

A PARK SYSTEM
FOR THE CITY OF
CINCINNATI

REPORT OF THE PARK COMMISSION
OF CINCINNATI TO THE HONOR-
ABLE BOARD OF PUBLIC SERVICE
OF THE CITY OF CINCINNATI : : :

1907



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Cincinnati, Park Commission

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OF CINCINNATI TO THE HONORABLE
BOARD OF PUBLIC SERVICE OF THE
CITY OF CINCINNATI, STATE OF OHIO

1907

CITY OF CINCINNATI

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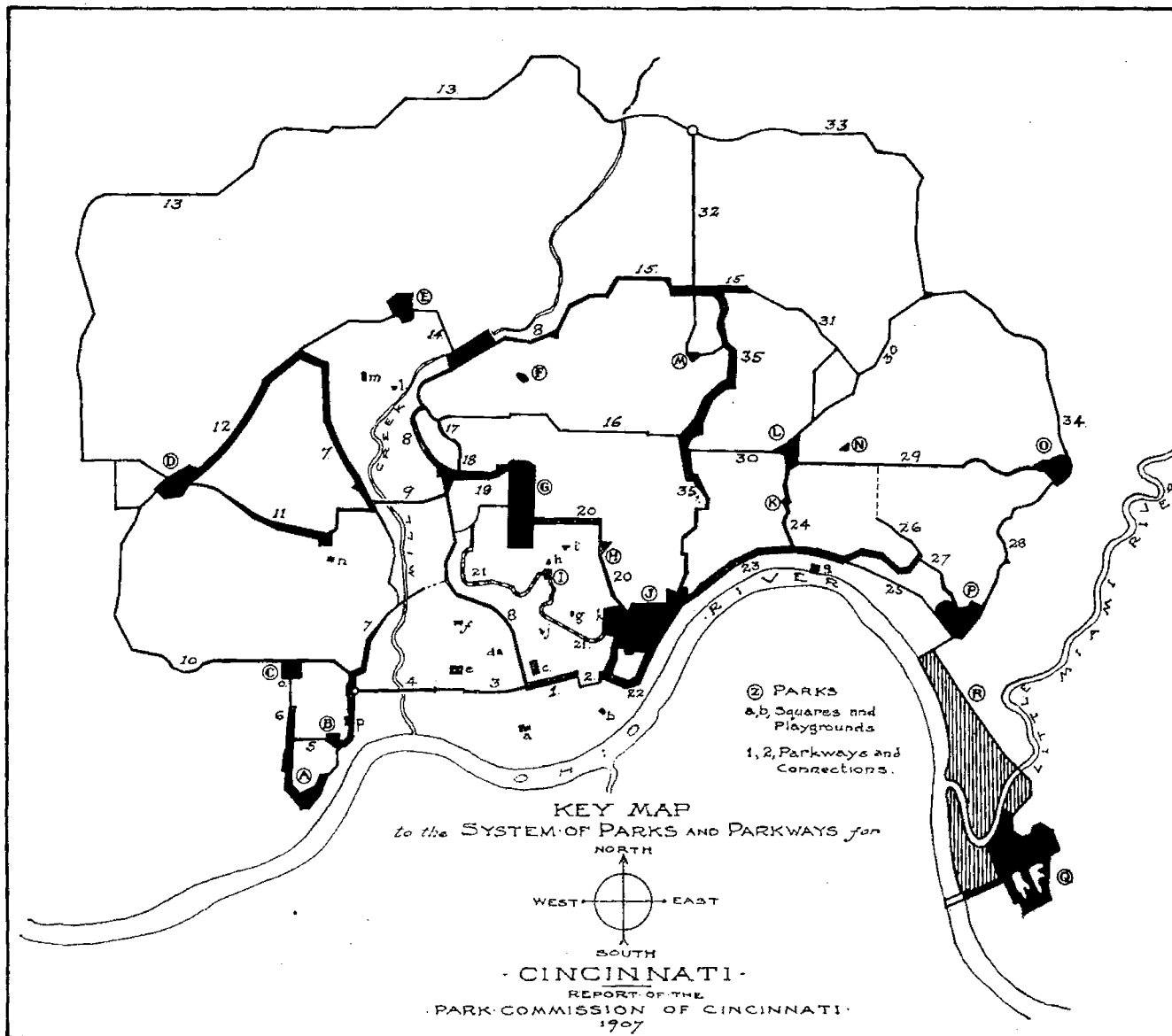
GEORGE E. KESSLER & CO.
Landscape Architects

BIRD'S-EYE VIEW OF CINCINNATI
SHOWING PARK SYSTEM.



*F. Humphrey Woolverton
Henry Wright*

BIRD'S-EYE VIEW OF CINCINNATI, SHOWING PROPOSED PARK SYSTEM.



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*To the Honorable Board of Public Service of
the City of Cincinnati:*

GENTLEMEN:

On June 25, 1906, the City Council passed an ordinance, reading as follows:

“ Be it ordained by the Council of the City of Cincinnati, State of Ohio:

“ Section 1. That there is hereby appropriated from the Park Extension Fund, the sum of fifteen thousand dollars (\$15,000) to provide for the expense of making a comprehensive and adequate plan for improving or completing the improvement of any parks or boulevards in the City of Cincinnati.

“ Section 2. Said money shall be paid out by the Treasurer upon warrants issued by the Auditor upon order of the Board of Public Service.

“ Section 3. This ordinance shall take effect and be in force from and after the earliest period allowed by law.”

On July 5, 1906, the following resolution was adopted by your Board:

Resolved: That the following be and are hereby appointed to serve, without compensation, on the New Park Commission, for the purpose of devising plans and systems for the contemplated extension of Park Systems:

MR. MAX SENIOR,
MR. HENRY RATTERMANN,
MR. WM. B. POLAND,
MR. L. A. AULT,
MR. WM. SALWAY;

and the Clerk be instructed to officially notify them of their appointment, with the request that they meet the Board for a conference July 18, 1906, at 3 P. M.

BOARD OF PUBLIC SERVICE,
By M. J. Keefe, Secretary.

Under the authority of the ordinance and the resolution appointing the undersigned this Commission made a careful canvass of the country's expert landscape architects, finally choosing Mr. Geo. E. Kessler, of Geo. E. Kessler & Co., Kansas City, as the man best fitted for the work of laying out a comprehensive plan for parks and parkways in Cincinnati. Herewith is transmitted to your Honorable Board the following comprehensive report and recommendations of the landscape architect:

To the Park Commission of Cincinnati:

GENTLEMEN:

With this report there is submitted to you a plan for a comprehensive system of parks and parkways, generally within the borders of the present City of Cincinnati.

The accompanying general plan and detailed drawings showing the properties recommended for acquisition and the several units are more particularly described later in the report.

The general recognition in all our cities of the need of open places, the opportunity for recreation out of doors, as well as for enjoyment of natural surroundings without going far beyond the city's boundaries, makes superfluous any arguments in favor of the establishment of all the needed public grounds and their necessary lines of intercommunication.

The older urban communities of the United States as well as many of the newer ones, have already proven the great value of such improvements in the comfortable enjoyment of beautiful surroundings and in the positive commercial value of attractive appearances.

Cincinnati has still the opportunity to transform itself into an attractive city unrivaled among American communities, yet it cannot defer this great work longer without losing much that is still good, and every year's delay means added cost and largely reduced areas of available lands. The fact that the people of Cincinnati are not unappre-

ciative of the natural possibilities of their city and the value of pleasing surroundings is demonstrated in many of the very beautiful residence sections in which private effort has accomplished in limited districts what the public should do for the city as a whole.

Reference to the perspective view at the beginning of this report forcibly illustrates the city's distinctive and especially fortunate topographical situation. The general difference in elevation of nearly four hundred feet between the table lands of the residence districts and the valley lands of Millcreek, the Little Miami and the Ohio, has to the present time preserved the hills for residence purposes, leaving the lower levels to the business city and to industrial uses. Had the railroads entering this city been readily enabled to reach the upper levels with their tracks, the unbroken residential areas on Walnut Hills and on the western hills would have been impossible, in as much as the tracks are invariably followed by factories and business areas. This is forcibly illustrated in the condition of affairs rapidly developing throughout the Millcreek Valley, and doubtless to soon be duplicated in the valley of the Little Miami.

The three main divisions of the city present each a different problem from the point of view of a park system and its improvement, namely: the general business area and lower city, the western division separated by the Millcreek Valley, and the eastern and northern division, now the great residence section of the city.

The great business area on the lower levels and the densely populated residence districts on those levels require ready communication with every residential district, aside from the need of conveniently placed local playgrounds, designed especially to take the children off the streets.

In Cincinnati the question of access, along fine and easy lines into the very heart of the business district is

VIEW OF THE OHIO FROM EDEN PARK.



VIEW LOOKING EAST FROM EDEN PARK.
COLUMBIA PARKWAY FOLLOWS THE HILLSIDE ON THE RIGHT.

especially and very fortunately solved through the existence of the Miami and Erie Canal. While the fact may be maintained that the canal at this time serves business interests to some extent, it can in time be removed with immaterial hardship and reconstructed in the Millcreek Valley, which will leave the present canal and its adjoining roadways an unsurpassed, main, central artery from the heart of the business portion of the city, connecting it with every residence district.

While almost every other important American city is endeavoring to do for improvement of its business center just what this canal can be made to do for Cincinnati, yet few are able to accomplish this without enormous cost, and in view of this situation, it cannot be too strongly recommended that the canal and parallel streets be acquired and exclusively improved as the city's most important parkway.

In this way would be secured an excellent solution of the problems of traffic congestions which must inevitably come to Cincinnati in the course of its material growth, as they have come to all of our larger cities. New York is just considering a report of its Municipal Improvement Commission, which suggests improvements which can only be realized at an enormous cost, but which are felt to be absolutely necessary for the relief of present crowded conditions. Philadelphia is at work upon one large parkway from its business center, which will cost at least six million dollars. Similar improvements are under consideration, and in some cases being actually carried out in Cleveland, Buffalo, Kansas City, St. Paul, St. Louis and other cities. Each of the above cited improvements contemplate much more radical and costly changes than can be at once secured in the proposed Mall, and especially the Central Parkway, which have been planned for this city. It is therefore recommended that early action upon this important ques-

tion should be taken, with a view to keeping free from encumbrances of every kind, the properties which will so adequately form the heart of the entire park system. Otherwise, it will be only a matter of a short time until, in the inevitable growth of the city, relief from traffic congestion will become imperative, and less adequate lines of communication must be secured at a greatly enhanced cost and under well-nigh insurmountable difficulties.

It is therefore felt that the consideration of any plan for the outlying districts demands these central improvements as its most important starting point.

An important pleasure highway centered on the Mall must be carried across the railroads in the Millcreek Valley, reaching into the western hills residential district, which is now completely isolated.

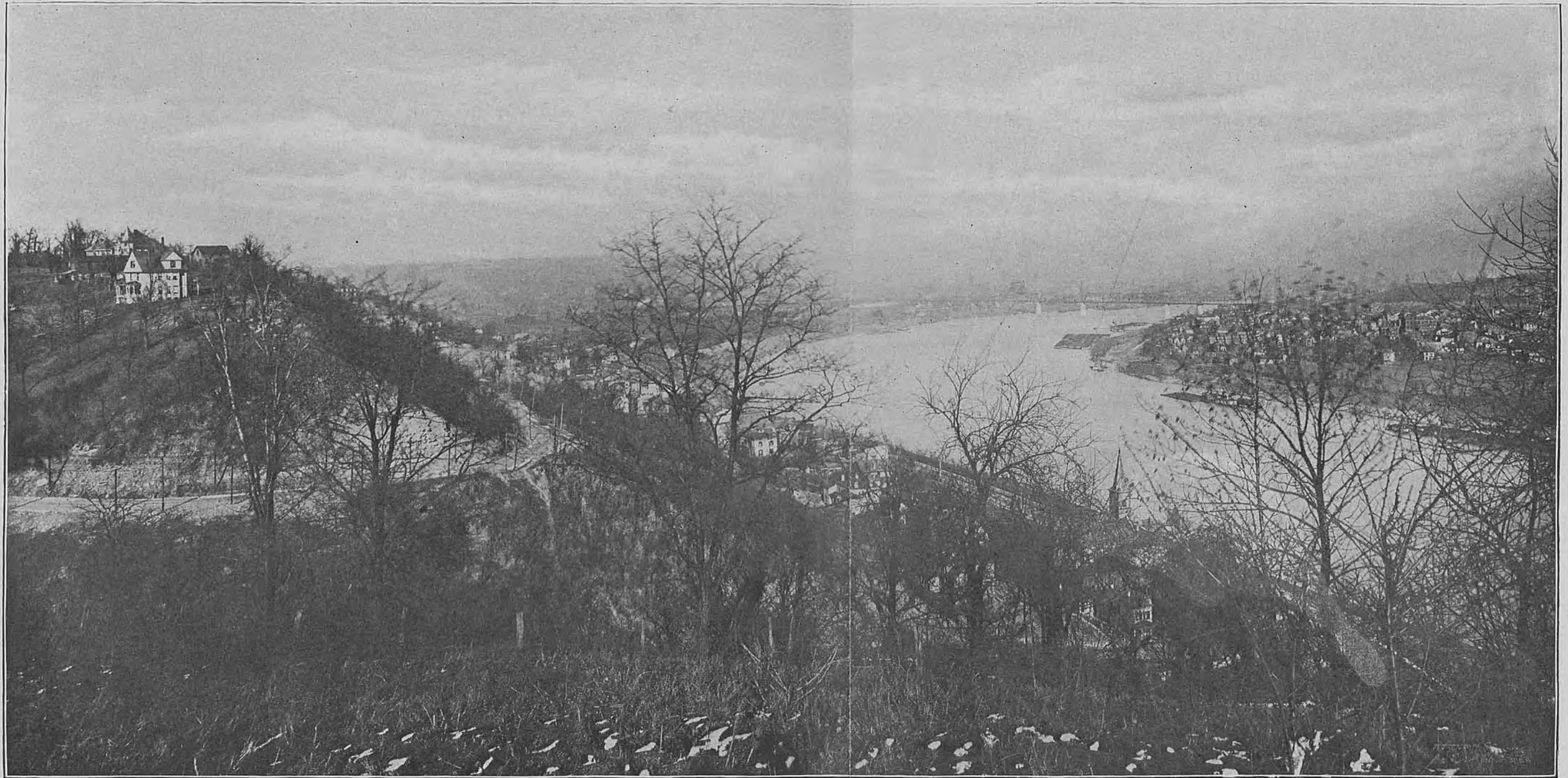
To the east the main connection should be made along the hillside into the Walnut Hills district, and north, along convenient and natural lines into and connecting with the entire country lying northeast of Cincinnati, all of which is described in greater detail hereinafter.

The city can be readily served with parkways of sufficient width in many places to establish recreation grounds within easy reach of practically every residential area.

The fortunate existence of convenient, unimproved valley lands forming many of these proposed parkways, makes it possible to provide the city with ample park areas, at the same time using these properties for the driveways connecting the different sections with each other and with the parks, making it possible to establish a system of parks and parkways without the purchase of especially extensive parks and consequently at a greatly reduced cost of acquisition.

In the plans are embraced the recommendations to acquire certain lands of comparative small area on several of the most pronounced promontories overlooking the city

VIEW OF THE OHIO FROM MT. ECHO.



LOOKING EAST FROM MT. ECHO, PRICE HILL.

and its beautiful surroundings, and the opportunity to still acquire these unspoiled properties, such as the Mount Echo lands on the western hills, the hillside reaching along Mount Auburn from Burnet Woods to Eden Park and the hill slopes along Columbia Avenue to the promontory above Columbia, and that at Red Bank, should not be lost.

