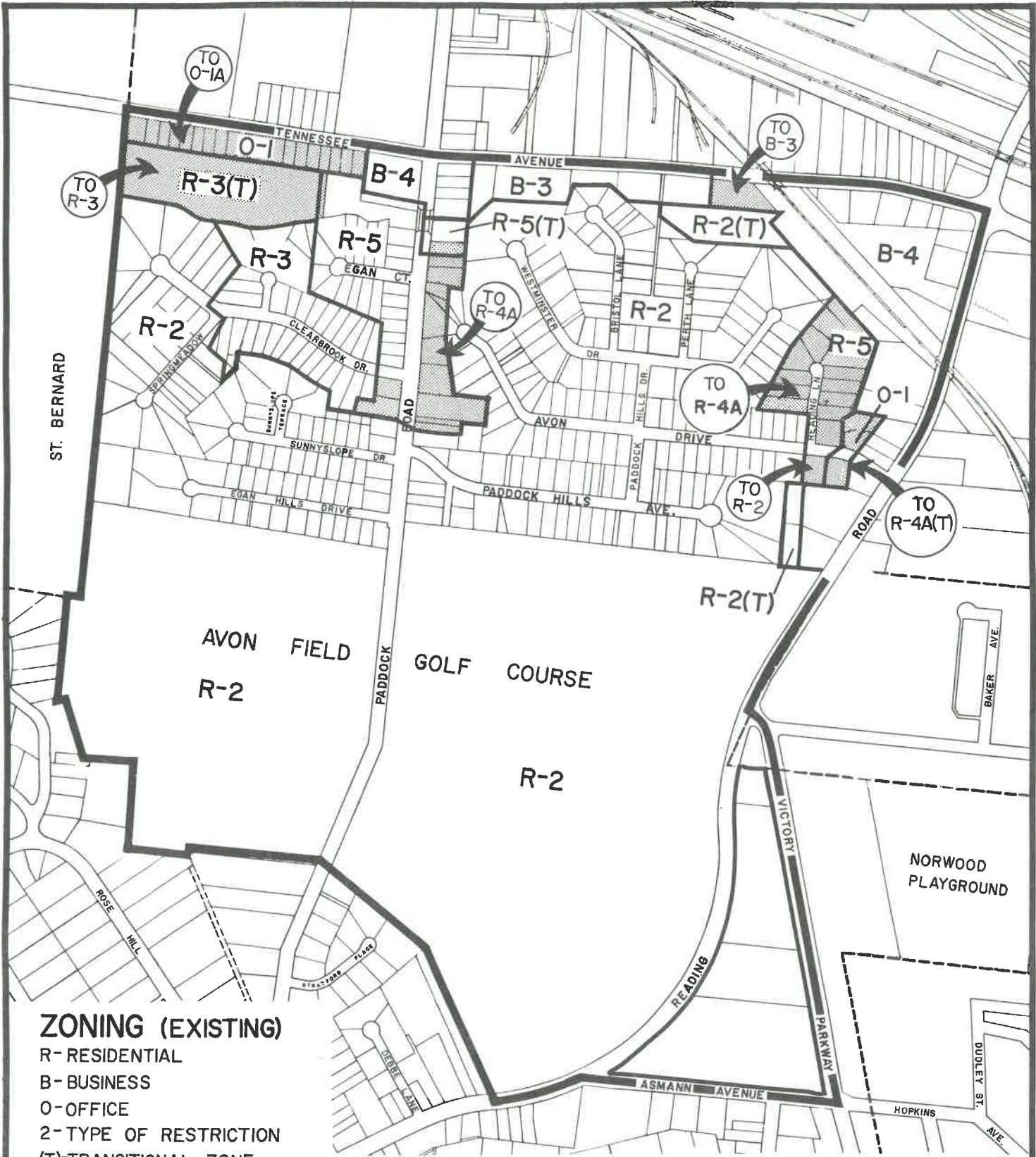


- 1.1.2 The vacant parcel on Reading Road south of Avon Drive, along with a portion of the adjoining commercial property, should also be used for recreation.
- 1.1.3 Multi-family housing should be confined to its present locations.
- 1.1.4 The commercial district along the south side of Tennessee Avenue should be used for small, non-automobile generating businesses.

The land use plan for Paddock Hills is shown on Map VI.

- 1.2 Upgrade the current zoning controls to conform to objectives of the land use plan.
 - 1.2.1 Change zoning adjacent to Tennessee Avenue, west of Paddock Road from O-1 to O-1A.
 - 1.2.2 Change zoning south of Tennessee Avenue, west of Paddock Road from R-3T to R-3.
 - 1.2.3 Change zoning of parcels on south and north sides of Avon Drive near Reading Road from O-1 to R-4A(T).
 - 1.2.4 Change zoning of parcel on south side of Avon Drive adjacent to O-1 parcel from R-5 to R-2.
 - 1.2.5 Change zoning of all parcels east of Paddock Road and two on the southwest corner of Clearbrook and Paddock from R-5 to R-4A.
 - 1.2.6 Change zoning of the southern most parcel adjacent to and east of Paddock Road from R-5T to R-4A.
 - 1.2.7 Change zoning of parcel along Tennessee Avenue immediately west of railroad tracks from B-4 to B-3.
 - 1.2.8 Change zoning of all parcels on Reading Lane from R-5 to R-4A.

The above proposed zoning revisions relate to the land uses proposed in the land use plan. They are identified on Map VII.



ZONING (EXISTING)

- R- RESIDENTIAL
- B- BUSINESS
- O- OFFICE
- 2- TYPE OF RESTRICTION
- (T)- TRANSITIONAL ZONE

ZONING (PROPOSED)

- ▨ AREAS OF PROPOSED CHANGE

**PADDOCK HILLS COMMUNITY
MAP VII.**

Prepared By
OFFICE OF COMMUNITY ADMINISTRATION
COMMUNITY ASSISTANCE TEAM 4

1 INCH = 570 FEET

1 QUARTER MILE



2. TO EMPHASIZE IMPROVEMENTS IN THE PHYSICAL ENVIRONMENT OF PADDOCK HILLS WHICH ARE CONSISTENT WITH AND PROMOTE THE RESIDENTIAL IMAGE OF THE COMMUNITY.
 - 2.1 Important physical features of the natural environment which contribute to the secluded, residential character of Paddock Hills should be identified, maintained, and improved.
 - 2.1.1 Conduct a survey to identify the most important physical features of Paddock Hills. Study how these features interact and contribute to the character of Paddock Hills with an eye towards making improvements where necessary.
 - 2.1.2 Establish a tree and lawn care program through the Paddock Hills Assembly, conduct workshops and programs in tree and lawn care, and investigate common services at lower prices.
 - 2.1.3 Contact C.G. & E. and work with them to reduce damage to trees through which electrical wires pass. Additional street trees should be planted along the west side of Paddock Road south of Tennessee Avenue.
 - 2.1.4 The City should provide regular maintenance of street trees, perhaps through the proposed Urban Forestry Department.
 - 2.2 Maintain and improve the character of the area bordering Paddock Hills in a manner consistent with the residential character of the neighborhood.
 - 2.2.1 Prevent further commercial development of Avon Fields Golf Course.
 - 2.2.2 Seek to eliminate advertising billboards on Paddock Road, Reading Road, and Tennessee Avenue through appropriate land use controls.
 - 2.2.3 Restrict the size of commercial signs to a size consistent with the residential character of Paddock Hills by means of cooperative arrangements with businessmen or through appropriate land use controls.

2.2.4 Paddock Hills Assembly should work with existing businessmen on Paddock Road, Reading Road, and Tennessee Avenue to encourage landscaping compatible with the character of the neighborhood.

2.3 Correct existing drainage problems in Paddock Hills.

2.3.1 Contact the Metropolitan Sewer District to develop solutions to drainage problems behind Egan Hills Drive and Springmeadow, and between Avon and Westminster Drives and on Tennessee Avenue.

2.3.2 The City should alleviate the drainage problem behind Egan Hills Drive which was caused by the construction of the Avon Woods Outdoor Education Center.

SOCIAL

IV. SOCIAL

I. EXISTING CONDITIONS

A. Total Population

The population of Paddock Hills in 1970 was 1287 and has been stable for the past 15 years due to the fact that virtually no new construction has taken place in the community.

<u>Total Population</u>	
	<u>1970</u>
West of Paddock Road (Block 103)	561
East of Paddock Road (Blocks 102 & 104)	<u>726</u>
	1,287

SOURCE: U.S. Census

B. Length of Time Lived in Paddock Hills

Based on the 1974 Neighborhood Survey, one-third of the population has lived in Paddock Hills two years or less, with the break down by owners and renters as follows.

<u>Years Lived In Paddock Hills</u>	<u>Total</u>	<u>Home Owners</u>	<u>Renters</u>
(Base #)	(174)	(131)	(43)
0 - 2	35%	25%	66%
3 - 10	39%	44%	24%
Over 10	<u>26%</u>	<u>31%</u>	<u>10%</u>
	100%	100%	100%

SOURCE: 1974 Neighborhood Survey

Thus, among homeowners, there is a good balance between newcomers and old timers in the neighborhood. There are relatively few people who rent, however, that have lived in the neighborhood very long.

C. Age Distribution & Family Structure

The age distribution in Paddock Hills has been getting steadily younger in recent years, as young families with children have been replacing older residents. In 1970, however, the average

age in Paddock Hills was still slightly older than the city average.

	<u>Paddock Hills</u> <u>1970</u>	<u>City Average</u> <u>1970</u>
Under 18 years	26%	31%
18 - 62	58%	56%
62 and over	16%	13%
	<u>100%</u>	<u>100%</u>

SOURCE: U.S. Census

In the 1974 Neighborhood Survey, data was collected on the number of children in each household. As can be seen, about two-thirds of the households do have children.

<u>Adults</u>		<u>Children</u>	
<u>Number of</u> <u>Adults</u>	<u>% of</u> <u>Households</u>	<u>Number of</u> <u>Children</u>	<u>% of</u> <u>Households</u>
1	9%	0	37%
2	78%	1	23%
3	9%	2	24%
4+	4%	3	11%
	<u>100%</u>	4+	5%
			<u>100%</u>

SOURCE: 1974 Neighborhood Survey

<u>Ages of Children</u>	<u>% of Households</u> <u>with Children</u>	<u>% of Total</u> <u>No. of Children</u>
(Base)	(174)	(214)
Pre-school (0-4)	30%	24%
Elementary (5-12)	45%	37%
High School (13-18)	33%	27%
Post High School (19+)	15%	12%
		<u>100%</u>

SOURCE: 1974 Neighborhood Survey

By comparing the 1970 census data with the 1974 Neighborhood Survey, it appears obvious that the number of families with children is increasing.

(Base)	1970 Census (All Households)	1974 Paddock Hills Survey (174 Households)
Children (under 18)	26%	37%
Adults	74%	63%
	<hr/> 100%	<hr/> 100%

D. Racial Distribution

Paddock Hills has changed from an all-white neighborhood to having an approximate 50%/50% racial balance in the past 15 years, with most of the transition occurring since 1970. Nevertheless, this transition has occurred in a relatively gradual manner compared to many other Cincinnati neighborhoods, and without adverse consequences. In fact, the racially well-balanced nature of Paddock Hills is considered to be a major asset by many of the residents.

	<u>1960**</u>	<u>1970*</u>	<u>1975*</u>
% Black	0	24	51
% Mixed	0	--	2
% White	100	76	47
	<hr/> 100	<hr/> 100	<hr/> 100

SOURCE: *Census; Neighborhood Survey
**Estimated

The percentage of Black population in Paddock Hills is higher in the area west of Paddock Road than east of Paddock Road, although the difference is becoming less.

	<u>% Black Population</u>		
	<u>1960**</u>	<u>1970*</u>	<u>1975*</u>
East	0	18	44
West	0	32	55

SOURCE: *U.S. Census - Neighborhood Survey
**Estimated

E. Occupations

There is a wide diversity of occupations represented within Paddock Hills, with a disproportionate amount of the "helping professions". In a limited survey in 1975, the major field listed was education, with about 20% listing teacher, university professor, or administrator. Secondly was the health field (doctors, nurses, administrators), and third was social work in its many different aspects.

F. Crime Statistics

Crime is relatively low in Paddock Hills, and generally not considered to be a major problem. Most crimes are burglary/larceny, and most are believed to have been committed in the commercial area on Tennessee and Reading Road.

Police Reporting Sectors:	<u>386</u>			<u>387</u>			<u>388</u>			<u>Total</u>		
	<u>1973</u>	<u>74</u>	<u>75</u>	<u>73</u>	<u>74</u>	<u>75</u>	<u>73</u>	<u>74</u>	<u>75</u>	<u>73</u>	<u>74</u>	<u>75</u>
Burglary	2	9	10	9	7	15	18	23	21	29	39	46
Larceny	3	8	7	8	18	12	22	29	28	33	55	47
Auto Theft	1	-	1	1	6	-	3	3	10	5	9	11
Robbery	-	1	-	1	1	1	1	4	3	2	6	4
Non-Aggravated Assault	-	-	2	3	-	-	5	-	4	8	-	6
	<u>6</u>	<u>18</u>	<u>20</u>	<u>22</u>	<u>32</u>	<u>28</u>	<u>49</u>	<u>59</u>	<u>66</u>	<u>77</u>	<u>109</u>	<u>114</u>

II. NEIGHBORHOOD SURVEY (ATTITUDES & CONCERNS)

Two surveys were conducted in Paddock Hills in 1974 and 1975 which tell a great deal about peoples' attitudes and perceptions of Paddock Hills. In this section, attitudes on the social characteristics of the neighborhood are shown and analyzed. These are divided into 6 areas:

- Neighborhood Image
- Social Interaction
- Racial Composition
- Security and Crime
- Larger Community Involvement
- Paddock Hills Assembly

Neighborhood Image

Residents described Paddock Hills in favorable terms, when given a check list of various descriptive terms, with the social characteristic "friendly" rating highest at almost 70%.

%	
69	friendly
53	well-kept
51	quiet
46	changing
38	progressive
33	involved
29	compact
25	stable
25	liberal
22	united

People moved into Paddock Hills primarily because of its physical appearance, quietness, atmosphere, and its central location. However, when asked, "What characteristics would be missed the most if you were to move from Paddock Hills?", people and physical appearance were mentioned most often.

