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City of Cincinnati

Office of Architecture & Urban Design

Division of Architecture

U

Urban
Design
Plan

UNIVERSITY VILLAGE IN CORRYVILLE

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Introduction		Policies (continued)	
Executive Summary	1	Site Amenities	26
Introduction	2	Aesthetic	27
Market Study Summary	3	Signage	28-29
Vicinity Map	4	Urban Design Plan Boundary	30
Goals	5	Proposed EQ-UD District Boundary	31
Urban Design Plan	6		
Implementation Strategy	7-8	<hr/>	
<hr/>		Urban Renewal	
Images		Urban Renewal Plan	32
Overall Plan	9	Urban Renewal Boundary	33
Village Gateways	10	Blight Study Executive Summary	34
Village Green	11	Blight Study Findings Map	35
Mid-Block Crosswalk	12		
Pedestrian Parking Connectors	13	<hr/>	
Parking Identity	14	Appendix A	
Development Potential	15	Credits	
<hr/>		Existing Condition Report	
Policies		<hr/>	
Future Development	16-17	Appendix B	
Land Use Recommendations	18	<i>The following information has been reproduced as a separate document.</i>	
Zoning Recommendations	19	Sub-Committee Reports	
Circulation	20	Safety Committee	
Parking	21	Parking Committee	
Lighting	22-23	Economic Committee	
Landscape	24	Real Estate Market Analysis	
Paving	25		

Executive Summary

Key Location

The University Village Neighborhood Business District plays a key role in the image and vitality of Cincinnati. Its central location north of downtown Cincinnati between Interstates 71 and 75 make it easily accessible. Many visitors to Cincinnati experience University Village when utilizing surrounding institutions such as the University of Cincinnati, the Federal EPA, the Cincinnati Zoo, and area medical centers.

Issues of Today

Recent trends in the area have proved problematic to the business district. 1) Vehicular traffic was rerouted away from the district to Jefferson Ave., 2) Increased crime, loitering and panhandling deterred patrons, 3) Parking areas were perceived to be unsafe and inconvenient, 4) Increased litter and vacant storefronts detracted from the district image and 5) Negative press also deterred patrons.

Mission

The University Village Business Association spearheaded the strategy to revitalize the business district by enlisting aid from the City of Cincinnati and the University of Cincinnati. The group was charged with developing the overall strategy to elevate the district into a premier regional commercial/residential district benefiting Cincinnati's residents, visitors and patrons.

Vision

The Strategy involves a multidiscipline approach addressing key issues with the following goals:

Cooperation-Form partnerships with surrounding Institutions to promote a coordinated approach to issues.

Marketing-Improve the business climate by developing a coordinated marketing strategy.

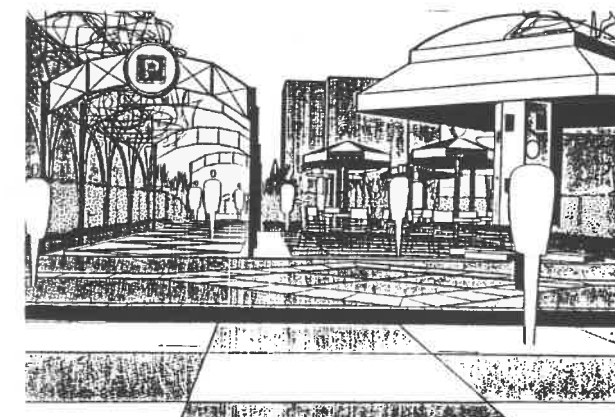
Economic Growth-Stimulate residential and commercial economic growth through redevelopment and rehabilitation.

Parking-Provide adequate, accessible, safe parking convenient to customer destinations.

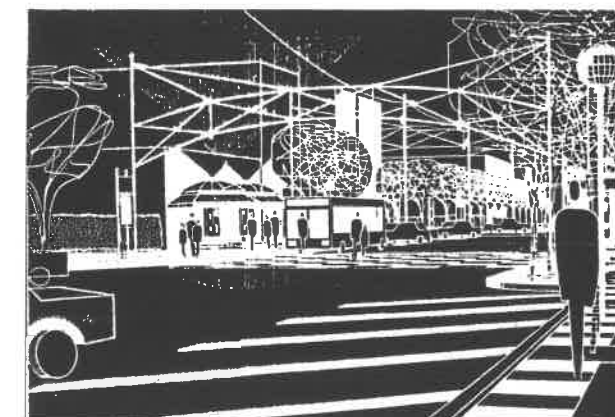
Safety-Provide a safety/security oriented environment.

Identity-Improve the overall image and identity of the business district.

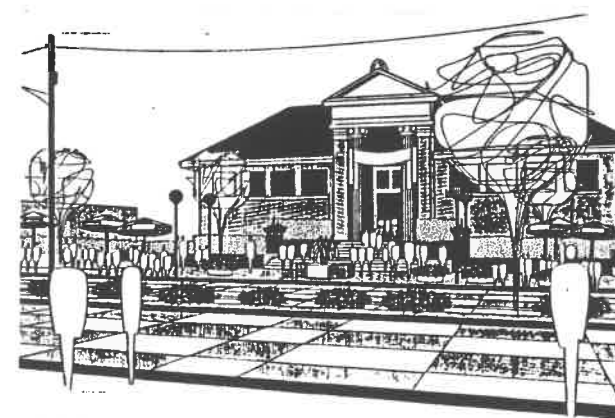
The University Village Urban Design Plan establishes the framework to accomplish this vision.



A Pedestrian Parking Connector



A Mid-Block Crosswalk



The Village Green

Historical Perspective

Central Location

University Village is the business or downtown district of Corryville which is made up of census tracts thirty-two and thirty-three within the City of Cincinnati. Corryville is centrally located within Cincinnati and is one of the city's fifty-two neighborhoods.

Proximity to Institutions

University Village in Corryville is bounded by Jefferson Avenue on the west, Martin Luther King Drive on the north, Euclid Avenue on the east, and William Howard Taft Road on the south. The Business district is abutted by the University of Cincinnati main campus on its western border and by the University's Hospital complex or East campus on its northern border. University Village also either abuts or is very near to the Cincinnati Zoo, the United States Environmental Protection Agency and several other area hospital complexes including Childrens, Jewish, Deaconess, Good Samaritan and Christ Hospitals. Many other medical related facilities including doctors offices and clinics are also found in the nearby area.

Vine Street Spine

University Village consists of approximately ten city blocks primarily devoted to business/office use concentrated along Vine Street with high density residential uses abutting the commercial district. Vine Street is the central spine and the center of all the business activity. Vine Street within University Village, was part of a continuous north-south thoroughfare through Cincinnati.

Rerouted Traffic

In the 1960's, the University Plaza shopping center was created and thru traffic was rerouted onto Jefferson Avenue bypassing University Village. Jefferson Avenue was widened and streetscape improvements were constructed along a two block section of Vine within University Village. Several new restaurants/bars opened in the early 1970's and University Village began a commercial comeback. Many retail businesses thrived catering to the University students and more upscale bar/restaurant patrons.

Loitering

During the 1980's, University Village gradually declined with the opening of a few late night nightclubs attracting a younger crowd that sometimes became rowdy. People began to hang out along the street and discourage other business patrons from visiting the area. Gradually several establishments went out of business leaving vacant buildings and storefronts. Homeownership and the number of single family homes declined. More multi-family housing was created and fewer two-to-four person families lived in the area.

Issues of Today

Issues

In short, crime violence, vandalism, littering and panhandling became abundant. Parking also became a major problem with U.C., the Hospitals and the late night nightclubs and bars, all attracting patrons that competed for parking spaces.

Poor Access

Lack of access created with the 1960's street restructuring also became an issue. With the majority of the traffic on Jefferson Avenue, not many people knew that University Village even existed. Access from the north at Martin Luther King Drive was non-existent due to no left turn allowed into Vine Street from MLK.

Unsafe Parking

Parking lots created in the 1960's and 1970's are primarily behind buildings and are blocked from view and perceived unsafe. Adequate lighting in these lots is a definite problem. Clear and safe access to Vine Street is almost non-existent.

Solutions

Strategy

In general, the image of the area has vastly deteriorated, businesses have moved out, crime and safety are primary problems. With the advent of the construction of a power plant on the west side of Vine Street, just south of Martin Luther King Drive, the University Village Association approached the City of Cincinnati and the University of Cincinnati to try to develop an overall strategy to vastly enhance University Village and to make it a premier commercial/residential district that is a benefit to all the City's citizens local residents, and business patrons alike.

Groups

The initial steps in the process consisted of the formation of the overall University Village Planning and Design Committee consisting of business owners, property owners, University Representatives, City Officials, and residents. The Corryville Planning/Marketing Study completed in September, 1991.

Vision

The Urban Design Plan establishes the framework from which to revitalize the area. The plan establishes a vision for University Village and recommends close partnerships with the University of Cincinnati, the Hospitals, the EPA and the Corryville merchants and residents.

Urban Renewal

Part of this framework establishes Urban Renewal Status. As detailed in pages 32-35, within the Urban Design Plan Boundary is a subarea entitled the University Village in Corryville Urban Renewal Area. Upon City Council's adoption of this plan, this area is established as an Urban Renewal Area pursuant to Cincinnati Municipal Code, Chapter 725.

Summary of Economic/Planning/Market Study

by Global Perspectives
 Dr. Norman G. Miller & Michael D. Deley
 640 Windings Lane
 Cincinnati, Ohio 45220

The Economic/Planning/Market Study was completed in September 1991 and studied University Villages current market atmosphere and recommended strategies to improve the districts market impact.

The Economic/Planning/Market Study consisted of six (6) areas: *Business Survey, Consumer Survey, Parking Survey, Transportation and Access, Demographic Survey, and Real Estate Market Analysis.*

Business Survey

The business survey identified six (6) positive characteristics of the University Village area:

1. The presence of the University of Cincinnati
2. The mix of businesses
3. The presence of the surrounding Hospitals
4. The central location
5. The population density
6. The diversity of people

The survey also identified five (5) negative characteristics:

1. Crime, violence and vandalism
2. Parking
3. Loitering, panhandling
4. Litter
5. Negative press

Consumer Survey

The consumer survey identified similar negative characteristics particularly safety at night.

Parking Survey

The parking survey identified a definite lack of spaces, and lots that were poorly lit, not very accessible and hidden behind buildings.

Transportation & Access Survey

Access into the district was highlighted as a problem in the transportation and access survey. This was particularly true from Jefferson Avenue and Martin Luther King Drive.

Demographic Survey

The demographic survey pointed to a loss of home ownership during the period from 1980 to 1990 as well as an increase in multi-family housing numbers for smaller families. Real estate and property values declined during the period. The amount of renters was very high and the overall vacancy rate was higher than usual.