Without necessitating material cost for improvements or maintenance, the now very prominent, barren and ugly hillsides skirting Mount Auburn and extending into Mount Adams, can be transformed into a pleasing setting for that part of the city nestling at the foot of these slopes and framing the structures surmounting the summits, thus completely changing the present appearance of this portion of the city. The parkway along the hill slopes facing the Ohio River from Eden Park east can be made an area rivaling in appearance and in value the famous Riverside Drive of New York, while especially serving as a fine means of communication between the business district and the important residence section along its summit.

The same conditions would be true of the hillside along the western hills which overlooks the great industrial section of the Millcreek Valley, but the importance of this section will be immeasurably enhanced when the city has solved in a more satisfactory manner the troublesome question of smoke consumption, making possible a clearer view from those hills toward the east.

It is unfortunate that in the past no attention has been paid to the matter of securing river front property within the city, and for the present at least the reclamation of that river front seems out of the question, but the city still has an opportunity to secure a long stretch of river frontage, as yet unspoiled, at the mouth of the Little Miami River, and the plans embrace the suggestion of the acquisition of a larger area, reaching from Columbia to California across the mouth of the Little Miami Valley. Should

this land for the present at times be submerged by the floods of the Ohio River, still the city could not make a purchase that would in time become so important as this property, which would be available as a broad, level tract for the pursuit of all of the larger out-door sports, and at the same time form a much-needed connecting link between the city and the finely situated reservoirs of the new water-works. The conditions now existing along the river below this property illustrate the desirability of an early purchase.

When the whole system as recommended shall have been secured, and this should be done with the least possible delay, it will be found that Cincinnati has acquired a comprehensive scheme of parks and boulevards at a comparatively low cost and serving practically every district of the city; a system really complete, with the possible exception that no very great outer park has been provided for. Within the present limits of the city areas of such extent are not feasible, consequently in the future the city will have to look to outlying lands which may at any time be possible of acquisition.

It is therefore believed that the recommendations herewith submitted are very conservative, and cover only such improvements as have been felt to be entirely necessary to fill the present essential needs of Cincinnati for park purposes; while there has been left to some future time the consideration of an outlying system of large country park reservations, comparable in their extent to the Middlesex Fells or Blue Hills of the Boston Metropolitan System, or the Rock Creek Park of Washington, or the proposed great outlying reservations about Chicago, Baltimore, Providence and many other cities of the country. But it may be remarked that in the case of most of these other cities an inner park system has, to a large extent already been secured.

A careful study of the plan presented will show that the largest proportion of the properties recommended are

in the form of parkways or boulevards, and in as much as such improvements are intimately related to the adjoining and contiguous private lands, the immediate response of these adjoining lands to the public improvements made will immeasurably enhance their value and repay many times the cost of acquisition, construction and their continued maintenance, returning to the adjoining lands great values and to the city considerable additional revenue through the increased tax duplicates. But aside from any question of money returns, the city can now make no investment, surer of return to its citizens in comfort and enjoyment of their homes, that will compare with the improvements made through this park project.

Cincinnati should lose no time in making these comprehensive improvements, thereby taking its place among the larger of the American cities, and which can thus be made second to none in the convenience and attractiveness of its public parks.

A further detailed description of the system planned follows:

General Description of the Proposed System of Parks and Parkways:

In preparing the plan for a comprehensive system of parks and parkways for this city, the following ideas have received primary consideration.

To provide adequate recreation grounds, accessible to all of the principal areas of population, now existing and most probable in the immediate expansion of the city.

Underlying Principles

To relieve unsightly conditions resulting from the neglected and untenable property which exists throughout the limits of the built-up sections, by reasons of the natural rugged formation of the land, and which will result in some of the most attractive park properties that have been planned.

To preserve as far as possible the unrivaled natural scenery and delightful views found in every portion of the outlying districts.

To connect into a comprehensive system all of the park properties thus selected together with those now existing, for both easy access into each property and for pleasing communication from one to another.

The result is a plan forming a system of parks and parkways connecting the existing park properties, and providing for a number of new park lands and their connections. As has already been explained, it has been found

NOTE. —The various features of the Park System as here explained can be readily traced with the assistance of the Key Map at the beginning of this Report, or more accurately upon the General Map which appears at the end of the entire Report.

possible to make this system quite complete and sufficient in its extent without going beyond the city boundaries for any of the important improvements, and the city is especially fortunate in having these considerable tracts of unimproved land conveniently located and well adapted to this important use.

For the purpose of readily explaining the character and relative position of the improvements involved a résumé of the entire system is first given, dividing the subject into sections which are suggested by the natural divisions of the city.

*General
Description*

In the first place there have been selected a number of sites for additional open squares in the crowded sections, which with the existing parks will form a series of recreation grounds conveniently distributed and available to all portions of these districts. With such additions there will be in all seventeen properties of varying sizes of which nine are now owned by the city, and some of these have been somewhat improved.

Playgrounds

Attention has been given to the important problem of relieving the congested traffic conditions in the lower or main city and to securing an adequate cross-town connection. The features to be noted regarding The Mall, the maintaining of Court Street as a special thoroughfare, and the aqueduct reaching onto Price Hill on the west; the Central Parkway forming a main artery into the northwest section; while to the northeast depending, for the present, on the Gilbert Avenue Viaduct soon to be erected by the city for connection into Walnut Hills, and by the parkway skirting Mount Adams into Columbia Parkway and the eastern sections of the city.

*Business
District*

The Western System comprises the hillside treatment along the western side of Millcreek Valley; the hillsides below Price Hill, the abruptness of which renders them of little value for other purposes; a general park for Price

*Western
System*

Hill, and a general park for each of the districts of West wood and Cumminsville and a system of connecting parkways including attractive valley parkways west of Fairmount and in the valley known as West Fork.

*Northern
System*

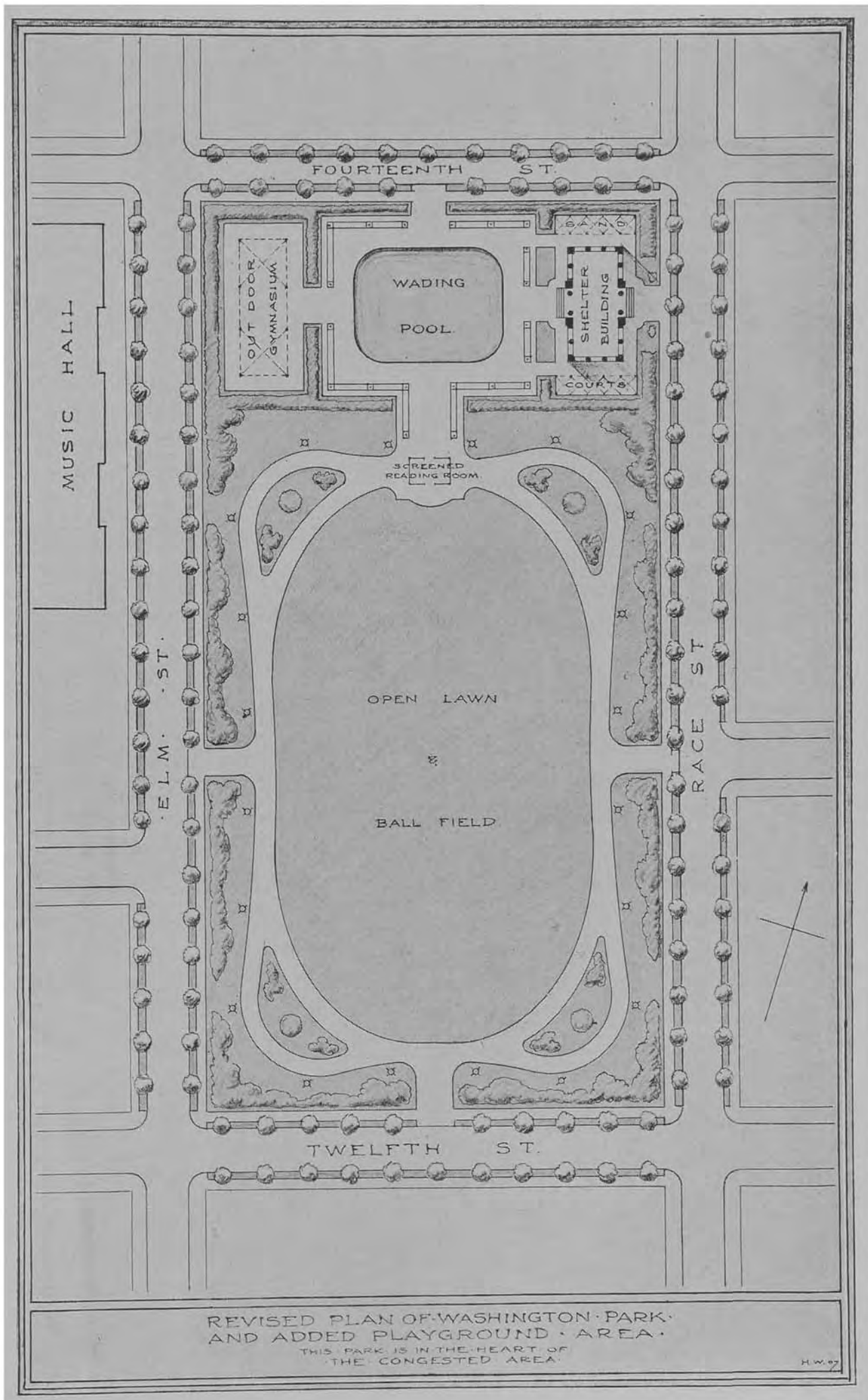
The Northern System comprises the extension of Central Parkway along the route of the canal and finally into the Paddock Road, which becomes the main artery connecting into the suggested county parkways which follow the present North Bend Road and Carthage Avenue, and a branch paralleling the B. & O. Railroad into Norwood. There are also two fine view points selected overlooking the northern valley, one in Clifton, the other in Avondale.

*Central
System*

The Central System comprises connections from the Central Parkway into Burnet Woods at Dixmyth Avenue and at Riddle Road; an adequate connection between Burnet Woods and Eden Park; a central north and south line leading from Eden Park by the Park Avenue Bridge, and following throughout the greater portion of its extent the valley now known as Bloody Run, connecting finally into Central Parkway and Paddock Road; a central east and west parkway extending from the Central Parkway along McAlpin and Forest Avenues into Bloody Run and connecting with the eastern system on a line which is the projected continuation of Duck Creek Road between Montgomery Boulevard and Bloody Run.

*Eastern
System*

The Eastern System with a main connection into the city around Mount Adams, comprises the Columbia Parkway, reaching into Grandin Road and across the Grandin Road Viaduct to Columbia Park, an area to be taken just above the section known as Columbia. From here Columbia Avenue is again followed northward connecting into a park above Red Bank at the reservoir. From here the lower line continues northward to the intersection of Carthage and Duck Creek Parkways while running east from Red Bank Park, connection is made with the central



*Miami
Valley*

east and west line along Observatory Avenue and finally by way of the Duck Creek Road extension into Bloody Run. A secondary north and south line is secured in this section connecting with Columbia Parkway by Torrence Road to the present city property known as Owl's Nest Park, thence into the valley to be taken as Duck Creek Park and by way of Duck Creek Parkway into Norwood and the northern system.

Connecting with the eastern division, though not essentially a part of it, is the large reservation for outdoor sports to be known as Miami Park, and adjoining this the park at the new waterworks.

DETAILED DESCRIPTION OF THE MORE
PROMINENT FEATURES.

Playgrounds and Public Squares.

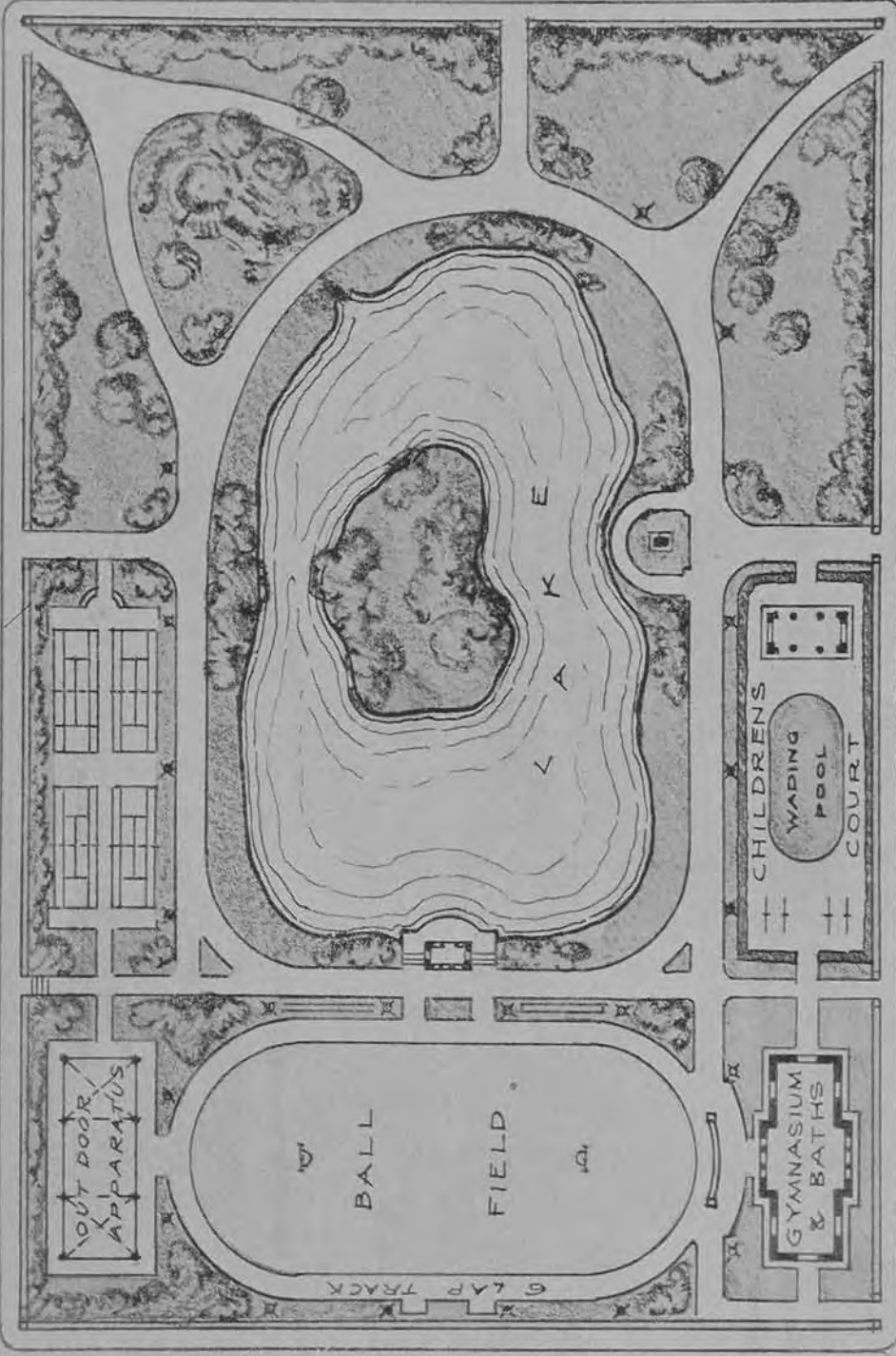
The selection of these new sites has been made after a careful consideration of the needs of the various crowded districts. A study of the distribution of population was first made, with the careful assistance of the Commission, based upon the registration records for each precinct, and the results have been tabulated in a graphic form on a map of the central portion of the city included in this report.