	<u>Why did you move into Paddock Hills?</u>	<u>What would you miss most if you moved?</u>
Physical Appearance/ Quiet/Atmosphere	30%	24%
Location/Convenience	26%	13%
People/Friends	6%	20%
Racial Composition	8%	3%
Moderate Prices	3%	-
Schools	0	0
Other	13%	7%

There were some differences in these ratings by area of Paddock Hills. People living east of Paddock Road rated "people/friends" much higher as a factor that would be missed than those west of Paddock Road (28% vs. 10%). Those living west of Paddock Road rated the physical appearance and location higher, in both reasons for moving in and in what factor would be missed the most.

Looking at potential problem areas, people were asked what one change in the neighborhood would cause them to move. The two changes mentioned most prominently were: 1) an increase in crime/unruliness noise; and 2) deterioration of the neighborhood/homes.

What one change in the neighborhood would cause you to move?

18%	Crime/Noise/Unruliness/Gangs
14%	Deterioration of neighborhood and homes
8%	Change in racial composition
8%	School problems
7%	Housing patterns changes/more apts./low cost housing
6%	Transfers/unavoidable reasons

Another measure of how neighborhood residents view their community is their interest in staying or moving in the foreseeable future. An attempt to measure this factor was made in the 1974 Neighborhood Survey. People were asked how long they had lived in Paddock Hills,

and whether or not they saw themselves as likely to move from Paddock Hills within the next 10 years.

The responses tended to indicate a fairly stable population and relatively low interest in moving, an indication of a positive community image. Half of Paddock Hills residents have lived in the community for over 5 years, and over half state they are unlikely to move in the next 10 years.

Length of Residence in Paddock Hills

<u>Years Lived in Paddock Hills</u>	<u>Total</u>	<u>Home Owners</u>	<u>Renters</u>
2 or under	35%	25%	66%
3 - 5	16%	43%	24%
6 - 10	23%		
11 - 15	4%		
16 - 20	8%		
21 - 25	7%	32%	10%
26 - 30	2%		
Over 30	5%		
	<u>100%</u>	<u>100%</u>	<u>100%</u>

Do you see yourself as likely to move from Paddock Hills within the next 10 years?

	<u>Total</u>	<u>Owners</u>	<u>Renters</u>	<u>East of Paddock</u>	<u>West of Paddock</u>
Yes	43%	36%	61%	39%	47%
No	47%	55%	24%	53%	39%
No Answer	10%	9%	15%	8%	14%
	<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>

While there are no city-wide data with which to compare these results, it would appear that quite a high proportion of homeowners (55+) plan to remain in Paddock Hills for the foreseeable future. The reason for the higher percentage of people planning to move who live west of Paddock Road is due to the concentration of rental units in this area.

Social Interaction

Although people in Paddock Hills tend to be busy, and many families have both spouses employed, there is still a considerable amount of social interaction within the neighborhood. Contributing to this are the Block Clubs initiated by the Paddock Hills Assembly. Home-owners generally participate in these Clubs, but there has been difficulty in getting apartment dwellers involved in the community.

A survey of Social Interaction was conducted in 1975 among a sample of Paddock Hills residents. This survey helped to describe the types of social interaction present in Paddock Hills.

Describe your relationship to your immediate neighbors:

I know all of their names	48%
I know some of their names	52%
I don't know any of their names	0%

	<u>We have been in each other's home/apartment</u>	<u>We have entertained each other in our homes/apartments</u>
Often	10%	0%
Occasionally	59%	39%
Rarely	24%	25%
Never	7%	30%
No Answer		6%

I know people on other streets in Paddock Hills:

39% Several 16% Some 36% Few 9% None

We have entertained each other in our house/apartment:

7% Often 23% Occasionally 30% Rarely 40% Never

This survey also indicated interest in certain joint activities.

	<u>Interested</u>	<u>Not Interested</u>	<u>No Need/ No Answer</u>
Babysitting Cooperative	24%	14%	62%
Joint Tool Purchasing	25%	59%	16%
Social Club	55%	43%	2%

Block Clubs have been promoted by the Paddock Hills Assembly over the past three years. Five clubs have been formed:

Paddock Hills Avenue and Lane
 Avon Drive
 Westminster
 Perth Lane
 Clearbrook/Barbara Pl./Springmeadow

Two neighborhood surveys indicate the degrees of participation and interest in Block Clubs.

	<u>Jan. 1974 Survey</u>	<u>April 1975 Survey</u>
<u>Do you belong to a block club?</u>	%	%
Yes	29	44
No	62	56
No Answer	9	
<u>Would you actively participate in one, if it existed?</u>		
Yes	58	-
No	17	-
No Answer	25	

While the Block Clubs differ in their degree of activity, they have been very helpful in getting people together and promoting harmony.

Racial Composition

Residents feel strongly that racial interaction is necessary for a wholesome community, and many regard the racial composition of Paddock Hills as a major strength of the neighborhood. Similar feelings exist regarding ethnic composition.

At the same time, there is still a significant minority of residents who view the trend toward an increasing proportion of Black residents with concern.

	<u>Good</u>		<u>Problem</u>	
	<u>%</u>	<u>Rank</u>	<u>%</u>	<u>Rank</u>
Racial Composition	42	6	10	42
Ethnic Composition	35	7	6	48

Do you see racial interaction as being necessary for a wholesome community?

Yes	84%
No	9%
No Answer	7%

On the whole, do you observe racially integrated friendships in Paddock Hills among:

	<u>Yes</u> %	<u>No</u> %	<u>No Answer</u> %
Children Under 12	51	16	33
Teens	36	34	30
Adults	57	18	25

At the same time, residents would like to see the racial composition stabilized at about the present 50/50 ratio. This is born out by numerous discussions among residents, and by the following data from the 1974 Survey:

Do you foresee any significant change in the racial composition of Paddock Hills in the next five (5) years, and how do you feel about it?

<u>Yes, I See A Change . . .</u>	<u>No, I Don't See A Change . . .</u>		
<u>%</u>	<u>%</u>		
And I like it -	9	But I wish that it would -	2
But I have no concern about it -	18	But I have no concern about it -	2
But I don't like it -	35	And I like it the way it is -	21

(No Answer - 13%)

This response indicates that 50% of the residents either like the racial composition the way it is, and the way they foresee it changing, or have no concern about it. There is a significant minority, however, (35%) who do not like the changes they foresee. (Presumably a continuation of the trend toward more black residents.)

Questions regarding the effects of racial change on property values indicate little concern about a change in racial composition creating

a negative effect, but a feeling that stabilization of racial composition could create positive effects:

What single factor do you feel would have the most negative effect on property values in Paddock Hills?

%

- | | |
|----|---|
| 21 | Deterioration of neighborhood appearance. |
| 20 | Construction of low cost housing. |
| 17 | Deterioration in quality of schools. |
| 9 | Construction of more apartments. |
| 8 | Adverse changes in Bond Hill or North Avondale. |
| 8 | <u>Change in Racial Composition of Paddock Hills.</u> |

What single factor would have the most positive effect on property values in Paddock Hills?

%

- | | |
|----|--|
| 28 | <u>Stabilization of racial composition.</u> |
| 24 | Improvement in quality of schools. |
| 13 | Elimination/reduction of low cost appearance. |
| 10 | Improvement of neighborhood appearance. |
| 8 | Positive changes in Bond Hill or North Avondale. |

Thus, there is a mixture of feelings, but the majority are positive. These good attitudes are reinforced by a considerable amount of social interaction between Blacks and Whites, both children and adults.

Larger Community Involvement

Paddock Hills appears to be strong in the number of residents who have connections with the community at large, either by occupation or by a vocation. Examples of positions which Paddock Hills residents hold now or held in the recent past include:

- 2 Past-presidents of the Cincinnati Board of Education
- 3 Current Cincinnati City Department Heads
- Editor of Cincinnati magazine

Publisher of Cincinnati Herald newspaper

- 4 Members of Political Party of Board of Directors
- 2 Members of Community Development Advisory Committee

Members of City Task Forces and Committees:

- Executive Director, Seven Hills Neighborhood House
- Past Director of Community Chest of Northern Kentucky
- President of Sierra Club, Cincinnati Chapter

In addition, there are numerous people in occupations which service a broad sector of the community, such as ministers, school administrators, teachers, social workers, and hospital administrators.

The contacts and connections which these people have can be of great use to the neighborhood, in addition to providing a natural bridge connecting Paddock Hills with the larger community.

Security and Crime

There is not an excessive amount of concern about crime in Paddock Hills, although people are conscious about the need to keep it from becoming a problem.

In the 1974 Neighborhood Survey, crime, drug abuse, and teenage gangs ranked relatively low on the list of problems in Paddock Hills:

	<u>Problem</u>	
	<u>%</u>	<u>Rank</u>
Drug Abuse	9	44
Amount of Crime	24	22
Teenage Gangs	14	34

On the other hand, 55% of the people surveyed indicated a desire for a Crime Prevention program on their block, and 33% felt the Paddock Hills Assembly should place more emphasis on police protection (This ranked 7th out of 16 categories.) This indicates a desire to insure that crime does not become a problem in Paddock Hills.

Paddock Hills Assembly

Attitudes towards the Paddock Hills Assembly are quite positive:

"Do you feel that the PHA has been effective in defining problems and developing solutions?"

Yes	67%
No	10%
No Answer	23%

When asked what the PHA should place more or less emphasis on, education and recreation received the most mention for additional emphasis.

Areas Where More Emphasis By Paddock Hills Assembly Is Wanted

69% Education	28% Public Transportation
55% Recreation	28% Social Activities
45% Land & Housing Values	27% Parking
44% Open, Green Space	26% Street Maintenance
40% Abutting Neighborhoods	25% Traffic
39% Zoning	17% Noise
33% Police Protection	16% Shopping Areas
32% Racial Composition	10% Fire Protection

III. GOALS AND OBJECTIVES

SOCIAL

1. PROMOTE MEANINGFUL RELATIONSHIPS AMONG RESIDENTS--ENCOURAGING UNDERSTANDING, TRUST, AND A BASIS FOR WORKING ON COMMON INTERESTS.
 - 1.1 The Paddock Hills Assembly should continue to encourage the development of block clubs throughout the community.
 - 1.1.1 The Paddock Hills Assembly should sponsor at least two (2) social events annually that include the entire neighborhood.
 - 1.2 The Paddock Hills Assembly should encourage the organization and coordination of cooperative efforts among the residents.

- 1.2.1 Specific programs where this arrangement could begin, including babysitting and joint tool purchase.
 - 1.2.2 Social groups for bridge and poker could also be organized.
 - 1.3 The Paddock Hills Newsletter should continue to be published as a means of keeping residents informed about issues of concern to the neighborhood.
 - 1.3.1 Publish the newsletter on a regular basis.
2. A SPECIAL EFFORT SHOULD BE MADE TO ATTRACT MORE APARTMENT DWELLERS AS MEMBERS OF THE PADDOCK HILLS ASSEMBLY.
 - 2.1 The Paddock Hills Assembly should address issues of concern to apartment dwellers as a means of seeking their participation in Assembly affairs.
3. THE PADDOCK HILLS ASSEMBLY SHOULD MAKE USE OF THE HUMAN RESOURCES AVAILABLE WITHIN THE COMMUNITY BY HAVING KNOWLEDGE OF SPECIAL SKILLS, INTERESTS, AND CONTACTS OF RESIDENTS.
 - 3.1 Establish a file of the special interests and skills of community residents.

HOUSING

V. HOUSING

I. EXISTING CONDITIONS

Inventory

Single family units and 2 to 4-unit apartment buildings are the predominate housing types in Paddock Hills, with a 52%/48% division between single and multi-family housing units. The building stock has remained quite stable over the last 15 years and there is little or no opportunity for future housing development. The single and two-family homes are almost entirely owner-occupied while most of the 4 or more family buildings are not.

A. Size and Type of Housing Stock

Just over half of the housing units in Paddock Hills are single-family units, compared with 35% for the City. There has been little change since 1970 with the exception of one 24 unit apartment building at 4591 Paddock Road.

<u>Type of Structure</u>	<u>Number of Units</u>	<u>% of Units</u>
Single Family	255	52
2 to 9 Family	225	46
10 + Family	11	2
<u>Total Units</u>	<u>491</u>	<u>100</u>

SOURCE: 1970 U.S. Census

Single-family units occupy Egan Hills Drive, Sunnyslope Drive, and most of the eastern part of the community. Multi-family structures are located along Paddock Road, Tennessee Avenue, Reading Lane, and Egan Court. (Refer to Land Use Map, No. V).

B. Owner vs. Renter Occupancy

Nearly 60% of housing units in Paddock Hills are owner-occupied. The city rate of owner occupancy is 35%. The Paddock Hills rate has remained stable over the past fifteen years.

<u>Housing Units</u>	<u>Number of Units</u>		<u>% of All Units</u>
	<u>Single-Family</u>	<u>Multi-Family</u>	
Owner-Occupied	255	36	59
Renter-Occupied	---	200	41
Total Units	<u>255</u>	<u>236</u>	<u>100%</u>

SOURCE: 1970 U.S. Census

In 1970, the average rent for Paddock Hills was \$100 per month for a four room apartment. This is slightly higher than average rents for 3.5 room apartments in Norwood (\$82), St. Bernard (\$80), and City-wide (\$89).

C. Vacancy

The 1970 vacancy rate in Paddock Hills was just 3%. This compared favorably with the City vacancy rate of 7%. A Building Conditions survey conducted by residents of Paddock Hills shows very little vacancy among single family units and businesses in 1976. Multiple family units were not surveyed.

D. Building Conditions

The physical condition of the housing stock in Paddock Hills is quite good. With few exceptions, the single-family units are well maintained. Some of the multi-family units do show signs of exterior deterioration, but are still basically sound.

The age of most Paddock Hills houses ranges between 40 and 50 years. The mutli-family buildings are somewhat newer, about thirty years. The advancing age of most of the buildings necessitates constant maintenance for them to remain in good condition.

A survey of exterior building conditions in 1976 was conducted. The primary areas of deterioration located by this survey are on Reading Lane and Egan Court where the buildings are mostly 4-unit apartment structures.

Average Housing Value

Since 1970, housing values in Paddock Hills have increased dramatically.

	<u>Average House Value (\$)</u>	
	<u>1970</u>	<u>1976*</u>
East of Paddock Road	\$23,200	\$42,700
West of Paddock Road	29,000	38,700
Paddock Hills	26,300	42,000
Cincinnati	18,800	

SOURCE: 1970 U.S. Census *SOURCE: Multiple Listing Service

II. ATTITUDES AND CONCERNS

Paddock Hills residents consider the good physical appearance of homes in the neighborhood to be a major strength of the community. In the 1974 neighborhood survey, the appearance of homes was ranked good/very good by 54% of the respondents. Forty-eight percent of residents ranked the maintenance of property values at that same level. The neighborhood was described as "well kept" by 53%, and only 11% described Paddock Hills as deteriorating.

