

**Final – March 05, 2004**

# **WESTWOOD**

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## **Neighborhood Business District Improvement Plan**

**Harrison Avenue NBD Urban Renewal Plan**

**Glenmore Avenue NBD Urban Design Plan**



**Prepared for:**

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**Department of Community Development and Planning**  
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**Prepared by:**

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**Part I: Executive Summary**

**Part II: Foundation**

**Part III: Harrison Avenue NBD Urban Renewal Plan**

**Part IV: Glenmore Avenue NBD Urban Design Plan**

**Part V: Streetscape Improvement Guidelines and  
Recommendations**

**Part VI: Appendix:**

**A: Westwood NBD Survey**

- (not attached / under separate cover)

**B: Harrison Avenue NBD**

**URP Eligibility / Blight Study Manual**

- (not attached / under separate cover)

**C: Comments Received**

**D: Acknowledgements**

# **WESTWOOD NBD Improvement Plan**

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## **Part I – Executive Summary**



**Part I - Executive Summary:****Introduction:**

At the start of the year 2000, with the dawn of the new millennium quickly approaching, the concerned citizens of Westwood deemed it time to determine the future development of two of the most prominent traditional business districts in Westwood. An innate understanding existed that the vitality of these two districts plays an important role in defining the quality of life for neighborhood residents, as well as guaranteeing the success of individual business owners and operators. And to those from outside the Westwood community, a vibrant and bustling commercial environment may well represent the health and well being of Westwood as a whole.

An immediate, single, and seemingly simple desire surfaced to return the two neighborhood business districts back to their original pedestrian orientation. To realize that one goal, to make the business districts pedestrian friendly and familiar again, it was clear that the design, coordination, and orchestration of workable solutions for a myriad of unresolved issues surrounding land use, parking requirements, traffic circulation, deterioration, preservation, expansion, business environment and aesthetics would need to occur. For this purpose the Westwood Civic Association initiated the process to retain the City of Cincinnati to assist and partner with the community for the planning and design of the Westwood Neighborhood Business Districts along both Harrison Avenue and Glenmore Avenue.

**Mission:**

Under the initiative and direction of the Westwood Civic Association, a Task Force of community and local business leaders, residents, and City staff was formed. From the onset, the purpose of this group was to analyze existing conditions, envision goals and objectives, establish guidelines, set policies, propose design solutions, and develop implementation strategies to preserve, correct, enhance, and direct both districts' future physical development and thus positively affect the overall business environment of each.

**Process:**

First began the investigation, research, informational surveying, and analysis of existing conditions to quantify the current state of affairs. From this foundation of work, a framework vision of goals and objectives for the two districts was developed. Positive design proposals necessitated by the need for the changes envisioned address the areas of proposed physical construction and development. Finally a working implementation strategy program is outlined to attain, to physically manifest, the substance of the idealized design work.

Within this overall Westwood Traditional Neighborhood Business District Improvement Plan, the two individual focus areas, Harrison Avenue and Glenmore Avenue, are treated as separate projects that their distinct geographic locations and unique character would seem to dictate. This separation allows each plan to work independently as required. But just as both districts are contained within Westwood, both sharing and exemplifying the qualities of this community, so too are these two plans contained within this one volume insuring the commonality of shared principles working cooperatively under divergent philosophies towards attainment of common neighborhood and City goals.

**Part II - Foundation:**

A brief historical summary of Westwood documents the investigation into the development of both the community and the two traditional business districts along Harrison and Glenmore Avenues. Two previously completed design plans, one for Westwood and one focusing solely on the Harrison Avenue NBD were also reviewed. And finally, two separate questionnaire surveys were distributed, one to the business community, and the other to the residents, with the purpose of gaining a greater understanding of these Stakeholders' perception of the current environment. This information became the foundation from which the new plans were developed.

**Part III - Harrison Avenue NBD Urban Renewal Plan:**

Anchored by the Westwood Town Hall Historic District, the Harrison Avenue NBD is the acknowledged heart of Westwood. Documentation of the district's problems were first documented in the Westwood Plan created in 1973. Investigations into the present existing conditions confirm that not only do these problems persist today, but also additionally, a significant portion of the district is in a state of deterioration and in need of rehabilitation or regeneration. To effectively address these concerns, the additional options contained within the scope of an Urban Renewal Plan were determined a necessity to include. Redevelopment recommendations are presented in plan format to focus, frame, and structure the NBD's future physical environment. As stated, implementation strategies are outlined to procedure methods for making the documented vision a reality.

**Part IV - Glenmore Avenue NBD Urban Design Plan:**

This is the first improvement plan to focus on the Glenmore Avenue business community. Therefore the first priority of this plan is to define the location and extents of this NBD. And unlike the Harrison Avenue plan, the planning for the Glenmore Avenue NBD is limited to the scope defined by an Urban Design Plan. Within this scope, an assessment of the existing local forces that have shaped the development of the NBD was then generated. From here the parameters determining the desired future environmental character of the district are documented via recommendations proposed through new development plan options. Once again, implementation strategies are outlined for enabling the attainment of the plans goals and objectives.

**Part V - Plan Improvement Guidelines and Recommendations:**

Specific guidance is outlined to promote completion of the recommended unified aesthetic improvement programs addressing the correction of existing environmental character concerns. These design-oriented guidelines are organizational tools for improvement programs targeting building façades, signing, parking environments, landscaping and buffering, and streetscape development. Of significance within the guidelines are recommendations for architectural development including lighting, paving, street furniture, planting, and signage. This section's intent is to promote a new distinct, unified image for each district for creating changes in attitude and perception for use in promoting the retention of existing and the attraction of new commercial investment necessary for sustaining both NBD's vitality as well as Westwood's quality of life.

# WESTWOOD NBD Improvement Plan

## Part II – Foundation



Historic Photograph of Westwood's Original Business District  
Photograph taken near the corner of Harrison Avenue and Boudinot Avenue  
View looking westward along Harrison Avenue towards the City of Cheviot

Reproduced with permission from the collection of the Public Library of Cincinnati and Hamilton County

**Part II - Foundation:**

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II-4.	Project Identification - NBD Study Area Map
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II-6.	Previous Planning Summary
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II-8.	- Westwood NBD Urban Design Plan, (1980)
II-10.	Westwood NBD Business Survey Summary
II-11.	Westwood Neighborhood Citizen Survey Summary

As its name implies, the community of Westwood was settled, grew, and prospered amongst the wooded hills and valleys along the western boundary of the City of Cincinnati. Originally a self-supporting village, Westwood was annexed by Cincinnati in the late nineteenth century. Geographically, Westwood stands less than ten miles from the Cincinnati's downtown core at the eastern boundary of the City of Cheviot. Demographically, Westwood is the City's largest and most populous neighborhood with more than 36,000 residents living within six square miles; refer to the following Neighborhood Vicinity Map.

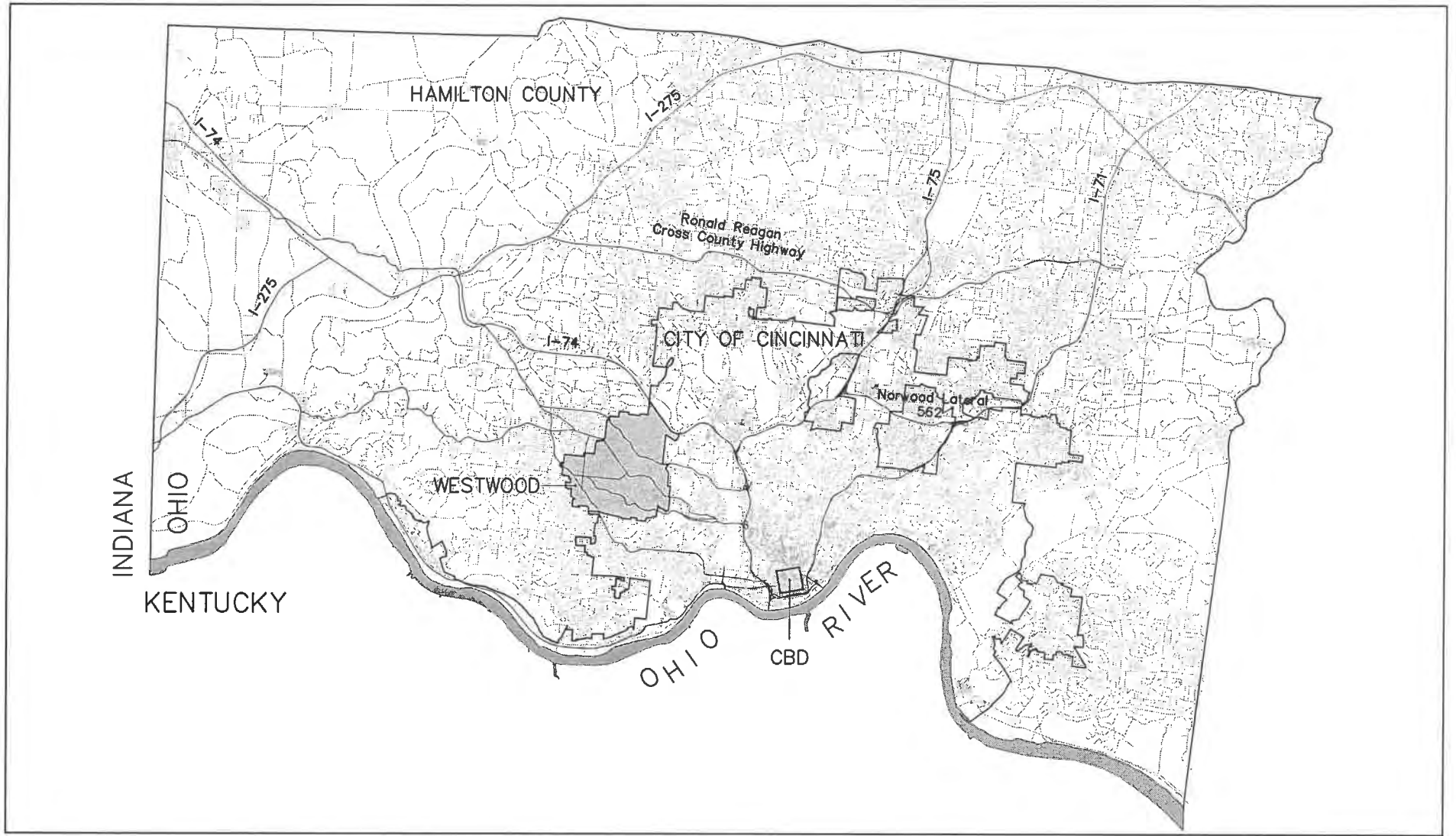
There are two primary, traditional Neighborhood Business Districts located within Westwood. The Harrison Avenue NBD is the City's longest extending for 3,555 feet along this historically important transportation corridor. Commercial activity continues westward for several miles along Harrison into and beyond the adjacent City of Cheviot, refer to the following Neighborhood Business District Location Map.

This stretch of Harrison Avenue from just east of Kling Avenue northwestward to the Cheviot corporation line is home to both local and regional destinations. When one speaks of Westwood this is the area that comes to mind. Indeed as Westwood grew up around Harrison Avenue, this NBD came to contain all the traditionally required functions of small town America, being home to the community's institutional assets as well as the neighborhood's commercial core all immediately surrounded by residential housing.

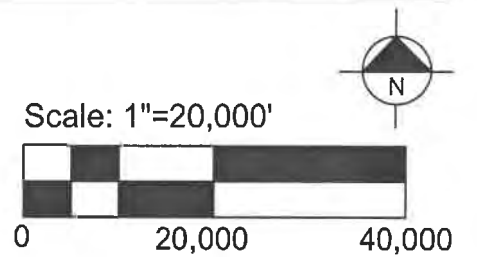
Glenmore Avenue is also an important major transportation artery connecting the more vehicular oriented Glenway Avenue to the south to the City of Cheviot immediately to the north.

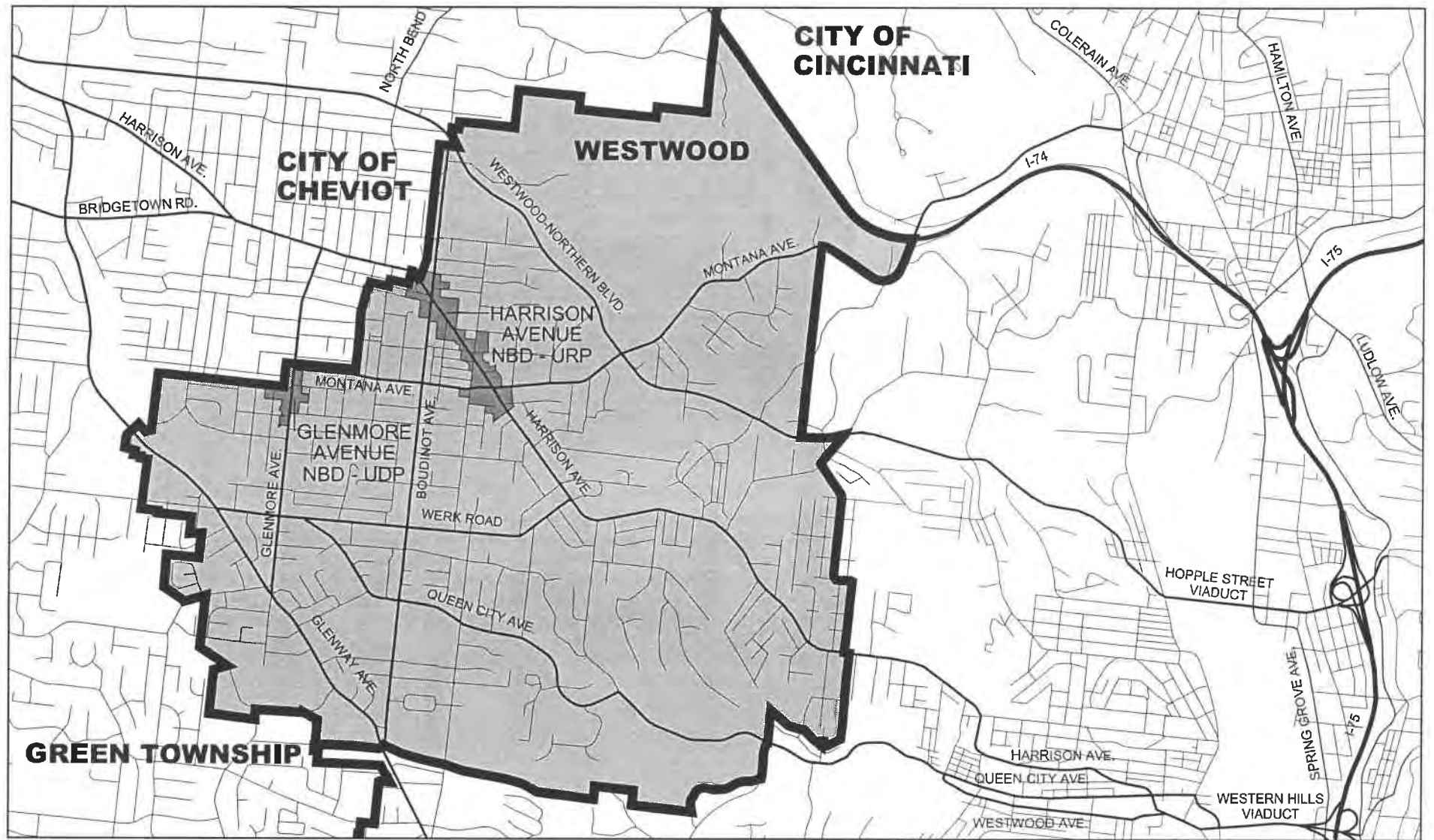
The Glenmore NBD extends from just south of the intersection of Glenmore and Daytona Avenue northward ending at the Cheviot corporation line; refer to the following Neighborhood Business District Location Map. Compared with the Harrison Avenue NBD, the length of Glenmore's commercial area within Westwood and/or the City of Cincinnati is relatively short extending approximately 1,300 feet. Here again commerce continues along Glenmore Avenue into Cheviot and intersects with Harrison Avenue at the very center of Cheviot's commercial core.



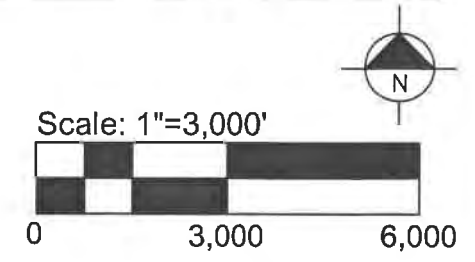


## WESTWOOD: Vicinity Map





**WESTWOOD: Harrison Avenue and Glenmore Avenue NBD Location Map**



The road that would become Harrison Avenue was constructed as the connection between Cincinnati and the outlying settlements stretched along the Great Miami River. It was along this road that homesteads, farms, and the businesses that served them developed. Commercial enterprise progressed more quickly to the west, as during the first half of the nineteenth century, when the City of Cheviot already had a concentrated group of hotels, stores, and blacksmith shops, there were only a few businesses scattered through the area that eventually became known as Westwood.

Indeed, the Westwood Harrison Avenue Business District did not fully develop until the 1860's and 1870's. Initially, Westwood's business community was a typical, small town collection of neighborhood-oriented operations, such as drugstores, markets/groceries, plumbers, and restaurants. As time continued, the village grew in population and began to take on an increasingly distinct and independent identity. As Westwood became more solidly established, more regionally oriented businesses opened. Village expansion also created additional concentrations of commercial activity such as that along Glenmore Avenue.

In 1896, Westwood was annexed by the City of Cincinnati as streetcar service expansion transformed the self-contained, self-sufficient village of Westwood into a commuter suburb of the city. The automobile then began to make a distinct impression on the Harrison Avenue business district as early as the 1920's. By 1928, there were at least four gas stations, two car lots, an auto parts store, and an auto paint shop. Within the next

twenty years, the number of filling stations and garages had doubled, reflecting the growing dependence on the automobile. In the 1950's and 1960's the western side of Hamilton County experienced a tremendous growth in population. The increasing usage of private automobiles afforded greater mobility for a larger segment of this new population. With this societal change, Westwood came to realize the need for additional parking was crucial for a majority of the local business community's survival. At the time, however, neither private enterprise nor the City government was able to increase parking in the vicinity due to the physical constraints inherent to and placed upon the available commercial property.

Many of the old neighborhood retail concerns on Harrison Avenue moved or closed during the 1960's through the 1980's. Some of the buildings that housed early Westwood businesses remain along the 3200 block of Harrison Avenue.<sup>1</sup> Within these, a cluster of antique shops has survived near the Cheviot border, but many of Westwood's stores and offices remain vacant.

Today, both of Westwood's two Neighborhood Business Districts are fighting a stagnant status quo amongst the smaller commercial establishments. Both districts are also seeking to control an influx of larger regional and national commercial chains developing at the major intersections. It is the physical balance between reinvigorated smaller shops with a neighborhood focus, and larger regional draws, that this NBD Improvement Plan seeks to address

1. The Bicentennial Guide to Greater Cincinnati:  
A Portrait of Two Hundred Years.  
The Cincinnati Historical Society, Volume 2.

### Issues, Policies, and Recommendations: A Plan for Westwood (1973)

- City of Cincinnati Planning Department
- Westwood Community Study Committee
  - Westwood Civic Association Civic Improvement Committee
  - Cheviot-Westwood Kiwanis Club Businessmen's Committee

The investigative component of this comprehensive neighborhood / community plan identified issues involving the “regulation of land use, the adaptation of use to site, circulation and access to land, and the changing environment.” Problems addressed within this framework included physical, economic, and social structure problems within the community. The design and planning section of the study proposed long-range physical improvements and an implementation-action program to address the issues above. Also offered were a set of policy recommendations that could be beneficial in sustaining the quality of the entire community.

The plan identified (9) areas in Westwood serving as neighborhood business districts along with (1) regional shopping center. Among the nine districts, the Harrison Avenue District, NBD # 82, was identified as the one having the most historical, cultural, and commercial community significance. The Glenmore Avenue NBD was not specifically analyzed.

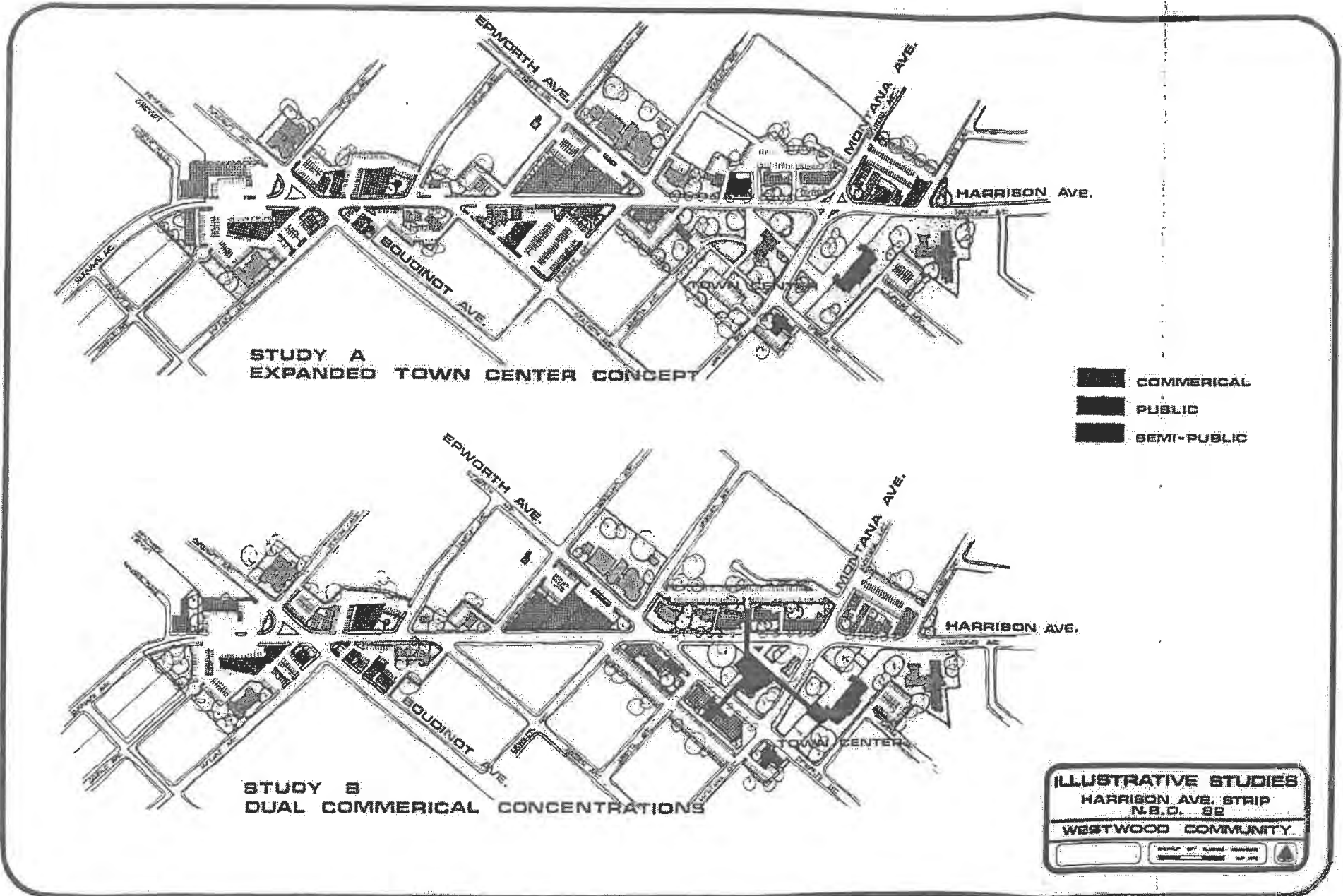
Eleven development forces that play a major role in the shaping of neighborhood business district were listed and described. Specific to the Harrison Avenue NBD, it was established that the district only had approximately 60% of the parking spaces required. The length, organization, and deteriorating built environment of this NBD were also concerns. However, it was stated that the Harrison Avenue district had potential and to illustrate this, two design proposals were included in the plan; refer to following page.

proposed the expansion of property surrounding the existing Town Hall utilized for community / civic use. Included in this expansion would be a major improvement to the Harrison / Montana intersection including the widening of both roadways, the demolition of existing adjacent buildings and the construction of new commercial structures. Also, the section of Epworth Avenue between Montana and Harrison would be eliminated to improve off-street parking and pedestrian circulation. The sharp bend on Harrison Avenue at the Cincinnati – Cheviot corporation line would be replaced by a long sweeping curve. The existing buildings would be razed and replaced by new small commercial strip centers with more accessible parking. Between these two areas would be the section devoted to the automotive related regional businesses. To provide the required parking, the plan also proposed the demolition of a large number of adjacent residential properties.

The second design proposal, Study B – Dual Commercial Concentrations envisioned the creation of two main business areas, one surrounding the Town Hall, the other focused on the Harrison and Boudinot intersection. The development around the Town Hall would be more pedestrian oriented with major pedestrian connections made by a new overhead walkway system. The Boudinot area would be more vehicular oriented. Once again, between these two areas would be the section devoted to the automotive related regional businesses. And also again to provide the required parking, the plan proposed the demolition of a large number of adjacent residential property.

The completed plan was not approved by the City of Cincinnati Planning Commission or adopted by the City Council. The reasoning for this is now unknown to us. Possibly, as a result of this inaction, few, if any, of the improvements visualized for the Harrison Avenue NBD were actually realized.

Issues, Policies, and Recommendations:  
A Plan for Westwood (1973)



**Westwood NBD Urban Design Plan (1980)**

- City of Cincinnati Department of Development
- Woolpert Consultants
- Westwood Civic Association
- Westwood Community Urban Redevelopment Corporation

Unlike the 1973 plan, the 1980 Westwood NBD Urban Design Plan (UDP), concentrated solely on the Harrison Avenue Neighborhood Business District. The intention of creating this new document was to once again serve as a conceptual guide for the district's overall economic growth and needed physical improvements. Existing physical conditions, parking and circulation, housing, economic and market conditions were all analyzed. From this analysis, a listing and description of the district's strengths and weaknesses were developed.

The strengths of the Westwood (Harrison Avenue) NBD identified in the 1980 UDP study were:

1. Strong NBD name recognition
2. Strong local support and desire for improvement
3. Strong and stable neighborhood financial institutions
4. Strong, viable adjacent residential neighborhood
5. Town Hall – recognized historic heart of community
6. WCURC (Westwood Community Urban Renewal Corporation) – the potential vehicle for implementation of the planned improvements
7. Proximity of the new St. Francis / St. George Hospital (Mercy Franciscan Hospital – Western Hills Campus)
8. Proximity of Cheviot NBD
9. Depressed real estate values ideal for new business
10. Availability of quality buildings for adaptive re-use
11. Availability of quality public transit

The weaknesses of the Westwood (Harrison Avenue) NBD identified in the 1980 UDP study were:

1. Inordinate length of the NBD
2. Expansion constraints
3. Erosion of neighborhood demographic character
4. Parking inadequacies – amount, location, visibility
5. Lack of a strong formal business association
6. Lack of pedestrian scale and visual impact
7. Physical deterioration
8. Lack of a physical boundary
9. Retailing inadequacies:
  - Vacancies, image, appearance, merchandising, limited variety, lacking marketing strategies

A redevelopment philosophy was then formulated to guide the direction of the proposed planning and recommendations. The creators of the 1980 Westwood NBD UDP realized that the Harrison Avenue NBD would never again become the primary or predominate shopping area for Westwood. Therefore the focus for redevelopment stressed achievable, realistic goals in addressing the district's fixable physical problems, promoting and building upon the district's strengths, and controlling the long-term evolutionary changes to the district. Goals and Objectives developed within this philosophical framework focused on implementation of the UDP, addressing circulation and parking, land use and urban design, economic development, and housing.

1. Circulation and Parking:
  - Create free, visible, convenient, and safe parking opportunities.
2. Land Use and Urban Design:
  - Upgrade the physical attributes of the NBD to create a more convenient and attractive appearance and image.

**Westwood NBD Urban Design Plan (1980), continued;**

3. Economic Development:
  - Create an environment in which continuing reinvestment and improvement occur.
4. Improve continued retail development, which provides the NBD with a sufficient volume of stores offering consumers a variety of goods and services.
5. Housing:
  - Provide a greater walk-in retail market by strengthening and selectively expanding the surrounding residential area.

Again, this plan was not approved by the City of Cincinnati Planning Commission or adopted by City Council. As previously stated the reasoning for this is not wholly known. One reason may be that until very recently the per capita income level of the entire Westwood community was one of the highest in the City of Cincinnati, a considerable achievement given the geographic size of the community. Even today, as the demographic character of Westwood's eastern portion changes and the economic the western area of Westwood is still largely a very affluent neighborhood.

From the completion of this 1980 Urban Design Plan to the start of the current plan, the only new private construction within the district has been the construction of an automobile service station, a fast-food restaurant, and the expansion of a neighborhood based savings and loan.

Constructed of right-of-way improvements include a streetscape and the minor straightening and widening of Montana Avenue between Epworth and Harrison Avenues.

Although these plans were not formally adopted, both of these two previous plans assisted in the organization and development of the current planning effort. Though many years have passed, the issues to address in Westwood, and in the two neighborhood business districts remain the same. Fortunately, the previously identified strengths of Westwood have also remained to build upon.

**Business Survey (refer to Appendix A):****1. Business Ownership:**

- |                         |     |
|-------------------------|-----|
| a. Family-Owned:        | 30% |
| b. Sole Proprietorship: | 27% |
| c. Not For Profit:      | 17% |
| d. Partnership:         | 7%  |
| e. For Profit:          | 7%  |

**2. Business Operation:**

- |                    |     |
|--------------------|-----|
| a. Local:          | 75% |
| b. National Chain: | 25% |

**3. Building Ownership:**

- |                 |     |
|-----------------|-----|
| a. Own:         | 63% |
| b. Lease:       | 34% |
| c. No Response: | 3%  |

**4. Business Establishment:**

- |                 |     |
|-----------------|-----|
| a. 1980 – 2001: | 47% |
| b. 1960 – 1980: | 30% |
| c. Before 1960: | 23% |

**5. Future Business Plans:**

- |                          |                |
|--------------------------|----------------|
| a. Planned Relocation    | 87% (no plans) |
| b. Planned New Openings: | 77% (no plans) |
| c. Planned Closing:      | 87% (no plans) |

**6. Business Customers:**

- |                   |     |
|-------------------|-----|
| a. Western Hills: | 35% |
| b. Other:         | 65% |

**7. Business Hours of Operations – Majority of Respondents:**

- |                              |                       |
|------------------------------|-----------------------|
| a. Hours Open:               | 8 AM to 9 PM          |
| b. Busiest Days of the Week: | Mondays & Saturdays   |
| c. Busiest Daily Times:      | Mornings & Afternoons |

**8. Business Advertisement:**

- |                     |  |
|---------------------|--|
| a. Current Sharing: | 90% (do not share)                                 |
| b. Future Sharing:  | 53% (would not share)<br>47% (open to possibility) |

**9. Business Parking:**

- |                 |  |
|-----------------|--|
| a. Sharing:     | 27% (open to possibility)<br>27% (would not share) |
| b. No Response: | 46%  |

**10. Business Association:**

- |                   |  |
|-------------------|--|
| a. Participation: | 60% (interested)<br>40% (not interested) |
|-------------------|--|

**11. Business District Improvements:**

- |                                      |   |
|--------------------------------------|---|
| a. Top (5) improvements desired are: |   |
| i.                                   | Façade / Awning Improvements              |
| ii.                                  | Litter Control                            |
| iii.                                 | Parking                                   |
| iv.                                  | Safety                                    |
| v.                                   | Business District Identity and Appearance |

**12. New Business Types:**

- |   |                             |
|---|-----------------------------|
| a. Top (5) new business types desired are:            |                             |
| i.  | Entertainment               |
| ii.   | Retail                      |
| iii.  | Professional                |
| iv.   | Restaurants                 |
| v.  | Specialty Retail Shops      |
| b. Top (5) new business types <b>not</b> desired are: |                             |
| i.  | Adult Entertainment         |
| ii.   | Automobile Service / Repair |
| iii.  | Beauty Salons               |
| iv.   | Convenience Stores          |
| v.  | Check Cashing               |



**Citizen Survey (refer to Appendix A):**

**1. Business District Improvements:**

- a. Harrison Avenue NBD
  - Top (4) improvements desired are:
    - i. Litter Control: 10%
    - ii. Streetscape: 10%
    - iii. Business Signs: 8%
    - iv. Additional Parking: 8%
- b. Glenmore Avenue NBD
  - Top (4) improvements desired are:
    - i. Façade Improvements: 10%
    - ii. Streetscape: 10%
    - iii. District Identity: 9%
    - iv. Litter Control: 9%

**2. Business District Safety:**

- a. Harrison Avenue:
  - i. Safety is a Concern: 10%
  - ii. Safety is **Not** a Concern: 90%
- b. Glenmore Avenue:
  - i. Safety is a Concern: 10%
  - ii. Safety is **Not** a Concern: 90%

**3. New Business Types:**

- a. Harrison Avenue NBD - New business types desired are:
  - i. Bakeries
  - ii. Coffee Shops
  - iii. Restaurants
  - iv. Specialty Retail Shops
- b. Glenmore Avenue NBD - New business types desired are:
  - i. Bakeries
  - ii. Ice Cream Parlors
  - iii. Specialty Retail Shops

**3. New Business Types (continued):**

- c. Harrison Avenue NBD / Glenmore Avenue NBD
  - Top (5) new business types **not** desired are:
    - i. Adult Entertainment
    - ii. Automobile Service / Repair
    - iii. Bars
    - iv. Discount Retail Stores
    - v. Fast-Food Restaurants
    - vi. Gun Shops

**4. Business District Controls and/or Regulations:**

- a. Litter Control / Trash Receptacles: 27%
- b. Streetscape: 21%
- c. Signage: 19%
- d. New Development: 17%
- e. Building Facades: 16%

**5. Westwood Local Citizens Shopping Patterns:**

- a. The majority of citizens shop most often in the:
  - i. Harrison Avenue NBD: 76%
  - ii. Glenmore Avenue NBD: 52%
- b. The majority of citizens shop most often on:
  - i. Monday: 13%
  - ii. Tuesday: 12%
  - iii. Wednesday: 21%
  - iv. Thursday: 13%
  - v. Friday: 17%
  - vi. Saturday: 12%
  - vii. Sunday: 12%
- c. The majority of citizens shop most often during the morning hours of 9:00 AM and 11:30 AM and between the afternoon hours 1:30 PM and 5:00 PM.

# **WESTWOOD NBD Improvement Plan**

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## **Part III - Harrison Avenue NBD Urban Renewal Plan**



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- Proposed Option 1– Block K: Description
- Proposed Option 1– Block K: Plan Detail
- Proposed Option 1– Block L: Description
- Proposed Option 1– Block L: Plan Detail

**Proposed Development Plan – Option 1 (continued):**

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- Proposed Option 1 – Block M: Plan Detail
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- Proposed Option 5 – Block E: Description
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**Proposed NBD Improvement Plan – Preliminary Cost  
Estimate**

**Introduction:**

The Harrison Avenue NBD encompasses the area most residents and non-residents alike associate with their concept of where and what Westwood is. The main reason for this is that the Harrison NBD is anchored by the community's cornerstone historic institutions comprised of government, the Town Hall, education, Westwood Elementary, religion with four churches within the district and one nearby, and of course commerce. This NBD is what first served the growing community of Westwood and what first drew others from the surrounding region to Westwood. And it is the resurrection of this NBD that will be viewed by all as the barometer measuring the livability of Westwood.

**The Harrison Avenue NBD Urban Renewal Plan:**

The first step in this planning project was to determine a physical boundary that defined the limitations and scope of the study area; refer to the following Proposed Boundary Maps. This boundary was established along the existing civic corporation line separating the cities of Cincinnati and Cheviot, and follows the existing Cincinnati zoning district lines delineating the distinction between existing commercial and residential zones. The second step required the decision to construct an Urban Renewal Plan as opposed to creating an Urban Design Plan for this district.

**Urban Renewal Plan – Working Definition:**

To re-establish and confirm the importance of Harrison Avenue to Westwood, the NBD Improvement Plan Task Force determined that the tools provided through the implementation of an Urban Renewal Plan, (URP), would be required to properly address the district's problems and to effectively revitalize the commercial environment. Through the URP, the Task Force with Community

input established priorities and developed short and long-term strategies for re-development project implementation.

A URP will also provide Westwood the mechanism to eliminate blight within the bounds of the Harrison Avenue NBD in accordance with Chapter 725 of the City of Cincinnati Municipal Code. For this purpose a determining eligibility study of existing blighted conditions was performed; refer to Blight Study Summary and Appendix B – Blight Study. As an Urban Renewal Plan this document will provide the tools necessary for property acquisition as required to achieve the Plan's objectives. The URP will also coordinate public and private improvements to the district by providing a basis for funding requests resulting in a planned revitalization of the district. The URP must be approved by the City of Cincinnati Planning Commission and adopted by City Council.

A typical result of previous Urban Renewal Plans for other NBD's within the City was the establishment an Environmental Quality District (EQ-UD) conforming to Chapter 1459 of the Cincinnati Zoning Code. Today, the Zoning Code is being rewritten with one of the intentions being to include the spirit of the regulating provisions of a typical EQ-UD into the requirements of the base zoning designation. An objective of this URP will be to establish the correct zoning in order to guide the preferred course of development; refer to the Plan for the Existing Zoning Analysis and Proposed Zoning Recommendations.

**Part I: Existing Conditions – Investigation and Analysis**

Existing conditions, the physical, communal, environmental, and legislated attributes that currently define and describe the NBD were studied. Analysis brought to focus the issues that either caused, or were created by, problematic or fortuitous conditions. A

summary of issues became a documented listing of items to address.

**Part II: Proposed NBD Improvement Plan**  
– **Options and Recommendations**

Once inventoried, problems to solve and opportunities to explore were identified and presented as Goals and Objectives. From these, design recommendations were developed and detailed as options for proposed implemental solutions.

This URP proposes one overall development scheme for the Harrison Avenue NBD with additional development scenarios detailed for particular blocks as required and deemed feasible. This Plan, in representation of the desires for the area jointly envisioned by Westwood and the City of Cincinnati in support of the district's commercial activity, is a documented tool for Westwood to map, guide, shape, and direct the future physical environment of their NBD

Design proposals included in the URP do not make the changes recommended a certainty. Improvements within the publicly held right-of-way are more easily realized than those on private property requiring private initiation and the full cooperation of property owners to proceed. As previously stated, the URP does provide the mechanism required to implement the use of eminent domain. However, as the process to acquire private property through the eminent domain process is costly and time consuming, utilization of this option would only be invoked upon the exasperation of all other options.

**Part III: Proposed NBD Improvement Plan**  
– **Program Implementation Strategies**

In order to effect change, improvement program implementation strategies are defined and outlined. The Harrison Avenue NBD URP is just one of several plans, projects, and proposals created for the long-term improvement of Westwood. As such, the community with City staff input will need to define and prioritize project and program implementation on a yearly basis in order to continually address the neighborhood's changing economic, demographic, and physical environments. Once prioritized, short-term implementation strategies to create impact and long-term strategies to sustain progress can be planned and coordinated.

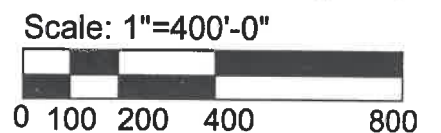


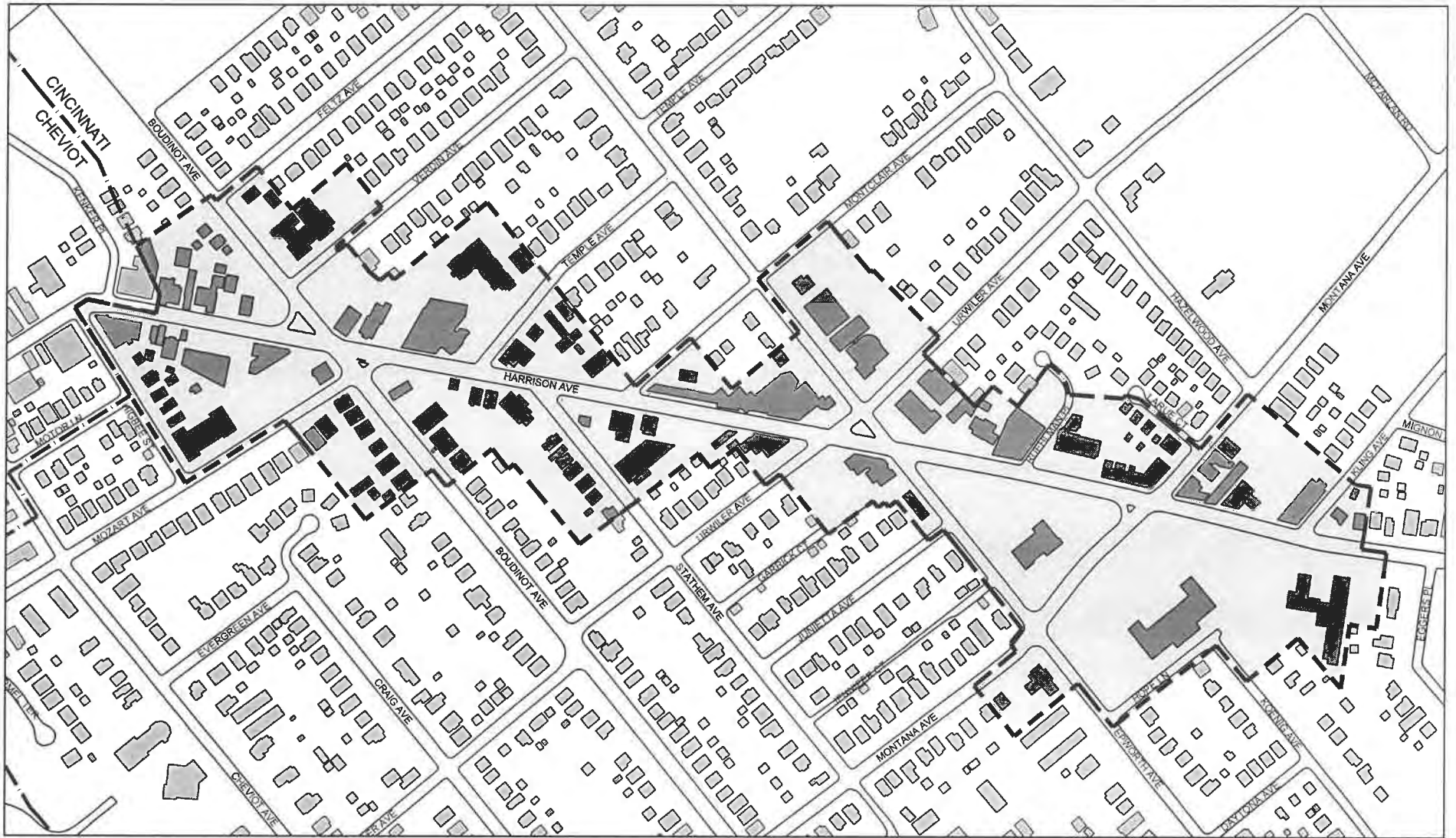
## WESTWOOD: Harrison Avenue NBD URP

## Proposed Boundary Map - Aerial

### LEGEND

- Urban Renewal Plan Study Area Boundary
- Municipal Boundary
- Existing Buildings within NBD Boundary
- Existing Buildings beyond NBD Boundary







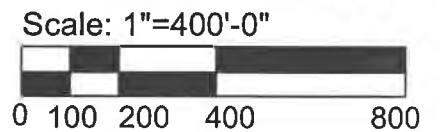


# WESTWOOD: Harrison Avenue NBD URP

# Proposed Boundary Map

## LEGEND

-  Urban Renewal Plan Study Area Boundary
-  Municipal Boundary
-  Existing Buildings within NBD Boundary
-  Existing Buildings beyond NBD Boundary





# **Harrison Avenue NBD Urban Renewal Plan**

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## **Existing Conditions – Investigation and Analysis**

**Introduction:**

Property ownership is generally divided into two classes. Major landowners compose the first division characterized by ownership of large, single parcels and/or ownership of several parcels of property that may or may not be joined together for redevelopment. The second division is composed of minor property owners, those in possession of private, individual, and/or small parcels of property.

In terms of area, property ownership within the Harrison Avenue NBD is nearly divided equally between major and minor landowners. As expected the large parcels are nearly all owned by institutional or regional commercial operations. The smaller parcels are those owned by more locally dependant concerns with long held historical roots in the community.

**Major Property Ownership Listing:**

1. Civic Institutions:
  - a. City of Cincinnati – Westwood Town Hall
2. Commercial Properties:
  - a. Anchor Associates – Walgreen’s / US Bank
  - b. Herschel Benkert – Western Hills Honda / Yamaha
  - c. BP Oil
  - d. Keidel Plumbing Supply
  - e. Wilad Investment Company – White Castle
  - f. Wullenweber Motors
3. Educational Institutions:
  - a. Cincinnati Board of Education – Westwood Elementary
  - b. Public Library of Cincinnati and Hamilton County

## 4. Religious Institutions:

- a. Grace Lutheran Church
- b. Salem Presbyterian Church
- c. Westwood First Presbyterian Church
- d. Westwood United Methodist Church

**Minor Property Ownership Listing:**

The following are representative of minor property owners within the Harrison Avenue NBD:

## 1. Commercial Properties:

- a. Bolton & Lunsford Funeral Home
- b. Cheviot Lodge 140
- c. Habigs Restaurants Inc.
- d. PeterMark Enterprises – Neidhard Minges Funeral Home
- e. Westwood Homestead Savings and Loan

**Analysis:**

Land ownership directly reflects the tri-partite division of the NBD with the grouping of major property owners comprising the southern cultural center, the central regional enterprise area, and the western vehicular oriented section. Amongst and adjacent to these three areas are grouped the minor property owners.

**East Side of Harrison Avenue:**

2968	Harrison Ave.	C. Cavanaugh	3470	Stathem Ave.	D. Kerchner
2990-96	Harrison Ave.	Westwood Homestead	3475	Stathem Ave.	T. Weber
3006	Harrison Ave.	Sontag Cleaners Inc	3479	Stathem Ave.	M. Lucas
3020	Harrison Ave.	Diamond Mgmt. Ltd.	3483	Stathem Ave.	J. Woods
3032	Harrison Ave.	Cheviot Lodge 140	3485-87	Stathem Ave.	R. Evans
3040-42	Harrison Ave.	Bolton & Lunsford Funeral	3489-93	Stathem Ave.	Petermark Enterprises
Home			3502-06	Boudinot Ave.	J. Tenover
3044	Harrison Ave.	Wellenweber Motors Inc.	3507	Boudinot Ave.	J. Miller
3050	Harrison Ave.	WHM Inc.	3511	Boudinot Ave.	W. Kissell
3054-64	Harrison Ave.	Public Library	3512	Boudinot Ave.	J. Stroud
3101-18	Harrison Ave.	H. Benkert	3514	Boudinot Ave.	F. Fiorini
3110	Harrison Ave.	C. Wier	3515	Boudinot Ave.	A. Ghani
3120	Harrison Ave.	R. Mullins	3519-23	Boudinot Ave.	K. Bookbinder
3128	Harrison Ave.	R. Mathias	3527	Boudinot Ave.	G&R Properties
3134	Harrison Ave.	Wullenweber Motors Inc.			
3154	Harrison Ave.	R. Buehle	3107	Mozart Ave.	K. Neyer
3168-80	Harrison Ave.	Evers Enterprises	3111	Mozart Ave.	W. Wauligman
3186	Harrison Ave.	First National Bank	3116	Mozart Ave.	Wilad Investment Co.
3218	Harrison Ave.	L. Anevski	3118	Mozart Ave.	White Castle
3220	Harrison Ave.	BP Oil Exploration	3120-26	Mozart Ave.	Salem Presbyterian
3222	Harrison Ave.	D. Hauser			
3224-34	Harrison Ave.	A. Culbertson	3610	Higbee Ave.	F. Oswald
3228	Harrison Ave.	3228 Co.	3636	Higbee Ave.	R. Campbell
3236	Harrison Ave.	Lindisframe Inc			
3240	Harrison Ave.	S. Schwegmanns			

**Other Streets on the East Side of Harrison Avenue:**

3015	Urwiler Ave.	R. Von Allmen
3018	Urwiler Ave.	W. Sullivan
3030	Urwiler Ave.	D. Bird

**WESTWOOD: Harrison Avenue NBD Urban Renewal Plan**

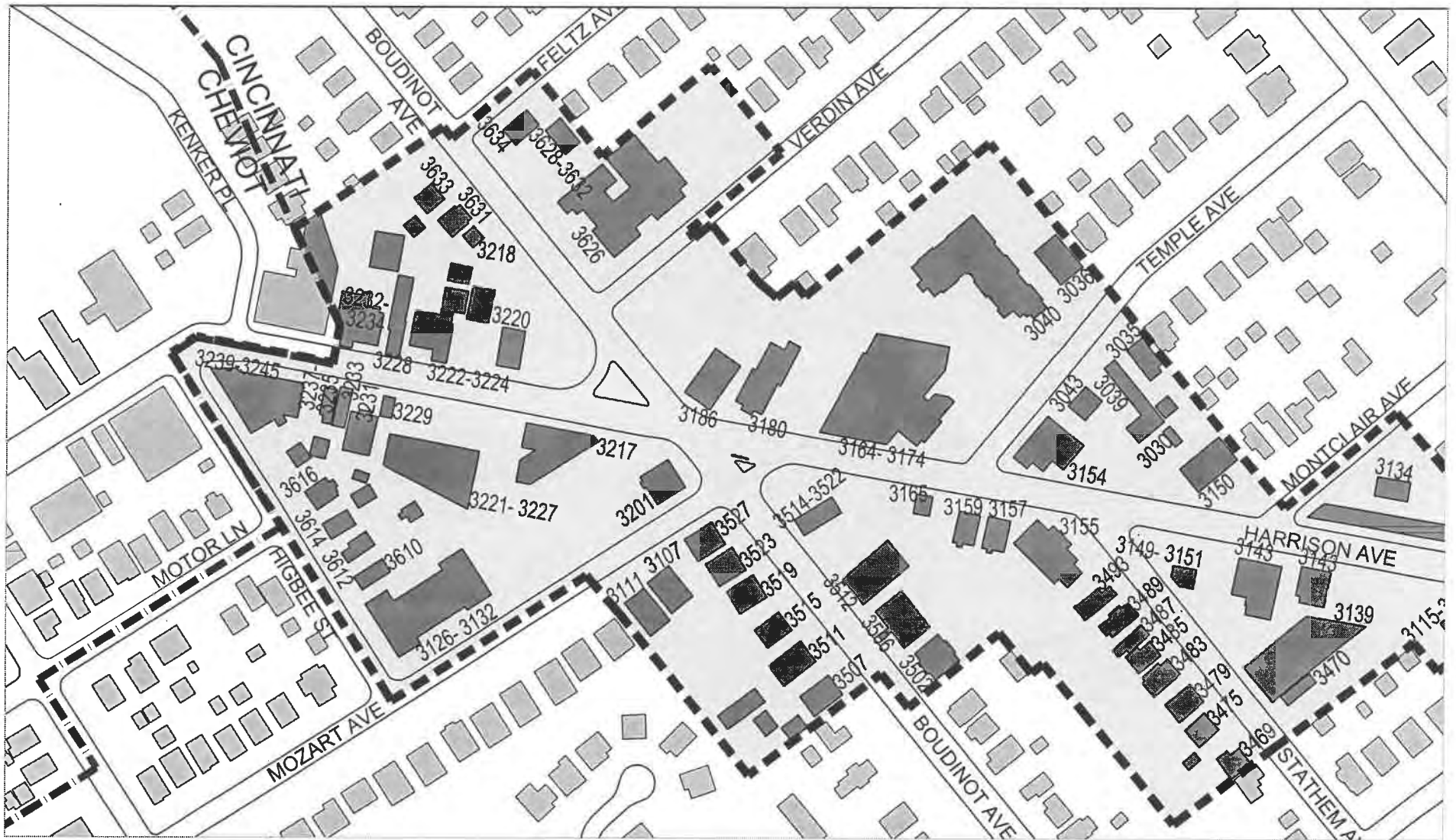
**Existing Property Ownership**

**West Side of Harrison Avenue:**

2963	Harrison Ave.	T. Bibus	2963-65	Montana Ave.	Sonoma Investments
3011	Harrison Ave.	Westwood 1 <sup>st</sup> Presbyterian	2981	Montana Ave.	Cincinnati Board of Education
3012	Harrison Ave.	R. Mattlin	3015	Montana Ave.	Public Library
3019	Harrison Ave.	City of Cincinnati	3117	Montana Ave.	W. Johnson
3081	Harrison Ave.	Habig's Restaurant Inc.	2904	Ruehlmann Ave.	V. Wetterrich
3101-18	Harrison Ave.	H. Benkert	2910	Ruehlmann Ave.	Wullenweber Motors Inc.
3113	Harrison Ave.	R. Wuest	2911	Ruehlmann Ave.	Bolton & Lunsford Funeral Home
3139-43	Harrison Ave.	Keidel Supply Co.			
3149	Harrison Ave.	T. Bonhaus	3339	Epworth Ave.	Emeral 3 LLC
3155	Harrison Ave.	Petermark Enterprises	3447	Epworth Ave.	S Pavlik
3157	Harrison Ave.	J. Jacob	3473	Epworth Ave.	M Moore
3159	Harrison Ave.	J. Miller			
3165	Harrison Ave.	N. Charles	2949	Urwiler Ave.	Cincinnati Bell
3197	Harrison Ave.	Standard Pacific Power			
3201	Harrison Ave.	Wilad Investment Co.	3011	Montclair Ave.	A. Borgman
3207-17	Harrison Ave.	Economy Glass			
3221-27	Harrison Ave.	United Dairy Farmers	3035	Temple Ave.	S. Weiss
3229	Harrison Ave.	K. Mattie	3065	Temple Ave.	B. Ellison
3233	Harrison Ave.	M. Francisco	3039-43	Temple Ave.	J. Farr
3235	Harrison Ave.	C. Boiman	3040	Temple Ave.	M. Hilsinger
3237	Harrison Ave.	J. Boiman	3046	Temple Ave.	Evers Enterprises
3239	Harrison Ave.	H. Brockmeyer			
3245	Harrison Ave.	E. Garrison	3626	Boudinot Ave.	Grace Lutheran Church
			3621	Boudinot Ave.	ILIA Co.
			3633	Boudinot Ave.	K. Kleve
			3635	Boudinot Ave.	K. Graves

**Other Streets on the West Side of Harrison Avenue:**

5950	Kling Ave.	D. Davis	3800	Kenker Ave	S. Schwegmanns
2945-53	Montana Ave.	Sontag Cleaners			
2954	Montana Ave.	L. Benken			
2955	Montana Ave.	M. Engler			



## Westwood: Harrison Avenue NBD URP

## Existing Property Ownership Map

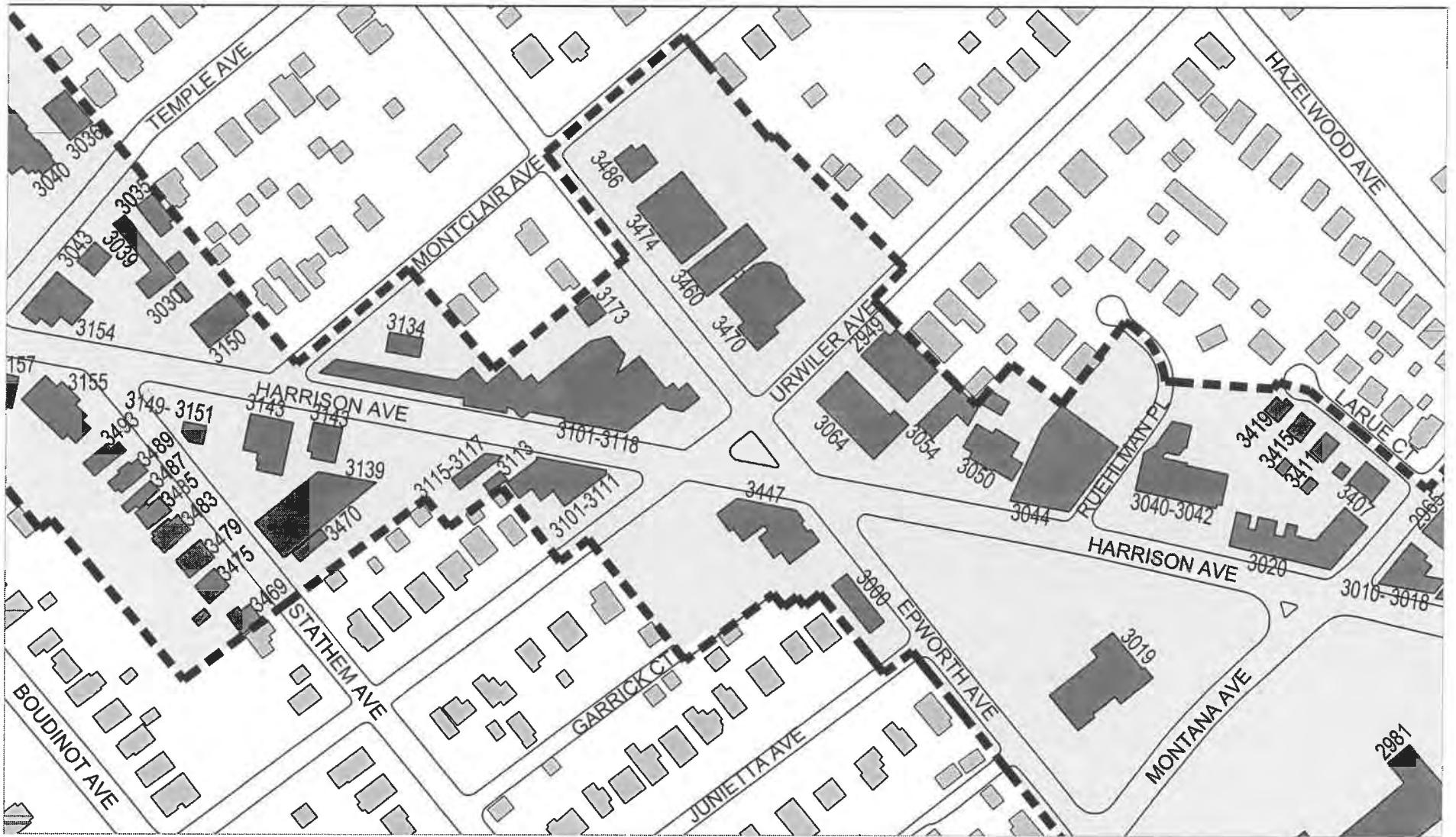
### LEGEND

- Urban Renewal Plan Study Area Boundary
- Municipal Boundary
- Existing Buildings within NBD Boundary
- Existing Buildings beyond NBD Boundary



Scale: 1"=200'-0"





## Westwood: Harrison Avenue NBD URP

## Existing Property Ownership Map

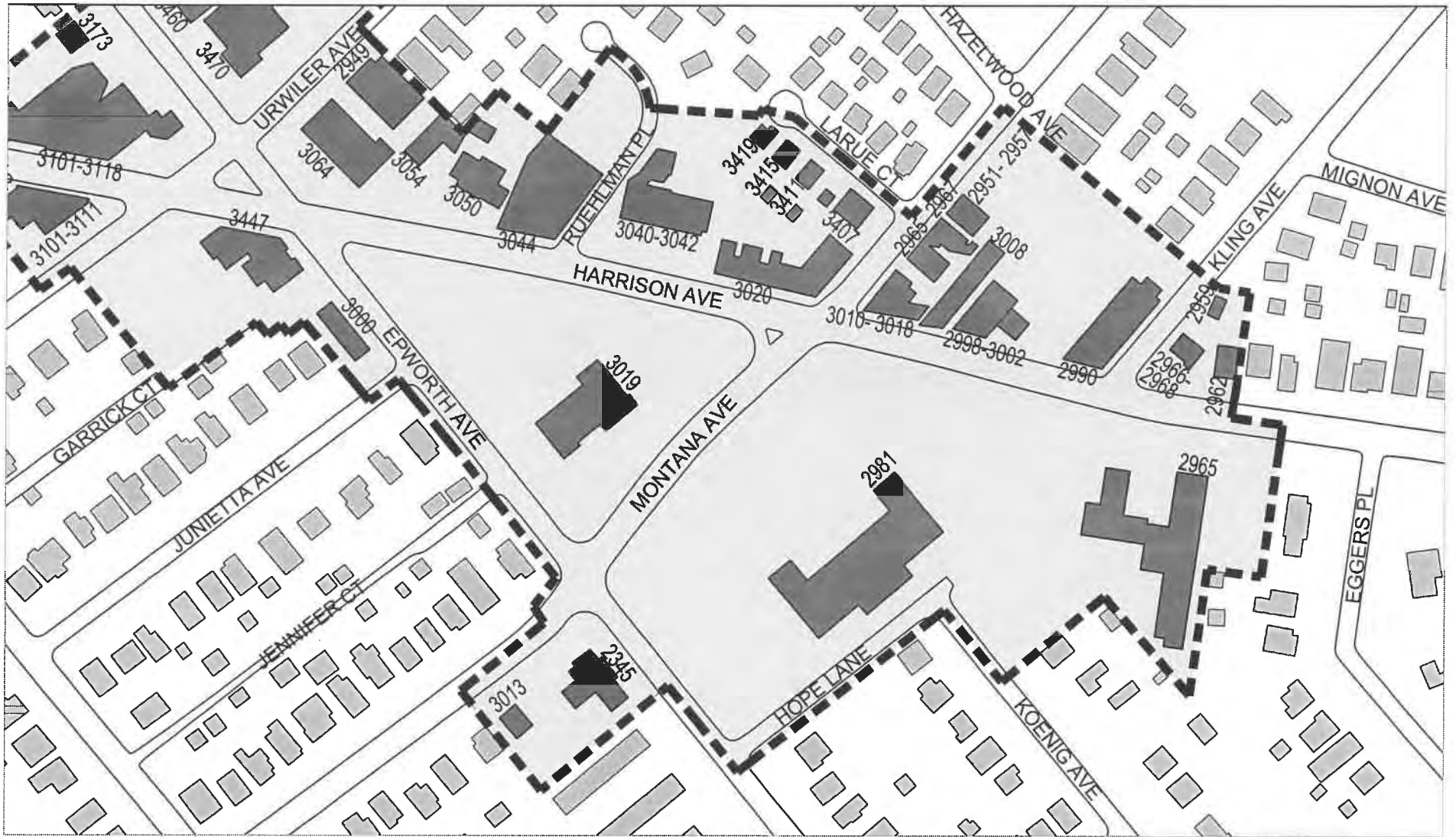
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Scale: 1"=200'-0"





## Westwood: Harrison Avenue NBD URP

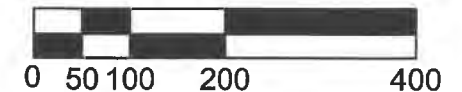
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- Existing Buildings beyond NBD Boundary



Scale: 1"=200'-0"



# WESTWOOD: Harrison Avenue NBD Urban Renewal Plan

# Existing Business

## Business Listing

### – Eastern Side of Harrison Avenue:

2962 Harrison Ave. Law Office  
 2966 Harrison Ave. Westwood Auto  
 2990 Harrison Ave. Walgreen's  
 3002 Harrison Ave. Westwood Homestead Savings  
 3006 Harrison Ave. Sontag Cleaners  
 3010 Harrison Ave. Vacant  
 3012 Harrison Ave. Speedy Refund  
 3014 Harrison Ave. Congressman Chabot Campaign Office  
 3016 Harrison Ave. Vacant  
 3020 Harrison Ave. Vacant  
 3024 Harrison Ave. Extra Fast Refund  
 3026 Harrison Ave. Vacant  
 3030 Harrison Ave. Vacant  
 3032 Harrison Ave. Vacant  
 3034 Harrison Ave. Kung-Fu  
 3042 Harrison Ave. Bolton & Lunsford Funeral Home  
 3044 Harrison Ave. Vacant  
 3050 Harrison Ave. Law Office  
 3054 Harrison Ave. Wullenweber Motors  
 3064 Harrison Ave. Public Library of Cinti. & Ham. Cty.  
 3104 Harrison Ave. Heartbeat Motors  
 3110 Harrison Ave. Western Hills Honda / Yamaha  
 3120 Harrison Ave. G's Barbarshop  
 3122 Harrison Ave. Raves  
 3124 Harrison Ave. Second Wind Quilts  
 3128 Harrison Ave. Mathias Real Estate  
 3134 Harrison Ave. Wullenweber Motors  
 3150 Harrison Ave. Cheviot Masonic Lodge  
 3154 Harrison Ave. Vacant

3168 Harrison Ave. Shop & Go  
 3174 Harrison Ave. Hader Hardware  
 3180 Harrison Ave. Cincinnati Computer Services  
 R.J. Lamardi, DDS  
 Styling Lounge  
 Tutorial Learning Ctr.  
 3186 Harrison Ave. Firststar Bank  
 3200-20 Harrison Ave. BP Oil Company  
 3222 Harrison Ave. Vacant  
 3228 Harrison Ave. Int. Hair Design  
 3234 Harrison Ave. Historic Beech Flats  
 3240 Harrison Ave. Sunshine Cleaners  
 2959 Kling Ave.  
 3030 Montclair Ave. Cellular Phone Tower  
 3628 Boudinot Ave. Grace Lutheran Church  
 3460 Epworth Ave. Westwood United Methodist Church  
 2949 Urwiler Ave. Cincinnati Bell

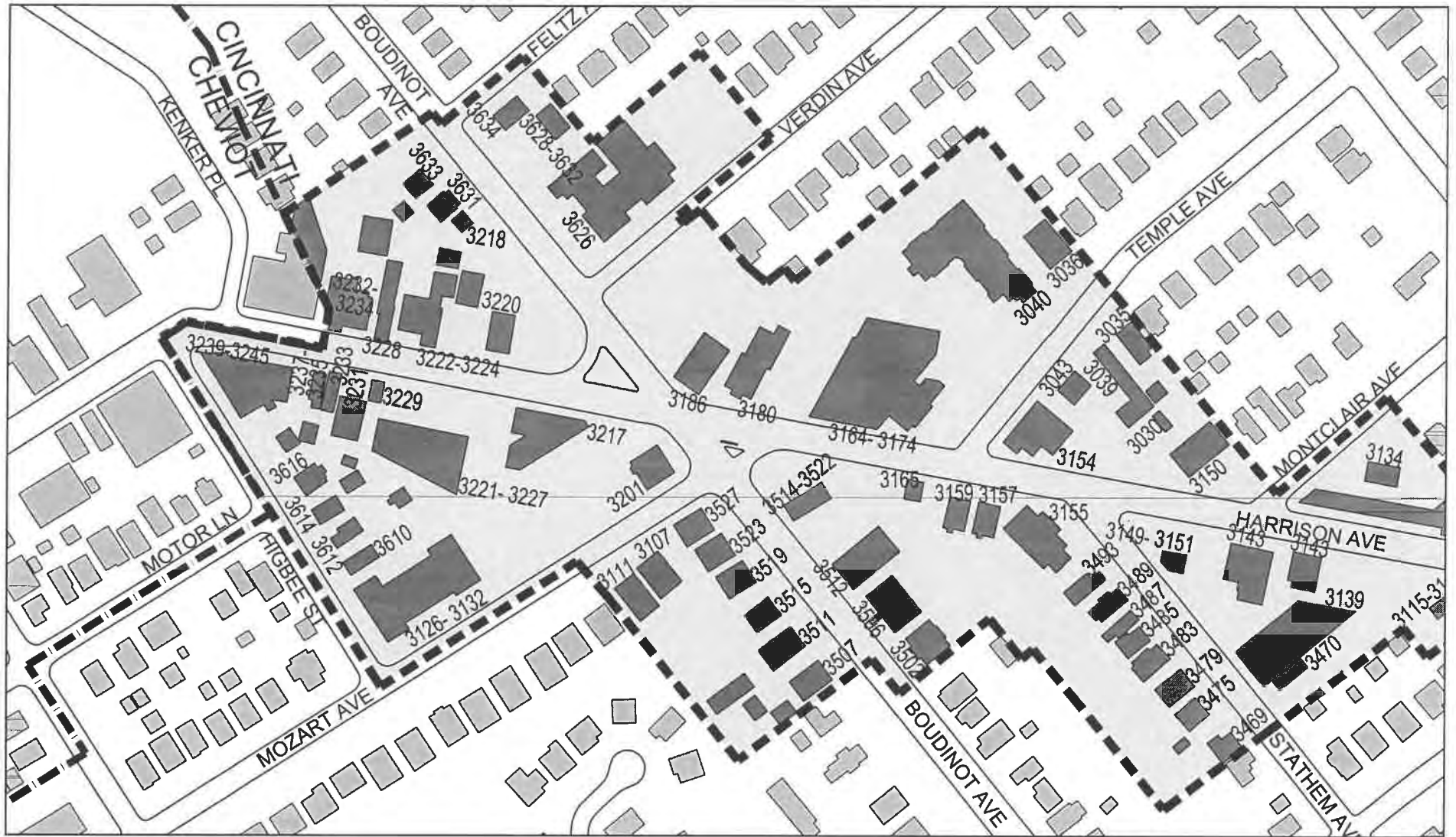
## Business Listing

### – Western Side of Harrison Avenue:

3011 Harrison Ave. Westwood First Presbyterian Church  
 3017 Harrison Ave. Westwood Town Hall  
 3077 Harrison Ave. Henke Winery  
 3081 Harrison Ave. Habig's Restaurant  
 3107 Harrison Ave. Cedar Chest  
 3111 Harrison Ave. Margard.  
 3139-43 Harrison Ave. Keidel Plumbing  
 3151 Harrison Ave. Tom Bonhaus Auto Service

3155 Harrison Ave. Neidhard – Minges Funeral Home  
 3157 Harrison Ave. Joseph E. Jacob, DDS  
 3159 Harrison Ave. Jeffrey S. Miller, DDS  
 3165 Harrison Ave. Charles Law Office  
 3197-99 Harrison Ave. Vacant  
 3201 Harrison Ave. White Castle Restaurant  
 3207 Harrison Ave. Ace Signs  
 3217 Harrison Ave. Economy Glass  
 3219 Harrison Ave. Friendlies Market  
 3221 Harrison Ave. Grote Bakery  
 3223 Harrison Ave. Black Box  
 3225 Harrison Ave. Vacant  
 3227 Harrison Ave. Commline Training Center  
 3229 Harrison Ave. Ken's Barber Shop  
 3233 Harrison Ave. Antiques  
 3235 Harrison Ave. Brighter Outdoors  
 3239 Harrison Ave. B & F Collectables  
 3243 Harrison Ave. Uniques  
 3245 Harrison Ave. Golden Door Antiques  
 3502 Boudinot Ave. Lab Corp  
 3506 Boudinot Ave. Westwood Medical Complex  
 3512 Boudinot Ave. Vacant  
 3345 Epworth Ave. Public Library of Cinti. & Ham. Cty.  
 3002 Junietta Ave. City of Cincinnati Firehouse  
 2981 Montana Ave. Westwood Elementary  
 3132 Mozart Avenue Salem Presbyterian Church





# Westwood: Harrison Avenue NBD Urban Renewal Plan

# Existing Business Map

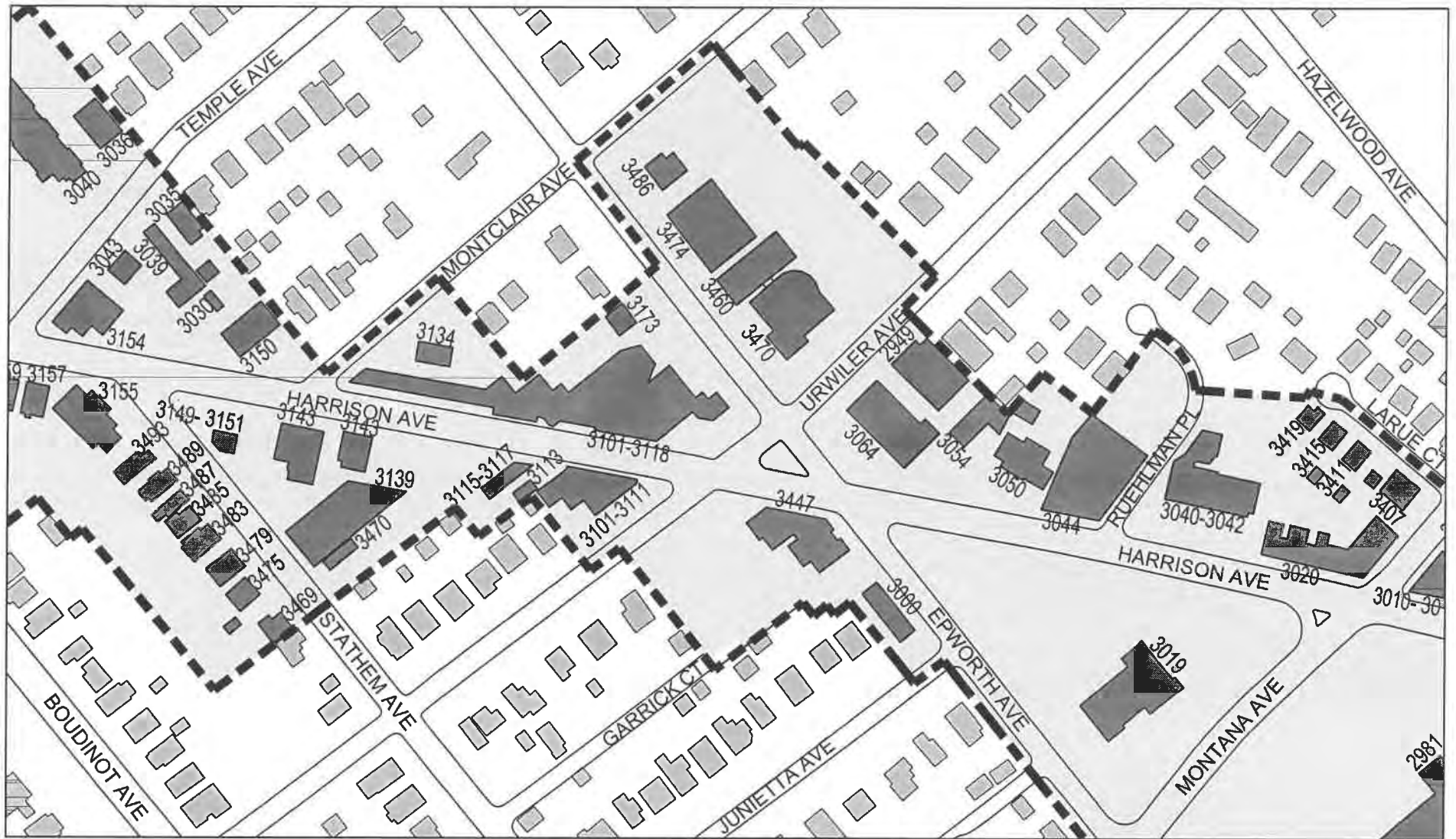
## LEGEND

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Scale: 1"=200'



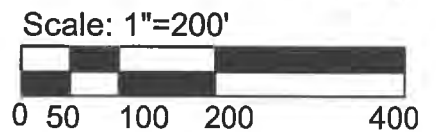


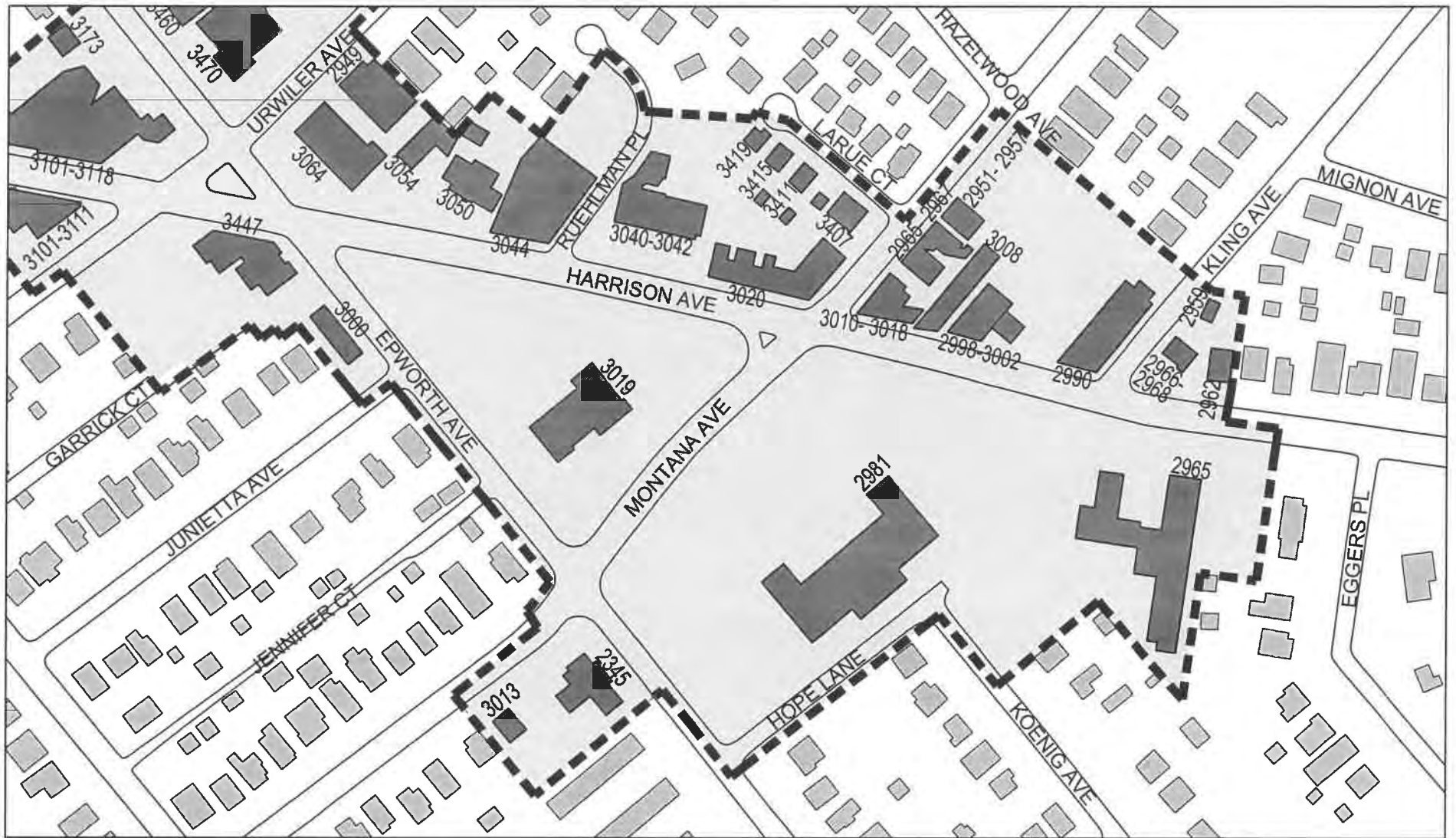
# Westwood: Harrison Avenue NBD Urban Renewal Plan

# Existing Business Map

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# Westwood: Harrison Avenue NBD Urban Renewal Plan

# Existing Business Map

## LEGEND

-  Urban Renewal Plan Study Area Boundary
-  Municipal Boundary
-  Existing Buildings within NBD Boundary
-  Existing Buildings beyond NBD Boundary



Scale: 1"=200'



**Introduction:**

Topography is the science, study, or mapping of physical land features. Topography is experienced as the amount of elevation change of the land within a geographic area. Topographic features are described as large flat areas or plateaus, high-points or ridges, low-points or valleys, and slope or the change in elevation between the two, commonly referred to as hills.