* From this will readily be seen the districts of greatest congestion and the location of the present park properties, namely Washington, Lincoln and Lytle Parks. It will also be evident that many of the crowded districts are now entirely without recreation conveniences, while others are of too great extent to be conveniently accommodated by the present parks. The new selections have been made with a view to serving these districts otherwise unprovided for and the securing of a convenient distribution of such

* See map opposite page 50.

PLAN FOR PLAYGROUND IN
LINCOLN PARK

KENNER ST



FREEMAN AVE

HOPKINS ST

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1907
Geo. E. Kessler & Co. Landscape Architects

M. 1107

improvements that no child in these districts will have a distance to walk prohibitive to its ready use of the facilities for play and exercise which these recreation grounds are intended to provide.

In some of the more built-up sections, it is difficult to provide without great cost as large a space for this purpose as might seem desirable, but each selection has been made with a view to securing the least costly property without inconveniently placing the improvement, and in turn each improvement, though restricted in size, has been planned with a view to the greatest use of the space allotted.

*Washington
Park*

Washington Park is situated in the heart of the most congested area and it would be difficult and expensive now to obtain as fine a piece of ground in this locality. The value, therefore, of preserving this property as purely an open air park cannot be overestimated, and the extent of the park is not sufficient to admit of any curtailment of its use as a purely open recreation spot. It would therefore be unwise to encroach upon it by a special playground, though this is a much-needed improvement in this section. With this in view, it is proposed to secure the remaining portion of the block lying north of the park, which, though the property is now occupied by a number of rather large tenement buildings, a considerable expenditure will be warranted as making a very valuable addition to the park for the purpose of accommodating a thoroughly equipped playground as an accessory to the park, and of opening up an unobstructed frontage for the Music Hall. It is also suggested to revise the plan of the park itself with a view to making its entire area more available and attractive.

*Lincoln
Park*

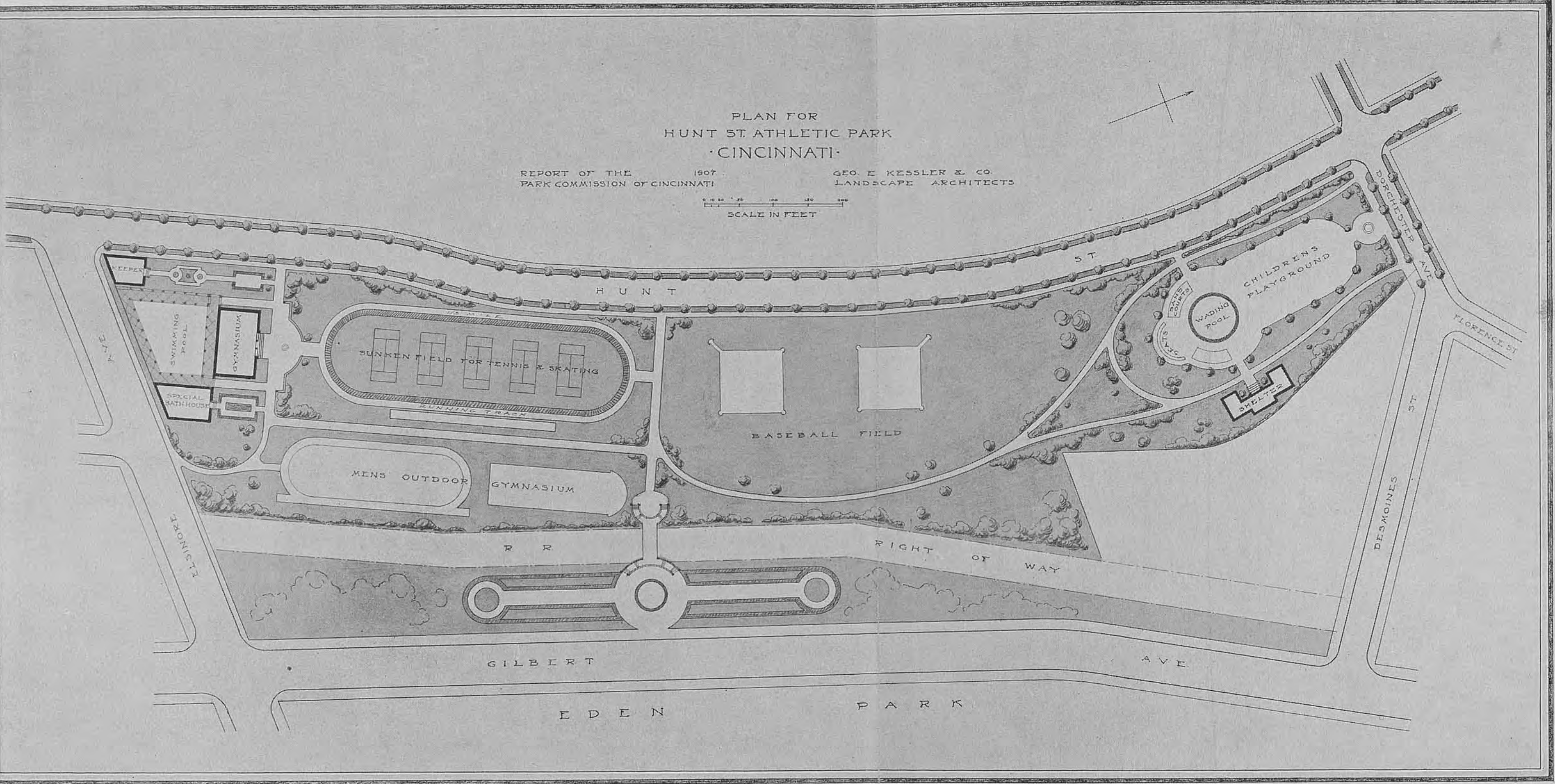
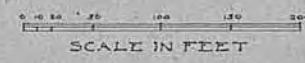
Lincoln Park is a somewhat larger property than Washington, and may well accommodate a comprehensive playground at its western end without materially altering or curtailing the present beauties of the park. Here it has

HUNT STREET ATHLETIC PARK.

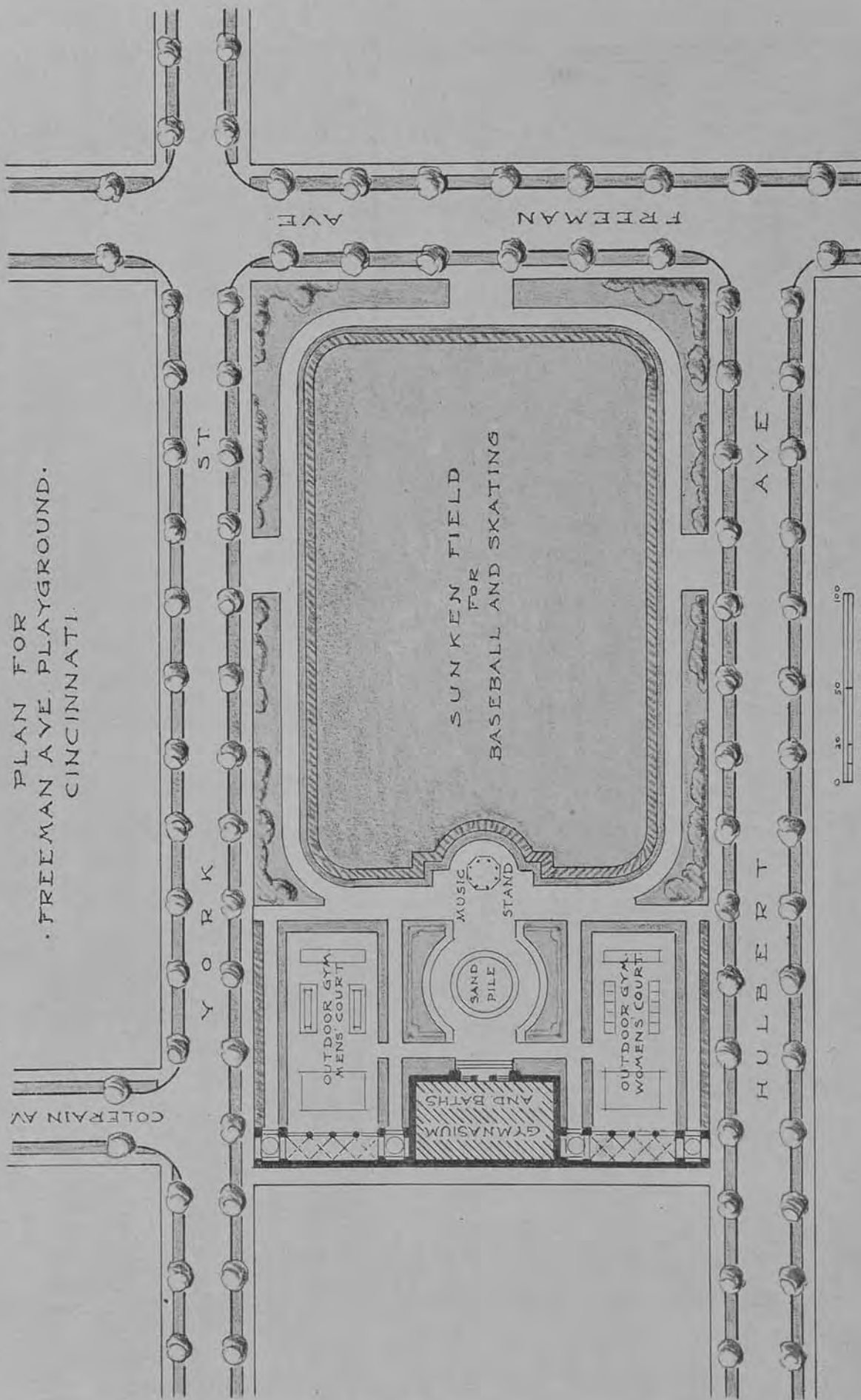
PLAN FOR
HUNT ST ATHLETIC PARK
CINCINNATI

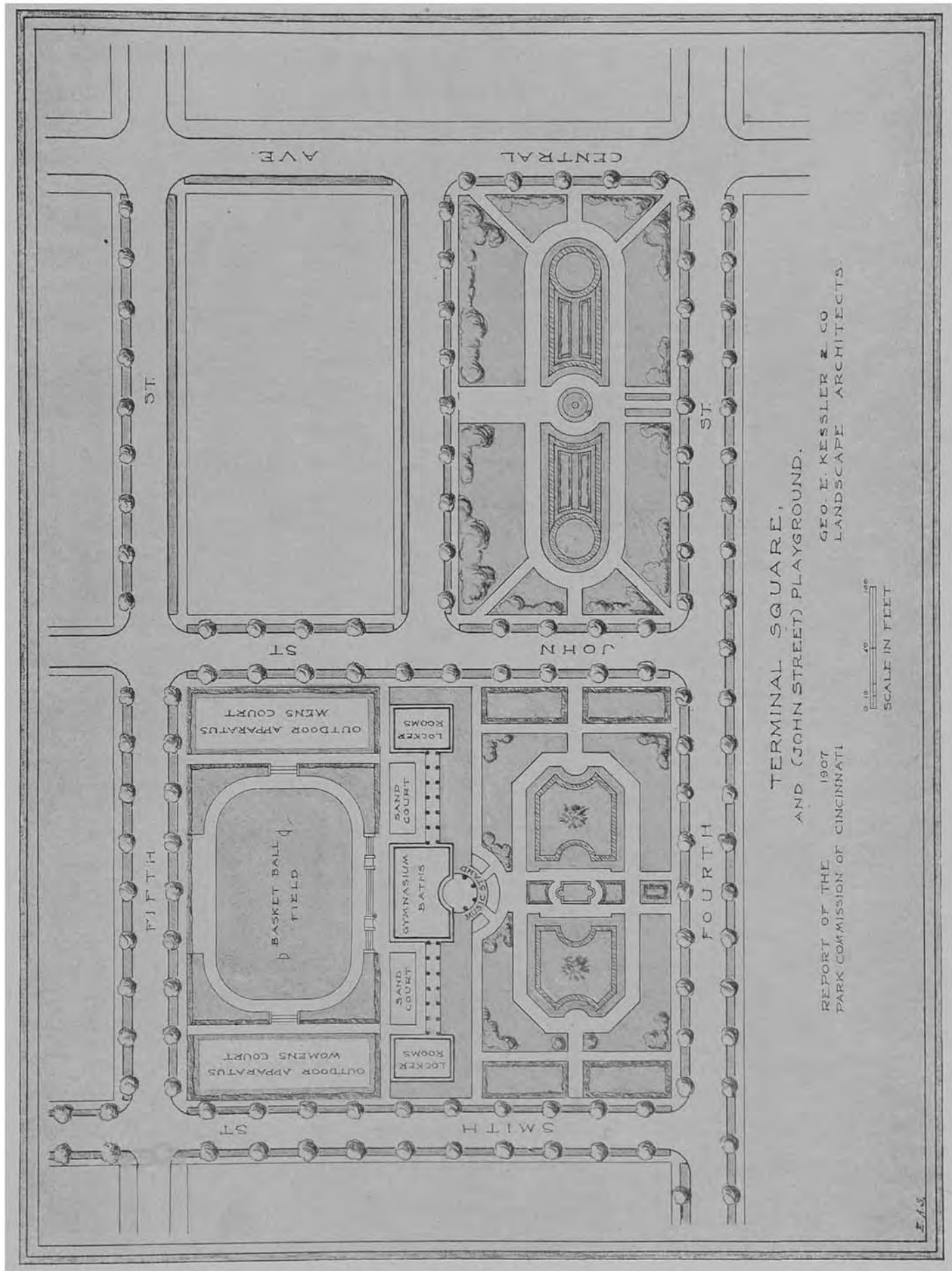
REPORT OF THE 1907
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PLAN FOR
 FREEMAN AVE. PLAYGROUND.
 CINCINNATI.





been possible to plan for a gymnasium and neighborhood assembly hall, an outdoor gymnasium, running track and basket ball field, and a special court for small children, equipped with a shelter, wading pool, and juvenile apparatus.

It is suggested that better illumination be provided for both Lincoln and Washington Parks.

Lytle Park

Lytle Park and McKinley Square have already been planned as recreation parks with sufficient shelters and athletic apparatus to make them of increased value in their neighborhoods.

*Hunt Street
Athletic
Grounds*

It is proposed to make on the newly filled land along Hunt Street below Eden Park large and comprehensive recreation grounds. This will form a central and general recreation park and be accessible not only to the immediate locality but to a large district to the north. The southern end of this improvement has been planned as a complete athletic field and gymnasium building, with both an open-air and indoor bathing pool of generous dimensions. The central portion affords ample space for two baseball diamonds arranged so as not to interfere with the traffic on the streets. The entire north end has been given over to an elaborate children's playground.