There is some concern about the condition of apartment buildings in Paddock Hills. The 1974 Neighborhood Survey revealed that maintenance of apartment buildings was ranked 15th out of a list of 50 potential problem areas, with 28% indicating this as a severe or moderate problem.

	<u>Good</u>		<u>Problem</u>	
	<u>%</u>	<u>Rank</u>	<u>%</u>	<u>Rank</u>
Appearance of Homes	54	1	8	46
Maintenance of Property Values	48	3	11	40
Maintenance of Apartments	14	32	28	15
Number of Apartments	12	42	31	10

SOURCE: 1974 Neighborhood Survey

While residents generally feel that the physical condition in the neighborhood is good, it is also obvious that any significant deterioration would have a major negative impact.

"What single factor would have the most negative effect on property values in Paddock Hills?"

	<u>%</u>	<u>Rank</u>
Deterioration of neighborhood appearance	21	1

"What one change in the neighborhood would cause you to move?"

	<u>%</u>	<u>Rank</u>
Crime/Noise/Unruliness	18	1
Deterioration of homes	14	2

SOURCE: 1974 Neighborhood Survey (See Appendix)

Real estate practices are also an area of concern to Paddock Hills residents. Being a racially mixed community, residents are sensitive to practices which would promote rapid housing turnover that could lead to community disharmony and lowering of property values, thus encouraging deterioration. In the 1974 Neighborhood Survey, unethical real estate practices was ranked sixth among the top ten problem areas, and third by people who own their own houses.

	<u>Problem</u>	
	<u>%</u>	<u>Rank</u>
Unethical Real Estate Practices	42	6

III. GOALS AND OBJECTIVES

Since housing is widely considered to be a major strength of the neighborhood, a primary goal of the Paddock Hills community is to maintain high quality housing as the dominant land use within the community. Towards this end, the following housing-related goals were formulated. For each of the following goals, a number of specific objectives, recommendations, and projects have been drawn up.

HOUSING

(CCP 2700)

1. PADDOCK HILLS RESIDENTS SHOULD TAKE ALL STEPS NECESSARY TO INSURE THAT THE HOUSING STOCK IN THE COMMUNITY IS MAINTAINED IN GOOD PHYSICAL CONDITION.
 - 1.1 Establish a mechanism for Paddock Hills property owners to obtain financing for property improvements at the lowest possible rates of interest.

- 1.1.1 The Community Urban Redevelopment Corporation (CURC), jointly established by Bond Hill and Paddock Hills and funded by a Community Development Block Grant, can aid in obtaining low interest loans for property owners from the Corporate Revolving Loan Fund. CURC was set up as a Neighborhood Housing Service and can provide a variety of services and opportunities for homeowners and businesses.
 - 1.2 A central information bank should be established to provide residents with lists of reliable as well as unreliable contractors along with information on other services available to aid in housing maintenance.
 - 1.2.1 Information can be obtained by surveying residents in order to learn about their experiences and preferences. The Paddock Hills Assembly should be responsible for conducting this survey and for maintaining a master list which can be periodically updated. Residents will be made aware of the information service through the Paddock Hills Newsletter, and should be encouraged to make use of it.
 - 1.3 An educational and promotional program should be established to make residents aware of home maintenance needs and services available.
 - 1.3.1 The Paddock Hills Assembly should form a Housing Committee to work with CURC in establishing an educational and promotional program. The program should deal with the special maintenance needs of 30 to 50-year-old houses, and encourage people to take those measures.
 - 1.4 Establish a volunteer neighborhood assistance group to aid those persons unable to maintain their property by reason of physical incapacity or economic need.
 - 1.4.1 Through the Housing Committee, the Paddock Hills Assembly should determine where volunteer assistance is needed and marshal the necessary assistance.
2. A MAJOR EFFORT SHOULD BE MADE TO STABILIZE AND IMPROVE THE CONDITION OF MULTI-FAMILY HOUSING WITHIN PADDOCK HILLS.

- 2.1 The physical appearance and condition of multi-family housing on Reading Lane, Egan Court, and Tennessee Avenue should be stabilized and improved.
 - 2.1.1 The Paddock Hills Assembly should undertake a detailed study of both physical and social conditions in multi-family housing to determine the specific nature of existing problems. The study should consider both tenant and landlord points of view.
 - 2.1.2 CURC should examine Reading Lane, Egan Court, and Tennessee Avenue as potential high priority areas in need of attention.
- 2.2 The Paddock Hills Assembly should encourage greater participation in community affairs amongst tenants and landlords.
 - 2.2.1 The Paddock Hills Assembly, through the Paddock Hills Newsletter, organization of Block Clubs, personal contact, and other publicity, should attempt to generate interest in the community among tenants of rental units.
 - 2.2.2 Although most landlords do not live in Paddock Hills, the Paddock Hills Assembly or CURC should organize a Landlord's Council based mainly on financial interest in the community. The Council should work toward collectively upgrading the value of their investments.
- 2.3 An educational program should be established to insure that all tenants and landlords are aware of their rights and responsibilities under the Tenant-Landlord Law.
 - 2.3.1 The Paddock Hills Assembly, through the Housing Committee, should undertake this project, emphasizing tenant and landlord rights with regard to property maintenance.
3. EXISTING CONDITIONS IN THE COMMUNITY WITH RESPECT TO POPULATION MIX, DENSITY OF HOUSING, AND THE RATIO OF SINGLE FAMILY TO MULTI-FAMILY HOUSING SHOULD BE MAINTAINED.
 - 3.1 Zoning should be upgraded to conform to present land use in areas where higher density development is now permitted.

- 3.1.1 A land use plan involving zoning changes can be found in Section II of this plan. The Paddock Hills Assembly and CURC should petition the City Planning Commission to implement these changes.
- 3.2 Maintain the heterogeneous nature of the residents with respect to economic, racial, and religious characteristics by discouraging any actions which tend to upset the present balance.
 - 3.2.1 The Paddock Hills Assembly should remain alert to any actions by the City, state, real estate profession, lending institutions, etc., which would tend to upset the present population make-up in Paddock Hills.
- 3.3 Lending and real estate transactions should be constantly monitored for evidence of illegal and unethical practices, and information about Paddock Hills should be distributed to real estate brokers and lending institutions.
 - 3.3.1 Both Paddock Hills Assembly and CURC should share this responsibility. The major purpose of this program is to make sure that homes for sale are shown to a broad cross-section of potential buyers.
- 3.4 Develop information concerning the acceptability of public housing in Paddock Hills.
 - 3.4.1 The Housing Committee of the Paddock Hills Assembly should study the suitability of Paddock Hills for future public housing.

EDUCATION

VI. EDUCATION

I. INVENTORY

Paddock Hills does not have any schools within its borders, or even within walking distance. The public school districts that include Paddock Hills are:

Bond Hill Elementary School
Bond Hill

Crest Hill Junior High School
Roselawn

Woodward High School
Roselawn

Walnut Hills Jr. & Sr. High School
for academically qualified students
Victory Parkway

With the recent advent of alternative school programs, Paddock Hills children now attend a variety of other public schools.

The Parish Parochial schools which Paddock Hills children attend are:

St. Agnes Elementary School
Bond Hill

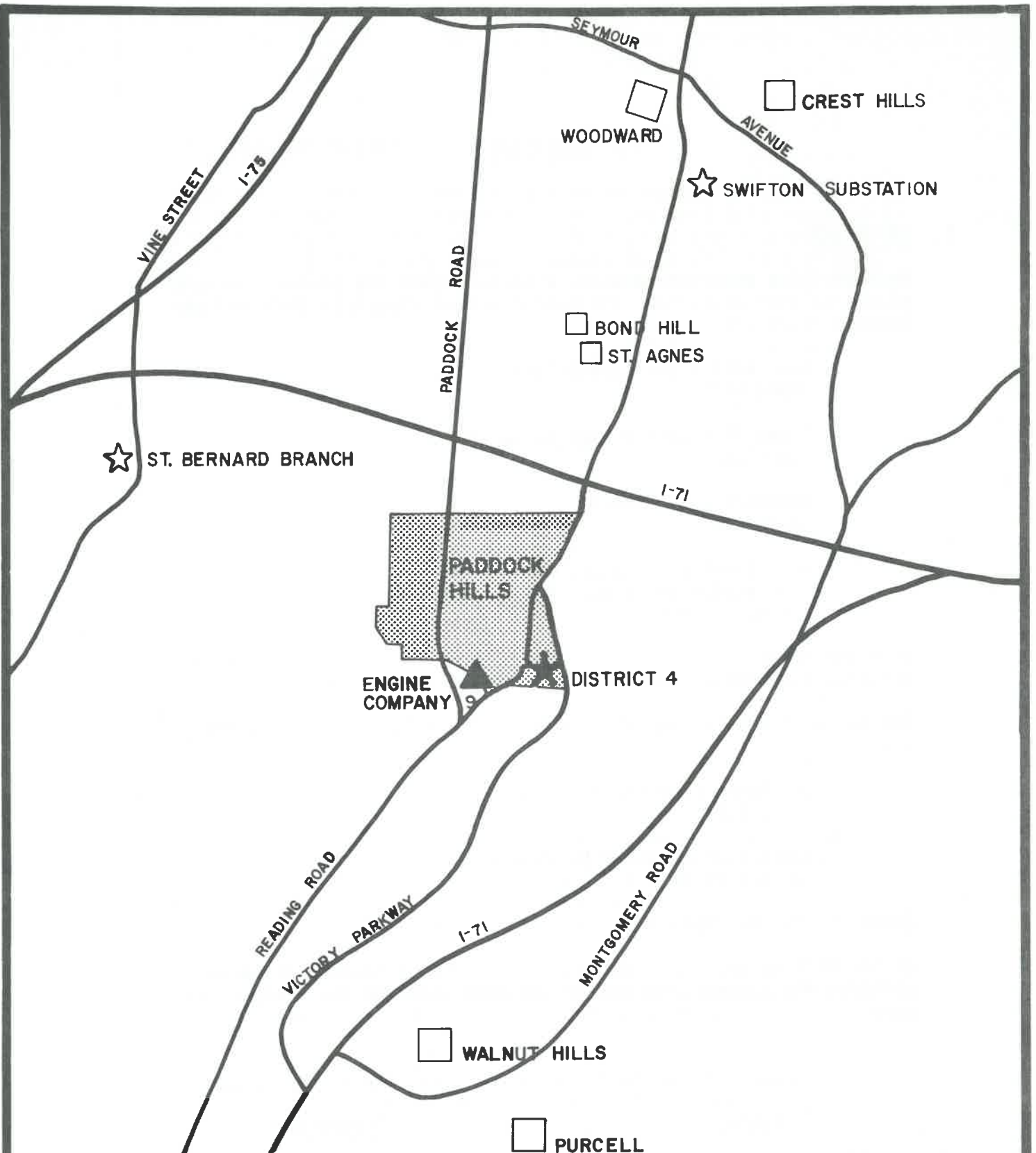
Purcell Jr. & Sr. High School
Walnut Hills

(Refer to Map No. VIII.)

In the 1974 Neighborhood Survey, the percent of households having children who currently attend or who have attended the various schools were:

Percent of Households Having Children Who Attend Schools

<u>Public</u>		<u>Parochial</u>	
Bond Hill Elementary	39%	St. Agnes	4%
Crest Hills	8	Regina	1
Woodward	19	Purcell	1
Walnut Hills	28	Other	26



COMMUNITY FACILITIES

- | | | | |
|--------------------------|-------------------|--|-------------|
| <input type="checkbox"/> | HIGH SCHOOL | | POLICE |
| <input type="checkbox"/> | JR. HIGH SCHOOL | | FIRE |
| <input type="checkbox"/> | ELEMENTARY SCHOOL | | POST OFFICE |

PADDOCK HILLS COMMUNITY AND VICINITY MAP VIII.

In a question about the relative emphasis that the Paddock Hills Assembly should place on various problems or aspects of neighborhood life, education was rated first.

The Paddock Hills Assembly Should Place (more, same, less) Emphasis on:

	<u>More</u>	<u>Same</u>	<u>Less</u>
Education	69%	9%	2%
Recreation	55	16	2
Land & Housing Values	45	24	1

In a series of group discussions held by the Education Subcommittee, the following perceptions of current school conditions emerged:

- Quality of education has deteriorated in recent years.
- Quality of education is poor (except at Walnut Hills).
- Discipline in schools is a problem.
- The rapid transition of Bond Hill Elementary School from racially-mixed to predominately black has been an important factor in producing perceptions of deteriorating quality.
- Negative perceptions about the Board of Education contribute to a feeling of hopelessness around the entire school system, as well as the local schools.
- Participation of parents in school programs, PTA's, etc., has declined recently, and generally is quite poor. Residents feel frustrated that past work with the schools has produced few examples of improvement.

It should be noted that at the time of this survey, a new principal had assumed responsibility for the Bond Hill Elementary School, so opinions were primarily of past administration. Secondly, the Cincinnati Alternate Schools program had not yet been initiated (except for the Creative School of the Performing Arts), and therefore the attitudes expressed do not reflect this development. It is believed, however, based on discussions with the community, that both of these developments have been received positively by Paddock Hills residents, perhaps at least stemming the feeling of a continuing downward trend in the quality of education.

Finally, there appears to be little significant collective identity with a single school. In other words, the attitude that Bond Hill Elementary School is the neighborhood school of Paddock Hills is relatively weak. One reason is that the school is in Bond Hill rather than Paddock Hills; a second reason is that a large proportion of Paddock Hills children go to other schools; a third reason is that Paddock Hills residents tend to have a negative opinion about the quality of education at the Bond Hill School.

II. ATTITUDES AND CONCERNS

Paddock Hills residents generally have an impression that the quality of local public schools is poor, and that this represents a major problem for Paddock Hills. Because of the diversity of people within the neighborhood, however, it is difficult to gain consensus as to precisely what it is that constitutes the "quality education" that residents say they want.

The following data from the 1974 Survey (prior to the alternate educational programs) supports the above.