Real Estate Market Analysis

The Real Estate Market Analysis compared Corryville's market atmosphere to Eastern Hamilton County and pointed out that sales declined and appreciated in value less in Corryville compared to Eastern Hamilton County.

Problems

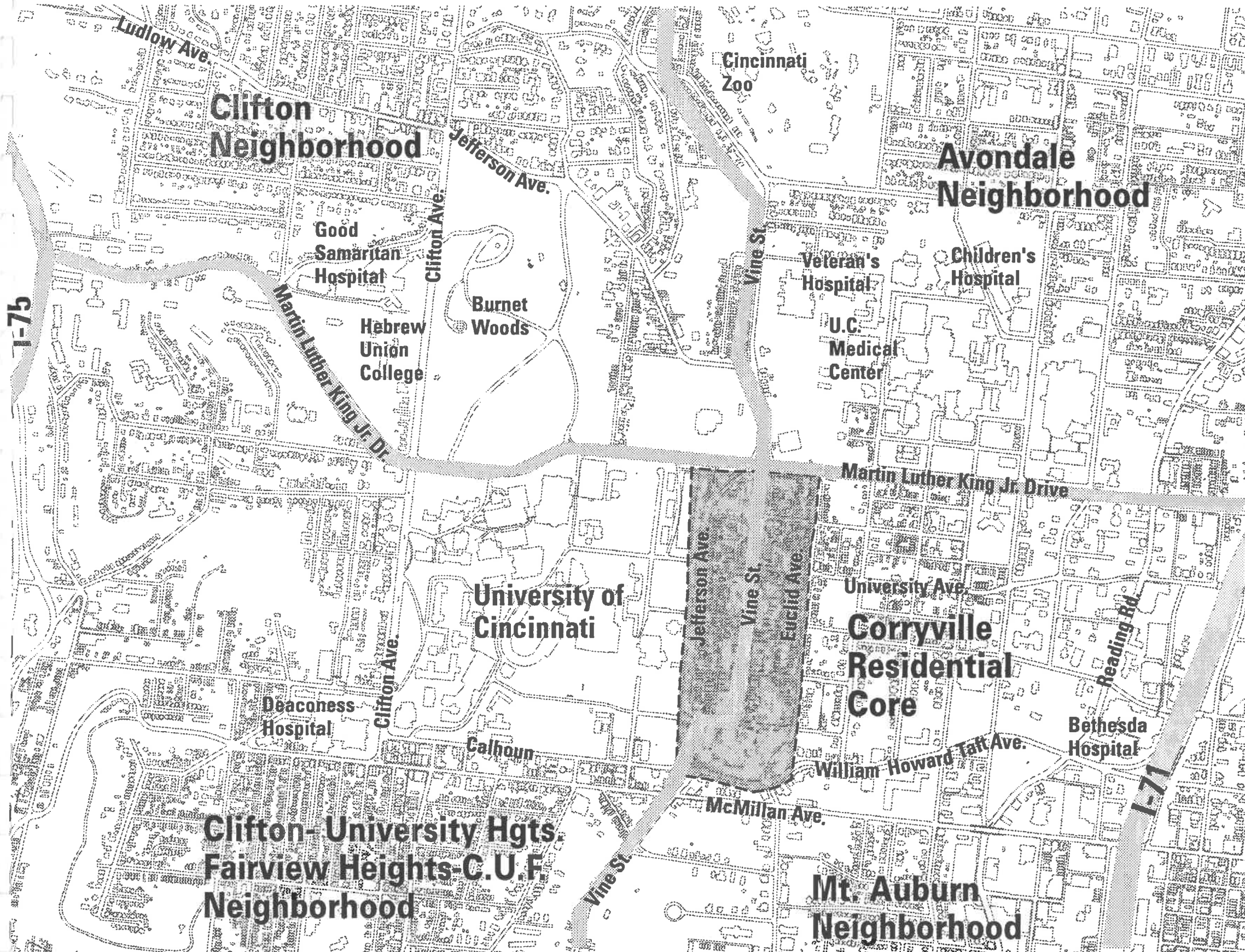
The most significant problems were identified in the study as follows:

1. Crime/Security/Safety
2. Area Image
3. Parking
4. Loitering/Panhandling
5. Litter

Recommendations

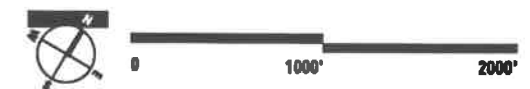
The study recommendations were:

1. Solve the problems identified.
2. Form a partnership with the University, the Hospitals and the EPA to accomplish the following:
 - Increase access between University Village and the institutions, particularly U.C.
 - Take advantage of U.C.'s new master plan to capture student walking patterns, provide student parking and/or parking shuttle or actually student housing within the district.
 - Work with U.C. to jointly develop their planned Hotel/Conference Center within or adjacent to University Village.
 - Target students with promotional activities.
 - Work with the University to provide services not found on campus.
 - Provide a "gateway" between U.C. and University Village.
 - Provide better and/or more delivery service to the Hospital clientele.
 - Attract EPA employees with promotions for lunch.
 - Target hospital employees during the evening hours.



Vicinity

Located in the Uptown hilltop area just north of Cincinnati's downtown, the University Village Business District is centrally positioned within the region's greatest concentration of medical and research facilities, and educational institutions. The District is also proximate to a diverse population, the Cincinnati Zoo and situated between two major interstate highways.



Business

- Improve the business climate by providing strategies to assist new and existing businesses.
- Retain the viable existing businesses by monitoring their progress and offering them any incentives possible to keep them from departing.
- Assist building owners in renting to businesses appropriate to the area and to help them create the desired mix of business uses in the right locations.
- Attract new business/office/or residential uses that complement each other and the district.

Development

- Improve the economic growth atmosphere by providing a framework for new development.
- Identify and assemble sites for new development that would attract new patrons to the area and be compatible with existing land uses.
- Stimulate new and rehabilitated housing programs within and adjacent to the district.
- Eliminate conditions of blight and deterioration particularly in the Urban Renewal Area.

Parking

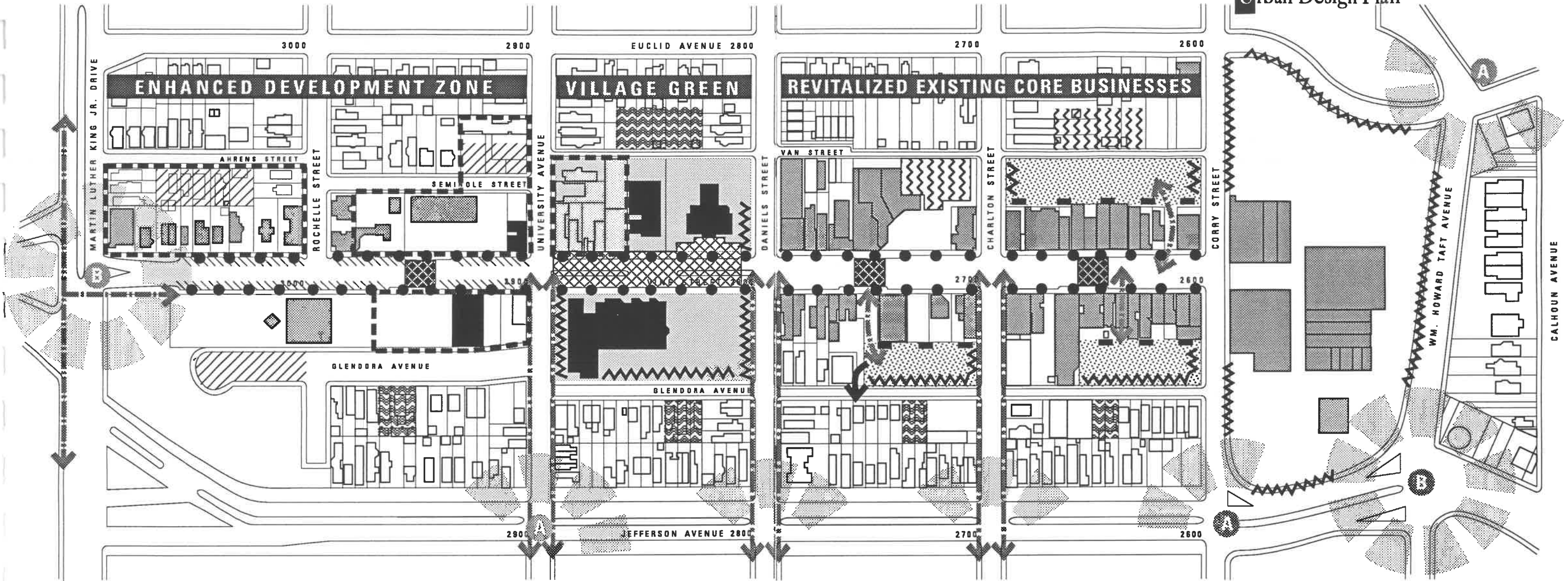
- Provide adequate, accessible, safe parking convenient to customer destinations.
- Coordinate parking rates and operation with business use and proximity.
- Improve parking lot security and lighting.
- Ease pedestrian and vehicular accessibility to parking areas thru well lit access ways visible from Vine Street, identity signage, etc.
- Increase the amount of quality parking spaces coordinating with usage/needs.
- Improve parking lot image and cleanliness.

Safety

- Improve police presence.
- Discourage loitering and panhandling in the business district.
- Provide a safety/security oriented pedestrian environment.

Image/Identity

- Improve the overall image and identity of the business district.
- Tie the whole district together to work as an organized shopping center with a unified identity, collective market strategy, accessible parking, crime control, management etc.
- Create a uniform marketing strategy to improve the general publics' perceived image of district.
- Provide a public focus area to serve as an identity element for the district and used during the districts' festivals.
- Create perimeter gateway entrance elements to encourage vehicular patronage from adjacent thoroughfares.
- Improve the appearance and ease pedestrian access to the business district from surrounding institutional population centers.
- Improve the public right of way streetscape
- Reduce visual clutter both within the public right of way and the facades/signage of private businesses.
- Improve the pedestrian/vehicular environment by reducing visual clutter caused by wires, unorganized signage and litter.
- Improve the appearance of Vine Street as the main shopping street as well as the surrounding streets and parking.
- Establish the area as an Environmental Quality-Urban Design District to prevent the creation of environmental influences adverse to the area.



Design Plan

The University Village Design Plan Concept involves three major concentrations of public/private efforts within the business district along Vine Street:

1 Revitalization of Existing Core Businesses

Public & private improvements that address safety, functional, and aesthetic issues that exist in the southern end of the district. Streetscape improvements along Vine Street will provide additional security lighting, reduce clutter, and add continuity to the existing businesses. Parking improvements shall address issues of duration fee structure as well as employee, student, and resident parking.