Along its length, the right-of-way forming Harrison Avenue rises from the southern gateway northwesterly until reaching the high point at the intersection of Harrison and Montana Avenues. From here and continuing northwesterly along Harrison the elevation falls to the low point at the intersection of Harrison and Boudinot Avenues. The gradient then rises again as Harrison travels into the City of Cheviot.

**Topography – Cultural Center Area:**

As noted the Harrison / Montana intersection is located at a high point along the Harrison Avenue corridor. On the eastern side of Harrison, and to the south of Montana Avenue, the elevation slopes down and away from Harrison in a general southeastward direction. On the eastern side of Harrison, north of Montana and south of Urwiler the slope rises up and away from Harrison in a general northeastward direction. Along this side, the Bolton – Lunsford Funeral Home sits atop the crest of the hill. The steep rise between Montana and Ruehlman Place will dictate the construction of retaining walls for any new development.

On the western side of Harrison Avenue within the Cultural Center Area, the Westwood Elementary School stands atop a plateau at the highest point within the district. From this location the land falls in all directions. The slope is not generally excessive and only

improvements to the school property may require retaining walls and/or fill material to address topographic issues.

**Topography – Regional Enterprise Area:**

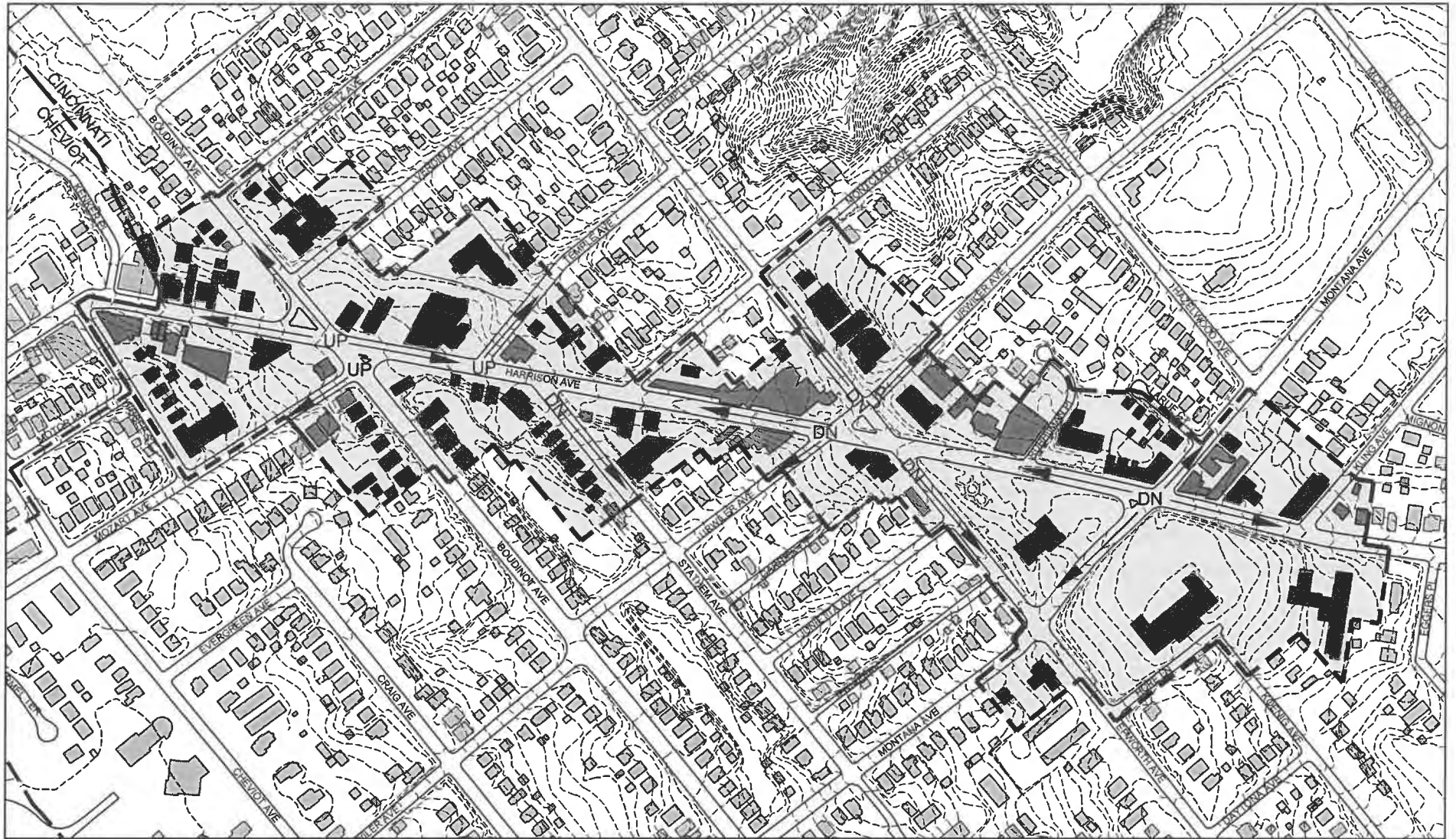
On the eastern side of Harrison Avenue from the Urwiler / Epworth intersection to Temple Avenue, the ground rises gently eastward. On the western side of Harrison, the topography falls off sharply to the west. In response to this condition, existing structures on this side of the street typically display one story building fronts along Harrison Avenue and two story rear building facades.

Due to this, new development will need to address issues of accessibility. Access to the fronts of buildings from lower parking lots at the rear of properties must be addressed through the use of additional sidewalks, ramps, steps, and/or retaining walls and fill material as required to transverse or make level the land. All of these options add cost to any proposed project on sloping sites.

**Topography – Vehicular Oriented Area:**

As previously noted the Harrison / Boudinot intersection is located at the lowest point along the Harrison Avenue corridor. Approaching this intersection from the south, the property to the east is relatively flat with a gradual rise eastward. To the west of Harrison, the topography continues to fall off sharply. To achieve the parking consolidation recommended for these properties, fill material and engineered solutions will likely be required.

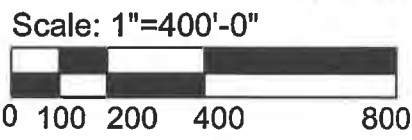
West of Boudinot, the ground rises into Cheviot. Along Boudinot, south of Mozart, existing retaining walls indicate the continued need to control the hillside. Otherwise the areas around this node are easily negotiable.



**Westwood: Harrison Avenue NBD Urban Renewal Plan Existing Topographic Map**

**Legend**

- ■ ■ Urban Design Study Area Existing Boundary
- — — Municipal Boundary



**Introduction:**

The existing land use pattern within the Harrison Avenue NBD is divided into three very distinctive areas. The first area surrounding the intersection of Harrison and Montana Avenues where civic, educational, and institutional uses dominate is considered the cultural center and symbolic heart of Westwood. Larger commercial enterprises that are more regionally focused have historically lined Harrison Avenue between the Epworth / Urwiler intersection and Temple Avenue. Vehicular oriented businesses have long congregated around the Harrison / Boudinot intersection. Amongst and between these uses, smaller neighborhood oriented business operations and residential property of varying density compose the remaining uses.

**Existing Land Use Analysis - Cultural Center:**

The cultural institutions at and near the Harrison/ Montana intersection are all located on the western side of Harrison Avenue. This configuration makes for a one-sided business district along Harrison from the beginning of the district at Kling northward past Montana to the Epworth / Urwiler intersection. Because of this, developing and sustaining vitality along the commercial corridor in this area will be difficult without street-front activity along the western edge.

The conglomeration of these institutions does however create the opportunity to build upon, enhance, and unify this core area. In support to the business district this area attracts and maintains large numbers of people that potentially can supplement the district's customer base. Once more fully integrated into the business district, both visually and functionally, the cultural significance of this area will also acts as a bridge between the commercial and residential concerns of Westwood.

**Existing Land Use Analysis - Regional Enterprise Area:**

For any NBD to prosper and sustain itself, it's commonly held that out of economic necessity the customer base of an NBD must extend regionally beyond the bounds of the immediate neighborhood community. These regional drawing enterprises usually require larger property parcels to

accommodate the requisite larger building and parking areas. As stated, within the Harrison Avenue NBD, these types of businesses have historically lined Harrison Avenue between the Epworth / Urwiler intersection and Temple Avenue. For these larger establishments, both building and parking expansion are problematic due to the triangular configuration of the available building lots and the immediate adjacency of the residential district.

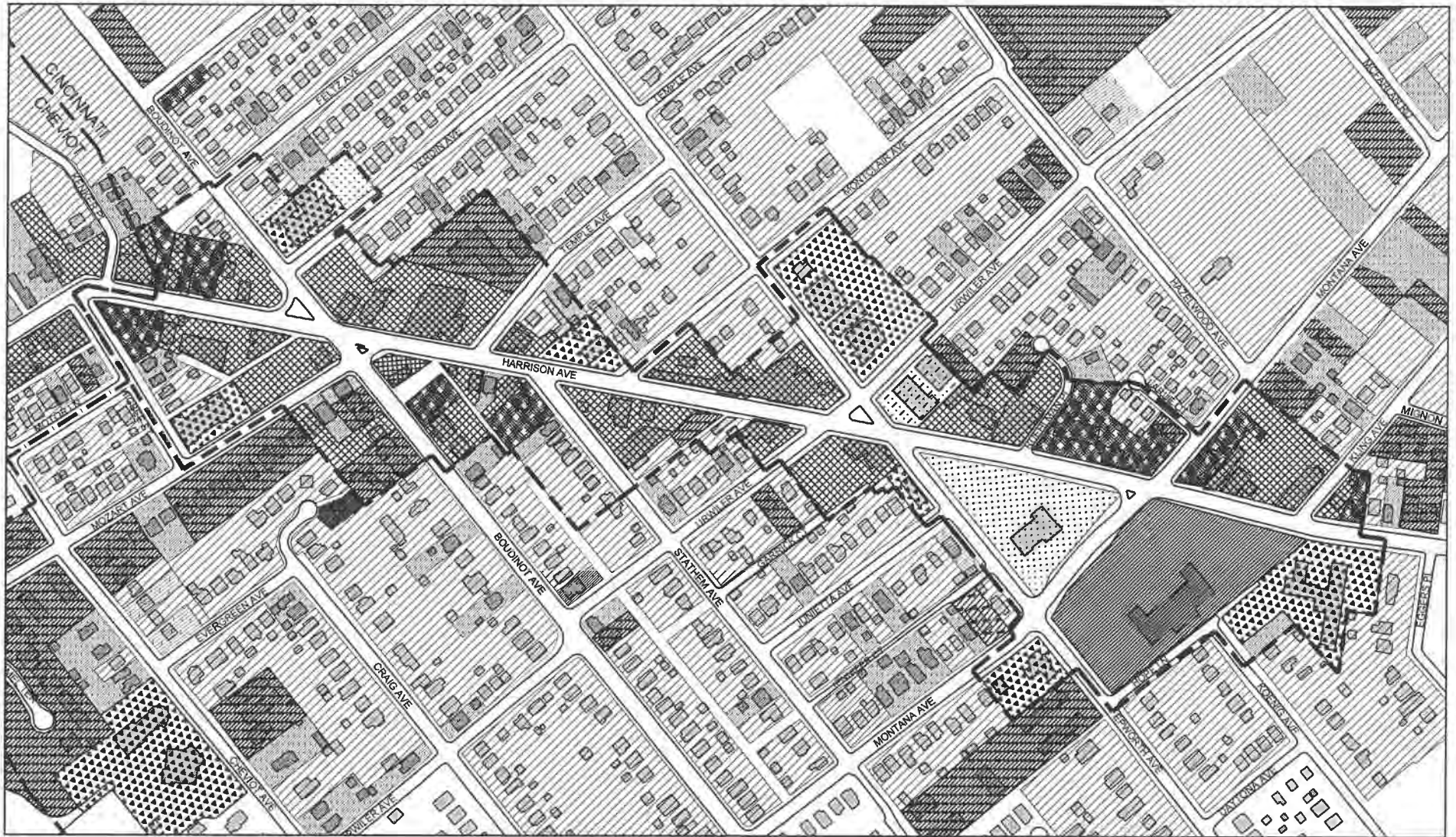
**Existing Land Use Analysis - Vehicular Oriented Business Area:**

In response to the large volume of traffic traveling through the intersection of Harrison and Boudinot Avenues, land use has long been associated with vehicular oriented businesses. In support of the continuation of these types of uses, the URP proposes environmental improvements to promote safe and efficient traffic control measures, increase parking accessibility, and enhance the pedestrian user experience.

**Existing Land Use Analysis – Traditional Neighborhood Business Uses:**

Smaller establishments that generally serve the immediate neighborhood provide infill, connectivity, and continuity between the larger land uses. These establishments usually have strong roots tying them to their location within both the community and the business district. For Harrison Avenue to function as envisioned in this URP it will be these land uses that will ultimately make it work.

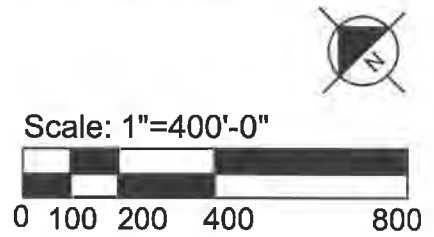
It should be noted that one of the main reasons behind the decision to create an Urban Renewal Plan was to effectively address and eliminate the negative environmental impact of the several existing automobile repair operations. While everyone agrees that many in the community use these businesses, the properties are unsightly, present a negative image, and disrupt the pedestrian friendly atmosphere desired. It is believed that these operations would be better located in separate vehicular oriented districts. If not relocated, it is a commonly held desire to have strict aesthetic development regulations placed upon the property.



**Westwood: Harrison Avenue NBD Urban Renewal Plan Existing Land Use Map**

**LEGEND**

- |  |  |  |   |
|--|--|--|---|
| <ul style="list-style-type: none"> <li>■ ■ ■ ■ Urban Renewal Plan Study Area Boundary</li> <li>— — — Municipal Boundary</li> <li>Existing Buildings within NBD Boundary</li> <li>Existing Buildings beyond NBD Boundary</li> </ul> | <ul style="list-style-type: none"> <li>Single-Family</li> <li>Two-Family</li> <li>Multi-Family</li> <li>Educational</li> </ul> | <ul style="list-style-type: none"> <li>Public Use</li> <li>Parks &amp; Playgrounds</li> <li>Semi-Public</li> <li>Commercial</li> </ul> | <ul style="list-style-type: none"> <li>Mixed-Use</li> <li>Vacant</li> </ul> |
|--|--|--|---|



**Existing Zoning Designations:**

- R-2: Single-Family Medium Density District
- R-3: Two-Family District
- R-4: Multi-Family Low Density District
  
- B-2: Community Business District
- B-4: General Business District
  
- O-1A: Suburban Low-Density Office District
- O-1: Suburban High-Density Office District
  
- R-3T: Transition District
- R-4T: Transition District

**Residential Districts:**

Predominantly, an R-2 Residential District allows for single and two-family housing along with various institutional and recreational uses. The R-3 District expands upon this to allow for housing consisting of up to four-family units. An R-4 District increases opportunities for housing, permitting low-density, large, multi-family buildings, and also for the construction of a limited number of business uses.

**Business Districts:**

The B-2 District allows for all of the previously listed residential, institutional, and recreational uses, and expands upon the business uses to allow for larger commercial and office use groups. The B-4 District is the most permissive business use district allowing for all types of commercial enterprise as well as a limited number of light manufacturing uses.

**Office Districts:**

The O-1A Suburban Low-Density Office District allows for all of the previously listed residential, institutional, and recreational uses, and business uses while also allowing offices devoted to business management and professional uses. In addition, the O-1A Suburban High-Density Office District also allows for certain medical laboratories.

**Transition Districts:**

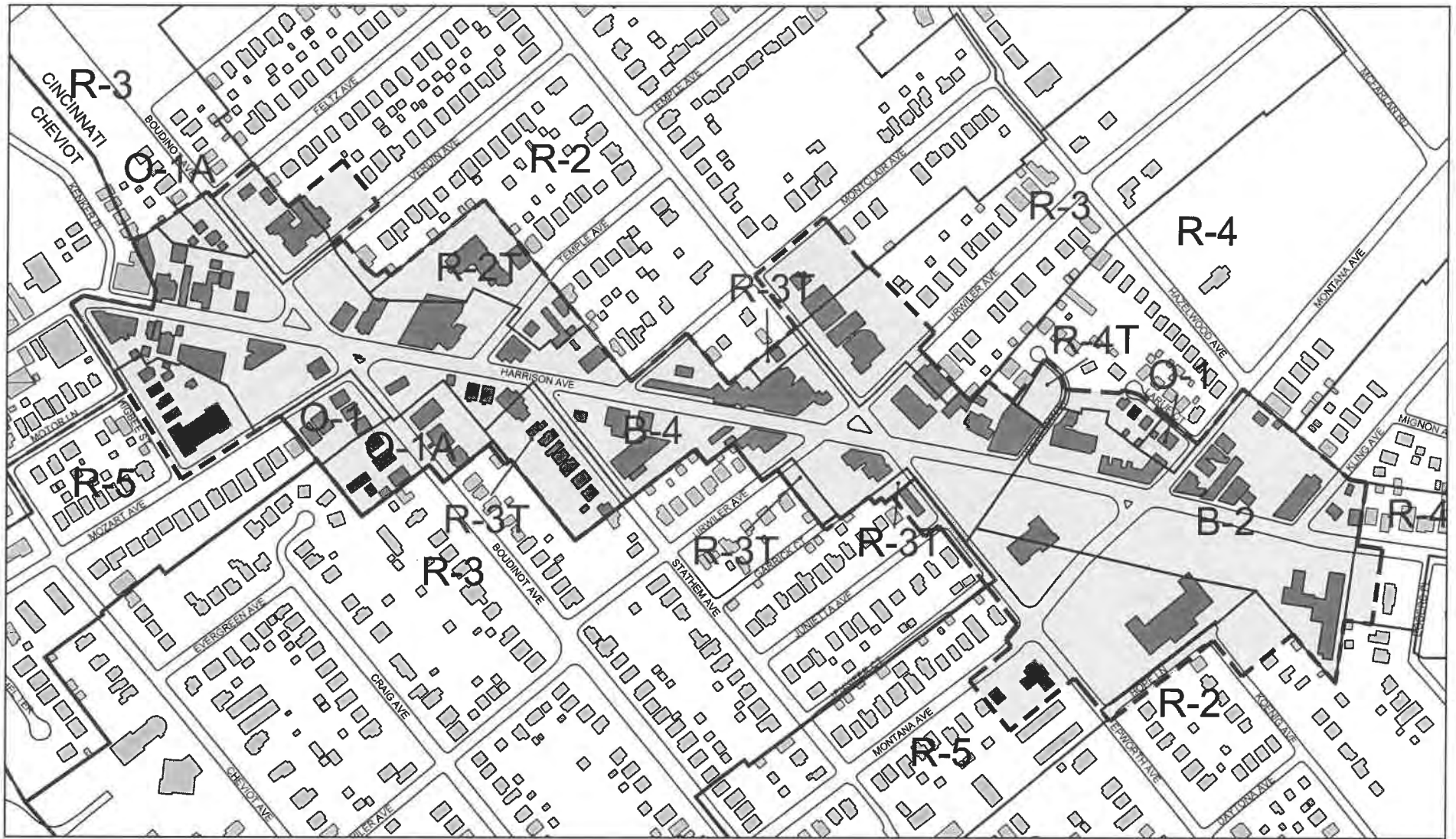
A Transition District is a sub-district of the immediately adjacent residential district of which it is a part. All regulations applicable in the parent residential district are also applicable to the properties in the Transition District. The purpose of the overlaying Transition District is to enable the requirement for additional development controls to promote a buffering or transition from the adjacent business zone to the adjacent residential zone.

**Commentary:**

Overall, the URP recommends that business uses within the Harrison Avenue should be limited to those complimentary to the more traditional, pedestrian oriented, business district environment desired for the future of the NBD. The exception to this is the vehicular oriented area surrounding the intersection of Harrison and Boudinot Avenues; refer to Proposed Zoning Map.

Generally, community input recommends that a tightening of the allowable residential and commercial use regulations is required. Large, multi-family developments are no longer desired within the neighborhood. Proposed zoning regulations should respect this and support this decision through revised zoning district designations; refer to Proposed Zoning Map.





## Westwood: Harrison Avenue NBD Urban Renewal Plan

## Existing Zoning Map

### LEGEND

- ■ ■ Urban Design Study Area Existing Boundary
- ▬ Municipal Boundary
- ▬ Zoning Boundary

### ZONING LEGEND

- |   |  |
|---|--|
| B-2 Community Business                    | R-3T Transitional District               |
| B-4 General Business                      | R-4 Multi-Family Low Density Residential |
| R-1 Single-Family Low Density Residential | R4-T Multi-Family Transitional           |
| R-2 Single-Family Medium Density          | R-5 Multi-Family Medium Density          |
| R-2T Single-Family Transitional           | O-1A Suburban Low-Density Office         |
| R-3 Two-Family Residential                | O-1 Suburban High-Density Office         |



Scale: 1"=400'-0"



**Introduction – National Register of Historic Places:**

The National Register of Historic Places is the United States' official listing of culturally significant resources worthy of recognition and preservation. The National Park Service of the U.S. Department of the Interior administers the Register. The Register is part of the National Historic Preservation Act of 1966 program legislated to coordinate and support public and private efforts to identify, evaluate, and protect our historic resources. Properties listed in the Register include districts, sites, buildings, structures and objects that are significant in American history, architecture, archeology, engineering, and culture.

The Register's listings are distinguished by having been documented and evaluated according to approved uniform standards. Inclusion in the Register contributes to preserving historic properties through the following methods:

1. Recognition that a property is of significance to the Nation, State, or local community.
2. Consideration in the planning of for Federal or federally assisted projects.
3. Eligibility for Federal tax benefits.
4. Qualification for Federal assistance for historic preservation, when funds are available.(1)

**Westwood Town Center Historic District:**

Within the boundary of the Harrison Avenue NBD is located the Westwood Town Center Historic District. This district is listed on the National Register of Historic Places only. The district is not designated as historic locally. Contained within this district are the following seven properties; refer to map:

1. Westwood First Presbyterian Church
2. Westwood Elementary School
3. Westwood Town Hall
4. City of Cincinnati Fire House – Engine Company 35
5. Public Library of Cincinnati and Hamilton County - Westwood Branch
6. Public Library Westwood Branch Annex
  - Originally the Cincinnati & Suburban Bell Telephone Company Montana Telephone Exchange Switching Office
7. Westwood United Methodist Church

Each property is separately described in the National Historic Register nomination for the district as a whole. Each property is a contributing building to the nomination of the district, but no single property is individually listed on the Register.

**Development Restrictions and/or Protections:**

As the district is not listed locally there is no local review required as part of any zoning permit approval process. Furthermore, no Certificate of Appropriateness is required for any building permit. The only protection afforded the district as a whole or to the buildings individually is under a federal law, which would require review of projects receiving federal funding. There is no corollary review for projects on these properties utilizing only of State of Ohio, City of Cincinnati, or private funding.




1. National Park Service Web Page  
About the National Register of Historic Places



**WESTWOOD: Harrison Avenue NBD URP**

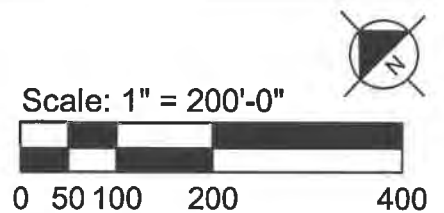
**Existing Westwood Town Center Historic Distric Boundary Map**

**LEGEND**

-  Westwood Town Center Historic District Boundary
-  Existing Buildings within Historic Distric Boundary
-  Existing Buildings beyond Historic District Boundary

**HISTORIC PROPERTIES LEGEND**

1. Westwood First Presbyterian Church
2. Westwood Elementary School
3. Westwood Town Hall
4. City of Cincinnati Fire house - Engine Co. 35
5. Public Library - Westwood Branch
6. Public Library - Westwood Branch Annex
7. Westwood United Methodist Church



**Pedestrian Circulation:**

A basic tenant of the Westwood NBD improvement plan is to recreate a pedestrian friendly environment within the district. Improvements must then be designed to address pedestrian concerns by controlling vehicular dominance, speed, and access. Improving the manner in which pedestrians and vehicles interact will help increase vehicular safety as well.

Separately and in combination, the cluster of civic, educational, and religious institutional uses surrounding the Harrison and Montana intersection are currently large pedestrian generators. Beyond everyday traffic, the number of pedestrians varies greatly and is dependant upon the scheduling of events.

**Recommendations to Improve Pedestrian Safety:**

1. In coordination with Cincinnati Public Schools, (CPS), encourage the Westwood Elementary school children to cross all streets at designated crossing points.
2. Encourage CPS to maintain crossing guards at major intersections within the immediate vicinity of Westwood Elementary.
3. To deter school age children from crossing Harrison Avenue at Kling Avenue, encourage CPS, to close and remove the pedestrian steps for Westwood Elementary located along Harrison Avenue as part of their Facilities Master Plan renovation program, or before, if possible.
4. Maintain the No Left Turn restrictions at the intersection of Harrison and Montana Avenues to reduce pedestrian / vehicular conflicts.

5. Improve, where warranted, the visibility of crosswalks at existing signalized or non-signalized intersections and at all, if any, existing mid-block locations.
6. Provide the following streetscape sidewalk improvements in support of any new development and/or redevelopment effort:
  - a. Major Streets:
    - 4' wide clay brick paver collector strip immediately adjacent to the curb to separate pedestrians from vehicular traffic
    - 6' wide (minimum) concrete sidewalk areas where existing conditions permit
    - Install new handicapped accessible sidewalk ramps at appropriate locations as required
  - b. Side Streets / Residential Streets:
    - 4' wide tree lawn immediately adjacent to the curb to separate pedestrians from vehicular traffic
    - 5' wide concrete sidewalk areas where existing conditions permit
    - Install new handicapped accessible sidewalk ramps at appropriate locations as required

**Vehicular Circulation:**

Harrison Avenue has historically maintained its status as one of the major arterials connecting Westwood, Cheviot, and the outlying townships to various eastward connections and destinations. The opening of the I-74 interstate highway interchange at the eastern terminus of Montana Avenue has significantly increased the traffic volume funneled through the major intersection of Harrison and Montana Avenues during peak AM and PM commuter rush hour traffic. While the high volume of traffic along Harrison Avenue

was once a contributing factor in the development of the NBD, the great majority of this volume is now only drive through commuter traffic that contributes little to the vitality of the district.

Another traffic issue specific to this NBD is the repeating pattern of side streets intersecting Harrison Avenue at oblique angles created when an offset, orthogonal grid developed for platting the neighborhood was imposed upon the pre-existing winding pathway of Harrison. This repeating pattern of oblique intersections causes several traffic related problems. Chief among them are poor sightlines for drivers entering or crossing Harrison; conflicts between opposing vehicles making left turns; wide, unfamiliar, and irregularly shaped intersections. All of these make pedestrian crossings at these locations also problematic.

#### **Recommendations to Improve Vehicular Circulation:**

1. Implement an AM peak rush hour parking restrictions along Montana Avenue east of Harrison to allow for use of both the center and curb lanes for eastbound traffic.
2. Encourage roadway and parking improvements along both Epworth Avenue and Hope Lane adjacent to the Westwood Elementary School to allow larger, more efficient, and safer areas for bus and parental drop-off and pick-up points.
3. Investigate and analyze possible roadway, island, and signal improvements to the intersection of Harrison and Boudinot Avenues for the purpose of providing safer and more efficient pedestrian and vehicular circulation.
4. Eliminate as many as possible, the numerous curb cuts and driveway access aprons located on Harrison Avenue.
5. Address pedestrian circulation problems and follow the

recommendations to Improve Pedestrian Safety noted above.

#### **Accessible and Convenient Public Parking:**

The predominantly triangular development blocks within the district do not readily lend themselves to the construction of large or efficient vehicular parking lots. While expansion into the adjacent residential district is required in certain areas, the intrusion of parking into established housing is not generally recommended.

#### **Recommendations to Improve Parking:**

1. Encourage consolidation of existing parking lots amongst the existing business and property owners.
2. Support parking lot expansion where applicable.
3. Remove as possible, vehicular access to parking lots from Harrison Avenue and reroute this traffic to ingress/egress points on the intersecting side streets.
4. Promote identification of parking lots with the similar design of entrance and exit access points and screening.
5. Provide way-finding signage to route customers to public parking.
6. Construct where possible curb bump-outs to control on-street parking locations and accessibility.
7. Install new parking meters on the street with 30-minute maximum time limits to encourage the use of parking lots.

- 8. Create safe, properly lit, user-friendly parking lots with inviting environments to encourage use.

**SORTA - Metro Bus Service:**

The Metro bus system of SORTA, (Southwestern Ohio Rapid Transit Authority), currently has three routes, numbers 21, 39 and 40 currently servicing the Harrison Avenue NBD. Route # 21 provides local service to Westwood and beyond to Cheviot through South Fairmount along Harrison Avenue from downtown via Central Parkway and the Western Hills Viaduct. Route # 39 provides local connection service along Harrison and Montana Avenues to Metro’s transit / transfer hub at Knowlton’s Corner in Northside. Route # 40, the Montana Sun Run, provides weekday express service for the commuters of Westwood and Cheviot along Harrison and Montana Avenues connecting to downtown Cincinnati via I-74 and I-75.

Following is a listing of the Monthly Ridership based on August 2002 Farebox Data to illustrate Westwood’s patronage of the existing Metro bus service:

Route	Weekday	Saturday	Sunday	Total
21	64,663	8,506	4,518	77,687
39	5,437	602		6,039
40	6,953			6,953

In support of Metro’s customer base in Westwood it is recommended that new bus stop shelters complete with benches, trash receptacles and cigarette urns are installed as an integral part of any new streetscape sidewalk improvements at bus stop locations along Harrison Avenue; refer to attached NBD Improvement Plan Guidelines and Recommendations. As Westwood does not support additional advertising in the right-of-

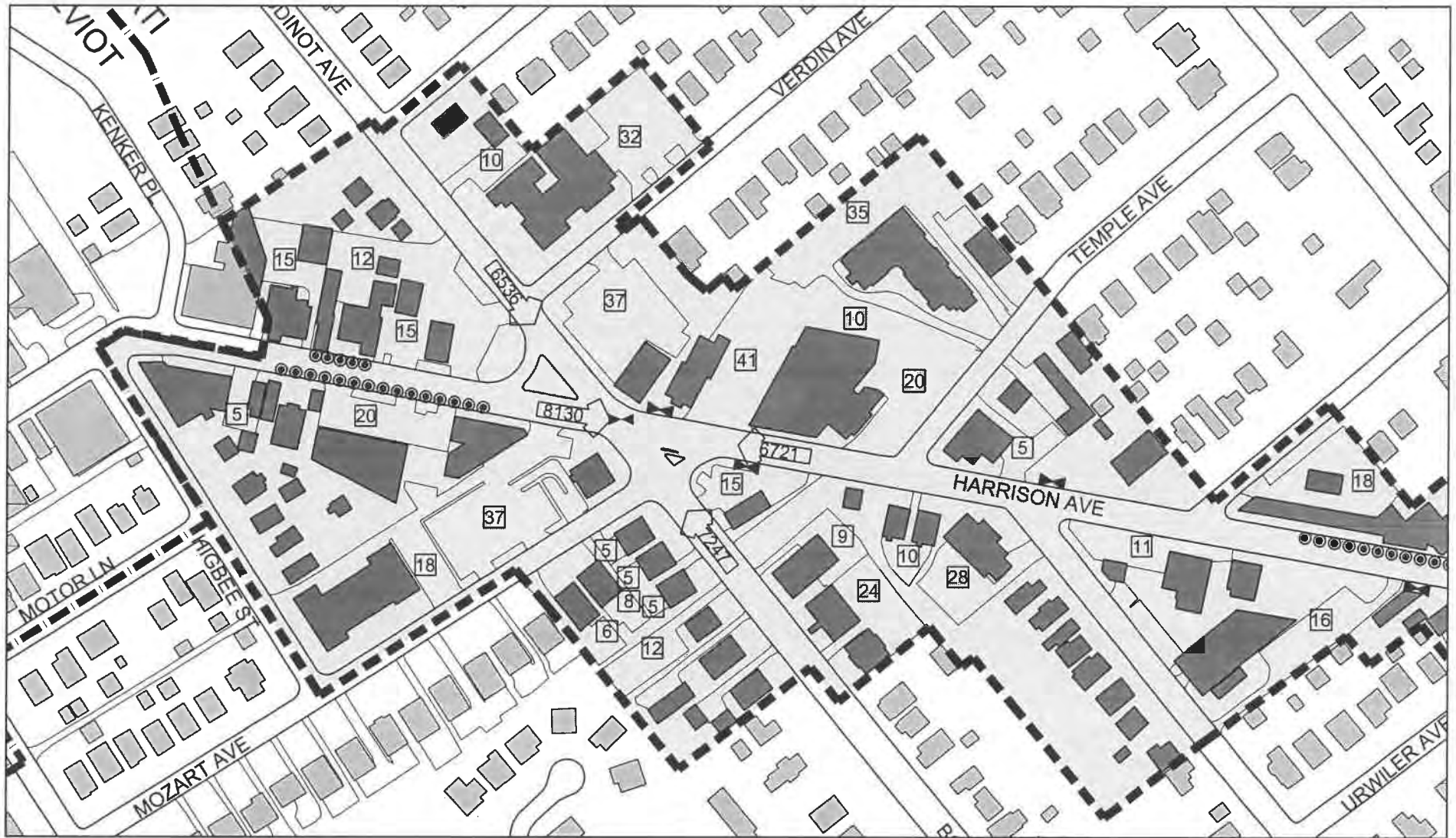
way, the installation of shelters and benches is dependent upon the execution of written agreements with private entities for the long-term maintenance of these items.

In 2001, SORTA unveiled MetroMoves, an ambitious plan to reconstruct Metro’s existing City and bus based service into a regional transit system comprised of both bus and rail service. Preliminary plans that would affect Westwood are the possible construction of a Metro Bus Hub near the Western Hills Plaza, potential new cross-town routes, and enhancements to the existing bus service along Harrison Avenue.

**Bicycle Circulation:**

At present, no major street within or connecting to the Harrison Avenue NBD is designated a bicycle route marked with signs. Of the major streets, Boudinot and Epworth Avenues are both recommended preferred bicycle routes as listed in the Cincinnati Bike Guide of 1998. Montana Avenue from Boudinot Avenue to Westwood-Northern Boulevard is listed as an alternate route for use with caution due to vehicular traffic concerns, terrain, or existing road conditions. Harrison Avenue is not recommended for bicycle travel.





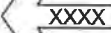

The use of bicycles as a mode of transportation is always encouraged and the many wide, tree lined residential streets of Westwood are particularly accommodating for this activity. In support of this, it is recommended that new bicycle racks be installed as warranted near places determined to be likely destinations for bike riders. The new racks would be installed as an integral part of any new streetscape sidewalk improvements in support of any new development or redevelopment; refer to attached NBD Improvement Plan Guidelines and Recommendations.



## Westwood: Harrison Avenue NBD URP

## Existing Traffic & Parking Map

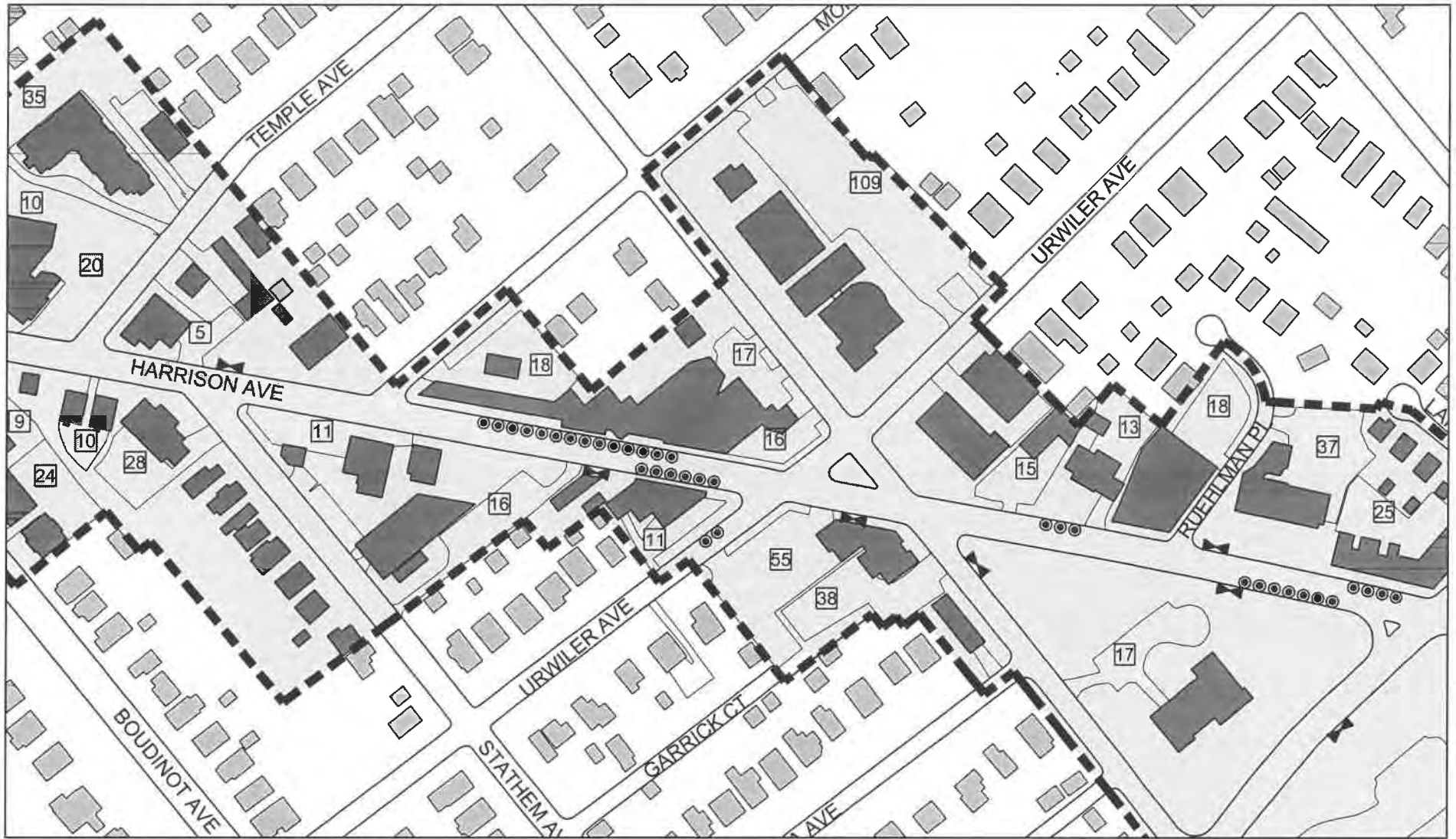
### Legend

-  Urban Design Study Area Existing Boundary
-  Municipal Boundary
-  Existing Bus Stop
-  Existing Parking Counts
-  Existing Traffic Count
-  Existing Parking Meters



Scale: 1"=200'-0"




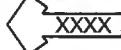






# Westwood: Harrison Avenue NBD URP

# Existing Traffic & Parking Map

## Legend

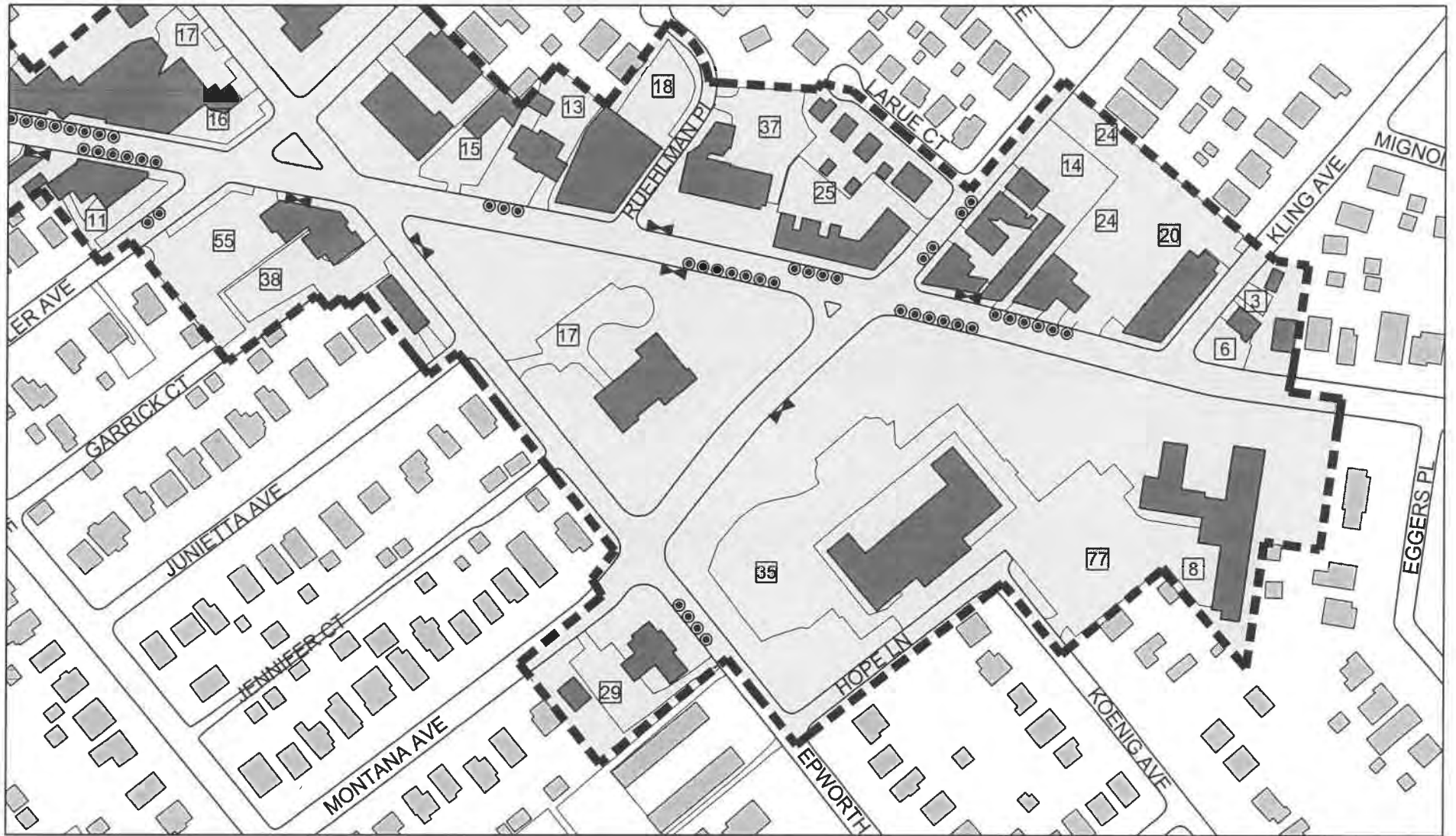
-  Urban Design Study Area Existing Boundary
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Scale: 1"=200'-0"







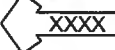



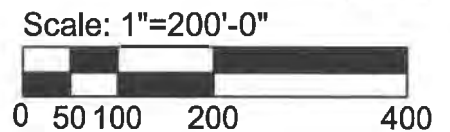


# Westwood: Harrison Avenue NBD URP

# Existing Traffic & Parking Map

## Legend

-  Urban Design Study Area Existing Boundary
-  Municipal Boundary
-  Existing Bus Stop
-  Existing Parking Counts
-  Existing Traffic Count
-  Existing Parking Meters



**Documentation of Blight or Deterioration**

The purpose of this Area Eligibility / Blight Study is to determine if the area contained within the Westwood - Harrison Avenue NBD Urban Renewal Plan boundary qualifies as a blighted or deteriorating area as defined by the City of Cincinnati Municipal Code, Title VII, Chapter 725 - Urban Renewal.

**Existing Observed Conditions of the Study Area:**

A. In compliance with the Cincinnati Municipal Code Section 725-1-B, Blighted Area; paragraph (a), one hundred and sixty-six, (166), parcels of the one hundred and ninety-three, (193), total number of parcels in the study area, representing eighty-six percent, (86%), of these parcels that are reasonably distributed through the area fulfilled the criteria identified per the following:

**1.** For structures, the presence in the structure, in its accessory outbuildings, in the parcel on which the structure is located, or in relationship to surrounding properties, three or more of the following factors, or any one or two following factors to an excessive degree were exhibited:

i. Age in Excess of Forty Years:

One hundred and twenty-five, (125), parcels in the study area, representing sixty-five percent, (65%), of all parcels in the study area, contain structures/buildings on them which are forty, (40), years of age or greater.

- Refer also to Blighting Influence Item 1, on attached Distribution Chart.

ii. Obsolescence, (either functional or economic), including inadequate ventilation, light, or sanitary facilities:

Six, (6), parcels in the study area, representing three percent, (3%), of all parcels in the study area, contain structures/buildings on them in which functional or economic obsolescence occurs.

- Refer also to Blighting Influence Item 2, on attached Distribution Chart.

iii. Dilapidation or Deterioration:

One hundred and sixty-one, (161), parcels in the study area, representing eighty-three percent, (83%), of all parcels in the study area, contain structures/buildings on them, which exhibited conditions of dilapidation or deterioration.

- Refer also to Blighting Influence Item 3, on attached Distribution Chart.

iv. Abandonment, vacancy exceeding 33 percent, or extensive adaptation of space for storage:

Twelve, (12), parcels in the study area, representing six, (6%), of all parcels in the study area, contain structures / buildings on them which presented conditions of abandonment, vacancy exceeding 1/3 of building area, or extensive adaptation of space for storage.

- Refer also to Blighting Influence Item 4, on attached Distribution Chart

## WESTWOOD: Harrison Avenue NBD Urban Renewal Plan – Area Eligibility / Blight Study Summary

- v. Faulty Arrangement or Lot Layout, including, but not limited to, Lack of Required Off-Street Parking or Loading Space; Overcrowding; or Land Coverage Exceeding Zoning Requirements:
- Ninety-nine, (99), parcels in the study area, representing sixty five percent, (51%), of all parcels in the study area, exhibited one or more of these conditions.
- Refer also to Blighting Influence Item 5, on attached Distribution Chart.
- vi. Deleterious Land Use, Unsafe or Environmentally Hazardous Conditions, Unsuitable or Unstable Soil Conditions, Failure to Maintain Grounds, or a Mixture of Incompatible Uses;
- Twenty-two, (22), parcels in the study area, representing eleven percent, (11%), of all parcels in the study area, exhibited one or more of these conditions.
- Refer also to Blighting Influence Item 6, on attached Distribution Chart.
- vii. Period Flooding or Location in a Designated Area of Special Flood Hazard:
- Zero, (0), parcels in the study area, representing zero percent, (0%), of all parcels in the study area, exhibited conditions of experiencing periodic flooding or lie within a designated flood plain.
- Refer also to Blighting Influence Item 7, on attached Distribution Chart.
- viii. Inadequate or Deteriorated Public Facilities or Rights-Of-Way, or Defective Layout of Streets:
- One hundred and five, (105), parcels in the study area, representing fifty-four percent, (54%), of all parcels in the study area, were immediately adjacent to one or more of these conditions.
- Refer also to Blighting Influence Item 8, on attached Distribution Chart.
- ix. Diversity of Ownership, or Defective or Unusual Conditions of Title, (including substantial tax or assessment delinquencies), Rendering Private Assemblage for Redevelopment Unlikely:
- Zero, (0), parcels in the study area, representing zero percent, (0%), of all parcels in the study area, readily exhibited these types of existing conditions.
- Refer also to Blighting Influence Item 9, on attached Distribution Chart.
- x. Illegal Use of Structures, or Conditions or Uses Not Permitted by Current Building, Fire, Health, or Zoning Codes, except as pre-existing uses:
- Thirteen, (13), parcels in the study area, representing seven percent, (7%), of all parcels in the study area, readily exhibited these types of illegal or not permitted existing uses or conditions.
- Refer also to Blighting Influence Item 10, on attached Distribution Chart.

**WESTWOOD: Harrison Avenue NBD Urban Renewal Plan – Area Eligibility / Blight Study Summary**

- xi. Other Factors Inhibiting Sound Private Development or Otherwise Detrimental to the Public Health, Safety, Morals and General Welfare:

One hundred and forty-one, (141), parcels in the study area, representing seventy-three percent, (73%), of all parcels in the study area, exhibited conditions representative of these types of factors.

- Refer also to Blighting Influence Item 11, on attached Distribution Chart.

- 2. For vacant parcels, (including parking lots with no structure on the same parcel), the presence in the parcel, or in the relationship to surrounding properties, of two or more of the following factors, or the presence of any one factor to an excessive degree:

- i. Diversity of Ownership, or Defective or Unusual Conditions of Title, (including substantial tax or assessment delinquencies), Rendering Private Assemblage for Redevelopment Unlikely:

Zero, (0), vacant parcels in the study area, representing zero percent, (0%), of all parcels in the study area, readily exhibited these types of existing conditions.

- Refer also to Blighting Influence Item A, on attached Distribution Chart.

- ii. Illegal Use of Structures, or Conditions or Uses Not Permitted by Current Building, Fire, Health, or Zoning Codes, except as pre-existing uses:

Twelve, (12), vacant parcels in the study area, representing six percent, (6%), of all parcels in the study area, readily exhibited these types of illegal or not permitted existing uses or conditions.

- Refer also to Blighting Influence Item B, on attached Distribution Chart.

- iii. Faulty Arrangement or Lot Layout:

Fourteen, (14), vacant parcels in the study area, representing seven percent, (7%), of all parcels in the study area, exhibited one or more of these conditions.

- Refer also to Blighting Influence Item C, on attached Distribution Chart.

- iv. Inadequate or Deteriorated Public Facilities or Rights-Of-Way, or Defective Layout of Streets:

Nineteen, (19), vacant parcels in the study area, representing ten percent, (10%), of all parcels in the study area, were immediately adjacent to one or more of these conditions.

- Refer also to Blighting Influence Item D, on attached Distribution Chart.

- v. Unsafe or Environmentally Hazardous Conditions, Unsuitable or Unstable Soil Conditions, Failure to Maintain Grounds, or Deleterious Land Use:

Eight, (8), vacant parcels in the study area, representing four percent, (4%), of all parcels in the study area, exhibited one or more of these conditions.

- Refer also to Blighting Influence Item E, on attached Distribution Chart.

- vi. Period Flooding or Location in a Designated Area of Special Flood Hazard:

Zero, (0), vacant parcels in the study area, representing zero percent, (0%), of all parcels in the study area, exhibited conditions of experiencing periodic flooding or lie within a designated flood plain.

- Refer also to Blighting Influence Item F, on attached Distribution Chart.

## WESTWOOD: Harrison Avenue NBD Urban Renewal Plan – Area Eligibility / Blight Study Summary

- vii. Abandonment, or Vacancy for a period of Five or More Years:
- Two, (2), vacant parcels in the study area, representing one, (1%), of all parcels in the study area, exhibited this condition.
- Refer also to Blighting Influence Item G, on attached Distribution Chart.
- viii. Other Factors Inhibiting Sound Private Development or Otherwise Detrimental to the Public Health, Safety, Morals and General Welfare:
- Four, (4), vacant parcels in the study area representing two percent, (2%), of all parcels in the study area, exhibited conditions representative of these types of factors.
- Refer also to Blighting Influence Item H, on attached Distribution Chart.
- 3.** For vacant parcels or structures, the presence in the vacant parcel or in the parcel on which a structure is located on one or more of the following:
- i. A Rail yard or Railroad Right-Of-Way, Abandoned or Unused for Three or More Years:
- Zero, (0), parcels in the study area, representing zero percent, (0%), of all parcels in the study area, exhibited these conditions.
- Refer also to Blighting Influence Item i, on attached Distribution Chart
- ii. A Gasoline Service Station or Motor Vehicle Service Garage, Abandoned or Unused for Three or More Years:
- Zero, (0), parcels in the study area, representing zero percent, (0%), of all parcels in the study area, exhibited these conditions.
- Refer also to Blighting Influence Item ii, on attached Distribution Chart.
- iii. A Junkyard or Solid Waste Disposal or Landfill Site:
- Zero, (0), parcels in the study area, representing zero percent, (0%), of all parcels in the study area, exhibited these conditions.
- Refer also to Blighting Influence Item iii, on attached Distribution Chart.
- B.** In compliance with the Cincinnati Municipal Code Section 725-1-B, Blighted Area; paragraph (b), at least eighty-three percent, 83%, of the structures, reasonably distributed through the area, are deteriorated or deteriorating; or the public improvements are in a general state of deterioration;
- Refer also to Blighting Influence Item 3, on attached Distribution Chart.
- Conclusion:**
- The conclusion drawn from this data is that the number, degree, and distribution of blighting factors, which are documented in this report, warrant the designation of the area contained within the Westwood - Harrison Avenue NBD Urban Renewal Plan boundary qualifies as a blighted or deteriorating area as defined by the Cincinnati Municipal Code, Title VII, Chapter 725 - Urban Renewal.

WESTWOOD - HARRISON AVENUE NBD URBAN RENEWAL PLAN ELIGIBILITY / BLIGHT STUDY

DISTRIBUTION OF BLIGHTING INFLUENCES AND BLIGHTED UNITS BY BLOCK

15-Jan-04

BLOCK	TOTAL PARCELS	BLIGHTING INFLUENCES - REFERENCE DESCRIPTIONS BELOW																				BLIGHTED PARCELS	%		
		1	2	3	4	5	6	7	8	9	10	11	A	B	C	D	E	F	G	H	i			ii	iii
A	37	17	0	28	2	25	8	0	0	0	7	20	0	5	6	0	4	0	1	1	0	0	0	31	84%
B	27	18	2	21	0	11	5	0	9	0	1	20	0	1	5	5	0	0	0	0	0	0	0	22	81%
C	46	33	4	38	4	28	5	0	34	0	0	38	0	4	2	7	1	0	0	0	0	0	0	42	91%
D	26	15	0	25	1	11	1	0	21	0	0	18	0	1	0	1	1	0	0	0	0	0	0	21	81%
E	30	21	0	28	0	10	0	0	19	0	0	24	0	0	1	1	1	0	1	0	0	0	0	25	83%
F	27	21	0	21	5	14	3	0	22	0	5	21	0	1	0	5	1	0	0	3	0	0	0	25	93%
<b>TOTAL</b>	193	125	6	161	12	99	22	0	105	0	13	141	0	12	14	19	8	0	2	4	0	0	0	166	86%
%		###	3%	###	6%	51%	###	0%	###	0%	7%	73%	0%	6%	7%	###	4%	0%	1%	2%	0%	##	0%		

**Blighting Influences for Structures**

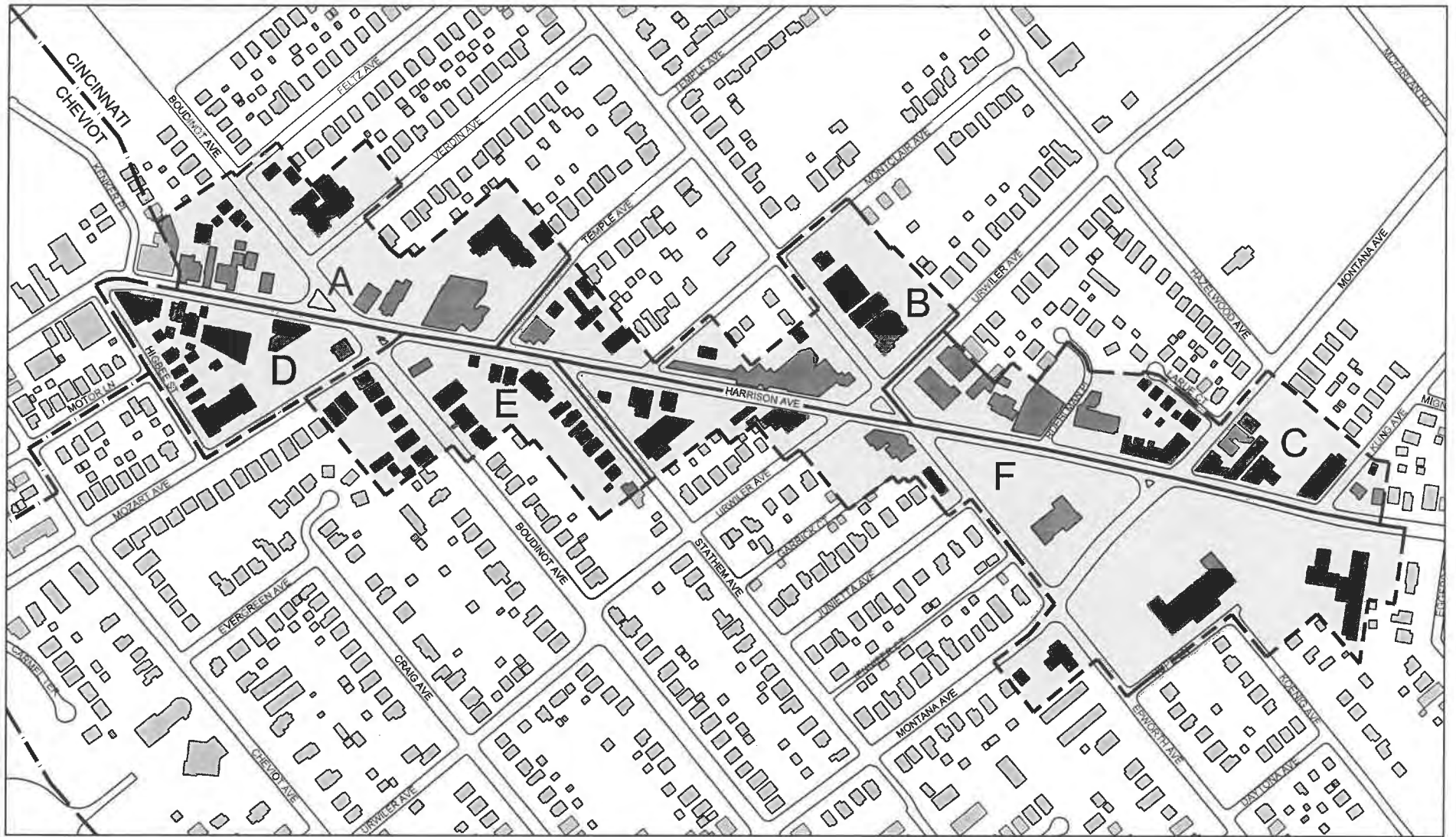
(1) Age (2) Obsolescence (3) Deterioration/Dilapidation (4) Abandonment/Excessive Vacancies (5) Faulty Lot Layout/Overcrowding/ Inadequate Loading/Parking (6) Deleterious/Incompatible Land Use/Site Conditions (7)Periodic Flooding of Ownership (8)Inadequate or Deteriorated Public Facilities/ROW (9)Diversity (10)Illegal Use/Code Violation (11)Other factors Inhibiting Sound Private Development

**Blighting Influences for Vacant Parcels**

(A)Diversity of Ownership (B)Illegal Use/Code Violation (C) Faulty Lot Arrangement (D)Inadequate or Deteriorated Public Facilities/ROW (E) Unsafe or Environmentally Hazardous Conditions, Unsuitable or Unstable Soil, or Deleterious Land Use (F)Periodic Flooding (G)Abandonment or Vacancy for five or more years (H)Other Factors Inhibiting Sound Private Development

**Blighting Influences for Vacant Parcels or Structures**

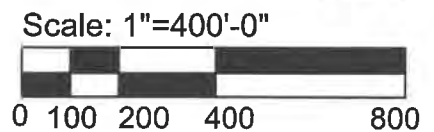
(i)Railyard or Railroad ROW, Abandoned or Unused for three or more years (ii)Gasoline Service Station or Motor Vehicle Service Garage, Abandoned or Unused or three or more years (iii)Junkyard or Solid Waste Disposal or Landfill Site



# WESTWOOD: Harrison Avenue NBD URP      Proposed Blight Study Boundary Map

## LEGEND

- ▬▬▬▬ Urban Renewal Plan Study Area Boundary
- ▬▬▬▬ Blight Study Block Area Boundary
- - - - Municipal Boundary
- Existing Buildings within NBD / Blight Study Area Boundary
- Existing Buildings beyond NBD / Blight Study Area Boundary



**Introduction:**

Most of the challenges facing the Harrison Avenue NBD are common to many of the older business districts within the City of Cincinnati. Circumstance specific to the Harrison Avenue NBD transform these generic issues to problems unique to this NBD. Following is a summary of issues documented through the investigation and analysis of the existing conditions.