Quality of Education

	Total Households		Households Expressing An Opinion					
	<u>Problem</u>		<u>Good</u>		<u>Problem</u>		<u>Good</u>	
	<u>%</u>	<u>Overall Rank</u>	<u>%</u>	<u>Overall Rank</u>	<u>%</u>	<u>Overall Rank</u>	<u>%</u>	<u>Overall Rank</u>
Bond Hill Elem.	22		12		42		23	
Crest Hills Jr. HS.	12	24	8	45	41	21	28	27
Woodward HS.	28		4		67		10	
Walnut Hills HS.	5	49	28	14	11	40	64	1

The quality of education is seen as having an important effect on the property values in Paddock Hills. Since residents already believe the quality to be sub-standard, they believe at this point that more good would come from an improvement in school quality than negative effects from further deterioration in quality.

What SINGLE Factor Would Have The Most NEGATIVE/POSITIVE Effect On Property Values In Paddock Hills?

	<u>Negative Effect</u>		<u>Positive Effect</u>
21%	Deterioration of neighborhood appearance	20%	Stabilization of racial composition of Paddock Hills
20%	Construction of low-cost housing		
17%	<u>Deterioration in quality of schools</u>	24%	<u>Improvement in quality of schools</u>
		13%	Elimination or reduction of low-cost housing

III. GOALS AND OBJECTIVES

The quality of education available through the Cincinnati Public School system is of the utmost concern for the residents of Paddock Hills. The community recognizes the key role that the educational system plays in the neighborhood's ability to maintain and attract socially concerned, responsible residents.

EDUCATION

(CCP 6400)

1. PROVIDE A VARIETY OF EDUCATIONAL OPTIONS FOR PADDOCK HILLS CHILDREN AT THE ELEMENTARY, JUNIOR, AND SENIOR HIGH SCHOOL LEVELS.
 - 1.1 Continue to expand the alternative school programs initiated within the past two years to provide choices in both educational techniques and curricular emphasis.
 - 1.2 The Paddock Hills Assembly should conduct a survey to determine public knowledge of and interest in the various educational options, and to clarify the needs of residents.
2. IMPROVE THE QUALITY OF EDUCATION AT BOND HILL ELEMENTARY SCHOOL.
 - 2.1 Provide an alternative school program at Bond Hill Elementary School to improve racial balance and the quality of education.
 - 2.1.1 Monitor the College Preparatory Program established in 1975 to determine its effectiveness.
 - 2.2 Develop and publicize factual data on the quality of education at Bond Hill Elementary so that residents' perceptions can be based on the true situation.
 - 2.2.1 The Education Committee of the Paddock Hills Assembly should publish a pamphlet with pertinent data about the Bond Hill School for circulation both within the neighborhood and to prospective residents.
 - 2.3 Establish an organizational contact between Bond Hill School and the Paddock Hills Assembly to create dialogue around "quality education" goals and desires of Paddock Hills residents.
3. INCREASE THE INVOLVEMENT OF PADDOCK HILLS RESIDENTS AND THE PADDOCK HILLS ASSEMBLY WITH SCHOOLS AND SCHOOL ORGANIZATIONS WHICH IMPACT PADDOCK HILLS.

- 3.1 Establish an official education committee to serve as the community focal point in educational matters and to represent Paddock Hills at school board meetings and meetings of other educational groups.
- 3.2 Investigate the possibility of establishing joint programs with other involved community education groups where a given school impacts several communities.
- 3.3 Establish organizational contact between the Paddock Hills community and all school institutions and organizations which affect the quality of education available to children in Paddock Hills.

VII. TRANSPORTATION

I. EXISTING CONDITIONS

The transportation section of this plan concerns itself with the movement of traffic, both vehicular and pedestrian, within and through the community. Paddock Hills shares many similar transportation problems with its neighboring communities (Bond Hill and North Avondale) since they are all traversed by Paddock and Reading Roads, two north/south arteries carrying large amounts of traffic through the City. Consequently, the primary objective has become one of reconciling the internal traffic flow of Paddock Hills with the larger volumes of traffic which pass through and around the area.

This section examines the traffic situation within Paddock Hills, assesses its problems, and makes subsequent recommendations in the hope of providing a safer and more orderly traffic pattern within the community.

Access To Paddock Hills

Paddock Hills occupies a strategic position with respect to the City's transportation network. It is easily accessible to the major interstates I-71 and I-75 (via Norwood Lateral), downtown, St. Bernard, Norwood and the Millcreek industrial valley.

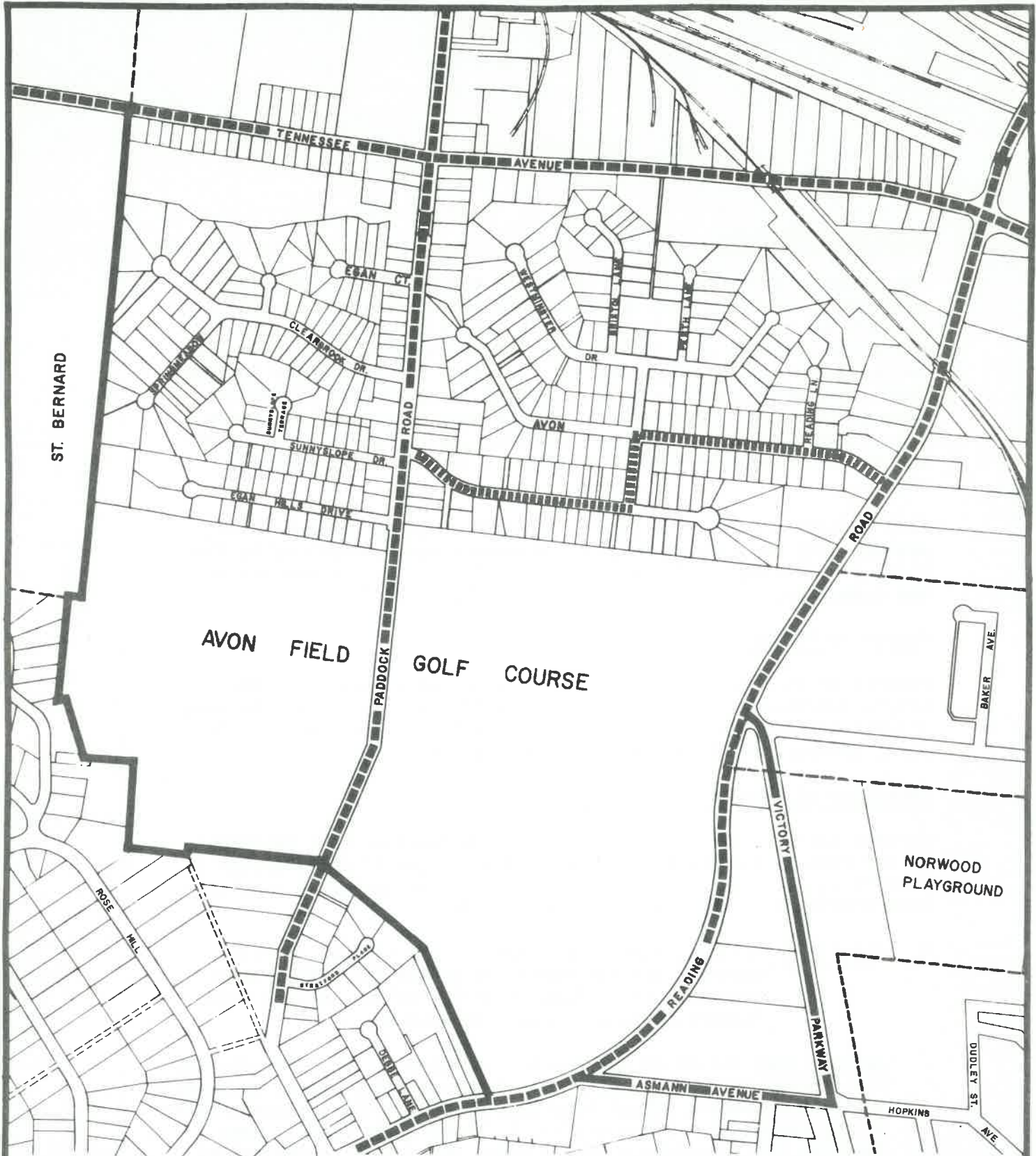
Inventory of Streets

Streets can be classified according to the function they perform. In the case of Paddock Hills, the standard classification system of arterials, collectors, or local streets is descriptive of neighborhood conditions. These are shown on map IX.

- A. Arterials Arterial streets provide for the through traffic movement between areas and across the city. Major arteries within Paddock Hills include Reading Road, Paddock Road, and Tennessee Avenue.

Reading Road serves as the eastern boundary of the community and runs north/south. It is a highly commercialized street especially near the Tennessee Avenue intersection within the northeast corner of the community. Since traffic is heavy along Reading Road, there is little evidence that a quiet residential neighborhood exists immediately to the west.

Paddock Road, also a north/south arterial, bisects Paddock Hills and serves as the backbone or spine of the community. Although abutted by housing set well back from the street and characterizing the quiet residential atmosphere of the community, Paddock



STREET NETWORK

- MAJOR ARTERY
- COLLECTOR STREET
- LOCAL STREET

**PADDOCK HILLS COMMUNITY
MAP IX.**

Prepared By
OFFICE OF COMMUNITY ADMINISTRATION
COMMUNITY ASSISTANCE TEAM 4

1 INCH = 570 FEET

1 QUARTER MILE



Road also serves as a barrier between the eastern and western sections of the neighborhood.

Tennessee Avenue extends from Norwood to St. Bernard running east/west and forms the northern boundary of Paddock Hills. Small to moderate sized businesses line Tennessee between Reading and Paddock Roads, while a long row of 4-family apartments line the south side of Tennessee between Paddock Road and the St. Bernard corporation line.

- B. Collectors Collector streets serve as connectors for traffic movements between major arteries and local streets. They also serve as direct access to abutting properties.

Although there are no streets within Paddock Hills that can be designated solely as collectors, segments of Paddock Hills Avenue, Avon Drive and Paddock Hills Drive form a collection network which provides a connection between Reading and Paddock Roads.

- C. Local Streets Local streets provide for direct access to abutting land for local traffic movement. Land access is a primary function of this system while traffic movement is secondary.

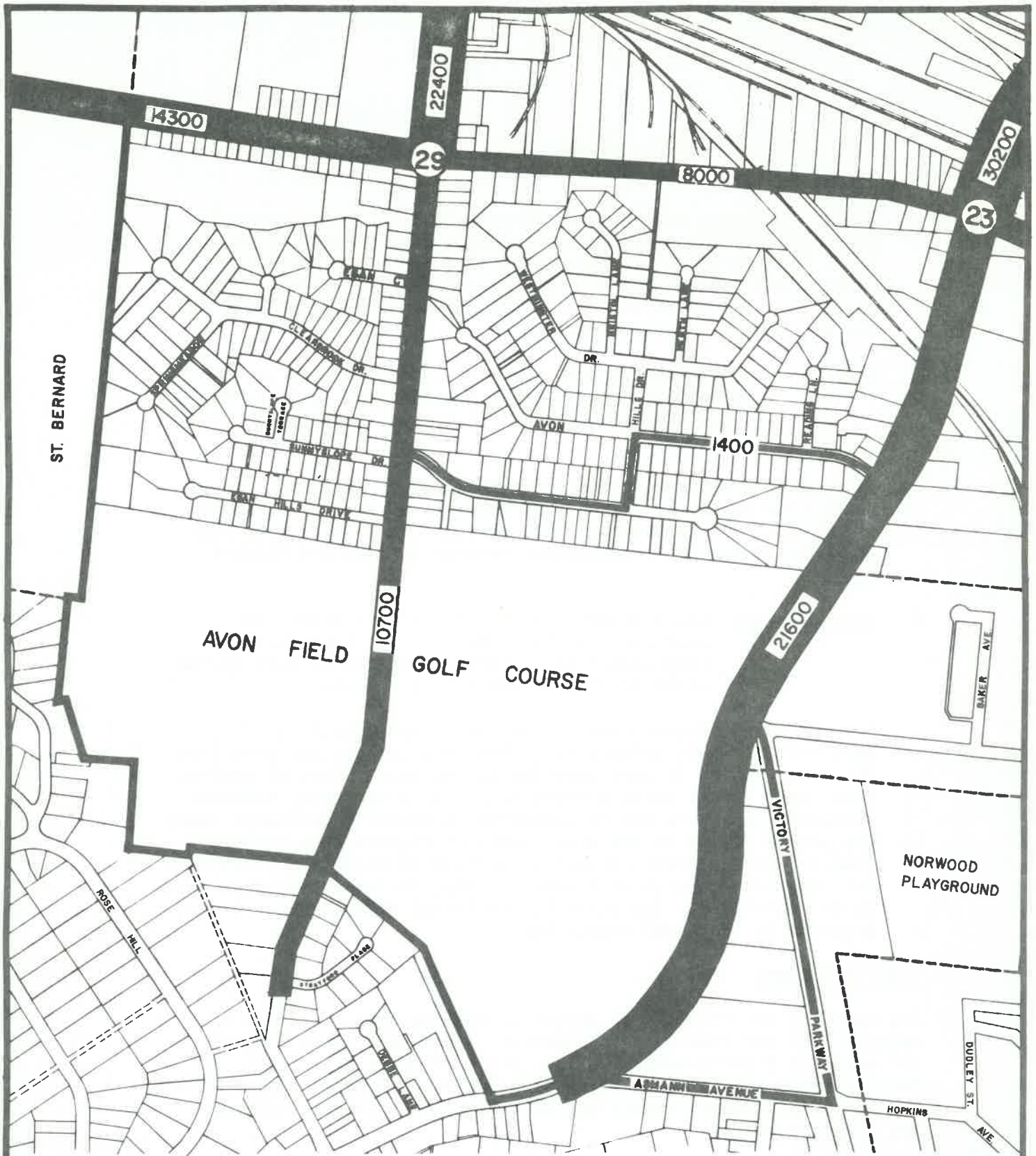
The remaining streets make up the local street pattern of Paddock Hills. Their orientation takes on a disjointed, tree-like character ending in dead ends and cul-de-sacs. East of Reading Road, this street pattern tends to create a secluded, somewhat isolated atmosphere and is conducive to social interchange among the people living in the area. West of Paddock Road differs, however, most streets connect directly with Paddock Road and do not interconnect with each other. Thus, social interchange tends to be restricted. Isolation is reinforced through natural separations by slope and vegetation.

Traffic Volumes

The heaviest traffic volumes appear on Reading Road, followed by Paddock Road and then Tennessee Avenue. Among the local streets, the heaviest traffic occurs on Avon Drive, Paddock Hills Lane, and Paddock Hills Avenue since these streets, as already mentioned, form a connection between Paddock and Reading Roads. Traffic volumes are shown on map X.