2 Village Green

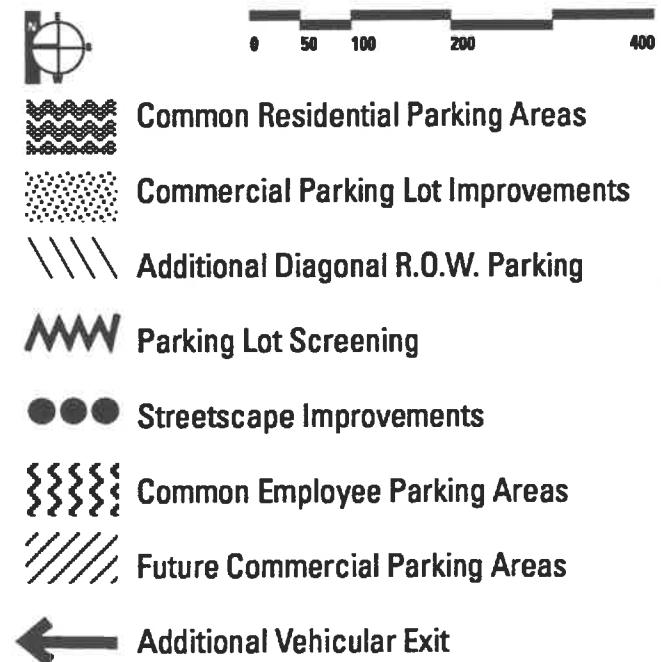
The proposed public and private improvements will enhance the existing institutional core in the center of the business district. Streetscape and public plaza improvements will provide a community focus and identity area for Corryville and its residents.

3 Enhanced Development Zone

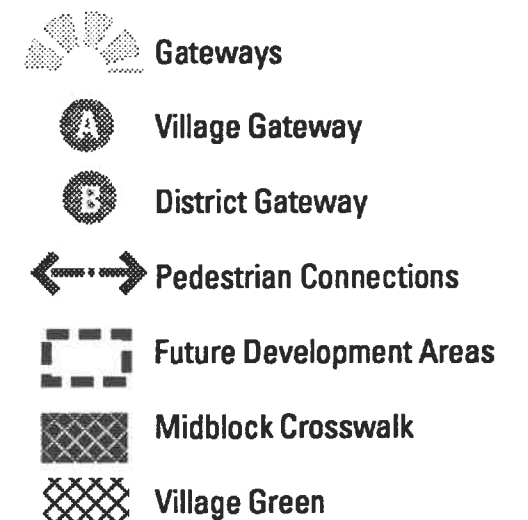
The proposed public and private improvements in the north end of the business district will spur economic development and growth complementing the existing business core.

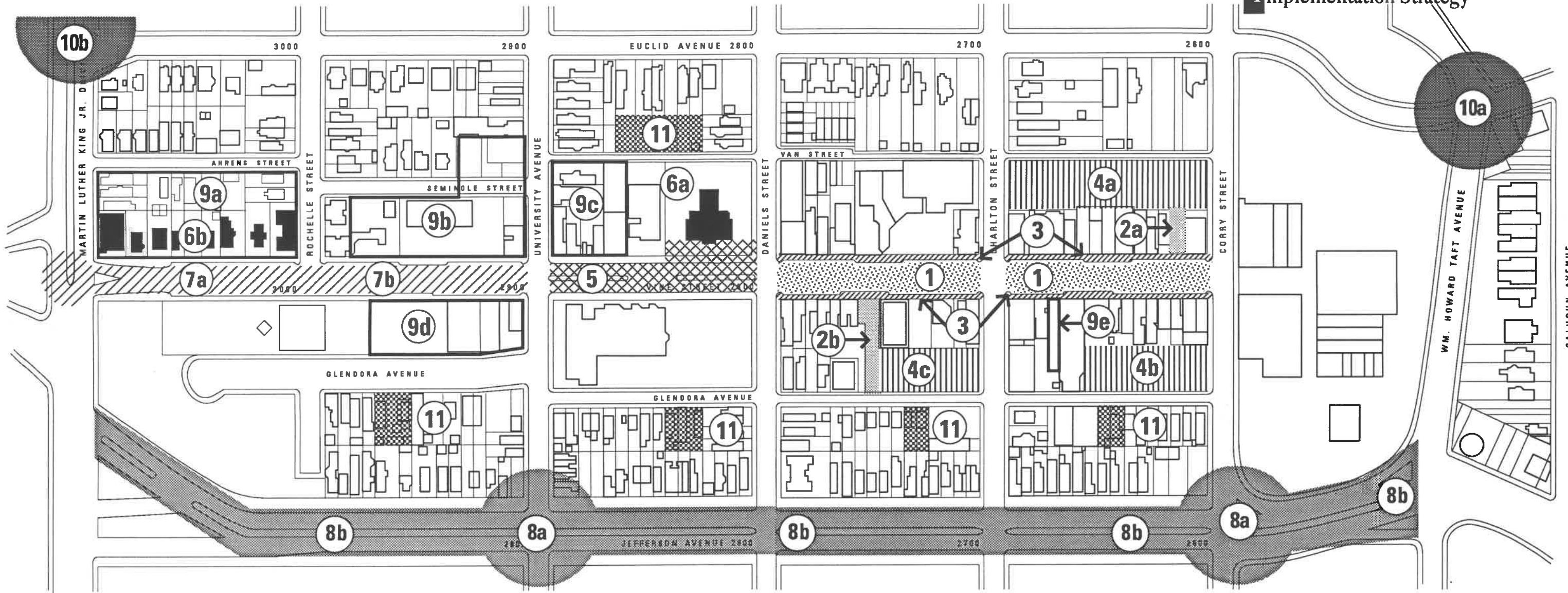
The Design Plan Concept also addresses the pedestrian and vehicular accessibility to the business district by providing Gateway entrances to the area.

In depth details of the elements of the Design Plan can be found in the specific policy guidelines.



Legend





Implementation Strategy

1 Vine Street Security Lighting

This project will provide additional lighting in the right-of-way along Vine Street thereby promoting a safe environment. (Lighting, electrical requirements)

2a Pedestrian Parking Connectors (Van Street Lot)

This project will provide safety and identity improvements for the pedestrian connection from the Van Street Lot to Vine Street. (Lighting, Landscaping, Pavers, Identity Markers)

2b Pedestrian Parking Connectors (Glendora Lot)

This project will provide safety, identity and public space improvements for the pedestrian connection from the Glendora Avenue Lot to Vine Street. (Lighting, Landscaping, Pavers, Identity Markers, Sidewalk Cafe Elements)



3a Vine Street South Streetscape (Infrastructure)

This project will provide the necessary infrastructure/underground improvements to allow security lighting to be installed (See 1). (Excavation, Foundations, Pavers, Conduit)












3b Vine Street South Streetscape (Hardware)

This project will provide above grade streetscape improvements to organize existing signage, clutter and safety devices. (Pole System, Kiosks, Benches, Street Trees)

4 Parking Lot Lighting & Identity

This series of projects will provide additional safety lighting, parking identity, and parking circulation improvements in the existing public parking lots. (Lighting, Landscape Screening, Parking Identity Markers, Dumpster Consolidation and Beautification)

Legend

-  1-Vine Street Security Lighting
-  2-Pedestrian Parking Connectors
-  3-Vine Street South Streetscape
-  4-Parking Lot Lighting & Identity
-  5-Village Green Improvements
-  6-Renovations to Existing Buildings
-  7-Vine St. North R.O.W. Improvements
-  8-Jefferson Ave. R.O.W. Improvements
-  9-New Development
-  10-Village Identity Gateways
-  11-Common Residential Parking Areas

Proposed Development Staging

Priority Project	Scope	Estimated Cost	Financial Source	Maintenance	Project Year						
					92	93	94	95	96	97	98
1-Vine Street Security Lighting	Vine Street from Corry to Daniels	\$130,000	Public-1992 Capital Improvement Fund	Assessment District	█						
2-Pedestrian Parking Connectors	Van Street Lot & Glendora Ave. Lot	a) \$50,000 b) \$72,000	Public-1992 Capital Improvement Fund	Assessment District	█						
3-Vine Street South Streetscape	Vine Street from Corry to Daniels	a) \$90,000 b) \$109,000	Public-1992-93 Capital Improvement Fund	Assessment District	█						
4-Parking Lot Lighting & Identity	Van Street Lot, Corry Street Lot & Glendora Avenue Lot	\$130,000	University Village Business Association	University Village Business Association	█						
5-Village Green Improvements	Vine Street from Daniels to University	a) \$94,000 b) \$70,000	Public-Cinti. School Board, Ham. Co. Library, City of Cinti. Capital Improvement	Assessment District		█					
6-Renovations to Existing Buildings	Public Library & Vine Street 3000 Block	UNKNOWN	Private	Private							
7-Vine St. North R.O.W. Improvements	Vine Street from University to MLK	a) \$150,000 b) \$200,000	Public-Capital Improvement Funds, UC	Assessment District		█					
8-Jefferson Ave. R.O.W. Improvements	Jefferson Ave. from Taft to MLK	a) \$95,000 b) \$270,000	Public-Capital Improvement Funds	Assessment District		█					
9-New Development	Gateway Parcel, Seminole Parcel, Village Green Parcel, University Ave. Parcel & 2526 Vine Street Parcel	UNKNOWN	Private	Private							
10-Village Identity Gateways	Taft and Euclid Entrances Eden and MLK Entrance	a) \$50,000 b) \$50,000	Public-Capital Improvement Funds	Assessment District			█				
11-Common Residential Parking Areas	Glendora and Van	UNKNOWN	Private/University Village Business Assoc.	Assessment District				█			

5a Village Green Improvements (Infrastructure)

This project will provide the necessary infrastructure /underground improvements for the Village Green. (Traffic Islands, Excavation, Foundations, Pavers, Conduit)

5b Village Green Improvements (Hardware)

This project will provide above grade streetscape improvements to organize existing signage, clutter and safety devices. (Pole system, Kiosks, Benches, Street Trees, Festival Furniture, Bus Stops)

6 Renovations to Existing Buildings

This series of projects will upgrade existing buildings to better serve the business district. The Public Library (6a) should be reorganized to address the Village Green at street level. The existing buildings along the east side of Vine Street along the 3000 block (6b) should be renovated into commercial facilities to adapt to the business district growth pattern.