**Issues:****1. NBD Orientation and Character:**

As previously stated, the one, original, main objective of this UDP is to recreate a pedestrian friendly environment within the NBD. Issues to address include pedestrian prioritization, scale, safety, amenities and street furniture.

**2. NBD Land Use – Residential / Commercial:**

For any business district to remain vital, a certain critical mass of desirable destinations that relate, compliment, and “feed” off each other must be developed and maintained. Without the success of this factor, the district will not generate a level of activity necessary to stave off an undesirable perception of desertion.

The long length of the NBD coupled with the objection to expand into the surrounding residential neighborhood points to the redevelopment of existing residential property within the district as a potential possibility for some locations. But for the same reasons, redevelopment of certain institutional or commercial property into single family housing is also a potential option.

**3. NBD Business Environment:**

An emphasis should be placed on retaining existing and developing additional service sector operations. However, certain businesses, such as the automobile repair operations, are not complimentary to the type of pedestrian district environment envisioned. Long-term zoning and development policies must be adopted to effectively control allowable business types and property environments.

As is also the case with the Glenmore Avenue NBD, Harrison Avenue is centrally located within a surrounding area of aging residents, services catering to this population can be foreseen as the next component for sustaining existing businesses and for fueling future growth.

**4. NBD Topography**

Successful solutions must address, comply with or overcome physical constraints, both natural and man-made.

**5. NBD Traffic Circulation Patterns:**

Troublesome and at times dangerous vehicular traffic patterns are created by the combination of relatively high traffic volumes, offset intersecting streets, numerous and poorly spaced driveways, travel routes, and parking conflicts.

**6. NBD Parking – On Street / Off Street:**

Separate surface parking lots located on individual properties promote single destination use by customers at the detriment to the economic health and vitality of the district as a whole. In addition, individual lots also create excessive street access circulation problems, and are expensive to properly construct, maintain, light, landscape, and buffer.



**7. NBD Safety:**

Per the Citizen Survey results, personal safety is not a concern for the customer base of the Harrison Avenue NBD. The emphasis on a pedestrian friendly environment coupled with addressing problematic vehicular circulation should promote an ease with which pedestrians move through the district.

Zoning and development guidelines that comply with Crime Prevention Through Environmental Design, (CEPTED), standards should satisfactorily address issues of personal safety.

**8. NBD Zoning - Development and Growth:**

Current zoning does not adequately address or promote wanted development nor does it protect the NBD from unwanted commercial or residential use and operations. Zoning should encourage and shape business and land use within the district to obtain the desired mix and orientation of the NBD.

Adoption of guiding Zoning overlays to base districts can also be a positive force in encouraging private investment, directing physical development, and protecting the NBD from blighting conditions and influences.

Westwood is home to a large percentage of multi-family rental apartment units. The age of this housing stock and the changing demographics of the community is a concern to many in the neighborhood. Good housing in close proximity to the NBD is a positive influence. Retention, removal, and development of housing options within the NBD will be examined closely as a possible indication for the future successful management of this issue.

**9. NBD Boundary - Conflicts / Separation / Buffering:**

The existing triangular commercial development parcels are problematic in terms of usable efficient area for both building and parking. In certain cases, expansion into the adjacent residential district is an unfortunate necessity. In other cases, better use of existing commercial property must be better utilized.

The quality of residential neighborhood surrounding the Harrison Avenue NBD is a definite asset to the district. And while the needs of the NBD have change radically, particularly in terms of daily operation, traffic and parking requirements, the aspirations of the adjacent residential property owners have nearly remained the same as when the neighborhood was first settled. In response degrees of demarcation, separation, and buffering must be addressed.

**10. NBD Image and Identity:**

The cultural center within the Harrison Avenue NBD has a historically well-known recognized presence that can be utilized as a foundation and be built upon.

A lack of distinction exists between this NBD and the continued commercial activity immediately adjacent in Cheviot. Coordinated planned improvements must address this issue to provide a celebration of separation.

**11. NBD Location - Adjacency to City of Cheviot:**

Improvements to any NBD depend greatly upon the cooperative efforts of many vested entities. The adjacency of the City of Cheviot and the civil cooperation needed to achieve many infrastructure improvement objectives further complicates this process.

# **Harrison Avenue NBD Urban Renewal Plan**

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## **Proposed Improvement Plan**

## Introduction:

Goals are developed to address the issues raised through the investigation and analysis of the existing conditions within the Harrison Avenue NBD.

Specific and achievable Objectives are then targeted. Implementation Strategies generally outline the process to make the goals an attainable reality.

## Proposed Goals, Objectives & Implementation:

### 1. NBD Orientation and Character:

#### Goals:

- a. Make pedestrian activity a priority over vehicular through traffic.
- b. Recreate an aesthetically pleasing, pedestrian oriented and pedestrian friendly NBD.

#### Objectives:

- a. Develop improvements with the use of a pedestrian based scale.
- b. Create a safe, pleasant, and pedestrian user-friendly community street environment through coordinated streetscaping and landscaping improvement design programs.
- c. Improve the environmental experience of arriving and traveling within the NBD.
- d. Make improvements to existing building facades.

#### Implementation Strategies:

- a. Construct a phased streetscape improvement program in coordination with and support of new private investment and/or development.
- b. Construct coordinated public and private gateway, landscaping, and buffering programs.
- c. Create a Façade Improvement Program for which public funds can match private funds to construct building façade improvements.

### 2. NBD Zoning & Land Use – Residential / Commercial:

#### Goal:

- a. Develop and maintain a vital combination of commercial activity with minimum critical mass of desirable destinations.
- b. Maintain selected multi-family properties within the NBD.
- c. Promote single-family housing in areas adjacent to the NBD.

#### Objectives:

- a. Promote and develop the prerequisite mix of uses for long-term sustainable vitality.
- b. When available, redevelop existing single-family and two-family residential property within the district into complimentary commercial uses.
- c. Define, separate and buffer the NBD from the surrounding residential neighborhood.
- d. Support a long-term strategy to replace large multi-family housing with attached new single-family town- homes

#### Implementation Strategies:

- a. Create zoning that specifically addresses the needs of property within the traditional NBD.
- b. Construct gateway, landscaping, and buffering improvement programs.
- c. Re-zone existing multi-family housing property adjacent to the NBD to single-family districts.
- d. Include residential property owner / operators in NBD leadership group.

### **3. NBD Business Environment:**

#### **Goals:**

- a. Revitalize a sustainable business environment that is at once familiar in physical character and progressive in marketing to customer desires.
- b. Capture the high volumes of commuter traffic for maintaining and improving the customer base.

#### **Objectives:**

- a. Eliminate existing vacancies.
- b. Relocate and/or eliminate existing non-desirable businesses.
- c. Maintain and build upon the existing solidly middle and upper-middle class customer base.
- c. Support rehabilitation and adaptive re-use of the existing building stock.
- d. Support coordinated improvement programs.

#### **Implementation Strategies:**

- a. Create and maintain a strong, active / participatory Harrison Avenue NBD Business Association.
- b. Broaden and formalize existing “West Side” business networks.
- c. Build and execute cooperative planning, building, and marketing programs.
- d. Perform economic and market studies at regular intervals to properly chart commercial segment direction and progress.
- e. Employ public assisted business relocation and/or eminent domain procedures as required.

### **4. NBD Traffic Circulation Patterns:**

#### **Goals:**

- a. Encourage and prioritize pedestrian activity.
- d. Retain and control the high volumes of vehicular through commuter traffic.

#### **Objectives:**

- a. Provide safe and inviting pedestrian travel.
- b. Provide safe and efficient vehicular travel and access.
- c. Control vehicular traffic speed.
- d. Control pedestrian and vehicular interaction.

#### **Implementation Strategies:**

- a. Construct a phased streetscape improvement program, including a unified traffic control signage system, in coordination with and support of new private investment and/or development.
- b. Improve, where warranted, the visibility of crosswalks at existing signalized or non-signalized intersections and at all, if any, mid-block locations.
- c. Investigate, analyze, and improve as determined necessary all intersection configurations and traffic signals to provide better service.
- d. Construct roadway improvements as warranted to improve circulation connected to Westwood Elementary School.
- e. Construct where warranted curb bump-outs at street intersections as part of a coordinated streetscape improvement program to reduce the street width and thus the length and time of pedestrian travel across streets.
- f. Remove excessive number of parking lot access points along Harrison Avenue to reduce conflicts.

**5. NBD Parking – On Street / Off-Street:**

**Goals:**

- a. Provide convenient, safe, and environmentally inviting parking solutions to adequately service the customers of the NBD.

**Objectives:**

- a. Define and separate on-street parking from the through traffic lanes.
- b. Consolidate separate, individually owned and operated surface parking lots.
- c. Limit the number and size of cut-cuts and driveway access aprons.
- d. Reduce the number and occurrence of vehicular conflicts between through traffic and parking lot traffic.

**Implementation Strategies:**

- a. Organize a Parking Improvement Committee within a newly established Harrison Avenue NBD Business Association.
- b. Construct where warranted curb bump-outs on streets as part of a coordinated streetscape improvement program to define, separate, and contain on-street parking areas as proposed.
- c. Establish and enforce employee-parking policies.
- d. Determine on-street metering policies.
- e. Determine off-street public and private parking costs, metering, and billing / paying methods.
- f. Remove excessive number of parking lot access points along Harrison Avenue.
- g. Construct new public surface parking lots as proposed.
- h. Consolidate existing private surface parking lots as proposed.

- i. Relocate parking lot access points from Harrison Avenue to intersecting side streets as proposed.
- j. Install a parking lot way-finding sign system.
- k. Construct a coordinated entrance / exit pylon system to unify the surface parking lots within the NBD.
- l. Properly construct surface parking lots as proposed with
  - Bituminous asphalt over a prepared base system
  - Concrete curbing
  - Vehicular space striping
  - Adequate stormwater drainage
  - Adequate lighting shielded from the adjacent residential properties
  - Easily maintained landscaping
  - Fencing and walls as proposed
  - Solid screening for dumpsters
- m. Create landscaped buffer areas between parking lots and the adjacent residential properties.
- n. Create landscaped pedestrian access paths from remote parking lots to buildings.
- o. Improve and/or create parking lot building facades.
- p. Improve and/or create parking lot entrances to businesses as possible.

**6. NBD Safety:**

Goals:

- a. Provide a safe, enjoyable, daily experience to all NBD user groups, including residents, business owners and operators, employees, customers, visitors, and commuters.
- b. Develop a communal “ownership” of this neighborhood center through the active participation by all vested groups to achieve the goal of the common good.

Objectives:

- a. Develop and maintain an active street life.

Implementation Strategies:

- a. Construct public and private improvements utilizing CPTED (Crime Prevention Through Environmental Design) Standards.
- b. Construct improvements to address current circulation problems as proposed.
- c. Create an open forum through a Harrison Avenue Business Association to discuss and resolve problems.
- d. Improve upon an open an ongoing relationship and dialogue with public safety officials.
- e. Enforce current laws equitably.

**7. NBD Boundary - Conflicts / Separation / Buffering:**

Goals:

- a. Create good neighbors.
- b. Recognition and distinction between the public / commercial and private / residential realms.

Objectives:

- a. Define the physical limitations of the NBD.
- b. Reduce commercial / residential conflicts.

Implementation Strategies:

- a. Construct coordinated public and private gateway, landscaping, and buffering programs.
- b. Establish and maintain an open and ongoing relationship and dialogue between business and residential concerns.

**8. NBD Location - Adjacency to City of Cheviot:**

Goals:

- a. Create the atmosphere and opportunity for cooperation to achieve the common good.
- b. Create an NBD environment that recognizes and addresses the common and separate requirements, goals, and objectives of each City.

Objectives:

- a. Establish and maintain an open and ongoing relationship and dialogue with City of Cheviot public officials.
- b. Create a gateway at the Cincinnati / Cheviot boundary.

Implementation Strategies:

- a. Create a contact position within a Harrison Avenue NBD Business Association dedicated to working with City of Cheviot public officials.
- b. Construct a phased streetscape improvement program across city boundary lines as proposed in coordination with and support of new private investment and/or development.
- c. Construct coordinated public and private gateway, landscaping, and buffering programs across city boundary lines as proposed.

**9. NBD Image and Identity:**

Goals:

- a. Create an attractive and positive image and identity.
- b. Improve the overall visual appearance.
- e. Define the NBD boundaries.

Objectives:

- a. Establish a unique, identifiable image for the district based upon its historic character and associations.
- b. Create a coordinated unifying order.
- c. Maintain and improve the cleanliness of the district.

Implementation Strategies:

- a. Construct a phased streetscape improvement program, including a unified traffic control signage system, in coordination with and support of new private investment and/or development.
- c. Construct coordinated public and private gateway, landscaping, and buffering programs.
- d. Create a Façade Improvement Program for which public funds can match private funds to construct building façade improvements.
- e. Produce a distinctive Glenmore Avenue NBD logo.
- f. Produce and execute coordinated marketing campaigns.

Land use policies are important community planning tools, essential to the development of particular and desired physical characteristics which in turn influence and define a neighborhood's quality of life experience. Land use policies are implemented through zoning regulations, which more than any other legislative program, will determine and shape the physical characteristics of an area over a long-term period.

Under the recently approved City of Cincinnati Zoning Code, the Harrison Avenue NBD will be defined as a commercial district. The general purposes of commercial districts are to:

- a. Encourage the creation of new, and the enhancement of existing, commercial districts serving adjacent residential neighborhood areas.
- b. Encourage the creation of neighborhood activity centers as focal points along transportation corridors.
- c. Encourage quality and variety in building and landscape design as well as compatibility in use and form, where appropriate.
- d. Establish appropriate standards for reviewing proposals for new development and redevelopment, where appropriate, in commercial areas.
- e. Allow certain limited mixed commercial / residential uses, where appropriate.
- f. Maintain and enhance existing commercial districts, giving special consideration to type

Due to recent development within the Harrison Avenue NBD, both Westwood Civic Association and the Westwood Community Urban Redevelopment Corporation have requested additional overlay district designations be placed upon the base zoning for the NBD. This request is supported in the following recommendations.

### **Zoning Designation Recommendations**

- **Refer to Proposed Zoning Map**

### **Commercial Neighborhood (CN):**

The purpose of this zoning designation is to identify, create, maintain, and enhance mixed-use neighborhood commercial centers that reflect smaller-scale, pedestrian-oriented development with continuous street frontage and a mix of commercial and residential uses. Typical uses include retail, services, housing, office, open space, eating and drinking establishments, and smaller scale public, recreation, and entertainment uses. Future development must be of a pedestrian-oriented commercial or mixed-use nature, serving the immediate neighborhood and acting as a regional draw if possible

### **Community Character Overlay – Pedestrian (P):**

This district designation is intended for areas with a traditional urban character, where buildings are required to be built to the street to provide a close relationship between pedestrian and shops or services. Design standards will reinforce this character and require treatments that provide an interesting and vital pedestrian environment. This designation may apply to some areas where a few auto-oriented uses exist, but where restoring the pedestrian character is desired.

### **Community Character Overlay – Mixed (M):**

This district designation is intended to provide for a mix of the pedestrian and auto-oriented development. Older, pedestrian-oriented buildings may be intermixed with newer, auto-oriented uses.

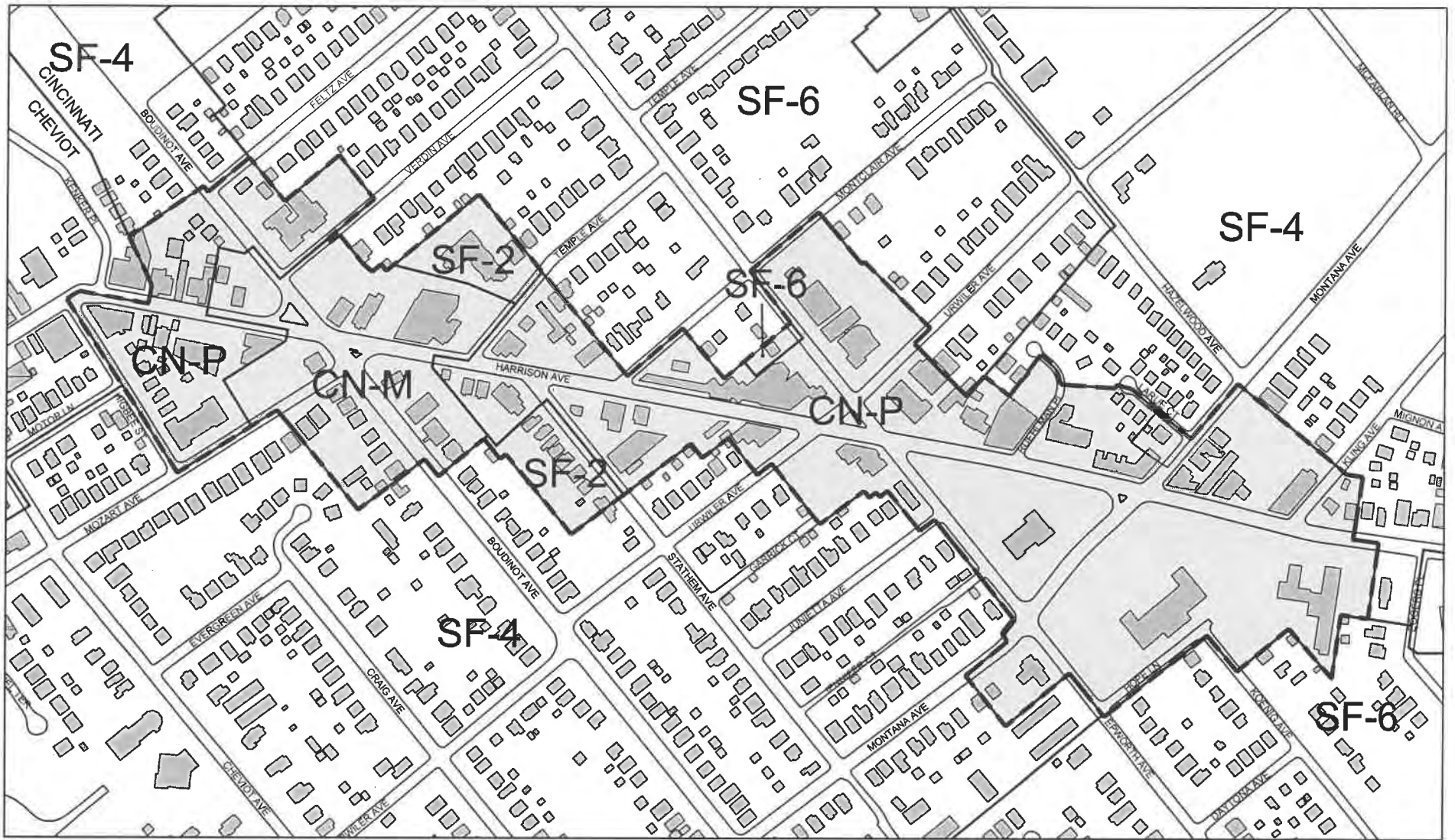


**Urban Design Overlay:**

This district designation is intended to provide the following for the Harrison Avenue NBD:

- a. Protect and enhance the physical character of property
- b. Prevent deterioration and blighting of property
- c. Encourage private investment to stimulate the vitality of the NBD through physical improvement of property
- d. Guide the physical direction of new infill development

With these planning tools, Westwood feels confident that the Harrison Avenue NBD will continue to flourish as the civic, institutional, and commercial focal point of a thriving, vital, productive, and contributing neighborhood to the City of Cincinnati.



# Westwood: Harrison Avenue NBD Urban Renewal Plan

# Proposed Zoning

## LEGEND

- ▬ Municipal Boundary
- ▬ Zoning Boundary
- ▬ Proposed NBD URP Boundary / Proposed Urban Design Overlay District Boundary

## ZONING LEGEND

- CN-P Commercial Neighborhood - Pedestrian
- CN-M Commercial Neighborhood - Mixed
- RM-1.2 Multi-Family Residential (1,200 sq. ft. / dwelling unit minimum)
- SF-6 Single-Family Residential (6,000 sq. ft. / lot minimum)
- SF-4 Single-Family Residential (4,000 sq. ft. / lot minimum)
- SF-2 Single-Family Residential (2,000 sq. ft. / lot minimum)



Scale: 1"=400'-0"



**Introduction:**

The following Proposed Concept Plan maps the general overriding ideas that form the framework for which specific physical improvements are detailed.

**1. NBD Boundary – Gateways:**

As part of a streetscape improvement program, six new major Gateways are proposed to celebrate the main access points to the NBD. These occur at the following locations:

1. Harrison Avenue – South of Kling Avenue
2. Harrison Avenue – Cincinnati / Cheviot Corp. Line
3. Montana Avenue – West of Epworth Avenue
4. Montana Avenue – East of Harrison Avenue
5. Boudinot Avenue / Feltz Avenue Intersection
6. Boudinot Avenue – South of Mozart Avenue

Additional minor gateway signs are proposed locations at NBD access points on less traveled intersecting side streets. Refer to Part V - NBD Improvement Guidelines and Recommendations for gateway descriptions.

**2. NBD Streetscape:**

Unify the NBD through a coordinated streetscape improvement program. This program will also serve to establish and maintain the priority of pedestrian activity, control and subdue vehicular traffic, and define a street edge in areas where building setbacks currently exists.

**3. NBD Boundary – Landscaped Buffers:**

Define the NBD boundary with landscaping to separate, control, and buffer the NBD from the adjacent residential neighborhood.

**4. NBD Boundary - Cheviot:**

It must be recognized that the commercial activity of the Harrison Avenue NBD continues into the City of Cheviot. The corporation line access point should be acknowledged and celebrated as a major gateway. Through cooperation and coordination with the City of Cheviot streetscape improvements must continue to the Kemper Place intersection with Harrison Avenue.

**5. NBD Environment:**

Unify and build upon the image and physical conglomeration of the Westwood Town Center Historic District institutions.

Enhance the NBD environment through public-private matching improvement fund programs.

**6. Westwood Town Center Historic District:**

Improvements are proposed to celebrate and visually tie the individual institutions together to create a more unified and identifiable place. Improvements are also envisioned to make the area safer, more efficient, and more pedestrian friendly.

**7. NBD Customer Service:**

Consolidate and enhance customer access and parking.

**8. Housing:**

To obtain a critical mass of commercial activity within the NBD, all low-density housing within the boundary of the NBD is discouraged. Single-family housing is encouraged for areas immediately adjacent to or in some instances at the periphery of the NBD.



# WESTWOOD: Harrison Avenue NBD URP

# Proposed URP Concept Map

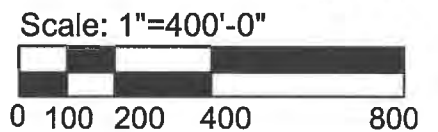
## LEGEND

- ▬ Urban Renewal Plan Study Area Boundary
- - - Municipal Boundary
- Existing Buildings within NBD Boundary
- Existing Buildings beyond NBD Boundary
- ▬ Screening At NBD Boundary
- ~ Additional Use Separation Screening

- \* Major NBD Gateways
- Potential Streetscaping
- - - Connection / Orientation Vectors

## NOTE:

- Due to Scale - Refer to:
- a. Proposed URP Option Plans
  - b. Proposed URP Option Block Plans



**Introduction:**

The focus of Option 1 is to produce the changes that will most impact the environment of the Harrison Avenue NBD. Planned physical site improvements create a readily recognized experience and response. A comforting sense of urban quality then becomes the impetus to produce additional private investment and a sustainable vitality of commercial activity.

The specific purpose of these recommended site improvements are to:

- a. Define the NBD as a cohesive, unified district.
- b. Enhance the experience of being in the NBD.
- c. Return the realm of the NBD back to the pedestrian.
- d. Control and make more safe vehicular traffic.

**Option 1 - Description:**

Design recommendations for this option concentrate on the implementation of the following improvement programs:

1. New NBD Gateway Program
2. New NBD Streetscape Improvement Program
3. New NBD Landscape and Buffering Program
4. New NBD Cooperative Parking Consolidation Program

Following the overall URP Option 1 Map are detailed Block Maps describing the improvements recommended for each block.

**1. New NBD Gateway Program:**

Gateways are celebratory design elements marking the access points to the NBD. New major gateways are recommended at the following locations:

- a. Harrison Avenue – South of Kling Avenue
- b. Harrison Avenue – Cincinnati / Cheviot Corp. Line
- c. Montana Avenue – West of Epworth Avenue
- d. Montana Avenue – East of Harrison Avenue
- e. Boudinot Avenue / Feltz Avenue Intersection
- f. Boudinot Avenue – South of Mozart Avenue

**2. NBD Streetscape Improvement Program:**

Streetscaping shall be utilized to unify the existing disparate land uses, building types, and spatial environment. A new streetscape shall also create a pedestrian friendly environment filled with amenities. Streetscaping will also define and distinguish the physical character of the NBD from the neighboring residential area and from the continued commercial activity in the City of Cheviot.

**3. New NBD Landscape and Buffering Program:**

A planned cohesive landscape-buffering program will greatly support the desired pedestrian oriented atmosphere. As part of the streetscape program landscaping will also act as a connective agent to visually enhance the tying together of paths and destinations. Hard and soft landscaping features shall be a vital component of buffer areas to separate and transition vehicles from pedestrians, public from private, and the NBD from the surrounding residential district.

**4. New NBD Cooperative Parking Consolidation Program:**






For the typical small business operation, the impact of today's commercial parking requirements is too great of an issue to handle on a business-to-business or property-to-property basis. Public and private parking must be cooperatively consolidated to maximize efficiency and ease user accessibility.



## Westwood: Harrison Avenue NBD URP

Option 1

### LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain



Scale: 1"=400'-0"



**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Recommendations






1. New streetscape improvements including:
  - a. New gateway elements:
    - i. Harrison Avenue at the Cincinnati / Cheviot Corporation Line
    - ii. Boudinot Avenue at Feltz Avenue
  - b. New brick paver collector strip
  - c. New concrete sidewalk
  - d. New concrete driveway aprons
  - e. New street trees
  - f. New tree wells protected by mulch and ground cover landscaping
  - g. New pedestrian / ornamental light poles
  - h. New traffic control sign and meter poles
  - i. New bus shelter
  - j. New benches
  - k. New trash cans
  - l. New standard newsboxes on concrete newsbox pads
2. Demolition of existing accessory buildings behind the main buildings located at 3222 and 3232 Harrison Avenue.
3. Adaptive re-use of the existing single-family houses located at 3631 and 3633 Boudinot Avenue for use as new professional office space.
5. New cooperatively consolidated parking improvements including:
  - a. Bituminous asphalt surface
  - b. Concrete curbing
  - c. Painted traffic aisles, arrows, and parking stalls
  - d. Proper stormwater drainage
  - e. Proper and adequate illumination
6. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
  - g. New pedestrian pathways from parking to shop front door entrances
7. New garbage dumpster improvements including:
  - a. Masonry enclosures
  - b. Louvered access doors
8. New building improvements including:
  - a. New street front façade improvements:
    - i. Storefronts
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
  - b. New parking lot façade improvements:
    - i. Entrance doors
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
9. New traffic control solutions:
  - a. Addition of curb bump out on Boudinot Avenue at Feltz Avenue separating on street residential parking from dedicated southbound right turn lane.



## Westwood: Harrison Avenue NBD URP

## Option 1 - Block A

### LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program
- Proposed new coordinated parking lot program with screening and landscaping



Scale: 1"=60'-0"



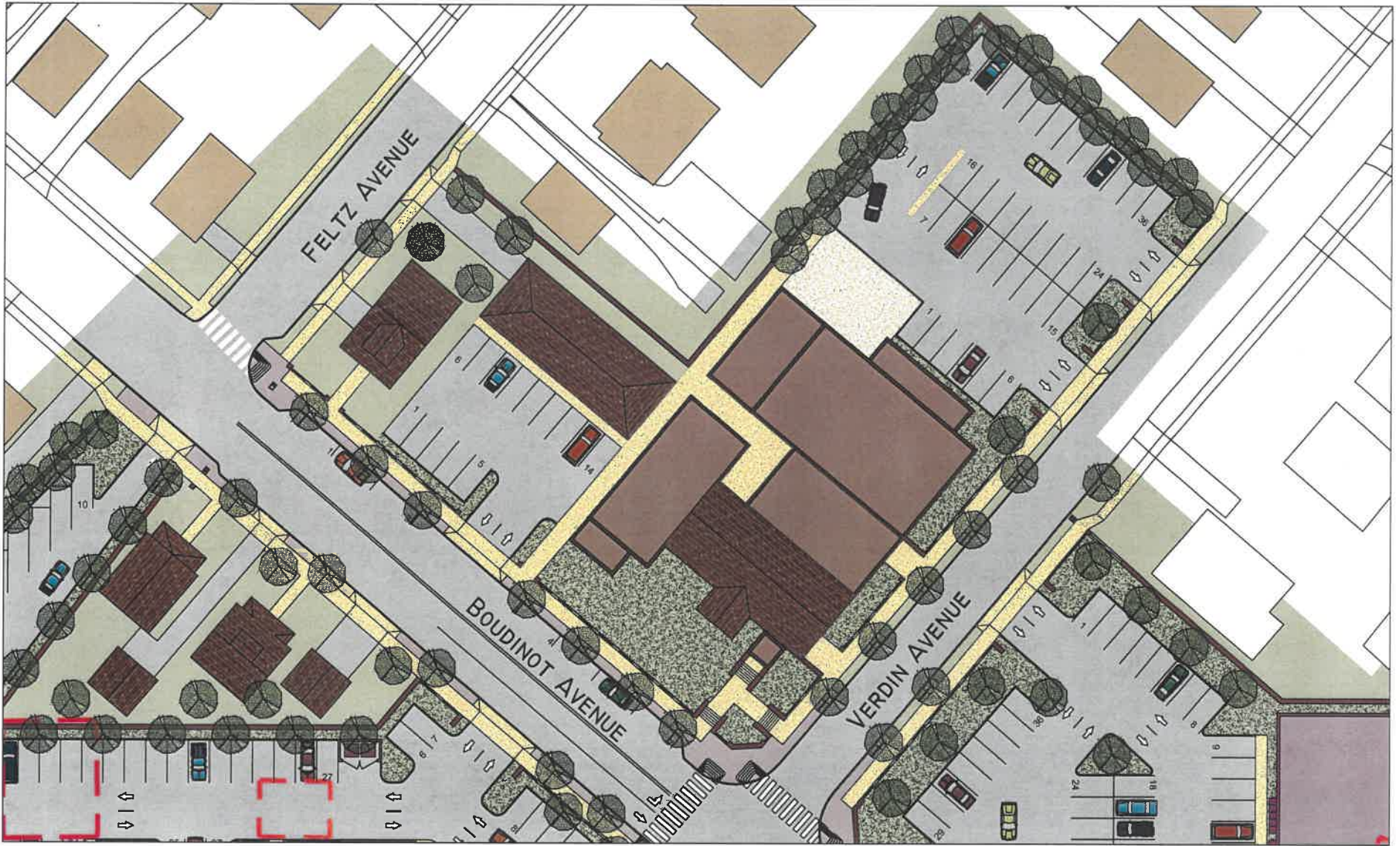


**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Recommendations






1. New streetscape improvements including:
  - a. New gateway elements:
    - i. Boudinot Avenue at Feltz Avenue
  - b. New brick paver collector strip
  - c. New concrete sidewalk
  - d. New concrete driveway aprons
  - e. New street trees
  - f. New tree wells protected by mulch and ground cover landscaping
  - g. New pedestrian / ornamental light poles
  - h. New traffic control sign and meter poles
  - i. New bus shelter
  - j. New benches
  - k. New trash cans
  - l. New standard newsboxes on concrete newsbox pads
  
2. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
  
3. New traffic control solutions:
  - a. Addition of curb bump out on Boudinot Avenue at both Verdun and Feltz Avenues separating on street parking from through traffic lane.



## Westwood: Harrison Avenue NBD URP

## Option 1 - Block B

### LEGEND

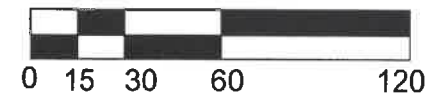
-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program
- Proposed new coordinated parking lot program with screening and landscaping



Scale: 1"=60-0"



**Introduction:**

The existing commercial property contained within this block is to be redeveloped as a new Walgreen's and US Bank. The design for this block details the URP recommendations only and do not necessarily reflect the final approved built environment.

**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Recommendations

1. New streetscape improvements including:

- a. New brick paver collector strip
- b. New concrete sidewalk
- c. New concrete driveway aprons
- d. New street trees
- e. New tree wells protected by mulch and ground cover landscaping
- f. New pedestrian / ornamental light poles
- g. New traffic control sign and meter poles
- h. New bus shelter
- i. New benches
- j. New trash cans
- k. New standard news boxes on concrete news box pads

2. New cooperatively consolidated parking improvements including:

- a. Bituminous asphalt surface
- b. Concrete curbing
- c. Painted traffic aisles, arrows, and parking stalls
- d. Proper stormwater drainage
- e. Proper and adequate illumination

3. New landscape buffering improvements including:

- a. New standard pedestrian access pylons
- b. New standard vehicular access pylons
- c. New standard ornamental metal fencing
- d. New standard 6' high masonry wall screening
- e. New ground cover
- f. New deciduous and/or coniferous trees
- g. New pedestrian pathways from parking to shop front door entrances

4. New garbage dumpster improvements including:

- a. Masonry enclosures
- b. Louvered access doors

5. 3040 Temple Avenue:

- a. Short-term recommendations focus upon the installation of new landscaping improvements to buffer the property from the immediately adjacent neighbors.
- b. Long-term recommendations would be to change the land use for this property from the existing multi-family apartments to single-family housing.
- c. It is also recommended that the existing transitional zoning designation for this property be changed to reflect the long-term recommendation; refer to proposed zoning.

6. 3036 Temple Avenue:






- a. It is recommended that that this property remains as single-family residence.
- b. It is also recommended that the existing transitional zoning designation for this property be changed to reflect this; refer to proposed zoning.



## Westwood: Harrison Avenue NBD URP

## Option 1 - Block C

### LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program with new bus stop shelter
- Proposed new coordinated parking lot program with screening and landscaping
- Proposed new dedicated pedestrian access from public sidewalk to new buildings



Scale: 1"=70'-0"

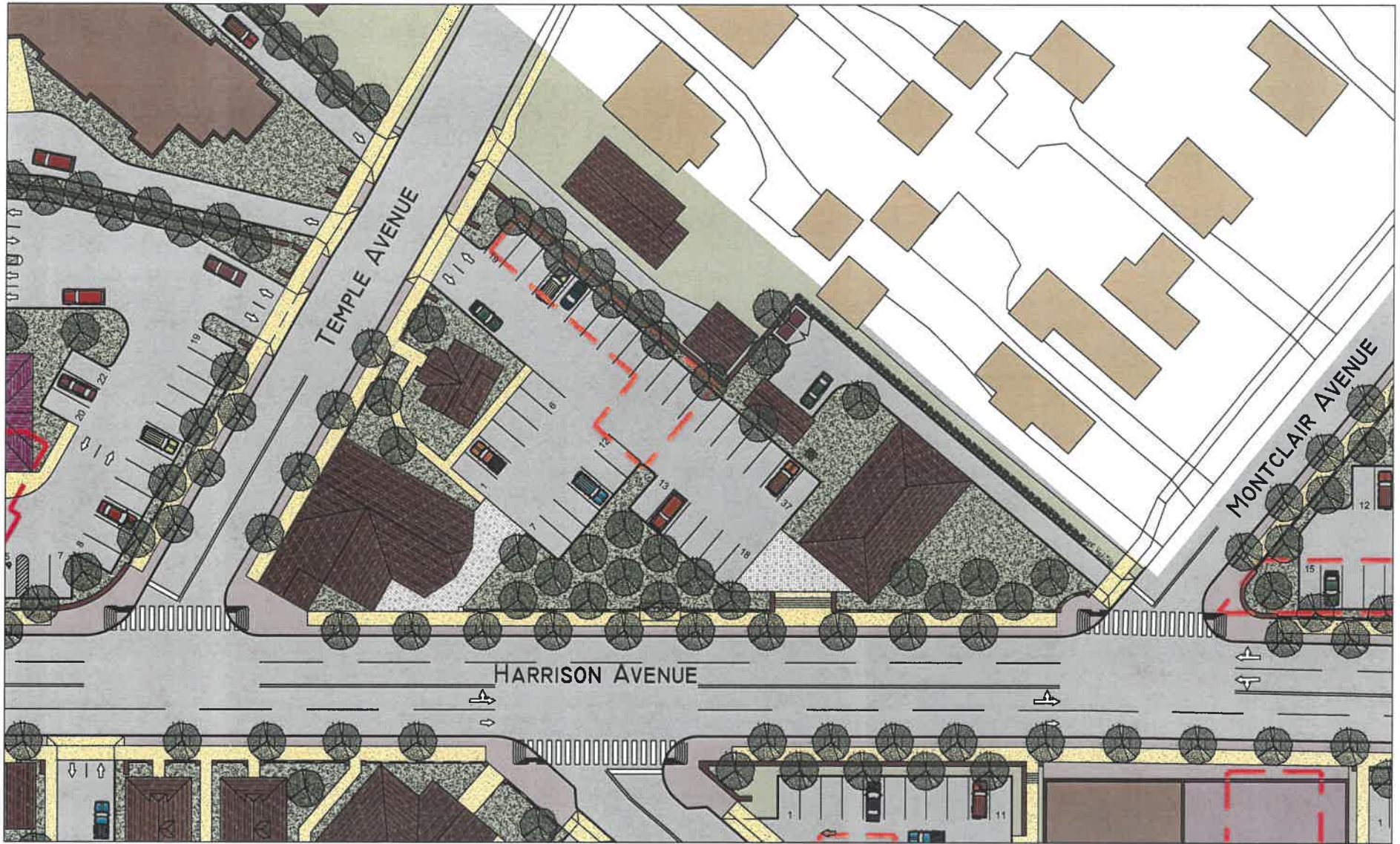


**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Recommendations






1. New streetscape improvements including:
  - a. New brick paver collector strip
  - b. New concrete sidewalk
  - c. New concrete driveway aprons
  - d. New street trees
  - e. New tree wells protected by mulch and ground cover landscaping
  - f. New pedestrian / ornamental light poles
  - g. New traffic control sign and meter poles
  - h. New bus shelter
  - i. New benches
  - j. New trash cans
  - k. New standard news boxes on concrete news box pads
2. New cooperatively consolidated parking improvements including:
  - a. Bituminous asphalt surface
  - b. Concrete curbing
  - c. Painted traffic aisles, arrows, and parking stalls
  - d. Proper stormwater drainage
  - e. Proper and adequate illumination
3. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
- f. New deciduous and/or coniferous trees
- g. New pedestrian pathways from parking to shop front door entrances
4. New garbage dumpster improvements including:
  - a. Masonry enclosures
  - b. Louvered access doors
5. 3043 Temple Avenue:
  - a. Long-term recommendations would be to change the land use for this property from the existing single-family housing to professional office space.
  - b. It is also recommended that the existing garage structure be demolished for the construction of a new surface parking lot to serve both properties at 3043 Temple Avenue and 3154 Harrison Avenue.
  - c. It is also recommended that the existing transitional zoning designation for this property be changed to reflect the long-term recommendation; refer to proposed zoning.
6. 3150 Harrison Avenue / 3030 Montclair Avenue:
  - a. Recently, use of the existing Cheviot Masonic Lodge has dropped off dramatically. Increasing use, possibly by other private or civic groups could make this destination a draw to expand the customer base of the NBD. Parking on, or for, this site will remain problematic.
  - b. An existing cellular phone transmission – relay tower currently stands at 3030 Montclair Avenue. Assuming that a long-term lease is in place, this land-use will remain the same for the foreseeable future.



## Westwood: Harrison Avenue NBD URP

## Option 1 - Block D

### LEGEND

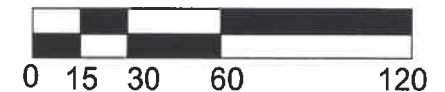
-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program
- Proposed new coordinated parking lot program with screening and landscaping



Scale: 1"=60'-0"



**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Recommendations






1. New streetscape improvements including:
  - a. New brick paver collector strip
  - b. New concrete sidewalk
  - c. New concrete driveway aprons
  - d. New street trees
  - e. New tree wells protected by mulch and ground cover landscaping
  - f. New pedestrian / ornamental light poles
  - g. New traffic control sign and meter poles
  - h. New bus shelter
  - i. New benches
  - j. New trash cans
  - k. New standard news boxes on concrete news box pads
2. New cooperatively consolidated parking improvements including:
  - a. Bituminous asphalt surface
  - b. Concrete curbing
  - c. Painted traffic aisles, arrows, and parking stalls
  - d. Proper stormwater drainage
  - e. Proper and adequate illumination
3. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
  - g. New pedestrian pathways from parking to shop front door entrances
4. New garbage dumpster improvements including:
  - a. Masonry enclosures
  - b. Louvered access doors
5. 3134 Harrison Avenue (formerly Wullenweber Motors):
  - a. Possible reuse as an automobile repair shop
  - b. Recommend improved sharing / consolidation of parking with adjacent businesses
6. 3110 – 3118 Harrison Avenue - Western Hills Honda / Yamaha:
  - a. Regional commercial enterprise.
  - b. Recommend improving and properly screening parking lot accessed from Epworth Avenue.
7. 3104 Harrison Avenue
  - a. Existing automobile repair shop stands at a prominent intersection within the NBD.
  - b. Recommend properly screening parking lot.
8. 3473 Epworth Avenue:
  - a. Recommend property remain as single-family residential.
  - b. Recommend that the existing transitional zoning designation for this property be changed to reflect the recommendation; refer to Proposed Zoning.
9. Urwiler Avenue:
  - a. Reduce the street width of Urwiler to 24' wide between Harrison and Epworth Avenues.



## Westwood: Harrison Avenue NBD URP

## Option 1 - Block E

### LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=60'-0"





**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Recommendations






1. New streetscape improvements including:
  - a. New brick paver collector strip
  - b. New concrete sidewalk
  - c. New concrete driveway aprons
  - d. New street trees
  - e. New tree wells protected by mulch and ground cover landscaping
  - f. New pedestrian / ornamental light poles
  - g. New traffic control sign and meter poles
  - h. New bus shelter
  - i. New benches
  - j. New trash cans
  - k. New standard news boxes on concrete news box pads
2. New parking improvements including:
  - a. Bituminous asphalt surface
  - b. Concrete curbing
  - c. Painted traffic aisles, arrows, and parking stalls
  - d. Proper stormwater drainage
  - e. Proper and adequate illumination
3. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
- f. New deciduous and/or coniferous trees
- g. Enhanced pedestrian pathways from parking to front door entrances
4. New garbage dumpster improvements (as applicable) including:
  - a. Masonry enclosures
  - b. Louvered access doors
5. New traffic control solutions:
  - a. Addition of curb bump-outs on Epworth Avenue at both Urwiler and Montclair Avenues to both facilitate pedestrian street crossings and to separate on-street parking from through traffic.



# Westwood: Harrison Avenue NBD URP

# Option 1 - Block F

## LEGEND

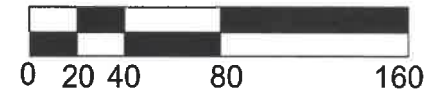
-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

## DETAILS

- Proposed new coordinated streetscape program
- Proposed new coordinated parking lot program with screening and landscaping



Scale: 1"=80'-0"

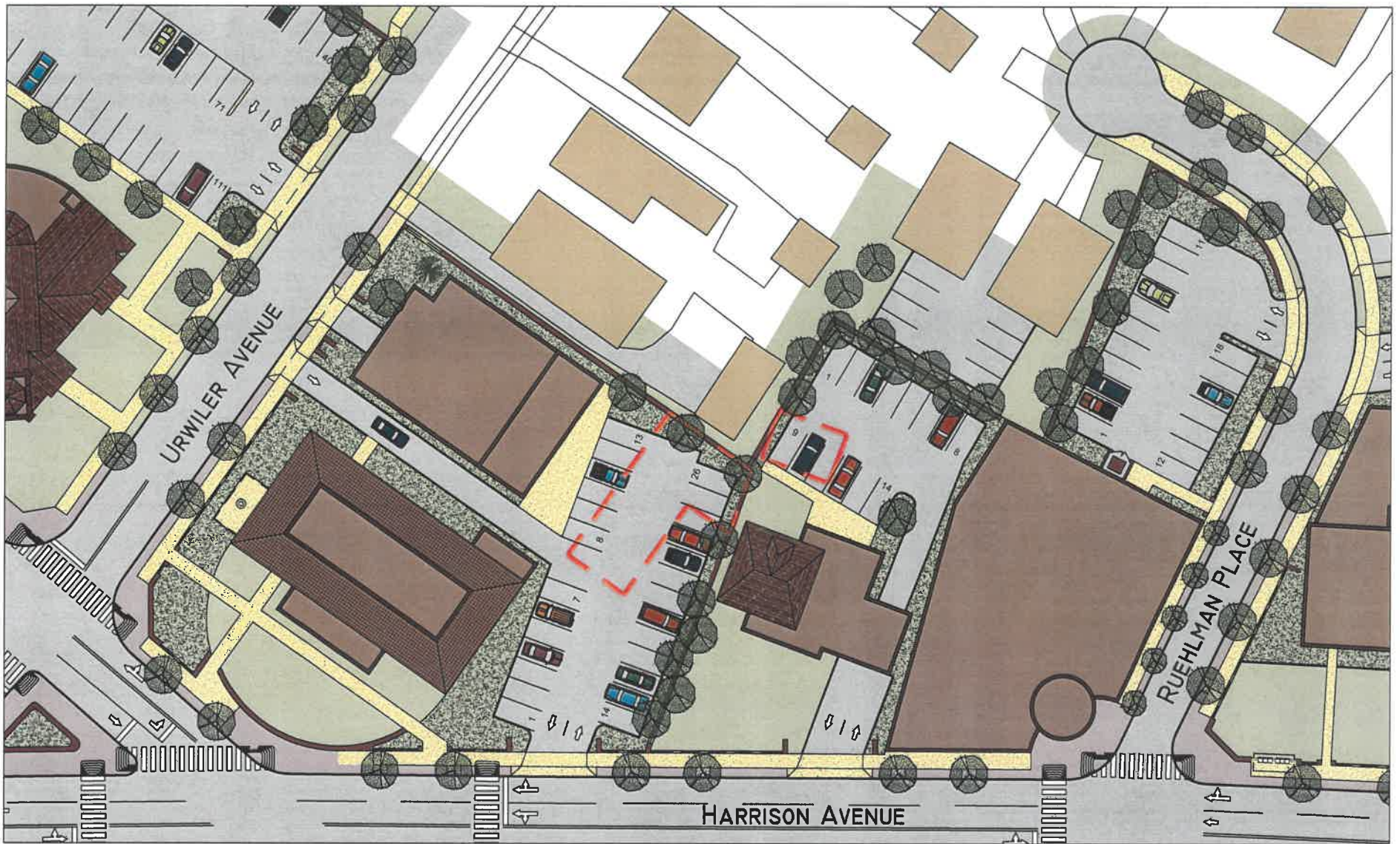


**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Recommendations






1. New streetscape improvements including:
  - a. New brick paver collector strip
  - b. New concrete sidewalk
  - c. New concrete driveway aprons
  - d. New street trees
  - e. New tree wells protected by mulch and ground cover landscaping
  - f. New pedestrian / ornamental light poles
  - g. New traffic control sign and meter poles
  - h. New bus shelter
  - i. New benches
  - j. New trash cans
  - k. New standard news boxes on concrete news box pads
2. New parking improvements including:
  - a. Bituminous asphalt surface
  - b. Concrete curbing
  - c. Painted traffic aisles, arrows, and parking stalls
  - d. Proper stormwater drainage
  - e. Proper and adequate illumination
3. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
- f. New deciduous and/or coniferous trees
- g. Enhanced pedestrian pathways from parking to front door entrances
4. New garbage dumpster improvements (as applicable) including:
  - a. Masonry enclosures
  - b. Louvered access doors
5. 3044 Harrison Avenue:
  - a. Due to existing building's location and proximity to the street, recommend creating a recessed entrance to building at the corner of Harrison Avenue and Ruhlman Place to allow for proper and adequate sidewalk access and clearance.



## Westwood: Harrison Avenue NBD URP

## Option 1 - Block G

### LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=60'-0"



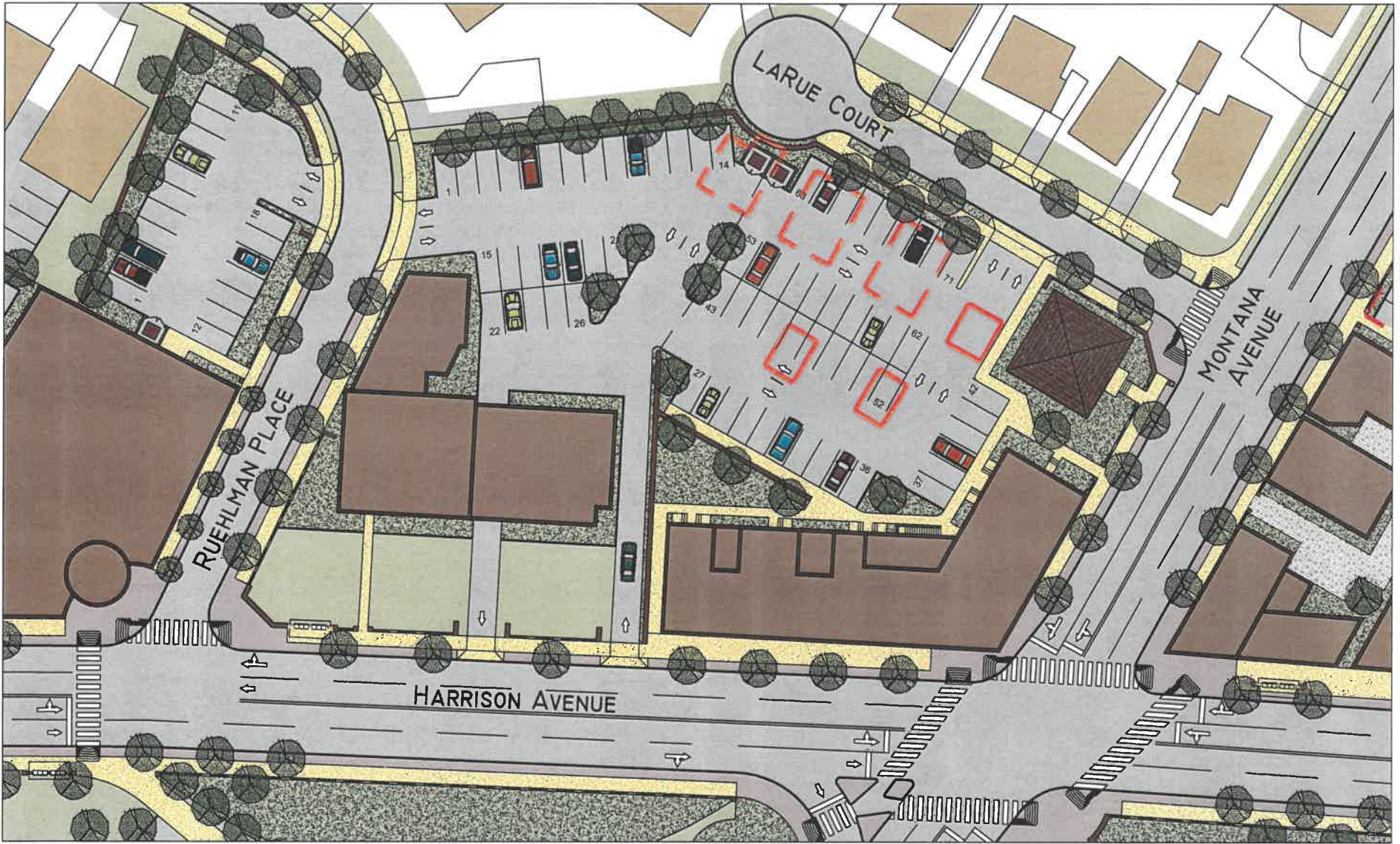
**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Recommendations

1. New streetscape improvements including:
  - a. New brick paver collector strip
  - b. New concrete sidewalk
  - c. New concrete driveway aprons
  - d. New street trees
  - e. New tree wells protected by mulch and ground cover landscaping
  - f. New pedestrian / ornamental light poles
  - g. New traffic control sign and meter poles
  - h. New bus shelter
  - i. New benches
  - j. New trash cans
  - k. New standard news boxes on concrete news box pads
2. New parking improvements including:
  - a. Bituminous asphalt surface
  - b. Concrete curbing
  - c. Painted traffic aisles, arrows, and parking stalls
  - d. Proper stormwater drainage
  - e. Proper and adequate illumination
3. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
  - g. Enhanced pedestrian pathways from parking to front door entrances
4. New garbage dumpster improvements (as applicable) including:
  - a. Masonry enclosures
  - b. Louvered access doors
5. LaRue Court – Ruehlman Place Surface Parking Lot Connector:






In support of the Bolton Lunsford Funeral Home and the shops and apartments located in the building at Harrison and Montana Avenues, an expansion of the existing parking lots is recommended. For this the demolition of the three single-family houses located on the western side of LaRue Court is required. Use of the new parking lot would be both entirely shared and as required made into separate areas.



## Westwood: Harrison Avenue NBD URP

## Option 1 - Block H

### LEGEND

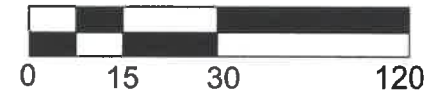
-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program with new gateway pier and new bus stop shelter
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=60'-0"



**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Recommendations

1. New streetscape improvements including:

- a. New brick paver collector strip
- b. New concrete sidewalk
- c. New concrete driveway aprons
- d. New street trees
- e. New tree wells protected by mulch and ground cover landscaping
- f. New pedestrian / ornamental light poles
- g. New traffic control sign and meter poles
- h. New bus shelter
- i. New benches
- j. New trash cans
- k. New standard news boxes on concrete news box pads

2. New parking improvements including:

- a. Bituminous asphalt surface
- b. Concrete curbing
- c. Painted traffic aisles, arrows, and parking stalls
- d. Proper stormwater drainage
- e. Proper and adequate illumination

3. New landscape buffering improvements including:

- a. New standard pedestrian access pylons
- b. New standard vehicular access pylons
- c. New standard ornamental metal fencing
- d. New standard 6' high masonry wall screening
- e. New ground cover

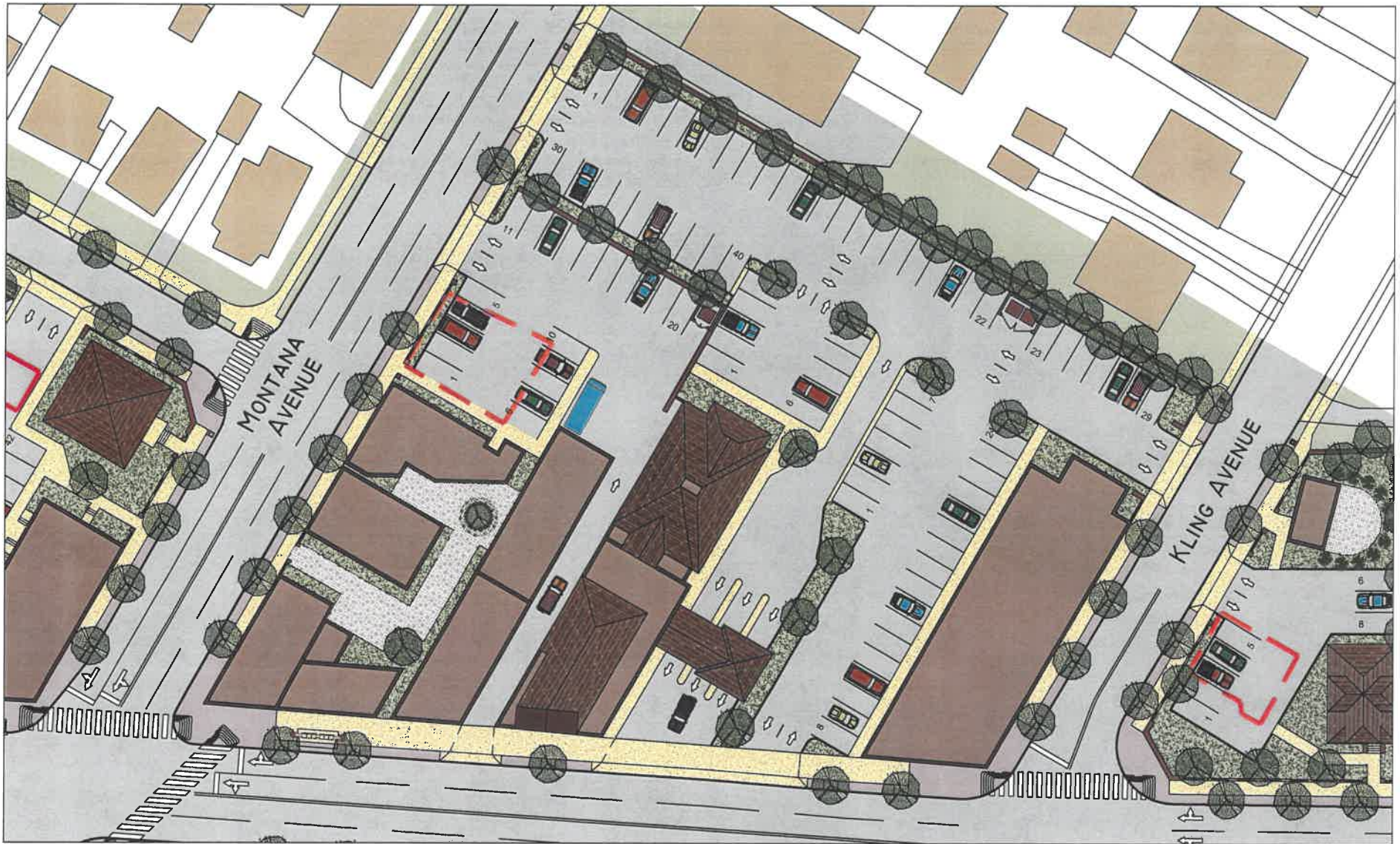
f. New deciduous and/or coniferous trees

g. Enhanced pedestrian pathways from parking to front door entrances

4. New garbage dumpster improvements (as applicable) including:

- a. Masonry enclosures
- b. Louvered access doors






5. 2951 Montana Avenue - New Public Surface Parking Lot:  
In support of the businesses located at and near the corner of the Harrison and Montana Avenues it is recommended that the existing building located at 2951 Montana Avenue be demolished and a new public surface parking lot constructed.



## Westwood: Harrison Avenue NBD URP

## Option 1 - Block 1

### LEGEND

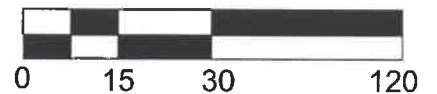
-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program with new gateway pier and new bus stop shelter
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=60'-0"





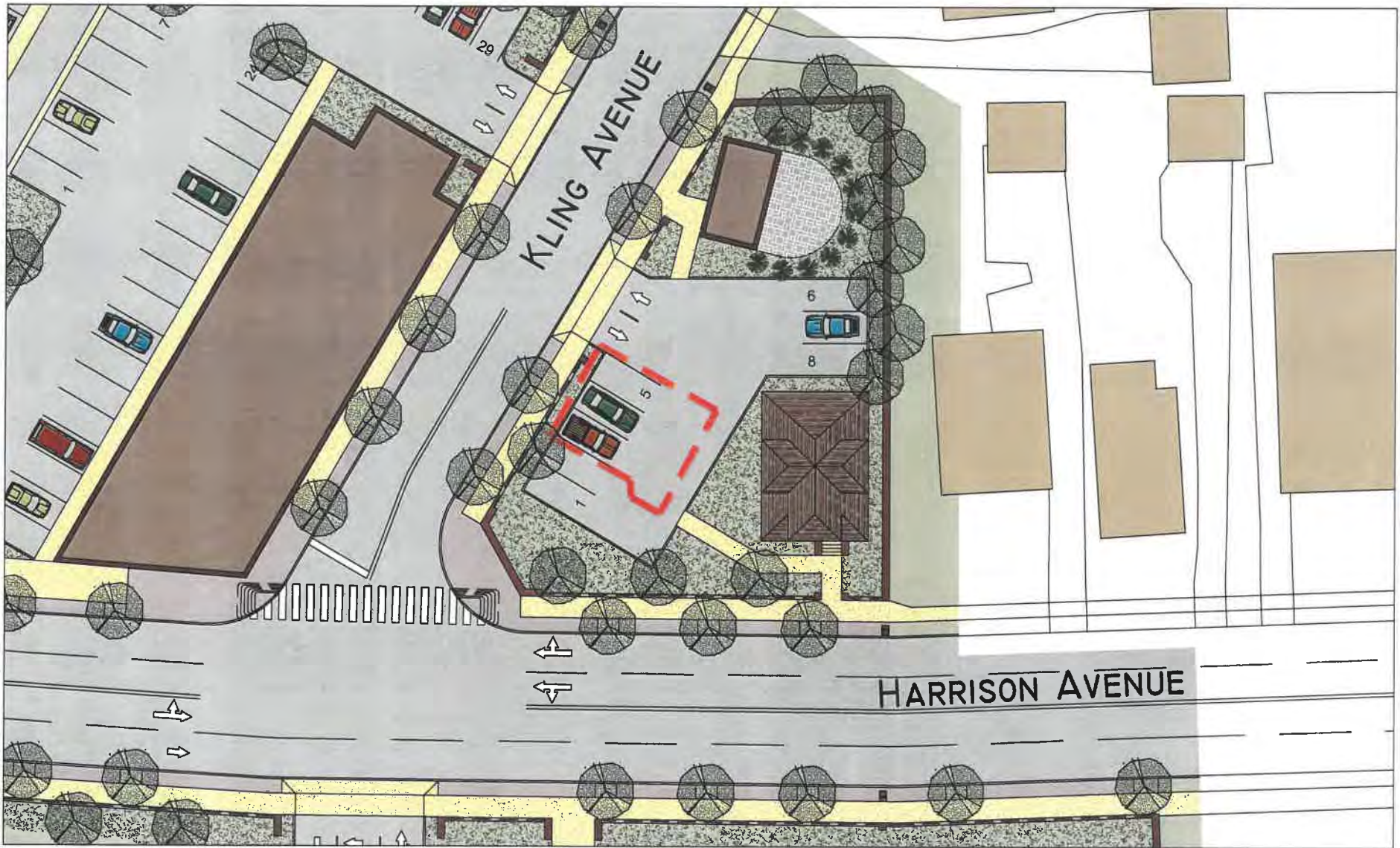
**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Recommendations

1. New streetscape improvements including:
  - a. New major gateway element:
    - i. Southern NBD entrance on Harrison Avenue
  - b. New brick paver collector strip
  - c. New concrete sidewalk
  - d. New concrete driveway aprons
  - e. New street trees
  - f. New tree wells protected by mulch and ground cover landscaping
  - g. New pedestrian / ornamental light poles
  - h. New traffic control sign and meter poles
  - i. New bus shelter
  - j. New benches
  - k. New trash cans
  - l. New standard news boxes on concrete news box pads
2. New parking improvements including:
  - a. Bituminous asphalt surface
  - b. Concrete curbing
  - c. Painted traffic aisles, arrows, and parking stalls
  - d. Proper stormwater drainage
  - e. Proper and adequate illumination
3. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
  - g. Enhanced pedestrian pathways from parking to front door entrances
4. New garbage dumpster improvements (as applicable) including:
  - a. Masonry enclosures
  - b. Louvered access doors
5. 2968 Harrison Avenue - New Public Surface Parking Lot:






The building located at 2959 Kling Avenue was originally the first home to the Westwood Homestead Savings and Loan. This building has historic community significance and it is recommended that it be rehabilitated for professional use. A law office occupies the former house located at 2962 Harrison Avenue. In support of these two locations, it is recommended that the existing building located at 2968 Harrison Avenue be demolished and a new public surface parking lot constructed.



# Westwood: Harrison Avenue NBD URP

# Option 1 - Block J

## LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

## DETAILS

- Proposed new coordinated streetscape program with new gateway pier
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=40'-0"

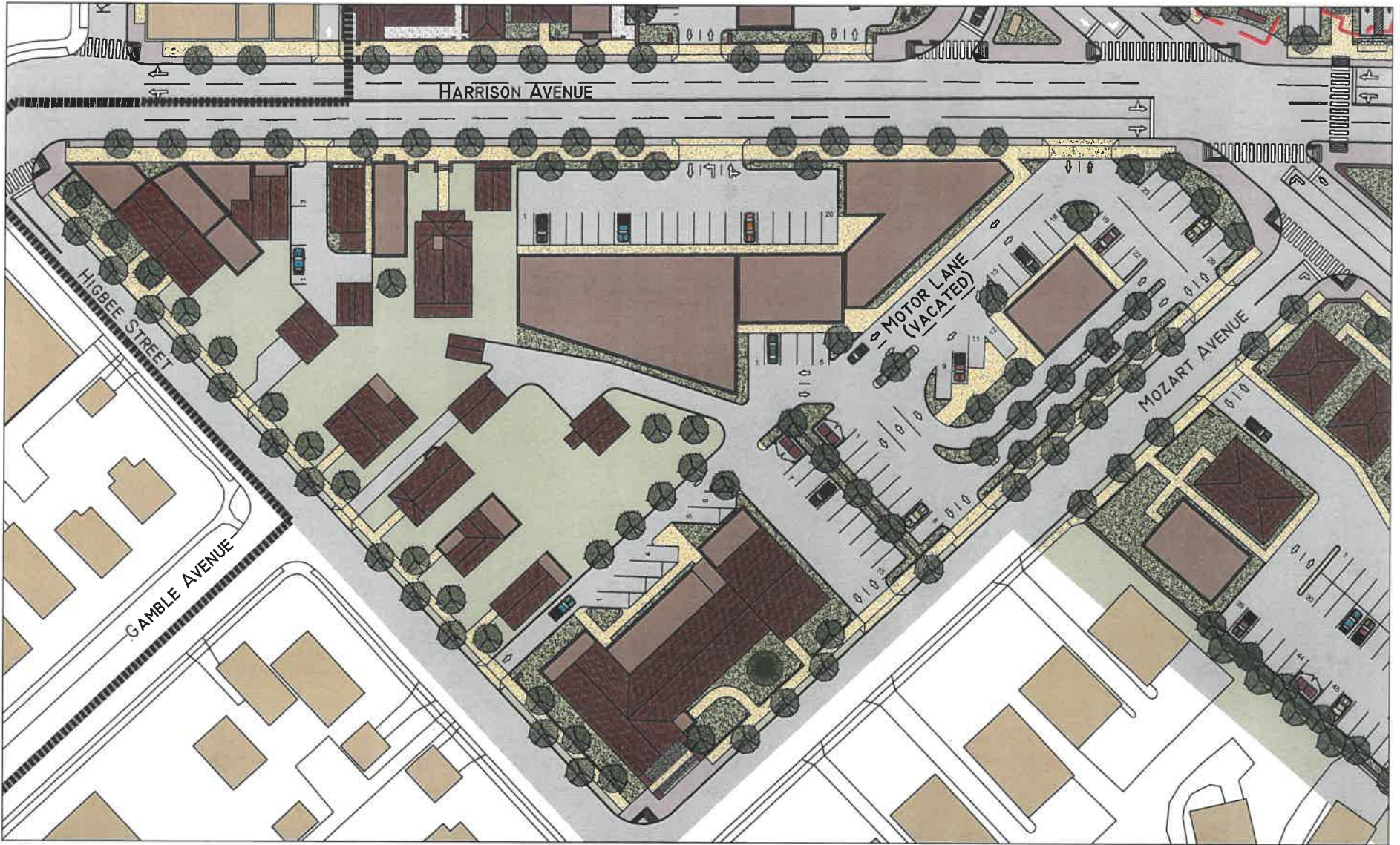


**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Guidelines and Recommendations






1. New streetscape improvements including:
  - a. New gateway elements:
    - i. Harrison Avenue at the Cincinnati / Cheviot Corporation Line
  - b. New brick paver collector strip
  - c. New concrete sidewalk
  - d. New concrete driveway aprons
  - e. New street trees
  - f. New tree wells protected by mulch and ground cover landscaping
  - g. New pedestrian / ornamental light poles
  - h. New traffic control sign and meter poles
  - i. New bus shelter
  - j. New benches
  - k. New trash cans
  - l. New standard newsboxes on concrete newsbox pads
2. New cooperatively consolidated parking improvements including:
  - a. Bituminous asphalt surface
  - b. Concrete curbing
  - c. Painted traffic aisles, arrows, and parking stalls
  - d. Proper stormwater drainage
  - e. Proper and adequate illumination
3. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
  - g. New pedestrian pathways from parking to shop front door entrances
4. New garbage dumpster improvements including:
  - a. Masonry enclosures
  - b. Louvered access doors
5. New building improvements including:
  - a. New street front façade improvements:
    - i. Storefronts
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
  - b. New parking lot façade improvements:
    - i. Entrance doors
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs



## Westwood: Harrison Avenue NBD URP

## Option 1 - Block K

### LEGEND

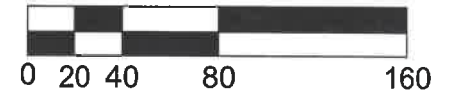
-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program with new gateway pier
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=80'-0"



**Introduction:**

The URP recommends that the existing multi-family buildings contained within this block be redeveloped into professional office space as their proximity to the Mercy Franciscan Hospital, located southward down Boudinot Avenue, and their adjacency to existing health care operations would seem to dictate. In support of this, it is proposed to construct a new shared parking facility behind the buildings.