II. ATTITUDES AND CONCERNS

In 1974, the Planning Committee conducted a neighborhood survey in which the residents were able to voice their feeling on transportation-related problems in the community. These results are recorded below.



TRAFFIC CONDITIONS

■ VOLUMES - VEHICLES PER DAY
(1975, 1976 COUNTS)

⊙ TOTAL ACCIDENTS IN 1975

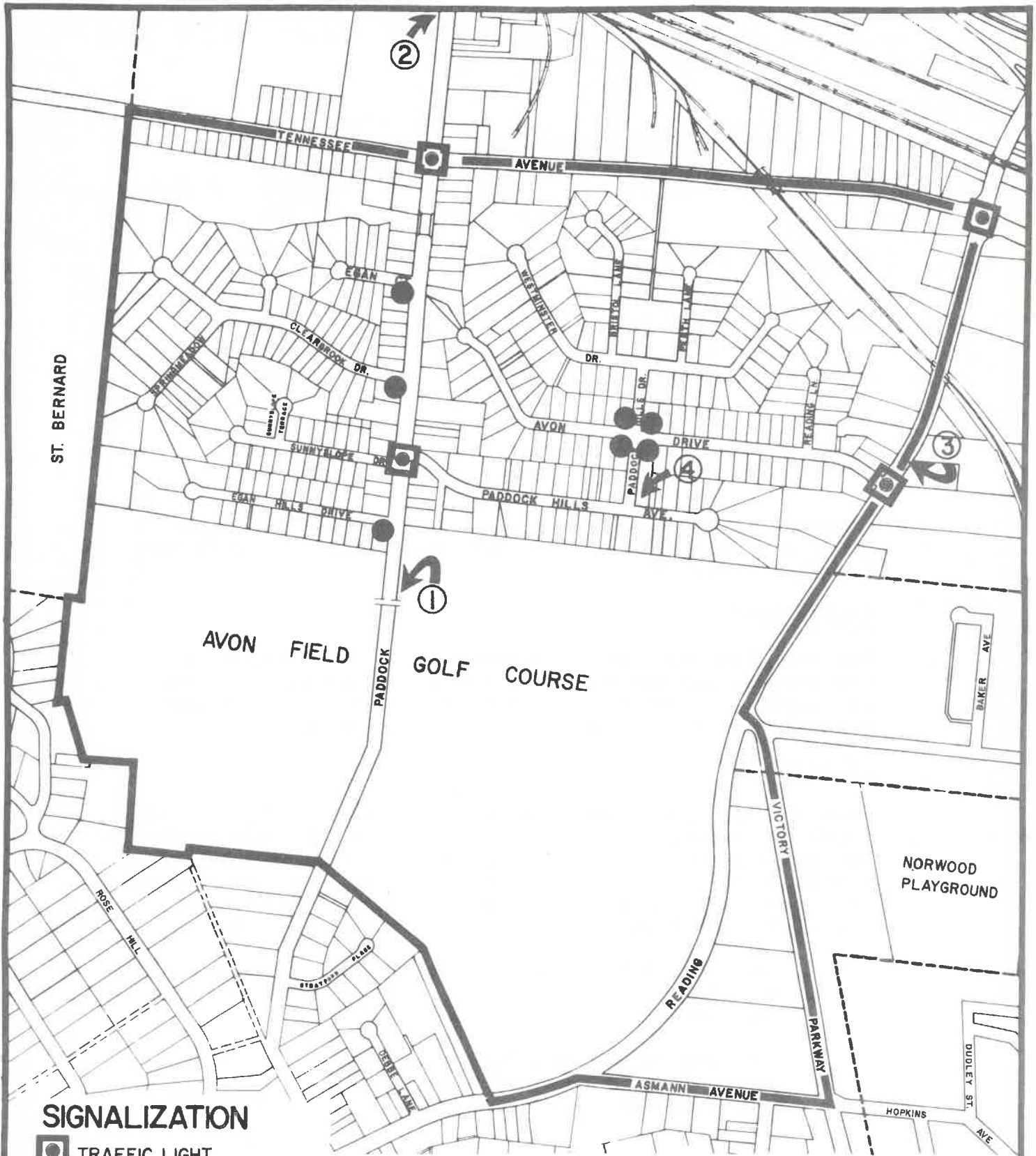
**PADDOCK HILLS COMMUNITY
MAP X.**

Prepared By
OFFICE OF COMMUNITY ADMINISTRATION
COMMUNITY ASSISTANCE TEAM 4

1 INCH = 570 FEET

1 QUARTER MILE





SIGNALIZATION

- ☐ TRAFFIC LIGHT
- STOP SIGN

PROBLEM AREAS

- ① GOLFER CROSSING
- ② WESTBOUND EXIT OFF NORWOOD LATERAL
- ③ READING RD. NEAR HOWDY CAR WASH
- ④ INTERSECTION PADDOCK HILLS AVE., DRIVE

**PADDOCK HILLS COMMUNITY
MAP XI.**

Prepared By
**OFFICE OF COMMUNITY ADMINISTRATION
COMMUNITY ASSISTANCE TEAM 4**

1 INCH = 570 FEET

1. QUARTER MILE



Traffic Conditions In Paddock Hills

	<u>%</u>	<u>Rank</u>	<u>%</u>	<u>Rank</u>
Reading Road Traffic	2	49	48	3
Traffic Control (Major Intersections)	26	17	31	10
Paddock Road Traffic	6	46	26	18
Residential Street Traffic	24	19	21	24
Tennessee Avenue Traffic	5	48	18	27

According to the table, traffic on Reading Road and to a lesser extent on Paddock Road and the major intersections are considered a problem in Paddock Hills.

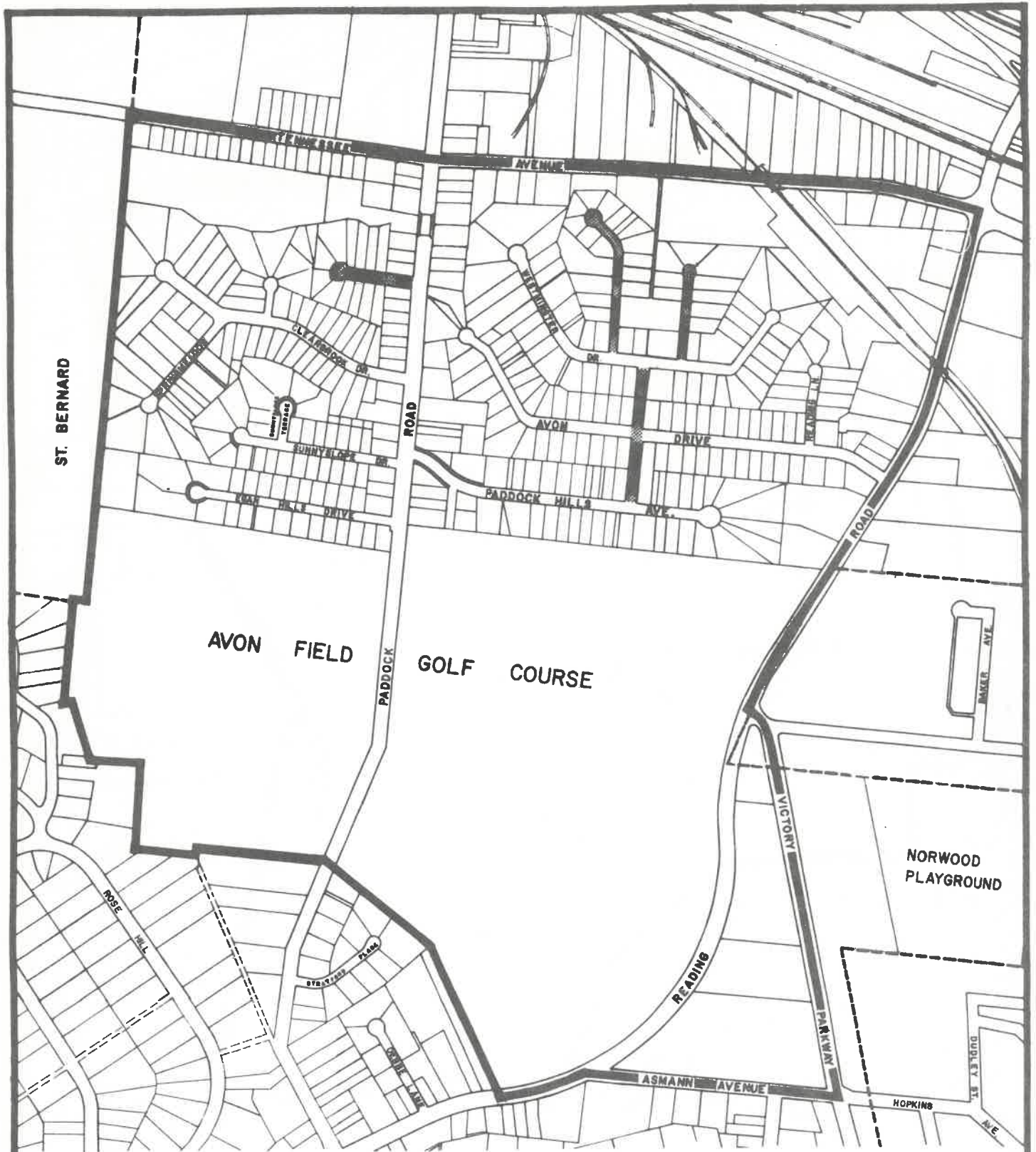
Traffic Accidents

The overall accident rate in Paddock Hills is not particularly high with the vast majority of traffic accidents occurring at the intersections of Tennessee Avenue and Reading Road and Tennessee and Paddock Road. Traffic accidents are shown on map X.

Signalization

There is a good signalization system within Paddock Hills. Traffic lights are located at the major intersections of Tennessee and Paddock and Tennessee and Reading Roads, and at the two points of entry into the residential area - Avon Drive at Reading Road and Paddock Hills Avenue and Sunnyslope Drive at Paddock Road. Despite the good signalization system, however, four problem areas exist.

- 1) Golfer crossing on Paddock Road, from the east to the west side of Avon Fields Golf Course. There is no effective signalization to warn motorists of this crossing.
- 2) The westbound exit onto Paddock Road from the Norwood Lateral has no signal, and cars attempting to turn south onto Paddock Road during busy traffic hours have great difficulty.
- 3) On weekends, the Howdy Car Wash on Reading Road creates large traffic-tie-ups on Reading Road which makes it difficult to turn left from Avon Drive onto Reading Road.



STREET AND CURB CONDITION

- CURBS MISSING OR IN NEED OF REPAIR
- - -** DETERIORATED STREETS

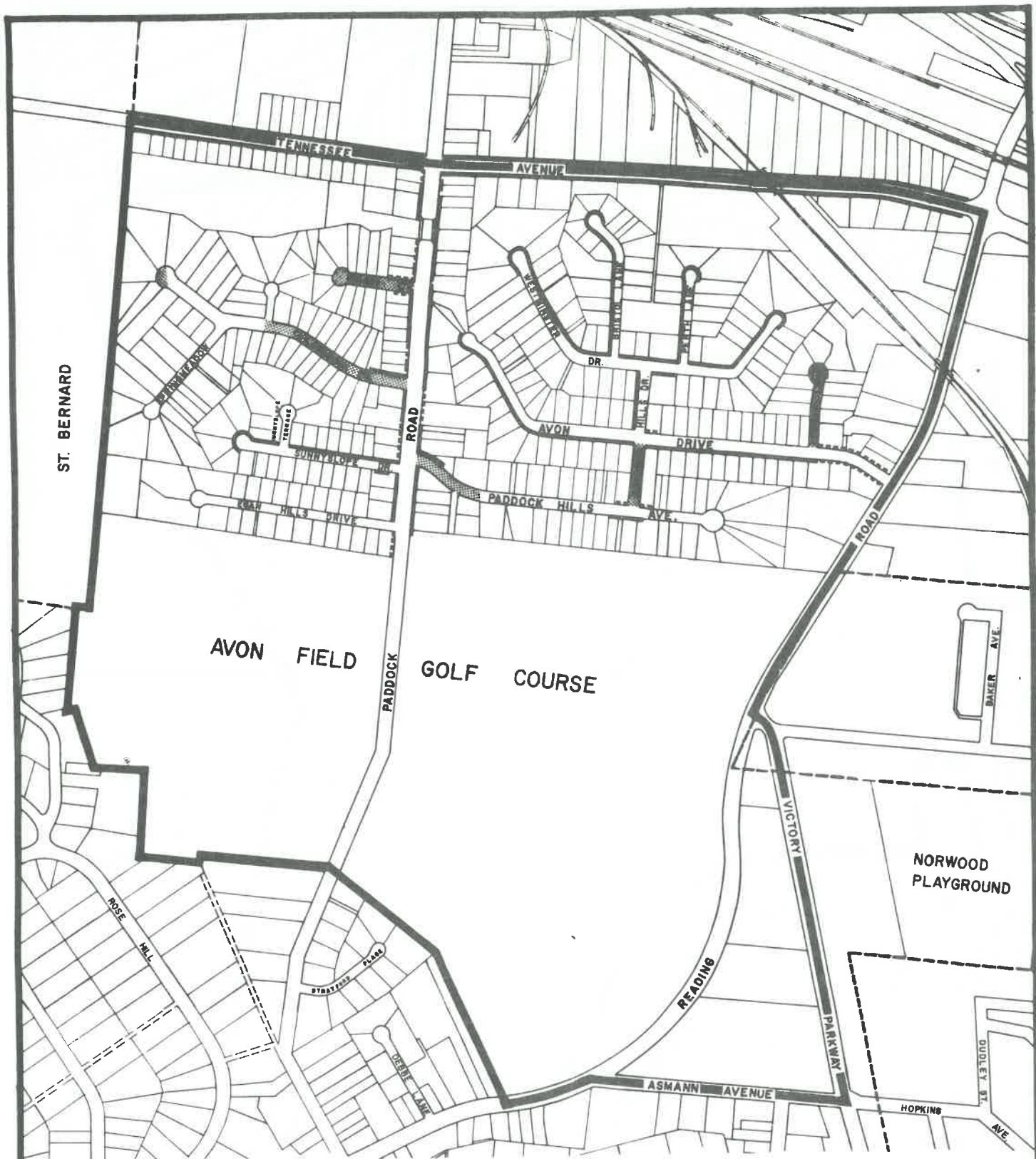
PADDOCK HILLS COMMUNITY MAP XII.