7a Vine Street North R.O.W. Improvements (Rochelle to MLK)

This project will provide streetscape improvements in the right-of-way along Vine Street. (Lighting, Pole System, Pavers, Diagonal Parking, Kiosks, Gateway elements)

7b Vine Street North R.O.W. Improvements (University to Rochelle)

This project will provide streetscape elements in the right-of-way along Vine Street. (Lighting, Pole System, Pavers, Diagonal Parking, Kiosks, Mid-Block Crosswalk)

8a Jefferson Ave. R.O.W. Improvements (Gateways)

This project will provide Identity Gateways to the business district along Jefferson Avenue at University Avenue and Corry Street. (Identity Markers, Landscaping, Festival Signage, Lighting)

8b Jefferson Ave. R.O.W. Improvements (Islands/Crossings)

This project will provide boulevard improvements along Jefferson Avenue to promote pedestrian crossing. (Lighting, Excavation, Curbs, Landscaping, Pavers, Signage)

9 New Development

These development projects will provide additional commercial activity at the north end of Vine Street. The Gateway Parcel (9a) should provide the commercial anchor to the north end of the mall. The Seminole Parcel (9b) could provide a site for a limited service hotel/motel. The Village Green Parcel (9c) will provide a site to allow the Village Green to be completed with the Post Office relocation. The University Avenue Parcel (9d) will provide additional commercial activity proximate to the University. And the 2526 Vine Street Parcel (9e) will provide a development site within the existing Vine Street Core.

10a Village Identity Gateways (Taft and Euclid)

This project will provide the Gateway entrance to the district from the east along Taft. (Lighting, Pavers, Identity Markers, Landscaping, Festival Signage)

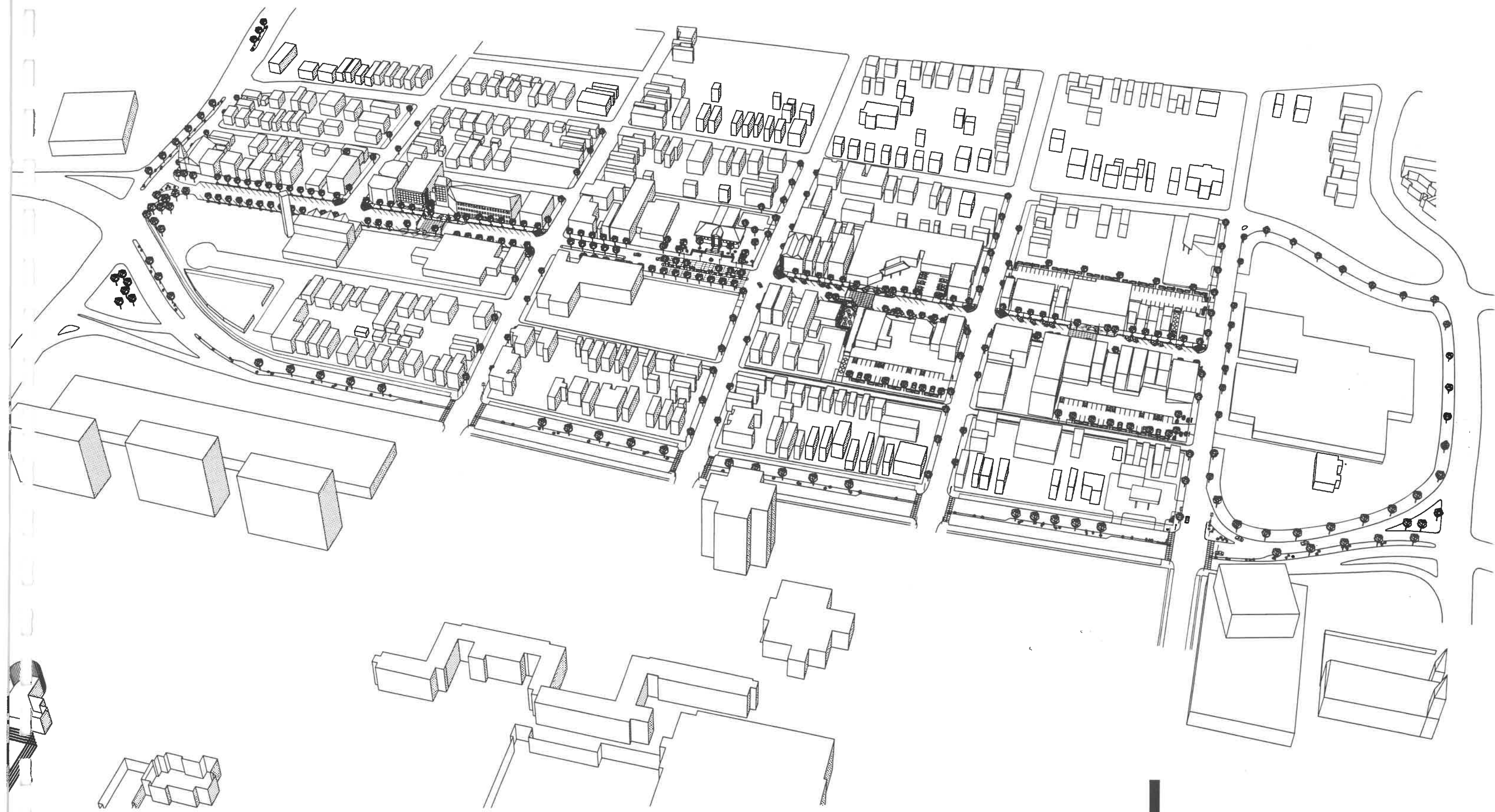
10b Village Identity Gateways (Eden and MLK)

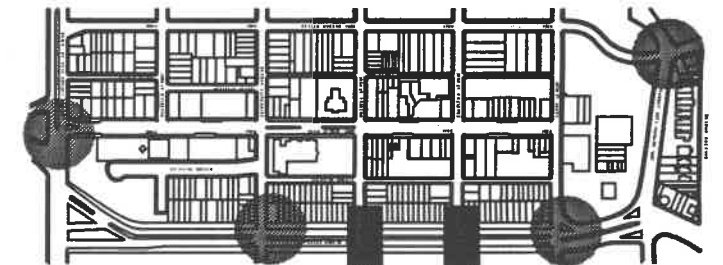
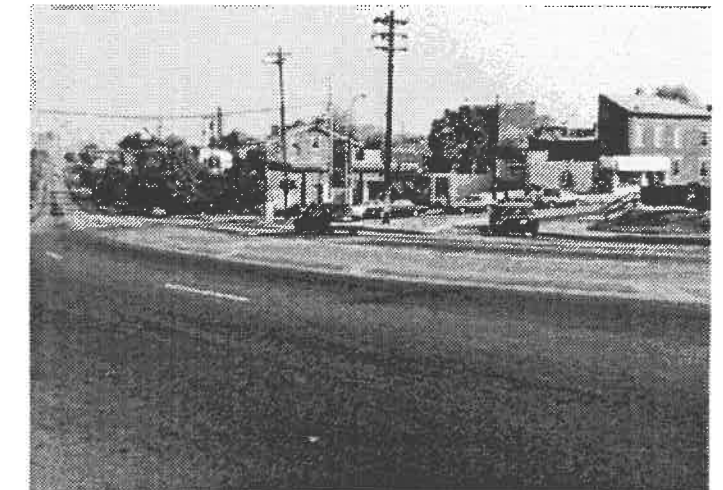
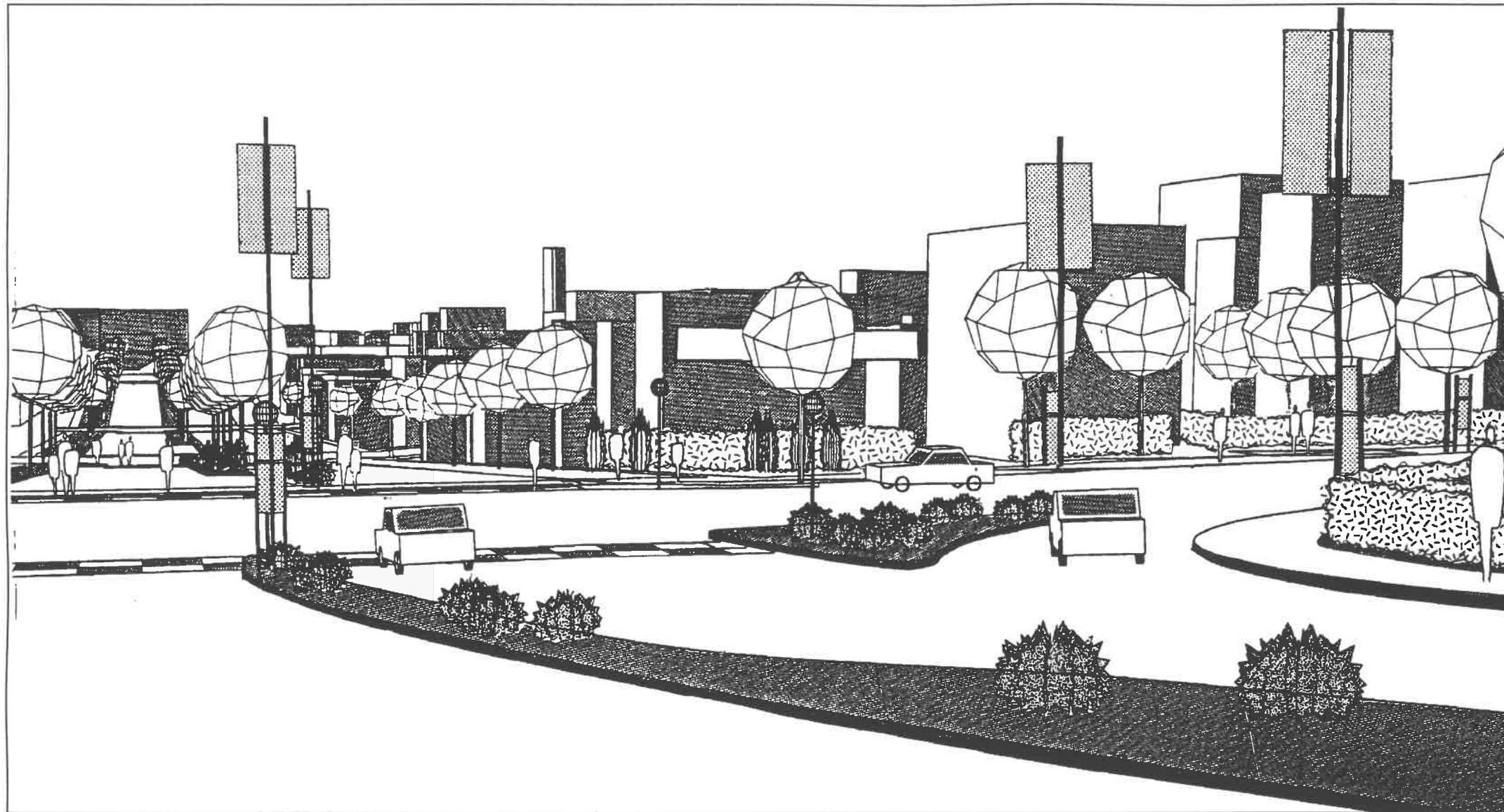
This project will provide the gateway entrance to the district from the east along MLK. (Lighting, Pavers, Identity Markers, Landscaping, Festival Signage)

11 Common Residential Parking Areas

These projects will consolidate common parking areas dedicated to residential use.