**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Guidelines and Recommendations






1. New streetscape improvements including:
  - a. New gateway elements:
    - i. Boudinot Avenue at the NBD entrance line
  - b. New brick paver collector strip
  - c. New concrete sidewalk
  - d. New concrete driveway aprons
  - e. New street trees
  - f. New tree wells protected by mulch and ground cover landscaping
  - g. New pedestrian / ornamental light poles
  - h. New traffic control sign and meter poles
  - i. New bus shelter
  - j. New benches
  - k. New trash cans
  - l. New standard news boxes on concrete news box pads
2. New cooperatively consolidated parking improvements including:
  - a. Bituminous asphalt surface
  - b. Concrete curbing
  - c. Painted traffic aisles, arrows, and parking stalls
  - d. Proper stormwater drainage
  - e. Proper and adequate illumination
3. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
  - g. New pedestrian pathways from parking to shop front door entrances
4. New garbage dumpster improvements including:
  - a. Masonry enclosures
  - b. Louvered access doors
5. New building improvements including:
  - a. New street front façade improvements:
    - i. Storefronts
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
  - b. New parking lot façade improvements:
    - i. Entrance doors
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs



## Westwood: Harrison Avenue NBD URP

## Option 1 - Block L

### LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program with new gateway pier
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=60'-0"



**Introduction:**

1. The major focus of the improvements for the area west of Harrison between Boudinot and Stathem will be to construct a shared parking facility behind the buildings. To accomplish this, existing topographic conditions must be addressed and economically overcome.

**Recommendations:**

Refer also to: Part V – NBD Streetscape Improvement Guidelines and Recommendations

1. New streetscape improvements including:
  - a. New brick paver collector strip
  - b. New concrete sidewalk
  - c. New concrete driveway aprons
  - d. New street trees
  - e. New tree wells protected by mulch and ground cover landscaping
  - f. New pedestrian / ornamental light poles
  - g. New traffic control sign and meter poles
  - h. New bus shelter
  - i. New benches
  - j. New trash cans
  - k. New standard news boxes on concrete news box pads
2. New cooperatively consolidated parking improvements including:
  - a. Bituminous asphalt surface
  - b. Concrete curbing
  - c. Painted traffic aisles, arrows, and parking stalls
  - d. Proper stormwater drainage
  - e. Proper and adequate illumination






3. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
  - g. New pedestrian pathways from parking to shop front door entrances
4. New garbage dumpster improvements including:
  - a. Masonry enclosures
  - b. Louvered access doors
5. New building improvements including:
  - a. New street front façade improvements:
    - i. Storefronts
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
  - b. New parking lot façade improvements:
    - i. Entrance doors
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
6. New Traffic Control Solutions:
  - a. Addition of curb bump-outs along Boudinot and Stathem Avenues to better control both commercial truck traffic and customer or residential parking.



## Westwood: Harrison Avenue NBD URP

## Option 1 - Block M

### LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program with new gateway pier and new bus stop shelter
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=60'-0"





**Introduction:**

1. In this option, the major focus of the improvements for the area west of Harrison between Stathem and Urwiler focus on strategies to expand the existing business operational facilities while simultaneously eliminating conflicts between the business and residential districts:
  - a. Relocation of the auto repair shop to provide additional off-street parking.
  - b. Planned expansion of the Keidel Plumbing operation.
  - c. Vacation of Elder Alley and demolition of the existing house located at 3470 Stathem Avenue to provide additional off-street parking and loading space for the NBD.

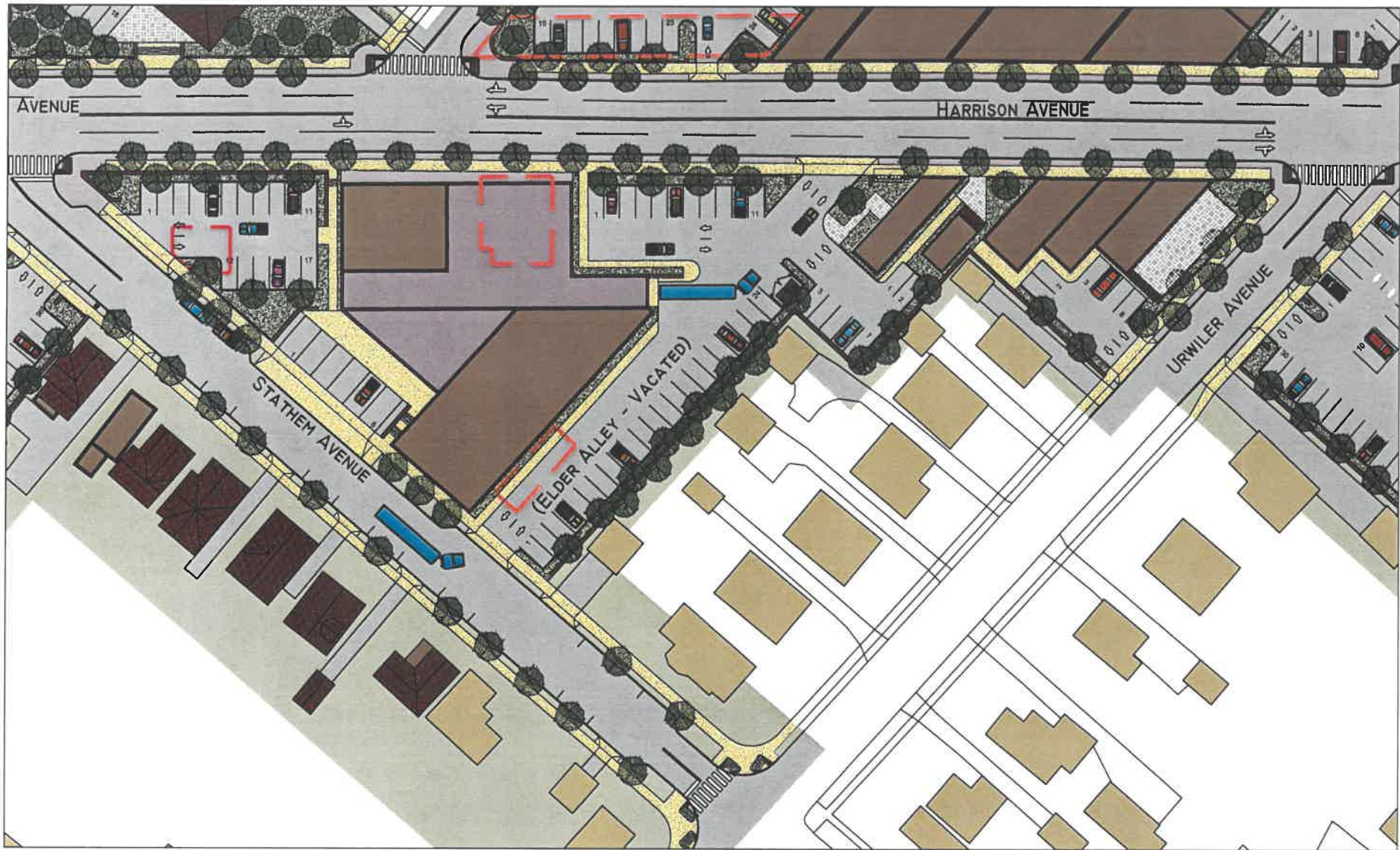
**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Guidelines and Recommendations

1. New streetscape improvements including:
  - a. New brick paver collector strip
  - b. New concrete sidewalk
  - c. New concrete driveway aprons
  - d. New street trees
  - e. New tree wells protected by mulch and ground cover landscaping
  - f. New pedestrian / ornamental light poles
  - g. New traffic control sign and meter poles
  - h. New bus shelter
  - i. New benches
  - j. New trash cans
  - k. New standard news boxes on concrete news box pads






2. New cooperatively consolidated parking improvements including:
  - a. Bituminous asphalt surface
  - b. Concrete curbing
  - c. Painted traffic aisles, arrows, and parking stalls
  - d. Proper stormwater drainage
  - e. Proper and adequate illumination
3. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
  - g. New pedestrian pathways from parking to shop front door entrances
4. New garbage dumpster improvements including:
  - a. Masonry enclosures
  - b. Louvered access doors
5. New building improvements including:
  - a. New street front façade improvements:
    - i. Storefronts
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
  - b. New parking lot façade improvements:
    - i. Entrance doors
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
6. New Traffic Control Solutions:
  - a. Addition of curb bump-outs along Stathem Avenue to better control both commercial truck traffic and residential parking.



## Westwood: Harrison Avenue NBD URP

## Option 1 - Block N

### LEGEND

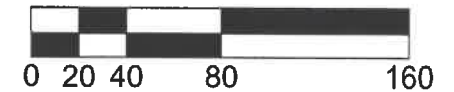
-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program
- Proposed new coordinated / consolidated parking lot program with screening and landscaping
- Proposed business relocation
- Proposed business expansion



Scale: 1"=80'-0"

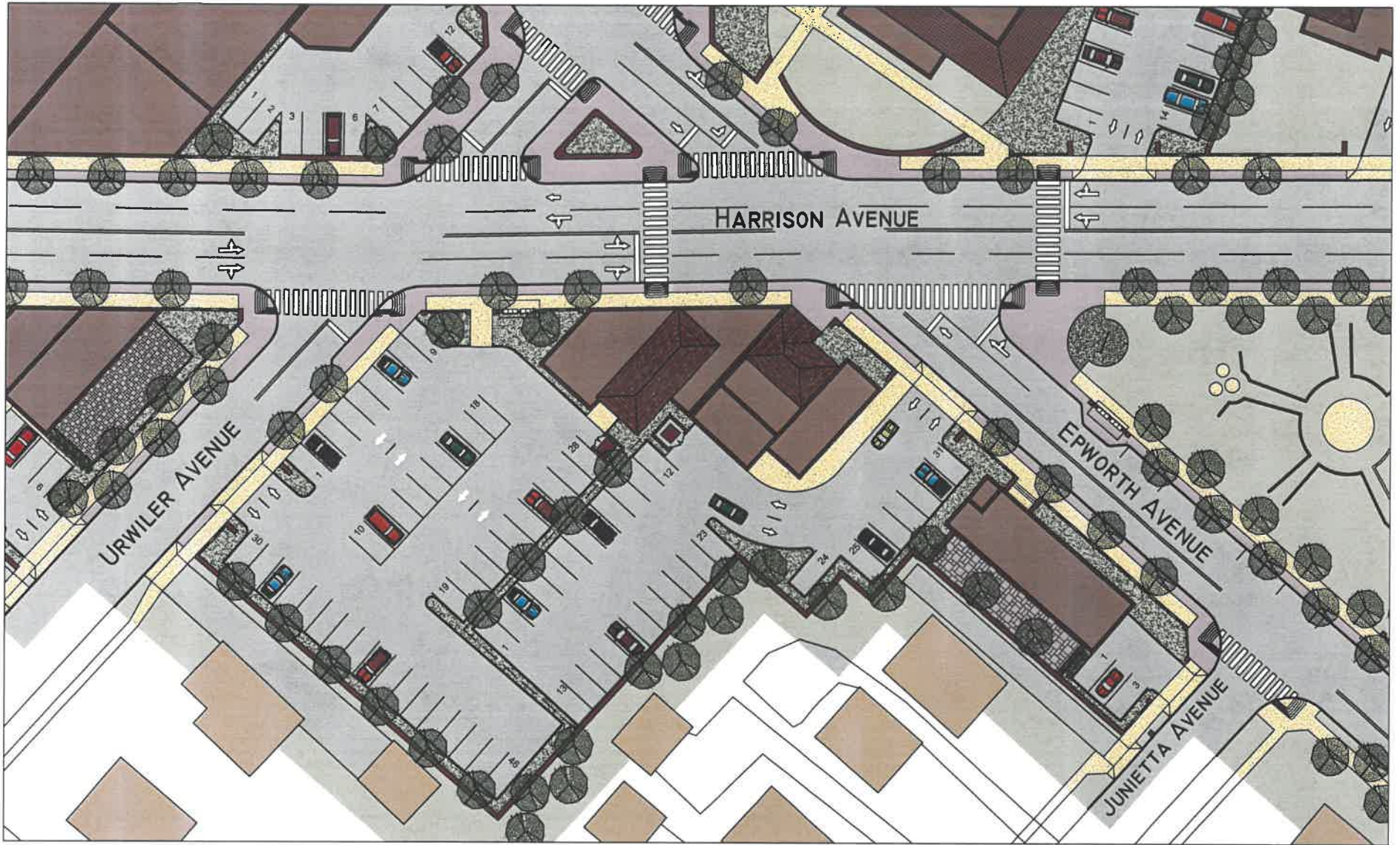


**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Guidelines and Recommendations






1. New streetscape improvements including:
  - a. New brick paver collector strip
  - b. New concrete sidewalk
  - c. New concrete driveway aprons
  - d. New street trees
  - e. New tree wells protected by mulch and ground cover landscaping
  - f. New pedestrian / ornamental light poles
  - g. New traffic control sign and meter poles
  - h. New bus shelter
  - i. New benches
  - j. New trash cans
  - k. New standard news boxes on concrete news box pads
2. New cooperatively consolidated parking improvements including:
  - a. Bituminous asphalt surface
  - b. Concrete curbing
  - c. Painted traffic aisles, arrows, and parking stalls
  - d. Proper stormwater drainage
  - e. Proper and adequate illumination
3. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
  - g. New pedestrian pathways from parking to shop front door entrances
4. New garbage dumpster improvements including:
  - a. Masonry enclosures
  - b. Louvered access doors
5. New building improvements including:
  - a. New street front façade improvements:
    - i. Storefronts
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
  - b. New parking lot façade improvements:
    - i. Entrance doors
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
6. New Traffic Control Solutions:
  - a. Addition of curb bump-outs at the intersections of both Urwiler and Epworth Avenues with Harrison Avenue.



# Westwood: Harrison Avenue NBD URP

# Option 1 - Block O

## LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

## DETAILS

- Proposed new coordinated streetscape program with new bus stop shelter
- Proposed new coordinated parking lot program with screening and landscaping



Scale: 1"=60'-0"



**Introduction:**

Improvements recommended for the Westwood Town Hall Property include the following:

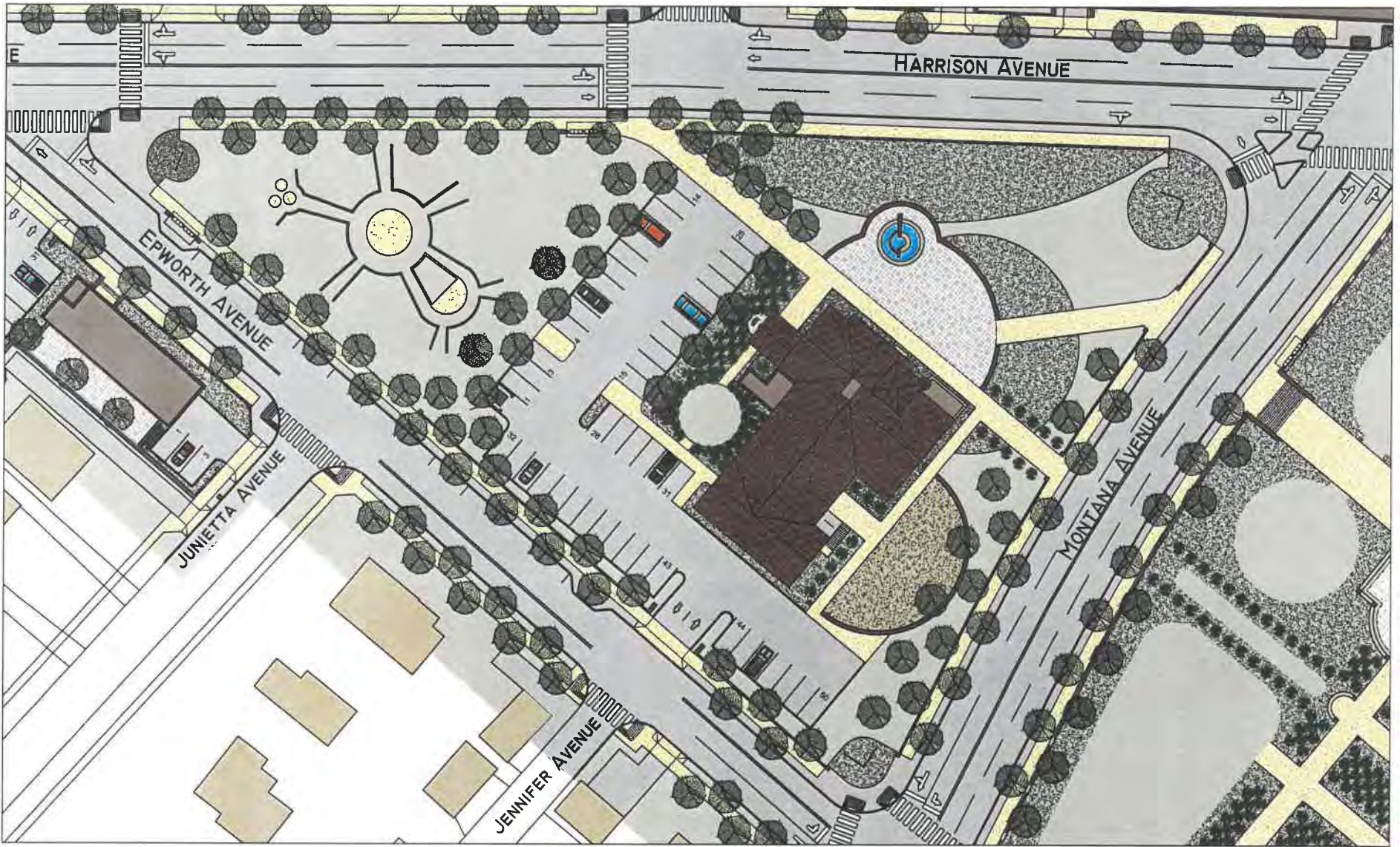
1. Re-establish the importance of the front façade entrance with an enhanced and expanded front plaza with landscaping improvements and possibly both a fountain and clock tower.
2. Expansion of on-site parking opportunities
3. Relocation of existing war memorial and addition of a new landscaped memorial garden meeting area at the side entrance.
4. Relocation of the playground to the Montana Avenue side of the building.
5. Interior building renovations.

**Recommendations:**

Refer also to: Part V – NBD Streetscape Improvement Guidelines and Recommendations

1. New streetscape improvements including:
  - a. New brick paver collector strip
  - b. New concrete sidewalk
  - c. New concrete driveway aprons
  - d. New street trees
  - e. New tree wells protected by mulch and ground cover landscaping
  - f. New pedestrian / ornamental light poles
  - g. New traffic control sign and meter poles
  - h. New bus shelter
  - i. New benches
  - j. New trash cans
  - k. New standard news boxes on conc. news box pads






2. New cooperatively consolidated parking improvements including:
  - a. Bituminous asphalt surface
  - b. Concrete curbing
  - c. Painted traffic aisles, arrows, and parking stalls
  - d. Proper stormwater drainage
  - e. Proper and adequate illumination
3. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
  - g. New pedestrian pathways from parking to shop front door entrances
4. New garbage dumpster improvements including:
  - a. Masonry enclosures
  - b. Louvered access doors



## Westwood: Harrison Avenue NBD URP

## Option 1 - Block P

### LEGEND

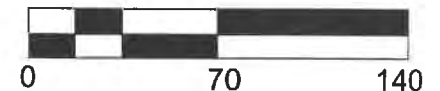
-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program with new bus stop shelters
- Proposed new coordinated parking lot expansion program with screening and landscaping
- Proposed new landscape development program with new outdoor gathering areas



Scale: 1"=70'-0"



**Introduction:**

Improvements recommended for the Westwood Elementary School property include the following:

1. Re-establish the importance of the school through improved connections of the school to both the Town Hall and Public Library through the creation of visual alleys.
2. Expansion of on-site parking opportunities
3. Improvements to existing shared parking
4. Improve and coordinate school traffic circulation

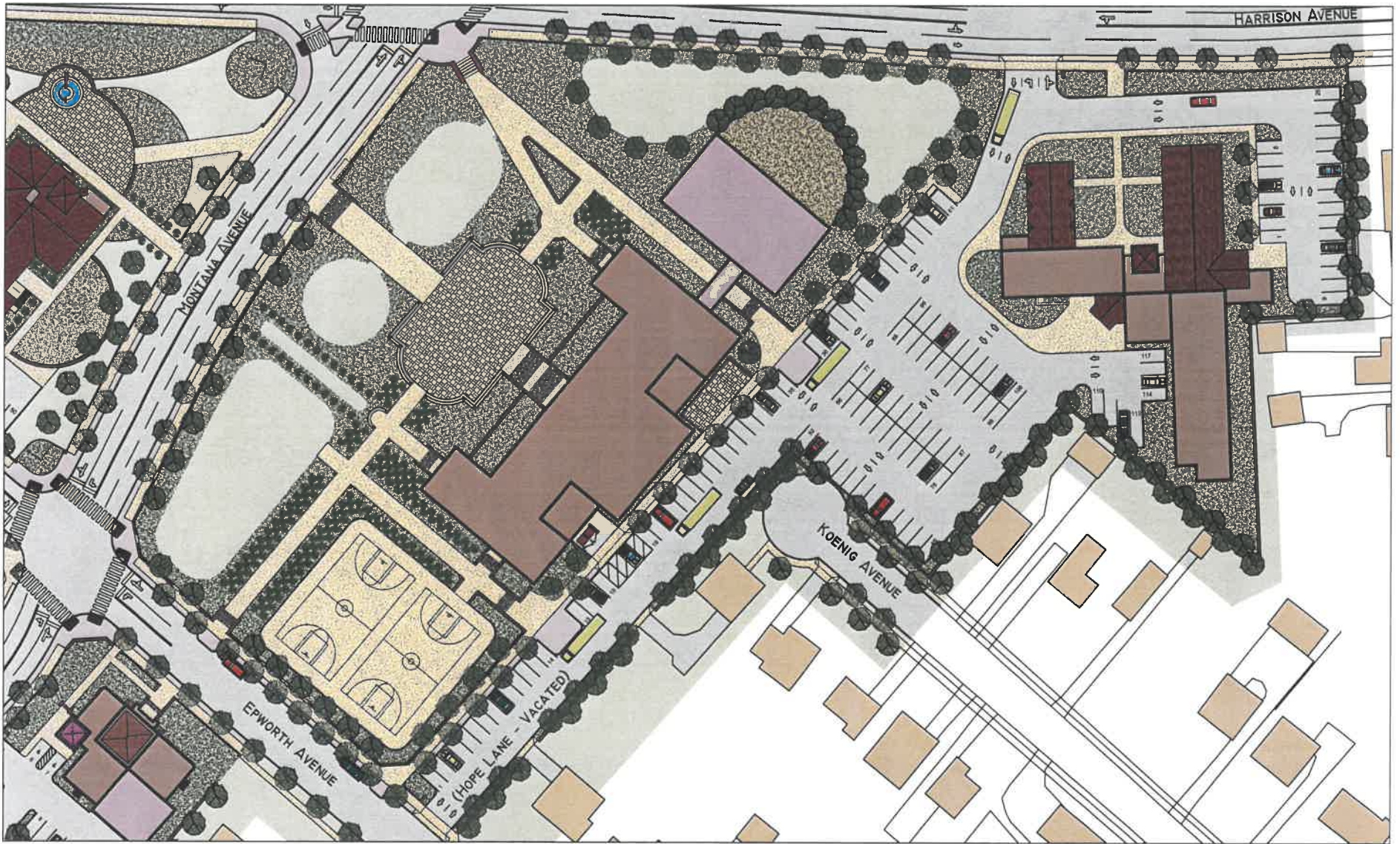
**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Guidelines and Recommendations

1. New streetscape improvements including:
  - a. New major gateway on Harrison Avenue at the southern entrance to the NBD
  - b. New brick paver collector strip
  - c. New concrete sidewalk
  - d. New concrete driveway aprons
  - e. New street trees
  - f. New tree wells protected by mulch and ground cover landscaping
  - g. New pedestrian / ornamental light poles
  - h. New traffic control sign and meter poles
  - i. New bus shelter
  - j. New benches
  - k. New trash cans
  - l. New standard news boxes on conc. news box pads






2. New cooperatively consolidated parking improvements including:
  - a. Bituminous asphalt surface
  - b. Concrete curbing
  - c. Painted traffic aisles, arrows, and parking stalls
  - d. Proper stormwater drainage
  - e. Proper and adequate illumination
3. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
  - g. New pedestrian pathways from parking to shop front door entrances
4. New garbage dumpster improvements including:
  - a. Masonry enclosures
  - b. Louvered access doors
5. New traffic control solutions:
  - a. Relocate the existing driveway to the shared Westwood 1st Presbyterian Church and Westwood Elementary parking lot.
  - b. Street improvements to Hope Lane to allow for two-way traffic.
  - c. Addition of curb bump-outs to both Hope Lane and Epworth Avenue to improve bus and parent drop-off and pick-up circulation.



## Westwood: Harrison Avenue NBD URP

## Option 1 - Block Q

### LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program
- Proposed new school expansion and landscaping improvement program
- Proposed vehicular access and circulation management / improvement program
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=100'-0"





**Introduction:**

Improvements recommended for the Westwood Branch of the Public Library property include the following:

1. Emphasize the importance of the Library through re-establishment of the Library's connections to and with the Westwood Elementary School, via the creation of a visual alley.
2. Expansion of on-site parking opportunities complete with new landscaped screening.

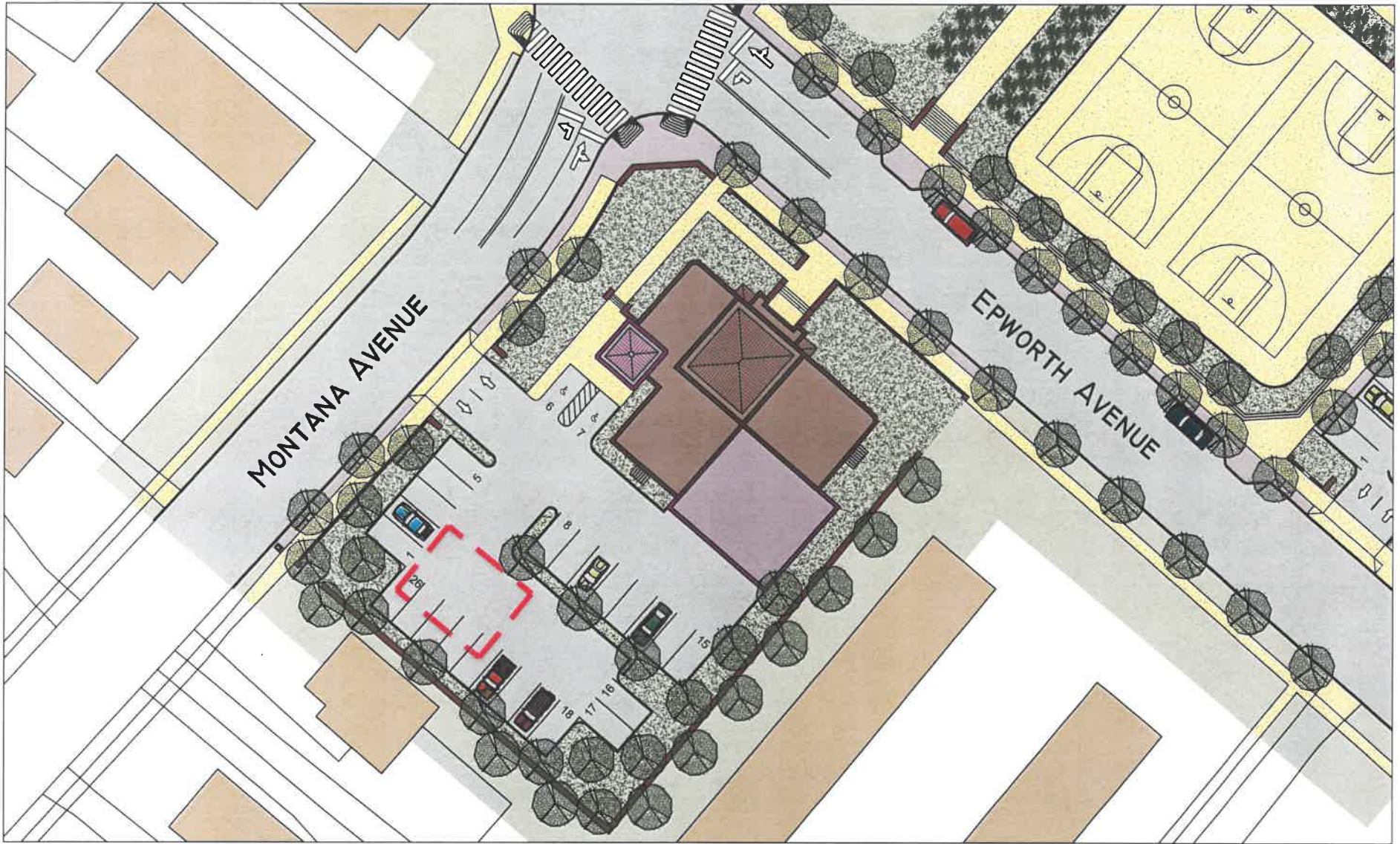
**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Guidelines and Recommendations

1. New streetscape improvements including:
  - a. New major gateway on Montana Avenue at the entrance to the NBD.
  - b. New brick paver collector strip
  - c. New concrete sidewalk
  - d. New concrete driveway aprons
  - e. New street trees
  - f. New tree wells protected by mulch and ground cover landscaping
  - g. New pedestrian / ornamental light poles
  - h. New traffic control sign and meter poles
  - i. New bus shelter
  - j. New benches
  - k. New trash cans
  - l. New standard news boxes on conc. news box pads






2. New cooperatively consolidated parking improvements including:
  - a. Bituminous asphalt surface
  - b. Concrete curbing
  - c. Painted traffic aisles, arrows, and parking stalls
  - d. Proper stormwater drainage
  - e. Proper and adequate illumination
3. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
  - g. New pedestrian pathways from parking to shop front door entrances
4. New garbage dumpster improvements (if required) including:
  - a. Masonry enclosures
  - b. Louvered access doors



# Westwood: Harrison Avenue NBD URP

# Option 1 - Block R

## LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

## DETAILS

- Proposed new coordinated streetscape program with new gateway pier
- Proposed new coordinated parking lot program with screening and landscaping



Scale: 1"=50'-0"



**Introduction:**

The focus of Option 2 is to present alternatives for the design of several blocks. These proposed alternatives might coexist, build upon, or replace the alternatives developed for Option 1. The proposed public improvements outlined in Option 1 remain and are only modified as required to accommodate any changes to the adjacent private property.

**Option 2 – Description:**

Design recommendations for this option concentrate on implementation of the following improvement programs:

1. New NBD Public Parking Program
2. New Townhouse Building Development Program
3. New Commercial Building Development Program
4. New NBD Buffering and Separation Program

Following the overall URP Option 2 Map are detailed Block maps describing improvements recommended for each block.

**1. New NBD Public Parking Program**

Property redevelopment, through building demolition and construction of new public parking lots are recommended for Blocks A and E to better serve existing and future, adjacent and nearby private enterprise development.

**2. New Commercial Building Development Program:**

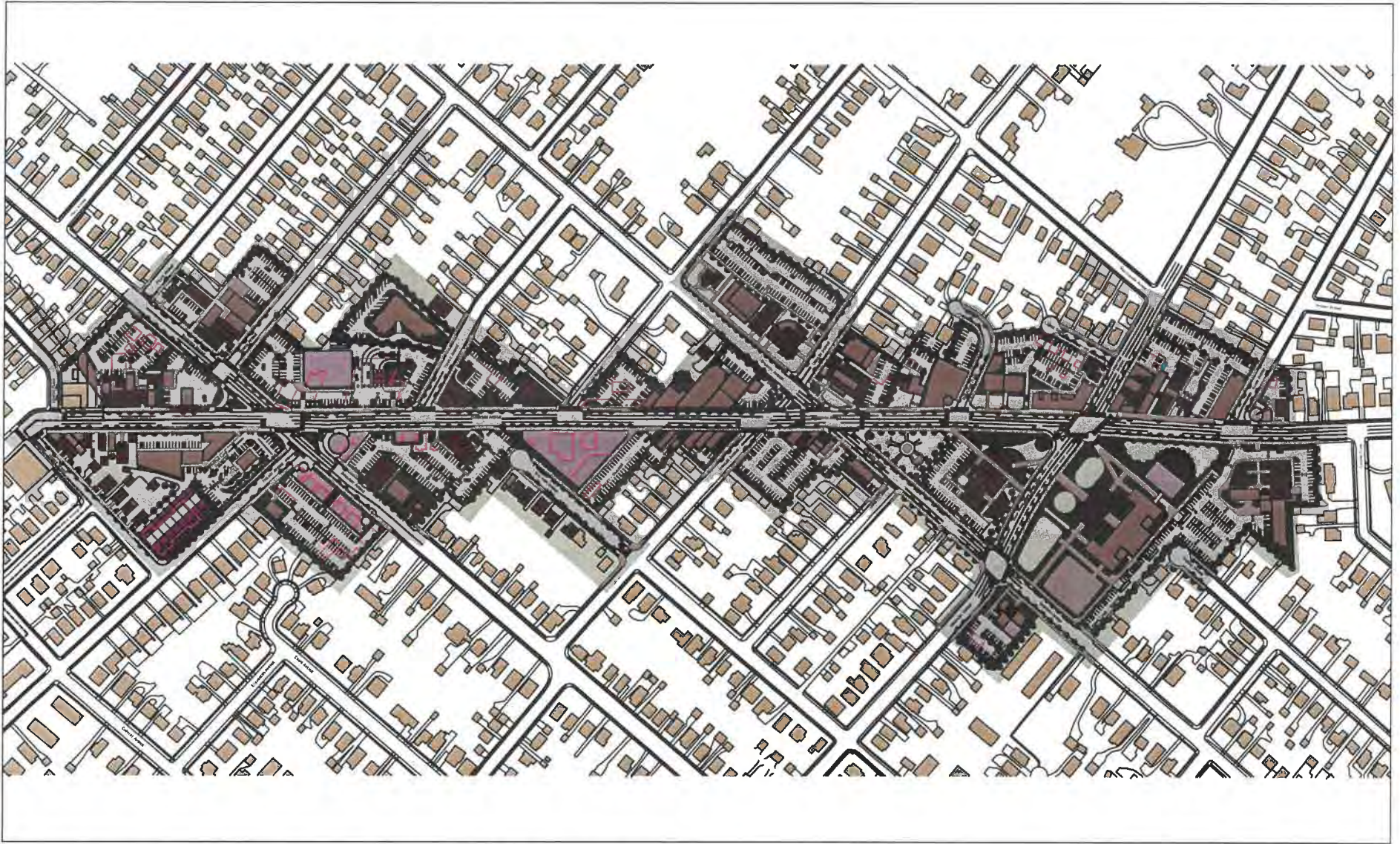
Property redevelopment, through building demolition and construction of new single-use or mixed-use commercial buildings and/or professional office buildings are proposed for the NBD within Blocks J, L, M, and N in order to address existing inadequate conditions, provide the framework for future growth, and to draw upon and serve nearby business segments.

**3. New Townhouse Building Development Program**

Property redevelopment, through building demolition and construction of new townhouses are proposed for the periphery of the NBD within Block K.

**4. New NBD Buffering and Separation Program:**






Beyond the landscaping and buffering outlined in Option 1, this Option 2 proposes significant infrastructure improvements to specifically address existing conflicts between the residential and commercial districts abutting Stathem Avenue in Block N.



## Westwood: Harrison Avenue NBD URP

Option 2

### LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain



Scale: 1"=400'-0"



**Introduction:**

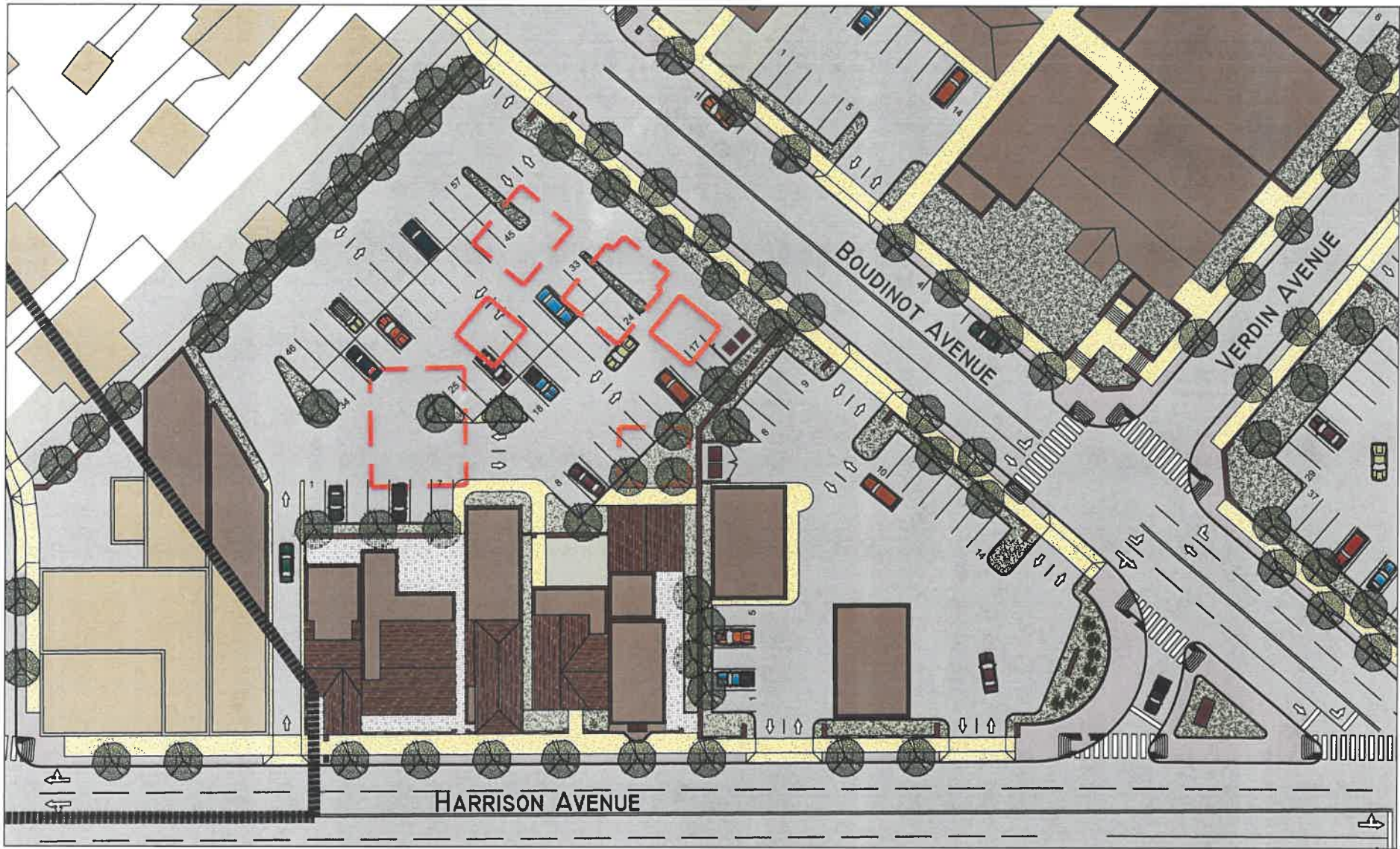
There are two main objectives focused on for this block development alternative. The first is to create a new, shared surface parking lot to serve both the businesses along Harrison and Grace Lutheran Church across Boudinot Avenue. The second is to separate the auto-oriented BP gasoline / convenient shop at the corner of Harrison and Boudinot from the more traditional building types and shops along Harrison Avenue to the Cincinnati / Cheviot corporation line.

**Recommendations:**

Refer also to:

Part V – NBD Improvement Guidelines and Recommendations






1. New streetscape improvements including:
  - a. New gateway elements:
    - i. Harrison Avenue at the Cincinnati / Cheviot Corporation Line
    - ii. Boudinot Avenue at Feltz Avenue
  - b. New brick paver collector strip
  - c. New concrete sidewalk
  - d. New concrete driveway aprons
  - e. New street trees
  - f. New tree wells protected by mulch and ground cover landscaping
  - g. New pedestrian / ornamental light poles
  - h. New traffic control sign and meter poles
  - i. New bus shelter
  - j. New benches
  - k. New trash cans
  - l. New standard newsboxes on concrete newsbox pads
2. The demolition of:
  - a. The two existing single-family houses on Boudinot Ave.
  - b. The demolition of the existing accessory buildings behind the main buildings on Harrison Avenue.
4. New shared parking expansion improvements including:
  - a. Bituminous asphalt surface
  - b. Concrete curbing
  - c. Painted traffic aisles, arrows, and parking stalls
  - d. Proper stormwater drainage
  - e. Proper and adequate illumination
5. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
  - g. New pedestrian pathways from parking to shop front door entrances
6. New garbage dumpster improvements including:
  - a. Masonry enclosures
  - b. Louvered access doors
7. New building improvements including:
  - a. New street front façade improvements:
    - i. Storefronts
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
  - b. New parking lot façade improvements:
    - i. Entrance doors
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
8. New traffic control solutions:
  - a. Addition of curb bump out on Harrison Avenue at Feltz Avenue separating on street residential parking from dedicated southbound right turn lane.



## Westwood: Harrison Avenue NBD URP

## Option 2 - Block A

### LEGEND

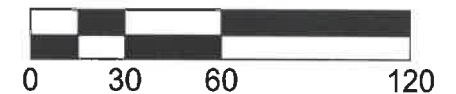
-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program with new gateway piers
- Proposed new coordinated parking lot expansion program with screening and landscaping



Scale: 1"=60'-0"



**Introduction:**

In support of the regionally oriented businesses contained on this block, this alternative recommends demolishing the existing buildings located at the southeast corner of Harrison and Montclair Avenues, that in the past have sat vacant for long periods of time, and creating of a new parking facility on this property.

**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Recommendations

1. New streetscape improvements including:

- a. New brick paver collector strip
- b. New concrete sidewalk
- c. New concrete driveway aprons
- d. New street trees
- e. New tree wells protected by mulch and ground cover landscaping
- f. New pedestrian / ornamental light poles
- g. New traffic control sign and meter poles
- h. New bus shelter
- i. New benches
- j. New trash cans
- k. New standard news boxes on concrete news box pads

2. New cooperatively consolidated parking improvements including:

- a. Bituminous asphalt surface
- b. Concrete curbing
- c. Painted traffic aisles, arrows, and parking stalls
- d. Proper stormwater drainage
- e. Proper and adequate illumination

3. New landscape buffering improvements including:

- a. New standard pedestrian access pylons
- b. New standard vehicular access pylons
- c. New standard ornamental metal fencing
- d. New standard 6' high masonry wall screening
- e. New ground cover
- f. New deciduous and/or coniferous trees
- g. New pedestrian pathways from parking to shop front door entrances

4. New garbage dumpster improvements including:

- a. Masonry enclosures
- b. Louvered access doors

5. 3134 Harrison Avenue (formerly Wullenweber Motors):

- a. Recommend demolition of existing buildings.
- b. Recommend construction of new parking lot.

6. 3110 – 3118 Harrison Avenue - Western Hills Honda / Yamaha:

- a. Retain regional commercial enterprise.
- b. Recommend improving and properly screening parking lot accessed from Epworth Avenue.

7. 3104 Harrison Avenue

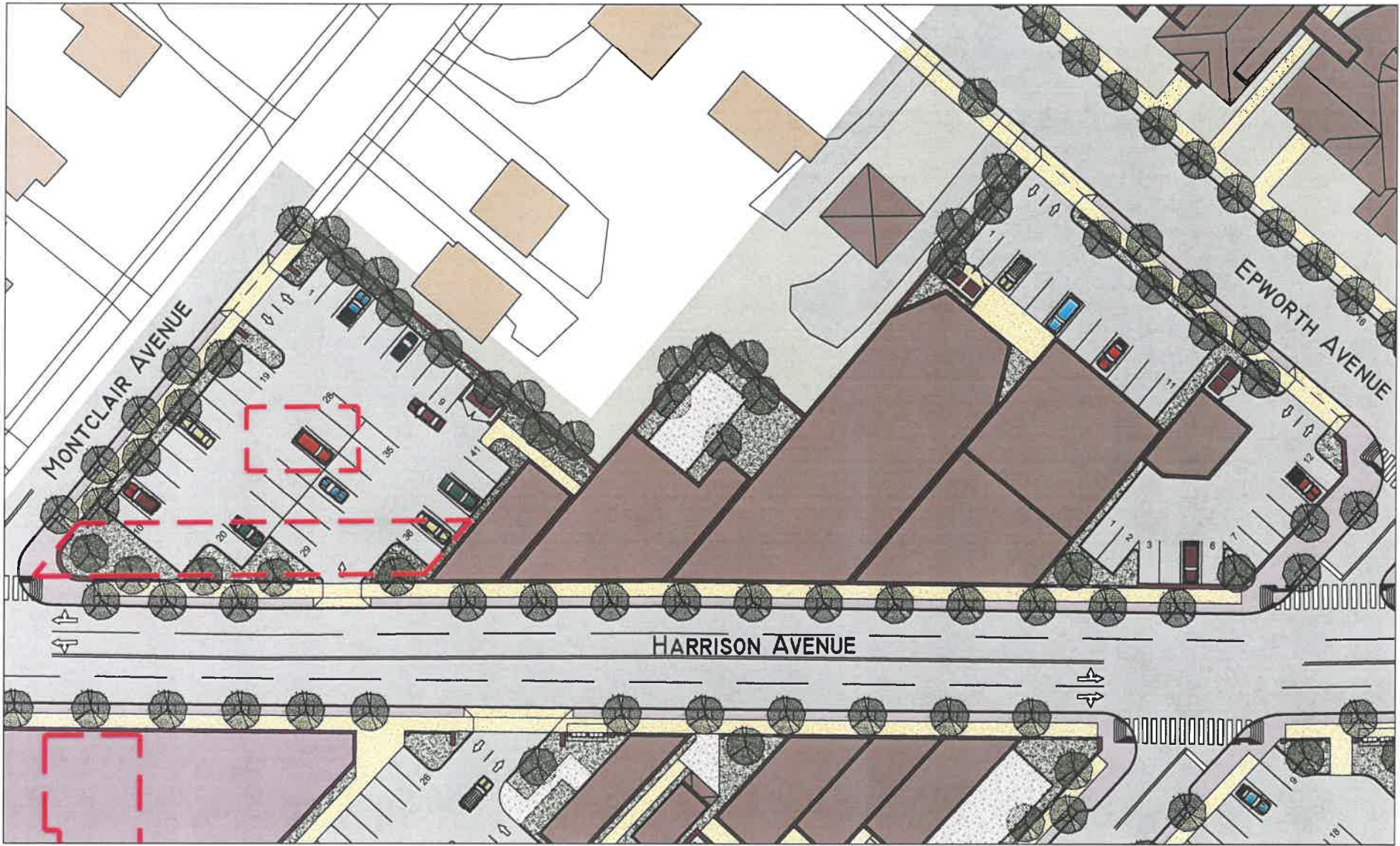
- a. Existing automobile repair shop stands at a prominent intersection within the NBD.
- b. Recommend properly screening parking lot.

8. 3473 Epworth Avenue:

- a. Recommend property remain as single-family residence.
- b. Recommend that the existing transitional zoning designation for this property be changed to reflect the recommendation; refer to Proposed Zoning.

9. Urwiler Avenue:






- a. Reduce the street width of Urwiler to 24' wide between Harrison and Epworth Avenues.



## Westwood: Harrison Avenue NBD URP

## Option 2 - Block E

### LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=60'-0"





**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Recommendations

1. New streetscape improvements including:
  - a. New major gateway element:
    - i. Southern NBD entrance on Harrison Avenue
  - b. New brick paver collector strip
  - c. New concrete sidewalk
  - d. New concrete driveway aprons
  - e. New street trees
  - f. New tree wells protected by mulch and ground cover landscaping
  - g. New pedestrian / ornamental light poles
  - h. New traffic control sign and meter poles
  - i. New bus shelter
  - j. New benches
  - k. New trash cans
  - l. New standard news boxes on concrete news box pads
2. New parking improvements including:
  - a. Bituminous asphalt surface
  - b. Concrete curbing
  - c. Painted traffic aisles, arrows, and parking stalls
  - d. Proper stormwater drainage
  - e. Proper and adequate illumination
3. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening

- e. New ground cover
- f. New deciduous and/or coniferous trees
- g. Enhanced pedestrian pathways from parking to front door entrances

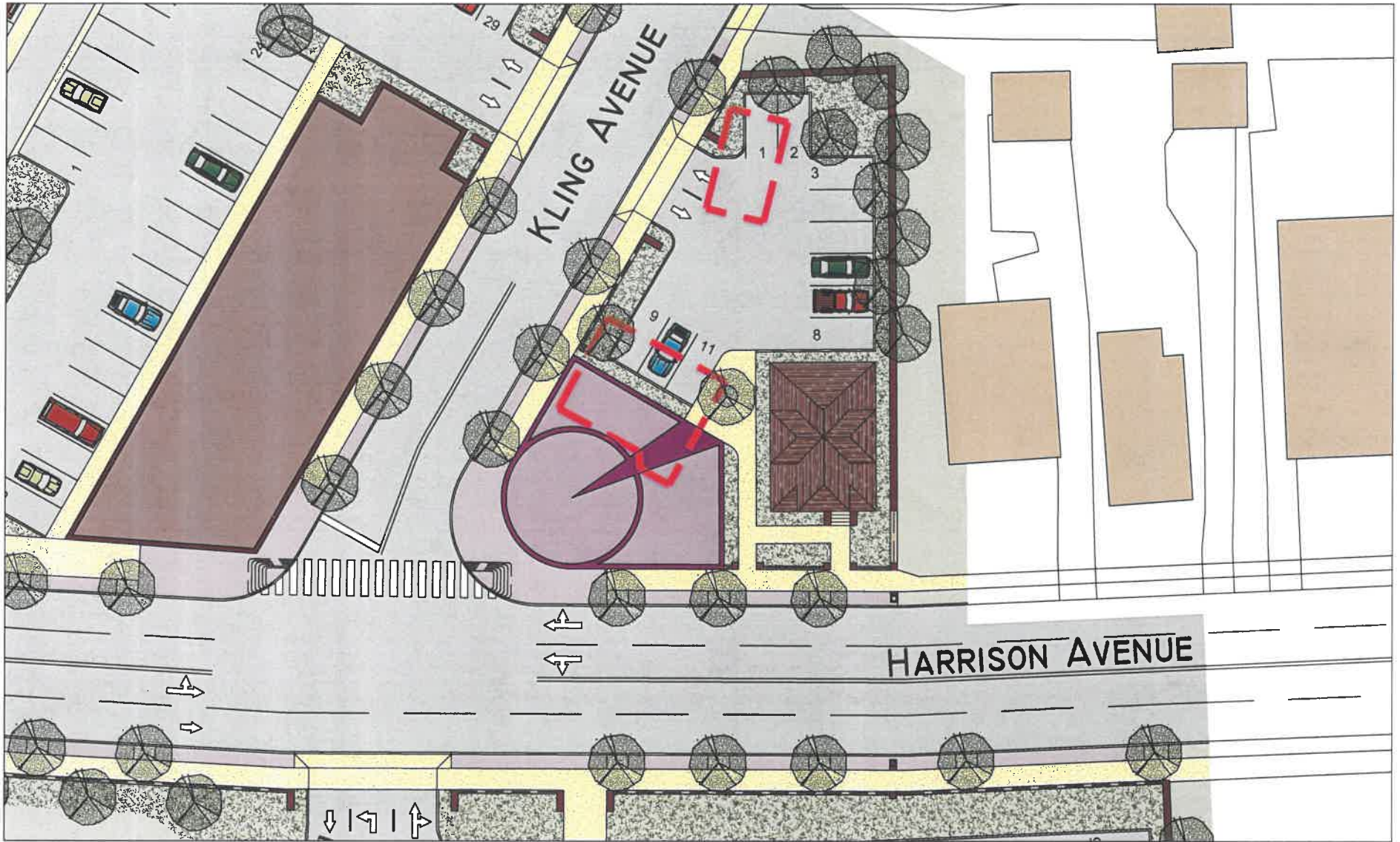
4. New garbage dumpster improvements (as applicable) including:

- a. Masonry enclosures
- b. Louvered access doors

5. 2968 Harrison Avenue - New Building:

In any pedestrian oriented district it is important that the corners of intersections are formed and occupied by buildings. In support of this concept it is recommended that both existing buildings located at 2968 Harrison Avenue and 2959 Kling Avenue be demolished and a new commercial structure be constructed for use as professional office space. In support of this new building and the law office located at 2962 Harrison Avenue, it is recommended that a new public surface parking lot be constructed.






In option one for this block it was noted that the building located at 2959 Kling Avenue was originally the first home to the Westwood Homestead Savings and Loan and because of this has historic community significance. However, the size of the one-story building is only 550 square feet, and because of this, over a long-term period, it may become difficult to keep the building occupied with a viable business.



## Westwood: Harrison Avenue NBD URP

## Option 2 - Block J

### LEGEND

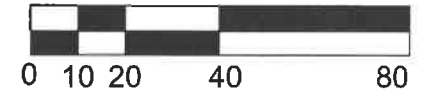
-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program with new gateway pier
- Proposed new building program
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=40'-0"



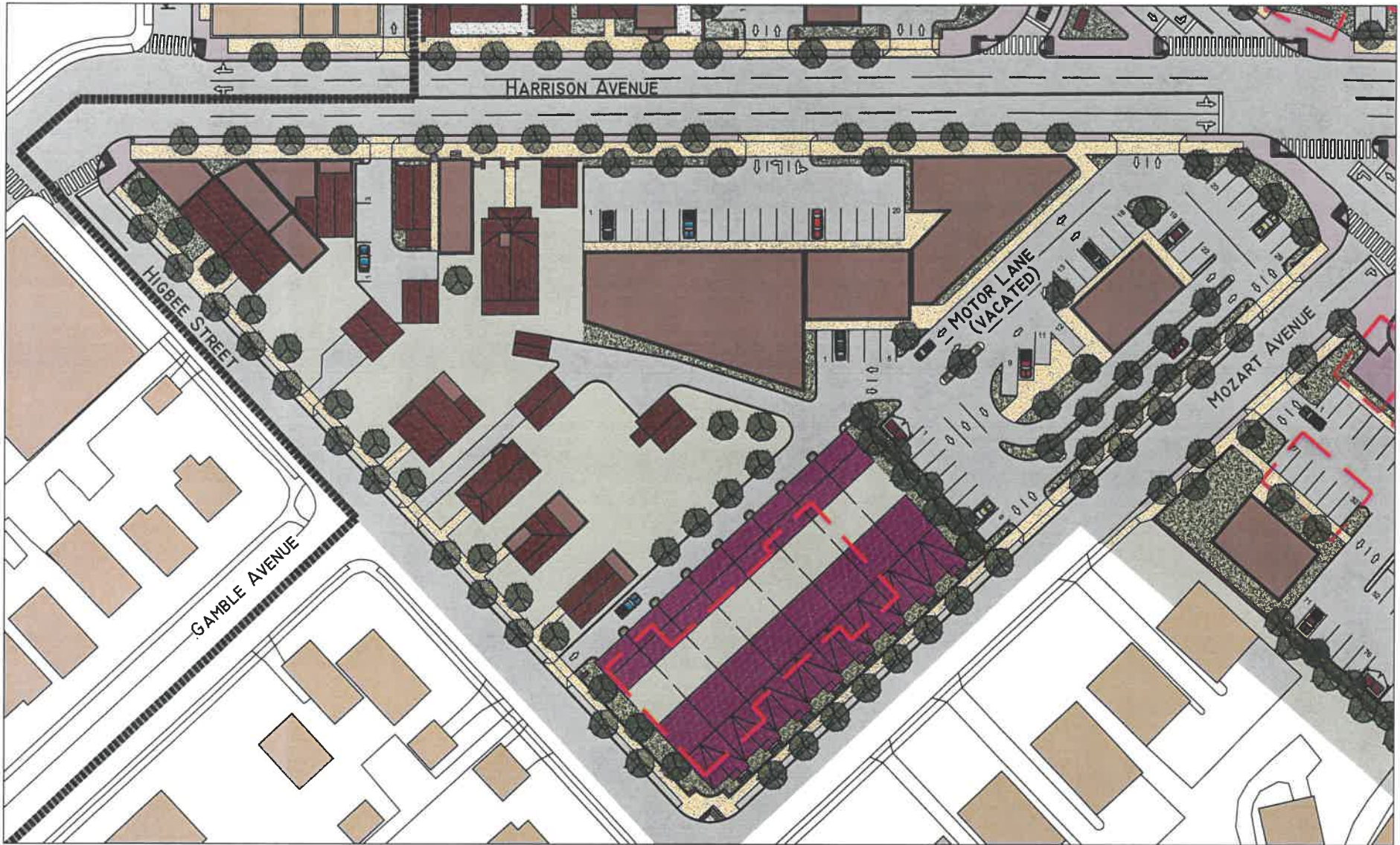
**Recommendations:**

Refer also to:

Part V – NBD Improvement Guidelines and Recommendations

1. New streetscape improvements including:
  - a. New gateway elements:
    - i. Harrison Avenue at the Cincinnati / Cheviot Corporation Line
  - b. New brick paver collector strip
  - c. New concrete sidewalk
  - d. New concrete driveway aprons
  - e. New street trees
  - f. New tree wells protected by mulch and ground cover landscaping
  - g. New pedestrian / ornamental light poles
  - h. New traffic control sign and meter poles
  - i. New bus shelter
  - j. New benches
  - k. New trash cans
  - l. New standard news boxes on concrete news box pads
2. New cooperatively consolidated parking improvements including:
  - a. Bituminous asphalt surface
  - b. Concrete curbing
  - c. Painted traffic aisles, arrows, and parking stalls
  - d. Proper stormwater drainage
  - e. Proper and adequate illumination
3. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
  - g. New pedestrian pathways from parking to shop front door entrances
4. New garbage dumpster improvements including:
  - a. Masonry enclosures
  - b. Louvered access doors
5. New building improvements including:
  - a. New street front façade improvements:
    - i. Storefronts
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
  - b. New parking lot façade improvements:
    - i. Entrance doors
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
6. New single-family townhome development:
 






The continuing status of the Salem Presbyterian Church is uncertain. Should the church close, this design option recommends the existing building be demolished and a row of eight, new, single-family townhomes with detached (2) car garages be constructed. This proposal is in support of the Westwood community's goal to promote home ownership and provides for an increase in the neighborhood's stable, stake-holding customer base located within walking distance of the NBD.



## Westwood: Harrison Avenue NBD URP

## Option 2 - Block K

### LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program
- Proposed new building program with (8) new single-family townhouses
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=80'-0"



**Introduction:**

As in Option 1, this Option 2 recommends the property of Block L be redeveloped into professional office space as the proximity to the Mercy Franciscan Hospital, located southward down Boudinot Avenue, and the adjacency to existing health care operations would seem to dictate. Unlike Option 1, this Option 2 recommends that the existing (7) of the (8) existing buildings be demolished and (1) new (2) or (3) story professional office building be constructed along with a new-shared parking facility.

**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Guidelines and Recommendations






1. New streetscape improvements including:
  - a. New gateway elements:
    - i. Boudinot Avenue at the NBD entrance line
  - b. New brick paver collector strip
  - c. New concrete sidewalk
  - d. New concrete driveway aprons
  - e. New street trees
  - f. New tree wells protected by mulch and ground cover landscaping
  - g. New pedestrian / ornamental light poles
  - h. New traffic control sign and meter poles
  - i. New bus shelter
  - j. New benches
  - k. New trash cans
  - l. New standard news boxes on concrete news box pads
2. New cooperatively consolidated parking improvements including:
  - a. Bituminous asphalt surface
  - b. Concrete curbing
  - c. Painted traffic aisles, arrows, and parking stalls
  - d. Proper stormwater drainage
  - e. Proper and adequate illumination
3. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
  - g. New pedestrian pathways from parking to shop front door entrances
4. New garbage dumpster improvements including:
  - a. Masonry enclosures
  - b. Louvered access doors
5. New building improvements including:
  - a. New street front façade improvements:
    - i. Storefronts
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
  - b. New parking lot façade improvements:
    - i. Entrance doors
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs



# Westwood: Harrison Avenue NBD URP

# Option 2 - Block L

## LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

## DETAILS

- Proposed new coordinated streetscape program
- Proposed new multi-storey building program with professional office and/or commercial lease space
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=60'-0"



**Introduction:**

In addition to the new consolidated parking recommendations detailed in Option 1, Option 2 recommends the demolition of several existing small buildings and construction of (2) new larger commercial structures.

**Recommendations:**

1. Refer also to:
  - a. Proposed Development Plan: Option 1 – Block M
  - b. Part V – NBD Streetscape Improvement Guidelines and Recommendations

2. Existing Building Demolition Recommendations:

- a. 3157 Harrison Avenue:
- b. 3159 Harrison Avenue:
- c. 3165 Harrison Avenue:

These existing three buildings are small, wood-framed, single-family houses constructed in the 1920's that have been converted to professional office use. Because of the age and construction of these buildings, extensive renovations will soon be required. Due to their size, costly improvements may not be feasible. Therefore, demolition of these "houses" is recommended. The proposed demolition allows the access drive from Harrison Avenue to the proposed shared parking lot to be located across from the Temple Avenue intersection, which will help minimize traffic conflicts.

- d. 3522 Boudinot Avenue:

Demolition of the existing commercial structure located at the southeast corner of the intersection of Harrison and Boudinot is recommended as this building is small, poorly sited at the rear of the property, and has limited on-site parking that is not safely accessed.

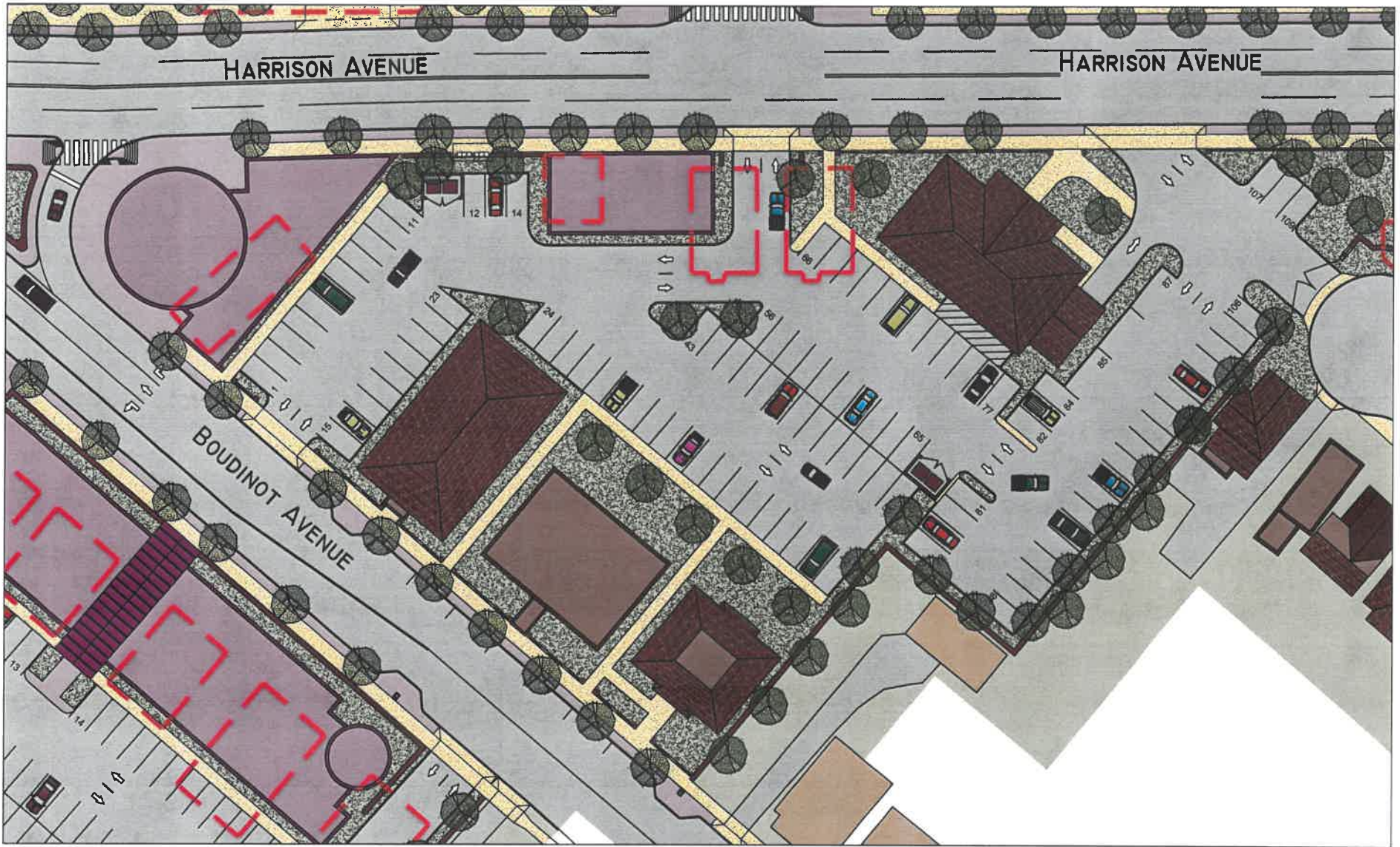
3. Proposed Building Development Recommendations:

- a. 3522 Boudinot Avenue:

Construction of a new, larger, mixed-use commercial structure of (2) or (3) stories is recommended that will better address and define the intersection.

- b. 3159 – 3165 Harrison Avenue:






Construction of a new, moderately sized, mixed-use commercial structure is recommended that will better address and define the street and that will also provide more flexible tenant space to suit a variety of future uses.



## Westwood: Harrison Avenue NBD URP

## Option 2 - Block M

### LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program with new gateway pier and new bus stop shelter
- Proposed new building program with professional office and/or commercial lease space
- Proposed vehicular access management controls
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=60'-0"





**Introduction:**

In its capacity as a major regional draw, Keidel Plumbing has long been a valued asset to the Harrison Avenue NBD. Option 1 detailed the expansion of the Keidel facilities through the utilization of existing built facilities. The redevelopment recommendations of Option 2 address the following two possibilities:

1. That Keidel's existing facilities are inadequate and a better redevelopment solution would be to demolish the existing buildings and construct an entirely new facility.
2. That due to the success of Keidel, their facility and operational requirements has outgrown their existing site, and may unfortunately require relocating the business to another location within Westwood that is physically more suited to the company's needs. Should relocation occur, the improvement recommendations for the area west of Harrison between Stathem and Urwiler focus on physical redevelopment solutions that concentrate on construction of a large single tenant building to attract a new regionally oriented business to the Harrison Avenue NBD.

**Recommendations:**






1. Refer also to:
  - a. Proposed Development Plan: Block M – Option 1
  - b. Part V – NBD Improvement Guidelines and Recommendations
2. New redevelopment solutions:
  - a. Redevelopment of the existing auto repair shop and Keidel property into either an improved Keidel operation or another regionally oriented business.
  - b. Vacation of Elder Alley and demolition of the existing house located at 3470 Stathem Avenue to provide additional off-street parking in support of a revitalized Keidel operation or a new regional oriented business.
  - c. Separation of the commercial activity and vehicular traffic oriented towards Harrison Avenue from the adjacent residential use and traffic of Stathem Avenue through the termination of Stathem short of its intersection with Harrison Avenue.
3. New Traffic Control Solutions:
  - a. Elimination of the Harrison Avenue / Stathem Avenue intersection.
  - b. Conversion of Stathem Avenue into a cul-de-sac with controlled driveway access to the Neidhard-Minges Funeral Home property for utilization of outgoing vehicular funeral processions so as to minimize the potential number and frequency of traffic conflicts on Harrison Avenue.



## Westwood: Harrison Avenue NBD URP

## Option 2 - Block N

### LEGEND

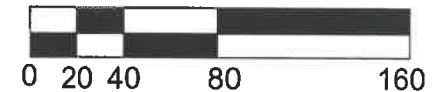
-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program with new bus stop shelter
- Proposed new commercial building program
- Proposed vehicular access management program
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=80-0"



**Introduction:**

The focus of Option 3 is again to present alternatives for the design of several blocks. These proposed alternatives might coexist, build upon, or replace the alternatives developed for Options 1 and/or 2. The proposed public improvements outlined in Option 1 and/or 2 remain and are only modified as required to accommodate any changes to the adjacent private property.

**Option 3 – Description:**

Design recommendations for this option concentrate on implementation of the following improvement programs:

1. New Commercial Building Development Program
2. Adaptive Reuse Development Program
3. New NBD Public Parking Program

Following the overall URP Option 3 Map are detailed Block maps describing improvements recommended for each block.