Prepared By
OFFICE OF COMMUNITY ADMINISTRATION
COMMUNITY ASSISTANCE TEAM 4




1 INCH = 570 FEET

1 QUARTER MILE





PARKING

-  NO PARKING AREAS
-  NO STANDING AREAS
-  MAJOR PROBLEM AREAS

**PADDOCK HILLS COMMUNITY
MAP XIII.**

Prepared By
OFFICE OF COMMUNITY ADMINISTRATION
COMMUNITY ASSISTANCE TEAM 4

1 INCH = 570 FEET

1 QUARTER MILE



- 4) The intersection of Paddock Hills Avenue and Paddock Hills Drive has no signalization or signage. Cars cutting through the neighborhood from Paddock Road to Reading Road often fail to slow down at this intersection creating a safety concern for children.

These problems and the complete signalization system are shown on map XI.

Condition of Streets and Curbs

A street conditions survey was conducted in 1975 by the Planning Committee to ascertain the conditions of the streets and curbing in the neighborhood. The results of this survey are shown on map XII. Generally, conditions are good with a few exceptions as noted below.

- 1) Street pavement is cracked badly on Bristol Lane and Perth Lane and moderately on Paddock Hills Lane and Egan Court. Resurfacing is needed.
- 2) Curb deterioration is evident on the Egan Court cul-de-sac.
- 3) Curbs are absent on the west end of Paddock Hills Drive, on the Sunnyslope Terrace cul-de-sac and on a section of the Sunnyslope Drive cul-de-sac. Only very rudimentary curbs exist on the Egan Hills Drive cul-de-sac.

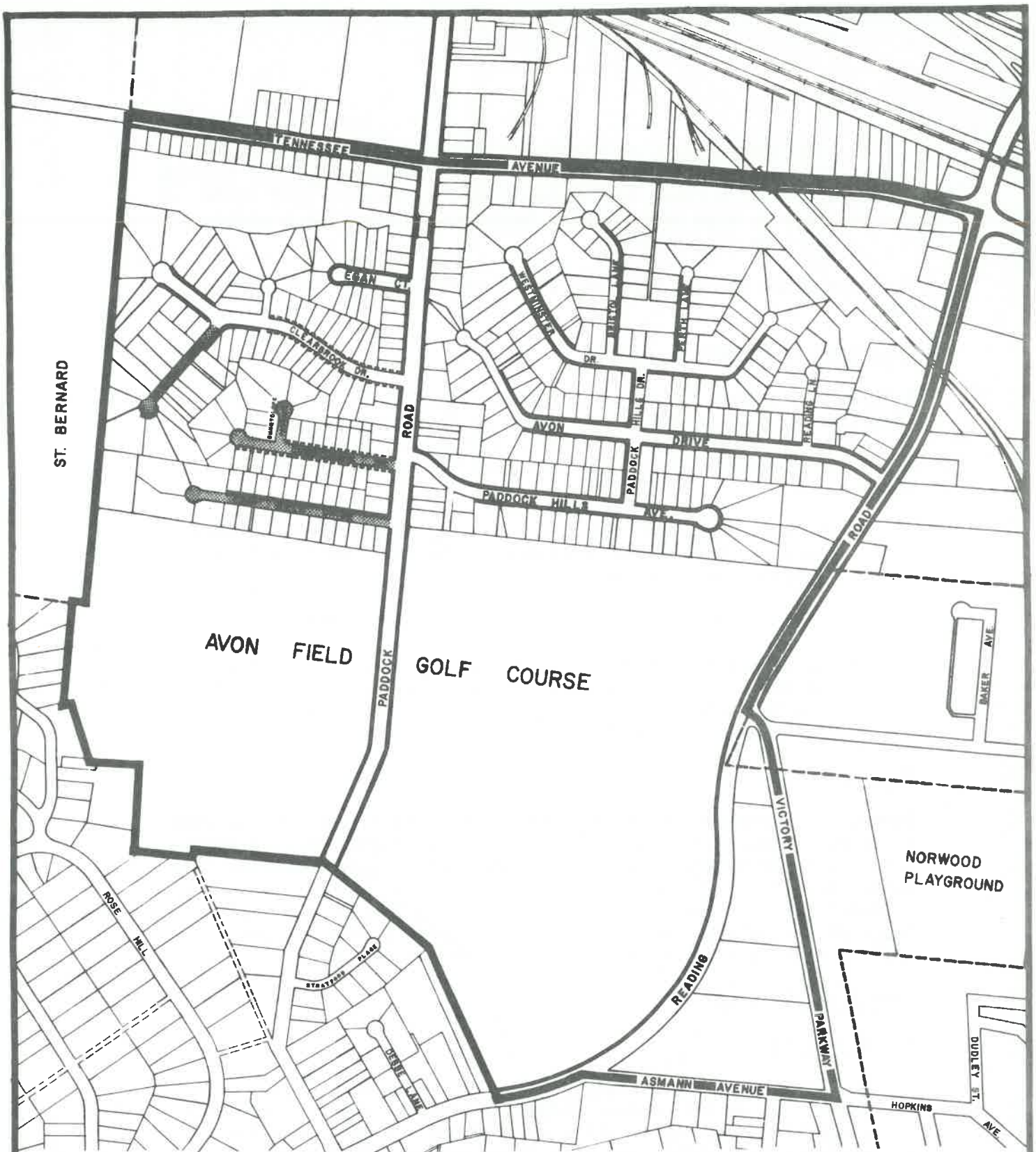
Parking

Parking is a problem on the residential streets in the neighborhood since most houses were constructed with only limited parking facilities (one-car garages, narrow driveways, etc.). As a result, many residents and all visitors must park cars on the streets, creating congestion, safety problems, and contributing to a poor visual image of the neighborhood. Parking and standing restrictions, as well as major problem areas, are identified on map XIII.




Pedestrian System

A. Sidewalks

The streets in Paddock are for the most part bordered by sidewalks. There are however a few hilly and narrow streets where sidewalks do not exist which poses a particular hazard for pedestrians. Within the last three years, the city has inspected sidewalk conditions in Paddock Hills and issued the necessary corrective orders. Consequently, the condition of existing sidewalks is good.



PEDESTRIAN SYSTEM

-  EXISTING SIDEWALKS
-  HAZARDOUS AREA (NO SIDEWALKS)
-  NO STREET LIGHTS

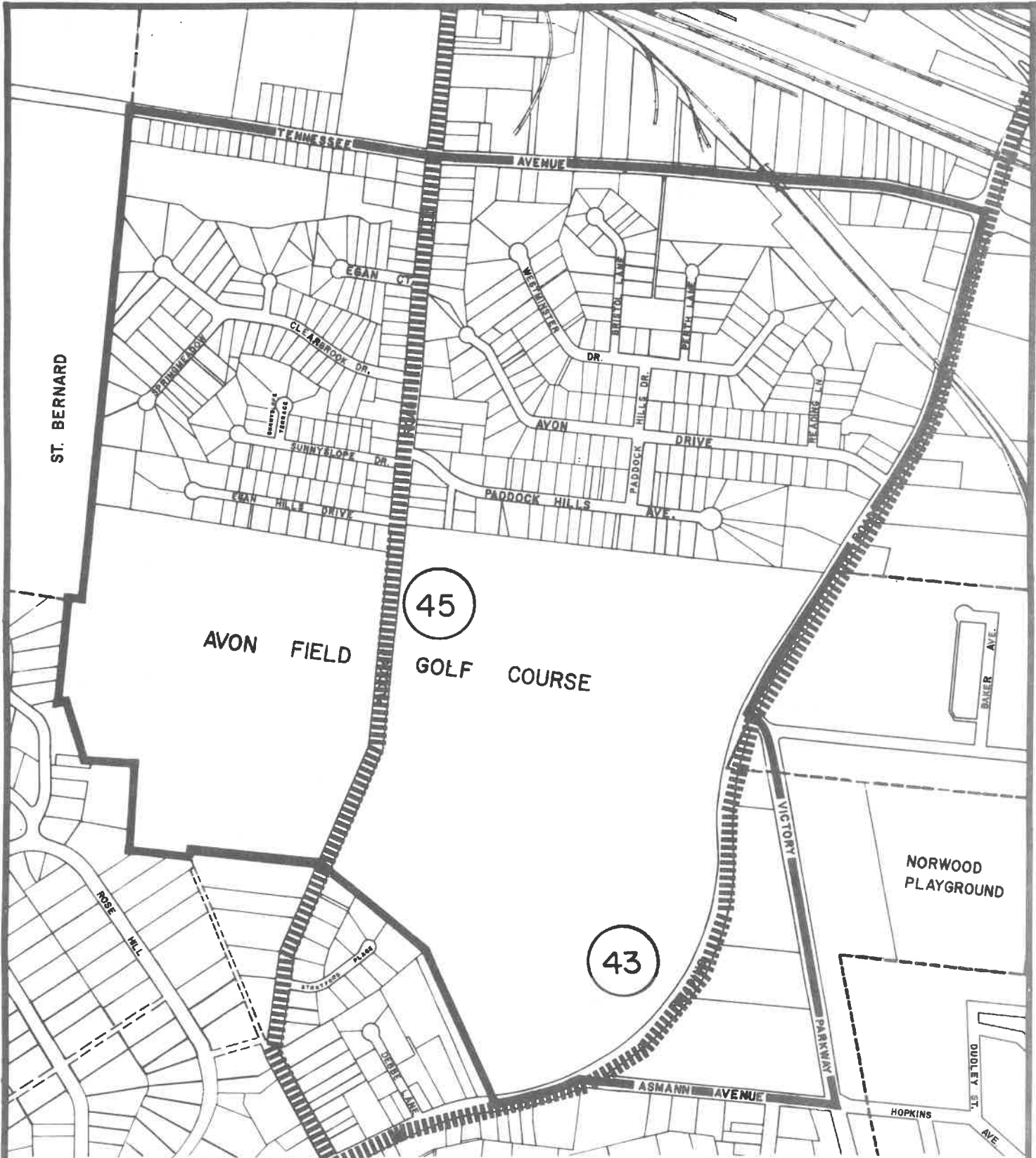
**PADDOCK HILLS COMMUNITY
MAP XIV.**

Prepared By
OFFICE OF COMMUNITY ADMINISTRATION
COMMUNITY ASSISTANCE TEAM 4

1 INCH = 570 FEET

1 QUARTER MILE





ST. BERNARD

AVON FIELD

45

GOLF COURSE

43

NORWOOD PLAYGROUND

PUBLIC TRANSPORTATION
 ||||| BUS ROUTES

PADDOCK HILLS COMMUNITY
 MAP XV.
 Prepared By
 OFFICE OF COMMUNITY ADMINISTRATION
 COMMUNITY ASSISTANCE TEAM 4

1 INCH = 570 FEET

1 QUARTER MILE



B. Street Lighting

Adequate street lighting exists on all streets east of Paddock Road; however, there are three streets west of Paddock Road without any street lights at all. These are Egan Hills Drive, Sunnyslope Drive and Terrace and Springmeadow Drive. Many houses on these streets have front yard lights which substitute to some extent for public street lights and residents living there have mixed feelings as to whether or not public lighting is needed. The unlighted areas are shown on Map XIV.

Public Transportation

Paddock Hills is served by two Cincinnati Metro bus routes providing transportation to downtown as well as the Swifton Shopping Center area. These routes, 43 and 45, are shown on Map XV.

Although public transportation is not regarded as a problem area, the frequency of service to places other than downtown is a concern to the residents as shown in the table below.

	<u>Good</u>		<u>Problem</u>	
	<u>%</u>	<u>Rank</u>	<u>%</u>	<u>Rank</u>
Frequency of Public Transportation				
To Other Places	16	32	30	12
To Downtown	23	23	18	27
Pleasantness of Riding the Bus	17	30	16	31

Sixty-percent of the people claim to never or rarely use public transportation; however, over twenty percent of the respondents said they would ride the bus (1) if it were cleaner or (2) if it took them where they wanted to go. Fifteen percent stated they rode the bus often or all the time. In the same survey people also indicated a need for bus shelters.

II. GOALS AND OBJECTIVES

TRANSPORTATION

1. REDUCE TRAFFIC CONGESTION, INSURE DRIVING CONVENIENCE AND IMPROVE SAFETY CONDITIONS WITHIN THE COMMUNITY.

1.1 Reduce unnecessary through-traffic and improve traffic circulation in and around Paddock Hills.

- 1.1.1 Place a traffic control signal at the west-bound Paddock Road exit from the Norwood Lateral to allow traffic to turn south onto Paddock Road in a safer manner.
 - 1.1.2 Contact the Traffic Engineering Division and the Howdy Car Wash on Reading Road to find a solution to the traffic congestion on weekends.
 - 1.1.3 Parking on interior neighborhood streets should be restricted to one side of the street where it is feasible and desired by the residents. Of particular concern are the following streets:
 - Clearbrook Drive (special attention)
 - Both sides of Paddock Hills Drive between Avon Drive and Paddock Hills Avenue.
 - Both sides of Paddock Hills Avenue between Paddock Road and one property past Paddock Lane.
 - Egan Court (special attention)
 - Reading Lane (special attention)
 - Avon Drive, 20-30 feet east of intersection with Paddock Hills Drive.
- 1.2 Improve the conditions necessary for adequate pedestrians safety.
 - 1.2.1 Improve street lighting within Paddock Hills along the following streets if desired by residents.
 - Egan Hills Drive
 - Sunnyslope Drive and Terrace
 - Springmeadow Drive
 - 1.2.2 Construct a sidewalk on Clearbrook Drive from Paddock Road to Barbara Place.
 - 1.2.3 Construct "children at play" signs on Paddock Hills Avenue and Avon Drive.
 - 1.3 Improve the physical condition of street and curbs.
 - 1.3.1 Install curbs on the west end of Paddock Hills Avenue and the cul-de-sac on Egan Court.

- 1.3.2 Repave Bristol Lane and Perth Lane.
 - 1.3.3 Place visually attractive trash receptacles at key gathering spots within Paddock Hills - bus stops, U-Totem on Tennessee, intersection of Westminster and Perth and the intersection of Avon Drive and Paddock Hills Lane.
- 1.4 Public transportation facilities and services should be improved.
- 1.4.1 Construct bus shelters on the east and west side of Paddock Road between Sunnyslope and Clearbrook Drive and on Reading Road at Avon Drive.
 - 1.4.2 Paddock Hills residents should be surveyed to determine public transportation needs especially to areas of the City other than downtown.
 - 1.4.3 The Paddock Hills Assembly should monitor the work of groups doing plans for public transit which impact Paddock Hills.