Overall Plan	9
Village Gateways	10
Village Green	11
Mid-Block Crosswalk	12
Pedestrian Parking Connectors	13
Parking Identity	14
Development Potential	15





Village Gateway

Issues

Since rerouting the through traffic volumes from Vine Street to Jefferson Avenue, the University Village Business District has suffered from lack of visibility from the major thoroughfares of Jefferson and Martin Luther King Avenues. Travelers along these arteries have no idea that a business district is adjacent just a block away. These major vehicular thoroughfares not only effect the drive-by visibility of the district but also the pedestrian accessibility to the district from the major institutional population centers. The large expanses of paved streets provide no incentive for the pedestrian to attempt to cross to the business district.

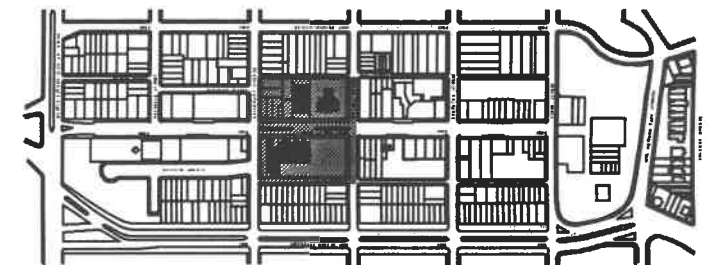
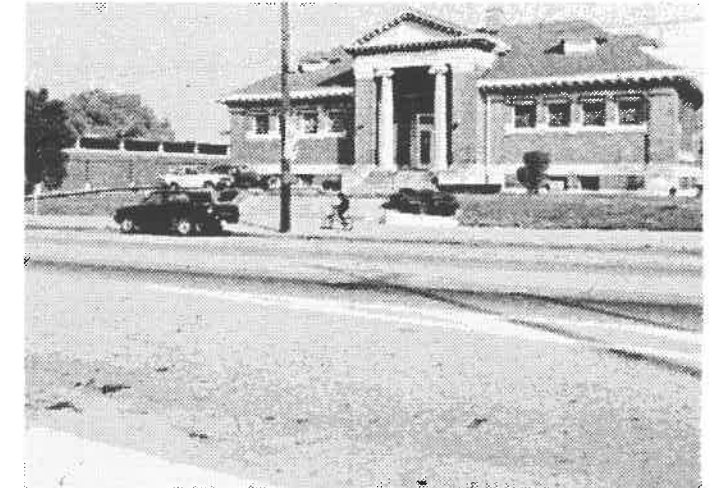
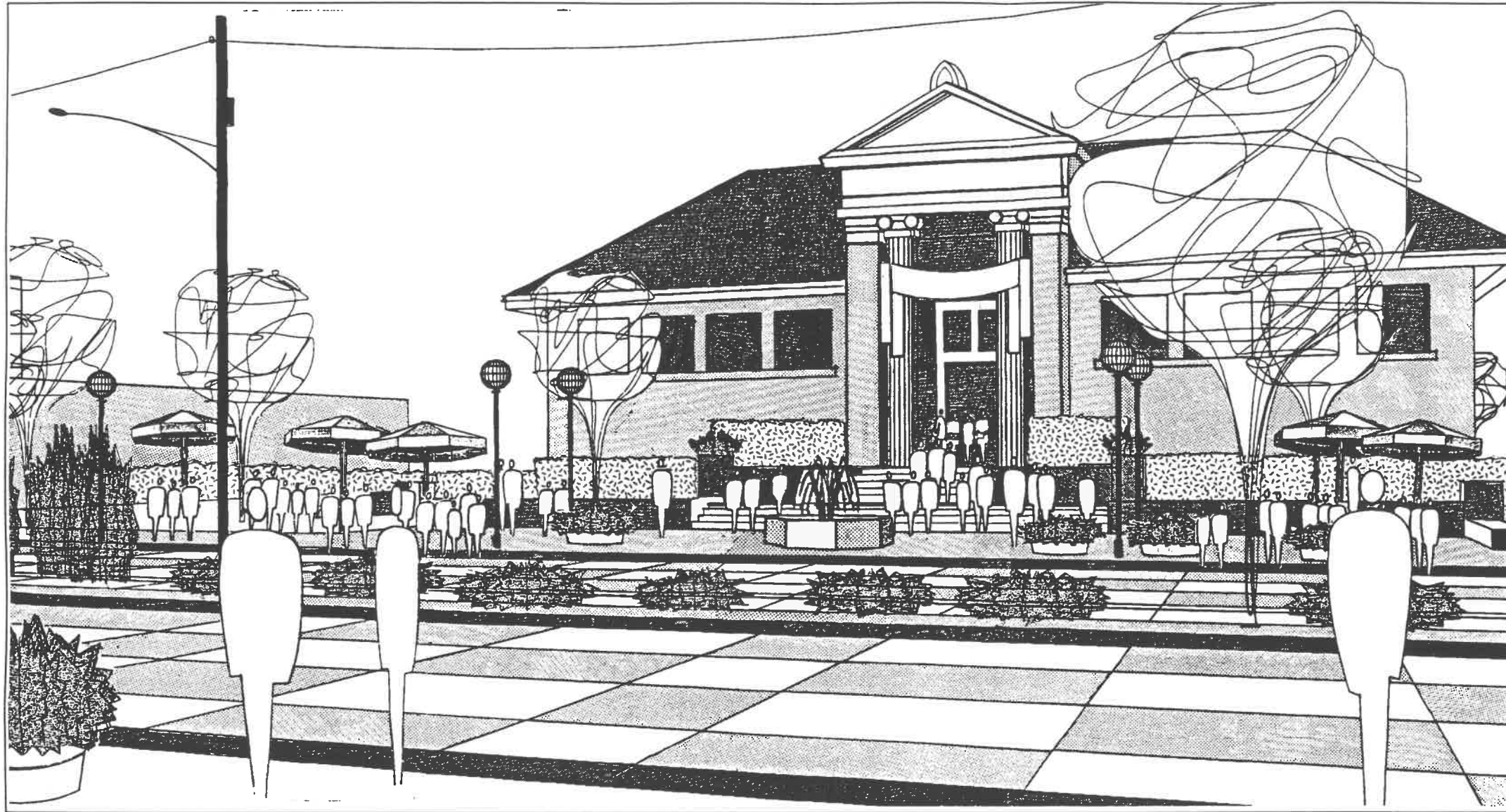
Improvements

The proposed public improvements will attempt to address these issues by providing identity for the business district along these thoroughfares as well as creating safe "havens" for the pedestrian as they cross the paved boulevards.

At each major entrance/intersection along Jefferson and MLK, village gateway improvements will provide identity for the business district by pulling the streetscape elements from Vine Street towards Jefferson and MLK.

Pedestrian identity lighting, parking lot screening, traffic island landscaping, Village Identity markers, and street trees provide the elements of the Village Gateway.

In order to improve pedestrian accessibility, the proposed Jefferson Avenue Improvements will soften the harsh paved surface creating a "boulevard" feel consistent with the Uptown Plan. The existing "painted" median island would be transformed into a greenbelt island of trees, landscaping, pedestrian lighting, and paved surfaces thereby providing a pedestrian safe haven midway across the thoroughfare. These proposed improvements will enhance the pedestrian and vehicular connections to the business district.



Village Green

Issues

Currently, a major hinderance to development of the north end of the business district is the lack of continuity/connection to the south end, the existing institutional block of buildings between Daniels Street and University Avenue along Vine currently do not contribute to this connection.

Every successful community has an identifiable focus image for their community, Cincinnati's Central Business District has Fountain Square, the Village of Mariemont has its rotary, and many rural Ohio farm communities have the county courthouse as their focus. Ask someone about University Village or Corryville and the first thing that comes to mind is "Bogart's" or "Zino's". University Village and Corryville have an existing identifiable focus image, the problem has been neglect. The existing institutional block on Vine Street contain strong public images of a Carnegie Library, an Elementary School, and a Public Firehouse.

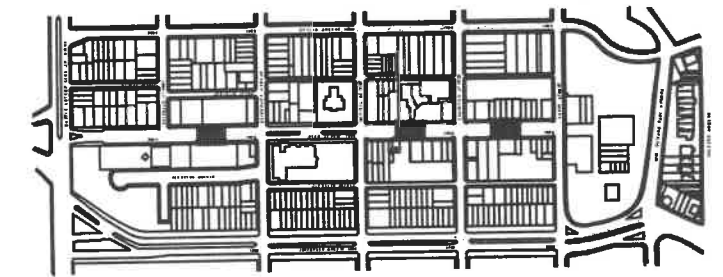
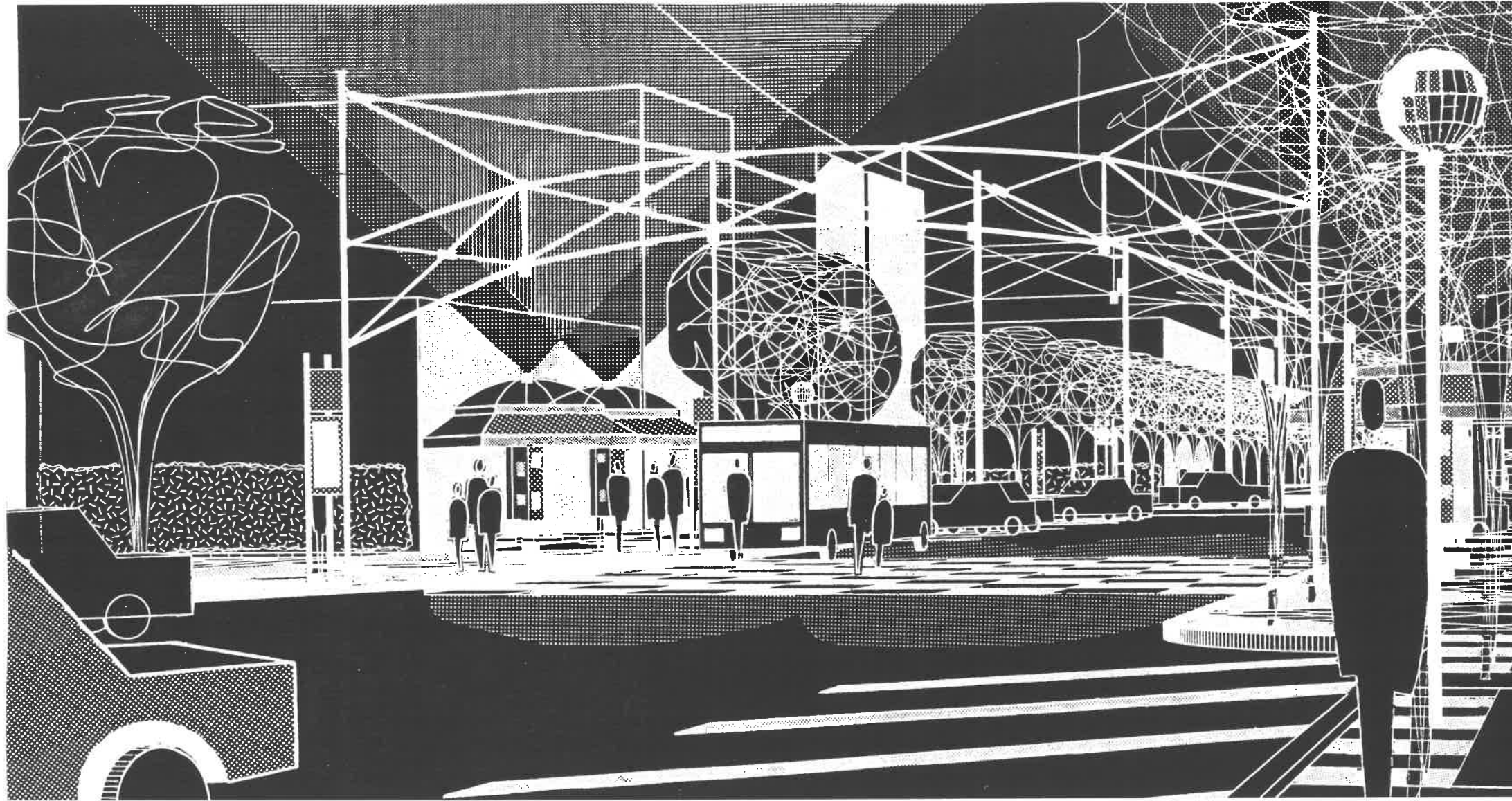
The existing institutional block does not promote pedestrian/community interaction with its harsh paved surfaces, and lack of public uses in the main Vine Street entrances.