**1. New Commercial Building Development Program:**

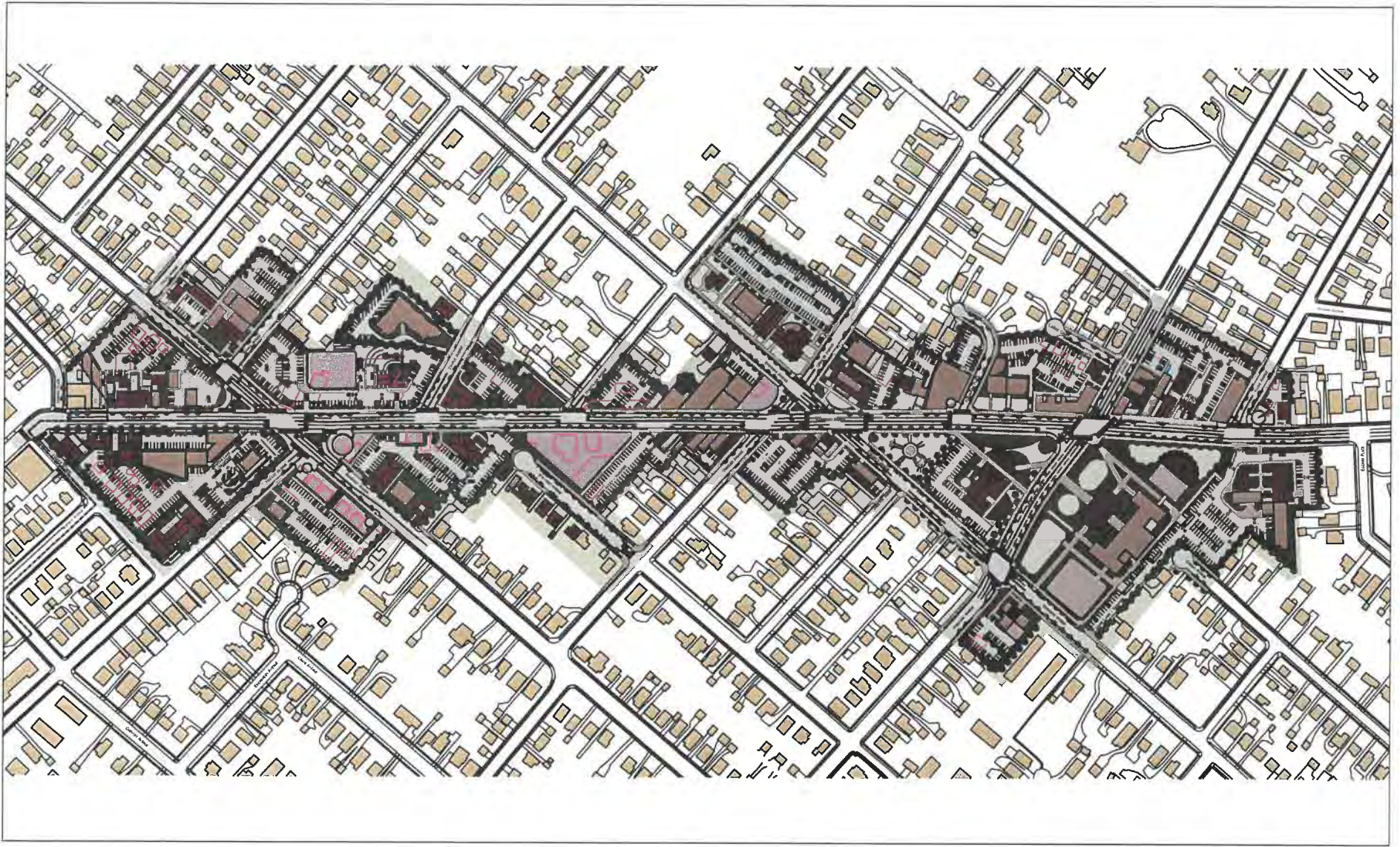
Property redevelopment, through building demolition and construction of new single-use or mixed-use commercial buildings and/or professional office buildings are proposed for the NBD within Blocks E, L, M, and N in order to address existing inadequate conditions, provide the framework for future growth, and to draw upon and serve nearby business segments.

**2. Adaptive Reuse Development Program:**

The adaptive reuse of a locally historic community asset is proposed for Block K. The proposed reuse of this structure could potentially provide the NBD with another regional draw.

**3. New NBD Public Parking Program:**






Property redevelopment, through building demolition and construction of a new public parking lot is recommended for Blocks K to better serve the proposed adaptive reuse of the previously referenced building as well as all nearby existing commercial development.



## Westwood: Harrison Avenue NBD URP

Option 3

### LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain



Scale: 1"=400'-0"



**Introduction:**

Should Western Hills Honda / Yamaha require expansion to remain at this location, this option recommends the acquisition and demolition of the auto repair shop at Harrison, Urwiler, and Epworth for this purpose.

**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Recommendations

1. New streetscape improvements including:

- a. New brick paver collector strip
- b. New concrete sidewalk
- c. New concrete driveway aprons
- d. New street trees
- e. New tree wells protected by mulch and ground cover landscaping
- f. New pedestrian / ornamental light poles
- g. New traffic control sign and meter poles
- h. New bus shelter
- i. New benches
- j. New trash cans
- k. New standard news boxes on concrete news box pads

2. New cooperatively consolidated parking improvements including:

- a. Bituminous asphalt surface
- b. Concrete curbing
- c. Painted traffic aisles, arrows, and parking stalls
- d. Proper stormwater drainage
- e. Proper and adequate illumination

3. New landscape buffering improvements including:

- a. New standard pedestrian access pylons
- b. New standard vehicular access pylons
- c. New standard ornamental metal fencing

- d. New standard 6' high masonry wall screening
- e. New ground cover
- f. New deciduous and/or coniferous trees
- g. New pedestrian pathways from parking to shop front door entrances

4. New garbage dumpster improvements including:

- a. Masonry enclosures
- b. Louvered access doors

5. 3134 Harrison Avenue (formerly Wullenweber Motors):

- a. Recommend demolition of existing buildings.
- b. Recommend construction of new parking lot.

6. 3110 – 3118 Harrison Avenue - Western Hills Honda / Yamaha:

- a. Recommend expanding the facilities southward as required to retain this regional commercial enterprise.
- b. Should expansion occur, further recommend that showroom facilities be located so as to face the Harrison, Urwiler, and Epworth intersection.
- c. Recommend improving and properly screening parking lot accessed from Epworth Avenue.

7. 3104 Harrison Avenue

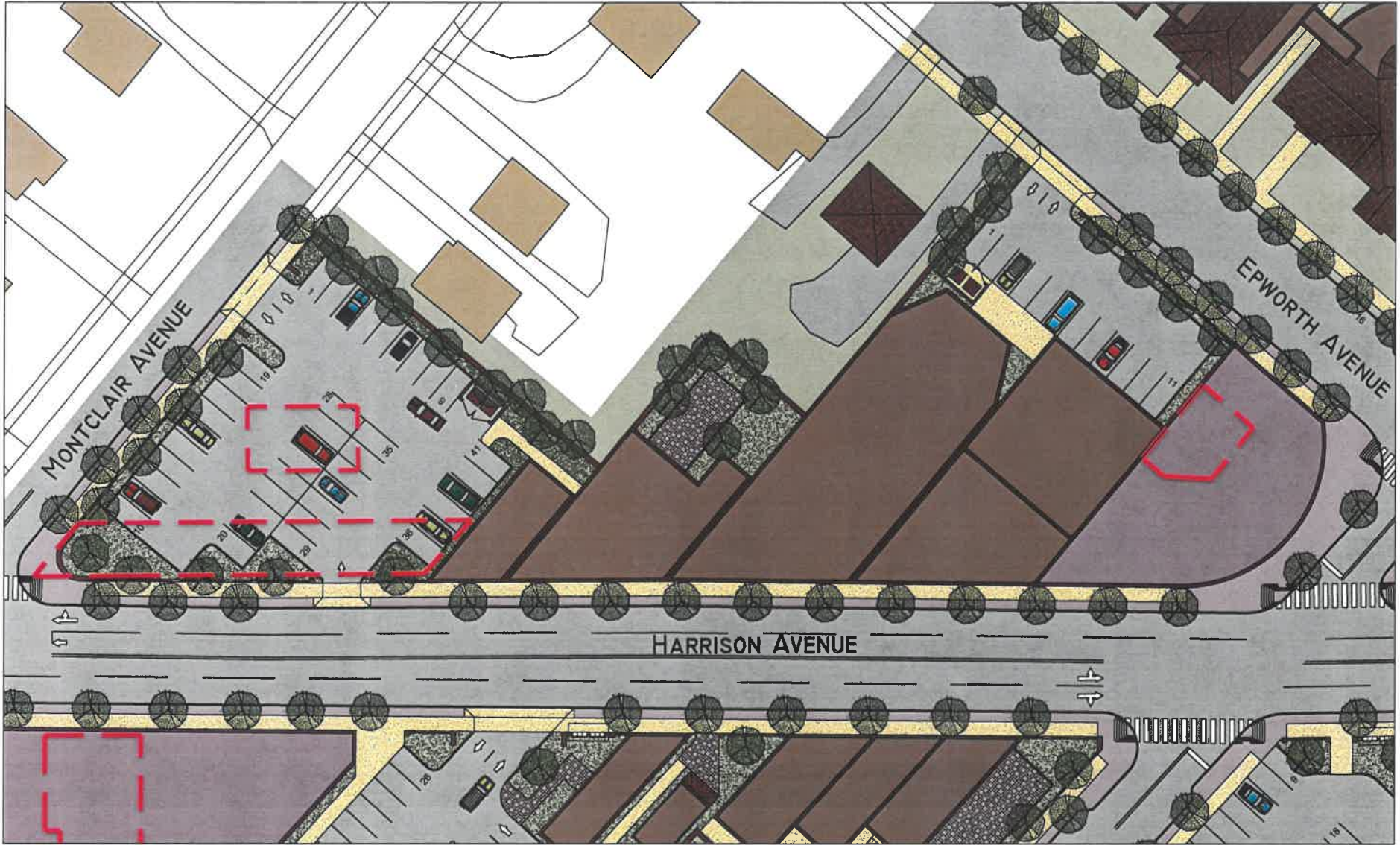
- a. Recommend demolition of existing building for purposes outlined in item 6.

8. 3473 Epworth Avenue:

- a. Recommend property remain as single-family residence.
- b. Recommend that the existing transitional zoning designation for this property be changed to reflect the recommendation; refer to Proposed Zoning.

9. Urwiler Avenue:






- a. Reduce the street width of Urwiler to 24' wide between Harrison and Epworth Avenues.



## Westwood: Harrison Avenue NBD URP

## Option 3 - Block E

### LEGEND

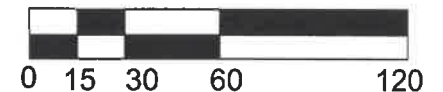
-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program
- Proposed new business / building expansion
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=60'-0"



**Introduction:**

Based upon current membership, the future status of Salem Presbyterian is unknown. Should the Salem Presbyterian congregation determine to close their church at this location, this Option considers the possibility of adapting the existing building for reuse. In support of this proposal, the demolition of the houses on Higbee Street is recommended. In their place it is also recommended that a new public parking lot be constructed to service both the reuse of the church building as well as the existing businesses located along Harrison Avenue.

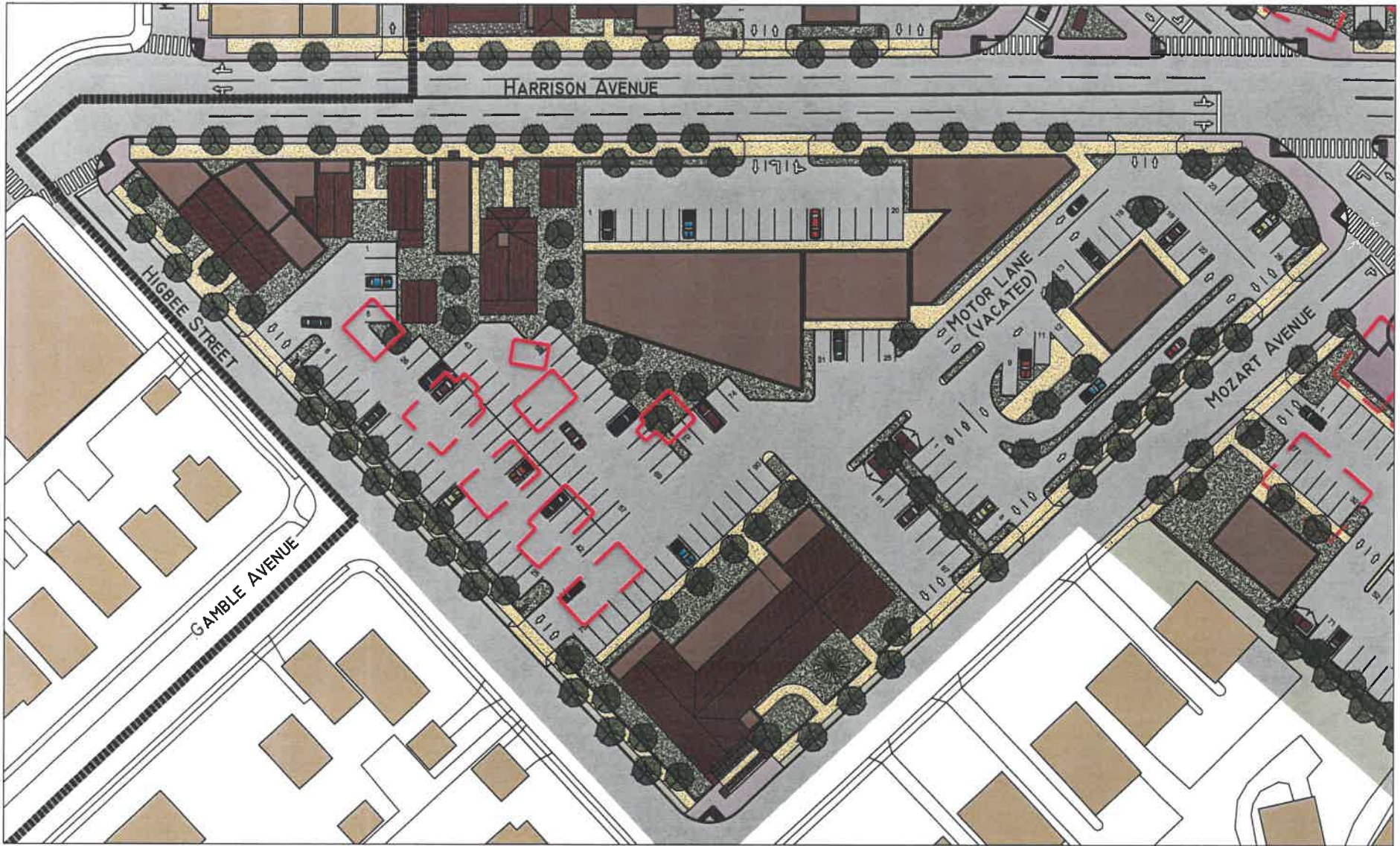
**Recommendations:**

Refer also to:

- a. Option 1 and Option 2 Block K Description
- b. Part V – NBD Streetscape Improvement Recommendations

1. 3132 Mozart Avenue (Salem Presbyterian Church):
  - a. Recommend adapting the building for reuse.
2. 3610 - 3616 Higbee Street:
  - a. Recommend demolition of existing buildings.
  - b. Recommend construction of new parking lot.
3. New cooperatively consolidated / public parking improvements including:
  - b. Bituminous asphalt surface
  - c. Concrete curbing
  - d. Painted traffic aisles, arrows, and parking stalls
  - e. Proper stormwater drainage
  - f. Proper and adequate illumination
4. New garbage dumpster improvements including:
  - a. Masonry enclosures
  - b. Louvered access doors






5. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
  - g. New pedestrian pathways from parking to shop front door entrances



## Westwood: Harrison Avenue NBD URP

## Option 3 - Block K

### LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program with new gateway pier
- Proposed new coordinated / consolidated parking lot expansion program with screening and landscaping



Scale: 1"=80'-0"





**Introduction:**

The focus of Option 4 is again to present an alternative for the design of Block E. The proposed public improvements outlined in Options 1, 2 and/or 3 remain and are only modified as required to accommodate any changes to the adjacent private property.

**Option 4 – Description:**

Design recommendations for this option concentrate on implementation of the following improvement programs:

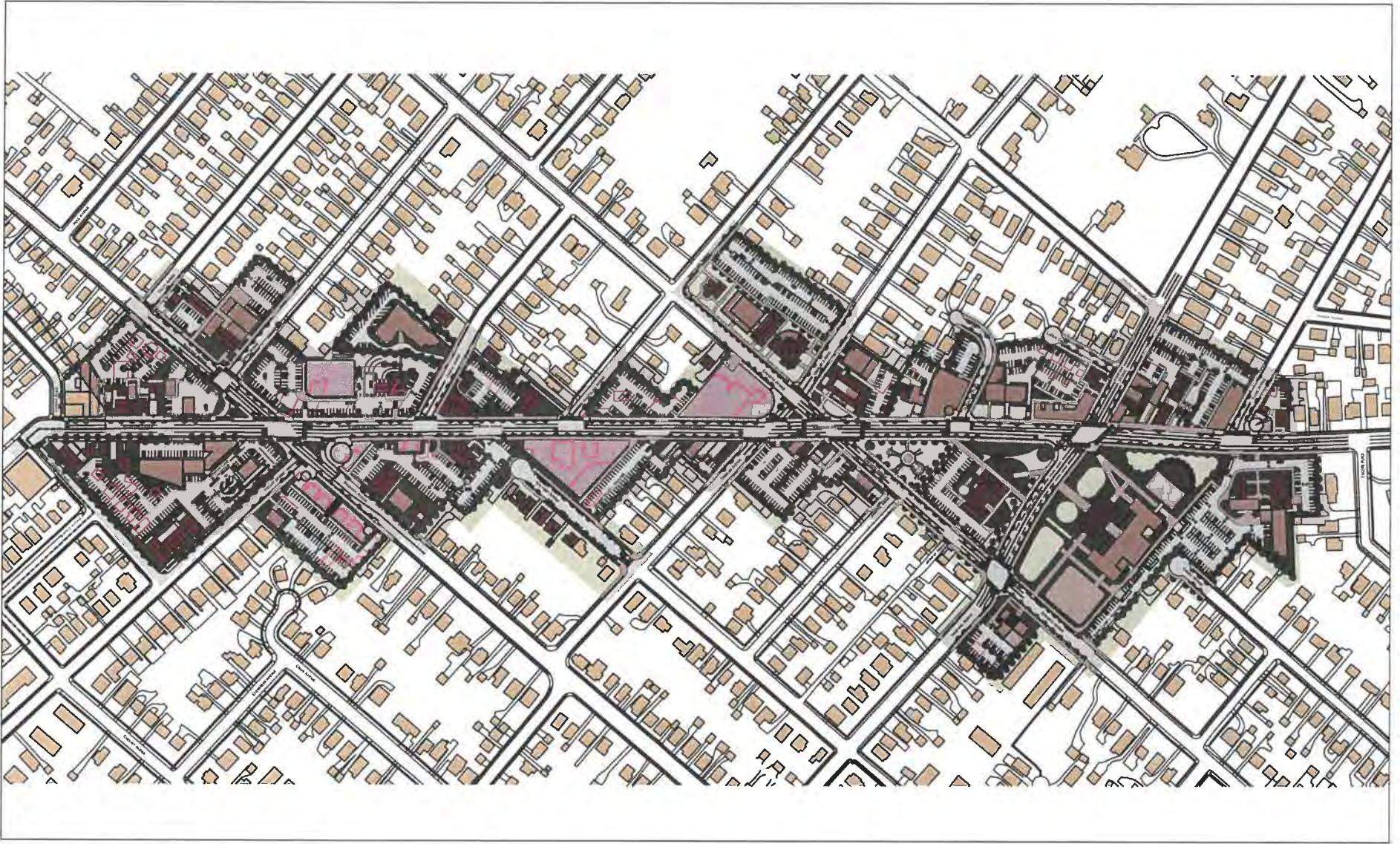
1. New Commercial Building Development Program

Following the overall URP Option 4 Map is a detailed Block map describing the improvements recommended.

**1. New Commercial Building Development Program:**

Block E contains Western Hills Honda / Yamaha. This Option proposes a corporate, franchise owner, and public partnership to redevelop the entirety of Block E in consideration and support of a completely new Western Hills Honda / Yamaha facility.






This recommendation is based upon the condition of the existing buildings contained on this block, as well as an understanding of the importance of an established regional draw to help sustain any NBD.



## Westwood: Harrison Avenue NBD URP

Option 4

### LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain



Scale: 1"=400'-0"



**Introduction:**

Should Western Hills Honda / Yamaha require expansion to remain at this location, this option recommends the acquisition and demolition of all other commercial properties contained within this block to construct new building and parking facilities for this business.

**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Recommendations






1. New streetscape improvements including:
  - a. New brick paver collector strip
  - b. New concrete sidewalk
  - c. New concrete driveway aprons
  - d. New street trees
  - e. New tree wells protected by mulch and ground cover landscaping
  - f. New pedestrian / ornamental light poles
  - g. New traffic control sign and meter poles
  - h. New bus shelter
  - i. New benches
  - j. New trash cans
  - k. New standard news boxes on concrete news box pads
2. New cooperatively consolidated parking improvements including:
  - a. Bituminous asphalt surface
  - b. Concrete curbing
  - c. Painted traffic aisles, arrows, and parking stalls
  - d. Proper stormwater drainage
  - e. Proper and adequate illumination
3. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
  - g. New pedestrian pathways from parking to shop front door entrances
4. New garbage dumpster improvements including:
  - a. Masonry enclosures
  - b. Louvered access doors
5. Western Hills Honda / Yamaha:
  - a. Recommend the acquisition and demolition of all commercial properties contained within this block to construct new building and parking facilities for this business.
  - b. Should redevelopment occur, this option further recommends that showroom facilities be located so as to face the Harrison, Urwiler, and Epworth intersection.
6. 3473 Epworth Avenue:
  - a. Recommend property remain as single-family residence.
  - b. Recommend that the existing transitional zoning designation for this property be changed to reflect the recommendation; refer to Proposed Zoning.
7. Urwiler Avenue:
  - a. Reduce the street width of Urwiler to 24' wide between Harrison and Epworth Avenues.



# Westwood: Harrison Avenue NBD URP

# Option 4 - Block E

## LEGEND

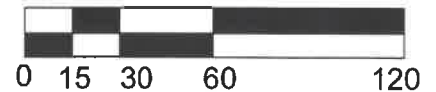
-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

## DETAILS

- Proposed new coordinated streetscape program
- Proposed new business / building expansion
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=60'-0"



**Introduction:**

The focus of Option 5 is again to present an alternative for the design of Block E. The proposed public improvements outlined in Options 1, 2 and/or 3 remain and are only modified as required to accommodate any changes to the adjacent private property.

**Option 5 – Description:**

Design recommendations for this option concentrate on implementation of the following improvement programs:

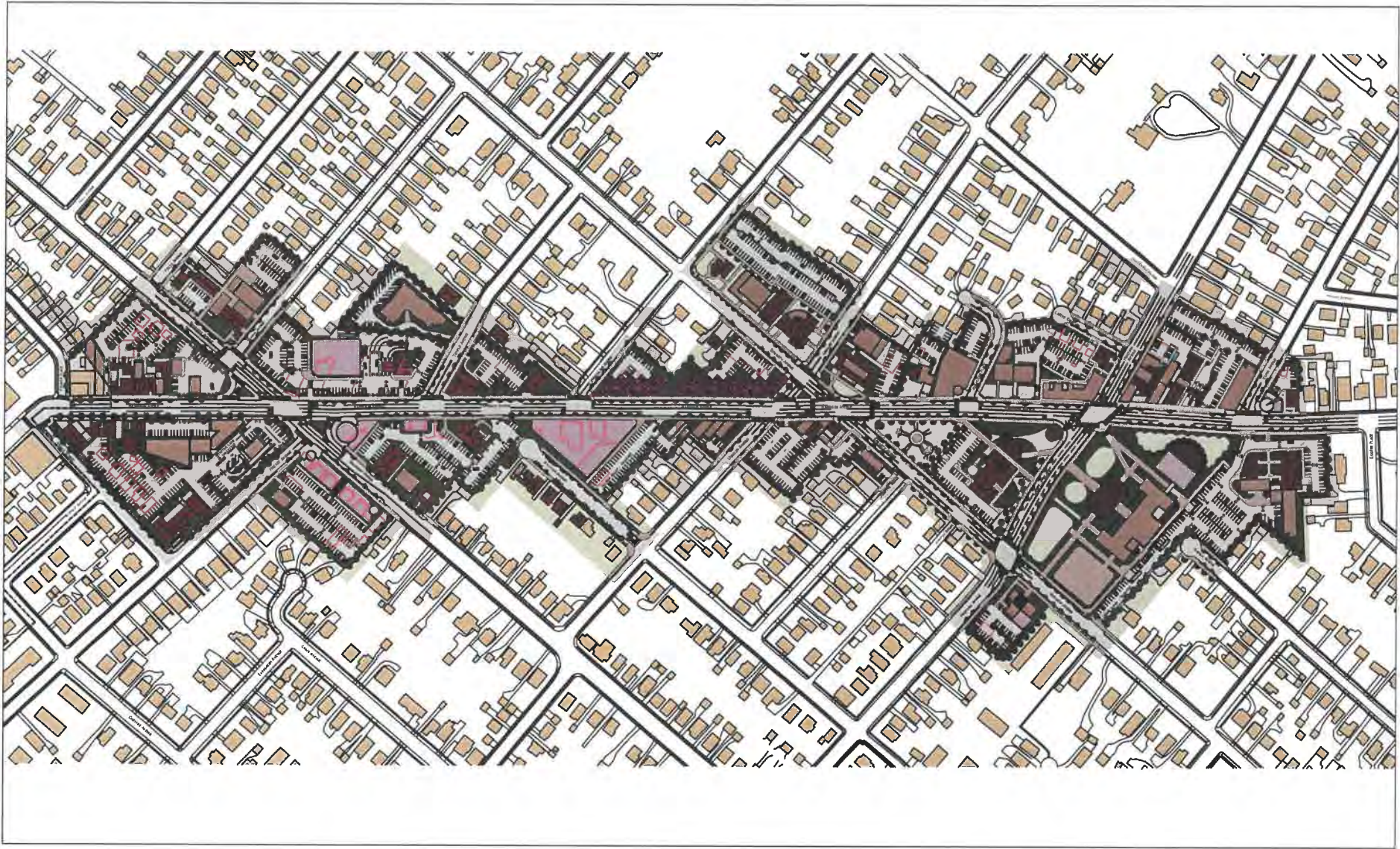
1. New Mixed-Use Commercial and Residential Building Development Program

Following the overall URP Option 5 Map is a detailed Block map describing the improvements recommended.

**1. New Mixed-Use Commercial and Residential Building Development Program:**

Block E contains Western Hills Honda / Yamaha. While the Plan recommends the continued use and expansion of this regional draw as described by the preceding design proposals, this Option considers a redevelopment possibility should Western Hills Honda / Yamaha cease to exist at this location.

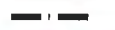




One of the desired goals of Westwood for this NBD Improvement Plan is to recreate a pedestrian-oriented business district to both serve and sustain a traditional sense of community. One method to obtain this objective is to develop small to moderately scaled buildings to house a mixture of commercial and residential uses. Proposed is a recommendation to construct a series of 2 story units containing commercial space on the first floor with owner / occupier residential space above. The commercial space is directly accessed from the public right-of-way while the residential space is entered through enclosed, private courtyards. Likewise, both on-street parking and public parking lots provide customer-parking opportunities, while most residential units are equipped with private 2-car garages located beneath second story balconies.



# Westwood: Harrison Avenue NBD URP

Option 5

## LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain



Scale: 1"=400'-0"



**Introduction:**

Should the Western Hills Honda / Yamaha operation close or relocate to another site within the City of Cincinnati, this option recommends the acquisition and demolition of all commercial properties contained within this block in order to construct new owner-occupied, mixed-use, commercial and residential units.

**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Recommendations

1. New streetscape improvements including:

- a. New brick paver collector strip
- b. New concrete sidewalk
- c. New concrete driveway aprons
- d. New street trees
- e. New tree wells protected by mulch and ground cover landscaping
- f. New pedestrian / ornamental light poles
- g. New traffic control sign and meter poles
- h. New bus shelter
- i. New benches
- j. New trash cans
- k. New standard news boxes on concrete news box pads

2. New cooperatively consolidated parking improvements including:

- a. Bituminous asphalt surface
- b. Concrete curbing
- c. Painted traffic aisles, arrows, and parking stalls
- d. Proper stormwater drainage
- e. Proper and adequate illumination

3. New landscape buffering improvements including:

- a. New standard pedestrian access pylons
- b. New standard vehicular access pylons
- c. New standard ornamental metal fencing
- d. New standard 6' high masonry wall screening
- e. New ground cover
- f. New deciduous and/or coniferous trees
- g. New pedestrian pathways from parking to shop front door entrances

4. New garbage dumpster improvements including:

- a. Masonry enclosures
- b. Louvered access doors

5. 3104 – 3134 Harrison Avenue:

- a. Recommend the acquisition and demolition of all commercial properties contained within this block in order to construct new owner-occupied, mixed-use, commercial and residential units. The first floor would house commercial space with the second floor above housing loft-type, single-family housing.

6. 3473 Epworth Avenue:

- a. Recommend property remain as single-family residence.
- b. Recommend that the existing transitional zoning designation for this property be changed to reflect the recommendation; refer to Proposed Zoning.

7. Urwiler Avenue:






- a. Reduce the street width of Urwiler to 24' wide between Harrison and Epworth Avenues.



## Westwood: Harrison Avenue NBD URP

## Option 5 - Block E

### LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program
- Proposed new mixed-use building development with owner-occupied commercial and residential units
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=60'-0"





**Note:** Plan Program Implementation Strategies based on existing City administered funding programs and processes and are subject to change per the direction of the new administration.

**1. Building Façade Improvement Program:**

- a. Westwood Civic Association formulates project
- b. Westwood Civic Association develops project partnership
  - i. Westwood Civic Association
  - ii. Westwood Redevelopment Corporation
  - iii. Private property owner
  - iv. Tenant business owner / operator
  - v. City agencies
- c. Westwood Civic Association submits proposals to CNBDU Board for review and recommendation for approval by Community Development and City Council
  - i. 50 / 50 Matching Grants, low interest loans
- d. Community Development administers implementation of approved projects
  - i. CD & Law produces legal contracts
    - Right-of-entry agreements
    - Maintenance agreements
    - DOTE / TPUD / AUD produces or administers design and documentation
  - ii. DOTE / T & E / Construction Management administers construction (if required)

**2. Streetscape Improvement Program:****- Streetscape, Gateways, Signing**

- a. Westwood Civic Association formulates projects
- b. Westwood Civic Association submits proposals to CNBDU Board for review and recommendation for approval by Community Development and City Council
- c. Community Development administers implementation of approved projects
  - i. CD / Law produces legal contracts
    - Right-of-entry agreements
    - Mutual access easements
    - Maintenance agreements
  - ii. CD / TRO create assessments (as required / if necessary)
    - Pedestrian lighting
  - iii. DOTE / TPUD / AUD produces or administers design and documentation
  - iv. DOTE / T & E / Construction Management administers construction
- d. Westwood Civic Association administers maintenance

**3. Landscape Screening and Improvement Program:**

- a. Westwood Civic Association formulates project
- b. Westwood Civic Association develops project partnership
  - i. Westwood Civic Association
  - ii. Westwood Redevelopment Corporation
  - iii. Private property owner
  - iv. Tenant business owner / operator
  - v. City agencies
- c. Westwood Civic Association submits proposals to CNBDU Board for review and recommendation for approval by Community Development and City Council
  - i. 50 / 50 Matching Grants, low interest loans
- d. Community Development administers implementation of approved projects
  - i. CD & Law produces legal contracts
    - Right-of-entry agreements
    - Maintenance agreements
  - ii. DOTE / TPUD / AUD produces or administers design and documentation
  - iii. DOTE / T & E / Construction Management administers construction (if required)
- e. Westwood Civic Association administers maintenance

**4a. Parking Lot Improvement Program:****– Parking Consolidation over two or more privately held parcels**

- a. Westwood Civic Association formulates projects
- b. Westwood Civic Association develops project partnership
  - i. Westwood Civic Association
  - ii. Westwood Redevelopment Corporation
  - iii. Private property owner
  - iv. Tenant business owner / operator
  - v. City agencies
- c. Westwood Civic Association submits proposals to CNBDU Board for review and recommendation for approval by Community Development and City Council
- d. Community Development administers implementation of approved projects
  - i. CD & Law produces legal contracts
    - Right-of-entry agreements
    - Mutual access easements
    - Maintenance agreements
  - ii. DOTE / TPUD / AUD produces or administers lot design and documentation
  - iii. DOTE / T & E / Construction Management administers lot construction
- e. Westwood Civic Association administers the following:
  - i. Lot leasing
  - ii. Lot maintenance
  - iii. Lot security lighting

**4b. Parking Lot Improvement Program:**

- **Parking Consolidation on new separate, subdivided parcel**
- a. Westwood Civic Association formulates projects
- b. Westwood Civic Association develops project partnership
  - i. Westwood Civic Association
  - ii. Westwood Redevelopment Corporation
  - iii. Private property owner
  - iv. Tenant business owner / operator
  - v. City agencies
- c. Westwood Civic Association submits proposals to CNBDU Board for review and recommendation for approval by Community Development and City Council
- d. Westwood Redevelopment Corporation leads property acquisition
- e. Community Development administers implementation of approved projects
  - i. CD & Law produces legal contracts
    - Right-of-entry agreements
    - Mutual access easements
    - Maintenance agreements
  - ii. DOTE / TPUD / AUD produces or administers lot design and documentation
  - iii. DOTE / T & E / Construction Management administers construction (if required)
- f. Westwood Redevelopment Corporation owns new lot and property:
  - i. Administers lot leasing and maintenance

**5. Business Relocation Program:**

- a. Westwood Civic Association formulates projects
- b. Westwood Civic Association submits proposals to Community Development for review and approval
- c. Community Development administers implementation of approved projects

**6. Private Business Development Program:**

- a. Westwood Civic Association formulates projects
- b. Westwood Civic Association develops project partnership
  - i. Westwood Civic Association
  - ii. Westwood Redevelopment Corporation
  - iii. Private property owner
  - iv. Tenant business owner / operator
  - v. City agencies
- c. Westwood Civic Association submits proposals to CNBDU Board for review and recommendation for approval by Community Development and City Council
- d. Implementation:
  - i. Westwood Redevelopment Corporation administers implementation of proposed projects
  - ii. Property acquisition (City initiates and administers eminent domain as required)
    - Demolition
    - Construction
  - iii. Community Development administers implementation of approved projects
    - CD & Law produce legal contracts
    - CD & DOTE / TPUD / AUD administers building design and documentation
    - DOTE / T & E / Construction Management administers construction (if required)
  - iv. Property sold to private developer for implementation
- e. Westwood Redevelopment Corporation (or other unidentified private entity)
  - i. Owns property and building
  - ii. Administers leasing and maintenance

**7. Private Townhome Development Program:**

- a. Westwood Civic Association formulates projects
- b. Westwood Civic Association develops project partnership
  - i. Westwood Civic Association
  - ii. Westwood Redevelopment Corporation
  - iii. Private property owner
  - iv. Tenant business owner / operator
  - v. City agencies
- c. Westwood Civic Association submits proposals to Community Development for review and approval by Housing Board, etc.
- d. Implementation:
  - i. Westwood Redevelopment Corporation administers implementation of proposed projects
  - ii. Property acquisition (City initiates and administers eminent domain as required)
    - Demolition
    - Construction
- e. Implementation (continued):
  - i. Community Development administers implementation of approved projects
    - CD & Law produce legal contracts
    - CD & DOTE / TPUD / AUD administers building design and documentation
    - DOTE / T & E / Construction Management administers construction (if required)
  - ii. Property sold to private developer for implementation
- f. Westwood Redevelopment Corporation (or other unidentified private entity)
  - i. Owns property and building
  - ii. Administers home-owner association and maintenance

# **Harrison Avenue NBD Urban Renewal Plan**

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## **Proposed Improvement Plan - Preliminary Cost Estimate**

**Introduction:**

The following cost estimates are based solely upon conceptual ideas generated during the long-range planning program exercise of the Westwood; Harrison Avenue NBD URP. The conceptual ideas documented in the URP were developed only as a tool to help identify and prioritize potential improvement projects for the Westwood community. As the following cost estimates are based solely upon the schematic design ideas contained in the URP, all cost estimates presented shall require additional investigation and refinement prior to project funding. Cost estimates provided also do not include on-going maintenance or replacement costs. Final design, management, and construction cost estimates and actual costs may vary depending on the following:

1. Final, approved physical limits for any specific project
2. Final approved scope of work for any specific project
3. Final approved design for any specific project
4. Existing, above ground site survey documentation for any specific project
5. Existing, below ground investigation and condition documentation for any specific project
6. Existing utility investigation, documentation and coordination for any specific project
7. Final construction documentation
8. Construction bids for labor and material costs based on final construction documentation for any specific project

**Recommendation:**

It is recommended that all project funding be applied for and provided in the following two separate programs:

1. Project design development including complete construction documentation.
2. Project construction including construction management.

**1. NBD Streetscape Improvement Program:**

- |   |                  |
|---|------------------|
| a. Cincinnati! @ \$250 / linear foot of curb: | \$3,485,250      |
| b. Cheviot @ \$250 / linear foot of curb:     | <u>\$ 52,000</u> |
| c. Total:                                     | \$3,537,250      |

**2. NBD Identity / Gateway Pylons:**

- |   |                  |
|---|------------------|
| a. Cincinnati / Cheviot Line:                         |                  |
| (2) @ \$15,000 ea =                                   | \$ 30,000        |
| b. Harrison (northwest bound / east of Kling Avenue): |                  |
| (2) @ \$15,000 ea =                                   | \$ 30,000        |
| c. Montana Avenue & La Rue Court:                     |                  |
| (2) @ \$15,000 ea =                                   | \$ 30,000        |
| d. Montana Avenue (eastbound / west of Epworth Ave.): |                  |
| (2) @ \$15,000 ea =                                   | \$ 30,000        |
| e. Boudinot Avenue & Feltz Avenue:                    |                  |
| (2) @ \$15,000 ea =                                   | \$ 30,000        |
| f. Boudinot (northbound / south of Mozart Avenue):    |                  |
| (2) @ \$15,000 ea =                                   | <u>\$ 30,000</u> |
| g. Total:   | \$180,000        |

**3. NBD Identity Way-Finding Signs:**

- |  |          |
|--|----------|
| a. 10 locations including sign pole installation |          |
| - (10) @ \$1,200 / ea. =                         | \$12,000 |

Note: Project scheduled for installation in 2004

**4. NBD Enclosure / Separation:**

- |  |  |
|--|--|
| a. Landscaped Buffering (Walls, Trees, Plantings, etc.): |  |
| - Refer to Block-By-Block Analysis                       |  |

**5. Economic and/or Market Study:**

- |  |  |
|--|--|
| a. \$30,000 Lump Sum (Per previous NBD Improvement Program submission) |  |
|--|--|

**6. Vehicular / Pedestrian Traffic Interaction Improvements:**

- a. Crosswalk Striping Improvements:
  - (30) crosswalks @ \$800 / ea = \$24,000
- b. Traffic Signal / Intersection Configuration Studies:
  - (3) intersections @ 10,000 / ea. = \$30,000

**7. Private driveway access location reduction / consolidation:**

- Price included in streetscape improvement program

**8. Parking Study:**

- a. Public on-street parking: \$10,000
- b. Private off-street parking: \$20,000
- c. Total: \$30,000

**9. Parking lot way finding signing system:**

- a. 10 locations including sign pole installation
  - (10) @ \$1,200 / ea. = \$12,000

**10. Coordinated parking lot entrance / exit pylon system program:**

- a. (42) sets @ \$4,000 ea = \$168,000

**Option 1 - Block A:****1. Surface Parking Lots:**

- (consolidate existing and/or construct new)
  - a. Property Purchase: \$ 20,000 (2 garages)
  - b. Building Demolition: \$ 20,000
  - c. Parking Lot Construction: \$185,000
    - (37 spaces @ \$5,000 / space)
  - d. Buffering / Landscaping: \$ 50,000
  - e. Total: \$275,000

**2. Front Façade Improvement Program:**

- (buildings located in City of Cincinnati only)
  - a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
    - i. 7 bldgs. (+/-) = \$7,000 min. / \$70,000 max.
  - b. Matching Private Fund @ \$1,000 min. per bldg.
    - i. 7 bldgs. (+/-) = \$7,000 min. / \$70,000 max.

**3. Rear / Parking Lot Façade Improvement Program:**

- (buildings located in City of Cincinnati only)
  - a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
    - i. 7 bldgs. (+/-) = \$7,000 min. / \$70,000 max.
  - b. Matching Private Fund @ \$1,000 min. per bldg.
    - i. 7 bldgs. (+/-) = \$7,000 min. / \$70,000 max.

**Option 1 - Block B:**

1. **Buffering / Landscaping:**           \$ 36,000
2. **Front Façade Improvement Program**
  - a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
    - i. 3 bldgs. (+/-) = \$3,000 min. / \$30,000 max.
  - b. Matching Private Fund @ \$1,000 min. per bldg.
    - i. 3 bldgs. (+/-) = \$3,000 min. / \$30,000 max.
3. **Rear / Parking Lot Façade Improvement Program**
  - a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
    - i. 3 bldgs. (+/-) = \$3,000 min. / \$30,000 max.
  - b. Matching Private Fund @ \$1,000 min. per bldg.
    - i. 3 bldgs. (+/-) = \$3,000 min. / \$30,000 max.

**Option 1 - Block C:**

1. **Buffering / Landscaping:**           \$66,000
2. **Bus Stop Shelter w/ Bench:**
  - a. (1) Shelter @ \$16,500 / ea. = \$16,500
  - b. (1) Bench @ \$3,500 / ea =    \$ 3,500
  - c. Total:                                 \$20,000

**Option 1 - Block D:**

1. **Surface Parking Lots:**
  - (consolidate existing and/or construct new)
    - a. Property Purchase:                 \$ 20,000 (1 garage)
    - b. Building Demolition:             \$ 20,000
    - c. Parking Lot Construction:       \$185,000
      - (37 spaces @ \$5,000 / space)
    - d. Buffering / Landscaping:         \$ 30,000
    - e. Total:                                 \$255,000
2. **Front Façade Improvement Program**
  - a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
    - i. 3 bldgs. (+/-) = \$3,000 min. / \$30,000 max.
  - b. Matching Private Fund @ \$1,000 min. per bldg.
    - i. 3 bldgs. (+/-) = \$3,000 min. / \$30,000 max.
3. **Rear / Parking Lot Façade Improvement Program**
  - a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
    - i. 3 bldgs. (+/-) = \$3,000 min. / \$30,000 max.
  - b. Matching Private Fund @ \$1,000 min. per bldg.
    - i. 3 bldgs. (+/-) = \$3,000 min. / \$30,000 max.



**Option 1 - Block E:**

**1. Surface Parking Lots:**

- (consolidate existing and/or construct new)

- a. Property Purchase: \$128,100\*
- b. Building Demolition: \$ 10,000
- c. Parking Lot Construction: \$145,000  
- (29 spaces @ \$5,000 / space)
- d. Buffering / Landscaping: \$ 34,000
- e. Total: \$317,100

\* Note: Property purchase price based upon  
Hamilton County Auditor market value

**2. Front Façade Improvement Program**

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg  
i. 5 bldgs. (+/-) = \$5,000 min. / \$50,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.  
i. 5 bldgs. (+/-) = \$5,000 min. / \$50,000 max.

**3. Rear / Parking Lot Façade Improvement Program**

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg  
i. 5 bldgs. (+/-) = \$5,000 min. / \$50,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.  
i. 5 bldgs. (+/-) = \$5,000 min. / \$50,000 max.

**Option 1 - Block F:**

**1. Buffering / Landscaping: \$40,000**

**2. Front Façade Improvement Program**

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg  
i. 3 bldgs. (+/-) = \$3,000 min. / \$30,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.  
i. 3 bldgs. (+/-) = \$3,000 min. / \$30,000 max.

**3. Rear / Parking Lot Façade Improvement Program**

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg  
i. 3 bldgs. (+/-) = \$3,000 min. / \$30,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.  
i. 3 bldgs. (+/-) = \$3,000 min. / \$30,000 max.

**Option 1 - Block G:****1. Surface Parking Lots:**

- (consolidate existing and/or construct new)

b. Building Demolition:	\$ 30,000
c. Parking Lot Construction:	\$130,000
- (26 spaces @ \$5,000 / space)	
d. Buffering / Landscaping:	\$ 54,000
e. Total:	\$214,000

**2. Front Façade Improvement Program**

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
  - i. 3 bldgs. (+/-) = \$3,000 min. / \$30,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.
  - i. 3 bldgs. (+/-) = \$3,000 min. / \$30,000 max.

**3. Rear / Parking Lot Façade Improvement Program**

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
  - i. 3 bldgs. (+/-) = \$3,000 min. / \$30,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.
  - i. 3 bldgs. (+/-) = \$3,000 min. / \$30,000 max.

**Option 1 - Block H:****1. Surface Parking Lots:**

- (consolidate existing and/or construct new)

- a. Property Purchase, Building Demolition, Parking Lot Construction: \$250,000\*

\*Note: Total per previous NBD Improvement Program funding submission.

**2. Buffering / Landscaping: \$30,000****3. Bus Stop Shelter w/ Bench:**

- a. (1) Shelter @ \$16,500 / ea. = \$16,500
- b. (1) Bench @ \$3,500 / ea = \$ 3,500
- c. Total: \$20,000

**4. Front Façade Improvement Program**

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
  - i. 3 bldgs. (+/-) = \$3,000 min. / \$30,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.
  - i. 3 bldgs. (+/-) = \$3,000 min. / \$30,000 max.

**5. Rear / Parking Lot Façade Improvement Program**

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
  - i. 3 bldgs. (+/-) = \$3,000 min. / \$30,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.
  - i. 3 bldgs. (+/-) = \$3,000 min. / \$30,000 max.

**Option 1 - Block I:**

**1. Surface Parking Lots:**

- (consolidate existing and/or construct new)

a. 2951 Montana Avenue:

- Property Purchase, Building Demolition,  
Parking Lot Construction: \$100,000\*

\*Note: Total per previous NBD Improvement Program funding submission.

**2. Buffering / Landscaping: \$50,000**

**3. Bus Stop Shelter w/ Bench:**

- a. (1) Shelter @ \$16,500 / ea. = \$16,500
- b. (1) Bench @ \$3,500 / ea = \$ 3,500
- c. Total: \$20,000

**4. Front Façade Improvement Program:**

- (buildings located in City of Cincinnati only)

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
  - i. 7 bldgs. (+/-) = \$7,000 min. / \$70,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.
  - i. 7 bldgs. (+/-) = \$7,000 min. / \$70,000 max.

**5. Rear / Parking Lot Façade Improvement Program:**

- (buildings located in City of Cincinnati only)

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
  - i. 7 bldgs. (+/-) = \$7,000 min. / \$70,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.
  - i. 7 bldgs. (+/-) = \$7,000 min. / \$70,000 max.

**Option 1 - Block J:**

**1. Surface Parking Lots:**

- (consolidate existing and/or construct new)

- a. Property Purchase: \$ 50,000\*
- b. Building Demolition: \$ 30,000
- c. Parking Lot Construction: \$ 45,000
  - (8 spaces @ \$5,000 / space)
- d. Buffering / Landscaping: \$ 18,000
- e. Total: \$143,100

\* Note: Property purchase price based upon Hamilton County Auditor market value

**2. Front Façade Improvement Program**

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
  - i. 2 bldgs. (+/-) = \$2,000 min. / \$20,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.
  - i. 2 bldgs. (+/-) = \$2,000 min. / \$20,000 max.

**3. Rear / Parking Lot Façade Improvement Program**

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
  - i. 2 bldgs. (+/-) = \$2,000 min. / \$20,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.
  - i. 2 bldgs. (+/-) = \$2,000 min. / \$20,000 max.

**Option 1 - Block K:**

**1. Buffering / Landscaping:** \$80,000

**Option 1 - Block L:**

**1. Surface Parking Lots:**

- (consolidate existing and/or construct new)

- a. Property Purchase: \$ 30,000 (3 garages)
- b. Building Demolition: \$ 30,000
- c. Parking Lot Construction: \$305,000  
- (61 spaces @ \$5,000 / space)
- d. Buffering / Landscaping: \$ 60,000
- e. Total: \$425,100

**2. Front Façade Improvement Program**

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg  
i. 8 bldgs. (+/-) = \$8,000 min. / \$80,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.  
i. 8 bldgs. (+/-) = \$8,000 min. / \$80,000 max.

**3. Rear / Parking Lot Façade Improvement Program**

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg  
i. 8 bldgs. (+/-) = \$8,000 min. / \$80,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.  
i. 8 bldgs. (+/-) = \$8,000 min. / \$80,000 max.

**Option 1 - Block M:**

**1. Surface Parking Lots:**

- (consolidate existing and/or construct new)

- a. Grading / Fill: \$ 100,000
- b. Building Demolition: \$ 480,000
- c. Parking Lot Construction: \$305,000  
- (96 spaces @ \$5,000 / space)
- d. Buffering / Landscaping: \$ 50,000
- e. Total: \$630,100

**2. Front Façade Improvement Program:**

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg  
i. 8 bldgs. (+/-) = \$8,000 min. / \$80,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.  
i. 8 bldgs. (+/-) = \$8,000 min. / \$80,000 max.

**3. Rear / Parking Lot Façade Improvement Program:**

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg  
i. 8 bldgs. (+/-) = \$8,000 min. / \$80,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.  
i. 8 bldgs. (+/-) = \$8,000 min. / \$80,000 max.

**Option 1 - Block N:**

1. **Business Relocation:** \$ 25,000
2. **Surface Parking Lots:**
  - (consolidate existing and/or construct new)
  - a. Property Purchase: \$ 60,400\*
  - b. Property Purchase: \$ 75,000\*
  - b. Building Demolition: \$ 50,000
  - c. Parking Lot 1 Construction: \$ 85,000
    - (17 spaces @ \$5,000 / space)
  - c. Parking Lot 2 Construction: \$210,000
    - (42 spaces @ \$5,000 / space)
  - c. Parking Lot 3 Construction: \$ 35,000
    - (6 spaces @ \$5,000 / space)
  - d. Buffering / Landscaping: \$ 50,000
  - e. Total: \$565,400

\* Note: Property purchase price based upon  
Hamilton County Auditor market value

3. **New Commercial Building Addition / Construction:**
  - a. (9,900 sq. ft. @ 100 / sq. ft.) = \$990,000
4. **Bus Stop Shelter w/ Bench:**
  - a. (1) Shelter @ \$16,500 / ea. = \$16,500
  - b. (1) Bench @ \$3,500 / ea = \$ 3,500
  - c. Total: \$20,000

**Option 1 - Block O:**

1. **Buffering / Landscaping:** \$66,000
2. **Bus Stop Shelter w/ Bench:**
  - a. (1) Shelter @ \$16,500 / ea. = \$16,500
  - b. (1) Bench @ \$3,500 / ea = \$ 3,500
  - c. Total: \$20,000

**Option 1 - Block P:**

1. **Playground relocation:** \$ 20,000
2. **Surface Parking Lots:**
  - (consolidate existing and/or construct new)
  - a. Existing Lot Demolition: \$ 20,000
  - b. Parking Lot Construction: \$250,000
    - (50 spaces @ \$5,000 / space)
  - c. Buffering / Landscaping: \$ 75,000
  - d. Total: \$365,100
3. **New civic plaza:** \$ 50,000
4. **New civic plaza fountain:** \$ 50,000
5. **Landscaping:** \$ 50,000
6. **Bus Stop Shelter w/ Bench:**
  - a. (1) Shelter @ \$16,500 / ea. = \$16,500
  - b. (1) Bench @ \$3,500 / ea = \$ 3,500
  - c. Total: \$20,000

**Option 1 - Block Q:****1. Hope Lane Conversion:**

- (new public / private surface parking lot)

a. Demolition:	\$ 25,000
b. Parking Lot Construction:	\$125,000
- (25 spaces @ \$5,000 / space)	
c. Buffering / Landscaping:	\$ 50,000
d. Total:	\$200,000

**2. Koenig Avenue cul-de-sac:**

- (new cul-de-sac)

a. Demolition:	\$ 25,000
b. Construction:	\$100,000
c. Total:	\$125,000

**3. Surface Parking Lot:**

- (consolidate existing and/or construct new)

a. Demolition:	\$ 25,000
b. Parking Lot Construction:	\$430,000
- (86 spaces @ \$5,000 / space)	
c. Buffering / Landscaping:	\$ 70,000
d. Total:	\$525,000

**4. Bus Stop Shelter w/ Bench:**

a. (1) Shelter @ \$16,500 / ea. =	\$16,500
b. (1) Bench @ \$3,500 / ea =	\$ 3,500
c. Total:	\$20,000

**Option 1 - Block R:**

<b>1. Buffering / Landscaping:</b>	\$40,000
------------------------------------	----------

**Option 2 - Block A:****1. Surface Parking Lots:**

- (consolidate existing and/or construct new)

a. Property Purchase:	\$ 80,700*
b. Property Purchase:	\$ 31,300*
c. Property Purchase:	\$ 20,000 (2 garages)
d. Building Demolition:	\$ 60,000
e. Parking Lot Construction:	\$295,000
- (59 spaces @ \$5,000 / space)	
f. Buffering / Landscaping:	\$ 30,000
g. Total:	\$517,100

\* Note: Property purchase price based upon Hamilton County Auditor market value

**2. Front Façade Improvement Program:**

- (buildings located in City of Cincinnati only)

a. Public Funds @ \$1,000 min. / 10,000 max. per bldg	
i. 7 bldgs. (+/-) =	\$7,000 min. / \$70,000 max.
b. Matching Private Fund @ \$1,000 min. per bldg.	
i. 7 bldgs. (+/-) =	\$7,000 min. / \$70,000 max.

**3. Rear / Parking Lot Façade Improvement Program:**

- (buildings located in City of Cincinnati only)

a. Public Funds @ \$1,000 min. / 10,000 max. per bldg	
i. 7 bldgs. (+/-) =	\$7,000 min. / \$70,000 max.
b. Matching Private Fund @ \$1,000 min. per bldg.	
i. 7 bldgs. (+/-) =	\$7,000 min. / \$70,000 max.

**Option 2 - Block B through Block D:**

- Refer to Option 1

**Option 2 - Block E:**

**1. Surface Parking Lots:**

- (consolidate existing and/or construct new)

a. Property Purchase:	\$ 128,100*
b. Building Demolition:	\$ 40,000
c. Parking Lot Construction:	\$205,000
- (41 spaces @ \$5,000 / space)	
d. Buffering / Landscaping:	<u>\$ 34,000</u>
e. Total:	\$407,100

\* Note: Property purchase price based upon Hamilton County Auditor market value

**2. Front Façade Improvement Program:**

- (buildings located in City of Cincinnati only)

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
  - i. 5 bldgs. (+/-) = \$5,000 min. / \$50,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.
  - i. 5 bldgs. (+/-) = \$5,000 min. / \$50,000 max.

**3. Rear / Parking Lot Façade Improvement Program:**

- (buildings located in City of Cincinnati only)

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
  - i. 5 bldgs. (+/-) = \$5,000 min. / \$50,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.
  - i. 5 bldgs. (+/-) = \$5,000 min. / \$50,000 max.

**Option 2 - Block F through Block I:**

- Refer to Option 1

**Option 2 - Block J:**

**1. Surface Parking Lots:**

- (consolidate existing and/or construct new)

a. Property Purchase:	\$ 50,000*
b. Property Purchase:	\$ 10,000*
b. Building Demolition:	\$ 40,000
c. Parking Lot Construction:	\$ 55,000
- (11 spaces @ \$5,000 / space)	
d. Buffering / Landscaping:	<u>\$ 18,000</u>
e. Total:	\$173,100

\* Note: Property purchase price based upon Hamilton County Auditor market value

**2. New Commercial Building Construction:**

- a. (6000 sq. ft. @ 100 / sq. ft.) = \$600,000

**3. Front Façade Improvement Program:**

- (buildings located in City of Cincinnati only)

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
  - i. 1 bldgs. (+/-) = \$1,000 min. / \$10,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.
  - i. 1 bldgs. (+/-) = \$1,000 min. / \$10,000 max.

**4. Rear / Parking Lot Façade Improvement Program:**

- (buildings located in City of Cincinnati only)

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
  - i. 1 bldgs. (+/-) = \$1,000 min. / \$10,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.
  - i. 1 bldgs. (+/-) = \$1,000 min. / \$10,000 max.

**Option 2 - Block K:**

**1. New Residential Construction:**

a. Property Purchase:	\$250,000*
b. Building Demolition:	\$ 50,000
c. New Residential Const:	\$600,000
- (8 townhomes @ \$75,000 / ea)	
d. Buffering / Landscaping:	<u>\$ 80,000</u>
e. Total:	\$980,000

\* Note: Property purchase price based upon Hamilton County Auditor market value

**Option 2 - Block L:**

a. Property Purchase:	\$ 169,200*
b. Property Purchase:	\$ 108,200*
b. Property Purchase:	\$ 119,300*
c. Property Purchase:	\$ 119,300*
d. Property Purchase:	\$ 119,300*
e. Property Purchase:	\$ 130,300*
f. Building Demolition:	\$ 150,000
g. Parking Lot Construction:	\$ 364,000
- (91 spaces @ \$4,000 / space)	
h. Buffering / Landscaping:	<u>\$ 60,000</u>
i. Total:	\$1,339,600

\* Note: Property purchase price based upon Hamilton County Auditor market value

**Option 2 - Block M:**

**1. Business Relocation:**

a. (1) business @ \$25,000 / ea. =	\$25,000
b. (1) business @ \$25,000 / ea. =	\$25,000
c. (1) business @ \$25,000 / ea. =	<u>\$25,000</u>
d. Total:	\$75,000

**2. Surface Parking Lot:**

- (consolidate existing and/or construct new)

a. Parking Lot 1 Construction:	\$554,000
- (109 spaces @ \$5,000 / space)	
b. Buffering / Landscaping:	<u>\$ 75,000</u>
c. Total:	\$629,000

**3. New Commercial Building Construction:**

a. Property Purchase:	\$ 78,800*
b. Property Purchase:	\$ 95,300*
c. Property Purchase:	\$ 30,200*
d. Property Purchase:	\$ 168,700*
e. Building Demolition:	\$ 120,000
f. New commercial bldg:	\$ 245,000
- (2,450 sq. ft. @ 100 / sq. ft.)	
g. New commercial bldg:	<u>\$ 600,000</u>
- (6,000 sq. ft. @ 100 / sq. ft.)	
h. Total:	\$1,338,000

\* Note: Property purchase price based upon Hamilton County Auditor market value

**5. Bus Stop Shelter w/ Bench:**

a. (1) Shelter @ \$16,500 / ea. =	\$16,500
b. (1) Bench @ \$3,500 / ea =	<u>\$ 3,500</u>
c. Total:	\$20,000



**Option 2 - Block N:**

**1. Business Relocation:**

- a. (1) business @ \$25,000 / ea. = \$25,000
- b. (1) business @ \$25,000 / ea. = \$25,000
- c. Total: \$50,000

**2. Surface Parking Lots:**

- (consolidate existing and/or construct new)

- a. Property Purchase: \$ 60,400\*
- b. Property Purchase: \$186,400\*
- c. Property Purchase: \$148,900\*
- d. Building Demolition: \$100,000
- e. Parking Lot 1 Construction: \$240,000
  - (48 spaces @ \$5,000 / space)
- f. Parking Lot 2 Construction: \$ 35,000
  - (7 spaces @ \$5,000 / space)
- g. Buffering / Landscaping: \$ 75,000
- h. Total: \$845,700

\* Note: Property purchase price based upon Hamilton County Auditor market value

**3. New Commercial Building Construction:**

- a. New commercial bldg: \$2,500,000
  - (25,000 sq. ft. @ 100 / sq. ft.)

**4. Stathem Avenue cul-de-sac:**

- a. Demolition: \$ 25,000
- b. Construction of cul-de-sac: \$100,000
- c. Buffering / Landscaping: \$ 25,000
- d. Total: \$150,000

**5. Bus Stop Shelter w/ Bench:**

- a. (1) Shelter @ \$16,500 / ea. = \$16,500
- b. (1) Bench @ \$3,500 / ea = \$ 3,500
- c. Total: \$20,000

**Option 2 - Block O through R:**

- Refer to Option 1

**Option 3 - Block A through Block D:**

- Refer to Option 1

**Option 3 - Block E:**

**1. Surface Parking Lots:**

- (consolidate existing and/or construct new)

- a. Property Purchase: \$128,100\*
- b. Building Demolition: \$ 40,000
- c. Parking Lot Construction: \$205,000
  - (41 spaces @ \$5,000 / space)
- d. Buffering / Landscaping: \$ 34,000
- e. Total: \$407,100

\* Note: Property purchase price based upon Hamilton County Auditor market value

**2. Front Façade Improvement Program**

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
  - i. 5 bldgs. (+/-) = \$5,000 min. / \$50,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.
  - i. 5 bldgs. (+/-) = \$5,000 min. / \$50,000 max.

**Option 3 - Block E (continued):**

**3. Rear / Parking Lot Façade Improvement Program**

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
  - i. 5 bldgs. (+/-) = \$5,000 min. / \$50,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.
  - i. 5 bldgs. (+/-) = \$5,000 min. / \$50,000 max.

**Option 3 - Block F through I:**

- Refer to Option 1

**Option 3 - Block J:**

- Refer to Option 1 and/or Option 2

**Option 3 - Block K:**

**1. New Commercial Renovation and Construction:**

a. Property Purchase:	\$ 62,400*
b. Property Purchase:	\$ 74,400*
c. Property Purchase:	\$ 75,000
d. Property Purchase:	\$ 93,100
e. Building Demolition:	\$ 60,000
- (4 properties at \$15,000 / ea.)	
f. New Parking Lot:	\$ 405,000
- (81 homes @ \$5,000 / ea.)	
g. Commercial Renovation:	\$ 640,000
- (12,800 sq. ft. @ \$50 / sq. ft.)	
h. Buffering / Landscaping:	<u>\$ 80,000</u>
i. Total:	\$1,489,000

\* Note: Property purchase price based upon Hamilton County Auditor market value

**Option 3 - Block L and M:**

- Refer to Option 1

**Option 3 - Block N:**

- Refer to Option 1 and/or Option 2

**Option 3 - Block O through R:**

- Refer to Option 1

**Option 4 - Block A:**

- Refer to Option 1 and/or Option 2

**Option 4 - Block B through D:**

- Refer to Option 1

**Option 4 - Block E:**

**1. Surface Parking Lots:**

- (consolidate existing and/or construct new)

a. Property Purchase:	\$128,100*
b. Property Purchase:	\$ 35,500*
c. Property Purchase:	\$ 80,200*
d. Building Demolition:	\$120,000
- (3 @ \$40,000)	
e. Parking Lot Construction:	\$265,000
- (53 spaces @ \$5,000 / space)	
f. Buffering / Landscaping:	<u>\$ 34,000</u>
g. Total:	\$662,800

**Option 4 - Block E (continued):**

**2. New Commercial Construction:**

a. Property Purchase:	\$ 123,800*
b. Property Purchase:	\$ 255,400*
c. Building Demolition:	\$ 120,000
- (3 @ \$40,000)	
d. New Commercial Construction:	<u>\$2,625,000</u>
- (26,250 sq. ft. @ \$100 / sq. ft.)	
e. Total:	\$3,124,200

\* Note: Property purchase price based upon Hamilton County Auditor market value

**Option 4 - Block F through J:**

- Refer to Option 1

**Option 4 - Block K:**

- Refer to Option 1, Option 2, and/or Option 3

**Option 4 - Block L through M:**

- Refer to Option 1

**Option 4 - Block N:**

- Refer to Option 1 and/or Option 2

**Option 4 - Block O through R:**

- Refer to Option 1

**Option 5 - Block A:**

- Refer to Option 1 and/or Option 2

**Option 5 - Block B through D:**

- Refer to Option 1

**Option 5 - Block E:**

**1. New Mixe-Use Construction: w/ Surface Parking Lot:**

- (consolidate existing and/or construct new)

a. Property Purchase:	\$ 128,100*
b. Property Purchase:	\$ 35,500*
c. Property Purchase:	\$ 80,200*
d. Property Purchase:	\$ 255,400*
d. Building Demolition:	\$ 240,000
- (6 @ \$40,000)	
e. Parking Lot Construction:	\$ 250,000
- (50 spaces @ \$5,000 / space)	
f. New Mixed-Use Construction:	\$4,000,000
- (40,000 sq. ft. @ \$100 / sq. ft.)	
f. Buffering / Landscaping:	<u>\$ 40,000</u>
g. Total:	\$5,153,000

\* Note: Property purchase price based upon Hamilton County Auditor market value

**Option 5 - Block G through I:**

- Refer to Option 1

**Option 5 - Block J:**

- Refer to Option 1 and/or Option 2

**Option 5 - Block K:**

- Refer to Options 1, 2, 3

**Option 5 - Block L through M:**

- Refer to Option 1

**Option 5 - Block N:**

- Refer to Option 1 and/or Option 2

**Option 5 - Block O through R:**

- Refer to Option 1

# WESTWOOD NBD Improvement Plan

## Part IV - Glenmore Avenue NBD Urban Design Plan



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  - Proposed Block D Map Detail
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  - Building Façade Improvement Program
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  - Landscape Screening and Improvement Program
  - Parking Lot Improvement Program
  - Business Relocation Program
  - Business Development Program
  - Townhome Development Program

**Proposed NBD Improvement Plan – Preliminary Cost  
Estimate**

**Introduction:**

Glenmore Avenue is the main arterial connection between the regional commercial district along Glenway Avenue to the south and the commercial core of the City of Cheviot to the north. Originally, the Glenmore Avenue NBD developed in response to the high traffic volumes traveling between these two centers of concentrated commercial activity. A natural progression was that Glenmore Avenue then became the central spine of a large residential area.

For many years, residential and commercial growth in Westwood and Cheviot continued at a slow, steady, and manageable pace. However, the entirety of western Hamilton County experienced a large housing boom following the end of World War II. Commercial activity, as represented by the construction of the Western Hills Plaza, also increased to serve this growing population

Concurrently, America became increasingly mobile and in the process began rapidly changing and blurring the lines of traditional patterns of urban and sub-urban living. Locally in Westwood, the opening of the I-74 interstate created increased vehicular traffic volumes as the Glenmore NBD became the connection route for commuters from the western suburbs to the Montana Avenue and I-74 interchange. This additional traffic volume has significantly increased the congestion around the major intersection of Glenmore and Montana Avenues.

New development growth came with the addition of several health-care related facilities constructed in support of the recently completed St. George Hospital that was located on Glenmore a few blocks south of the business district. With this development, Glenmore Avenue outgrew its dependence on local trade and

became somewhat more of a regional draw. And though the hospital was closed in the 1980's, a majority of the now established medical office concerns have remained in operation. Joining these are many locally owned and operated shops with a few regional and national chain stores.

**Urban Design Plan – Working Definition:**

The development of Glenmore Avenue is fairly typical and representative of most neighborhood business districts in the City of Cincinnati. Today, this NBD is an active mixture of single and multi-family housing intermingled upon the commercial shops and professional office space. As the district is stable, if not terribly exciting or extravagant, the Westwood NBD Improvement Plan Task Force determined that the aesthetic and development guidelines resulting from an Urban Design Plan, (UDP), would be sufficient to keep this district vital.

A UDP will provide Westwood a vision for the future of the Glenmore Avenue NBD. With both City staff and Community input, the Urban Design Plan will establish priorities and develop strategies for implementation. The UDP will also coordinate public and private improvements to the district by providing a basis for funding requests resulting in a planned revitalization of the district. The UDP must be approved by the City of Cincinnati Planning Commission and adopted by City Council.

In the past, an Urban Design Plan would conform to Chapter 1459 of the Cincinnati Zoning Code and by so doing; provide the tools to establish an Environmental Quality District. Today, the Zoning Code is being rewritten with one of the intentions being to include the spirit of the regulating provisions of a typical Environmental Quality District into the requirements of the base zoning designation. An objective of this UDP will be to establish the

correct zoning in order to guide the preferred course of development; refer to the Plan for the Existing Zoning Analysis and Proposed Zoning Recommendations.

### **The Glenmore Avenue NBD Urban Design Plan:**

The first step in this planning project was to determine a physical boundary that defined the limitations and scope of the study area; refer to the following Proposed Boundary Maps. This boundary was established along the existing civic corporation line separating the cities of Cincinnati and Cheviot, and follows the existing Cincinnati zoning district lines delineating the distinction between existing commercial and residential zones.

#### **Part I: Existing Conditions**

##### **– Investigation and Analysis**

Existing conditions, the physical, communal, environmental, and legislated attributes that currently define and describe the NBD were studied. Analysis brought to focus the issues that either caused, or were created by, problematic or fortuitous conditions. A summary of issues became a documented listing of items to address.

#### **Part II: Proposed NBD Improvement Plan**

##### **– Options and Recommendations**

Once inventoried, problems to solve and opportunities to explore were identified and presented as Goals and Objectives. From these, design recommendations were developed and detailed as options for proposed implemental solutions.

The Glenmore Avenue NBD UDP proposes three overall development options for the Glenmore Avenue NBD. These three

options represent the desires for the area jointly envisioned by Westwood and the City of Cincinnati in support of the district's commercial activity. As such the Plan is a documented tool for Westwood to map, guide, shape, and direct the future physical environment of their NBD.

Design proposals included in the UDP do not make the changes recommended a certainty. As previously stated, the UDP does not provide the mechanism required to implement the use of eminent domain. Thus improvements within the publicly held right-of-way are more easily realized than those on private property requiring private initiation and the full cooperation of property owners to proceed.

Development scenarios described for the three options themselves should not be viewed as a singular preferential choice of one or the other. Rather the options provide the framework for and from which the individual design components of each parcel or block are selected and possibly combined in a mix-and-match matrix. For example, improvements described for Block A in Option # 1 could be constructed along with the improvements described for Block D in Option # 2. Or the improvements could be sequential. Again as an example, the improvements described for Block D in Option # 1 could be constructed without adversely affecting the construction of the improvements described for Block D in Options # 2 or # 3.

#### **Part III: Proposed NBD Improvement Plan**

##### **– Program Implementation Strategies**

In order to effect change, improvement program implementation strategies are defined and outlined.