RECREATION

VIII. RECREATION

I. INVENTORY

The existing recreational facilities in Paddock Hills, shown on map no. XVI, are:

1. Avon Playfield is located on Reading Road near Avon Drive. This playfield contains a softball field and a basketball court, with a small parking area for cars. There is no direct access from the neighborhood so children have to go down Avon Drive to Reading Road, and along Reading Road to the playfield entrance. This situation prevents many young children from using the playfield.
2. Avon Fields Golf Course is located south of the Paddock Hills residential areas between Reading Road and Paddock Road, and on the west side of Paddock Road. This is an 18-hole public golf course, with a driving range and miniature golf course on the east side along Reading Road and an Outdoor Education Center on the west side.

The Outdoor Education Center is not primarily a recreational area, but it does offer hiking trails, a picnic area, and gardening plots.

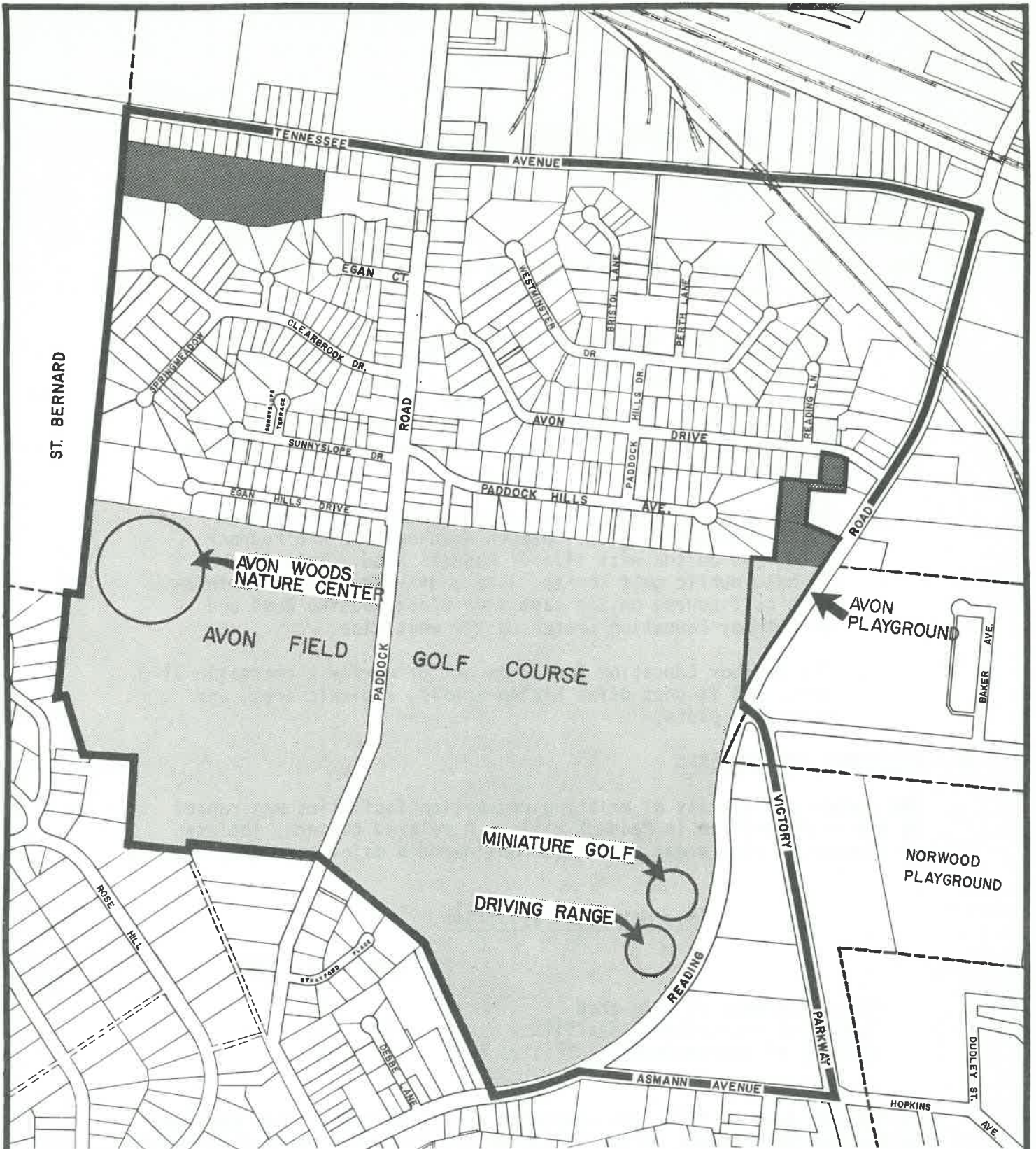
II. ATTITUDES AND CONCERNS

The number and quality of existing recreation facilities was ranked as the major problem in Paddock Hills. A related concern, the use of streets as play areas, was also considered a major problem.

Recreational Facilities

	<u>%</u>	<u>Rank</u>	<u>%</u>	<u>Rank</u>
Use of streets as play area	6		59	
Number of recreational facilities	14	44	56	1
Quality of recreational facilities	11		49	

In May and June of 1974, the community held a series of open meetings to develop the Paddock Hills portion of the City-wide Recreation Master Plan. As a result of that process the following needs and problems with respect to recreation were identified:



RECREATION

-  EXISTING RECREATION FACILITY
-  PROPOSED RECREATION IMPROVEMENT

**PADDOCK HILLS COMMUNITY
MAP XVI.**

Prepared By
OFFICE OF COMMUNITY ADMINISTRATION
COMMUNITY ASSISTANCE TEAM 4

1 INCH = 570 FEET

1 QUARTER MILE



Tennis courts are needed.

- 1) Possibility of flooding these courts in the winter for ice skating.

Playground on Reading Road.

- 1) Inaccessible by young children
- 2) Permits preclude use by community
- 3) Suggests an access from Paddock Hills be established

Hard surface areas for childrens' games are needed to replace children playing in the streets.

- 1) Roller skating
- 2) Four-square, etc.

Areas for bike riding and need for proper instruction in bike riding was expressed.

Play areas should be spread throughout the neighborhood as an alternative to one large playground.

A community ballfield is needed.

"Children at play" signs are an immediate need.

III. RECREATION GOALS

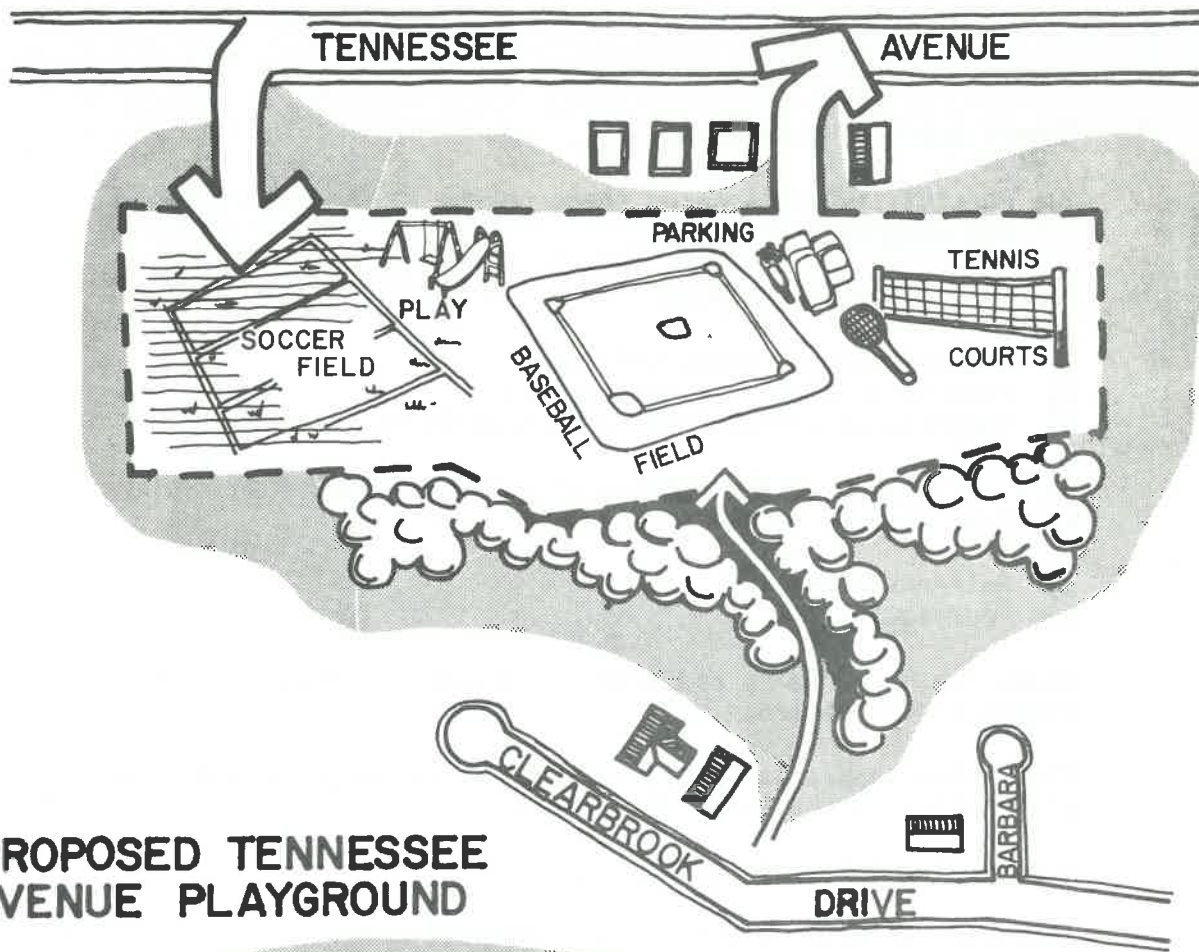
In view of the existing recreation deficiencies within Paddock Hills as well as the community concerns, the following goals have been established. Sufficient land should be made available within the Paddock Hills community to accommodate the recreation need of all age groups. A balance between active and passive recreation should be provided to enhance the overall quality of life within the community.

RECREATION

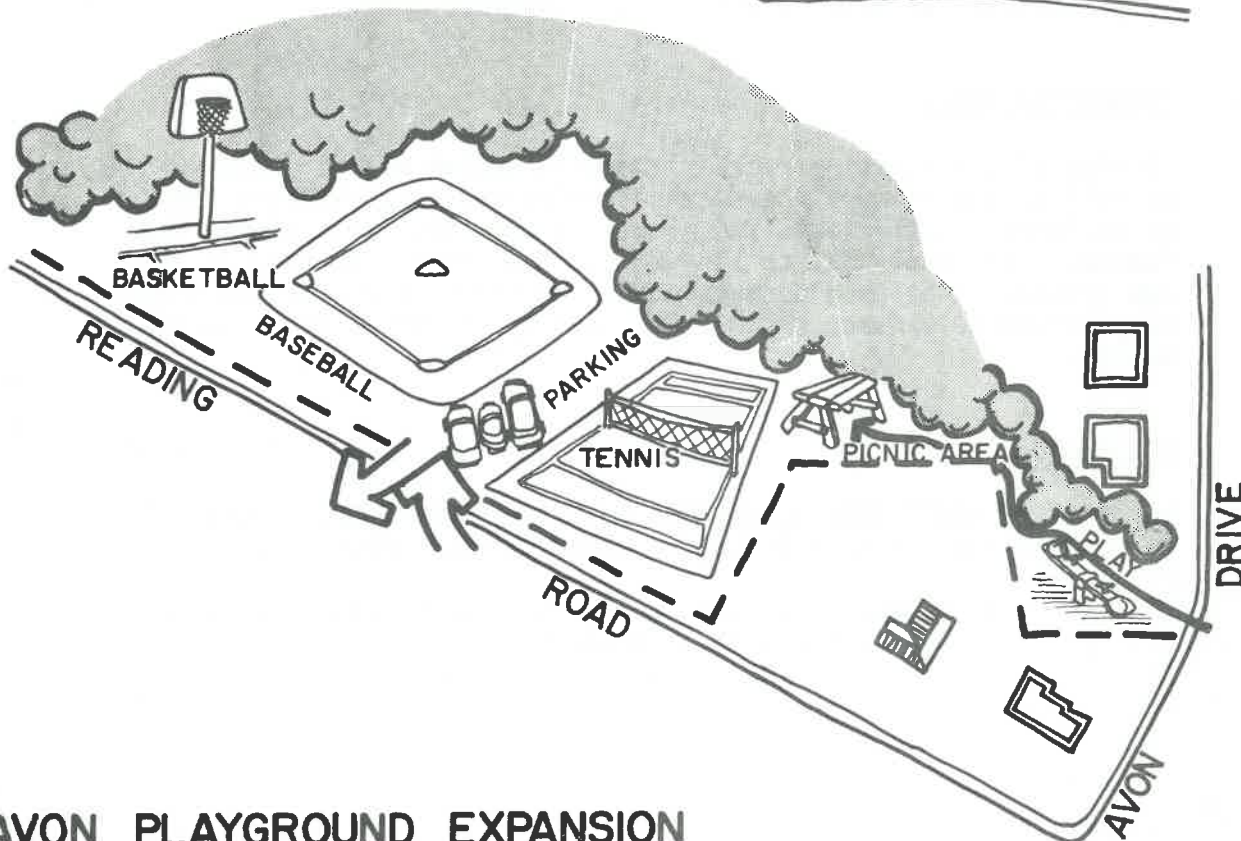
(CCP 2300)

1. PROVIDE ADDITIONAL RECREATION FACILITIES FOR PADDOCK HILLS RESIDENTS, PARTICULARLY THOSE WHO LIVE WEST OF PADDOCK ROAD.

- 1.1 Acquire and develop land behind "U-Totem" on Tennessee Avenue for active recreation.



PROPOSED TENNESSEE AVENUE PLAYGROUND



**AVON PLAYGROUND EXPANSION
FIGURE XVII.**

1.1.1 This land is vacant, flat and devoid of trees. When developed, the facility would include:

A regulation soccer field
A 220 foot baseball diamond
Three tennis courts
Children's play area
Adequate parking
Pedestrian easement from Clearbrook Drive

1.2 Upgrade and increase the facilities at the Reading Road Playfield and improve access from the playfield to the community.

1.2.1 Acquire additional land to the north (behind Sugar and Spice Restaurant) and one parcel on Avon Drive to provide direct access to neighborhood residents.