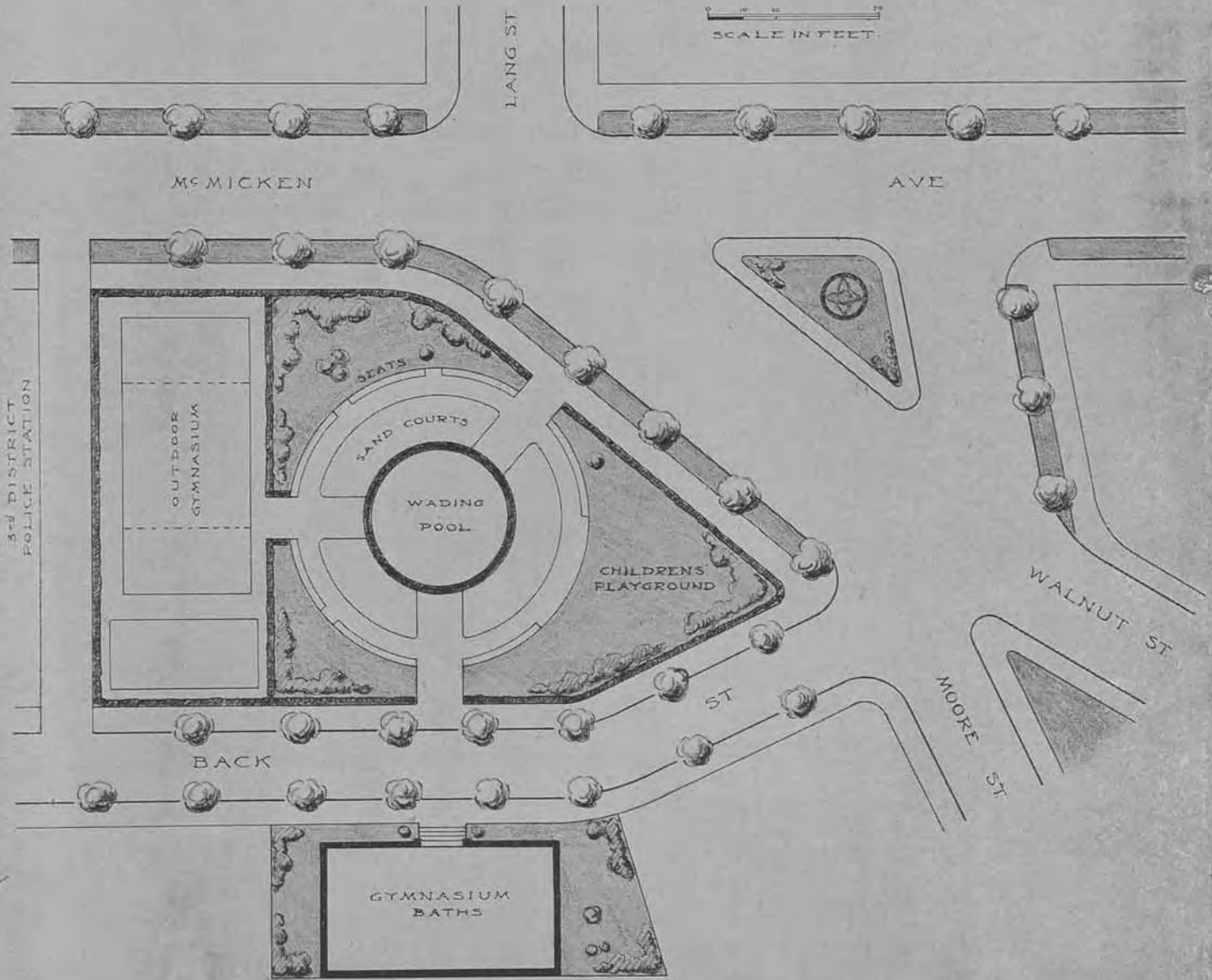
*Freeman and
McMicken
Playgrounds*

New playgrounds have been planned on property to be secured at Fifth and John Streets, Freeman Avenue and York Street, and McMicken Avenue and Walnut Street. They have been carefully planned for the best use of the available space.

*Terminal
Square*

The location of the playground for the West Sixth Street district has been chosen at Fifth and John Streets with a view to the probable location of the New Union Station, in which case it has been thought that by combining such a feature with a plaza along the station front a tract of property of moderate size could be made to serve both purposes to their mutual advantage.

PLAN FOR
MEMICKEN AVE PLAYGROUND.
CINCINNATI.



In the plan for this improvement there has been shown a continuous plaza from Central Avenue to Smith Street occupying one-half of the block between Central Avenue and John Street north from Fourth and about one-third of the block between John and Smith Streets between Fourth and Fifth, while the remainder of the latter block comprises the playground with shelter buildings so arranged as to give due privacy to the playground while at the same time presenting an interesting feature from the plaza side.

*Playgrounds
in Suburbs*

Playgrounds have been planned for each of the more crowded outlying districts; for Cumminsville one at Hoffner Street and Borden Avenue; one at Spring Grove Avenue and Burgoyne Street, and one in connection with North Side Park; for Fairmount at Waverly Avenue and Reis Street; for Price Hill in connection with Elberon Park, and for the community known as Storrs near the head of West Eighth Street a playground is planned in connection with the Hillside Parkway at a point just above the junction of State and Elberon Avenues. While here and there throughout the entire system suggestions have been made for playgrounds, or special recreation spots in connection with the parks and parkways, thus making it possible to provide these for every community.

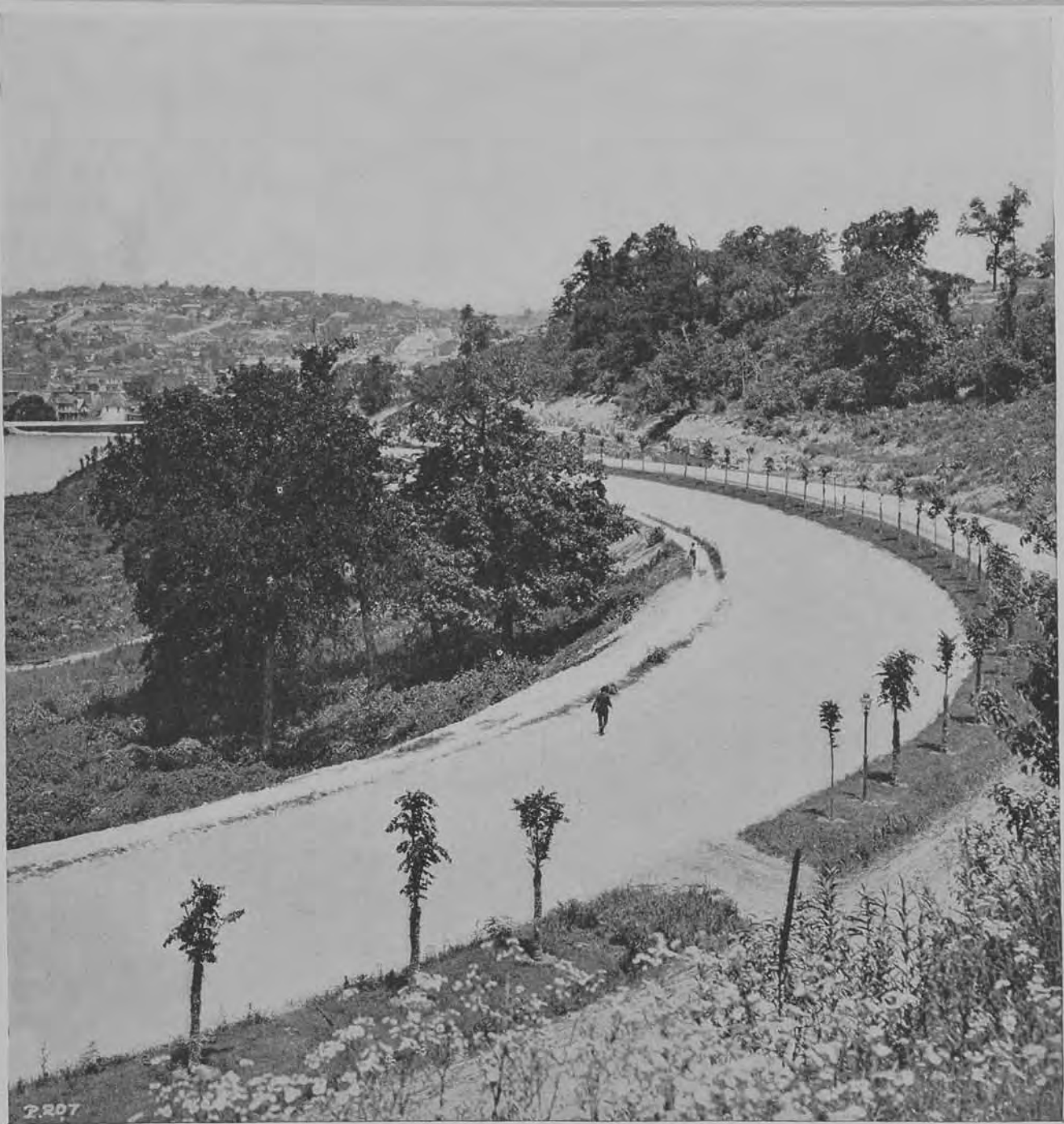
*Pumping
Station Park*

It is proposed to lay out the park at the new Western Pumping Station to serve both as a general playground for the district and as an open-air park overlooking the river.

Larger Properties.

Comprehensive areas have been selected in connection with fine view points, both for the purpose of preserving these views to the public and as properties capable of attractive park improvement.

Columbia Park has been thus selected to occupy the larger portion of the hill rising above Columbia, with beau-



THE HILLSIDE PARKWAYS WILL AFFORD UNLIMITED OPPORTUNITIES FOR ATTRACTIVE WINDING PLEASURE DRIVES.

tiful outlooks over the Little Miami Valley and of the stretches of the Ohio River. This, and Red Bank Park, a similar improvement at the reservoir above Red Bank, form the eastern termini of the park system proper. From the northern property interesting views are afforded over Duck Creek Valley and the suburbs to the northeast.

*Columbia
Park*

For the western terminus on the river bluffs Mount Echo Park has been selected as affording unsurpassed views both up and down the Ohio River. It comprises a tract of very rugged land, the greater part of which is unavailable for building purposes and should make a park unrivaled by any similar improvement in the country.

*Mount Echo
Park*

These terminal parks, together with Eden Park, will preserve the best scenery along the Ohio front.

A number of other large properties have been selected in each of the main divisions of the city not convenient to Eden Park and Burnet Woods, the existing large park properties.

Elberon Park will serve the community of Price Hill, which we believe is the best property for this purpose to be found in that entire vicinity. It is almost without present improvements and lies beautifully sloping in all directions, commanding an extensive view over the entire country to the northwest. The development as suggested in the plan comprises a formal arrangement of garden and shelter pavilion based upon a main entrance at the corner of Elberon and Warsaw Avenues and occupying the higher portions of the ground, while the remainder of the tract will be treated along natural lines.

*Elberon
Park*

Westwood Park has been selected of a size commensurate with the large area of rapidly growing residence property which it would serve. It has been planned to include two high points overlooking the branching valleys and a considerable portion of valley land well adapted for park purposes.

*Westwood
Park*

*North Side
Park*

Similarly North Side Park is to serve the Cumminsville district. It is located on land that has a most attractive natural growth and has been planned with a playground occupying the lower and more easily accessible portion of the park, with an outlook pavilion on the high ground at its northern boundary.

*Duck Creek
Park*

Duck Creek Park is little more than a widening of the parkway to embrace the low-lying property west of Madisonville Road, which is now well wooded and naturally a beautiful park land, with an available location for a lake.

*Parkways
Really
Parks*

The foregoing are the only new properties selected which it has been thought sufficiently extensive to designate as parks. There are, however, many portions of the proposed parkways of ample width to form in fact a continuous park or chain of parks of interesting diversity. This is especially the case with Bloody Run, Fairmount and West Fork Parkways. Again the Central Parkway at its junction with Dixmyth Parkway presents possibilities for securing an extensive park area of natural beauty. Here can be easily formed a lake of considerable size by means of widening the canal and permitting it to extend back into the depression of Dixmyth Parkway. A playground may also be secured on the low-lying grounds between the canal and the present Workhouse.

*Clifton and
Avondale
Parks*

The view points selected near Clifton Avenue and at Reading and Paddock Roads are to be merely of sufficient extent to preserve the beautiful outlook over the northern valleys, which at the same time they would somewhat serve as recreation grounds for the immediate neighborhoods.



P255

THE NATURAL BEAUTY OF MANY OF THE PARKWAY LINES WILL REQUIRE LITTLE MORE THAN THE ADDITION OF PATHS AND DRIVEWAYS.

Parkways and Connections

The selection merely of properties for park purposes here and there amid the natural beauties of much of the territory lying within the city's boundaries would be a commendable undertaking, but it would fall far short of giving Cincinnati an improvement at all adequate or proportionate to park improvements which are being planned and rapidly carried out in almost every other important city of this country. One of the most important subjects which presents itself in planning for developments of this nature is that of securing more adequate accommodations for relief of the growing traffic congestion of the crowded districts and convenient cross connections supplementing the main arteries of travel in the outlying districts. In this manner by connecting into a system by means of parkways and similar improvements the parks which have been planned, there would be gained the dual advantage of greater convenience for traffic and of extending the value of the parks themselves. There will also be served a largely increased territory by means of the parkway, which becomes, in fact, in many places nothing less than a continuous park. Thus fifty acres devoted to a parkway may be of more actual value than two or three hundred acres in a single spot. It may also be remarked that most of these parkways are projected either along the lines of hillsides or in the unused valleys of the interior, thus at once serving to clean up neglected areas and form beautiful improvements. In many places nature has left but little to be done except the construction of the actual conveniences of driveways, paths and shelters. There could be no more fitting and beautiful land for park purposes than the picturesque valleys of Duck Creek, Bloody Run, or West Fork, while the hillside lines are in many cases equally

*Relief of
Traffic
Congestion*

*Value of
Parkway*

attractive and would merely accomplish what every thinking citizen must long have felt to be a most important improvement.

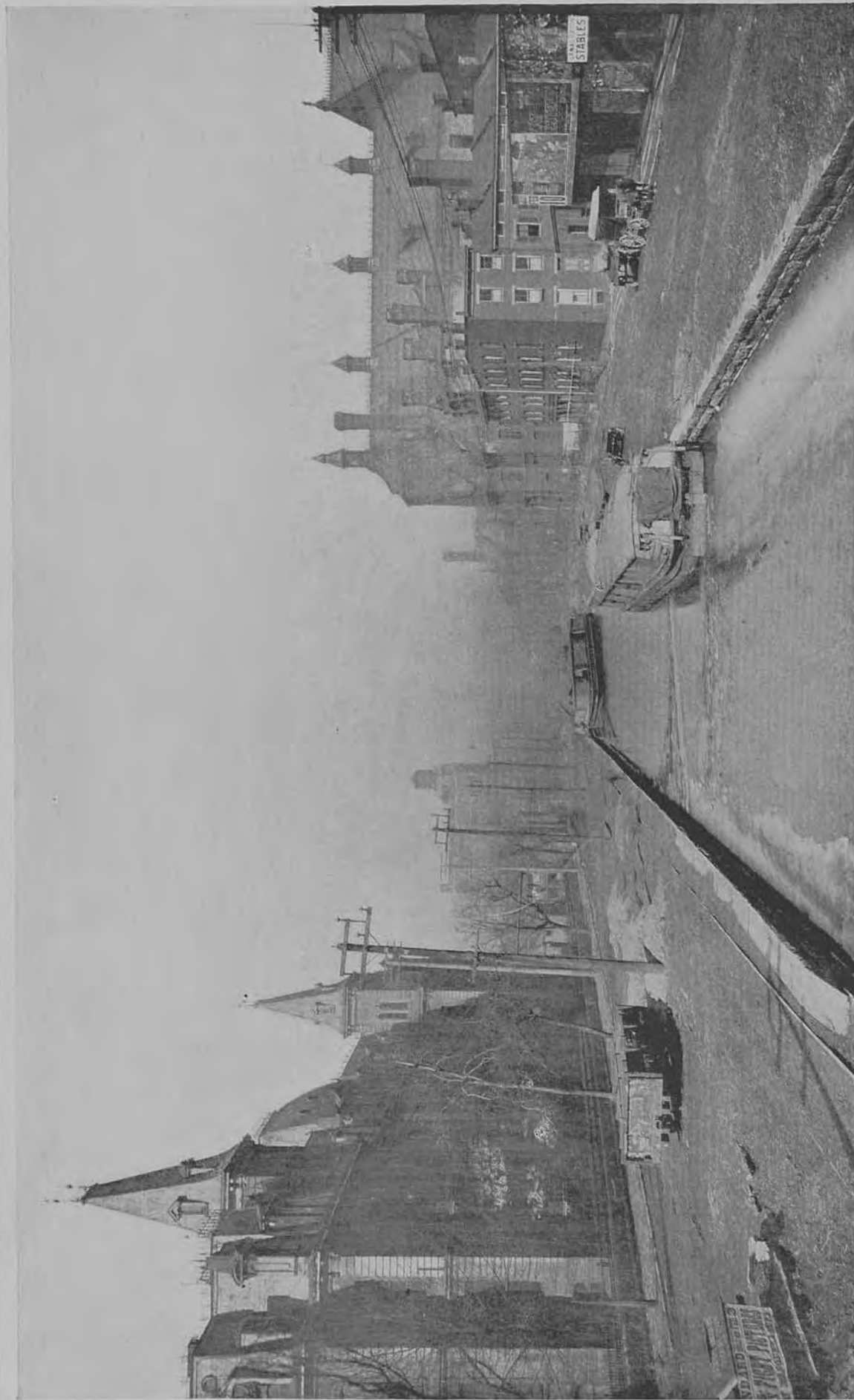
The Mall

Taking first the question of the relief of traffic congestion and the planning for the future development of the business district, the importance at once centers in the projected Mall and Central Parkway. In the former it is proposed to secure by the elimination of a narrow strip of comparatively unimportant business property, lying between South Canal and Court Streets, a fine central court forming the heart of the entire system and extending between South Canal and Court Streets from Plum Street to the Courthouse, which will form a court four hundred and twenty-five feet wide and twenty-five hundred feet long. This should be connected through north of the Courthouse into the arteries of the northeastern sections.