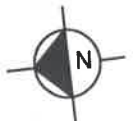


# Westwood: Glenmore Avenue NBD UDP

# Proposed Boundary Map - Aerial

## LEGEND

-  Urban Design Plan Study Area Boundary
-  Municipal Boundary
-  Existing Buildings within NBD Boundary
-  Existing Buildings beyond NBD Boundary



Scale: 1"=200'-0"









## Westwood: Glenmore Avenue NBD UDP

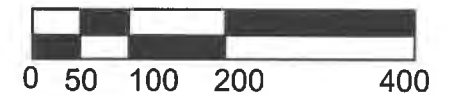
## Proposed Boundary Map

### LEGEND

-  Urban Design Plan Study Area Boundary
-  Municipal Boundary
-  Existing Buildings within NBD Boundary
-  Existing Buildings beyond NBD Boundary



Scale: 1"=200'-0"



# **Glenmore Avenue NBD Urban Design Plan**

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## **Existing Conditions – Investigation and Analysis**

Property ownership is generally divided into two classes. Major landowners compose the first division characterized by ownership of large, single parcels and/or ownership of several parcels of property that may or may not be joined together for redevelopment. The second division is composed of minor property owners, those in possession of private, individual, and/or small parcels of property.

In terms of area within the Glenmore Avenue NBD, property ownership is nearly divided equally between landowners of residential and commercial property. A minority of the property containing a mixture of first floor commercial space on the first floor with residential units above.. As expected the large parcels are nearly all owned by institutional or regional commercial operations. The smaller parcels are those owned by more locally dependant concerns with long held historical roots in the community.

**Institutional Property:**

3311-3313 Glenmore Ave. St. Luke's United Evangelical Church

**Commercial Property:**

3247 Glenmore Ave. Ruby Stanley LTR  
 3249 Glenmore Ave. Properties SG LLC  
 3310-3316 Glenmore Ave. Madcap Productions  
 3315 Glenmore Ave. Mercy Health Partners  
 3317-3319 Glenmore Ave. J. Shetty  
 3321-3325 Glenmore Ave. M. Heis  
 3329 Glenmore Ave. Wesley Hall  
 3340-3348 Glenmore Ave. Dabgab Holdings, Inc.

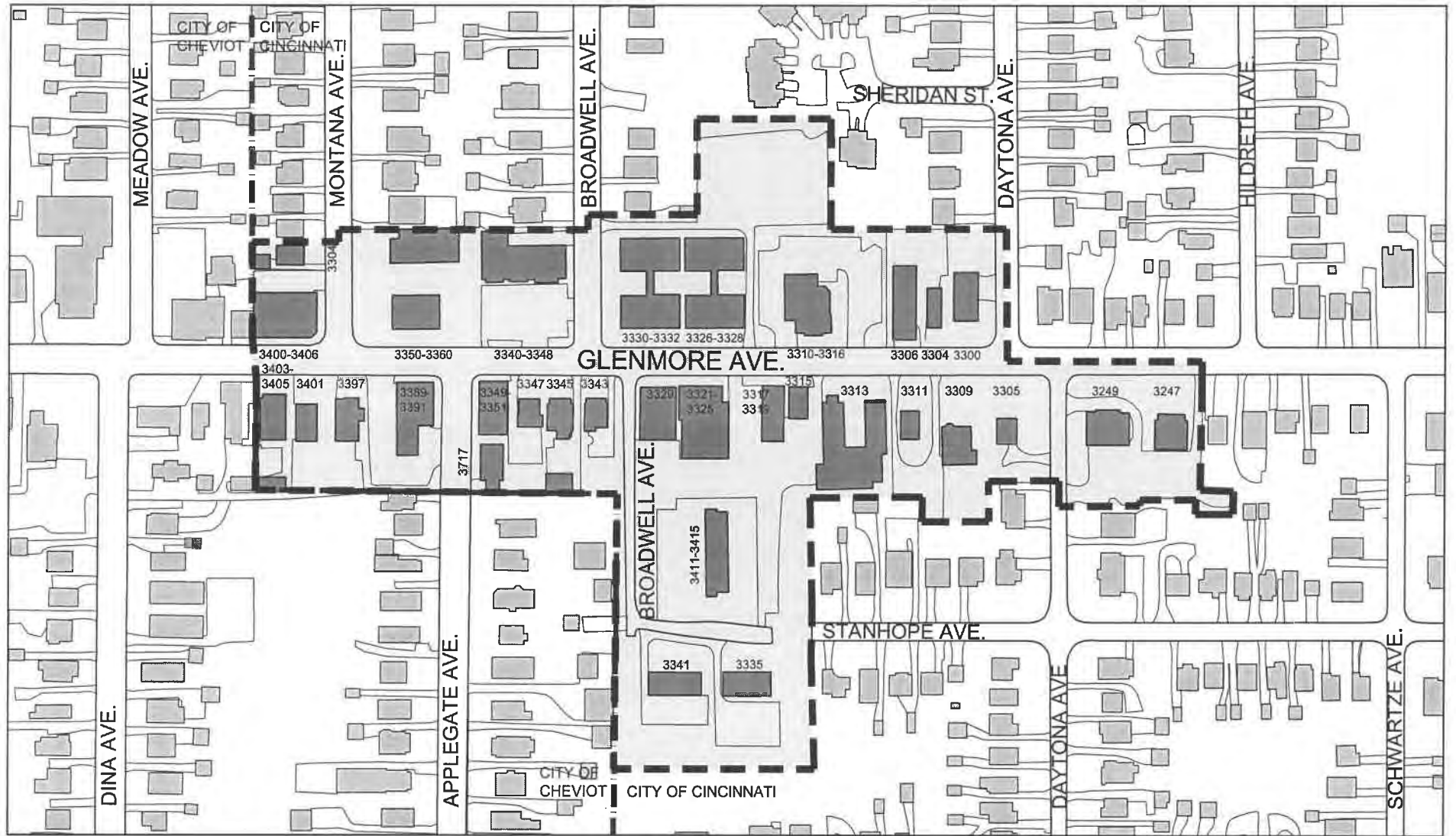
3343 Glenmore Ave. Upscale & Co. Salon, Inc.  
 3349-3351 Glenmore Ave. Applegate Buildings, Inc.  
 3350-3360 Glenmore Ave. United Dairy Farmers, Inc.  
 3389 Glenmore Ave. L. Baker  
 3391 Glenmore Ave. M. Francisco  
 3400-3406 Glenmore Ave. TKS Properties  
 3304 Montana Ave. Owl Investments, LLC

**Mixed Commercial / Residential Property:**

3397 Glenmore Ave. D. Bolten  
 3401 Glenmore Ave. C. Eickbusch  
 3403-3405 Glenmore Ave. D. Voynovich

**Residential Property:**





3717 Applegate Ave. M. Hart  
 3411-3415 Broadwell Ave. P. Moellinger  
 3300 Glenmore Ave. B. St. Clair  
 3304 Glenmore Ave. WSPT Realty Co.  
 3305 Glenmore Ave. J. Mahoney  
 3309 Glenmore Ave. D. Metz  
 3326-3330 Glenmore Ave. H. Thiemann  
 3345 Glenmore Ave. J. McCarren  
 3347 Glenmore Ave. G. Lack  
 3331-3335 Stanhope Ave. J. Gerst  
 3341 Stanhope Ave. P. Yust

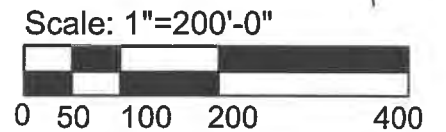


# Westwood: Glenmore Avenue NBD UDP

# Existing Property Ownership Map

## LEGEND

-  Urban Design Plan Study Area Boundary
-  Municipal Boundary
-  Existing Buildings within NBD Boundary
-  Existing Buildings beyond NBD Boundary



**Existing Business Listing:**

3247	Glenmore Ave.	(Ruby Stanley LTR)
3249	Glenmore Ave.	Beacon Orthopedics
3306	Glenmore Ave.	Vacant
3310-3316	Glenmore Ave.	Madcap Productions
3340	Glenmore Ave.	Payday Advance
3344	Glenmore Ave.	Glenmore Quality Dry Cleaners
3346	Glenmore Ave.	Western Hills Printing
3348	Glenmore Ave.	Domino's
3360	Glenmore Ave.	United Dairy Farmers, Inc.
3315	Glenmore Ave.	Prasad G. Chandra, MD
3317	Glenmore Ave.	M.V. Shetty, MD
3319	Glenmore Ave.	John Bennet Jr., DDS
3321-3325	Glenmore Ave.	Gynecology and Obstetrics
3329	Glenmore Ave.	Wesley Community Services
3343	Glenmore Ave.	Upscale Salon
3349	Glenmore Ave.	Malloy Accounting Services
3351	Glenmore Ave.	Gary's Westsider
3389	Glenmore Ave.	Babe's Tap Room
3391	Glenmore Ave.	Francisco Flooring
3397	Glenmore Ave.	Vacant
3400	Glenmore Ave.	Vacant
3402	Glenmore Ave.	Dual Graphics
3404	Glenmore Ave.	Vacant
3406	Glenmore Ave.	Vacant
3408	Glenmore Ave.	Vacant
3401	Glenmore Ave.	Cynthia's Salon
3403	Glenmore Ave.	Bea's Hair House
3304	Montana Ave.	Razor's Edge

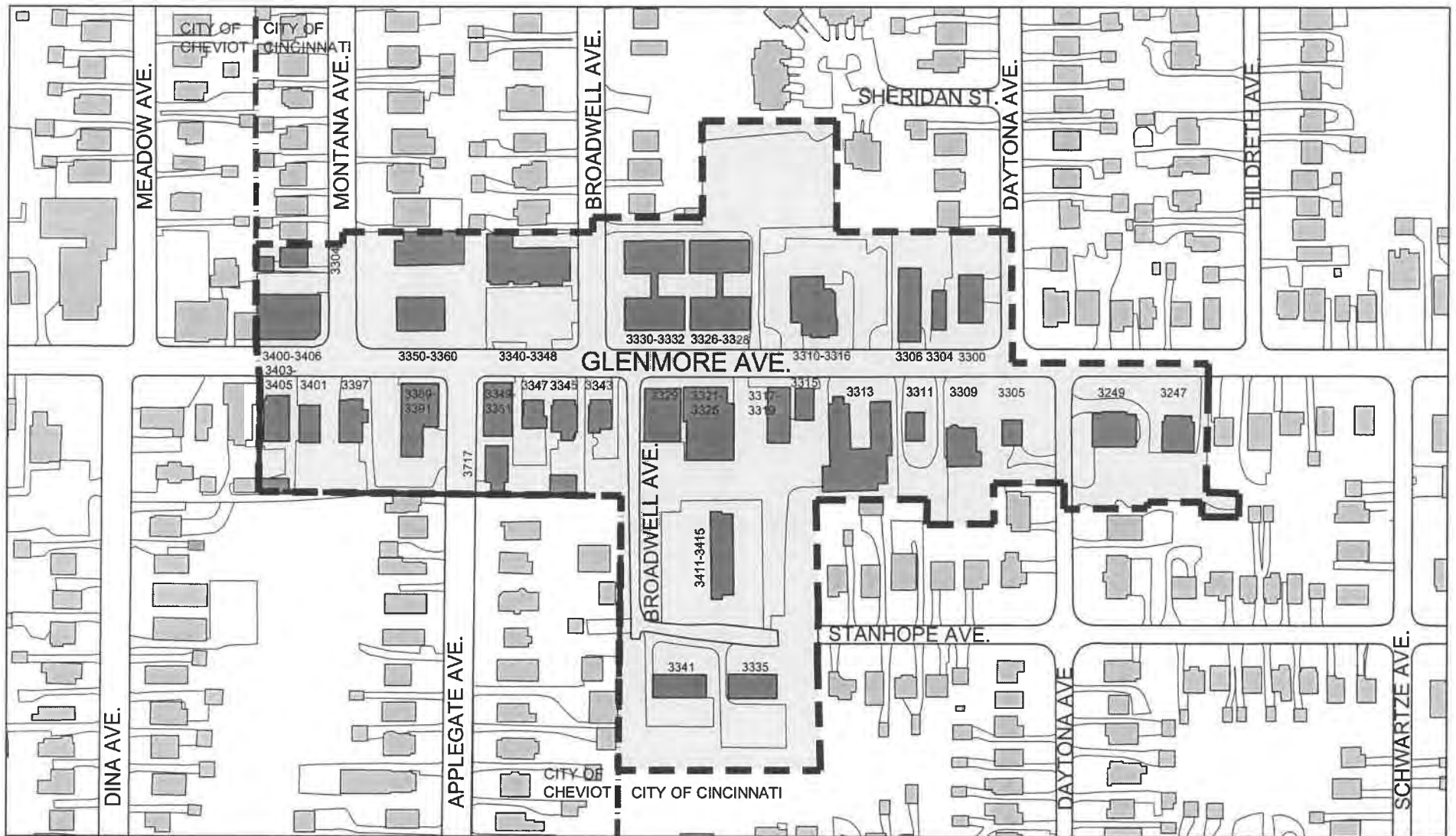
**Existing Business Type Listing:**

a. Medical Office / Services	6	22%
b. Vacancies	5	18%
c. Hair / Beauty Salon	4	15%
d. Entertainment	3	11%
e. Services	3	11%
f. Retail	2	7%
g. Convenient Stores	1	4%
h. Food Service	1	4%
i. Professional Office / Services	1	4%
j. Other	1	4%

**Existing Business Environment:**

A concentration of medical related services developed in support of St. George Hospital located along Glenmore Avenue south of the NBD. The closing of the hospital, coupled with the trend to consolidate individual medical practices into group health management offices makes the long term presence of this type of business within in the district a large unknown. With the construction of the Mercy Franciscan Hospital Western Hills Campus at the intersection of Queen City and Boudinot Avenues, a seemingly more logical location for these existing medical offices would be within the Harrison Avenue NBD at the intersection of Boudinot and Harrison Avenues. Should this shift occur, the identification of replacement business types will be crucial to the survival of the Glenmore Avenue NBD.





Vacancies comprise the next largest group, a trend that must be stopped. Most vacancies are in the one building located at the northeast corner of Glenmore and Montana. It can be assumed that the lack of convenient on-site parking is the main reason for this condition and once this problem is adequately addressed the space should become occupied.

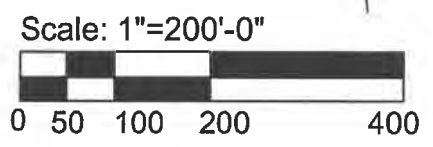


# Westwood: Glenmore Avenue NBD UDP

# Existing Business Map

## LEGEND

-  Urban Design Plan Study Area Boundary
-  Municipal Boundary
-  Existing Buildings within NBD Boundary
-  Existing Buildings beyond NBD Boundary



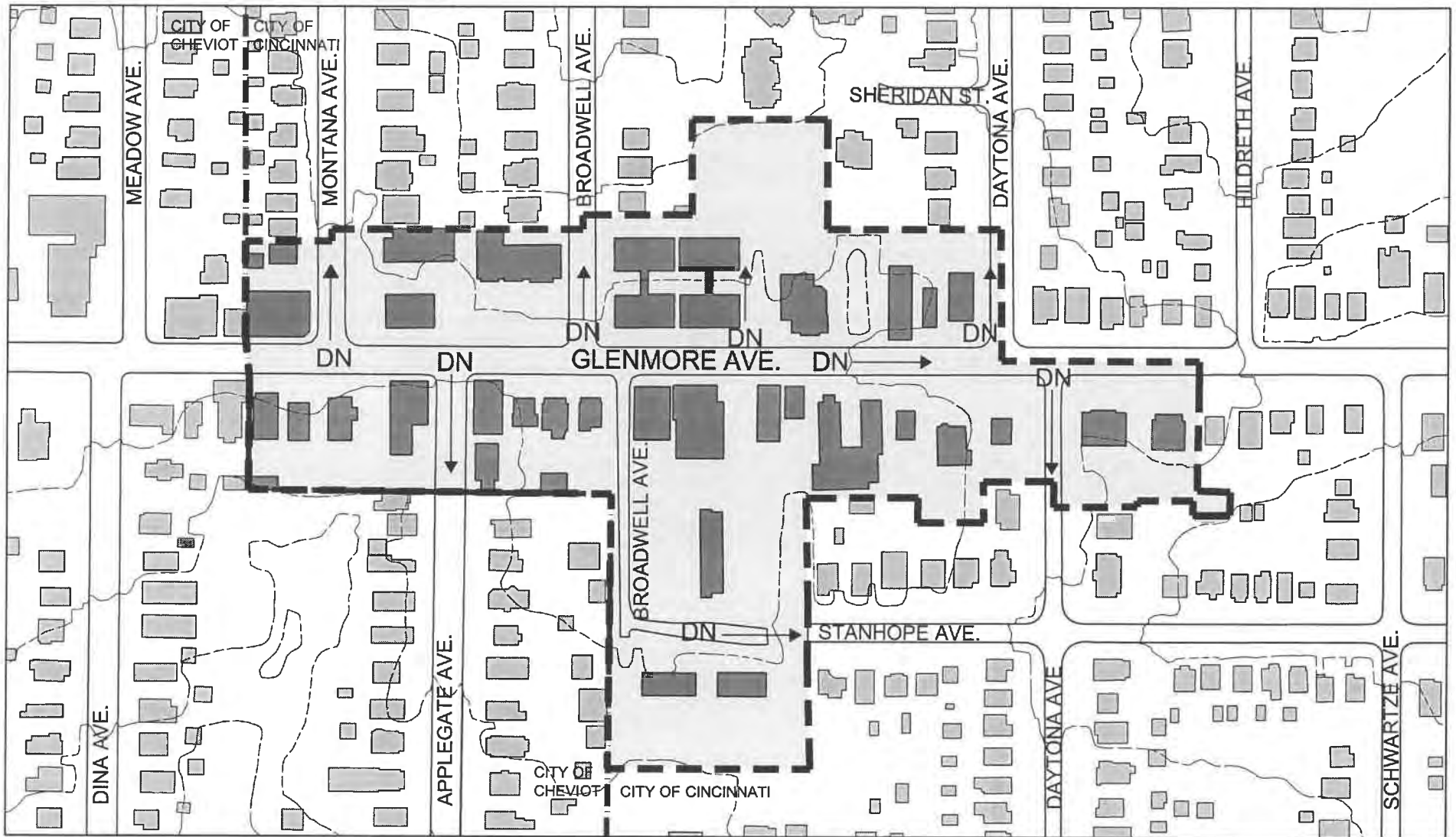
Topography is the science, study, or mapping of physical land features. Topography is experienced as the amount of elevation change of the land within a geographic area. Topographic features are described as large flat areas or plateaus, high-points or ridges, low-points or valleys, and slope or the change in elevation between the two, commonly referred to as hills.

The spine of Glenmore Avenue was constructed along a ridgeline that occasionally broadens out to form intermittent plateaus. The ridge generally rises from the south northwards with hills of varying steepness falling to either side, east and west. Thus in some areas of the district, property is relatively flat. For other parcels, the street frontage along Glenmore is reasonably flat but the property then falls down a hillside to the rear.

The existing topography has influenced development as witnessed by the locations of the larger buildings required for institutional, professional, or multi-family use which have been constructed upon the expanse of flat land that the plateau provides. Smaller commercial or residential structures were then built upon property with a greater slope. Topography affects the cost or value of the land itself and the cost to make improvements to that land.

The influence of the topography is also experienced in accessibility. Access to the fronts of buildings from lower parking lots at the rear of properties must be addressed through the use of additional sidewalks, ramps, steps, and/or retaining walls and fill material as required to transverse or make level the land. All of these options add cost to any proposed project on sloping sites.







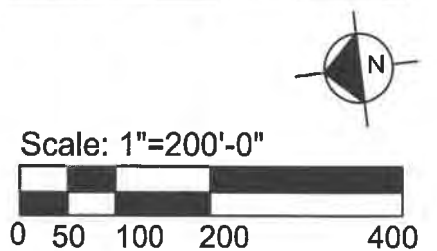


## Westwood: Glenmore Avenue NBD UDP

## Existing Topographic Map

### LEGEND

-  Urban Design Plan Study Area Boundary
-  Municipal Boundary
-  Existing Buildings within NBD Boundary
-  Existing Buildings beyond NBD Boundary



**Introduction:**

Like most traditional neighborhood business districts, Glenmore Avenue developed as an un-planned mixture of single and multi-family housing intermingled amongst the religious institution of St. Luke's Church, and the commercial shops and professional office space.

**Block – A:**

Existing commercial use groups occupy all of the buildings and property fronting the streets of Glenmore and Montana Avenues. Commercial space continues along Glenmore northward into the City of Cheviot. Behind these commercial shops stands an existing residential dwelling. While in Cheviot and beyond the physical scope of this UDP, it is recommended in the Plan to remove this housing to provide for additional commercial parking.

**Block – B:**

This block between Montana and Broadwell contains a regional convenience store / gas station and a small commercial strip center.

**Block – C:**

Multi-family housing frame two commercial properties. Due to its size and number of units it is recommended that the Courtyard Apartments located at the southeast corner of Glenmore and Broadwell Avenues remain. The large surface parking lot for these units juts into the backyards of the adjacent residential neighborhood and requires additional screening. The Plan recommends that the residential property at the northeast corner of Glenmore and Daytona be converted for use as commercial or professional office space.

**Block – D:**

This block along Glenmore Avenue from Dina to Applegate contains the largest concentration of properties with buildings containing a mixed use of commercial and residential units. Again, this block is divided by the Cincinnati and Cheviot boundary line.

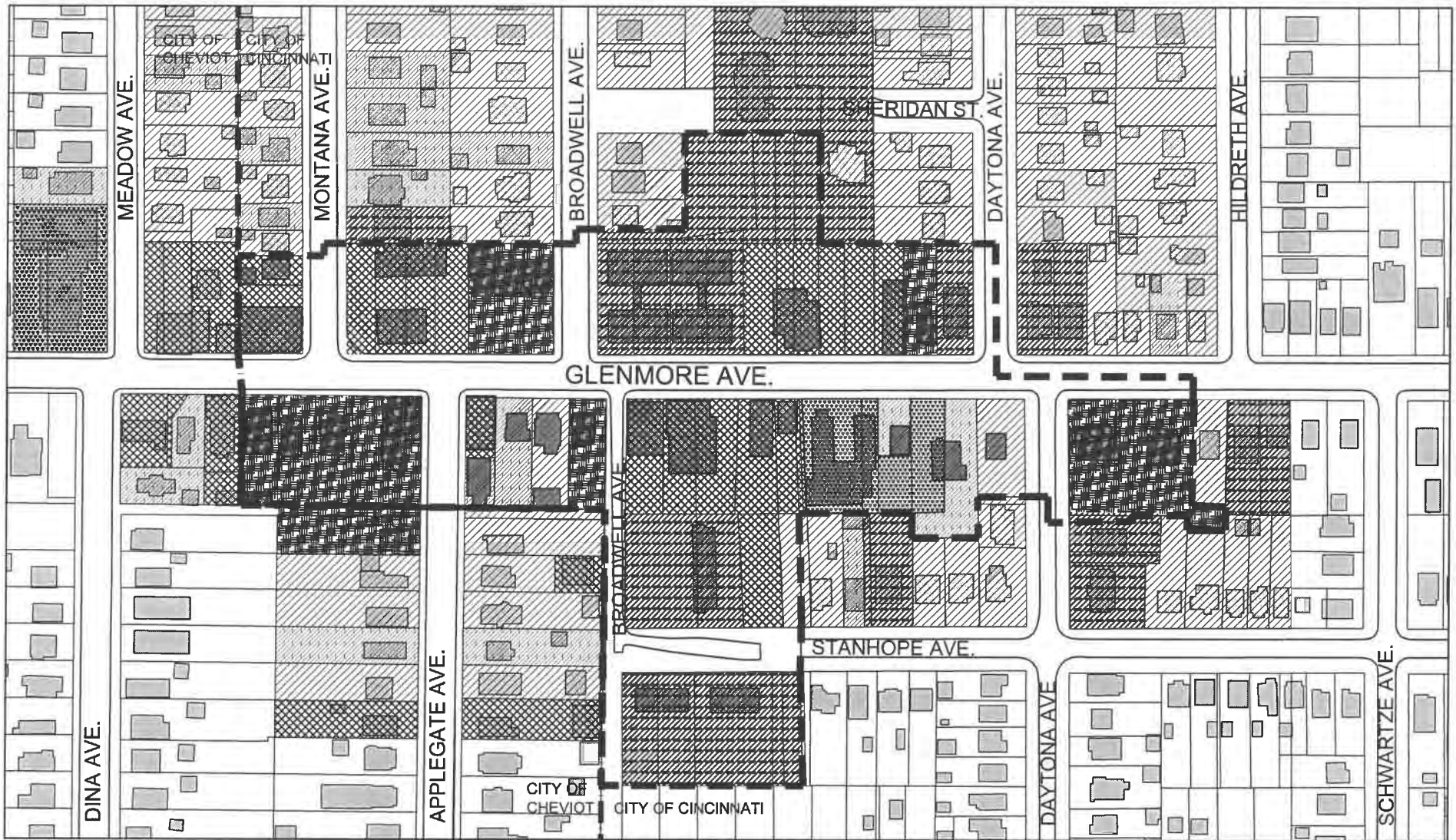
**Block – E:**

A commercial building, two single family houses, one two-family residence and a house converted to a mixed use of commercial and residential space are all located on the block from Applegate to Broadwell Avenues. South of Broadwell and continuing along Glenmore is the area's largest concentration of professional / medical office space. St. Luke's Church then separates these uses from the remaining single-family houses stretching to the intersection with Daytona Avenue. A long term objective of the Plan will be the conversion of these residential properties to either mixed use or

Behind the professional properties previously mentioned are three large multi-family apartment buildings accessed from Broadwell Avenue. The units are located in an unfavorable position, not complimenting either, or adequately transitioning between, the adjacent commercial and residential districts.

**Block – F:**

Two existing commercial structures stand at the southern end of the district on the southwest corner of Glenmore and Daytona Avenues. These two commercial properties reside outside the business districts natural physical boundary of Daytona Avenue. Therefore, a long term goal of the NBD Urban Design Plan, (UDP), will be to zone and convert these properties to a residential use group.

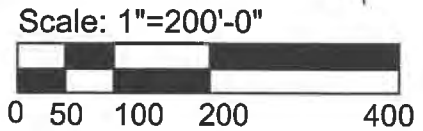


# Westwood: Glenmore Avenue NBD UDP

# Existing Land Use Map

## LEGEND

- Urban Design Plan Study Area Boundary
- Municipal Boundary
- Existing Buildings within NBD Boundary
- Existing Buildings beyond NBD Boundary
- Single-Family
- Two-Family
- Multi-Family
- Educational
- Public Use
- Parks & Playgrounds
- Semi-Public
- Commercial
- Mixed-Use
- Vacant



**Existing Zoning Designations:**

- R-2: Single-Family Medium Density District
- R-3: Two-Family District
- R-3T: Transition District
- R-4: Multi-Family Low Density District
- R-4T: Transition District
- B-3: Retail Wholesale Business District
- B-4: General Business District

**Residential Districts:**

Predominantly, an R-2 Residential District allows for single and two-family housing along with various institutional and recreational uses. The R-3 District expands upon this to allow for housing consisting of up to four-family units. An R-4 District increases opportunities for housing, permitting low-density, large, multi-family buildings, and also for the construction of a limited number of business uses.

**Business Districts:**

The B-3 District allows for all of the previously listed residential, institutional, and recreational uses, and expands upon the business uses to allow for larger commercial and office use groups. The B-4 District is the most permissive business use district allowing for all types of commercial enterprise as well as a limited number of light manufacturing uses.

**Transition Districts:**

A Transition District is a sub-district of the immediately adjacent residential district of which it is a part. All regulations applicable in the parent residential district are also applicable to the properties

in the Transition District. The purpose of the overlaying Transition District is to enable the requirement for additional development controls to promote a buffering or transition from the adjacent business zone to the adjacent residential zone.

**Commentary:**






Generally, community input recommends that a tightening of the allowable residential and commercial use regulations is required. Large, multi-family developments are no longer desired within the neighborhood. And business uses should be limited to those complimentary to the more traditional, pedestrian oriented, business district environment desired for the future of the NBD.



# Westwood: Glenmore Avenue NBD UDP

# Existing Zoning Map

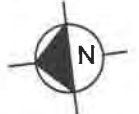
## LEGEND

-  Urban Design Plan Study Area Boundary
-  Municipal Boundary
-  Zoning Boundary
-  Existing Buildings within NBD Boundary
-  Existing Buildings beyond NBD Boundary

## ZONING

- B-2 Community Business
- B-4 General Business
- R-1 Single-Family Low Density Residential
- R-2 Single-Family Medium Density
- R-2T Single-Family Transitional
- R-3 Two-Family Residential
- R-3T Transitional District
- R-4 Multi-Family Low Density Residential
- R4-T Multi-Family Transitional
- R-5 Multi-Family Medium Density
- O-1A Suburban Low-Density Office
- O-1 Suburban High-Density Office

Scale: 1"=200'-0"



**Introduction:**

- 5' wide concrete sidewalk areas where existing conditions permit
- Install new handicapped accessible sidewalk ramps at appropriate locations as required

**Pedestrian Circulation:**

A basic tenant of the Westwood NBD improvement plan is to recreate a pedestrian friendly environment within the district. Improvements must then be designed to address pedestrian concerns by limiting and controlling vehicular dominance, speed, and access. Improving the manner in which pedestrians and vehicles interact will help increase vehicular safety as well.

**Recommendations to Improve Pedestrian Safety:**

1. Improve, where warranted, the visibility of crosswalks at existing signalized or non-signalized intersections and at all, if any, existing mid-block locations.
2. Provide the following streetscape sidewalk improvements in support of any new development and/or redevelopment effort:
  - a. Major Streets:
    - 4' wide clay brick paver collector strip immediately adjacent to the curb to separate pedestrians from vehicular traffic
    - 6' wide (minimum) concrete sidewalk areas where existing conditions permit
    - Install new handicapped accessible sidewalk ramps at appropriate locations as required
  - b. Side Streets / Residential Streets:
    - 4' wide tree lawn immediately adjacent to the curb to separate pedestrians from vehicular traffic

3. Construct curb bump-outs at street intersections as part of a coordinated streetscape improvement program to reduce the street width and thus the length and time of pedestrian travel across streets. This is particularly important for the senior citizen portion of the population.

**Vehicular Circulation:**

For reasons unknown, both the main arterials and the secondary streets that intersect and cross Glenmore are not aligned across the avenue. These offset intersections cause many conflicts between opposing vehicles making left turns. For this reason, pedestrian crossings at these locations are also problematic.

While the volume of traffic along Glenmore Avenue was once a contributing factor in the development of the NBD, this volume in combination with the repeating pattern of offsetting street intersections all too often results in congestion during both the weekday peak AM and PM periods and during extended periods of time on the weekends. Due to the existing built environment surrounding the Glenmore NBD, opportunities for rerouting through traffic are non-existent. Therefore, as current traffic patterns will continue for the foreseeable future workable solutions within the bounds of the district must be investigated and implemented

**Recommendations to Improve Vehicular Circulation:**

1. Install a new traffic signal at the intersection of Glenmore Avenue and Montana Avenue at the earliest date feasible.
2. Eliminate, as many as possible, the numerous curb cuts and driveway access aprons located on Glenmore Avenue, particularly those between Dina Avenue and Broadwell Avenue.
3. Construct curb bump-outs to control on-street parking locations and accessibility.
4. Address pedestrian circulation problems and follow the recommendations to Improve Pedestrian Safety noted above.

Avenue and reroute this traffic to ingress/egress points on the side streets.

4. Promote identification of parking lots with the similar design of entrance / exit access points and screening.
5. Provide way-finding signage to route customers to public parking.
6. Construct curb bump-outs to control on-street parking locations and accessibility.
7. Install new parking meters on the street with 30 minute maximum time limits to encourage the use of parking lots.
8. Create safe, properly lit, user friendly parking lots with inviting environments to encourage use.

**Accessible and Convenient Public Parking:**

Due to the unplanned nature of land use and development patterns of these older pedestrian oriented business districts vehicular access and parking is always an issue to a certain degree. Typically problematic is when a row of single family houses are converted to business and driveways meant for one or two family owned and operated vehicles become the conduits for large number of

**Recommendations to Improve Parking:**

1. Encourage consolidation of existing parking lots amongst the existing business and property owners.
2. Support parking lot expansion where applicable.
3. Remove vehicular access to parking lots from Glenmore

**SORTA - Metro Bus Service:**

The Metro bus system has two routes, numbers 6, and 21 currently servicing the Glenmore Avenue NBD. Route # 6 connects the western suburbs of Bridgetown, Cheviot, and Westwood to downtown Cincinnati via Glenmore, Werk Road, Queen City Avenue, the Western Hills Viaduct, and Central Parkway. Route # 21 provides local service to Westwood and beyond to Cheviot through South Fairmount from downtown via Central Parkway, the Western Hills Viaduct, and Harrison Avenue.

**SORTA - Metro Bus Service (continued):**

Following is a listing of the Monthly Ridership based on August 2002 Farebox Data to illustrate Westwood's patronage of the existing Metro bus service:

Route	Weekday	Saturday	Sunday	Total
6	42,148	4,668	2,118	48,934
21	64,663	8,506	4,518	77,687

In support of Metro's customer base in Westwood it is recommended that new bus stop shelters complete with benches, trash receptacles and cigarette urns are installed as an integral part of any new streetscape sidewalk improvements at bus stop locations along Harrison Avenue; refer to attached NBD Improvement Plan Guidelines and Recommendations.

In 2001, SORTA, the Southwestern Ohio Rapid Transit Authority, unveiled MetroMoves, an ambitious plan to reconstruct Metro's existing City and bus based service into a regional transit system comprised of both bus and rail service. Preliminary plans that would affect Westwood are the possible construction of a Metro Bus Hub near the Western Hills Plaza, potential new cross-town routes, and enhancements to the existing bus service along Glenmore Avenue.

**Bicycle Circulation:**

At present, no major street within or connecting to the Glenmore Avenue NBD is designated a bicycle route marked with signs. Glenmore, Montana, and Applegate Avenues are all recommended preferred bicycle routes as listed in the Cincinnati Bike Guide of 1998. Daytona and Broadwell Avenues are not rated.

The use of bicycles as a mode of transportation is always encouraged and the many wide, tree lined residential streets of Westwood are particularly accommodating for this activity. In support of this, it is recommended that new bicycle racks be installed as warranted near places determined to be likely destinations for bike riders. The new racks would be installed as an integral part of any new streetscape sidewalk improvements in support of any new development or redevelopment; refer to attached NBD Improvement Plan Guidelines and Recommendations.









# Westwood: Glenmore Avenue NBD UDP

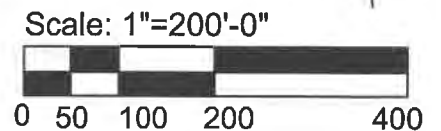
# Existing Traffic & Parking Map

## LEGEND

-  Urban Design Plan Study Area Boundary
-  Municipal Boundary
-  Existing Building located within UDP Study Area Boundary
-  Existing Building located beyond UDP Study Area Boundary

-  Bus Stop
-  Traffic Count

-  Parking Counts
-  Parking Meters



**Introduction:**

Most of the challenges facing the Glenmore Avenue NBD are common to many of the older business districts within the City of Cincinnati. Circumstance specific to the Glenmore Avenue NBD transform these generic issues to problems unique to this NBD. Following is a summary of issues documented through the investigation and analysis of the existing conditions.

**Issues:****1. NBD Orientation and Character:**

As previously stated, the one, original, main objective of this UDP is to recreate a pedestrian friendly environment within the NBD. Issues to address include pedestrian prioritization, scale, safety, amenities and street furniture.

**2. NBD Land Use – Residential / Commercial:**

For any business district to remain vital, a certain critical mass of desirable destinations that relate, compliment, and “feed” off each other must be developed and maintained. Without the success of this factor, the district will not generate a level of activity necessary to stave off an undesirable perception of desertion. The compactness of the area coupled with the objection to expand into the surrounding residential neighborhood points to the redevelopment of existing residential property within the district.

**3. NBD Business Environment:**

Atypically, retail is not the dominant business type within this NBD. Two types of service business types, medical and hair

care, currently dominate the NBD. The combination of these has been a stabilizing force in the district, as both tend to attract a clientele both locally and regionally as well. An emphasis should be placed on retaining existing and developing additional service sector operations. And as the Glenmore Avenue NBD is centrally located within a surrounding area of aging residents, services catering to this population can be foreseen as the next component for sustaining existing businesses and for fueling future growth.

**4. NBD Topography**

Successful solutions must address, comply with or overcome physical constraints, both natural and man-made.

**5. NBD Traffic Circulation Patterns:**

Troublesome and at times dangerous vehicular traffic patterns are created by the combination of relatively high traffic volumes, offset intersecting streets, numerous and poorly spaced driveways, travel routes, and parking conflicts.

**6. NBD Parking – On Street / Off Street:**

Separate surface parking lots located on individual properties promote single destination use by customers at the detriment to the economic health and vitality of the district as a whole. In addition, individual lots also create street access circulation problems, and are expensive to properly construct, maintain, light, landscape, and buffer.

**7. NBD Safety:**

Per the Citizen Survey results, personal safety is not a concern for the customer base of the Glenmore Avenue NBD. The emphasis on a pedestrian friendly environment coupled with addressing problematic vehicular circulation should promote an ease with which pedestrians move through the district.

**8. NBD Zoning - Development and Growth:**

Current zoning does not adequately address or promote wanted development nor does it protect the NBD from unwanted commercial or residential use and operations. Zoning should encourage and shape business and land use within the district to obtain the desired mix and orientation of the NBD.

Westwood is home to a large percentage of multi-family rental apartment units. The age of this housing stock and the changing demographics of the community is a concern to many in the neighborhood. Good housing in close proximity to the NBD is a positive influence. Retention, removal, and development of housing options within the NBD will be examined closely as a possible indication for the future successful management of this issue.

**9. NBD Boundary - Conflicts / Separation / Buffering:**

The residential neighborhood surrounding the Glenmore Avenue NBD is as old as the district itself. And while the needs of the NBD have change radically, particularly in terms of daily operation, traffic and parking requirements, the aspirations of the adjacent residential property owners have nearly remained static. In response degrees of demarcation, separation, and buffering must be addressed.

**10. NBD Image and Identity:**

To the typical visitor, the Glenmore Avenue NBD currently has no recognizable sense of place that can answer the following questions of “Where am I?” and “How can you tell?” Of particular importance is the lack of distinction between this NBD and the continued commercial activity immediately adjacent in Cheviot. Coordinated planned improvements must address this issue to provide a cohesive physical unity.

**11. NBD Location - Adjacency to City of Cheviot:**

Improvements to any NBD depend greatly upon the cooperative efforts of many vested entities. The adjacency of the City of Cheviot and the civil cooperation needed to achieve the many infrastructure improvement objectives further complicates this process.

# **Glenmore Avenue NBD Urban Design Plan**

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## **Proposed Improvement Plan**

**Introduction:**

Goals are developed to address the issues raised through the investigation and analysis of the existing conditions within the Glenmore Avenue NBD. Specific and achievable Objectives are then targeted. Implementation Strategies generally outline the process to make the goals an attainable reality.

**Proposed Goals, Objectives & Implementation:****1. NBD Orientation and Character:**

## Goals:

- a. Make pedestrian activity a priority over vehicular through traffic.
- b. Recreate an aesthetically pleasing, pedestrian oriented and pedestrian friendly NBD.

## Objectives:

- a. Develop improvements with the use of a pedestrian based scale.
- b. Create a safe and pleasant community street environment through coordinated streetscaping and landscaping improvement design programs.
- c. Improve the environmental experience of arriving and traveling within the NBD.
- d. Make improvements to existing building facades.

## Implementation Strategies:

- a. Construct a phased streetscape improvement program in coordination with and support of new private investment and/or development.
- b. Construct coordinated private gateway, landscaping, and buffering programs.
- c. Create a Façade Improvement Program for which public funds can match private funds to construct building façade improvements.

**2. NBD Zoning & Land Use – Residential / Commercial:**

## Goal:

- a. Develop and maintain a vital combination of commercial activity with minimum critical mass of desirable destinations and housing that relate, compliment, and support each other.
- b. Maintain selected multi-family properties within the NBD.
- c. Promote single-family housing in areas adjacent to the NBD.

## Objectives:

- a. Promote and develop the prerequisite mix of uses for long-term sustainable vitality.
- b. When available, redevelop existing single-family and two-family residential property within the district into complimentary commercial uses.
- c. Define, separate and buffer the NBD from the surrounding residential neighborhood.
- d. Support a long-term strategy to replace large multi-family housing with attached new single-family town-homes

## Implementation Strategies:

- a. Create zoning that specifically addresses the needs of property within the traditional NBD.
- b. Construct gateway, landscaping, and buffering improvement programs.
- c. Re-zone existing multi-family housing property adjacent to the NBD to single-family districts.
- d. Include residential property owner / operators in NBD leadership group.

**3. NBD Business Environment:**

Goal: Revitalize a sustainable business environment that is at once familiar in physical character and progressive in marketing to customer desires.

## Objectives:

- a. Eliminate existing vacancies
- b. Maintain and build upon the existing solidly middle and upper-middle class customer base.
- c. Support rehabilitation and adaptive re-use of the existing building stock.
- d. Support coordinated improvement programs.

## Implementation Strategies:

- a. Create and maintain a strong, active / participatory Glenmore Avenue NBD Business Association.
- b. Broaden and formalize existing “West Side” business networks.
- c. Build and execute cooperative planning, building, and marketing programs.
- d. Perform economic and market studies at regular intervals to properly chart commercial segment direction and progress.

#### 4. NBD Traffic Circulation Patterns:

##### Goals:

- a. Make pedestrian activity a priority over vehicular through commuter traffic.
- c. Retain and control the high volumes of vehicular commuter traffic.
- d. Capture and utilize the high volumes of commuter traffic for maintaining and improving the customer base.
- c. Provide a safe m

##### Objectives:

- a. Provide safe and inviting pedestrian travel.
- b. Provide safe and efficient vehicular travel and access.
- c. Control vehicular traffic speed.
- d. Control pedestrian and vehicular interaction.

##### Implementation Strategies:

- a. Construct a phased streetscape improvement program, including a unified traffic control signage system, in coordination with and support of new private investment and/or development.
- b. Improve, where warranted, the visibility of crosswalks at existing signalized or non-signalized intersections and at all, if any, mid-block locations.
- c. Install a new traffic signal at the intersection of Glenmore and Montana Avenues to better service this important
- d. Construct curb bump-outs at street intersections as part of a coordinated streetscape improvement program to reduce the street width and thus the length and time of pedestrian travel across streets.
- e. Remove excessive number of parking lot access points along Glenmore Avenue to reduce conflicts.

## 5. NBD Parking – On Street / Off-Street:

### Goals:

- a. Provide convenient, safe, and environmentally inviting parking solutions to adequately service the customers of the NBD.

### Objectives:

- a. Define and separate on-street parking from the through traffic lanes.
- b. Consolidate separate, individually owned and operated surface parking lots.
- c. Limit the number and size of cut-cuts and driveway aisles.
- d. Reduce the number and occurrence of vehicular conflicts between through traffic and parking lot traffic.

### Implementation Strategies:

- a. Organize a Parking Improvement Committee within a newly established Glenmore Avenue NBD Business Association.
- b. Construct curb bump-outs on streets as part of a coordinated streetscape improvement program to define, separate, and contain on-street parking areas as proposed.
- c. Establish and enforce employee-parking policies.
- d. Determine on-street metering policies.
- e. Determine off-street public and private parking costs, metering, and billing / paying methods.
- f. Remove excessive number of parking lot access points along Glenmore Avenue.
- g. Construct new public surface parking lots as proposed.
- h. Consolidate existing private surface parking lots as proposed.

- i. Relocate parking lot access points from Glenmore Avenue to intersecting side streets as proposed.
- j. Install a parking lot way-finding sign system.
- k. Construct a coordinated entrance / exit pylon system to unify the surface parking lots within the NBD.
- l. Properly construct surface parking lots as proposed with
  - Bituminous asphalt over a prepared base system
  - Concrete curbing
  - Vehicular space striping
  - Adequate stormwater drainage
  - Adequate lighting shielded from the adjacent residential properties
  - Easily maintained landscaping
  - Fencing and walls as proposed
  - Solid screening for dumpsters
- m. Improve and/or create parking lot building facades.
- n. Improve and/or create parking lot entrances to businesses as possible.
- o. Create landscaped pedestrian access paths from remote parking lots to buildings.



**6. NBD Safety:**

## Goals:

- a. Provide a safe, enjoyable, daily experience to all NBD user groups, including residents, business owners and operators, employees, customers, visitors, and commuters.
- b. Develop a communal “ownership” of this neighborhood center through the active participation by all vested groups to achieve the goal of the common good.

## Objectives:

- a. Develop and maintain an active street life.
- b.

## Implementation Strategies:

- a. Construct public and private improvements utilizing CPTED (Crime Prevention Through Environmental Design) Standards.
- b. Construct improvements to address current circulation problems as proposed.
- c. Create an open forum through a Glenmore Avenue Business Association to discuss and resolve problems.
- d. Improve upon an open an ongoing relationship and dialogue with public safety officials.
- e. Enforce current laws equitably.

**9. NBD Boundary - Conflicts / Separation / Buffering:**

## Goals:

- a. Create good neighbors.
- b. Recognition and distinction between the public / commercial and private / residential realms.

## Objectives:

- a. Define the physical limitations of the NBD.
- b. Reduce commercial / residential conflicts.

## Implementation Strategies:

- a. Construct coordinated public and private gateway, landscaping, and buffering programs.
- b. Establish and maintain an open and ongoing relationship and dialogue between business and residential concerns.

**10. NBD Location - Adjacency to City of Cheviot:****Goals:**

- a. Create the atmosphere and opportunity for cooperation to achieve the common good.
- b. Create an NBD environment that recognizes and addresses the common and separate requirements, goals, and objectives of each City.

**Objectives:**

- a. Establish and maintain an open and ongoing relationship and dialogue with City of Cheviot public officials.
- b. Create a gateway at the Cincinnati / Cheviot boundary.

**Implementation Strategies:**

- a. Create a contact position within a Glenmore Avenue NBD Business Association dedicated to working with City of Cheviot public officials.
- b. Construct a phased streetscape improvement program across city boundary lines as proposed in coordination with and support of new private investment and/or development.
- c. Construct coordinated public and private gateway, landscaping, and buffering programs across city boundary lines as proposed.

**11. NBD Image and Identity:****Goals:**

- a. Create an attractive and positive image and identity.
- b. Improve the overall visual appearance.
- e. Define the NBD boundaries.

**Objectives:**

- a. Establish a unique, identifiable image for the district based upon its historic character and associations.
- b. Create a coordinated unifying order.
- c. Maintain and improve the cleanliness of the district.

**Implementation Strategies:**

- a. Construct a phased streetscape improvement program, including a unified traffic control signage system, in coordination with and support of new private investment and/or development.
- c. Construct coordinated public and private gateway, landscaping, and buffering programs.
- d. Create a Façade Improvement Program for which public funds can match private funds to construct building façade improvements.
- e. Produce a distinctive Glenmore Avenue NBD logo.
- f. Produce and execute coordinated marketing campaigns.

Land use policies are important community planning tools, essential to the development of particular and desired physical characteristics which in turn influence and define a neighborhood's quality of life experience. Land use policies are implemented through zoning regulations, which more than any other legislative program, will determine and shape the physical characteristics of an area over a long-term period.

Making zoning recommendations at this time is somewhat problematic as the City of Cincinnati Zoning Code is currently in the process of being entirely rewritten. This is also a wonderful opportunity to voice the community's desired direction for the future of their NBD and to have that voice legislated into law.

At present, the Glenmore Avenue NBD will be defined as a commercial district in the new Zoning Code. The general purposes of commercial districts are to:

- a. Encourage the creation of new and the enhancement of existing commercial districts serving adjacent residential neighborhood areas.
- b. Encourage the creation of neighborhood activity centers as focal points along transportation corridors.
- c. Encourage quality and variety in building and landscape design as well as compatibility in use and form, where appropriate.
- d. Establish appropriate standards for reviewing proposals for new development and redevelopment, where appropriate, in commercial areas.
- e. Allow certain limited mixed commercial / residential uses, where appropriate.
- f. Maintain and enhance existing commercial districts, giving special consideration to type

### **Zoning Designation Recommendations**

- **Refer to Proposed Zoning Map**

### **Commercial Neighborhood (CN):**

The purpose of this zoning designation is to identify, create, maintain, and enhance mixed-use neighborhood commercial centers that reflect smaller-scale, pedestrian-oriented development with continuous street frontage and a mix of commercial and residential uses. Typical uses include retail, services, housing, office, open space, eating and drinking establishments, and smaller scale public, recreation, and entertainment uses. Future development must be of a pedestrian-oriented commercial or mixed-use nature, serving the immediate neighborhood and acting as a regional draw if possible

### **Community Character Overlay – Pedestrian (P):**

This district designation is intended for areas with a traditional urban character, where buildings are required to be built to the street to provide a close relationship between pedestrian and shops or services. Design standards will reinforce this character and require treatments that provide an interesting and vital pedestrian environment. This designation may apply to some areas where a few auto-oriented uses exist, but where restoring the pedestrian character is desired.

### **Community Character Overlay – Mixed (M):**






This district designation is intended to provide for a mix of the pedestrian and auto-oriented development. Older, pedestrian-oriented buildings may be intermixed with newer, auto-oriented uses.



# Westwood: Glenmore Avenue NBD UDP

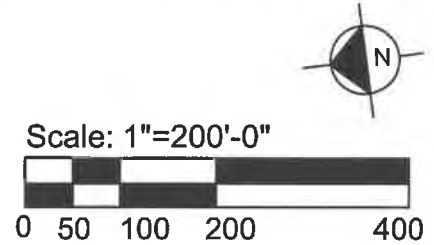
# Proposed Zoning Map

## LEGEND

-  Urban Design Plan Study Area Boundary
-  Municipal Boundary
-  Zoning Boundary
-  Existing Buildings within NBD Boundary
-  Existing Buildings beyond NBD Boundary

## ZONING DISTRICT LEGEND

- CN-P Commercial Neighborhood - Pedestrian
- CN-M Commercial Neighborhood - Mixed
- SF-2 Single-Family Residential (2,000 sq. ft. / lot minimum)
- SF-4 Single-Family Residential (4,000 sq. ft. / lot minimum)
- SF-6 Single-Family Residential (6,000 sq. ft. / lot minimum)



**Introduction:**

The following Proposed Concept Plan maps the general overriding ideas that form the framework for which specific physical improvements are detailed.

**1. NBD Boundary – Gateways:**

Four new Gateways are proposed to celebrate the main access points to the NBD. These occur at the following locations:

1. Glenmore Avenue / Daytona Avenue Intersection
2. Glenmore Avenue - Cincinnati / Cheviot Corp. Line
3. Montana Avenue
4. Applegate Avenue

Refer to Part V - NBD Improvement Guidelines and Recommendations for gateway descriptions.

**2. NBD Boundary – Landscaped Buffers:**

Define the NBD boundary with landscaping to separate, control, and buffer the NBD from the adjacent residential neighborhood.

**3. NBD Boundary - Cheviot:**

It must be recognized that the commercial activity of the Glenmore Avenue NBD continues into the City of Cheviot. While the corporation line access point should be acknowledged and celebrated as a major gateway, improvements cannot stop at this line. Through cooperation and coordination with the City of Cheviot physical improvements must continue to the Dina and Meadow intersections with Glenmore Avenue.

**4. NBD Streetscape:**

Unify the NBD through a coordinated streetscape improvement program. This program will also serve to establish and maintain the priority of pedestrian activity, control and subdue vehicular traffic, and define a street edge in areas where building setbacks currently exists.

**5. NBD Customer and Service Access:**

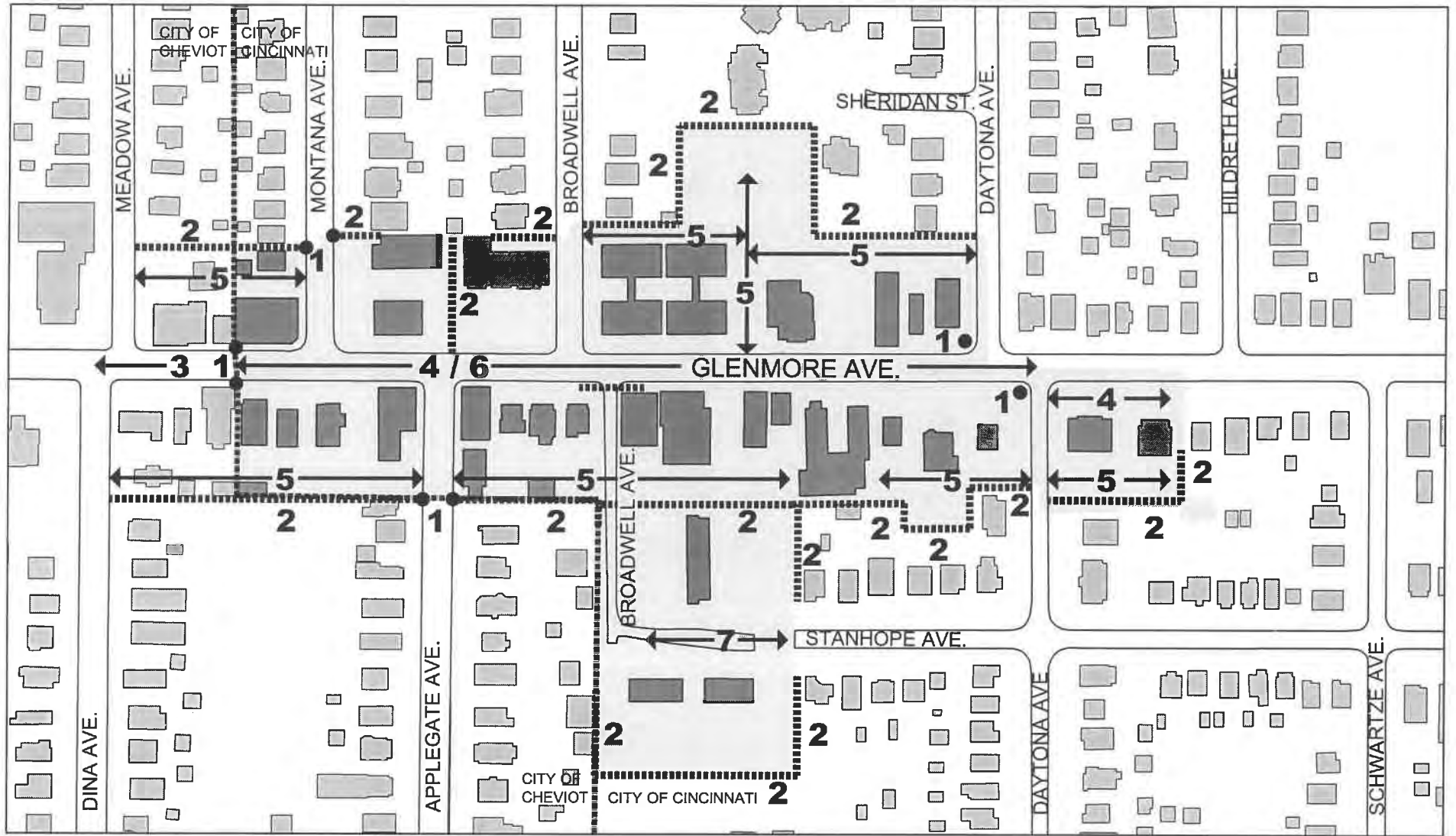
Re-establish the formerly existing access alleys located at the rear of the properties along Glenmore Avenue to serve the NBD as consolidated customer access and parking.

**6. NBD Environment:**

Enhance the NBD environment through public-private matching improvement fund programs.

**7. Housing:**






To obtain a critical mass of commercial activity within the NBD, all housing within the boundary of the NBD is discouraged with the exception of the Court Yard Apartments. Commerce should be consolidated within the NBD along Glenmore from Daytona to the Cheviot line. Single-family housing is then encouraged for areas immediately adjacent to the NBD.

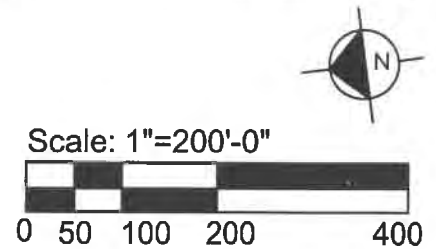


# Westwood: Glenmore Avenue NBD UDP

# Proposed Concept Map

## LEGEND

-  Urban Design Plan Study Area Boundary
-  Municipal Boundary
-  District Separation Buffering
-  Existing Buildings within NBD Boundary
-  Existing Buildings beyond NBD Boundary



**Introduction:**

The focus of Option 1 is to produce the changes that will most impact the environment of the Glenmore Avenue NBD. Planned physical site improvements create a readily recognized experience and response. A comforting sense of urban quality then becomes the impetus to produce additional private investment and a sustainable vitality of commercial activity.

The specific purpose of these recommended site improvements are to:

- a. Define the NBD as a cohesive, unified district.
- b. Enhance the experience of being in the NBD.
- c. Return the realm of the NBD back to the pedestrian.
- d. Control and make more safe vehicular traffic.

**Option 1 - Description:**

Design recommendations for this option concentrate on the implementation of the following improvement programs:

1. New NBD Gateway Program
2. New NBD Streetscape Improvement Program
3. New NBD Landscape and Buffering Program
4. New NBD Cooperative Parking Consolidation Program

Following the overall UDP Option 1 Map are detailed Block Maps describing the improvements recommended for each block.

**1. New NBD Gateway Program:**

Gateways are celebratory design elements marking the access points to the NBD. New gateways are recommended at the following locations:

- a. Glenmore Avenue at the Cincinnati and Cheviot corporation line
- b. Glenmore Avenue at Daytona Avenue.
- c. Montana Avenue
- d. Applegate Avenue

**2. NBD Streetscape Improvement Program:**

Streetscaping shall be utilized to unify the existing disparate land uses, building types, and spatial environment. A new streetscape shall also create a pedestrian friendly environment filled with amenities. Streetscaping will also define and distinguish the physical character of the NBD from the neighboring residential area and from the continued commercial activity in the City of Cheviot.

**3. New NBD Landscape and Buffering Program:**

A planned cohesive landscape-buffering program will greatly support the desired pedestrian oriented atmosphere. As part of the streetscape program landscaping will also act as a connective agent to visually enhance the tying together of paths and destinations. Hard and soft landscaping features shall be a vital component of buffer areas to separate and transition vehicles from pedestrians, public from private, and the NBD from the surrounding residential district.

**4. New NBD Cooperative Parking Consolidation Program:**






For the typical small business operation, the impact of today's commercial parking requirements is too great of an issue to handle on a business-to-business or property-to-property basis. Public and private parking must be cooperatively consolidated to maximize efficiency and ease user accessibility.

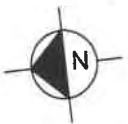


# Westwood: Glenmore Avenue NBD UDP

Option 1

## LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain



Scale: 1"=200'-0"



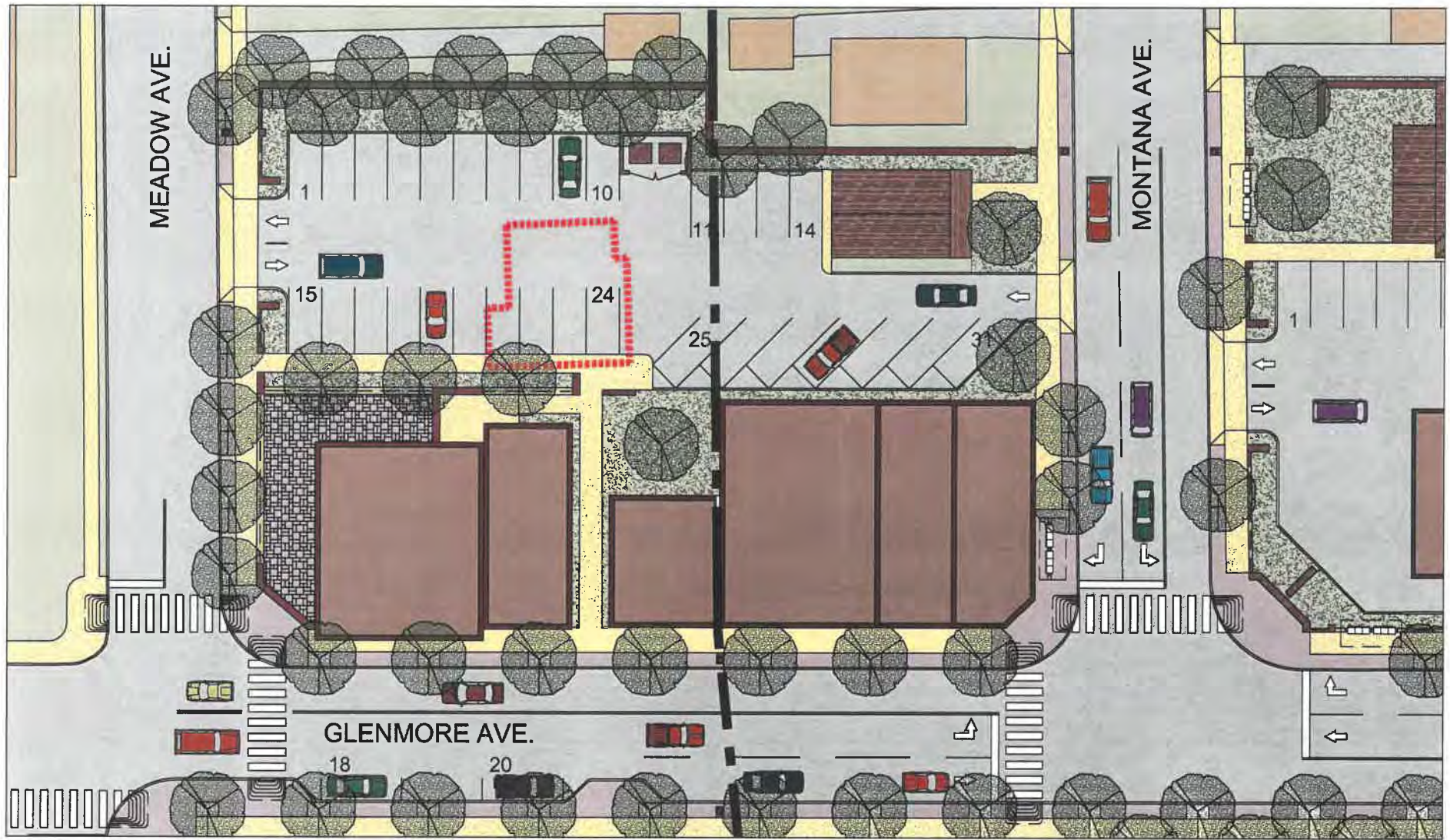


**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Recommendations






1. New streetscape improvements including:
  - a. New gateway elements:
    - i. Montana Avenue
    - ii. Cincinnati / Cheviot Corporation Line
  - b. New brick paver collector strip
  - c. New concrete sidewalk
  - d. New concrete driveway aprons
  - e. New street trees
  - f. New tree wells protected by mulch and ground cover landscaping
  - g. New pedestrian / ornamental light poles
  - h. New traffic control sign and meter poles
  - i. New bus shelter
  - j. New benches
  - k. New trash cans
  - l. New standard newsboxes on concrete newsbox pads
2. Demolition of existing house behind 3412 Glenmore Avenue.
3. New cooperatively consolidated parking improvements including:
  - a. Bituminous asphalt surface
  - b. Concrete curbing
  - c. Painted traffic aisles, arrows, and parking stalls
  - d. Proper stormwater drainage
  - e. Proper and adequate illumination
4. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
  - g. New pedestrian pathways from parking to shop front door entrances
5. New garbage dumpster improvements including:
  - a. Masonry enclosures
  - b. Louvered access doors
6. New building improvements including:
  - a. New street front façade improvements:
    - i. Storefronts
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
  - b. New parking lot façade improvements:
    - i. Entrance doors
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
7. New traffic control solutions:
  - a. Removal of on-street parking along Glenmore Avenue.
  - b. New traffic signal at Glenmore and Montana
    - New signal not shown on plan



## Westwood: Glenmore Avenue NBD UDP

## Option 1 - Block A

### LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program with new gateway piers and bus stop shelter
- Proposed building demolition program
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=40'-0"



**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Recommendations






1. New streetscape improvements including:
  - a. New gateway elements:
    - i. Montana Avenue
  - b. New brick paver collector strip
  - c. New concrete sidewalk
  - d. New concrete driveway aprons
  - e. New street trees
  - f. New tree wells protected by mulch and ground cover landscaping
  - g. New pedestrian / ornamental light poles
  - h. New traffic control sign and meter poles
  - i. New bus shelters – (2)
  - j. New benches
  - k. New trash cans
  - l. New standard newsboxes on concrete newsbox pads
2. New parking improvements including:
  - a. Bituminous asphalt surface
  - b. Concrete curbing
  - c. Painted traffic aisles, arrows, and parking stalls
  - d. Proper stormwater drainage
  - e. Proper and adequate illumination
3. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
4. New garbage dumpster improvements including:
  - a. Masonry enclosures
  - b. Louvered access doors
5. New building improvements including:
  - a. New street front façade improvements:
    - i. Storefronts
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
  - b. New parking lot façade improvements:
    - i. Entrance doors
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
6. New Sign Limitations:
  - a. Refer to Proposed Zoning Recommendations and corresponding 2004 City of Cincinnati Zoning Code text for signing regulations.
7. New Traffic Control Solutions:
  - a. New traffic signal at Glenmore and Montana
    - New signal not shown on plan
  - b. New curb bump-out at the intersection of Glenmore and Broadwell



## Westwood: Glenmore Avenue NBD UDP

## Option 1 - Block B

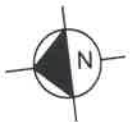
### LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program
- with new gateway pier and bus stop shelters
- Proposed new coordinated parking lot program with screening and landscaping

Scale: 1"=40'-0"



**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Recommendations






1. New commercial space / adaptive re-use:
  - a. 3300 Glenmore Avenue: multi-family to business
  - b. 3304 Glenmore Avenue: single-family to business
2. New streetscape improvements including:
  - a. New gateway elements:
    - i. Glenmore Ave. / Daytona Ave. intersection
  - b. New brick paver collector strip
  - c. New concrete sidewalk
  - d. New concrete driveway aprons
  - e. New street trees
  - f. New tree wells protected by mulch and ground cover landscaping
  - g. New pedestrian / ornamental light poles
  - h. New traffic control sign and meter poles
  - i. New bus shelter
  - j. New benches
  - k. New trash cans
  - l. New standard newsboxes on concrete newsbox pads
2. New cooperatively consolidated parking improvements including:
  - a. New bituminous asphalt surface
  - b. New concrete curbing
  - c. New painted traffic aisles, arrows, and parking stalls
  - d. New proper stormwater drainage
  - e. New proper and adequate illumination
3. New garbage dumpster improvements including:
  - a. Masonry wall enclosures
  - b. Louvered access doors
4. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
  - g. New pedestrian pathways from parking to shop front door entrances
5. New building improvements including:
  - a. New street front façade improvements:
    - i. Storefronts
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
  - b. New parking lot façade improvements:
    - i. Entrance doors
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
6. New traffic control solutions:
  - a. New curb bump-outs:
    - i. Glenmore Ave. and Daytona Ave.
    - ii. Glenmore Ave. and Broadwell Ave.
  - b. New reduced number / consolidated vehicular access drive locations
  - c. New enhanced mid-block crosswalk on Glenmore Avenue



## Westwood: Glenmore Avenue NBD UDP

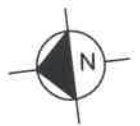
## Option 1 - Block C

### LEGEND

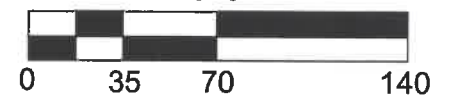
-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program with new gateway piers and bus stop shelters
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=70'-0"

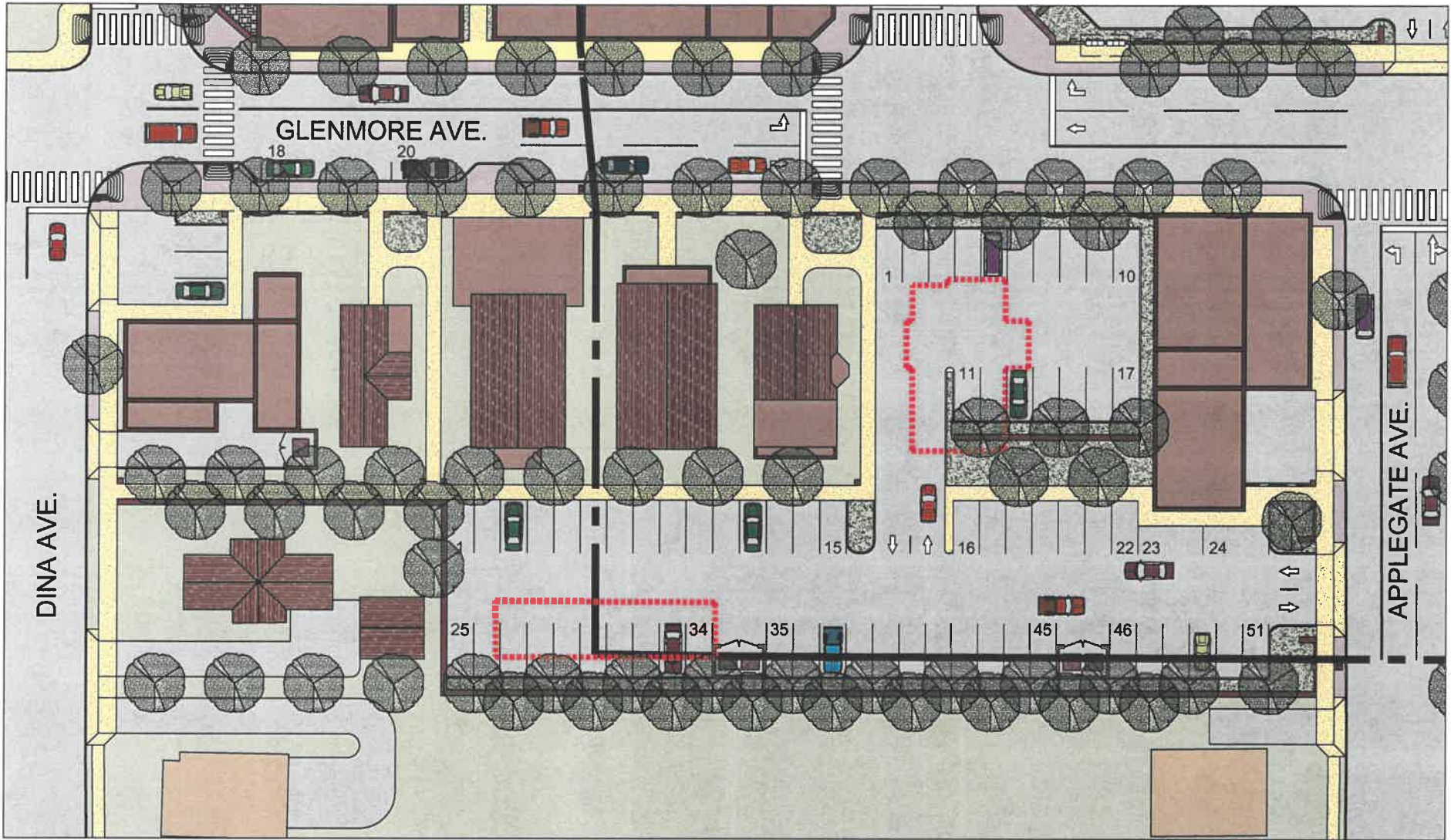


**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Recommendations






1. Demolition of existing mixed-use building located at 3397 Glenmore Avenue.
2. New streetscape improvements including:
  - a. New gateway elements:
    - i. Cincinnati / Cheviot Corporation Line
    - ii. Applegate Avenue
  - b. New brick paver collector strip
  - c. New concrete sidewalk
  - d. New concrete driveway aprons
  - e. New street trees
  - f. New tree wells protected by mulch and ground cover landscaping
  - g. New pedestrian / ornamental light poles
  - h. New traffic control sign and meter poles
  - i. New bus shelter
  - j. New benches
  - k. New trash cans
  - l. New standard newsboxes on concrete newsbox pads
2. New cooperatively consolidated parking improvements including:
  - a. New bituminous asphalt surface lots
  - b. New concrete curbing
  - c. New painted traffic aisles, arrows, and parking stalls
  - d. New proper stormwater drainage
  - e. New proper and adequate illumination
3. New garbage dumpster improvements including:
  - a. Masonry wall enclosures
  - b. Louvered access doors
4. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
  - g. New pedestrian pathways from parking to shop front door entrances
5. New building improvements including:
  - a. New street front façade improvements:
    - i. Storefronts
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
  - b. New parking lot façade improvements:
    - i. Entrance doors
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
6. New traffic control solutions:
  - a. New curb bump-outs:
    - i. Glenmore Ave. and Dina Ave.
    - ii. Glenmore Ave.
  - b. Elimination of vehicular access drive locations from Glenmore Avenue
  - c. New consolidated vehicular access drive location on Applegate Avenue



## Westwood: Glenmore Avenue NBD UDP

## Option 1 - Block D

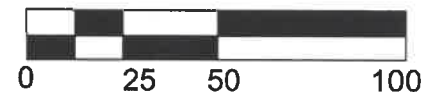
### LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program with new gateway piers and corner and mid-block curb bump-outs
- Proposed building selective demolition program
- Proposed new coordinated / consolidated parking lot program with screening and landscaping

Scale: 1"=50'-0"





**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Recommendations






1. Vacation of Broadwell Avenue west of Glenmore Avenue.
2. Reconnection of Stanhope Avenue and sever the connection of Stanhope to Broadwell to Glenmore
3. Demolition of existing commercial parking lot on Stanhope Avenue and construction of new single-family housing.
4. New streetscape improvements including:
  - a. New gateway elements:
    - i. Applegate Avenue
    - ii. Glenmore Ave. and Daytona Ave.
  - b. New brick paver collector strip
  - c. New concrete sidewalk
  - d. New concrete driveway aprons
  - e. New street trees
  - f. New tree wells protected by mulch and ground cover landscaping
  - g. New pedestrian / ornamental light poles
  - h. New traffic control sign and meter poles
  - i. New bus shelter
  - j. New benches
  - k. New trash cans
  - l. New standard newsboxes on concrete newsbox pads
5. New cooperatively consolidated parking improvements including:
  - a. New bituminous asphalt surface lots
  - b. New concrete curbing
  - c. New painted traffic aisles, arrows, and parking stalls
  - d. New proper stormwater drainage
  - e. New proper and adequate illumination
6. New garbage dumpster improvements including:
  - a. Masonry wall enclosures
  - b. Louvered access doors
7. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
  - g. New pedestrian pathways from parking to shop front door entrances
8. New building improvements including:
  - a. New street front façade improvements:
    - i. Storefronts
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
  - b. New parking lot façade improvements:
    - i. Entrance doors
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
9. New traffic control solutions:
  - a. New curb bump-outs:
    - i. Glenmore Ave. and Applegate Ave.
    - ii. Glenmore Ave. and Broadwell Ave.
    - iii. Glenmore Ave. and Daytona Ave.
    - iv. Stanhope Avenue
  - b. New consolidated vehicular access drive locations on Glenmore Avenue and Applegate Avenue



## Westwood: Glenmore Avenue NBD UDP

## Option 1 - Block E

### LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program with new gateway piers, bus stop shelter, and corner and mid-block curb bump-outs
- Proposed selective building demolition program
- Proposed infill building construction program
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=100'-0"



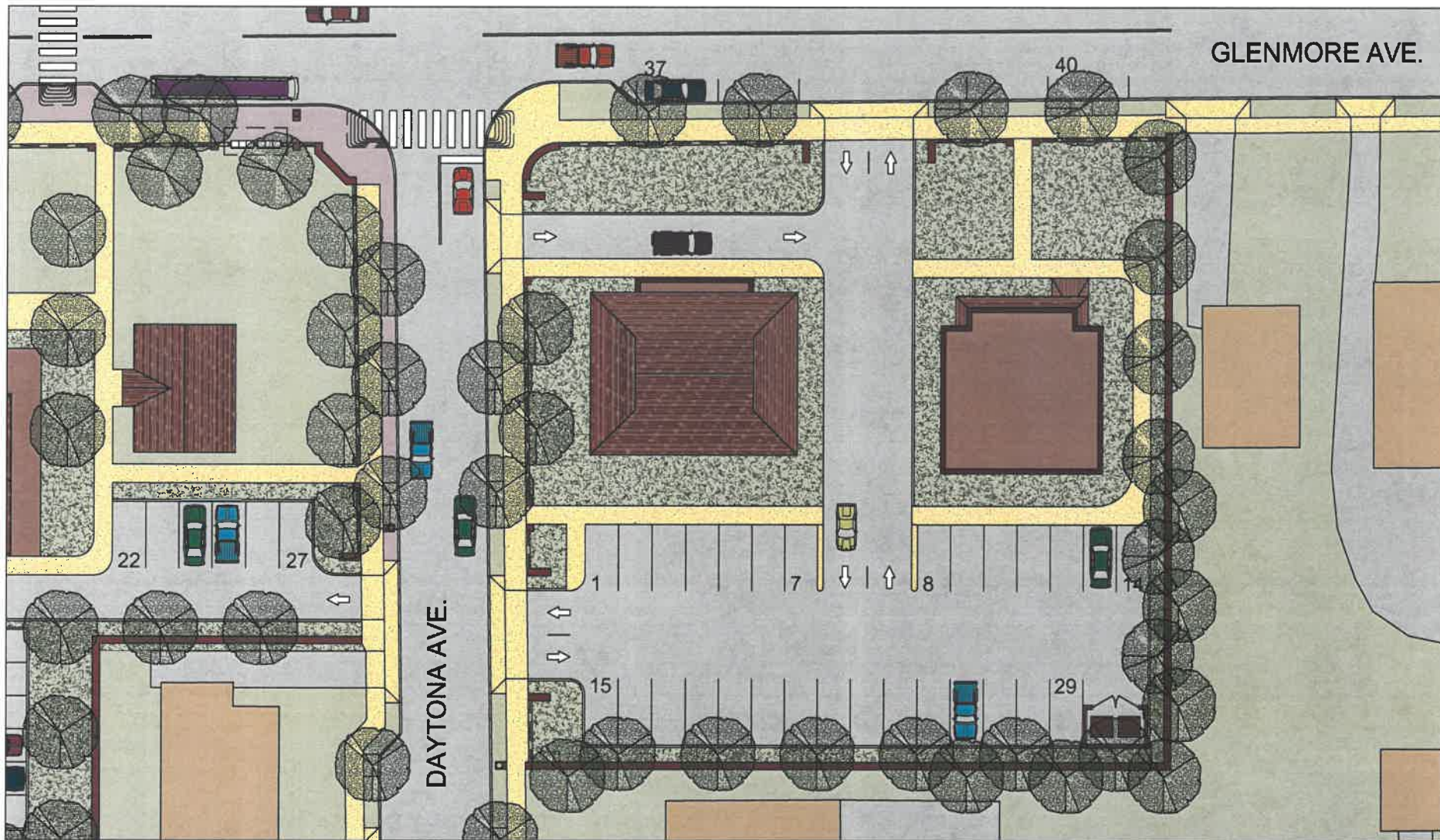
**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Recommendations

One of the problems associated with the Glenmore Avenue NBD is a lacking of a contained critical mass of commercial activity within a defined, core area. The medical office building at 3247 Glenmore Avenue and the mixed-use office / multi-family residential building at 3249 Glenmore Avenue needlessly extend the NBD south of Daytona Avenue. A long-term goal of this UDP is to return these two properties to single-family residential use. Option 1 describes short-term proposals to enhance these two commercial properties until such time that it becomes feasible to return both of these properties to exclusively residential use.