Improvements

Proposed improvements in this area will provide a identifiable focus image for the community that links the North End of the district with the existing vibrant South End.

The proposed streetscape improvements soften the existing harsh surfaces with street trees, landscaped islands, pedestrian lighting and a festival plaza. Creating a Village Green image recognizable as a sense of place for the community.

The children attending Schiel School gain a softer academic environment, the residents gain potential use of the library as a community center, the businesses gain a marketable public space for special events and the continuity and image of the entire district is enhanced.



Mid Block Crosswalk

Issues

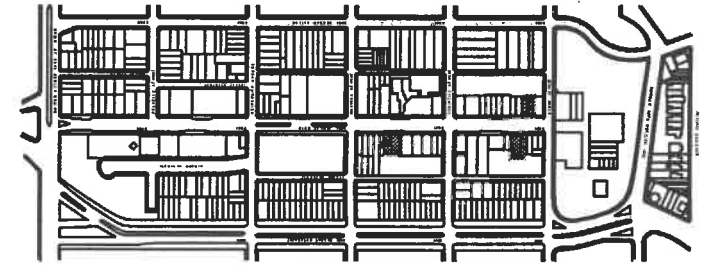
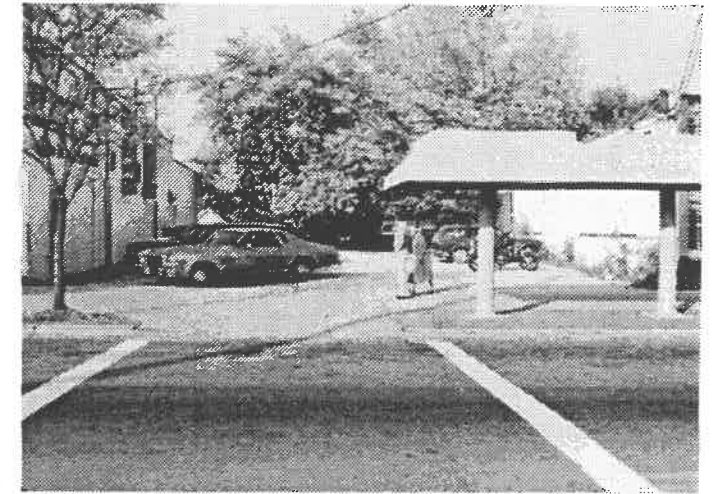
The original streetscape improvements along Vine Street began to address issues concerning the bus stop and crosswalk, but falls short in addressing the daytime and nighttime sense of place. The existing highway type “cobra head” street lighting illuminates the street surface for vehicles but does not provide pedestrian oriented sidewalk/crosswalk illumination. The existing street trees block this “cobra head” level illumination casting shadows on the sidewalk and business entryways. Pedestrians are also difficult to identify in the crosswalks from vehicles due to this general wash of illumination.

The major pedestrian activity typically occurs in these mid-block crosswalks in the heart of the existing business core, additional effort should be made in bridging the east and west sidewalks at these crosswalk zones, thereby encouraging pedestrian interaction with all businesses along the street.

Improvements

The public improvements at the mid-block crosswalks will enhance the nighttime image of the district while providing necessary security/safety illumination and linking the east and west sidewalks for pedestrians.

Pedestrian level light poles, overhead crosswalk illumination, and enhanced bus shelter lighting will provide pedestrian oriented security illumination that distinguish pedestrian areas from vehicular paths.



Pedestrian Parking Connectors

Issues

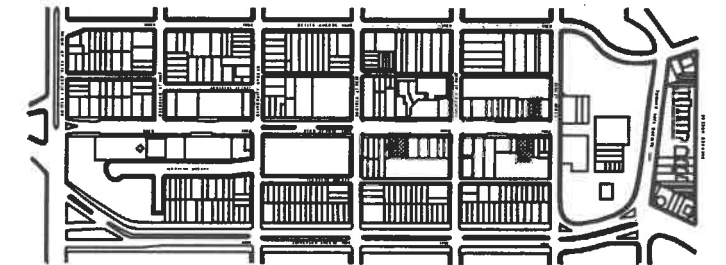
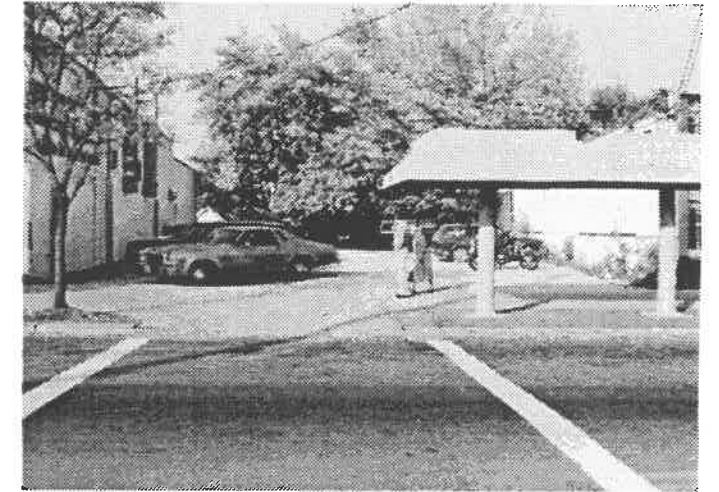
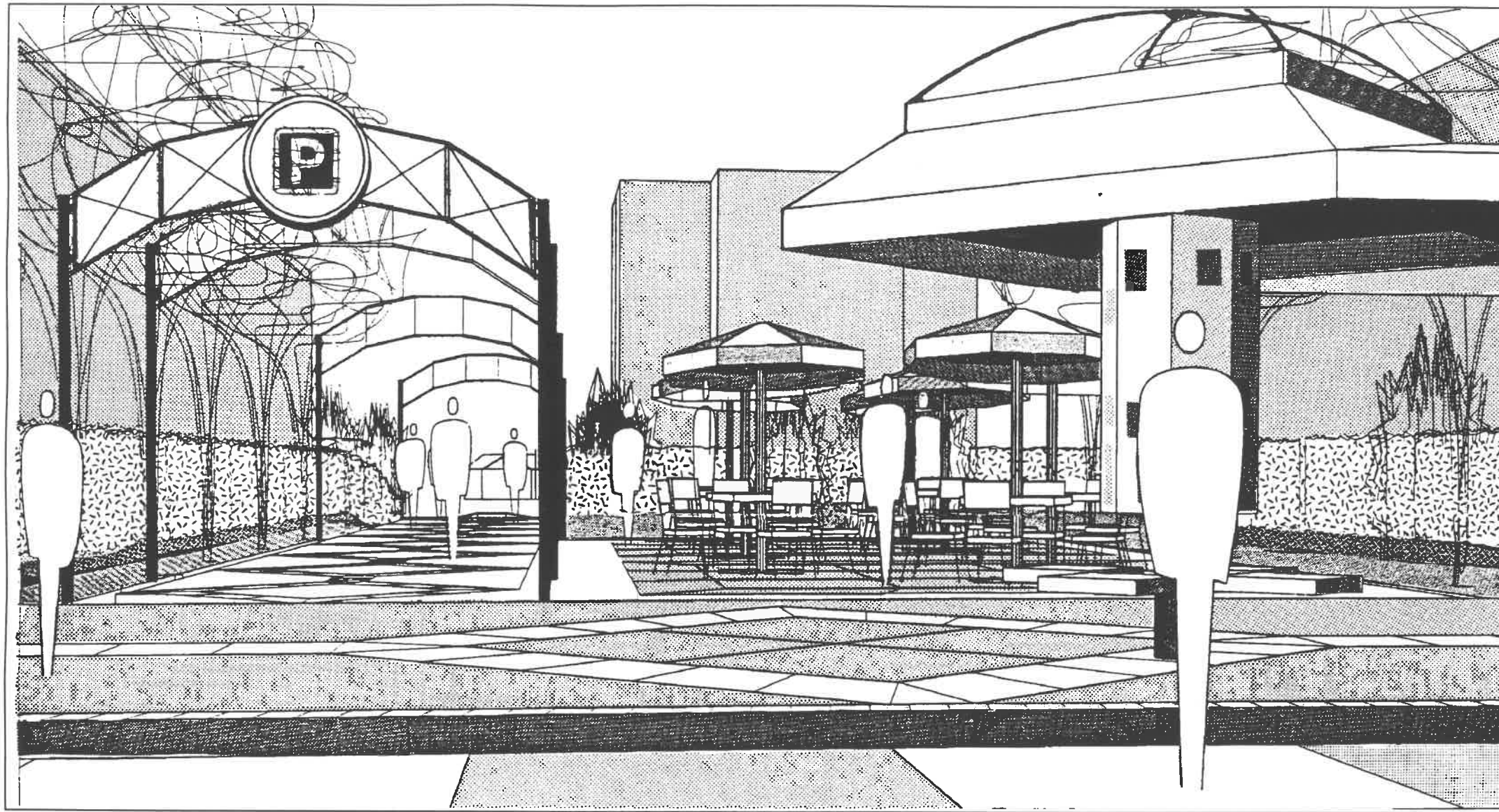
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The previously implemented streetscape improvements provided easier access to these lots with pedestrian parking connectors, unfortunately these connectors suffered from neglect and are poorly illuminated, unsafe, blocked by automobiles, and difficult to find as a pedestrian.