The first importance of this improvement lies in its location as a spacious central union of practically all of the present and projected main arteries of traffic. With Court Street entering from the west and accommodating the entire western territory; with the Central Parkway forming a broad artery from the north; with practically all the main north and south streets of the city intersecting it; and with an ample entrance for Hunt Street, Gilbert Avenue and the eastern parkway connection, entering at its eastern end; there will be provided a plaza of ample dimensions in which will be centered all of the traffic of the city. Its location is not sufficiently removed from the present main business center to require any great foresight to see that this would soon become completely joined with the business district, forming itself a center for much of the business activity of the city. Its minor value, though by no means unimportant, would be the possibilities for a group plan of public and quasi-public buildings brought together in convenient relation to one another and planned for a mon-

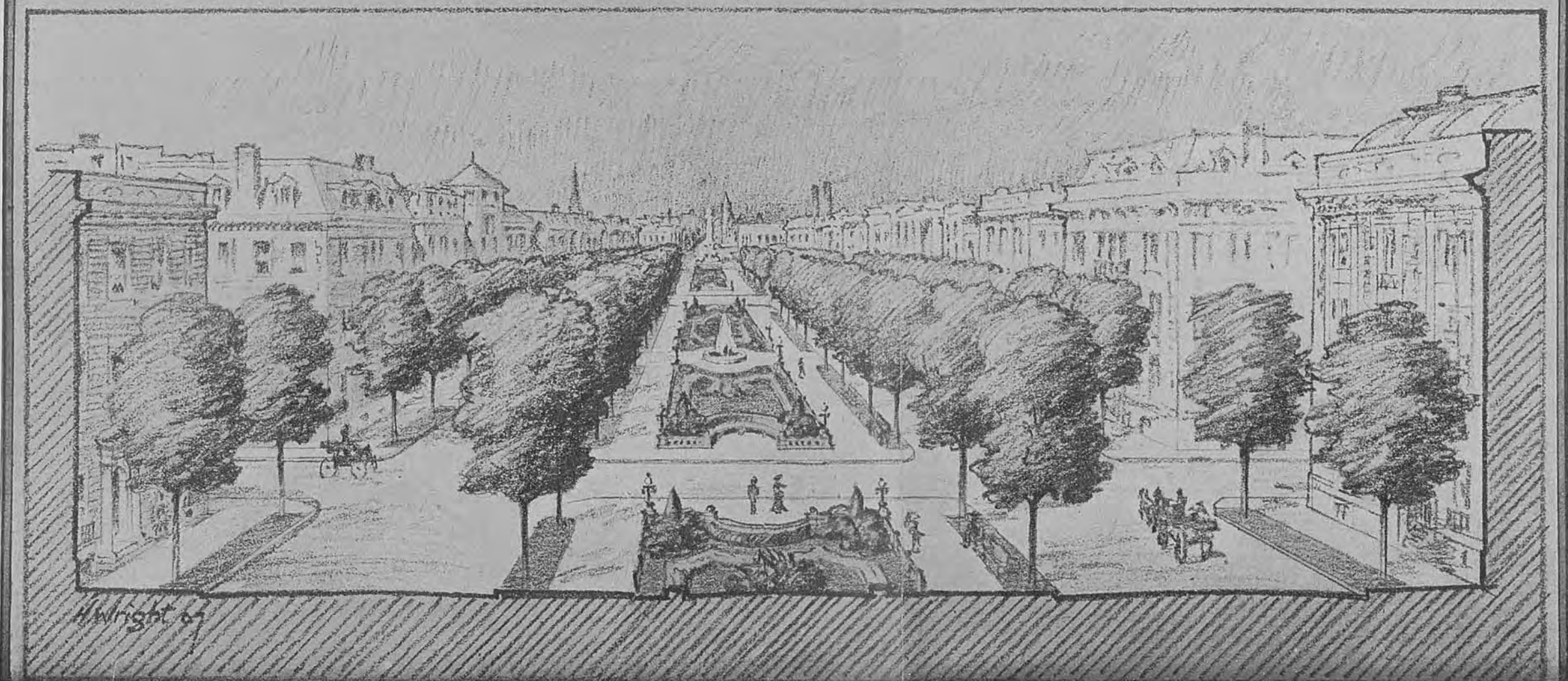
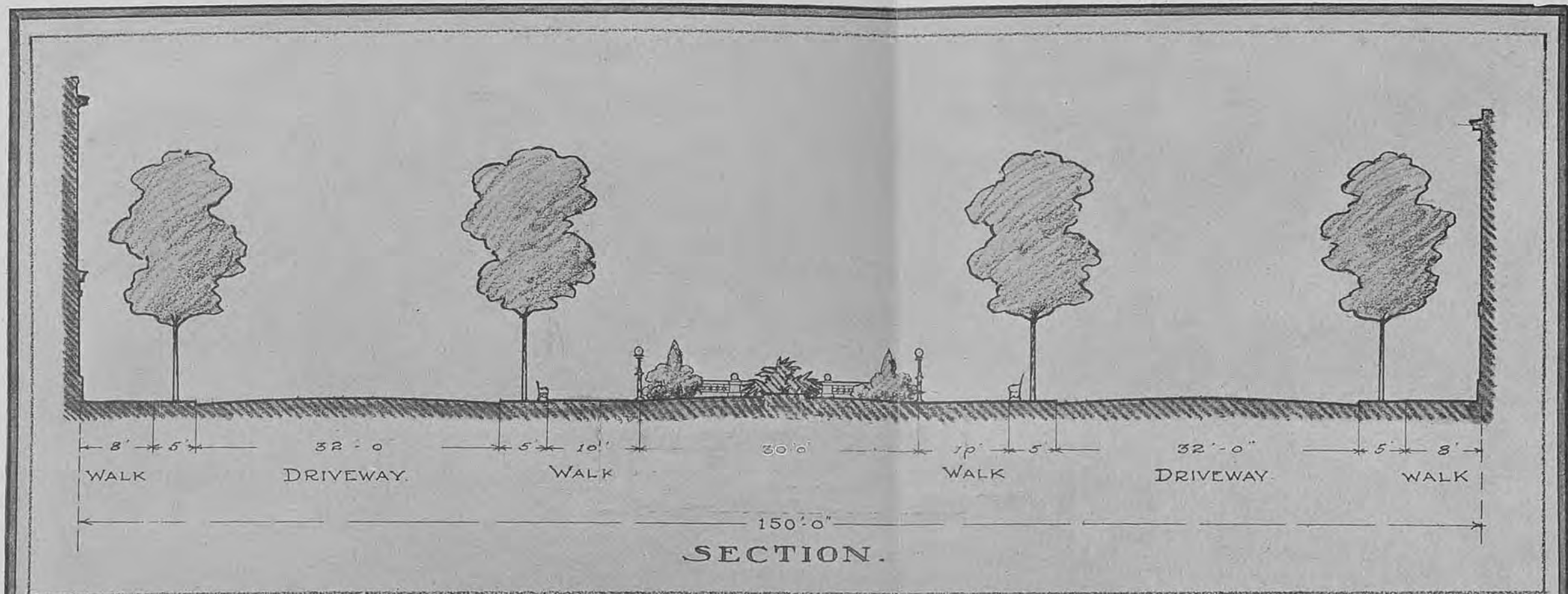
*Public
Buildings
Group*

PRESENT APPEARANCE OF THE CANAL.



PRESENT APPEARANCE OF THE CANAL, WHICH BECOMES CENTRAL PARKWAY, SHOWING THIS BROAD RIGHT-OF-WAY, NOW UNSIGHTLY AND OF LITTLE VALUE.

PROPOSED TREATMENT OF CENTRAL PARKWAY.
(CANAL)



CENTRAL PARKWAY, LOOKING SOUTH FROM LIBERTY STREET.

PRESENT CANAL.

umental architectural effect such as is only possible in buildings of this character, but which has been done in almost all of the great cities of Europe and is being projected and even carried out in many of the chief cities of this country. An enlarged and improved Courthouse would in time form one of such buildings, while the proximity of the City Hall and the Music Hall would readily render them part of such a group.

Even more important is the Central Parkway. It is proposed that this improvement shall occupy the route of the present canal, which has fortunately been spared to the city, as a wide passage into the very heart of its business center, forming a feature of inestimable value for development as proposed, but at present little used and unsightly in appearance. By this improvement there would be secured a continuous and unobstructed thoroughfare serving the entire great district of the Millcreek Valley, as well as becoming the chief avenue into the city of many parts of Clifton and other communities on the hills. Starting from the western end of the Mall and extending northward, it is proposed that the Central Parkway shall occupy the entire right-of-way of the canal. Thus will be secured a grand boulevard one hundred and fifty feet wide over all, with a driveway on each side of a continuous central park space, the latter to be diversified and embellished with gardens, fountains and other features, some of which would be on the level, others depressed, as made possible by the present bed of the canal, while wide walks on each side would provide adequate space for seats for the rest and pleasure of those living in the nearby neighborhoods. This improvement would be uniform as far north as the present Mohawk Bridge, and doubtless would become a favorite location for clubhouses, hotels, apartment houses and many other like institutions, making, altogether, an improvement similar to Commonwealth Avenue in Boston,

*Central
Parkway*

but otherwise unparalleled except in European cities. From the Mohawk Bridge northward the parkway would be somewhat more restricted and diversified, but with ample space to insure it being the most adequate and popular connection to all of the great north territory, even serving many localities of Clifton and the central part of the city.

A portion of the Central Parkway from McMicken and Central Avenues to Dixmyth Parkway should have a marked effect in cleaning up this unsightly section. While the treatment of the parkway itself could be of such a nature as to screen to a large extent the necessarily unpicturesque improvements along its lines.

Proceeding north from Dixmyth Parkway, the Central Parkway follows below the hills of Clifton, taking advantage of the attractive natural conditions which there exist, and turning northeastward it is joined into the western system by a viaduct just south of Spring Grove Cemetery, and spanning Millcreek and the railroads. Throughout the portions of Central Parkway so far considered it is proposed that the canal be entirely eliminated, and be reinstated by turning it from its present course at a point just south of Spring Grove Cemetery and the viaduct last mentioned in such a way as to occupy from this point southward the bed of Millcreek, with such alterations in line as to overcome the winding deviations of this stream, and finally to be given an outlet to the Ohio River by means of locks very close to the present mouth of Millcreek, which point would naturally become a center for warehouses and shipping industries.

Returning to the Central Parkway, and passing north from the viaduct at Spring Grove Cemetery, the parkway is happily enlarged by quite a tract of ground, now an unused valley belonging to Spring Grove Cemetery. But the parkway can no longer occupy the canal as heretofore, but, skirting the hills to the south and above the canal,



CENTRAL PARKWAY BELOW CLIFTON, LOOKING SOUTH.

DIXMYTH PARKWAY ENTERING FROM RIGHT OF PICTURE.

it is carried parallel to that waterway over Mitchell Avenue and through St. Bernard, where it turns eastward near Ross Avenue and finally connects into Paddock Road and Bloody Run Parkway.

Repeated reference has in different sections of this report been made to the Central Parkway, but in as much as it is the fundamental line upon which the entire system is necessarily based, and from the fact that from no part of Cincinnati can the business region be readily reached without entering upon or crossing the (canal) Central Parkway, this particular division of the entire proposed park and parkway system at once evidently becomes the most important feature of the entire project and enters into the discussion of every other unit of the system.

*Main
Viaduct*

Returning to the Mall, connection is made westward by Court Street, which has been selected as the main cross-town line, to be maintained free from car lines, poles, or other obstructions and improved so far as is possible in a business street of this nature. This leads directly into the West Court Street Viaduct across Millcreek Valley, a much-needed connection, forming the main artery onto Price Hill and the extensive territory beyond. It is recommended, however, that this West Court Street Viaduct, wherever located, should not be constructed until the city is prepared to do something more than the spider-web, unsightly and short-lived steel structure that now seems to be considered sufficient for this purpose. The viaduct should receive careful study if it is to be a credit to the city and should be so planned as to cross above all the railroads and State Avenue, reaching the hill at a point some twenty-five or thirty feet above State Avenue, to be amply wide to accommodate a large traffic and planned especially with a view to giving an easy access by way of Glenway and the hillside drives into the western district.

From the western end of the viaduct the Western Hills Parkway extends northward, the drive located about mid-

way up the hillside, crossing over Harrison Avenue into Western Avenue below Fairmount. Glenway extends up the hill from the viaduct as at present, existing on very good lines, and thence westward below Elberon Park. While south from the viaduct the Hillside Parkway continues under the Eighth Street Incline Plane, taking in the entire slope until it reaches into Wilson Common, with a driveway connecting on comparatively easy grades into Bassett Road, passing just under the outlook point of Wilson Common. From Bassett Road access is obtained into Mount Echo Park without any further grade, or, if desired, this property may be approached along Elberon Avenue and entered from the east but on rather steep grades. From Bassett Road northward the line passes under the viaduct on Eighth Street and into Garfield Avenue, which should be made a parkway about one hundred feet wide into Elberon Park, while southward Garfield Avenue or Bold Face Parkway makes a connection down through the valley into Sedamsville and Riverside.

*Western
Hills
Parkway*

*Bassett
Road*

*Bold Face
Parkway*

Glenway running west from Elberon Park sweeps northward on high ground into Westwood Parkway. This parkway follows an almost unbroken ridge of high land which is in fact the water divide between Millcreek and the Big Miami, passing through College Hill down into Carthage to the junction with Paddock Road. At Westwood Park one line is carried down the valley toward Fairmount and finally into the Western Hills Parkway with a viaduct crossing the Millcreek Valley to Central Parkway. Another line leads from Westwood down the valley and crossing West Fork reaches North Side Park above Cumminsville, and thence by Linden Avenue on a line paralleling this street to the viaduct crossing Millcreek, connecting into Central Parkway below Clifton as heretofore noted.