1. New streetscape improvements including:
  - a. New tree lawn
  - b. New concrete sidewalk
  - c. New concrete driveway aprons
  - d. New street trees
  - e. New tree wells protected by mulch and ground cover landscaping
  - f. New trash can
2. New cooperatively consolidated parking improvements including:
  - a. New bituminous asphalt surface lots
  - b. New concrete curbing
  - c. New painted traffic aisles, arrows, and parking stalls
  - d. New proper stormwater drainage
  - e. New proper and adequate illumination
3. New garbage dumpster improvements including:
  - a. Masonry wall enclosures
  - b. Louvered access doors
4. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
  - g. New pedestrian pathways from parking to office front door entrances
5. New traffic control solutions:
  - a. New curb bump-outs:
    - i. Glenmore Ave. and Daytona Ave.



## Westwood: Glenmore Avenue NBD UDP

## Option 1 - Block F

### LEGEND

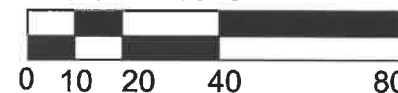
-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program with new sidewalk, tree lawn, street trees, and a corner curb bump-out
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=40'-0"



**Introduction:**

The focus of Option 2 is to detail preferred site development possibilities that will compliment and expand upon the improvement recommendations in Option 1.

The specific purpose of these recommended site improvements are to:

- a. Contain commercial activity within the bounds of the NBD.
- b. Promote the redevelopment of existing underutilized property.
- c. Encourage the increase of single-family housing within and adjacent to the NBD.

**Option 2 - Description:**

Design recommendations for this option concentrate on the implementation of the following improvement programs:

1. Land-Use Redevelopment.
2. Building Improvement.

Following the overall UDP Option 2 Map are detailed Block Maps describing the improvements recommended for each block that differ from those described in Option 1.

**1. New NBD Land-Use Redevelopment.**

Some existing property within the NBD is not currently being utilized for its possible best use. As documented, property within the NBD is nearly equally split between residential and commercial uses. In order to build a greater critical mass of commerce, existing single and multi-family buildings are targeted for redevelopment as commercial structures. Others are

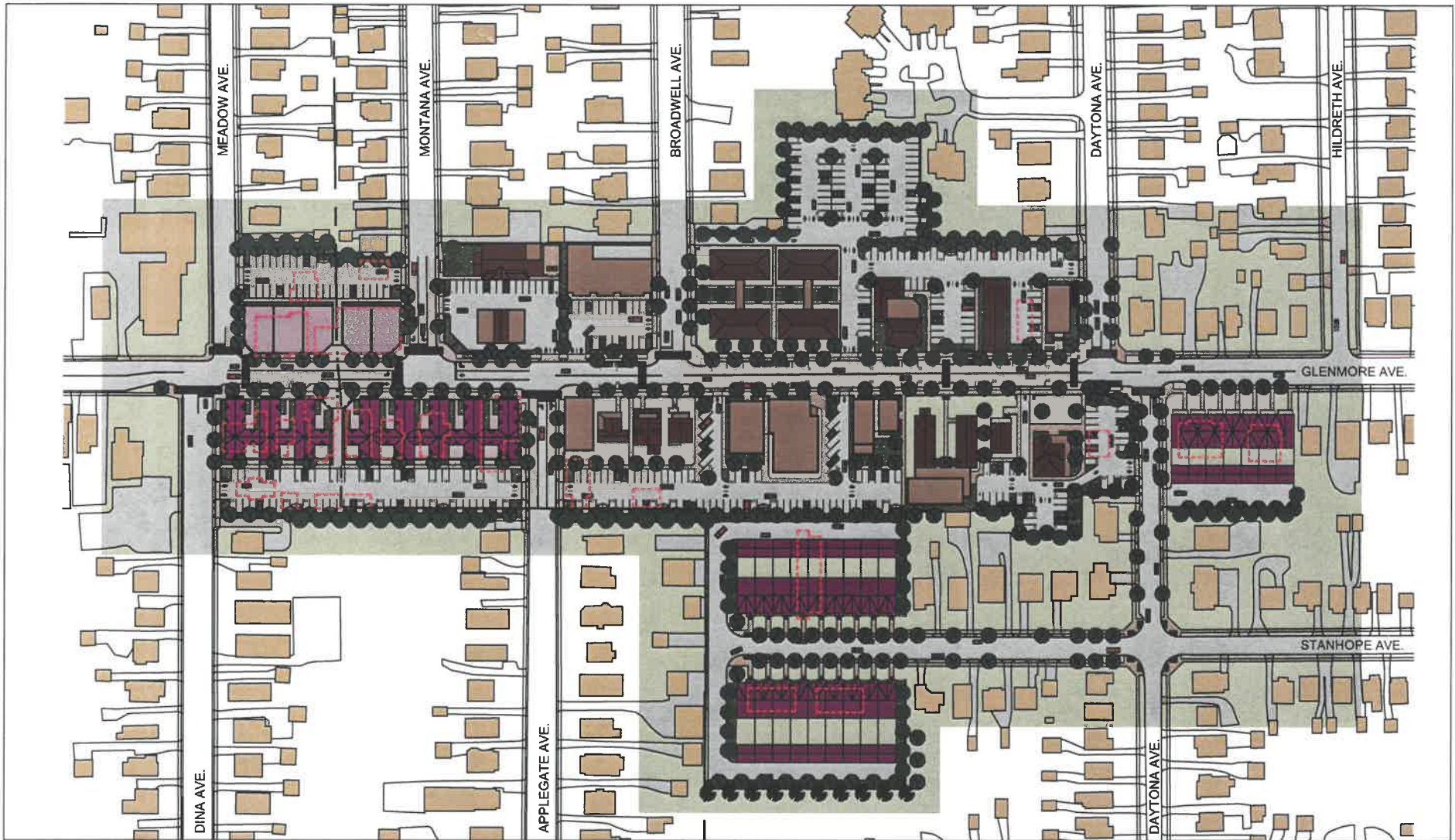
recommended for demolition and redevelopment as parking to better serve the business of the NBD. Other redevelopment seeks to introduce a concentration of mixed-use buildings with first floor commercial space to expand street level pedestrian activity and with owner-occupier, single-family residential units above.

**2. New NBD-Adjacent Land-Use Redevelopment.**

A long-range recommendation for business and multi-family uses immediately outside the bounds of the NBD are for these properties to be redeveloped as single-family townhomes. This serves both to contain the limits of the NBD proper while addressing the need to reduce the number of multi-family housing units and to reintroduce quality single-family housing stock into the neighborhood.

**3. New NBD Building Improvement.**






While not shown on the NBD plan maps, building improvements must be planned and coordinated for the existing building stock and any new developments to meet quality standards of design. Some necessary improvements such as new building placement and signing design guidelines can be regulated through legislated zoning regulations. Other improvements such as those required to upgrade existing buildings require a commitment from the community to agree upon, promote, and endorse self-imposed standards of design. Financial assistance for these endeavors can come from City administered building improvement programs with 50 – 50 matching private and public funds.

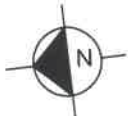


# Westwood: Glenmore Avenue NBD UDP

Option 2

## LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain



Scale: 1"=200'-0"



**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Recommendations






1. Demolition of the following buildings per plan:
  - a. 3304 Montana Avenue
  - b. 3400 – 3406 Glenmore Avenue
  - c. 3408 Glenmore Avenue
  - d. 3410 Glenmore Avenue
    - Commercial bldg. plus house behind
  - e. 3412 Glenmore Avenue
2. Construction of new (1) story commercial buildings per plan.
3. New streetscape improvements including:
  - a. New gateway elements:
    - i. Montana Avenue
    - ii. Cincinnati / Cheviot Corporation Line
  - b. New brick paver collector strip
  - c. New concrete sidewalk
  - d. New concrete driveway aprons
  - e. New street trees
  - f. New tree wells protected by mulch and ground cover landscaping
  - g. New pedestrian / ornamental light poles
  - h. New traffic control sign and meter poles
  - i. New bus shelter
  - j. New benches
  - k. New trash cans
  - l. New standard newsboxes on concrete newsbox pads
4. New cooperatively consolidated parking improvements including:
  - a. Bituminous asphalt surface
  - b. Concrete curbing
  - c. Painted traffic aisles, arrows, and parking stalls
  - d. Proper stormwater drainage
  - e. Proper and adequate illumination
5. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
  - g. New pedestrian pathways from parking to shop front door entrances
6. New garbage dumpster improvements including:
  - a. Masonry enclosures
  - b. Louvered access doors
7. New traffic control solutions:
  - a. Removal of on-street parking along Glenmore Avenue.
  - b. New consolidated parking lot vehicular access on Montana Avenue and Meadow Avenue.
  - c. New traffic signal at Glenmore and Montana
    - New signal not shown on plan



## Westwood: Glenmore Avenue NBD UDP

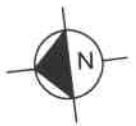
## Option 2 - Block A

### LEGEND

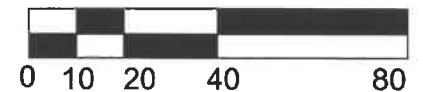
-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program with new gateway piers and bus stop shelter
- Proposed building demolition program
- Proposed new building construction program
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=40'-0"





**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Recommendations






1. New commercial space / adaptive re-use of existing multi-family use building located at 3300 Glenmore Avenue.
2. Demolition of existing single-family use building located at 3304 Glenmore Avenue.
2. New streetscape improvements including:
  - a. New gateway elements:
    - i. Glenmore Ave. / Daytona Ave. intersection
  - b. New brick paver collector strip
  - c. New concrete sidewalk
  - d. New concrete driveway aprons
  - e. New street trees
  - f. New tree wells protected by mulch and ground cover landscaping
  - g. New pedestrian / ornamental light poles
  - h. New traffic control sign and meter poles
  - i. New bus shelter
  - j. New benches
  - k. New trash cans
  - l. New standard newsboxes on concrete newsbox pads
2. New cooperatively consolidated parking improvements including:
  - a. New bituminous asphalt surface
  - b. New concrete curbing
  - c. New painted traffic aisles, arrows, and parking stalls
  - d. New proper stormwater drainage
  - e. New proper and adequate illumination
3. New garbage dumpster improvements including:
  - a. Masonry wall enclosures
  - b. Louvered access doors
4. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
  - g. New pedestrian pathways from parking to shop front door entrances
5. New building improvements including:
  - a. New street front façade improvements:
    - i. Storefronts
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
  - b. New parking lot façade improvements:
    - i. Entrance doors
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
6. New traffic control solutions:
  - a. New curb bump-outs:
    - i. Glenmore Ave. and Daytona Ave.
    - ii. Glenmore Ave. and Broadwell Ave.
  - b. New reduced number / consolidated vehicular access drive locations
  - c. New enhanced mid-block crosswalk on Glenmore Avenue



## Westwood: Glenmore Avenue NBD UDP

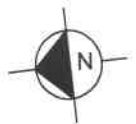
## Option 2 - Block C

### LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program with new gateway piers and bus stop shelter
- Proposed selective building demolition program
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=70'-0"

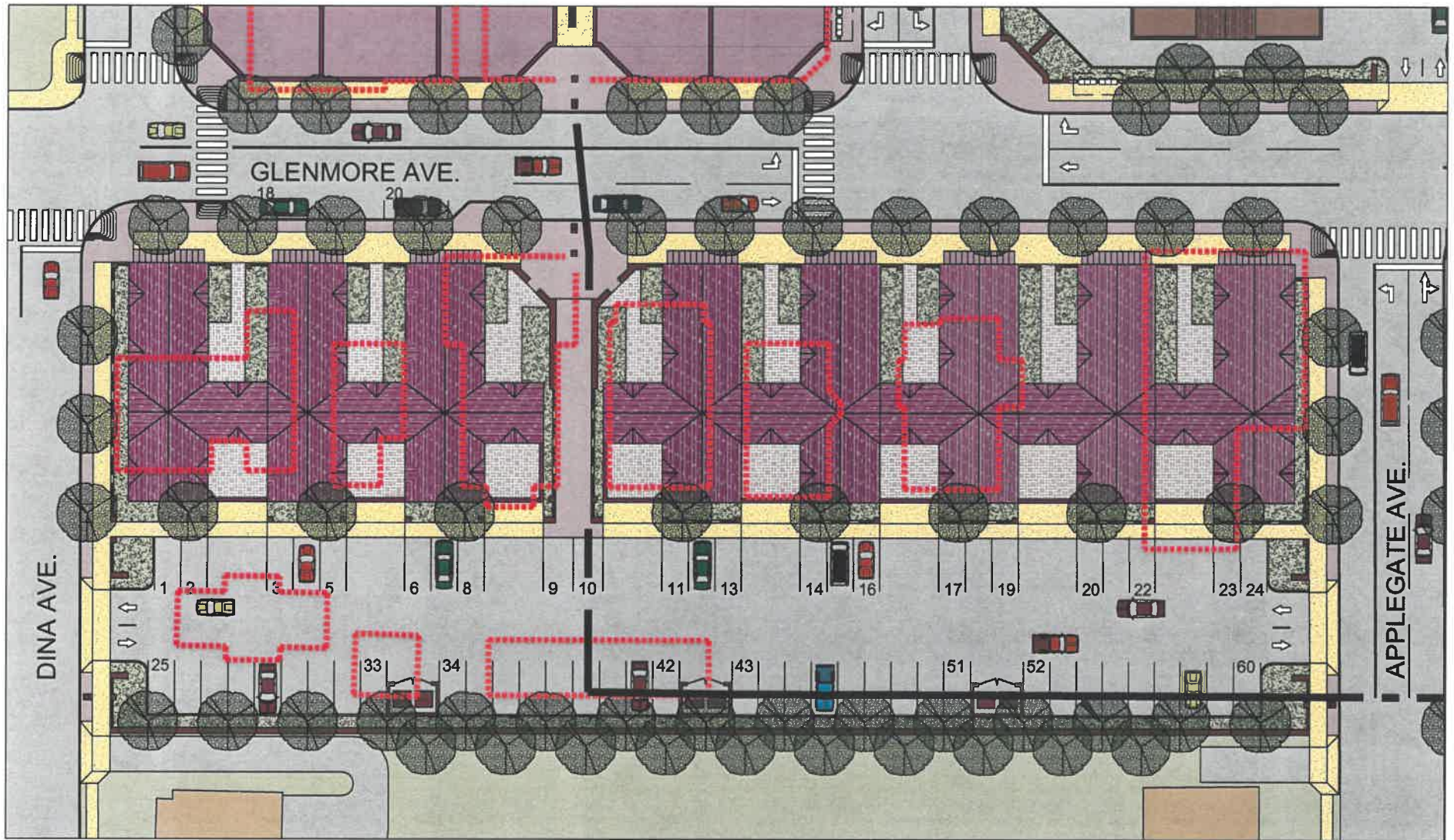


**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Recommendations






1. Demolition of all existing buildings located on the west side of Glenmore Avenue between Applegate Avenue and Dina Avenue.
2. Construction of new mixed-use buildings with commercial space on the first floor and owner-occupier, single-family, loft-type residential space on the second floor. The first floor commercial space shall be accessed directly from the sidewalk while the second story residential units will be entered through private courtyards. Private, two-car, residential garages are located beneath second story balconies and accessed from the rear parking lot.
3. New streetscape improvements including:
  - a. New gateway elements:
    - i. Cincinnati / Cheviot Corporation Line
    - ii. Applegate Avenue
  - b. New brick paver collector strip
  - c. New concrete sidewalk
  - d. New concrete driveway aprons
  - e. New street trees
  - f. New tree wells protected by mulch and ground cover landscaping
  - g. New pedestrian / ornamental light poles
  - h. New traffic control sign and meter poles
  - i. New benches
  - j. New trash cans
  - k. New standard newsboxes on concrete newsbox pads
4. New cooperatively consolidated parking improvements including:
  - a. New bituminous asphalt surface lots
  - b. New concrete curbing
  - c. New painted traffic aisles, arrows, and parking stalls
  - d. New proper stormwater drainage
  - e. New proper and adequate illumination
5. New garbage dumpster improvements including:
  - a. Masonry wall enclosures
  - b. Louvered access doors
6. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
  - g. New pedestrian pathways from parking to shop front door entrances
7. New traffic control solutions:
  - a. New curb bump-outs:
    - i. Glenmore Ave. and Dina Ave.
    - ii. Glenmore Ave.
  - b. Elimination of vehicular access drive locations from Glenmore Avenue
  - c. New consolidated vehicular access drive location on Applegate Avenue and Dina Avenue.



## Westwood: Glenmore Avenue NBD UDP

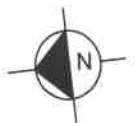
## Option 2 - Block D

### LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program with new gateway piers
- Proposed building demolition program
- Proposed new building construction program
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=50'-0"

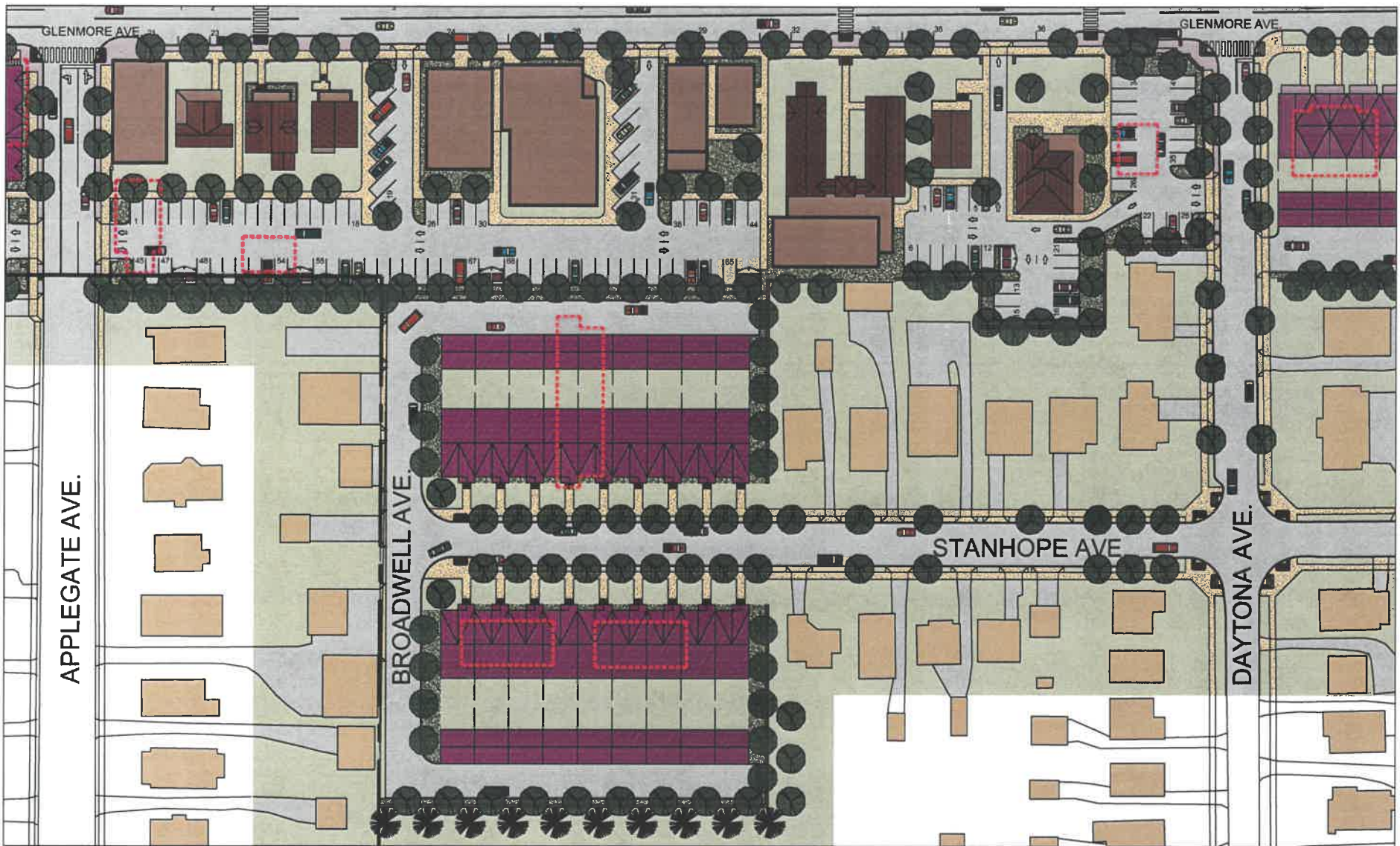


**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Recommendations






1. Vacation of Broadwell Avenue west of Glenmore Avenue.
2. Reconnection of Stanhope Avenue and severance of the connection of Stanhope to Broadwell to Glenmore
3. Demolition of:
  - a. Existing commercial parking lot on Stanhope Avenue.
  - b. (1) Existing multi-family apartment house located at 3411-3415 Broadwell Avenue
  - c. (2) Existing multi-family apartment houses located at 3335 and 3341 Stanhope Avenue.
  - d. (1) Existing single-family house located at 3305 Glenmore Avenue.
4. Construction of:
  - a. (18) New single-family town homes as per plan on Stanhope Avenue.
  - b. New surface parking lot located at 3305 Glenmore Avenue.
4. New streetscape improvements including:
  - a. New gateway elements:
    - i. Applegate Avenue
    - ii. Glenmore Ave. and Daytona Ave.
  - b. New brick paver collector strip
  - c. New concrete sidewalk
  - d. New concrete driveway aprons
  - e. New street trees
  - f. New tree wells protected by mulch and ground cover landscaping
  - g. New pedestrian / ornamental light poles
  - h. New traffic control sign and meter poles
  - i. New bus shelter
  - j. New benches
  - k. New trash cans
  - l. New standard newsboxes on concrete newsbox pads
5. New cooperatively consolidated parking improvements including:
  - c. New bituminous asphalt surface lots
  - d. New concrete curbing
  - e. New painted traffic aisles, arrows, and parking stalls
  - f. New proper stormwater drainage
  - g. New proper and adequate illumination
6. New garbage dumpster improvements including:
  - a. Masonry wall enclosures
  - b. Louvered access doors
7. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - h. New deciduous and/or coniferous trees
  - i. New pedestrian pathways from parking to shop front door entrances
8. New building improvements including:
  - a. New street front façade improvements:
    - i. Storefronts
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
  - b. New parking lot façade improvements:
    - i. Entrance doors
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
9. New traffic control solutions:
  - a. New curb bump-outs:
    - i. Glenmore Ave. and Applegate Ave.
    - ii. Glenmore Ave. and Broadwell Ave.
    - iii. Glenmore Ave. and Daytona Ave.
    - iv. Stanhope Avenue
  - b. New consolidated vehicular access drive locations on Glenmore, Applegate, and Daytona Avenues.



## Westwood: Glenmore Avenue NBD UDP

## Option 2 - Block E

### LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program with new gateway piers and bus stop shelter
- Proposed building demolition program
- Proposed new building construction program
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=100'-0"

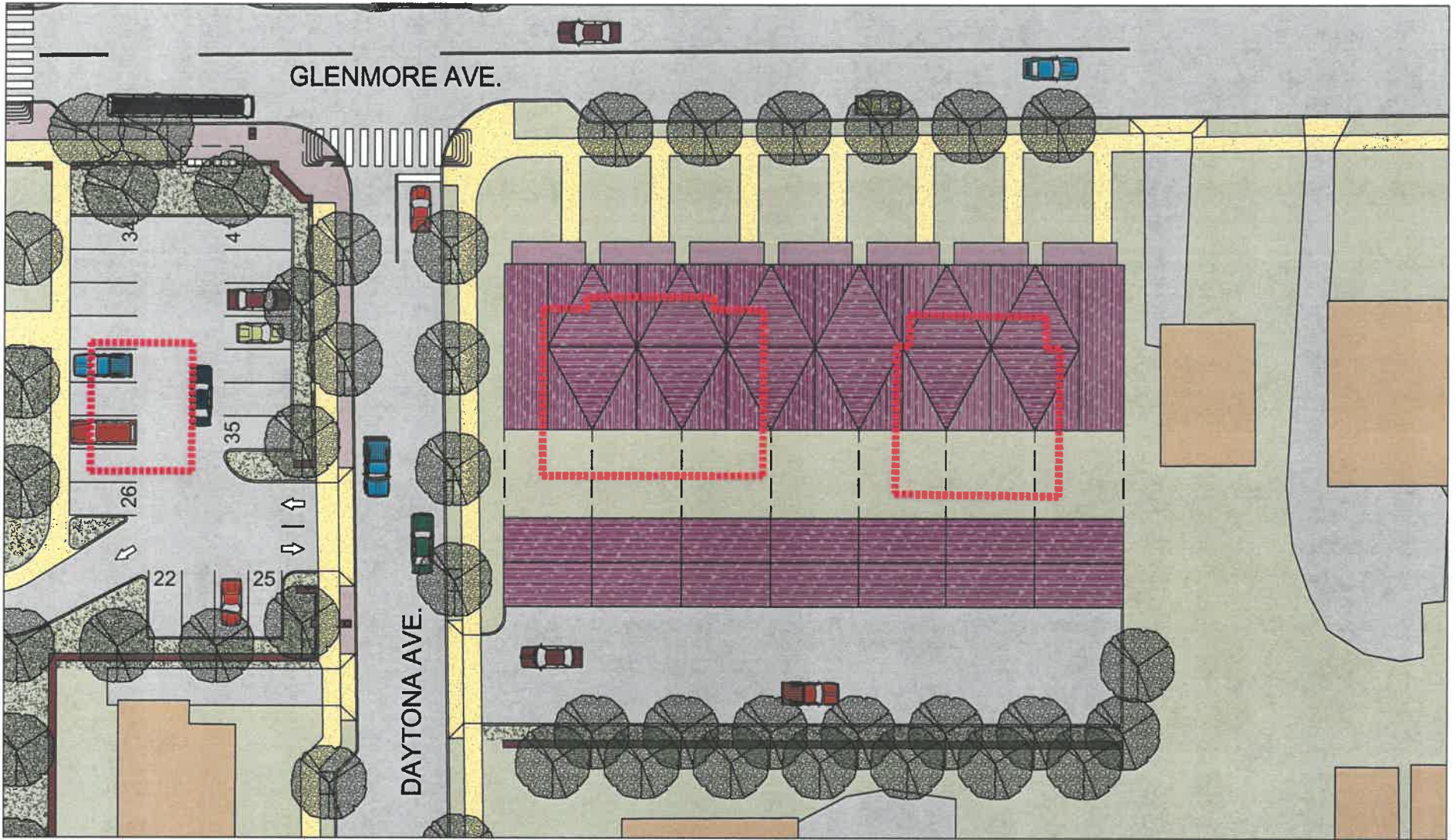


**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Recommendations






1. Demolition of:
  - a. (2) Existing commercial buildings located at 3247 – 3249 Glenmore Avenue.
2. Construction of:
  - a. (7) New single-family town homes as per plan on Glenmore Avenue.
  - b. New detached garages with consolidated parking improvements including:
    - i. New bituminous asphalt surface lots
    - ii. New concrete curbing
    - iii. New proper stormwater drainage
    - iv. New proper and adequate illumination
3. New streetscape improvements including:
  - a. New tree lawn
  - b. New concrete sidewalk
  - c. New concrete driveway apron
  - d. New street trees
  - e. New tree wells protected by mulch and ground cover landscaping
  - f. New trash can
4. New landscape buffering improvements including:
  - a. New standard 6' high masonry wall screening
  - b. New ground cover
  - c. New deciduous and/or coniferous trees
5. New traffic control solutions:
  - a. New curb bump-out located at Glenmore Avenue and Daytona Avenue.
  - b. New consolidated vehicular access drive locations on Daytona Avenue.



## Westwood: Glenmore Avenue NBD UDP

## Option 2 - Block F

### LEGEND

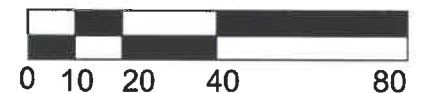
-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program with new sidewalk, tree lawn, and street trees
- Proposed building demolition program
- Proposed new building construction program
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=40'-0"





**Introduction:**

Option 3 details preferred site development possibilities for those parcels where existing building sites are determined to be underutilized. New building additions or entire new buildings that maximize the available building area and that will compliment and expand upon the improvement recommendations in Option 1 are encouraged.

The specific purpose of these recommended site improvements are to:

- a. Promote the redevelopment of existing underutilized property in order to increase the critical mass of desired commercial activity.
- b. Redevelop and contain commercial activity within the bounds of the NBD.
- c. Decrease the number of single-family homes within the NBD and increase single-family housing adjacent to the NBD.

**Option 3 - Description:**

Design recommendations for this option concentrate on the implementation of the following improvement programs:

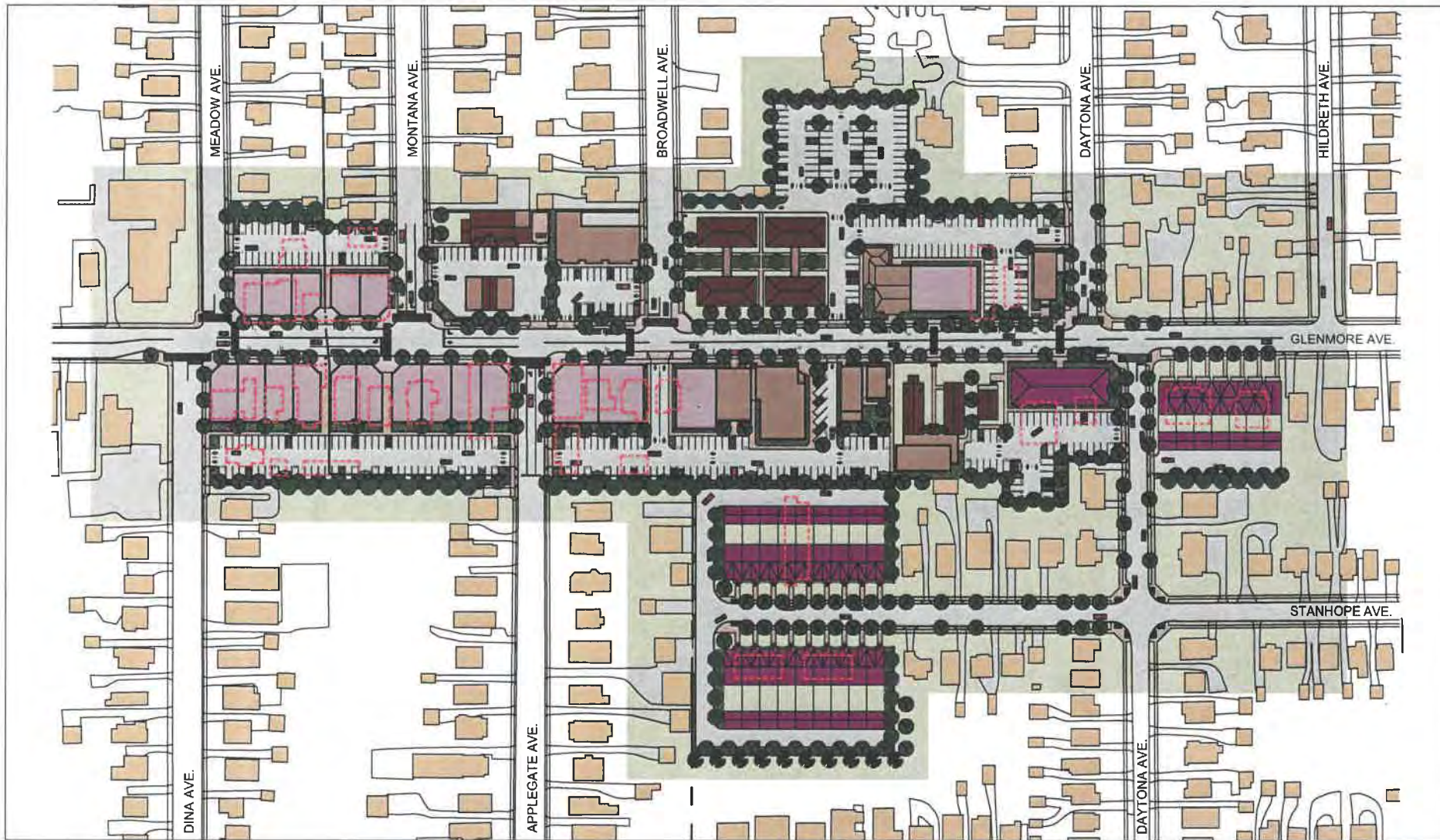
**1. Land-Use Redevelopment / Commercial Expansion**

Following the overall UDP Option 3 Map are detailed Block Maps describing the improvements recommended for each block that differ from those described in Options 1 or 2.

**1. New NBD Land-Use Redevelopment / Commercial Expansion:**

Some existing property within the NBD is not currently being utilized for its possible best use. In order to build a greater critical mass of commerce, existing single-family, multi-family, mixed use and commercial buildings are targeted for redevelopment. The use of this increased commercial space is not defined leaving that component to market forces.






While parking availability is also increased, maximum building area development of certain parcels and for certain uses will be dependent upon attaining the required number of parking spaces. Due to cost, the construction of parking garages, either above or below ground, is not seen as a viable option. Therefore, both building and parking development solutions will need to be analyzed on a case-by-case / parcel-by-parcel basis.

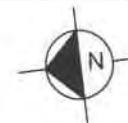


# Westwood: Glenmore Avenue NBD UDP

# Option 3

## LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain



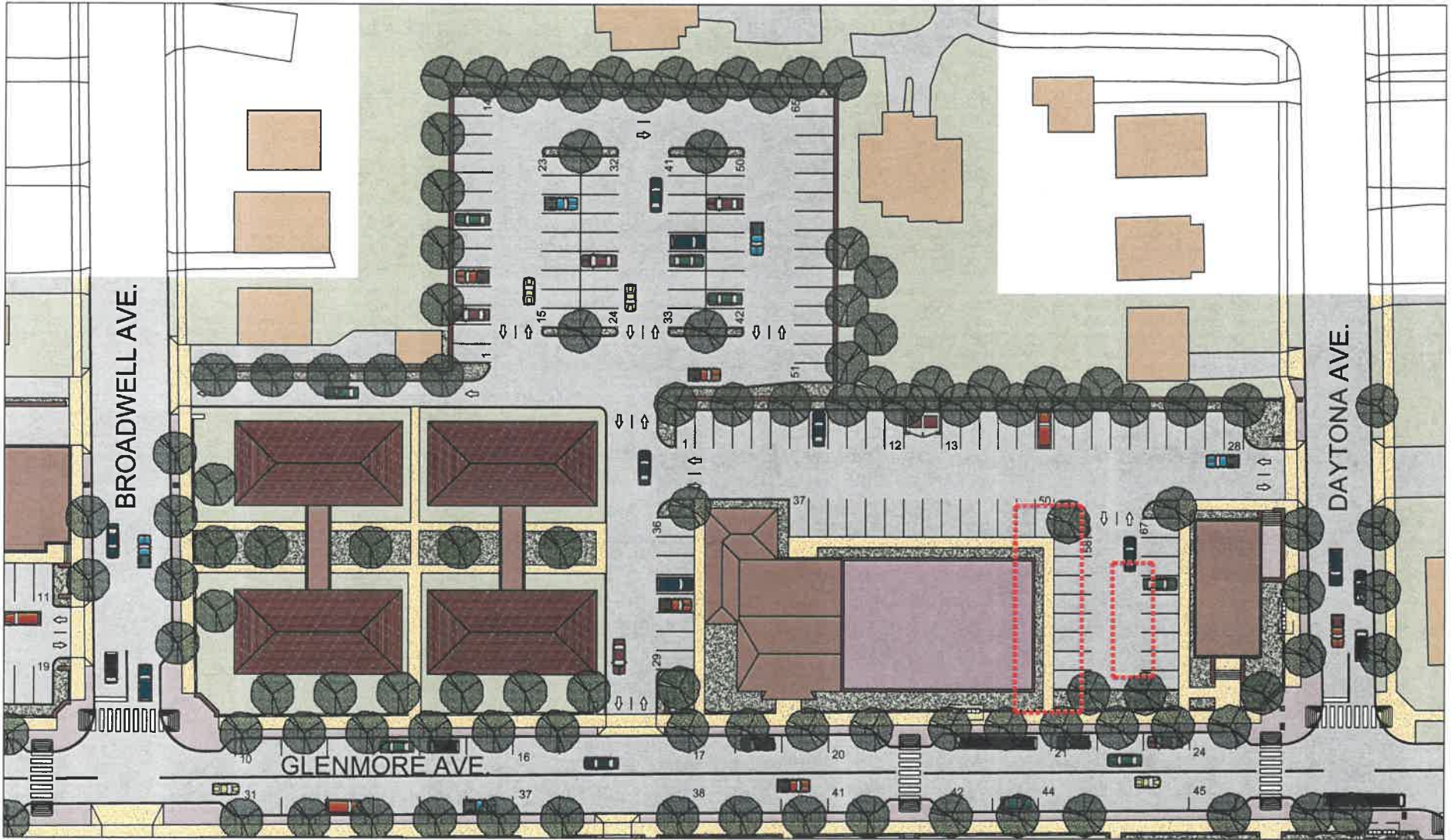
Scale: 1"=200'-0"



**Recommendations:**

Refer also to: Part V – NBD Streetscape Improvement Recommendations






1. Demolition of:
  - a. Existing single-family use building located at 3304 Glenmore Avenue.
  - b. Existing commercial use building located at 3306 Glenmore Avenue.
2. New commercial space / adaptive re-use of existing multi-family use building located at 3300 Glenmore Avenue.
3. New expansion of commercial use building located at 3310 Glenmore Avenue.
4. New streetscape improvements including:
  - a. New gateway elements:
    - i. Glenmore Ave. / Daytona Ave. intersection
  - b. New brick paver collector strip
  - c. New concrete sidewalk
  - d. New concrete driveway aprons
  - e. New street trees
  - f. New tree wells protected by mulch and ground cover landscaping
  - g. New pedestrian / ornamental light poles
  - h. New traffic control sign and meter poles
  - i. New bus shelter
  - j. New benches
  - k. New trash cans
  - l. New standard newsboxes on concrete newsbox pads
5. New cooperatively consolidated parking improvements including:
  - a. New bituminous asphalt surface
  - b. New concrete curbing
  - c. New painted traffic aisles, arrows, and parking stalls
  - d. New proper stormwater drainage
  - e. New proper and adequate illumination
6. New garbage dumpster improvements including:
  - a. Masonry wall enclosures
  - b. Louvered access doors
7. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
  - g. New pedestrian pathways from parking to shop front door entrances
8. New building improvements including:
  - a. New street front façade improvements:
    - i. Storefronts
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
  - b. New parking lot façade improvements:
    - i. Entrance doors
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
9. New traffic control solutions:
  - a. New curb bump-outs:
    - i. Glenmore Ave. and Daytona Ave.
    - ii. Glenmore Ave. and Broadwell Ave.
  - b. New reduced number / consolidated vehicular access drive locations
  - c. New enhanced mid-block crosswalk on Glenmore Avenue



## Westwood: Glenmore Avenue NBD UDP

## Option 3 - Block C

### LEGEND

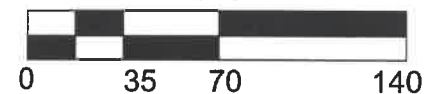
-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program with new gateway piers and bus stop shelter
- Proposed building demolition program
- Proposed building expansion program
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=70'-0"

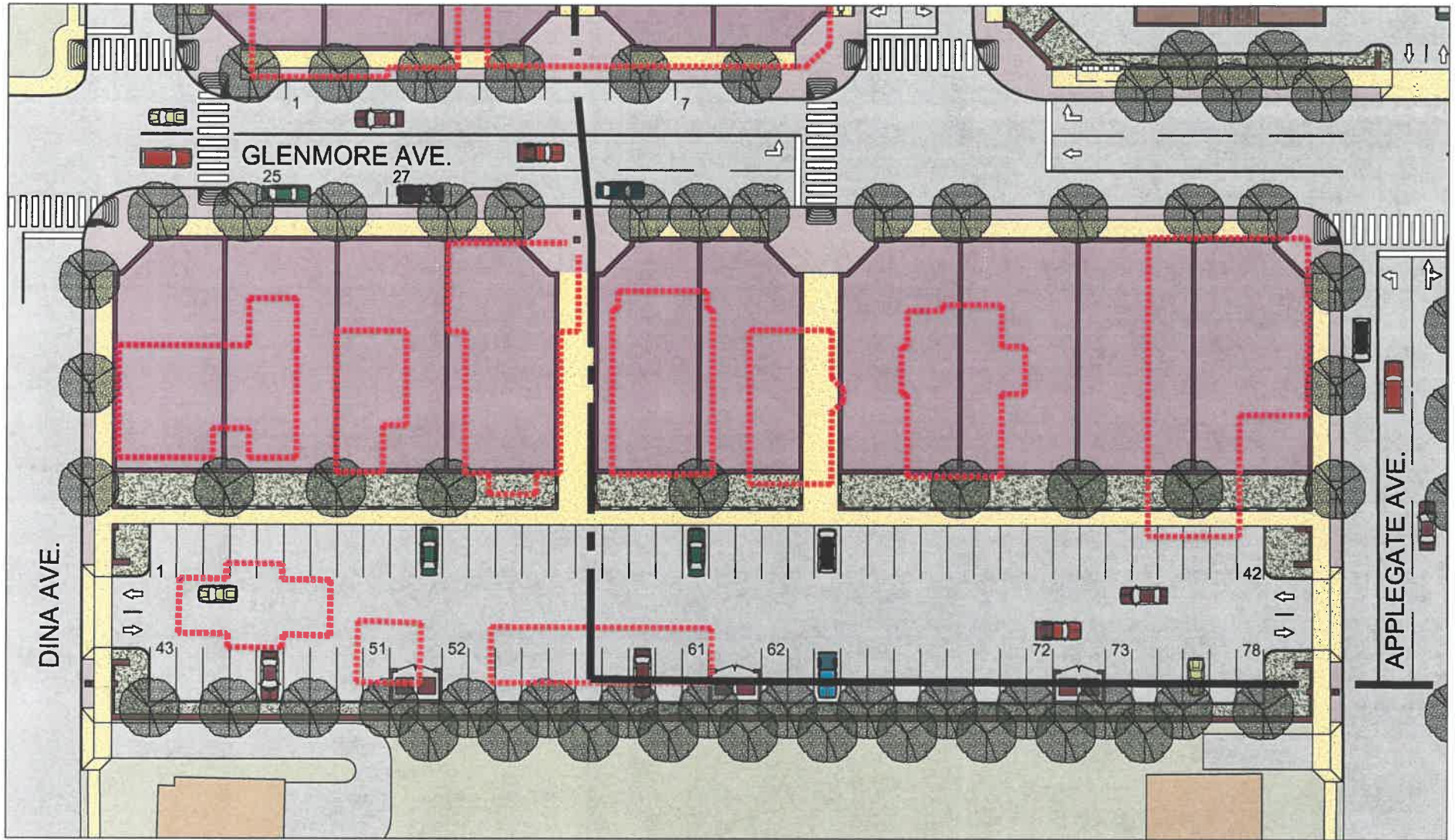


**Recommendations:**

Refer also to:

Part V – NBD Streetscape Improvement Recommendations






1. Demolition of all existing buildings located on the west side of Glenmore Avenue between Applegate Avenue and Dina Avenue.
2. Construction of new (1) story commercial space as per plans.
3. New streetscape improvements including:
  - a. New gateway elements:
    - i. Cincinnati / Cheviot Corporation Line
    - ii. Applegate Avenue
  - b. New brick paver collector strip
  - c. New concrete sidewalk
  - d. New concrete driveway aprons
  - e. New street trees
  - f. New tree wells protected by mulch and ground cover landscaping
  - g. New pedestrian / ornamental light poles
  - h. New traffic control sign and meter poles
  - i. New benches
  - j. New trash cans
  - k. New standard newsboxes on concrete newsbox pads
4. New cooperatively consolidated parking improvements including:
  - a. New bituminous asphalt surface lots
  - b. New concrete curbing
  - c. New painted traffic aisles, arrows, and parking stalls
  - d. New proper stormwater drainage
  - e. New proper and adequate illumination
5. New garbage dumpster improvements including:
  - a. Masonry wall enclosures
  - b. Louvered access doors
6. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - f. New deciduous and/or coniferous trees
  - g. New pedestrian pathways from parking to shop front door entrances
7. New traffic control solutions:
  - a. New curb bump-outs:
    - i. Glenmore Ave. and Dina Ave.
    - ii. Glenmore Ave.
  - b. Elimination of vehicular access drive locations from Glenmore Avenue
  - c. New consolidated vehicular access drive location on Applegate Avenue and Dina Avenue.



## Westwood: Glenmore Avenue NBD UDP

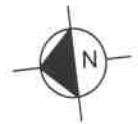
## Option 3 - Block D

### LEGEND

-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program with new gateway piers
- Proposed building demolition program
- Proposed new building construction program
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=50'-0"



**Recommendations:**

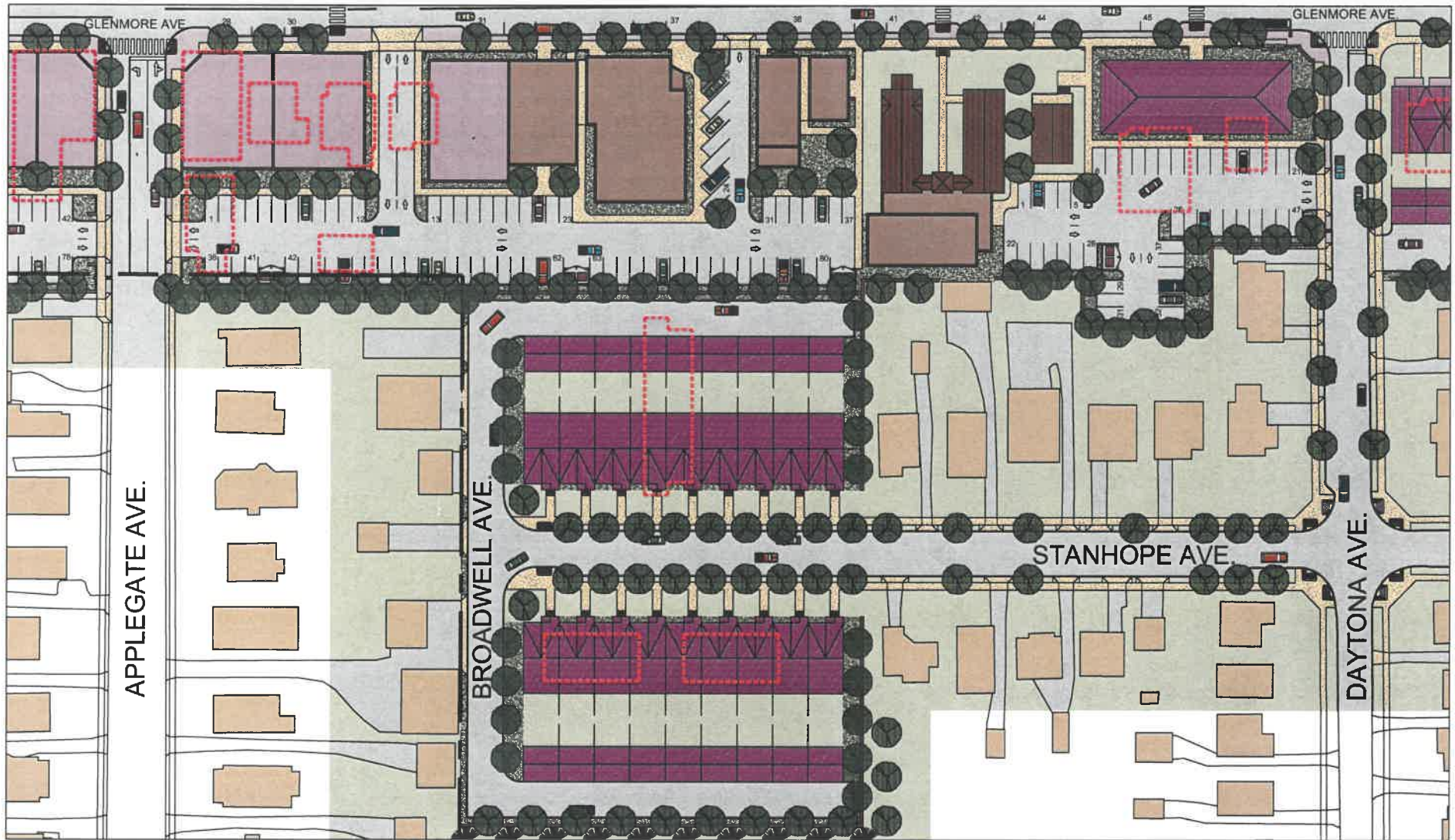
Refer also to:

Part V – NBD Streetscape Improvement Recommendations

1. Vacation of Broadwell Avenue west of Glenmore Avenue.
2. Reconnection of Stanhope Avenue and severance of the Stanhope to Broadwell to Glenmore connection.
3. Demolition of:
  - a. 3717 Applegate Avenue:
    - (1) Existing single-family house.
  - b. 3411-3415 Broadwell Avenue:
    - (1) Existing multi-family apartment building.
  - c. 3305 Glenmore Avenue:
    - (1) Existing single-family house.
  - d. 3309 Glenmore Avenue:
    - (1) Existing single-family house.
  - e. 3343 Glenmore Avenue:
    - (1) Existing commercial building.
  - f. 3345 Glenmore Avenue:
    - (1) Existing single-family house.
  - g. 3347 Glenmore Avenue:
    - (1) Existing single-family house.
  - h. 3349 – 3351 Glenmore Avenue:
    - (1) Existing commercial building.
  - i. 3324 Stanhope Avenue:
    - Existing commercial parking lot.
  - j. 3335 Stanhope Avenue:
    - (1) Existing multi-family apartment bldg.
  - k. 3341 Stanhope Avenue:
    - (1) Existing multi-family apartment building.
4. Construction of:
  - a. Stanhope Avenue:
    - (18) New single-family town homes as per plan.
  - b. 3305 – 3309 Glenmore Avenue:
    - (1) New commercial office building
  - c. 3329 Glenmore Avenue:
    - (1) New addition / expansion of an existing commercial building.
  - d. 3345 – 3351 Glenmore Avenue:
    - (1) New commercial building.
4. New streetscape improvements including:
  - a. New gateway elements:
    - i. Applegate Avenue
    - ii. Glenmore Ave. and Daytona Ave.
  - b. New brick paver collector strip
  - c. New concrete sidewalk
  - d. New concrete driveway aprons
  - e. New street trees
  - f. New tree wells protected by mulch and ground cover landscaping
  - g. New pedestrian / ornamental light poles
  - h. New traffic control sign and meter poles
  - i. New bus shelter
  - j. New benches
  - k. New trash cans
  - l. New standard newsboxes on concrete newsbox pads
5. New cooperatively consolidated parking improvements including:
  - e. New bituminous asphalt surface lots
  - f. New concrete curbing
  - g. New painted traffic aisles, arrows, and parking stalls
  - h. New proper stormwater drainage
  - i. New proper and adequate illumination

6. New garbage dumpster improvements including:
  - a. Masonry wall enclosures
  - b. Louvered access doors
  
7. New landscape buffering improvements including:
  - a. New standard pedestrian access pylons
  - b. New standard vehicular access pylons
  - c. New standard ornamental metal fencing
  - d. New standard 6' high masonry wall screening
  - e. New ground cover
  - j. New deciduous and/or coniferous trees
  - k. New pedestrian pathways from parking to shop front door entrances
  
8. New building improvements including:
  - a. New street front façade improvements:
    - i. Storefronts
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
  - b. New parking lot façade improvements:
    - i. Entrance doors
    - ii. Awnings
    - iii. Signing
    - iv. Hose bibs
  
9. New traffic control solutions:
  - a. New curb bump-outs:
    - i. Glenmore Ave. and Applegate Ave.
    - ii. Glenmore Ave. and Broadwell Ave.
    - iii. Glenmore Ave. and Daytona Ave.
    - iv. Stanhope Avenue
  - b. New consolidated vehicular access drive locations on Glenmore, Applegate, and Daytona Avenues.










## Westwood: Glenmore Avenue NBD UDP

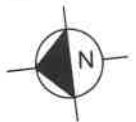
## Option 3 - Block E

### LEGEND

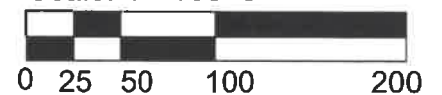
-  Municipal Boundary
-  Existing building within study boundary to remain
-  Proposed new building within study boundary
-  Existing building within study boundary proposed to be removed
-  Existing building beyond study boundary to remain

### DETAILS

- Proposed new coordinated streetscape program with new gateway piers and bus stop shelter
- Proposed building demolition program
- Proposed new building construction program
- Proposed new coordinated / consolidated parking lot program with screening and landscaping



Scale: 1"=100'-0"



# **Glenmore Avenue NBD Urban Design Plan**

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## **Proposed Improvement Plan Program Implementation Strategies**

**Note:** Plan Program Implementation Strategies based on existing City administered funding programs and processes and are subject to change per the direction of the new administration.

### 1. Building Façade Improvement Program:

- a. Westwood Civic Association formulates project
- b. Westwood Civic Association develops project partnership
  - i. Westwood Civic Association
  - ii. Westwood Redevelopment Corporation
  - iii. Private property owner
  - iv. Tenant business owner / operator
  - v. City agencies
- c. Westwood Civic Association submits proposals to CNBDU Board for review and recommendation for approval by Community Development and City Council
  - i. 50 / 50 Matching Grants, low interest loans
- d. Community Development administers implementation of approved projects
  - i. CD & Law produces legal contracts
    - Right-of-entry agreements
    - Maintenance agreements
    - DOTE / TPUD / AUD produces or administers design and documentation
  - ii. DOTE / T & E / Construction Management administers construction (if required)

### 2. Streetscape Improvement Program:

#### – Streetscape, Gateways, Signing

- a. Westwood Civic Association formulates projects
- b. Westwood Civic Association submits proposals to CNBDU Board for review and recommendation for approval by Community Development and City Council
- c. Community Development administers implementation of approved projects
  - i. CD / Law produces legal contracts
    - Right-of-entry agreements
    - Mutual access easements
    - Maintenance agreements
  - ii. CD / TRO create assessments (as required / if necessary)
    - Pedestrian lighting
  - iii. DOTE / TPUD / AUD produces or administers design and documentation
  - iv. DOTE / T & E / Construction Management administers construction
- d. Westwood Civic Association administers maintenance

**3. Landscape Screening and Improvement Program:**

- a. Westwood Civic Association formulates project
- b. Westwood Civic Association develops project partnership
  - i. Westwood Civic Association
  - ii. Westwood Redevelopment Corporation
  - iii. Private property owner
  - iv. Tenant business owner / operator
  - v. City agencies
- c. Westwood Civic Association submits proposals to CNBDU Board for review and recommendation for approval by Community Development and City Council
  - i. 50 / 50 Matching Grants, low interest loans
- d. Community Development administers implementation of approved projects
  - i. CD & Law produces legal contracts
    - Right-of-entry agreements
    - Maintenance agreements
  - ii. DOTE / TPUD / AUD produces or administers design and documentation
  - iii. DOTE / T & E / Construction Management administers construction (if required)
- e. Westwood Civic Association administers maintenance

**4a. Parking Lot Improvement Program:****– Parking Consolidation over two or more privately held parcels**

- a. Westwood Civic Association formulates projects
- b. Westwood Civic Association develops project partnership
  - i. Westwood Civic Association
  - ii. Westwood Redevelopment Corporation
  - iii. Private property owner
  - iv. Tenant business owner / operator
  - v. City agencies
- c. Westwood Civic Association submits proposals to CNBDU Board for review and recommendation for approval by Community Development and City Council
- d. Community Development administers implementation of approved projects
  - i. CD & Law produces legal contracts
    - Right-of-entry agreements
    - Mutual access easements
    - Maintenance agreements
  - ii. DOTE / TPUD / AUD produces or administers lot design and documentation
  - iii. DOTE / T & E / Construction Management administers lot construction
- e. Westwood Civic Association administers the following:
  - i. Lot leasing
  - ii. Lot maintenance
  - iii. Lot security lighting

**4b. Parking Lot Improvement Program:**

- **Parking Consolidation on new separate, subdivided parcel**
- a. Westwood Civic Association formulates projects
- b. Westwood Civic Association develops project partnership
  - i. Westwood Civic Association
  - ii. Westwood Redevelopment Corporation
  - iii. Private property owner
  - iv. Tenant business owner / operator
  - v. City agencies
- c. Westwood Civic Association submits proposals to CNBDU Board for review and recommendation for approval by Community Development and City Council
- d. Westwood Redevelopment Corporation leads property acquisition
- e. Community Development administers implementation of approved projects
  - i. CD & Law produces legal contracts
    - Right-of-entry agreements
    - Mutual access easements
    - Maintenance agreements
  - ii. DOTE / TPUD / AUD produces or administers lot design and documentation
  - iii. DOTE / T & E / Construction Management administers construction (if required)
- f. Westwood Redevelopment Corporation owns new lot and property:
  - i. Administers lot leasing and maintenance

**5. Business Relocation Program:**

- a. Westwood Civic Association formulates projects
- b. Westwood Civic Association submits proposals to Community Development for review and approval
- c. Community Development administers implementation of approved projects

**6. Private Business Development Program:**

- a. Westwood Civic Association formulates projects
- b. Westwood Civic Association develops project partnership
  - i. Westwood Civic Association
  - ii. Westwood Redevelopment Corporation
  - iii. Private property owner
  - iv. Tenant business owner / operator
  - v. City agencies
- c. Westwood Civic Association submits proposals to CNBDU Board for review and recommendation for approval by Community Development and City Council
- d. Implementation:
  - i. Westwood Redevelopment Corporation administers implementation of proposed projects
  - ii. Property acquisition (City initiates and administers eminent domain as required)
    - Demolition
    - Construction
  - iii. Community Development administers implementation of approved projects
    - CD & Law produce legal contracts
    - CD & DOTE / TPUD / AUD administers building design and documentation
    - DOTE / T & E / Construction Management administers construction (if required)
  - iv. Property sold to private developer for implementation
- e. Westwood Redevelopment Corporation (or other unidentified private entity)
  - i. Owns property and building
  - ii. Administers leasing and maintenance

**7. Private Townhome Development Program:**

- a. Westwood Civic Association formulates projects
- b. Westwood Civic Association develops project partnership
  - i. Westwood Civic Association
  - ii. Westwood Redevelopment Corporation
  - iii. Private property owner
  - iv. Tenant business owner / operator
  - v. City agencies
- c. Westwood Civic Association submits proposals to Community Development for review and approval by Housing Board, etc.
- d. Implementation:
  - i. Westwood Redevelopment Corporation administers implementation of proposed projects
  - ii. Property acquisition (City initiates and administers eminent domain as required)
    - Demolition
    - Construction
- e. Implementation (continued):
  - i. Community Development administers implementation of approved projects
    - CD & Law produce legal contracts
    - CD & DOTE / TPUD / AUD administers building design and documentation
    - DOTE / T & E / Construction Management administers construction (if required)
  - ii. Property sold to private developer for implementation
- f. Westwood Redevelopment Corporation (or other unidentified private entity)
  - i. Owns property and building
  - ii. Administers home-owner association and maintenance

# **Glenmore Avenue NBD Urban Design Plan**

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## **Proposed Improvement Plan - Preliminary Cost Estimate**

**Introduction:**

The following cost estimates are based solely upon conceptual ideas generated during the long-range planning program exercise of the Westwood; Glenmore Avenue NBD UDP. The conceptual ideas documented in the UDP were developed only as a tool to help identify and prioritize potential improvement projects for the Westwood community. As the following cost estimates are based solely upon the schematic design ideas contained in the URP, all cost estimates presented shall require additional investigation and refinement prior to project funding. Cost estimates provided also do not include on-going maintenance or replacement costs. Final design, management, and construction cost estimates and actual costs may vary depending on the following:

1. Final, approved physical limits for any specific project
2. Final approved scope of work for any specific project
3. Final approved design for any specific project
4. Existing, above ground site survey documentation for any specific project
5. Existing, below ground investigation and condition documentation for any specific project
6. Existing utility investigation, documentation and coordination for any specific project
7. Final construction documentation
8. Construction bids for labor and material costs based on final construction documentation for any specific project

**Recommendation:**

It is recommended that all project funding be applied for and provided in the following two separate programs:

1. Project design development including complete construction documentation.
2. Project construction including construction management.