Improvements

The proposed public improvements will improve pedestrian security, enhance parking identity and in turn increase the use of the lots. The use of pedestrian oriented lighting, landscape improvements, parking identity signage, and paved surfaces will contribute to this end. The extra width of the Glendora Lot connector enables its additional use as a pedestrian activity center in the form of a sidewalk cafe, thereby providing pedestrian activity increasing the security for parking lot users.

Additional effort to provide a pedestrian parking connector to the Corry Lot will increase parking convenience and safety.



Pedestrian Parking Connectors

Issues

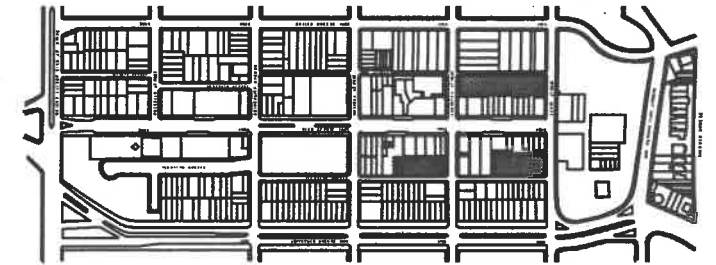
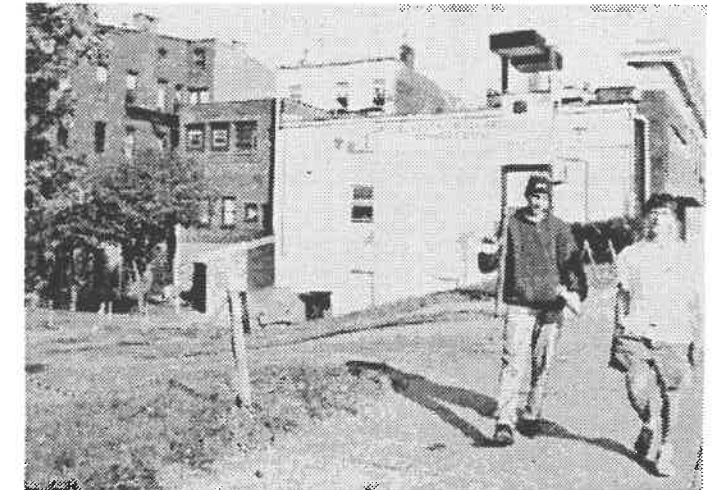
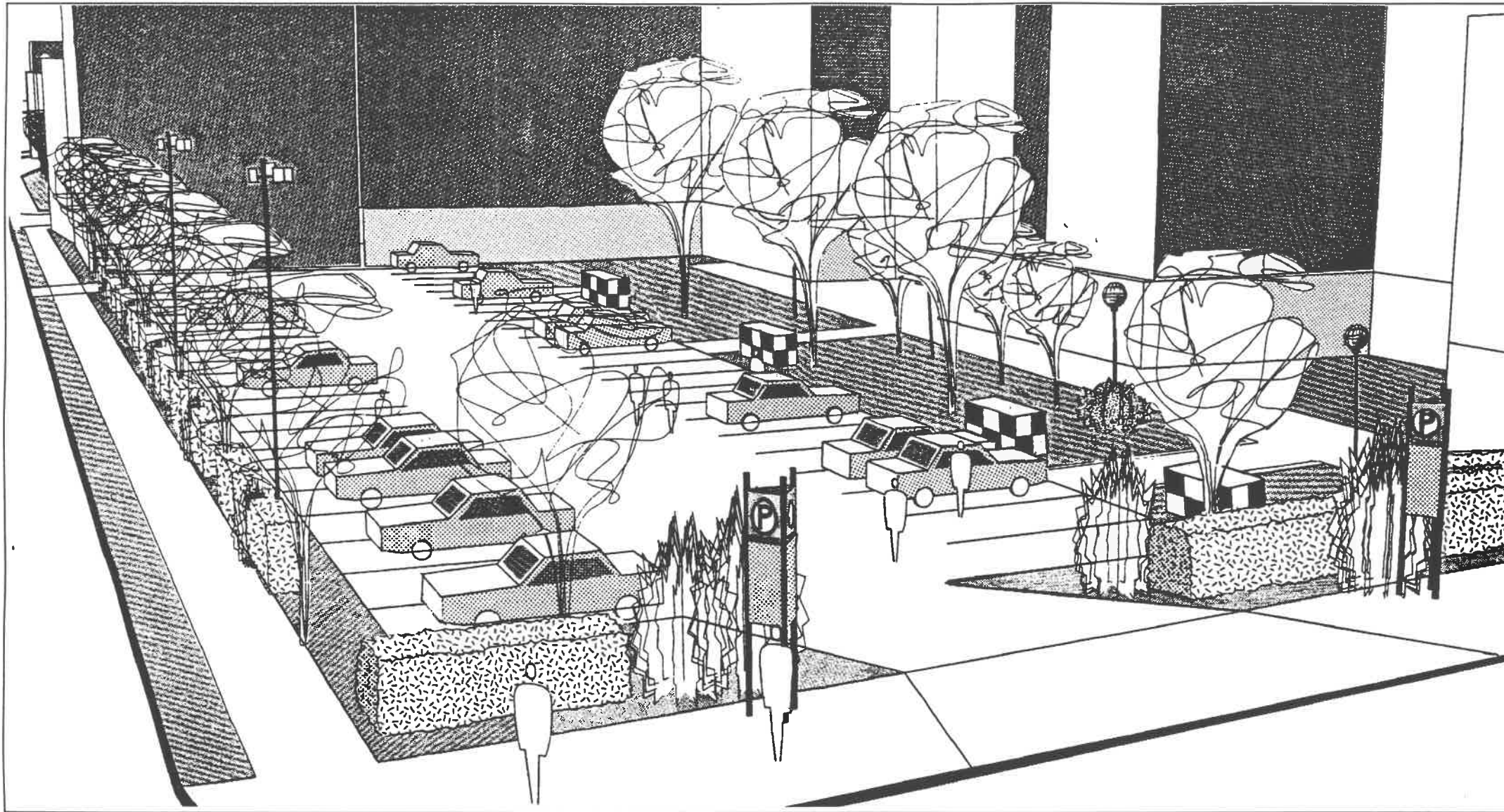
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Parking Identity

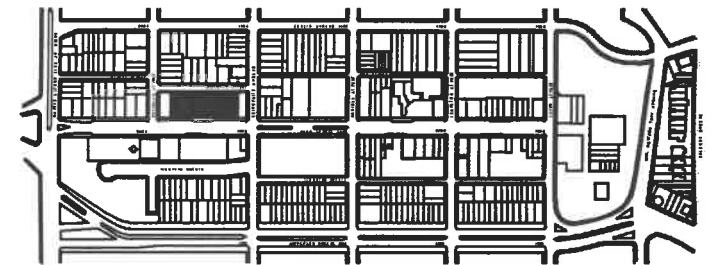
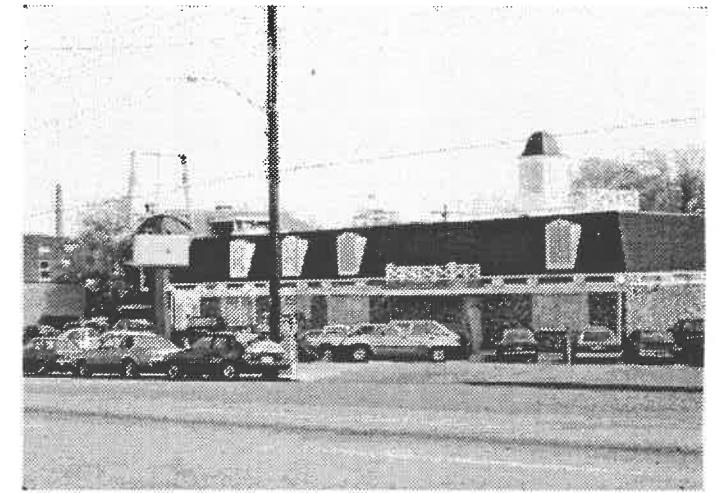
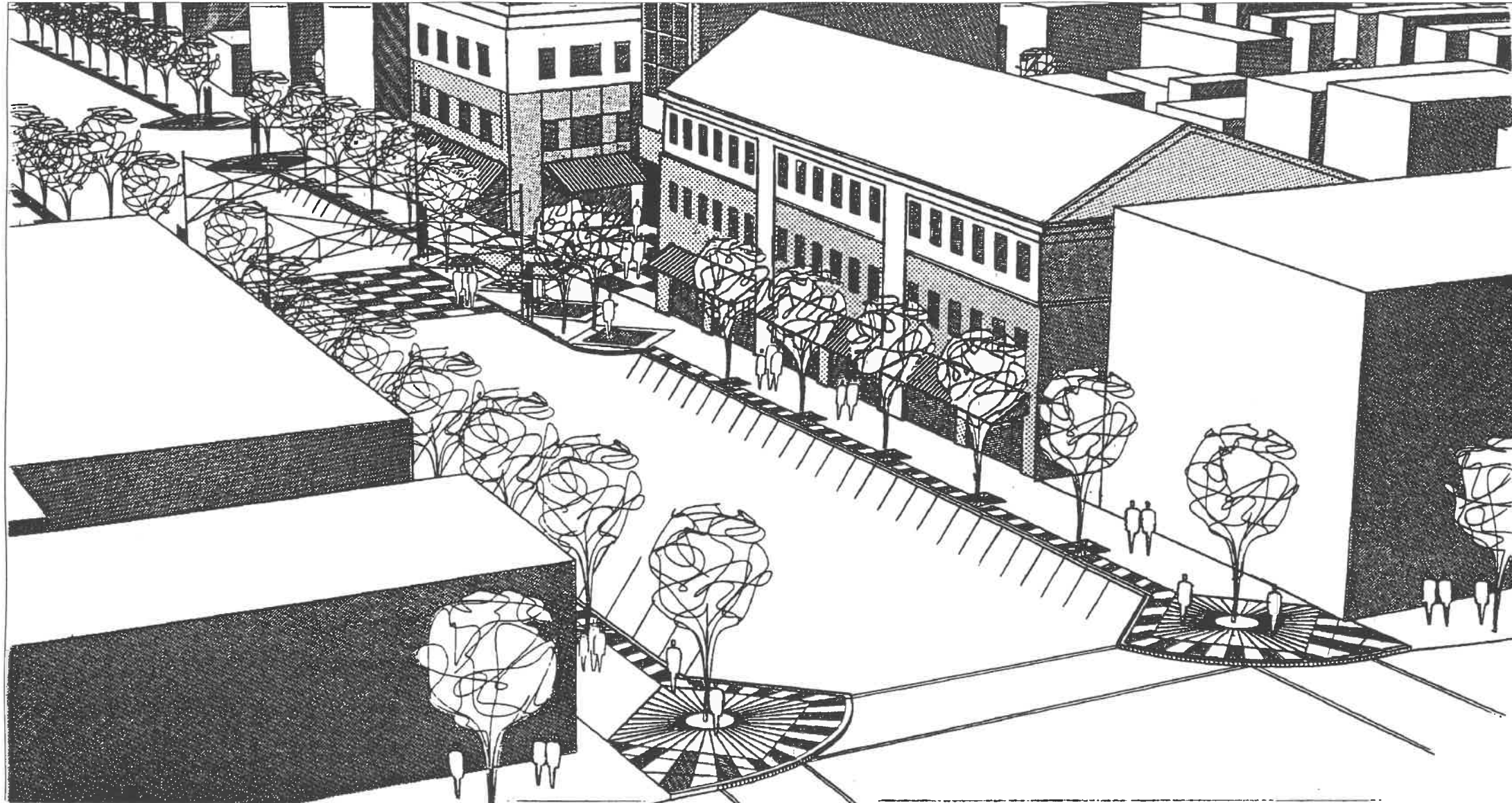
Issues