*Glenway
North Bend
Parkway*

The general plan for these valley parkways will be to construct a road on each side of the deeper portion of the

*Valley
Parkways*

valley, with occasional cross connections, resulting in a chain of elongated parks with occasional lakes and other embellishments. In this way the residence property may be brought to a frontage on these bounding driveways, while the parkway would eliminate the necessity of heavy grading for the use of the valley for other purposes or as in many places its entire neglect as waste land.

*Paddock
Road*

From the Carthage junction of Paddock Road the outer parkway is continued as Carthage Parkway south-eastward into Duck Creek Parkway and Red Bank. Paddock Road itself is to be made a main line parkway with a wide central road necessitated by the heavier traffic which it must accommodate; this is to be paralleled on either side by a pleasure driveway separated by grass plots and tree spaces.

*Outer
Parkways*

In considering the outer parkway lines it has been thought necessary at this time only to project them along the main line of travel now used, but these should at least be kept open and free from obstructions and with such alteration in line and construction as to make them more pleasing and available for driveway purposes. But in time they will doubtless become of more importance than would be served by a single driveway line. It will therefore be well to keep in mind their final widening and development into important parkways with additional park lands probably developing into a chain of large outlying reservations to serve the communities which will gradually spread even beyond their boundaries.

*Inner
Circuit*

By continuing the Central Parkway on a line parallel with Ross Avenue into Bloody Run Parkway and thence eastward into Norwood, the inner circuit is completed by returning into the city by way of Duck Creek Parkway, or, if desired, farther east.

One of the most important improvements projected is the development of Bloody Run Parkway, which occupies

VALUE OF THE
NARROW PARK-
WAY.

VIEWS FROM
"THE PASEO,"
A PART OF
KANSAS CITY'S
PARK SYSTEM.



THE WIDTH OF
THIS IMPROVE-
MENT IS NOT AS
GREAT AS THAT
RECOMMENDED
FOR THE MAIN
STEM OF BUR-
NET AND EDEN
PARKWAY.

a valley of much natural beauty and of considerable extent. At its junction with Forest Avenue the valley widens, forming a comparatively level park area. Continuing south, it is proposed to bring the main line under Gilbert Avenue and along the east side of the German Protestant Cemetery, from here following a diagonal line in a valley less pronounced but with few improvements of value, connecting into Alms Place to McMillan Street. From here it again takes the valley line in the center of a wide block between present improvements, over a deep depression it crosses Francis Lane, reaching the Park Avenue Bridge through a practically unoccupied property, and in this way connects into Eden Park.

*Bloody Run
Parkway*

One of the most difficult problems encountered in preparing the completed system is that of a connection between Burnet Woods and Eden Park, which has been given special study. The solution which it has seemed best to recommend is that worked out in the plan. Leaving Eden Park by means of a viaduct and passing over Florence Avenue, a narrow ridge is reached paralleling Hunt Street at its eastern side at an elevation considerably above it. Passing along this ridge on a double line parkway, Burnet Avenue is reached by going under McMillan Street with additional passageway made under this street, while Burnet Avenue is used from this point to University Avenue. This, with the connection from here into Burnet Woods, has been termed the "Burnet and Eden Parkway."

*Burnet and
Eden
Parkways*

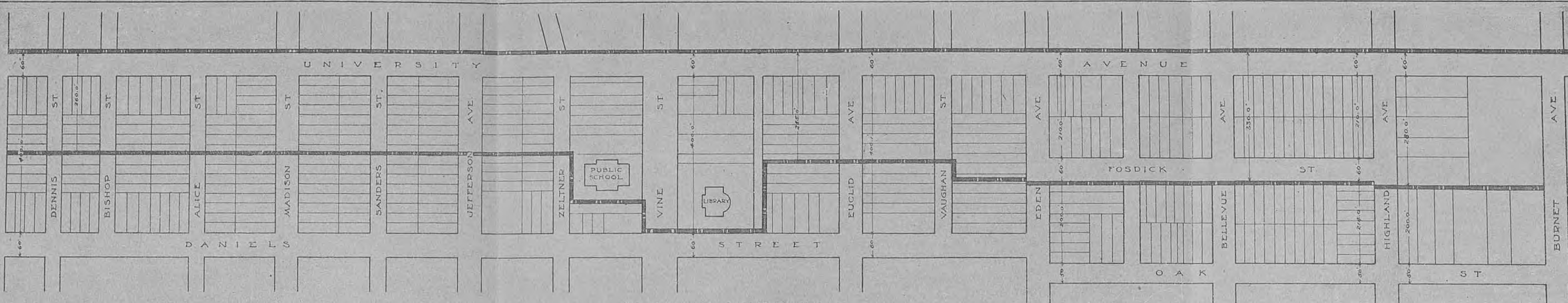
It has been deplored that a property of such importance and beauty as Burnet Woods should be inaccessible except from the western side, while the main territory which it should serve lies to the east. It is with this in view and the difficulty of finding any other satisfactory solution for its connection with Eden Park, that so important and extensive a feature has been planned between the park and Burnet Avenue. It will readily be seen that any single

Its Embellishments

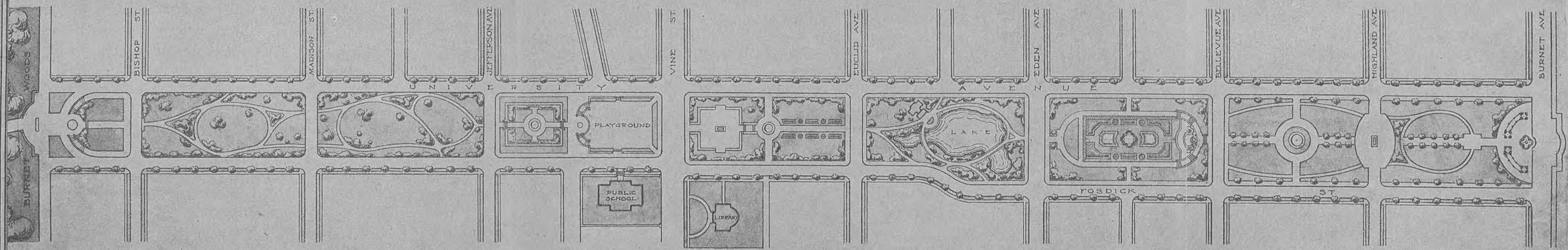
line driveway up and down over the hills that intercept this connection would be trivial and inadequate in reaching the desired end. It is therefore proposed to take half of the block between University Avenue and Daniels Street making a double line parkway highly embellished and interspersed with a variety of park improvements, which would form an interesting approach throughout this entire stretch and, in fact, carry Burnet Woods itself through to an entrance from Burnet Avenue. As difficult and radical as this project may at first appear, it is well warranted by the results secured and will afford a chain of parks which can appropriately be given all of the architectural and garden embellishments that the imagination can depict. At the same time it is believed from knowledge of similar improvements in other cities that the surrounding property will so respond to the improvement as to leave no cause for criticism or regret in the securing of this important feature. An instance of such existing improvement most nearly paralleling that here projected is the Paseo of the Kansas City park system, which was carried out by securing a strip of property of very similar proportions and conditions and resulted in the fine improvement, from which illustrative views are given in this report.

In explaining the plan for the Burnet and Eden Parkway, the following features may be noted. Starting from Burnet Avenue, an important architectural feature, possibly a colonnade, is planned as a monumental entrance, not only for the parkway itself, but suggestive that there is the more important property of Burnet Woods beyond. Encouraged by such an entrance, the visitor would pass westward along the lines of the driveways or the ample walks, diversified with occasional fountains, or broadening into rest spaces which would be sheltered by heavy border plantations of trees and shrubbery. The descent into the first valley is marked by a flight of steps enclosing a wall

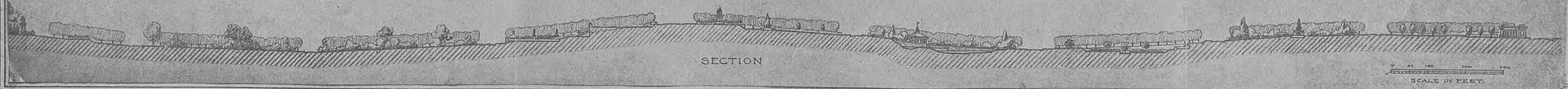
PLAN FOR BURNET AND EDEN PARKWAY.



PLAT OF EXISTING PROPERTY LINES
Dotted lines indicate boundaries of Proposed Parkway.



PARKWAY PLAN



SCALE IN FEET

PLAN FOR BURNET AND EDEN PARKWAY
WEST OF BURNET AVENUE.

REPORT OF THE
PARK COMMISSION OF CINCINNATI
1907

GEO. E. KESSLER & CO.
LANDSCAPE ARCHITECTS.



THE NARROW
PARKWAY IS
ENHANCED BY
ARCHITECTUR-
AL DETAIL OF-
TEN FORMING A
FRAME FOR EF-
FECTIVE VIEWS.



THE FORMAL
CHARACTER OF
BURNET AND
EDEN PARKWAY
ESPECIALLY
CALLS FOR THE
USE OF ARCHI-
TECTURAL EM-
BELLISHMENT.



fountain, which, in turn, supplies water for a pool in the sunken garden feature between Gerard and Eden Avenues; while between Eden and Euclid Avenues has been planned a little lake, which will become a picturesque feature; and in connection with it there will be a shelter building and sand-courts for the children, while a portion of the lake may have a sandy beach forming a wading pool—always of the greatest attraction for the little ones. At Vine Street an interesting possibility is presented of embracing the grounds about the Branch Public Library and the Twenty-third District School, while additional playground space will appropriately be provided for the latter. Descending again into the valley between this and Burnet Woods there is a wall and steps with a garden feature, and from this into Burnet Woods the parkway is treated in an informal manner more in keeping with the larger property.

It may be remarked that the Paseo from which these views have been taken is not as extensive as the one here projected, and the idea is readily brought out that this will become in reality a continuous neighborhood park with many interesting nooks for the enjoyment of those living in the immediate vicinity. The value of such an improvement is therefore twofold, in providing the much-needed connecting link and forming at the same time one of the most attractive local improvements that has been planned.

In the projected improvements on Forest Avenue, Observatory Avenue and other similar lines, it is necessary only to use these already attractive streets as they now stand, except for special points of correction and the securing of uniformity in construction, tree planting, walks, etc., all of which should be placed under the charge of those entrusted with carrying out the other park improvements.

Columbia Parkway, occupying largely the present line of Columbia Avenue, is an improvement which has been in the minds of a majority of the citizens for many years.

*Forest
Avenue, Etc.*

*Columbia
Parkway*

To make it of value it is necessary that at least one tier of lots on the south side of Columbia Avenue should be secured throughout the entire line and present buildings removed, while as much of the hillside property above Columbia Avenue should be secured as it is possible to obtain through donation and moderate purchase. The result will be a beautiful hillside park and driveway overlooking the Ohio River, and sufficiently removed from the business activities which line its shores to form an interesting outlook over these and to the distant hills beyond. However, the whole improvement will be of little value unless it is continued below Eden Park and around the base of Mount Adams connecting into the Mall by means of Gilbert Avenue Viaduct. It is therefore proposed that, beginning at a point from one-third to one-half the distance up the side of this hill to take the remaining hillside practically to the crest, removing the small houses now existing there, and on this slope to build a driveway reaching into Eden Park and Columbia Parkway on easy lines, while at a point opposite Court Street it is proposed that a series of stairways and terraces shall lead directly to a hilltop observation point which will command an interesting view of the entire business section.

*Mount
Adams Im-
provement*

As has already been explained, the main line of Columbia Parkway is carried back into the hills and over the Grandin Road Bridge for a connection into Columbia Park, while Columbia Avenue is to be used as a parkway of the present street width from the point of departure of the main line parkway to the base of Columbia Park.

*Torrence
Road*

The parkway taking the line of Torrence Road is for the most part little more than accepting present conditions, reaching up the valley between pleasing residence properties, and winding up into Owls' Nest Park, an attractive little spot now owned by the city. Northward from here it will again take a neglected valley, dressing up much of

the rugged and unkempt property now remaining among otherwise beautiful residence districts of Walnut Hills. Here it reaches into Duck Creek Park and thence by Duck Creek Valley into the northern system as already explained.

Miami Park and the waterworks property have already been sufficiently explained in the general description.

The improvement projected for the hillsides of Mount Auburn and reaching thence to the westward along the hill above McMicken Avenue, has been shown chiefly for the purpose of drawing attention to the possibilities of cleaning up these unsightly conditions and beautifying these bald waste lands without proposing that they shall be made of any great practical value at this time in the form of continuous parkways with connecting drives, which, on account of the many indentations and steep slopes, would be a very costly and difficult undertaking. However, Inwood Park, already the property of the city, forms the nucleus for an improvement of this kind and the value of making more presentable the conditions on this hillside, which is in view from every portion of the business district, will doubtless be appreciated and should be undertaken by the city with the other projected improvements.

Summing up the entire improvement, we can readily assure you that the entire system does not comprise any project which should be found very difficult of achievement or in any way subject to criticism as an over-elaborate or idealistic proposition. While the scheme is necessarily extensive, as must needs be to cover so completely the city with needed park improvements and adequate connecting parkways, still the total area proposed is remarkably small. An approximate estimate has been made fully covering all of the improvements planned, except the small single line driveways which occupy practically only present rights-of-way, and it has been found that the entire park areas amount to ten hundred and fifty acres; while in the

*Mount
Auburn
Hillside*

Areas

parkways, forming as they do much more important improvements than the suggested parks, there is a little less actual land area, or very nearly nine hundred and eighty acres, which, together with your present park area, makes a total of approximately twenty-five hundred acres.

Respectfully submitted,

GEO. E. KESSLER & Co.,

Landscape Architects.

The report of the landscape architect has had our careful consideration and approval, and we earnestly recommend the earliest consistent execution of all the projects herein presented. With such funds as are at present available, or which may be made available in the near future, the Park Commission suggests and recommends that the acquisition of the necessary property connecting Burnet Woods and Eden Park by means of the proposed parkway be accomplished, beginning preferably with the property which adjoins Eden Park and is planned to eventually be devoted to the parkway.