1.2.2 Provide facilities in this area for passive recreation and for small children.

1.2.3 Upgrade the facility by providing:

- Three tennis courts
- Open shelter building
- Paved area for passive recreation
- Children's play area
- Access walk
- Terminus of a bike trail around the front nine of Avon Fields

See Figure XVII for conceptual plan.

2. INITIATE AND SUPPORT THE ESTABLISHMENT OF RECREATIONAL PROGRAMS FOR PADDOCK HILLS RESIDENTS.

2.1 Participate in and support the Bon Pad Athletic Association and other joint community athletic programs.

2.2 Establish a Recreation Committee of the Paddock Hills Assembly to sponsor and initiate recreational programs for residents of all ages and to publicize activities going on in the area.

2.2.1 This recreation committee should sponsor organized baseball, soccer, volleyball, basketball, nature walks, tennis tournaments, etc.

3. IMPROVE PUBLIC KNOWLEDGE OF THE AVAILABILITY OF RECREATIONAL OPPORTUNITIES.

3.0.1 The Recreation Committee should publish a list of programs available to Paddock Hills residents in conjunction with the Recreation Commission.

ECONOMIC DEVELOPMENT

IX. ECONOMIC DEVELOPMENT: COMMERCE

I. INVENTORY OF EXISTING ACTIVITY

Although Paddock Hills is almost entirely a residential neighborhood, it is bordered on the north and east by commercial and industrial areas.

The three major business areas or non-residential land areas are located as follows:

1. Along Reading Road, from Victory Parkway intersection north to the Norwood Lateral.

This strip contains a Trailer Park (in Norwood), several restaurants and gas stations, a small grocery/ponykeg, Natorp's Landscape Service, and a variety of other small businesses.

2. Along Tennessee Avenue:

The south side - contains small, service-oriented businesses, not necessarily neighborhood oriented. Businesses include a motorcycle dealer, tool repair, tool rental, restaurant, veterinarian, and architect. There is also a strip of undeveloped land immediately west of the railroad overpass, currently used as a parking lot for Allis Chalmers employees.

The north side - is primarily a manufacturing area, consisting of an Allis Chalmers plant, a construction company, and a few others.

3. Paddock Road, north from Tennessee Avenue to the Norwood Lateral.

This strip has a variety of small and medium sized businesses and manufacturing facilities, including a large Allis Chalmers Plant. A number of businesses on Paddock Road have exceptional landscaping, which helps by providing a transition between the manufacturing belt north of Tennessee Avenue and the residential character of Paddock Hills south of Tennessee Avenue.

II. ATTITUDES AND CONCERNS

The overall attitude of Paddock Hills residents towards business and commercial development is positive. Very few conflicts exist between commercial and residential land uses.

Residents generally find shopping at neighborhood businesses pleasant and convenient. The only shopping area rated as a problem was the regional Swifton Center.

Attitudes Towards Neighborhood Business Areas

	<u>Good</u>		<u>Problem</u>	
	<u>%</u>	<u>Rank</u>	<u>%</u>	<u>Rank</u>
Convenience of Shopping Facilities	32	9	20	25
Pleasantness of Neighborhood Businesses	30	13	5	49
Sufficient Business Parking	24	19	15	32
Shopping at Swifton	24	19	29	14

The Paddock Hills survey also sought information about particular types of shopping or services which are either lacking or are over-represented in the business areas.

Types of Shopping or Services

	<u>Lacking</u>	<u>Too Much</u>
Doctor	18%	0%
Dentist	14%	1%
Clothing	14%	0%
Grocery	13%	0%
Barber Shop	12%	0%
Discount Store	10%	0%
Service Stations	2%	20%

Doctors were considered to be the major service lacking whereas service stations were the only type of business that residents felt there to be too many of.

III. GOALS AND OBJECTIVES

Although there are not enough surrounding businesses to constitute neighborhood business districts which can be identified with Paddock Hills, their proximity to the community makes them of concern to the residents. Consequently, the community's goal with respect to area businesses is:

ECONOMIC DEVELOPMENT: COMMERCE

(CCP 5100)

1. TO INSURE THAT THE DEVELOPMENT OF COMMERCIAL-ORIENTED ESTABLISHMENTS IS CONSISTENT WITH MAINTAINING THE STABLE RESIDENTIAL CHARACTER OF PADDOCK HILLS.

- 1.1 Increase contact and communication between the business people within Paddock Hills and the Paddock Hills Assembly. (This goal does not envision formation of an organized business association, but rather, actively soliciting the involvement, support and participation of businessmen in the affairs of the neighborhood.)
- 1.2 Develop a comprehensive plan for local business areas in conjunction with city-wide studies of Neighborhood Business Districts. (Since the Paddock Hills business area is not large enough to constitute a formal "Neighborhood Business District," any planning that involves this area should be done as part of an area-wide study on NBD's including North Avondale and Bond Hill.)
- 1.3 Encourage the development of small business on Tennessee Avenue between Paddock Road and Reading Road. (This development would be done on land currently vacant or used for Allis Chalmers parking, and also to replace any businesses which are sold, closed, etc.)

Small businesses which provide a range of convenience goods should be encouraged to locate within the community.

Businesses which generate large amounts of traffic, such as drive-ins and gas stations, should be discouraged.

Landscaping of street frontage should be encouraged and made mandatory if parking lots are in front of the business.

COMMUNITY

FACILITIES

AND

SERVICES

X. COMMUNITY FACILITIES AND SERVICES

This section deals with community facilities and the services which Paddock Hills receives from City government.

I. INVENTORY OF COMMUNITY FACILITIES

The only public building within Paddock Hills that could qualify as a community facility is the Avon Woods Outdoor Education Center located on the west side of the Avon Woods Golf Course off of Paddock Road. This facility consists of a multi-purpose building on a plot of wooded land. The Center has developed a series of hiking trails, a picnic area, garden plots, and a hard surface paved parking area suitable for games. The building is used frequently by Paddock Hills residents for community meetings, social events, Cub Scout meetings, and other community events.

II. INVENTORY OF COMMUNITY SERVICES

The primary government services provided within Paddock Hills are as follows:

1. Police: District 4 Police Station located on edge of Paddock Hills at 4150 Reading Road.
2. Fire: Engine Company - 9 (District 4) located on the south edge of Paddock Hills at 4017 Reading Road.
3. Trash Collection: Weekly
4. Highway Maintenance: Street Cleaning Leaf Collection
Snow Removal Street Repair
Ice Control Traffic Engineering
5. Postal Service: New Postal Station at 410 Erkenbrecher.

Community facilities and services locations are shown on Map VIII.

III. COMMUNITY ATTITUDES AND CONCERNS

People in Paddock Hills are generally satisfied with the community facilities available to them (recreation being an exception) and the services provided by City government.

The following table indicates the responses from the 1974 Neighborhood Survey on Government Services.

	<u>Good</u>		<u>Problem</u>	
	<u>%</u>	<u>Rank</u>	<u>%</u>	<u>Rank</u>
Postal Service	49	2	10	42
Trash Collection	46	4	7	47
Fire Protection	44	5	2	50
Police Protection	34	8	14	34
Water & Sewer Service	28	14	12	38
Street Cleaning	25	18	24	22
Street Maintenance	22	26	27	16
Water Pollution	11	43	12	38
Air Pollution	9	45	30	12
Day Care Centers	1	50	27	16
Leaf Collection	20	27	34	9
Pets	15	34	44	5
Snow & Ice Removal	18	27	48	3*

*Note: Survey was conducted one week after a severe snow and ice storm.

III. GOALS AND OBJECTIVES

COMMUNITY FACILITIES AND SERVICES

While the supply and demand of City/Public services to Paddock Hills residents is basically in balance, minor improvements could have a positive impact on the community.

1. TO MAINTAIN A LEVEL OF ACCESSIBLE COMMUNITY SERVICES AND FACILITIES WHICH MAKES PADDOCK HILLS AN APPEALING AND ATTRACTIVE PLACE IN WHICH TO LIVE.

- 1.1 Increase the amount of selected public services available to Paddock Hills residents.

- 1.1.1 Improve leaf collection service in the fall.
 - 1.1.2 Place additional salt barrels in the community and improve the salting of streets during the winter throughout Paddock Hills, especially Paddock Hills Avenue, Avon Drive, Clearbrook Drive, Sunnyslope, and Egan Hills.
- 1.2 Paddock Hills residents should strengthen contacts between the neighborhood and other communities and City agencies whose activities and decisions affect the quality of life in Paddock Hills.
 - 1.2.1 Maintain active participation of Paddock Hills in the Coalition of Neighborhoods.
 - 1.2.2 Develop a mechanism of representation between Paddock Hills, Bond Hill and North Avondale.
 - 1.2.3 A specific system of contacts and relationships should be established with key City agencies and departments who provide services to Paddock Hills. This includes the City Planning Commission, Community Assistance Teams, Recreation Department, Research, Evaluation and Budget, and others.
- 1.3 Upgrade the facilities at the Avon Woods Outdoor Education Center.
 - 1.3.1 Provide better security for the building through a roof spotlight.
 - 1.3.2 Provide more usable space within the main building by constructing a permanent shed for storage.
 - 1.3.3 Provide better definition of borders between the golf course and nature preserve area by the use of suitable landscaping.

APPENDIX

APPENDIX

COMPOSITE OF 50 NEIGHBORHOOD FACTORS

The following is a list of all 50 neighborhood factors with their ratings and rankings as "problems" and as "good". The reason that "problems" is not simply the converse of "good" is that the "acceptable" ratings have been ignored as being representative of a basically neutral stance, and the fact that some questions were not answered by all of the respondents.

GOOD & VERY GOOD RATINGS

<u>Area</u>	<u>%</u>	<u>Rank</u>
General Appearance of Homes	54	1
Postal Service	49	2
Property Value Maintenance	48	3
Trash Collection	46	4
Fire Protection	44	5
Racial Composition	42	6
Ethnic Composition	35	7
Police Service	34	8
Convenience of Shopping Facilities	32	9
Excessive Noise	32	9
Availability of Doctors	31	11
Availability of Pharmacists	31	11
Pleasantness of Neighborhood Businesses	30	13
Water and Sewer Service	28	14
Availability of Dentists	28	14
Availability of Ambulance Service	28	14
Traffic Control at Major Intersection	26	17

<u>Area</u>	<u>%</u>	<u>Rank</u>
Street Cleaning	25	18
Shopping at Swifton	24	19
Pedestrian Safety	24	19
Residential Street Traffic	24	19
Sufficient Business Parking	24	19
Teenage Gangs	23	23
Bus Frequency to Downtown	23	23
Cheating/Overcharging by Neighborhood Business	23	23
Street Maintenance	22	26
Leaf Collection	20	27
Public School Education	20 (9)*	27*
Amount of Crime	20	27
Pleasantness of riding the bus	17	30
Bond Hill	17	30
Present Character	(19)	
Future Character	(15)	
Bus frequency to other places	16	32
Apartment Maintenance	16	32
Pets	15	34
Street Lighting	15	34
St. Bernard	15	34
Present Character	(13)	
Future Character	(16)	

* The rating and ranking reflects the average % of those responding on Bond Hill Elementary, Crest Hills, and Woodward (i.e., the district schools for Paddock Hills), since many people do not have experience with the schools and hence, did not respond to the question. The (9%) represents the average % of the total panel.

<u>Area</u>	<u>%</u>	<u>Rank</u>
Drug Abuse	14	37
North Avondale - Future Character	13	38
North Avondale - Present Character	13	38
Norwood	13	38
Present Character	(11)	
Future Character	(14)	
Availability of schools for non-school functions	12	42
Number of Apartments	12	42
Water Pollution	11	43
Recreation	10	44
Use of Streets as Play Areas	(6)	
Number of recreational facilities	(14)	
Quality of recreational facilities	(11)	
Air Pollution	9	45
Unethical Real Estate Practices	6	46
Paddock Road Traffic	6	46
Tennessee Avenue Traffic	5	48
Reading Road Traffic	2	49
Day Care Center Availability	1	50

PROBLEM & SEVERE PROBLEM RATINGS

<u>Area</u>	<u>%</u>	<u>Rank</u>
Recreation	55	1
Use of streets as play areas	(59)	
Number of recreational facilities	(56)	
Quality of recreational facilities	(49)	
Public School Education	50 (21)*	2*

* The rating and ranking reflects the average % of those responding on Bond Hill Elementary, Crest Hills Junior High School, and Woodward High School (i.e., the district schools for Paddock Hills), since many people do not have experience with the schools and hence, did not respond to the question. The (21%) represents the average % of the total panel.

<u>Area</u>	<u>%</u>	<u>Rank</u>
Snow Removal/Ice Control	48	-**
Amount of Traffic on Reading Road	48	3
Bond Hill	46	4
Present Character	(44)	
Future Character	(47)	
Pets	44	5
Unethical Real Estate Practices	42	6
Street Lighting	38	7
North Avondale - Future Character	36	8
Leaf Collection	34	9
Traffic Control at Major Intersection	31	10
Number of Apartments	31	10
Air Pollution	30	12
Bus Frequency - To other places	30	12
Shopping at Swifton	29	14
Apartment Maintenance	28	15
Day Care Center Availability	27	16
Street Maintenance	27	16
Paddock Road Traffic	26	18
Pedestrian Safety	26	18
North Avondale - Present Character	25	20
Norwood	25	20
Present Character	(25)	
Future Character	(24)	

** Snow removal and ice control was not ranked because of bias due to a severe ice storm one week prior to the survey.

<u>Area</u>	<u>%</u>	<u>Rank</u>
Street Cleaning	24	22
Amount of Crime	24	22
Residential Street Traffic	21	24
St. Bernard	20	25
Present Character	(17)	
Future Character	(22)	
Convenience of Shopping Facilities	20	25
Tennessee Avenue Traffic	18	27
Availability of Dentists	18	27
Bus frequency to downtown	18	27
Excessive Noise	17	30
Pleasantness of riding the bus	16	31
Availability of Doctors	15	32
Sufficient Business Parking	15	32
Teenage Gangs	14	34
Police Service	14	34
Cheating/Overcharging by neighborhood businesses	14	34
Availability of schools for non-school function	14	34
Water Pollution	12	38
Water & Sewer Service	12	38
Property Value Maintenance	11	40
Availability of Pharmacists	11	40
Postal Service	10	42
Racial Composition	10	42
Availability of Ambulance Service	9	44
Drug Abuse	9	44

<u>Area</u>	<u>%</u>	<u>Rank</u>
General Appearance of homes	8	46
Trash Collection	7	47
Ethnic Composition	6	48
Pleasantness of Neighborhood Businesses	5	49
Fire Protection	2	50