**1. NBD Streetscape Improvement Program:**

- |  |                  |
|--|------------------|
| a. Cincinnati @ \$250 / linear foot of curb: | \$820,000        |
| b. Cheviot @ \$250 / linear foot of curb:    | <u>\$175,000</u> |
| c. Total:                                    | \$995,000        |

**2. NBD Identity / Gateway Pylons:**

- |  |                  |
|--|------------------|
| a. Cincinnati / Cheviot Line:                  |                  |
| (2) @ \$15,000 ea =                            | \$ 30,000        |
| b. Glenmore Avenue & Daytona Avenue:           |                  |
| (2) @ \$15,000 ea =                            | \$ 30,000        |
| c. Montana Avenue (east of Glenmore Avenue):   |                  |
| (2) @ \$15,000 ea =                            | \$ 30,000        |
| d. Applegate Avenue (west of Glenmore Avenue): |                  |
| (2) @ \$15,000 ea =                            | <u>\$ 30,000</u> |
| e. Total:                                      | \$120,000        |

**3. NBD Identity Way-Finding Signs:**

- |  |          |
|--|----------|
| a. 10 locations including sign pole installation |          |
| - (10) @ \$1,200 / ea. =                         | \$12,000 |

Note: Project scheduled for installation in 2004

**4. NBD Enclosure / Separation:**

- |  |  |
|--|--|
| a. Landscaped Buffering (Walls, Trees, Plantings, etc.): |  |
| - Refer to Block-By-Block Analysis                       |  |

**5. Economic and/or Market Study:**

- |   |  |
|---|--|
| a. \$30,000 Lump Sum                              |  |
| - Per previous NBD Improvement Program submission |  |



**6. Vehicular / Pedestrian Traffic Interaction Improvements:**

## a. Crosswalk Striping Improvements:

- (12) crosswalks @ \$800 / ea = \$9,600

## b. Traffic Signal / Intersection Configuration Studies:

- (2) intersections @ 5,000 / ea. = \$10,000

**7. Private driveway access location reduction / consolidation:**

- Price included in streetscape improvement program

**8. Parking Study:**

a. Public on-street parking: \$10,000

b. Private off-street parking: \$10,000

c. Total: \$20,000

**9. Parking lot way finding signing system:**

## a. 10 locations including sign pole installation

- (10) @ \$1,200 / ea. = \$12,000

**10. Coordinated parking lot entrance / exit pylon system program:**

a. (15) sets @ \$4,000 ea = \$60,000

**Option 1 - Block A:****1. Surface Parking Lots:**

- (consolidate existing and/or construct new)
  - a. Property Purchase: \$ 85,400\*
  - b. Building Demolition: \$ 20,000
  - c. Parking Lot Construction: \$155,000
    - (31 spaces @ \$5,000 / space)
  - d. Buffering / Landscaping: \$ 20,000
  - e. Total: \$280,400

\* Note: Property purchase price based upon  
Hamilton County Auditor market value

**2. Front Façade Improvement Program:**

- (buildings located in City of Cincinnati only)
  - a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
    - i. 4 bldgs. (+/-) = \$4,000 min. / \$40,000 max.
  - b. Matching Private Fund @ \$1,000 min. per bldg.
    - i. 4 bldgs. (+/-) = \$4,000 min. / \$40,000 max.

**3. Rear / Parking Lot Façade Improvement Program:**

- (buildings located in City of Cincinnati only)
  - a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
    - i. 4 bldgs. (+/-) = \$4,000 min. / \$40,000 max.
  - b. Matching Private Fund @ \$1,000 min. per bldg.
    - i. 4 bldgs. (+/-) = \$4,000 min. / \$40,000 max.

**4. Bus Stop Shelter w/ Bench:**

- a. (1) Shelter @ \$16,500 / ea. = \$16,500
- b. (1) Bench @ \$3,500 / ea = \$ 3,500
- c. Total: \$20,000

**Option 1 - Block B:****1. Buffering / Landscaping: \$ 20,000****2. Front Façade Improvement Program**

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
  - i. 2 bldgs. (+/-) = \$2,000 min. / \$20,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.
  - i. 2 bldgs. (+/-) = \$2,000 min. / \$20,000 max.

**3. Rear / Parking Lot Façade Improvement Program**

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
  - i. 2 bldgs. (+/-) = \$2,000 min. / \$20,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.
  - i. 2 bldgs. (+/-) = \$2,000 min. / \$20,000 max.

**4. Bus Stop Shelter w/ Bench:**

- a. (2) Shelter @ \$16,500 / ea. = \$33,000
- b. (2) Bench @ \$3,500 / ea = \$ 7,000
- c. Total: \$40,000

**Option 1 - Block C:****1. Surface Parking Lots:**

- (consolidate existing and/or construct new)
  - a. Parking Lot Construction: \$295,000
    - (59 spaces @ \$5,000 / space)
  - b. Buffering / Landscaping: \$ 80,000
  - c. Total: \$375,000

**2. Front Façade Improvement Program:**

- (buildings located in City of Cincinnati only)
  - a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
    - i. 8 bldgs. (+/-) = \$8,000 min. / \$80,000 max.
  - b. Matching Private Fund @ \$1,000 min. per bldg.
    - i. 8 bldgs. (+/-) = \$8,000 min. / \$80,000 max.

**3. Rear / Parking Lot Façade Improvement Program:**

- (buildings located in City of Cincinnati only)
  - a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
    - i. 8 bldgs. (+/-) = \$8,000 min. / \$80,000 max.
  - b. Matching Private Fund @ \$1,000 min. per bldg.
    - i. 8 bldgs. (+/-) = \$8,000 min. / \$80,000 max.

**4. Bus Stop Shelter w/ Bench:**

- a. (2) Shelter @ \$16,500 / ea. = \$33,000
- b. (2) Bench @ \$3,500 / ea = \$ 7,000
- c. Total: \$40,000

**Option 1 - Block D:****1. Surface Parking Lots:**

- (consolidate existing and/or construct new)
  - a. Property Purchase: \$116,500\*
  - b. Building Demolition: \$ 20,000
  - c. Parking Lot Construction: \$255,000
    - (51 spaces @ \$5,000 / space)
  - d. Buffering / Landscaping: \$ 50,000
  - e. Total: \$441,500

\* Note: Property purchase price based upon  
Hamilton County Auditor market value

**2. Front Façade Improvement Program**

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
  - i. 4 bldgs. (+/-) = \$4,000 min. / \$40,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.
  - i. 4 bldgs. (+/-) = \$4,000 min. / \$40,000 max.

**3. Rear / Parking Lot Façade Improvement Program**

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
  - i. 4 bldgs. (+/-) = \$4,000 min. / \$40,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.
  - i. 4 bldgs. (+/-) = \$4,000 min. / \$40,000 max.

**Option 1 - Block E:****1. Surface Parking Lots:**

- (consolidate existing and/or construct new)
  - a. Property Purchase: \$ 20,000 (garage)
  - b. Building Demolition: \$ 5,000
  - c. Parking Lot 1 Construction: \$395,000
    - (79 spaces @ \$5,000 / space)
  - d. Parking Lot 2 Construction: \$135,000
    - (27 spaces @ \$5,000 / space)
  - e. Buffering / Landscaping: \$ 90,000
  - f. Total: \$645,000

**2. Front Façade Improvement Program**

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
  - i. 10 bldgs. (+/-) = \$10,000 min. / \$100,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.
  - i. 10 bldgs. (+/-) = \$10,000 min. / \$100,000 max.

**3. Rear / Parking Lot Façade Improvement Program**

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
  - i. 10 bldgs. (+/-) = \$10,000 min. / \$100,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.
  - i. 10 bldgs. (+/-) = \$10,000 min. / \$100,000 max.

**4. Bus Stop Shelter w/ Bench:**

- a. (1) Shelter @ \$16,500 / ea. = \$16,500
- b. (1) Bench @ \$3,500 / ea = \$ 3,500
- c. Total: \$20,000

**5. Stanhope Reconnection:**

- a. Roadway Improvements: \$300,000

**b. Surface Parking Lots:**

- (consolidate existing and/or construct new)
  - a. Parking Lot Demolition: \$ 5,000
  - b. Parking Lot 1 Construction: \$110,000
    - (22 spaces @ \$5,000 / space)
  - c. Parking Lot 2 Construction: \$165,000
    - (33 spaces @ \$5,000 / space)
  - d. Buffering / Landscaping: \$ 90,000
  - e. Total: \$370,000

**6. New Residential Construction:**

- a. 2 single-family homes: \$180,000
  - (2 @ \$90,000/ea.)

**Option 1 - Block F:****1. Surface Parking Lots:**

- (consolidate existing and/or construct new)
  - a. Parking Lot 1 Construction: \$145,000
    - (29 spaces @ \$5,000 / space)
  - b. Buffering / Landscaping: \$ 80,000
  - c. Total: \$225,000

**Option 2 - Block A:****1. New Commercial Building Construction:**

a. Property Purchase:	\$ 160,000*
b. Property Purchase:	\$ 30,000*
c. Property Purchase:	\$ 110,000*
d. Property Purchase:	<u>\$ 190,000*</u>
e. Sub-Total:	\$ 490,000
f. Building Demolition:	\$ 80,000
g. New Construction:	<u>\$1,200,000</u>
h. Total:	\$1,770,000

\* Note: Property purchase price based upon Hamilton County Auditor market value

**2. Surface Parking Lots:**

- (consolidate existing and/or construct new)	
a. Property Purchase:	\$ 85,400*
b. Property Purchase:	\$ 72,200
b. Building Demolition:	\$ 20,000
c. Parking Lot Construction:	\$170,000
- (34 spaces @ \$5,000 / space)	
d. Buffering / Landscaping:	<u>\$ 20,000</u>
e. Total:	\$352,600

\* Note: Property purchase price based upon Hamilton County Auditor market value

**3. Bus Stop Shelter w/ Bench:**

a. (1) Shelter @ \$16,500 / ea. =	\$16,500
b. (1) Bench @ \$3,500 / ea =	<u>\$ 3,500</u>
c. Total:	\$20,000

**Option 2 - Block B:**

- Refer to Option 1

**Option 2 - Block C:****1. Surface Parking Lots:**

- (consolidate existing and/or construct new)

a. Property Purchase:	\$ 60,000*
b. Building Demolition:	\$ 20,000
c. Parking Lot Construction:	\$330,000
- (66 spaces @ \$5,000 / space)	
d. Buffering / Landscaping:	<u>\$ 80,000</u>
e. Total:	\$490,000

\* Note: Property purchase price based upon Hamilton County Auditor market value

**2. Front Façade Improvement Program**

- Public Funds @ \$1,000 min. / 10,000 max. per bldg
  - 7 bldgs. (+/-) = \$7,000 min. / \$70,000 max.
- Matching Private Fund @ \$1,000 min. per bldg.
  - 7 bldgs. (+/-) = \$7,000 min. / \$70,000 max.

**3. Rear / Parking Lot Façade Improvement Program**

- Public Funds @ \$1,000 min. / 10,000 max. per bldg
  - 7 bldgs. (+/-) = \$7,000 min. / \$70,000 max.
- Matching Private Fund @ \$1,000 min. per bldg.
  - 7 bldgs. (+/-) = \$7,000 min. / \$70,000 max.

**4. Bus Stop Shelter w/ Bench:**

a. (2) Shelter @ \$16,500 / ea. =	\$33,000
b. (2) Bench @ \$3,500 / ea =	<u>\$ 7,000</u>
c. Total:	\$40,000

**Option 2 - Block D:****1. New Mixed (Commercial w/ Residential) Building Construction:**

a. Property Purchase:	\$ 97,900*
b. Property Purchase:	\$ 135,900*
c. Property Purchase:	\$ 116,500*
d. Property Purchase:	\$ 102,900*
e. Property Purchase:	\$ 140,400*
f. Property Purchase:	\$ 149,500*
g. Property Purchase:	\$ 83,600*
h. Property Purchase:	\$ 156,200*
i. Property Purchase:	\$ <u>97,400*</u>
j. Sub-Total:	\$1,080,300

k. Building Demolition: \$ 180,000  
- (9 properties @ \$20,000 / ea.)

g. New Construction: \$4,480,000  
- (44,800sq. ft. @ \$100 / sq. ft.)

h. Total: \$5,740,300

\* Note: Property purchase price based upon Hamilton County Auditor market value

**2. Surface Parking Lots:**

- (consolidate existing and/or construct new)
  - a. Parking Lot Construction: \$ 300,000  
- (60 spaces @ \$5,000 / space)
  - b. Buffering / Landscaping: \$ 60,000
  - c. Total: \$ 360,000

**Option 2 - Block E:****1. Surface Parking Lots:**

- (consolidate existing and/or construct new)

a. Property Purchase:	\$ 111,000*
b. Property Purchase:	\$ 20,000 (garage)
c. Property Purchase:	\$ 95,800*
d. Building Demolition:	\$ 45,000
e. Parking Lot 1 Construction:	\$425,000 - (85 spaces @ \$5,000 / space)
f. Parking Lot 2 Construction:	\$205,000 - (41 spaces @ \$5,000 / space)
g. Buffering / Landscaping:	<u>\$ 90,000</u>
h. Total:	\$991,800

\* Note: Property purchase price based upon Hamilton County Auditor market value

**2. Front Façade Improvement Program**

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
  - i. 9 bldgs. (+/-) = \$9,000 min. / \$90,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.
  - i. 9 bldgs. (+/-) = \$9,000 min. / \$90,000 max.

**3. Rear / Parking Lot Façade Improvement Program**

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
  - i. 9 bldgs. (+/-) = \$9,000 min. / \$90,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.
  - i. 9 bldgs. (+/-) = \$9,000 min. / \$90,000 max.

**4. Bus Stop Shelter w/ Bench:**

- a. (1) Shelter @ \$16,500 / ea. = \$16,500
- b. (1) Bench @ \$3,500 / ea = \$ 3,500
- c. Total: \$20,000

**Option 2 - Block E (continued):**

**5. Stanhope Reconnection:**

- a. Roadway Improvements:** \$300,000
  
- b. New Residential Construction:**
  - i. Parking Lot Demolition: \$ 5,000
  - ii. Property Purchase: \$ 365,500\*
  - iii. Property Purchase: \$ 245,800\*
  - iv. Property Purchase: \$ 253,300\*
  - v. Building Demolition: \$ 90,000  
- (3 @ \$30,000 / ea.)
  - vi. Single-Family Construction: \$1,350,000  
- (18 @ \$75,000/ea.)
  - vii. Buffering / Landscaping: \$ 60,000
  - viii. Total: \$2,369,600

\* Note: Property purchase price based upon Hamilton County Auditor market value

**Option 2 - Block F:**

- a. New Residential Construction:**
  - i. Property Purchase: \$ 160,000\*
  - ii. Property Purchase: \$ 325,800\*
  - iv. Property Purchase: \$ 253,300\*
  - v. Building Demolition: \$ 60,000  
- (2 @ \$30,000 / ea.)
  - vi. Single-Family Construction: \$525,000  
- (7 @ \$75,000/ea.)
  - vii. Buffering / Landscaping: \$ 30,000
  - viii. Total: \$1,354,100

\* Note: Property purchase price based upon Hamilton County Auditor market value

**Option 3 - Block A:**

- Refer to Option 2

**Option 3 - Block B:**

- Refer to Option 1

**Option 3 - Block C:**

**1. Surface Parking Lots:**

- (consolidate existing and/or construct new)
  - a. Property Purchase: \$174,600\*
  - b. Property Purchase: \$ 60,000\*
  - c. Building Demolition: \$ 40,000
  - d. Parking Lot 1 Construction: \$335,000  
- (67 spaces @ \$5,000 / space)
  - g. Buffering / Landscaping: \$ 80,000
  - h. Total: \$689,000

\* Note: Property purchase price based upon Hamilton County Auditor market value

**2. New Commercial Building Construction:**

- a. New Commercial Addition: \$1,200,000  
- (6,00 sq. ft. @ \$200 / sq. ft.)

**3. Front Façade Improvement Program**

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
  - i. 6 bldgs. (+/-) = \$6,000 min. / \$60,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.
  - i. 6 bldgs. (+/-) = \$6,000 min. / \$60,000 max.

**Option 3 - Block C (continued):**

**4. Rear / Parking Lot Façade Improvement Program**

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
  - i. 6 bldgs. (+/-) = \$6,000 min. / \$60,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.
  - i. 6 bldgs. (+/-) = \$6,000 min. / \$60,000 max.

**5. Bus Stop Shelter w/ Bench:**

- a. (1) Shelter @ \$16,500 / ea. = \$16,500
- b. (1) Bench @ \$3,500 / ea = \$ 3,500
- c. Total: \$20,000

**Option 3 - Block D:**

**1. New Mixed (Commercial w/ Residential) Building Construction:**

- a. Property Purchase: \$ 97,900\*
- b. Property Purchase: \$ 135,900\*
- c. Property Purchase: \$ 116,500\*
- d. Property Purchase: \$ 102,900\*
- e. Property Purchase: \$ 140,400\*
- j. Property Purchase: \$ 149,500\*
- k. Property Purchase: \$ 83,600\*
- l. Property Purchase: \$ 156,200\*
- m. Property Purchase: \$ 97,400\*
- j. Sub-Total: \$1,080,300
  
- k. Building Demolition: \$ 180,000
  - (9 properties @ \$20,000 / ea.)
- g. New Construction: \$3,040,000
  - (430,400 sq. ft. @ \$100 / sq. ft.)
  
- h. Total: \$4,300,300

\* Note: Property purchase price based upon Hamilton County Auditor market value

**2. Surface Parking Lots:**

- **(consolidate existing and/or construct new)**
  - a. Parking Lot Construction: \$300,000
    - (60 spaces @ \$5,000 / space)
  - b. Buffering / Landscaping: \$ 60,000
  - c. Total: \$360,000

**Option 3 - Block E:**

**1. New Commercial Building Construction:**

- a. Property Purchase: \$ 112,000\*
- b. Property Purchase: \$ 130,000\*
- c. Property Purchase: \$ 76,500\*
- d. Property Purchase: \$ 120,000\*
- e. Property Purchase: \$ 148,800\*
- f. Property Purchase: \$ 95,800\*
- g. Building Demolition: \$ 120,000
  - (6 @ 20,000 / ea.)
- h. New Construction: \$3,140,000
  - (31,400 sq. ft. @ \$100 / sq. ft.)
  
- i. Total: \$4,805,300



**Option 3 - Block E (continued):**

**2. Surface Parking Lots:**

- (consolidate existing and/or construct new)
  - a. Property Purchase: \$110,000\*
  - b. Property Purchase: \$ 20,000(garage)
  - c. Building Demolition: \$ 25,000
  - d. Parking Lot 1 Construction: \$400,000
    - (80 spaces @ \$5,000 / space)
  - e. Parking Lot 1 Construction: \$235,000
    - (47 spaces @ \$5,000 / space)
  - g. Buffering / Landscaping: \$ 90,000
  - h. Total: \$881,000

\* Note: Property purchase price based upon Hamilton County Auditor market value

**3. Front Façade Improvement Program**

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
  - i. 4 bldgs. (+/-) = \$4,000 min. / \$40,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.
  - i. 4 bldgs. (+/-) = \$4,000 min. / \$40,000 max.

**4. Rear / Parking Lot Façade Improvement Program**

- a. Public Funds @ \$1,000 min. / 10,000 max. per bldg
  - i. 4 bldgs. (+/-) = \$4,000 min. / \$40,000 max.
- b. Matching Private Fund @ \$1,000 min. per bldg.
  - i. 4 bldgs. (+/-) = \$4,000 min. / \$40,000 max.

**5. Bus Stop Shelter w/ Bench:**

- a. (1) Shelter @ \$16,500 / ea. = \$16,500
- b. (1) Bench @ \$3,500 / ea = \$ 3,500
- c. Total: \$20,000

**6. Stanhope Reconnection:**

a. Roadway Improvements: \$300,000

**b. New Residential Construction:**

- i. Parking Lot Demolition: \$ 5,000
- ii. Property Purchase: \$ 365,500\*
- iii. Property Purchase: \$ 245,800\*
- iv. Property Purchase: \$ 253,300\*
- v. Building Demolition: \$ 90,000
  - (3 @ \$30,000 / ea.)
- vi. Single-Family Construction: \$1,350,000
  - (18 @ \$75,000/ea.)
- vii. Buffering / Landscaping: \$ 60,000
- viii.Total: \$2,369,600

\* Note: Property purchase price based upon Hamilton County Auditor market value

**Option 3 - Block F:**

- Refer to Option 2

# **WESTWOOD NBD Improvement Plan**

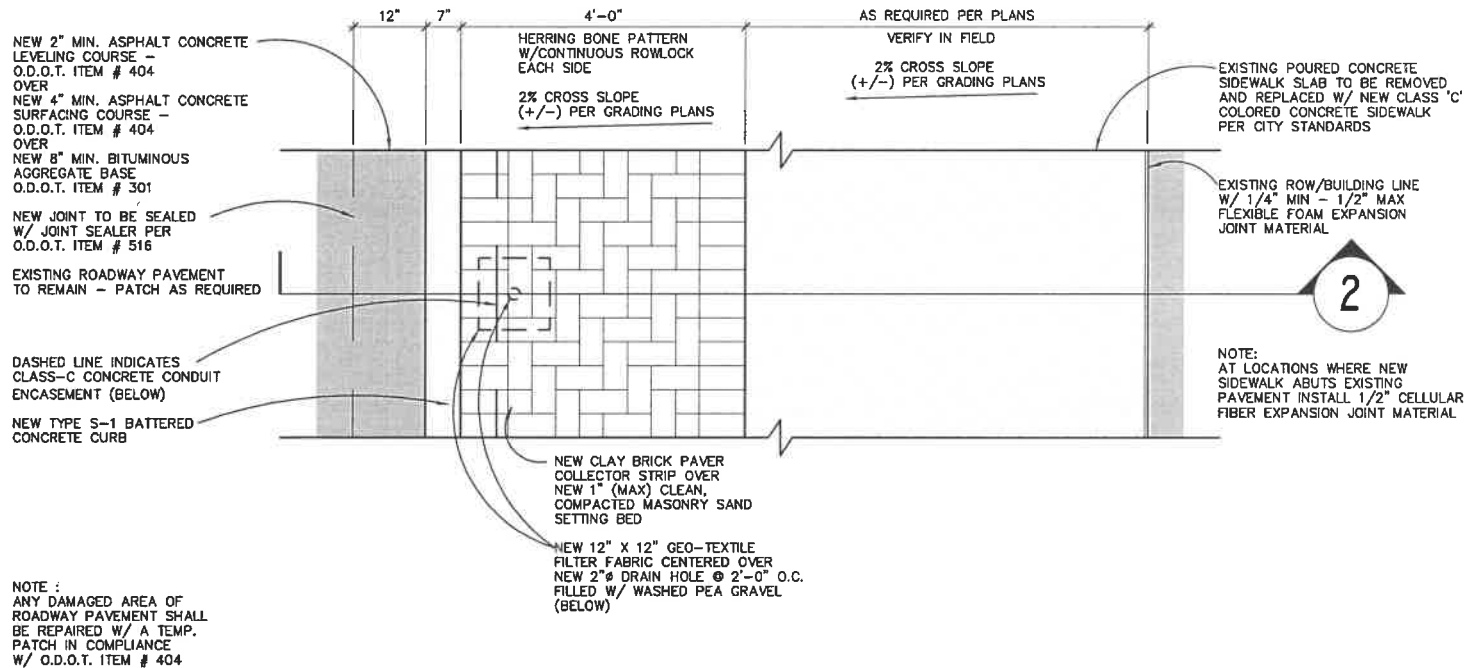
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## **Part V – Streetscape Improvement Guidelines and Recommendations**

**1. Streetscape Improvement Project Scope:**

- a. New NBD gateway pylons – (2) sets each at major
- b. New NBD gateway signs – various locations
- c. New sidewalks:
  - i. New full width clay brick paver sidewalk at street intersections
  - ii. New clay brick paver collector strip – 4’ wide from back of curb to front of sidewalk
  - iii. New colored concrete sidewalk – 6’ wide (minimum) from back of collector strip to right-of-way line
- d. New colored concrete driveway aprons as required
- e. New colored concrete mail box / news box pads as required
- f. New street trees – selection by community and Park Board’s Urban Forest Management Section
- g. New tree wells (4’ wide x 6’ long):
  - i. Tree grates are not recommended
    - Tree grates will require additional funding plus a maintenance agreement or assessment (City will not maintain)
  - ii. Tree guards are not recommended
    - Tree guards will require additional funding plus a maintenance agreement (City will not maintain)
  - iii. Evergreen ground cover over 3” mulch is recommended for tree wells
- h. New ornamental / pedestrian light poles:
  - i. Ornamental / pedestrian light poles must be selected from a limited number of types as approved by the City’s Traffic Engineering Section
  - ii. Ornamental / pedestrian light poles require that a maintenance tax assessment be approved by a majority of property owners abutting Reading Road prior to bidding the project for construction.
- i. New ornamental / pedestrian light poles, (continued):
  - iii. Fabric banners for installation on the ornamental / pedestrian light poles are not recommended
  - iv. Metal banners will require additional funding plus a maintenance agreement (City will not maintain)
- j. New sign and meter poles
- k. New trash cans
- l. New ornamental benches
  - Benches will require execution of a maintenance agreement (City will not maintain)
- m. New bus shelters
  - Bus shelters will require execution of a maintenance agreement (City will not maintain)
- n. Landscaping:
  - i. Evergreen ground cover over a 3” mulch bed is recommended for tree wells.

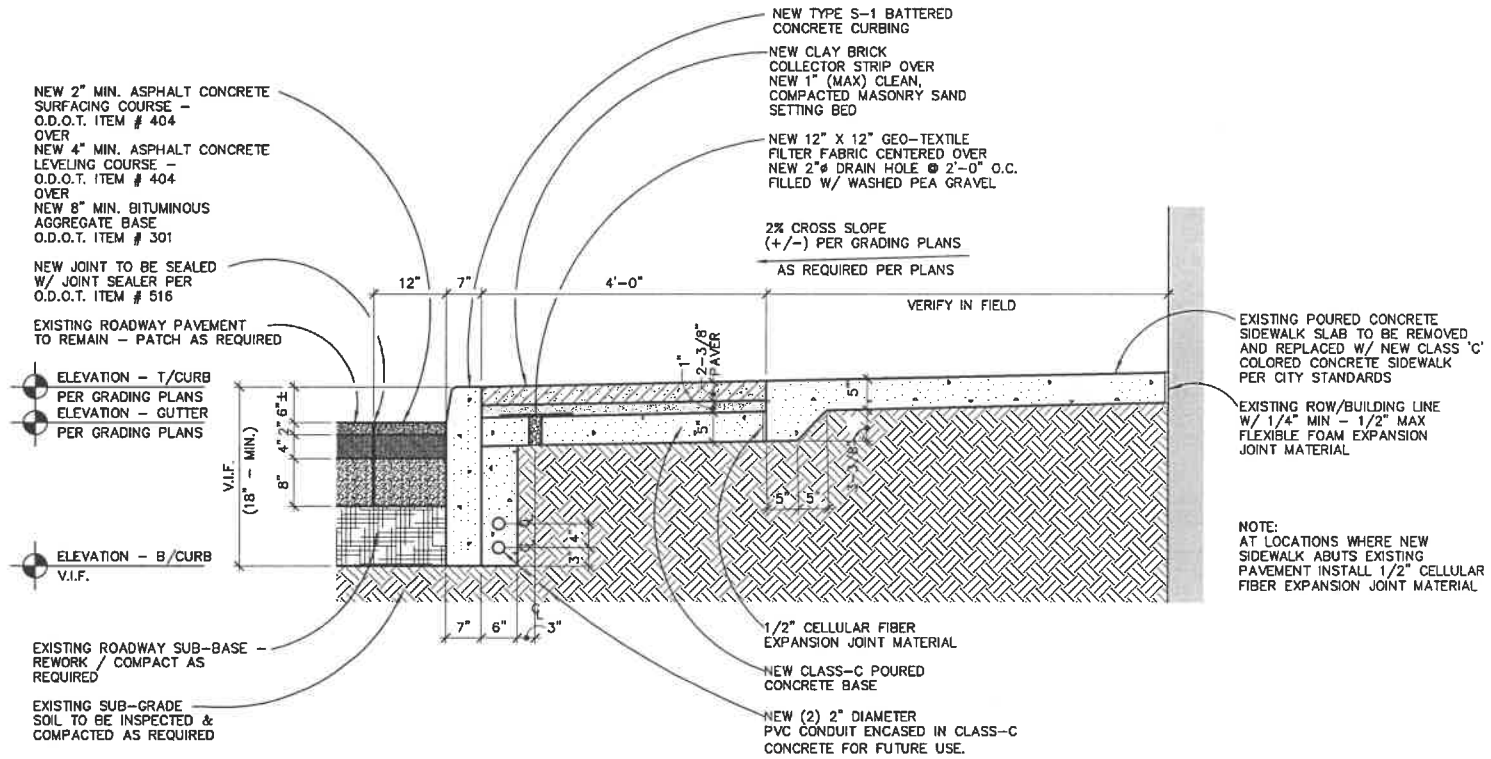
Streetscape-- New Sidewalk Pavement Details



NEW TYPICAL SIDEWALK PLAN DETAIL  
 W/NEW TYPE S-1 BATTERED CONCRETE CURB  
 NEW CLAY BRICK COLLECTOR STRIP  
 NEW COLORED CONCRETE SIDEWALK

3/8"=1'-0"

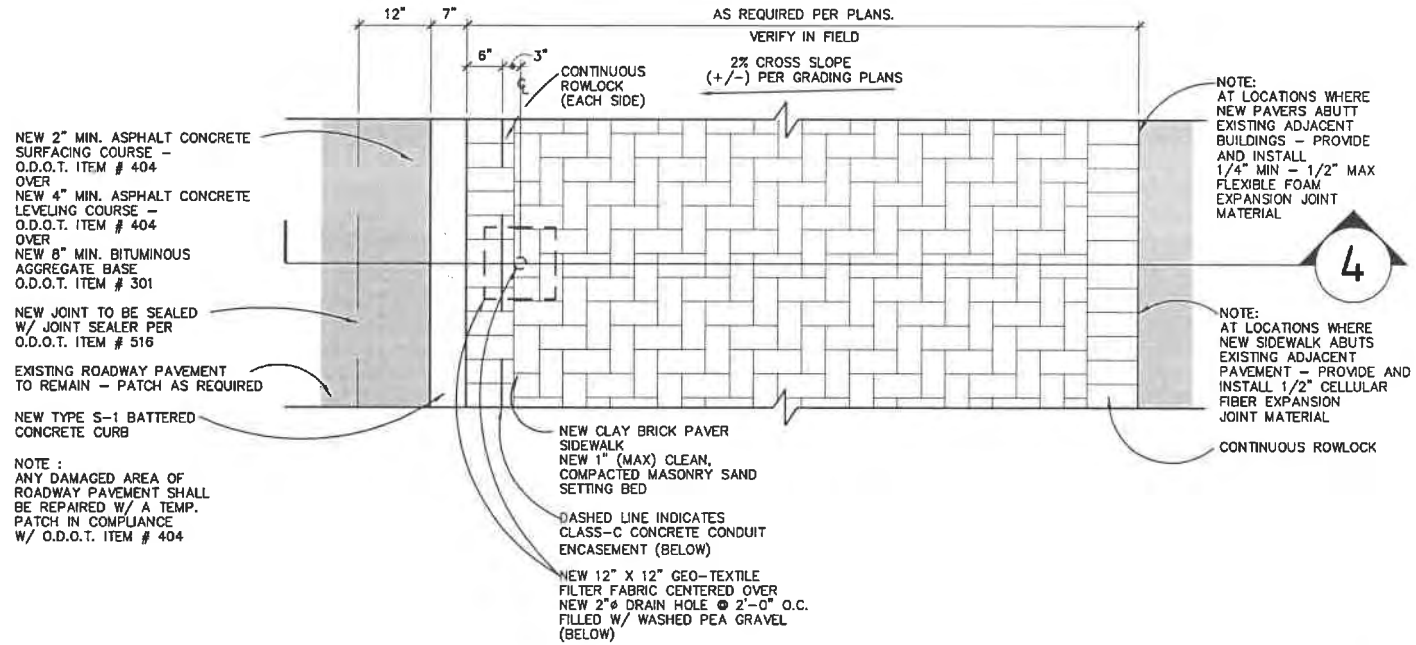
Streetscape-- New Sidewalk Pavement Details



NEW TYPICAL SIDEWALK SECTION  
 W/NEW TYPE S-1 BATTERED CONCRETE CURB  
 NEW CONCRETE PAVER COLLECTOR STRIP  
 NEW COLORED CONCRETE SIDEWALK

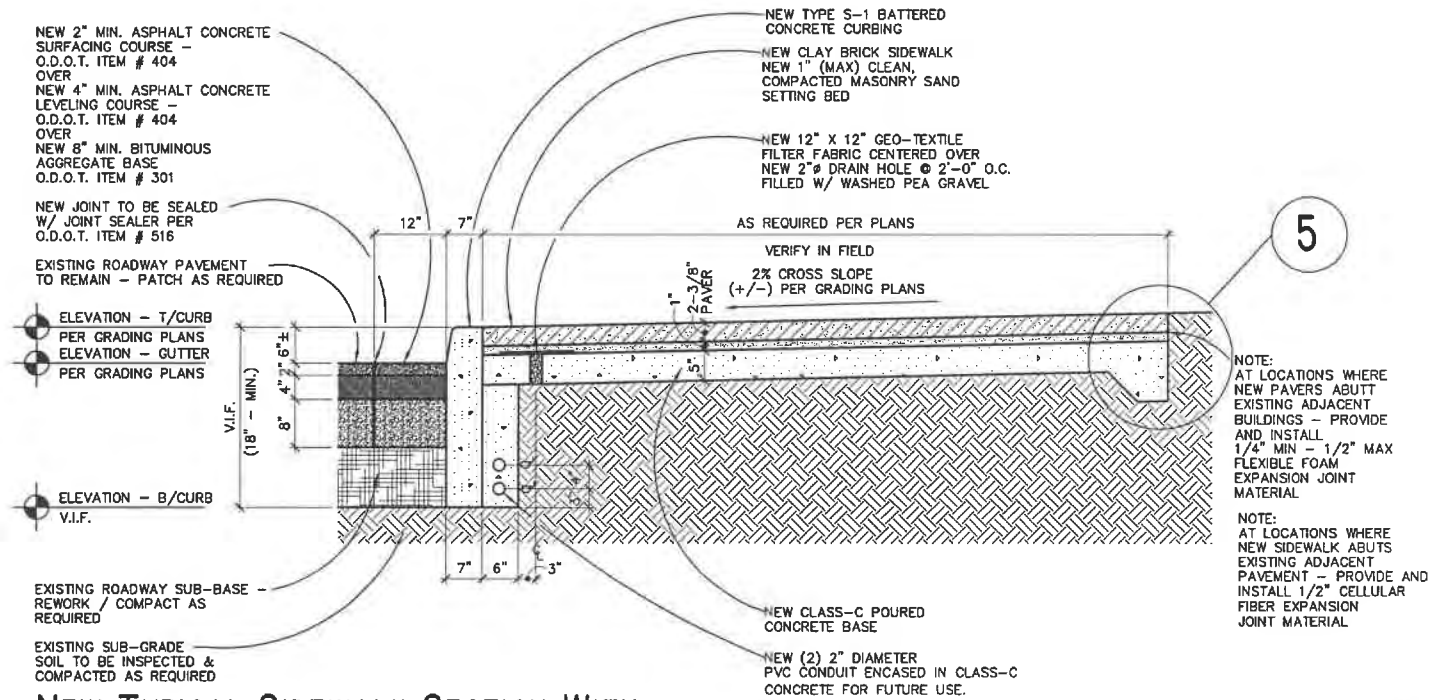
3/8" = 1'-0"

**Streetscape-- New Sidewalk Pavement Details**



**NEW TYPICAL SIDEWALK PLAN DETAIL WITH  
NEW TYPE S-1 BATTERED CONCRETE CURB/NEW FULL WIDTH CLAY BRICK PAVERS**  
3/8"=1'-0"

**Streetscape-- New Sidewalk Pavement Details**



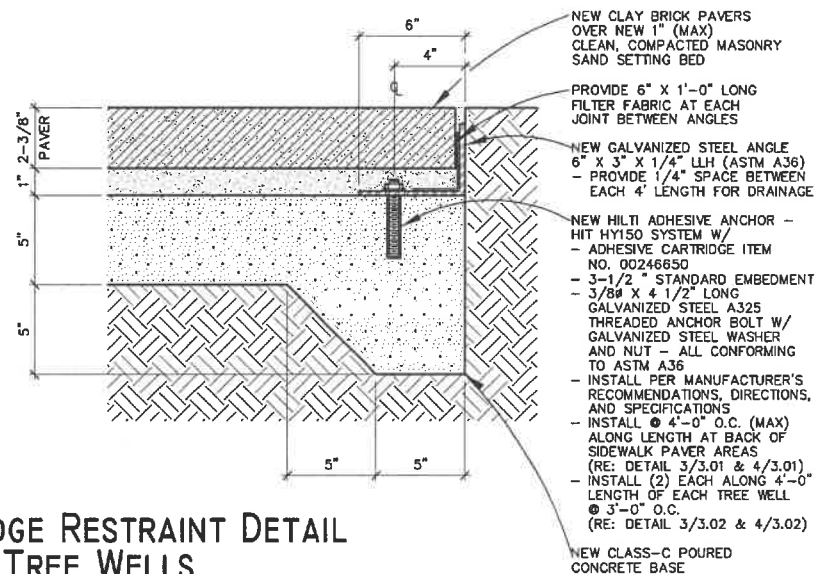
**NEW TYPICAL SIDEWALK SECTION WITH NEW TYPE S-1 BATTERED CONCRETE CURB/NEW FULL WIDTH CLAY BRICK PAVERS**

3/8" = 1'-0"

5

4

Streetscape-- New Sidewalk Pavement Details

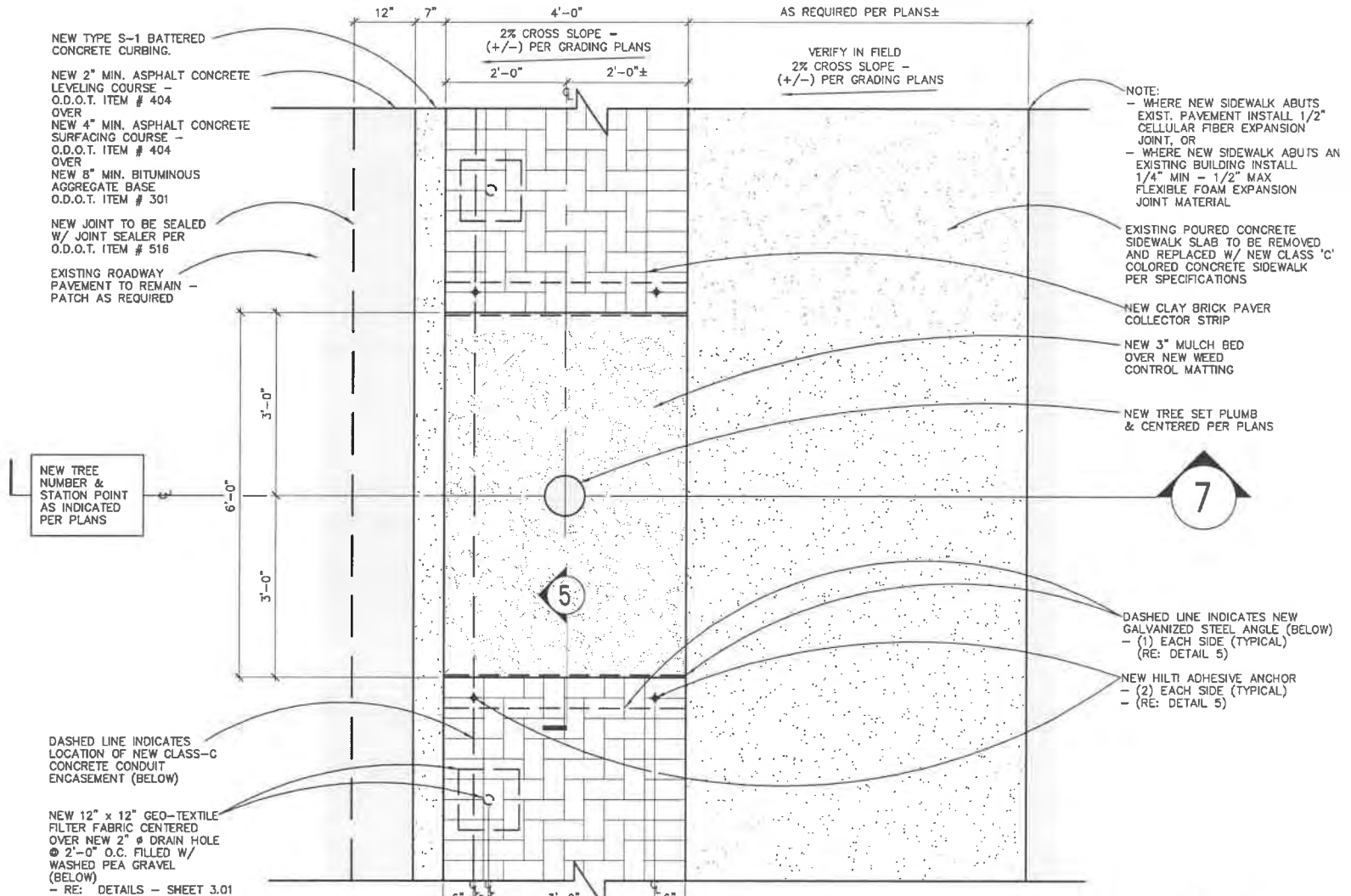


NEW TYPICAL EDGE RESTRAINT DETAIL  
@ SODDING AND TREE WELLS

1-1/2"=1'-0"



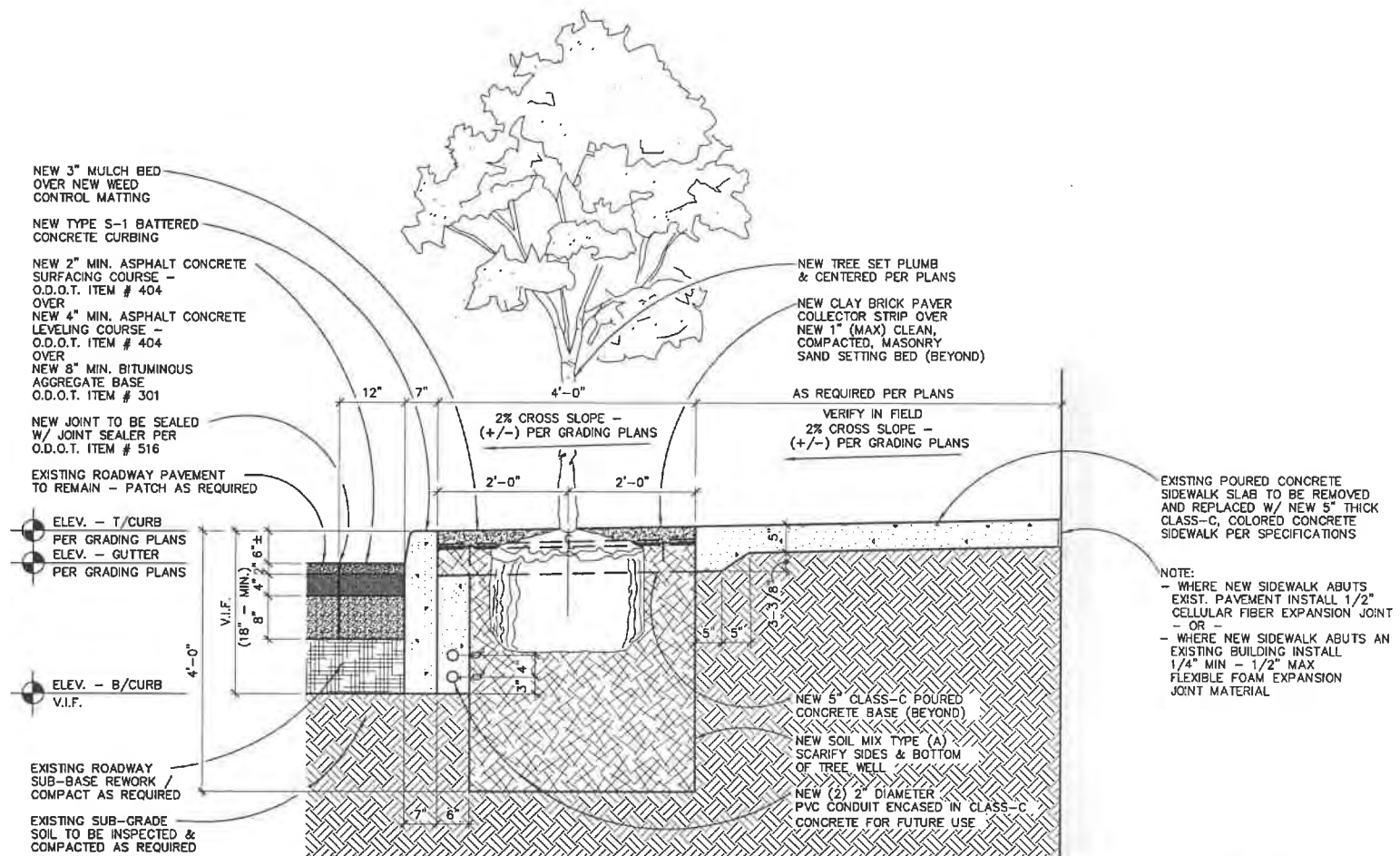
Streetscape-- New Sidewalk Pavement Details



NEW TYPICAL SIDEWALK PLAN DETAIL W/ NEW TREE WELL

3/8" = 1'-0"

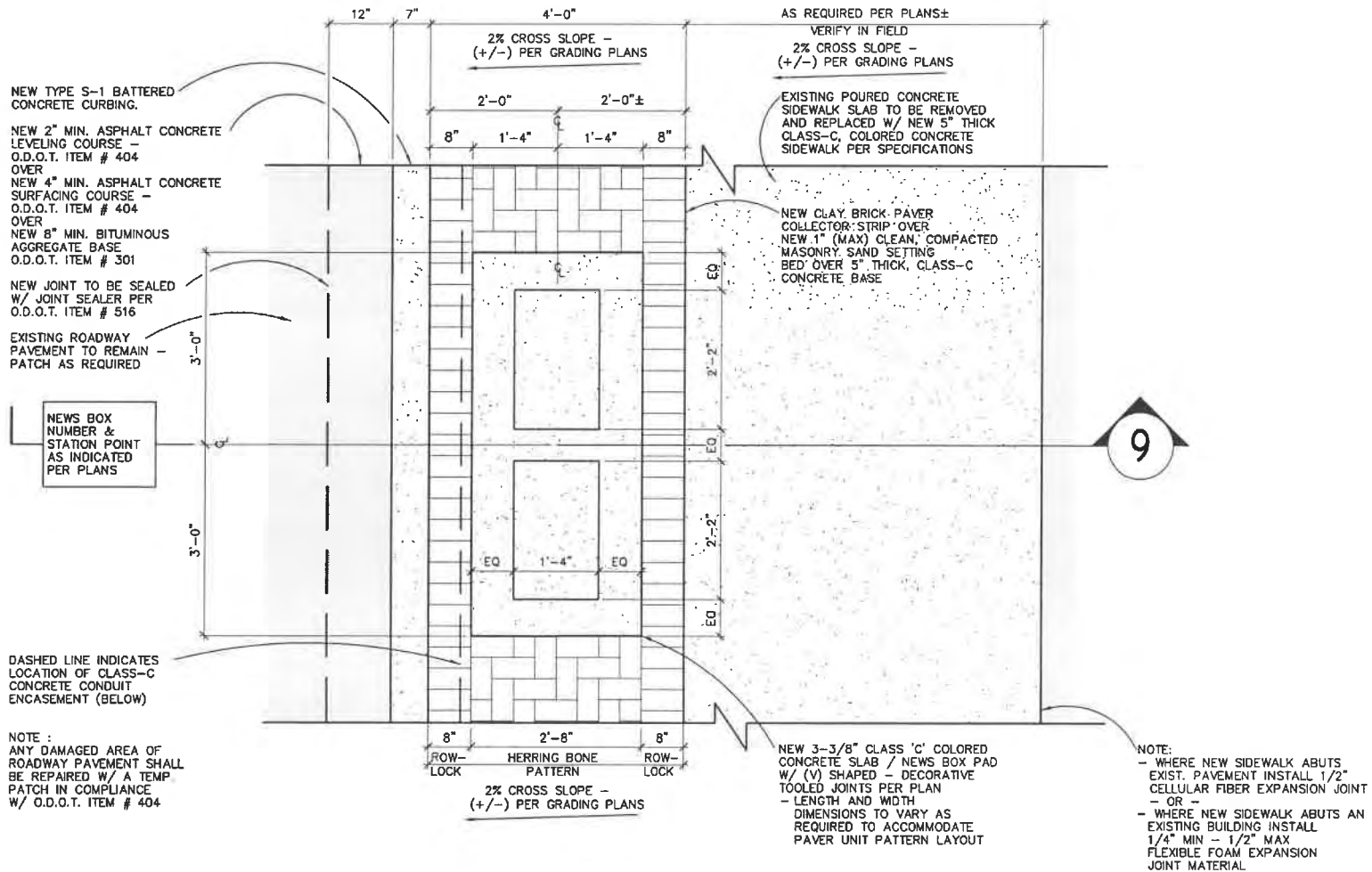
Streetscape-- New Sidewalk Pavement Details



NEW TYPICAL SIDEWALK SECTION DETAIL W/ NEW TREE WELL

3/8" = 1'-0"

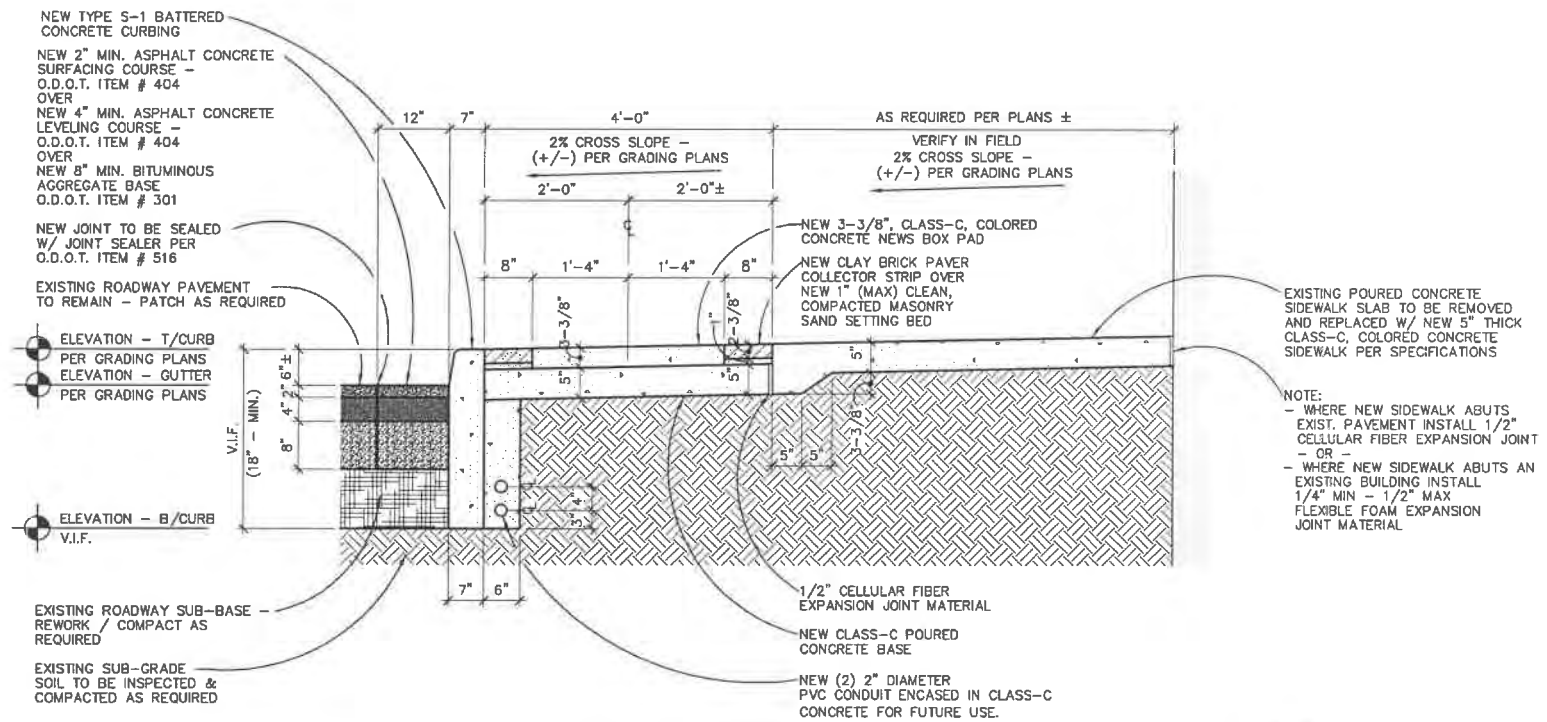
Streetscape-- New Sidewalk Pavement Details



NEW TYPICAL SIDEWALK PLAN DETAIL W/ NEW NEWSPAPER BOX BASE PAD

3/8" = 1'-0"

Streetscape-- New Sidewalk Pavement Details



NEW TYPICAL SIDEWALK SECTION DETAIL W/ NEWSPAPER BOX BASE PAD

3/8" = 1'-0"

NOTE:  
 ANY DAMAGED AREA OF ROADWAY PAVEMENT SHALL BE REPAIRED W/ A TEMP. PATCH IN COMPLIANCE W/ O.D.O.T. ITEM # 404

**2. Paving Clay Brick Pavers Recommendations:**

- i. Full Width Sidewalk
- ii. Collector Strip
- ii. Accessible Curb Ramps

**a. Whitacre-Greer Clay Brick Pavers**

- i. Full Width Sidewalk and Collector Strip
  - 30 Series, # 30: Clear Red (Rustic)
- ii. Accessible Curb Ramps w/ Truncated Domes:
  - 50 Series, # 53: Cimmerean



**b. Boral Standard Clay Brick Pavers**

- i. Full Width Sidewalk and Collector Strip
  - Heartland Flashed:



- ii. Accessible Curb Ramps w/ Truncated Domes:
  - Dark Pink:



**3. Street Furniture Recommendations:**

**a. Ash Receptacles:**

i. Manufacturer: Forms + Surfaces

Model: The Buttler AE5601

- Poles
- Surface Mounted
- Frost Black Powdercoat
- Cylinder
- Clear Etched Anodized Satin
- Tops & Bottoms
- Frost Black Powdercoat



ii. Manufacturer: landscapeforms

Model: Presidio Ash Urn

- Color: Grotto (black)

Note:

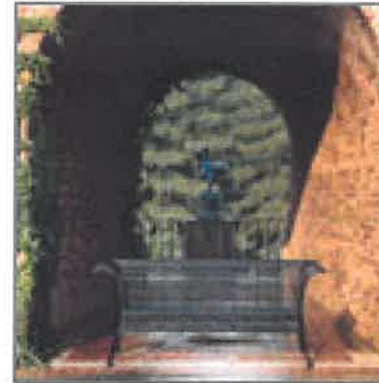
- For use only w/ Presidio Receptacle, side-opening



**3. Street Furniture Recommendations (continued):**

**b. Benches:**

- i. Manufacturer: landscapeforms  
Model: Hyde Park Bench
  - 75"
  - Metal Rod Seat
  - Color: Grotto (black)



- ii. Manufacturer: landscapeforms  
Model: Presidio PD3001-BS-22
  - Backed seat w/ no arms
  - Surface Mount w/ Cover Plate
  - Color: Grotto (black)



- iii. Manufacturer: landscapeforms  
Model: Scarborough Bench SC3005-BS-72
  - Horizontal Strap Seat
  - Color: Grotto (black)



3. Street Furniture Recommendations (continued):

c. Bicycle Racks:

- i. Model: Post & Ring Type E-2  
- (City Standard)



- ii. Model: Type A-2  
- (City Standard)





**3. Street Furniture Recommendations (continued):**

**d. Bollards:**

- Note: Ornamental bollards to match pedestrian light fixtures and poles; refer to pedestrian lighting section

**e. Bus Stop Shelters:**

Manufacturer: landscapeforms

Model: Kaleidoscope

- Straight, 2 post run
- Offset Canopy
- Solid Canopy Panels
- Color: Grotto
- w/ landscapeforms bench
  - Hyde Park Bench
  - Presidio Bench
  - Scarborough Bench



**3. Street Furniture Recommendations (continued):**

**f. Clocks:**

- Note: Ornamental, analogue clocks to match pedestrian light fixtures and poles; refer to pedestrian lighting section

**g. Drinking Fountains:**

- Note: The installation of drinking fountains within the right-of-way is not recommended due to long-term operational and maintenance cost

**h. Fountains:**

- Notes: Westwood has expressed interest in the inclusion of a fountain within the civic plaza proposed for construction in front of the Town Hall. Any fountain should relate in character to the predominate Romanesque / Queen Anne / Prairie style of the major civic buildings within the Westwood Town Hall Historic District.

**i. Kiosks:**

- Note: The installation of information kiosks within the right-of-way is not recommended due to long-term operational and maintenance cost

**j. Pedestrian Lighting Fixtures:**

The Sternberg Prairie Line of light fixtures are being recommended as their style is representative of a period during which the major institutional buildings within the Westwood Town Hall Historic District were designed and constructed. The recommended fixtures compliment, enhance, and reflect the architectural character of these buildings.

Refer also Section 1, Streetscape Sidewalk Project Scope; Item I, New ornamental / pedestrian light poles.

**i. Manufacturer: Sternberg**

Model: Artisan



Model: Craftsman



Model: Prairie



**3. Street Furniture Recommendations (continued):**

**j. Pedestrian Lighting Fixtures (continued):**

- Note: Examples of Sternberg Prairie Line Model Fixtures in Location (pole type to be selected)



**3. Street Furniture Recommendations (continued):**

**j. Pedestrian Lighting Fixtures (continued):**

- Note: Examples of Sternberg Prairie Line Model Fixtures in Location (pole type to be selected)



**k. Public Telephones:**

- Note: The installation of public telephones within the right-of-way is not recommended

**l. Street Trees:**

- Note: Selection by community and Park Board's Urban Forest Management Section

**m. Street Tree Guards:**

- Note: The installation of tree guards is not recommended

**n. Tree Well Grates:**

- Note: The installation of tree well grates is not recommended.

**o. Tree Well Landscaping:**

- Note: Evergreen groundcover over a 3" bed of "Black Satin" mulch is recommended.
- Note: Maintenance of tree well to be the responsibility of the fronting property owner.

**3. Street Furniture Recommendations (continued):**

**p. Trash Receptacles:**

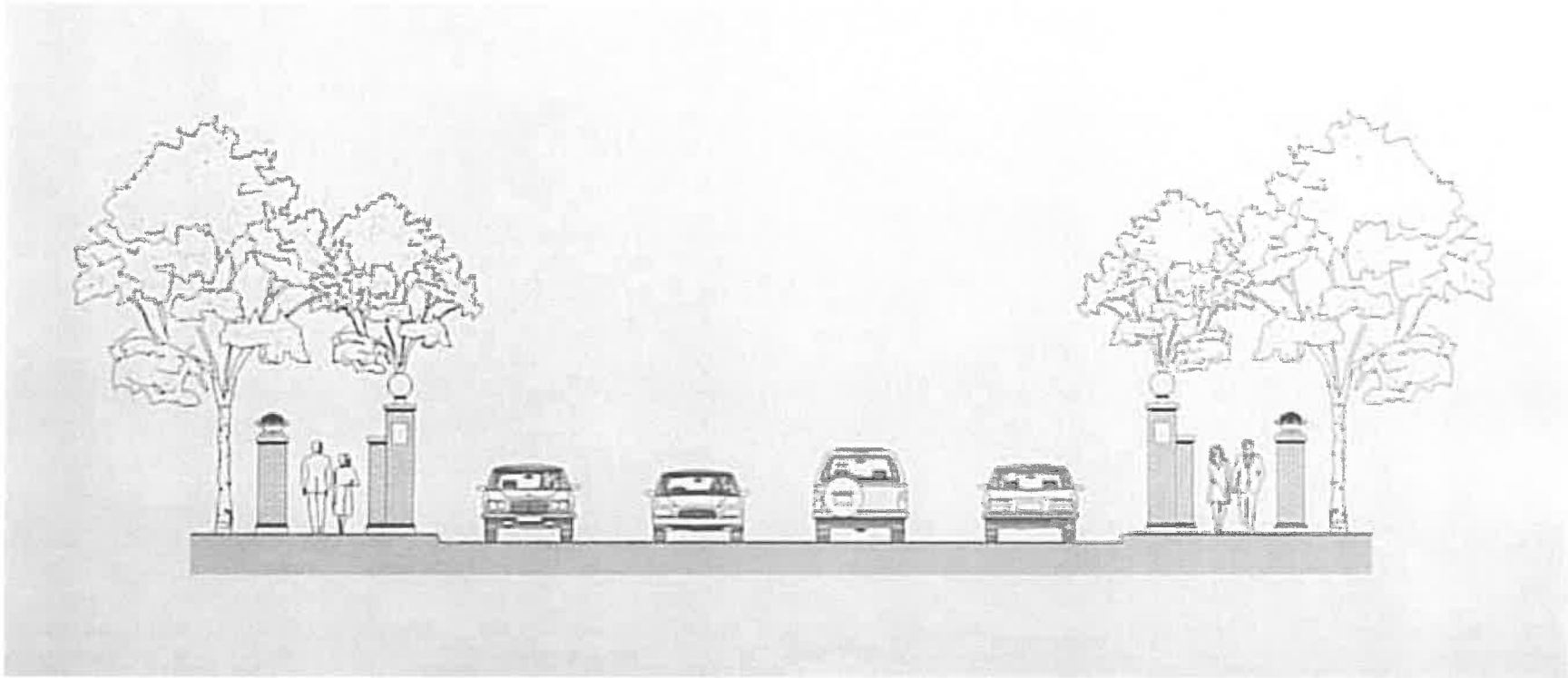
- i. Manufacturer: Victor Stanley, Inc.  
Model: S-42 (City Standard)
  - Color: Black



- ii. Manufacturer: landscapeforms  
Model: Presidio PD5001-26-40
  - Side Opening
  - Ash Attachment
  - Color: Grotto (black)



#### 4. NBD Gateways:

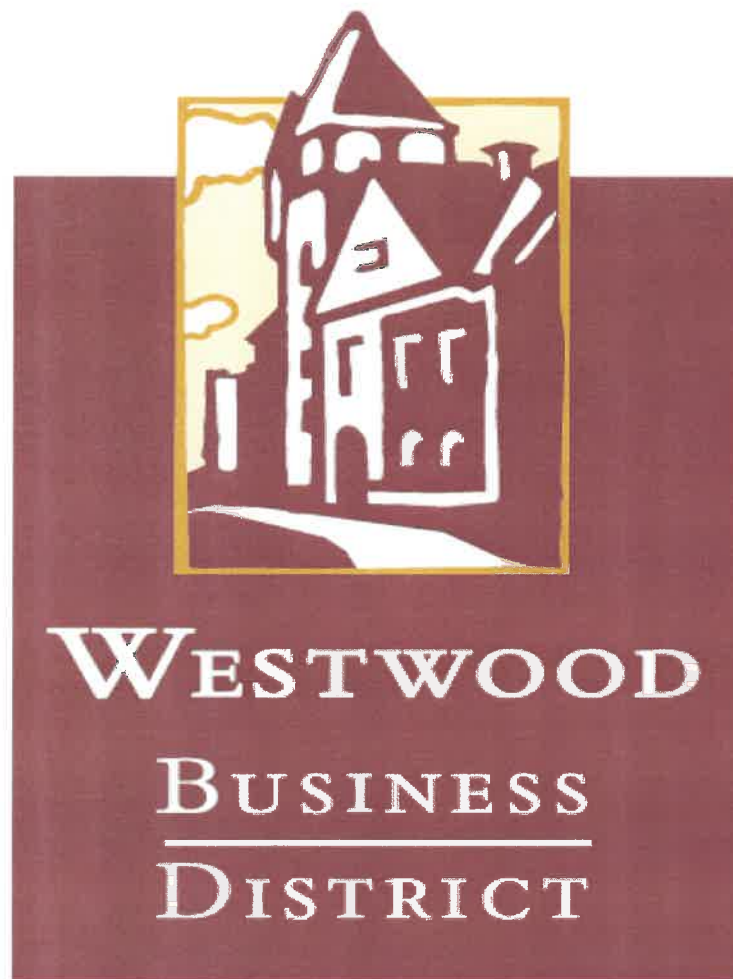


- a. As envisioned and designed the gateway elements to be located at the major vehicular entrances to the NBD shall include the following:
- i. Brick masonry piers with precast concrete bases and caps
    - refer to item 7 for brick specification
  - ii. Lighting fixtures (style and type to be determined)
  - iii. NBD identification medallions
  - iv. Precast concrete planters

Note: Construction will require the execution of a maintenance agreement; (City will not maintain

**5. NBD Identification Sign:**

- Note:
  - a. City to provide original artwork and specifications for sign production

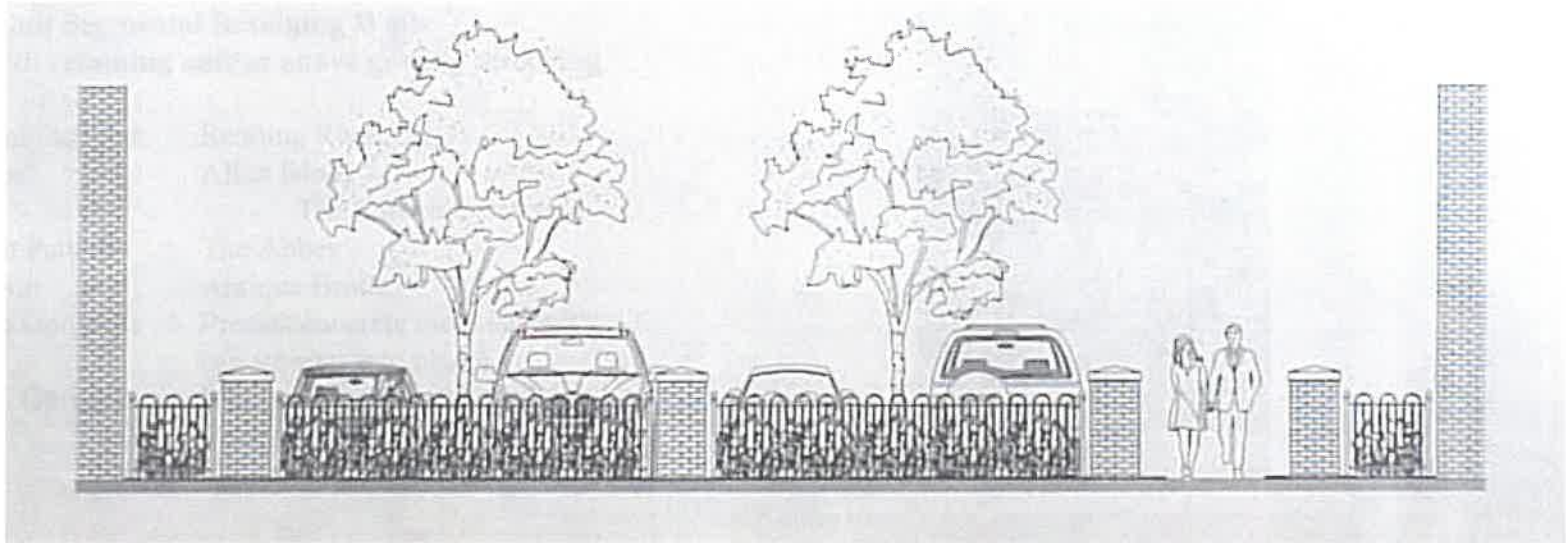


**6. NBD Public Parking Way-Finding Sign:**

- Notes:
  - a. Colors of NBD Public Parking Way-Finding Sign to match those of NBD Identification Sign
  - b. City to provide original artwork and specifications for sign production



7. Screening:



a. Screening to separate surface parking lots from the public right-of-way. Screening shall include the following:

i. Brick masonry piers, 24” square X 48” high with precast concrete pier caps

- Brick Manufacturer:
  - Carolina Ceramics Brick Company
- Brick Product Description:
  - Collection: Architectural Face Brick
  - Color: Rosewood
  - Type: Wirecut
  - Size: Modular
- Pier Cap Manufacturer:
  - Reading Rock, Inc.
- Pier Cap Product Description:
  - Division: Rock Cast
  - Series: Custom Cast
  - Number: Pyramid # CP500
  - Size: 26” square

ii. Metal Fencing:

- Manufacturing Specification:
  - City Standard Dwg. ACC. No. 26999
- Finish Specification:
  - Hot-dip galvanized and painted
  - Polyester powder coat
  - Color: Black

iii. Landscaping:

- Deciduous shade trees to match street trees
  - Location: Where feasible – refer to plan
  - Size: 3” caliper minimum
- Evergreen ground cover
- Evergreen shrubbery
- Mulch: 3” depth minimum
- Topsoil: 18” depth minimum except as required for tree wells

iv. Dedicated direct pedestrian access:

- Brick masonry pier gateway
- Concrete sidewalk: 5’ width minimum