The key of the whole plan is the taking over of the canal, which, in Mr. Kessler's report, is designated as the Central Parkway. This will eliminate an eyesore from the central part of the city below the hills; do away with the temptation to barter the people's property to the railroads; give us at once what no other city in America has, namely: a parkway 150 feet in width through the heart of the city, and lastly, make the canal one in reality by connecting it with the Ohio River through Millcreek. By

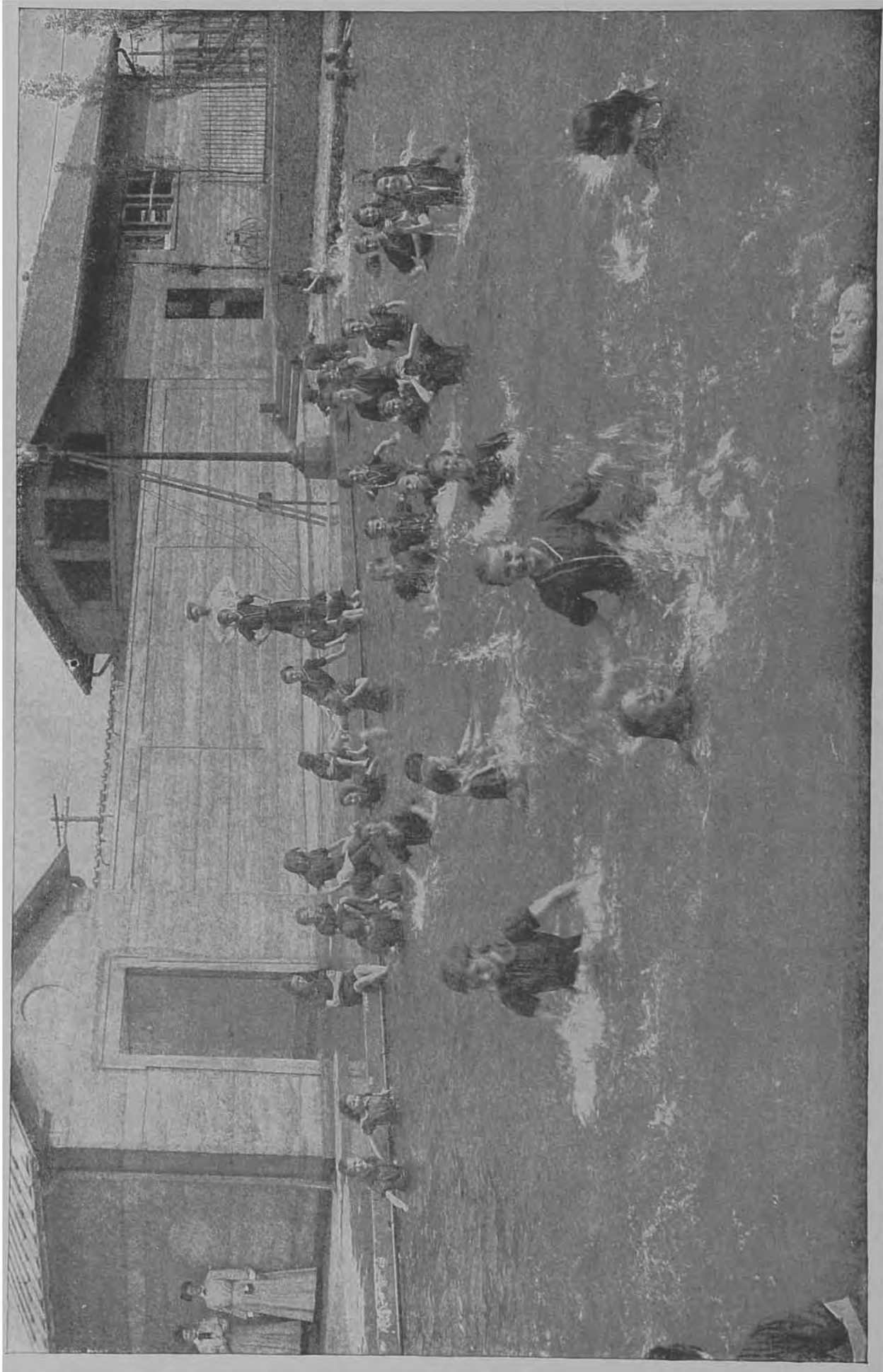
turning the canal into Millcreek just west of Spring Grove Cemetery and continuing it to the Ohio River, two very important problems will be solved, namely: cause the reclamation of all waste bottom lands. Moreover, these low lands will be filled, and there will no longer be backwater from the Ohio River to menace viaducts or the inhabitants of Cumminsville district.

As far back as 1896, so eminent an authority as Captain H. M. Chittenden, a United States Government Engineer, made a special study of the feasibility of connecting the canal with the Ohio River by way of Millcreek, and reported favorably.

The Park Commission feels that in recommending the abandonment of the canal within the territory above mentioned, and its connection with the Ohio River as indicated, the Commission shows its loyalty to the canal question in general and the betterment of the Miami and Erie Canal in particular.

Statistics show that, compared with other cities of equal importance in population, Cincinnati is lamentably behind in the matter of park areas, for, while standing as eleventh in point of population we rank but fortieth in point of park area, and, even were it possible to acquire at once all of the property contemplated in this report, we still would not be in the fore rank in this respect.

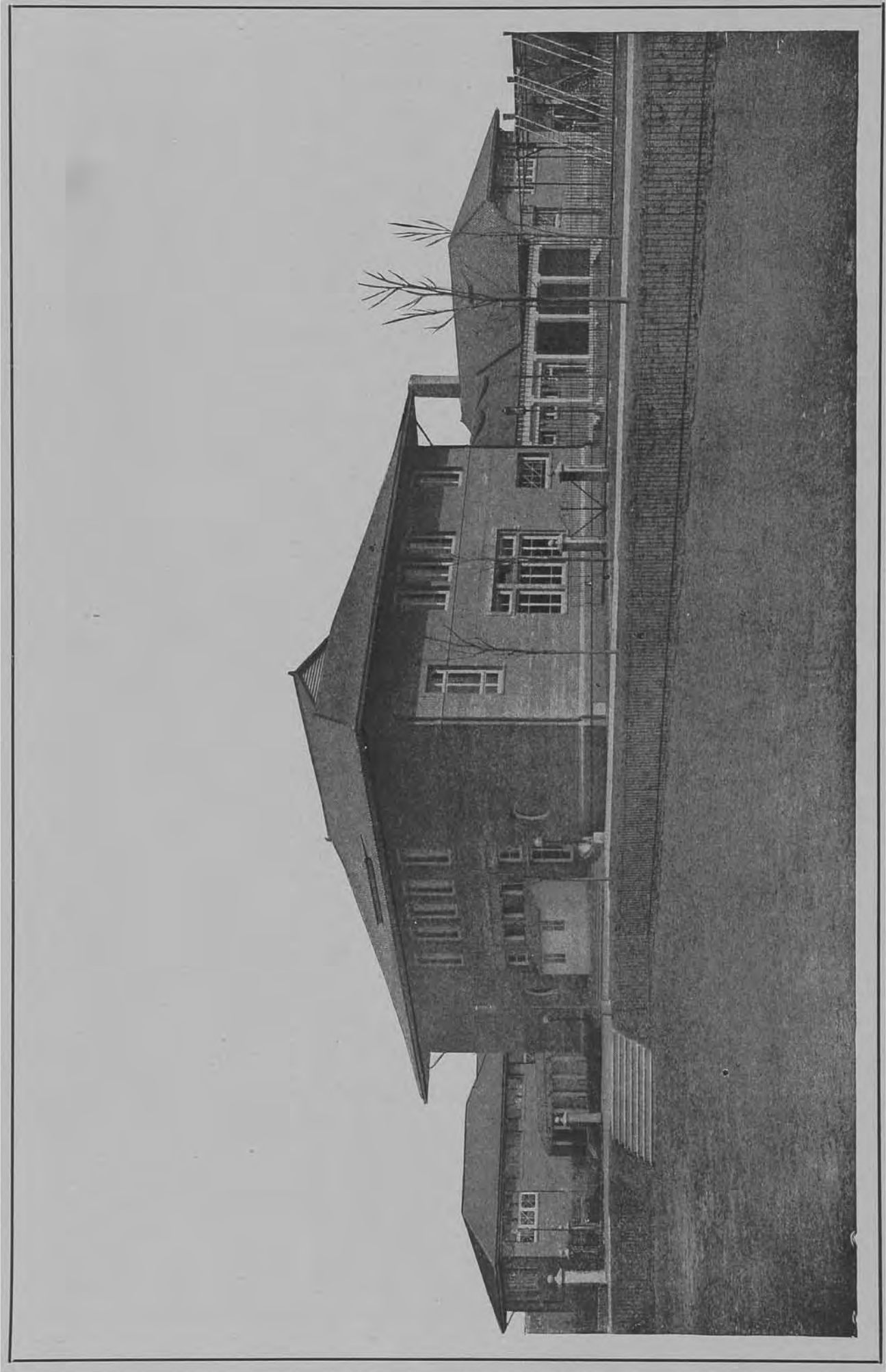
The question of recreation and playgrounds in the congested districts of our city; the connecting of our pres-



CHILDREN'S SWIMMING POOL, CHICAGO.



CHILDREN'S OUTDOOR GYMNASIUM, CHICAGO.



INDOOR GYMNASIUM, CHICAGO.

ent parks with driveways, and the embellishment of small parks as view points, which have been most carefully selected, will recommend themselves without further argument.

The selection of a Plaza in front of the proposed New Union Railway Station, thus giving the stranger entering the city a favorable impression, has appealed strongly to your Commissioners. It is a notorious fact that, in contrast with what is seen abroad, the passenger terminals in American cities are almost invariably in squalid surroundings, and the proposed Plaza would serve the double purpose of presenting a pleasing aspect to strangers entering the city, while serving a thoroughly congested district with park area and a playground. Even should the Union Railway Station be placed elsewhere, your Commissioners would still favor a Plaza fronting this station.

Your Commission has also considered plans for the creation of a Board to carry out the scheme contained in our accompanying report. In such consideration we have examined the various methods, present or prospective, which other cities have adopted, or are now discussing, and, after obtaining advice as to the legality of such methods in Ohio, we submit the accompanying skeleton of a Bill (marked Appendix A) to be submitted to the General Assembly of Ohio, providing for the creation of a Board of Park Commissioners.

The plans as proposed are not idealistic, but are thoroughly feasible, and while extensive are still very conserva-

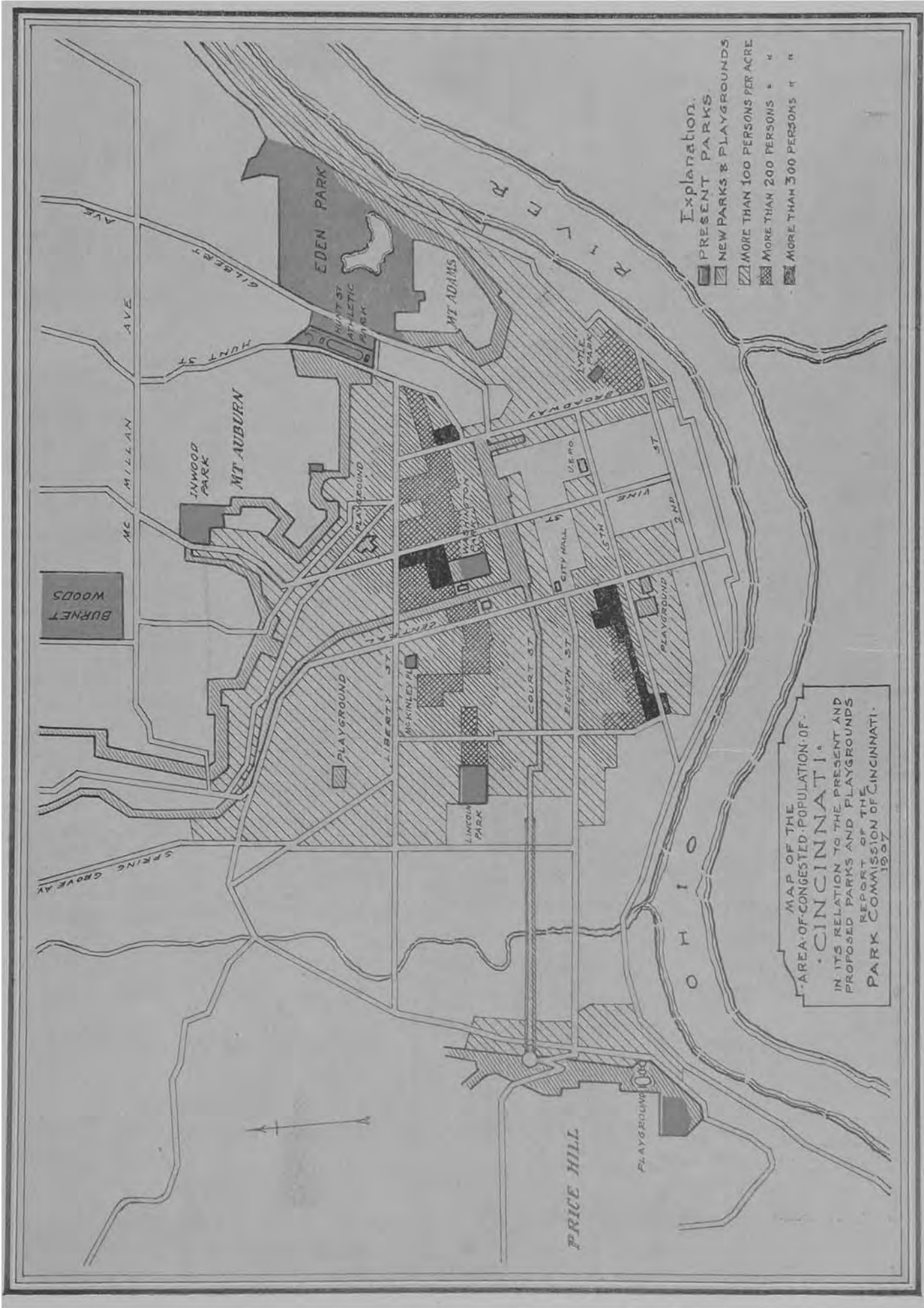
tive for a city embracing approximately fifty square miles within its boundaries, with a population of four hundred thousand, and having an assessed valuation of \$237,500,000.

In conclusion, we beg to recommend to your Board the approval of this comprehensive plan as a whole, expecting that the municipality will consistently and gradually acquire the properties embraced herein distributing the improvements equitably in the different sections of the city, and as rapidly as the city's means will permit.

We wish to thank the members of your Honorable Board individually and collectively for the courteous treatment and hearty cooperation you have always shown this Park Commission.

Respectfully submitted,

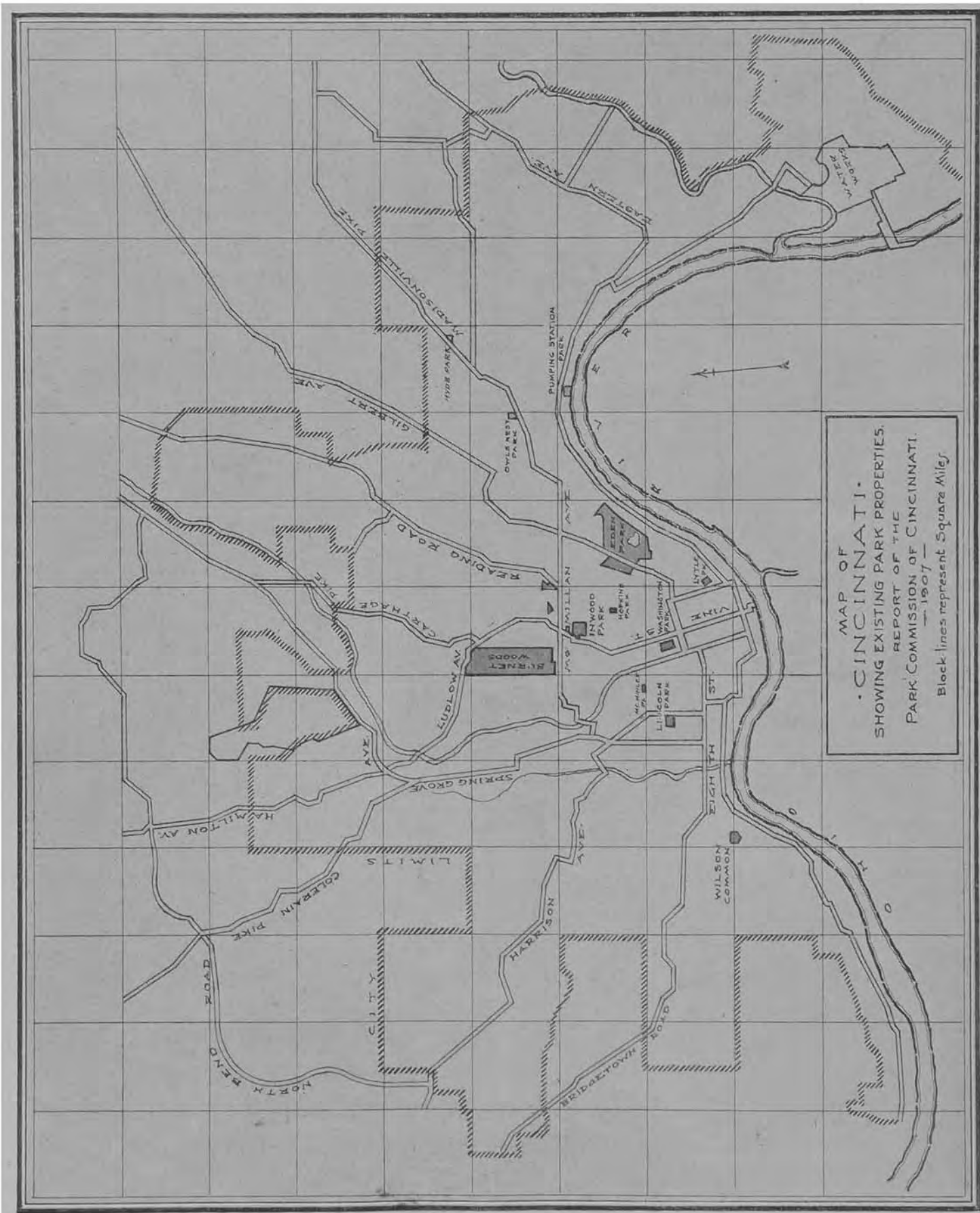
MAX SENIOR,
HENRY RATTERMANN,
WM. B. POLAND,
L. A. AULT,
WM. SALWAY.



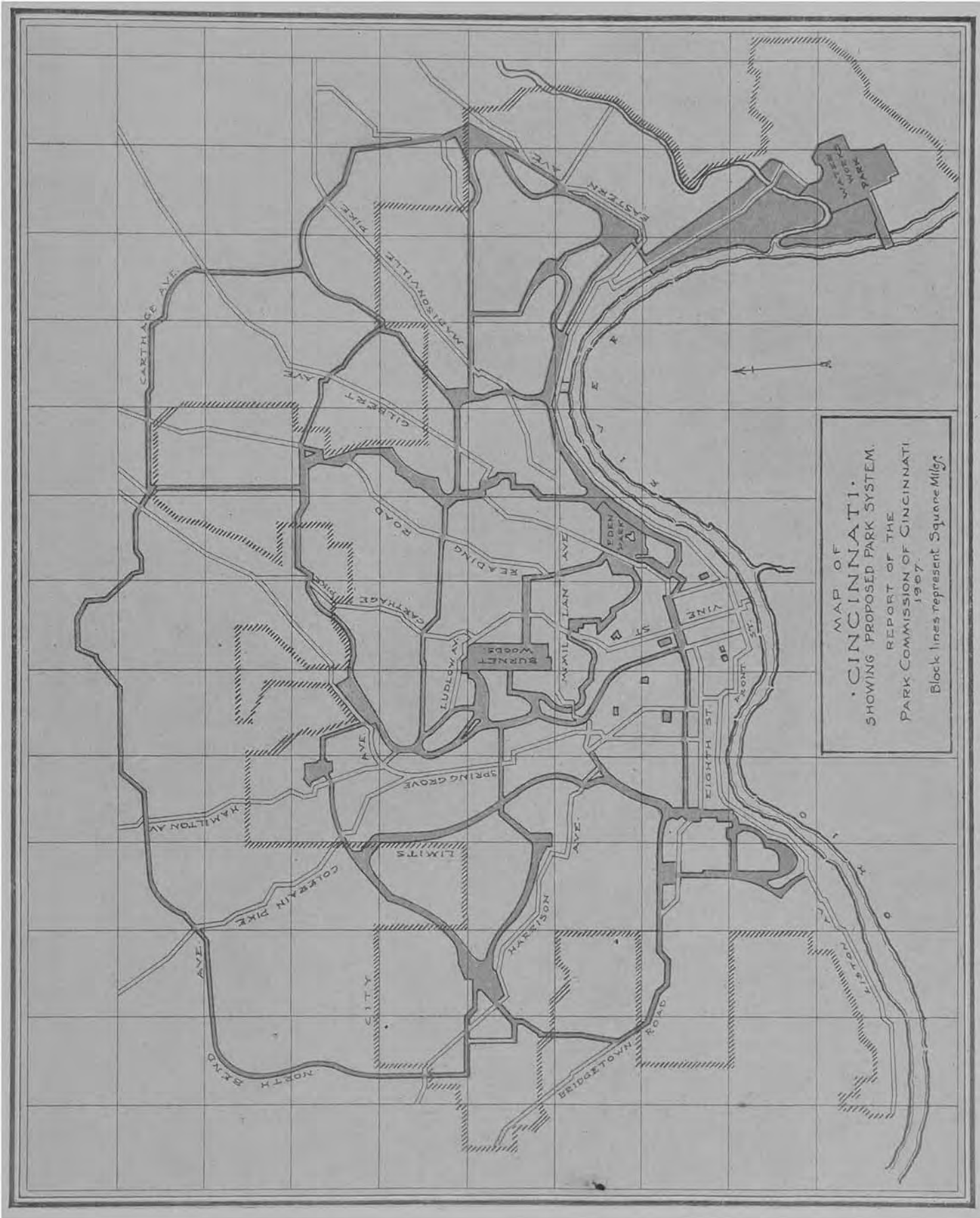
Explanation.

- ▣ PRESENT PARKS
- ▨ NEW PARKS & PLAYGROUNDS
- ▧ MORE THAN 100 PERSONS PER ACRE
- ▩ MORE THAN 200 PERSONS " "
- MORE THAN 300 PERSONS " "

MAP OF THE
 AREA OF CONGESTED POPULATION OF
 CINCINNATI.
 IN ITS RELATION TO THE PRESENT AND
 PROPOSED PARKS AND PLAYGROUNDS
 REPORT OF THE
 PARK COMMISSION OF CINCINNATI.
 1927

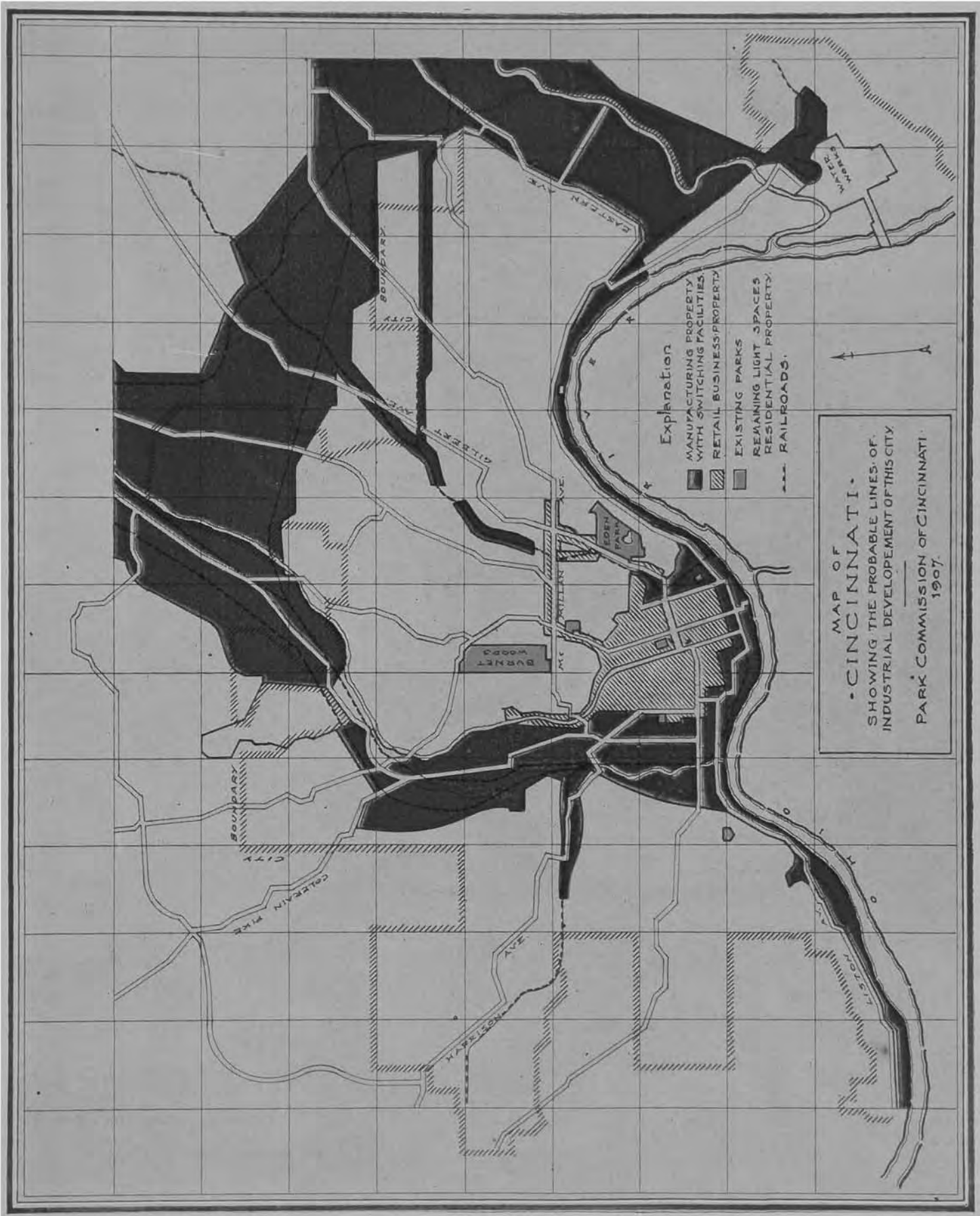


MAP OF
 CINCINNATI.
 SHOWING EXISTING PARK PROPERTIES.
 REPORT OF THE
 PARK COMMISSION OF CINCINNATI.
 1907
 Block lines represent Square Miles.









Explanation

- MANUFACTURING PROPERTY WITH SWITCHING FACILITIES.
- ▨ RETAIL BUSINESS/PROPERTY
- EXISTING PARKS
- ◻ REMAINING LIGHT SPACES
- ◻ RESIDENTIAL PROPERTY.
- RAILROADS.

MAP OF
CINCINNATI.
 SHOWING THE PROBABLE LINES OF
 INDUSTRIAL DEVELOPMENT OF THIS CITY.
 PARK COMMISSION OF CINCINNATI.
 1907.

*Outline of a Bill Providing for Creation of a
Park Commission in Municipalities within the
State of Ohio.*

I. Whenever five percent of the voters of any municipality within the State shall petition the Deputy State Board of Supervisors of such city for the privilege to determine by ballot whether there shall be appointed a Board of Park Commissioners, with the powers hereinafter provided for, said Board shall order and hold, within sixty days of the receipt of such petition, a special election, providing said petition asks for such special election; and if said petition does not ask for such special election, then the question presented in the petition shall be submitted to the electors at the next general election.

II. If a majority of the electors, voting at such election, shall vote in favor of the appointment of such Board, the Mayor shall immediately appoint five electors of said city, as members of such commission. Said five members shall be appointed for a term of one, two, three, four and five years, and their successors shall be appointed for a term of four years. They shall serve without compensation and shall give bond in the sum of \$5,000.00 for the faithful performance of their duties.

The Mayor shall have the power to remove any or all of the five members so appointed at any time, but before

such removal shall take effect he shall transmit in writing to said Board the reasons for such removal or removals.

III. Said Board shall have the following powers:

- (1) (a) Exclusive power to divide the city into such number of Park Districts, as they shall determine upon, and to constitute such districts Special Taxing Districts for the purpose of levying taxes, within such districts, as is hereinafter authorized.
- (b) Exclusively all the powers now vested in Council in the purchase, acquisition and appropriation of real estate for parks, park entrances, boulevards, children's playgrounds and viaducts connected therewith and in the improvement, construction, repair and maintenance of the same; all legislation passed in the exercise of this power to be presented to and signed by the Mayor.
- (c) Power to adopt regulations as to the use of parks, park entrances, boulevards, children's playgrounds and connecting viaducts, and for the protection thereof, and to impose penalties for the violation of such regulations, the same to be published in the same manner as ordinances; all legislation passed in the exercise of this power to be presented to and signed by the Mayor.
- (d) Power to occupy any street, avenue or public way for boulevard purposes, and when so occupied to improve and maintain the same as such, and when so occupied to levy special assessments upon the abutting, adjacent, con-

tiguous and other specially benefited land or lands in the vicinity, to pay the cost of such improvement and maintenance; all legislation passed in the exercise of this power to be presented to and signed by the Mayor.

- (2) (a) Exclusively all the powers and perform all the duties and be governed by the same rules, conditions and limitations as to parks, park entrances, boulevards, children's playgrounds and viaducts connected therewith now vested in and imposed upon the Board of Public Service.
 - (b) Power to employ a secretary, engineer, a legal counsel, clerks and such other employees as may be necessary for carrying into effect the objects of this act.
- (3) (a) All the powers of Council in the issuing of bonds for the purchase of real estate or other property for parks, park entrances, boulevards, children's playgrounds and viaducts connecting therewith, subject only to the approval of the Mayor and to such limitations on the exercise of such power as may be provided by this act.
 - (b) Power to levy taxes to provide a fund for the purchase, acquisition or appropriation, or for the improvement, construction, repair and maintenance of parks, boulevards, park entrances, playgrounds and connecting viaducts, on either (1) all the property of the municipality as a whole, or (2) on all property within any Park District which may

have been created a Special Taxing District by said Board, and the fund arising from such levy on any Special Taxing District shall be used only for the purchase, acquisition, or appropriation or for the improvement, construction, repair or maintenance of such parks, boulevards, park entrances, playgrounds and connecting viaducts, as are or may be located within said Special Taxing District.

Any ordinance providing for the levying of a tax shall be presented to and signed by the Mayor, and if he approve the same, it shall then be transmitted to Council, which body shall, without amendment or revision, certify the same to the County Auditor, who shall collect the same, as other taxes are collected. This power of taxation to be limited to a certain number of mills or fraction thereof each year.

- (c) In addition to the power to levy special assessments to pay for the cost of the improvement, construction, repair and maintenance of streets, avenues or public ways which may be used for boulevard purposes, said Board shall have power to levy special assessments, according to the method prescribed for the levying of assessments by Council, upon the abutting, adjacent, contiguous or other specially benefited lands, to pay for the improvement, construction, repair or maintenance of parks, boulevards, park entrances, playgrounds and connecting viaducts.





THE GENERAL PLAN FOR A SYSTEM OF
PARKS AND PARKWAYS FOR THE CITY OF
CINCINNATI.
SUBMITTED BY THE
PARK COMMISSION OF CINCINNATI
1907

PARK COMMISSION OF CINCINNATI
L. A. AULT, President.
MAX SENIOR, Vice President.
HENRY BATTERMANN, Secretary.
WM. SALWAY, WM. E. POLAND.
EDWARD J. DEMPSEY, MAYOR.
JOHN R. BENDER, PRESIDENT EMERITUS.

COUNCIL ADVISORY COMMITTEE.
LUCIEN WULSIN.
ALBERT H. CHATFIELD.
JULIUS FLEISCHMANN.
GEORGE RUCHTA.
W. W. TAYLOR.

- INDEX
- STREETS
 - SURFACE CAR LINES
 - RAILROADS
 - VIADUCTS
 - EXISTING PARKS
 - PROPOSED PARKS
 - PROPOSED PARKWAYS

SCALE IN FEET
CONTINUED INTERVAL, 50 FEET

PREPARED FOR THE COMMISSION
BY
GEO. E. KESSLER & CO.
LANDSCAPE ARCHITECTS,
HENRY WRIGHT
ST. LOUIS KANSAS CITY