Visitors to University Village migrate to Vine Street for parking spaces based upon convenience and safety. The three existing public parking lots are never maximized since they are poorly identified, poorly illuminated for the pedestrian and remain cluttered with dumpsters and garbage.

Improvements

The proposed improvements to these parking lots address parking identification and orientation, security illumination and reduced clutter.

"Trail blazer" parking identity signage will orient the visitor to these parking lots, landscape improvements will screen these parking lots from residential properties and pedestrians, increased pedestrian illumination will provide a safe path to and from the lots, and dumpsters will be consolidated, organized, and screened to limit clutter.



Development Potential

Issues

In general, previous redevelopment in University Village has not coordinated with the existing building fabric along Vine Street. The result has been a confused pedestrian/vehicular environment, with front door parking lots adjacent to Vine Street, curb cut entrances conflicting with pedestrian activity, buildings that do not contribute to the pedestrian environment at sidewalk level, and proportion, size and shape of new buildings that conflict with the existing building context.

Improvements

Any proposed redevelopment of existing parcels in University Village should relate to the existing building fabric along Vine Street.

The building location should front the Vine Street Right-of-Way except at special pedestrian plazas near the mid-block crosswalks, parking should be located beneath or behind new Vine Street structures, and curb cuts should be limited along Vine Street to allow pedestrian activity to take precedent.

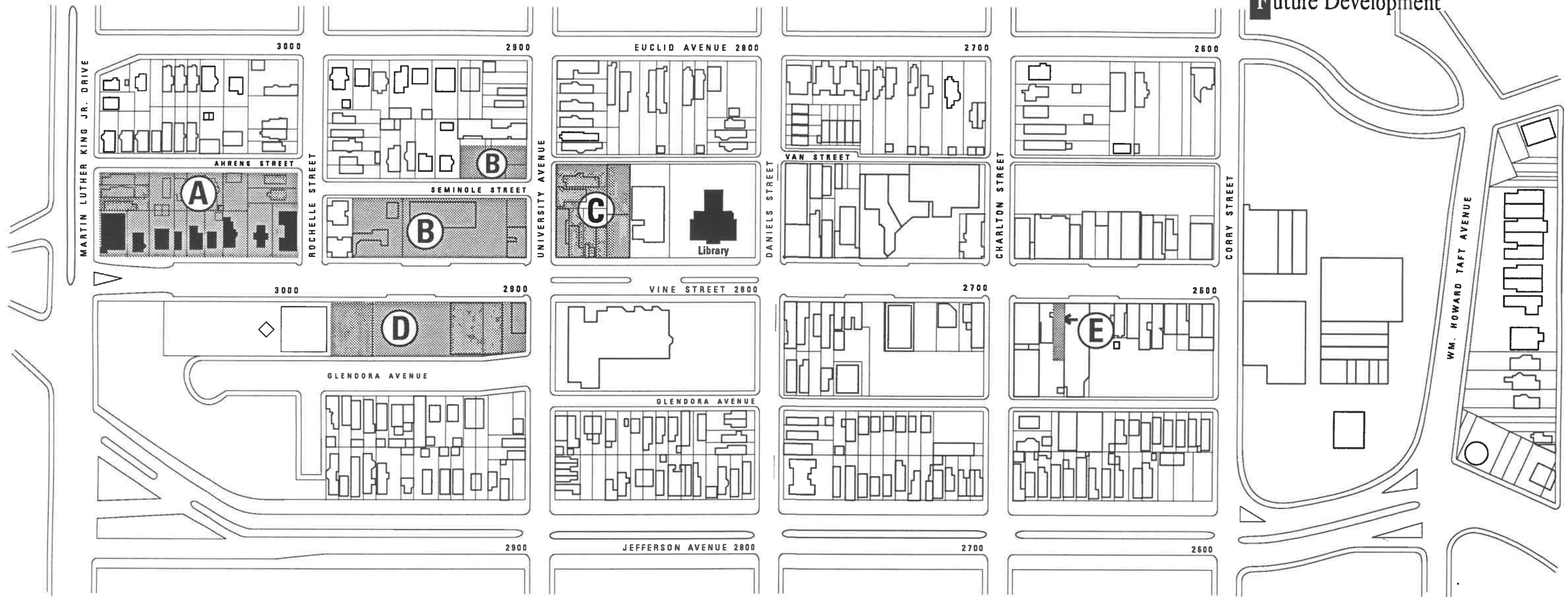
The building size should blend within the existing building fabric context by relating in mass to existing adjacent cornice lines, the building proportion should relate to the structural bays of existing buildings along Vine Street, and the building shape should relate to external pedestrian and vehicular activities by addressing the street corner or mid-block crosswalk with tower elements and pedestrian plazas.

The building's fenestration should remain open at sidewalk level to provide interest, shielded by awnings to protect pedestrians, while upper floors should relate size and proportion to surrounding buildings upper floor windows.

The building's materials, texture, and detailing should relate to the surrounding building fabric.

All proposed redevelopment projects should address these concerns to assist the building in blending into the existing urban fabric.

Future Development	16-17
Land Use Recommendations	18
Zoning Recommendations	19
Circulation	20
Parking	21
Lighting	22-23
Landscape	24
Paving	25
Site Amenities	26
Aesthetic	27
Signage	28-29
Urban Design Plan Boundary	30
Proposed EQ-UD District Boundary	31



Future Development

The two methods of revitalization anticipated in the business district are primarily private reinvestment through (1) the renovation of existing buildings and (2) new development in growth areas.

Renovation of Existing Buildings

- **Public Library** - This historic structure built with money from Carnegie, has undergone modernization renovations that have transformed the ceremonial front entrance and first floor into storage areas. Perhaps a better use of these areas could once again allow this building to be a focal point of the community. The building could be expanded into a regional library catering to the diverse university population as well as a community center for Coryville.
- **3000 Block Vine Street Buildings** - These converted multi-family dwellings and church will no longer be viable residential units with the completion of the University of Cincinnati's Central Power Center at the north end of Vine Street.

The renovation of these buildings into professional office/services could serve as a transitional stage of development until further new development occurs.

New Development

- (A) **Gateway Parcel** - This highly visible block between Rochelle Street and MLK along Vine Street serves as the Gateway into the business district from the North. Its development as a mixed-use project must serve as the north anchor of the "mall" and must address a number of urban design issues in design.
- (B) **Seminole Parcel** - This development parcel bears the old Frisch's Restaurant building. It's readiness for development, proximity to multi-family residential apartment buildings, proximity to institutions gives rise to a sensitive development that brings new patrons to the district. A limited-service hotel/motel development would provide additional patrons to the restaurant rich business district while satisfying a University visitor housing need.



- (C) **Village Green Parcel** - This parcel on the corner of University Avenue and Vine Street could bring the Coryville Post Office onto the Village Green, completing the public focus area.
- (D) **University Avenue Parcel** - This parcel, located on the North-West corner of Vine Street and University Avenue could serve many uses through a mixed-use development. Its location on the North end of Vine Street could help serve as anchor to the "mall", while its proximity to University Avenue could help serve University residents; students needs.
- (E) **2625 Vine Street** - This missing tooth of the continuous row of buildings along the West side of Vine Street could serve as a new mixed-use development potential within the existing Vine Street building fabric.

Legend

- (A) Gateway Development Parcel
- (B) Seminole Development Parcel
- (C) Village Green Development Parcel
- (D) University Development Parcel
- (E) 2625 Vine Street Development Parcel
- Existing Building Renovation

New Development Policies

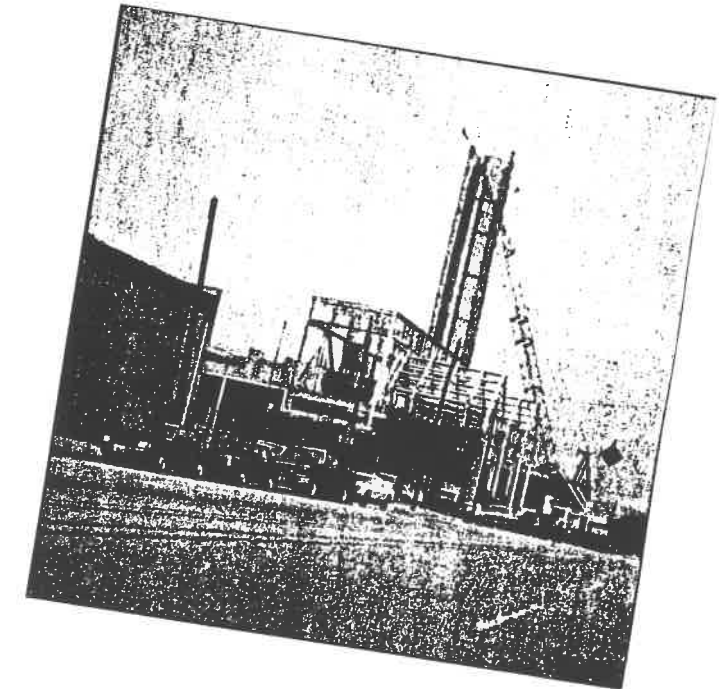
The new development strategy includes policies for the planning of commercial and residential property improvements.

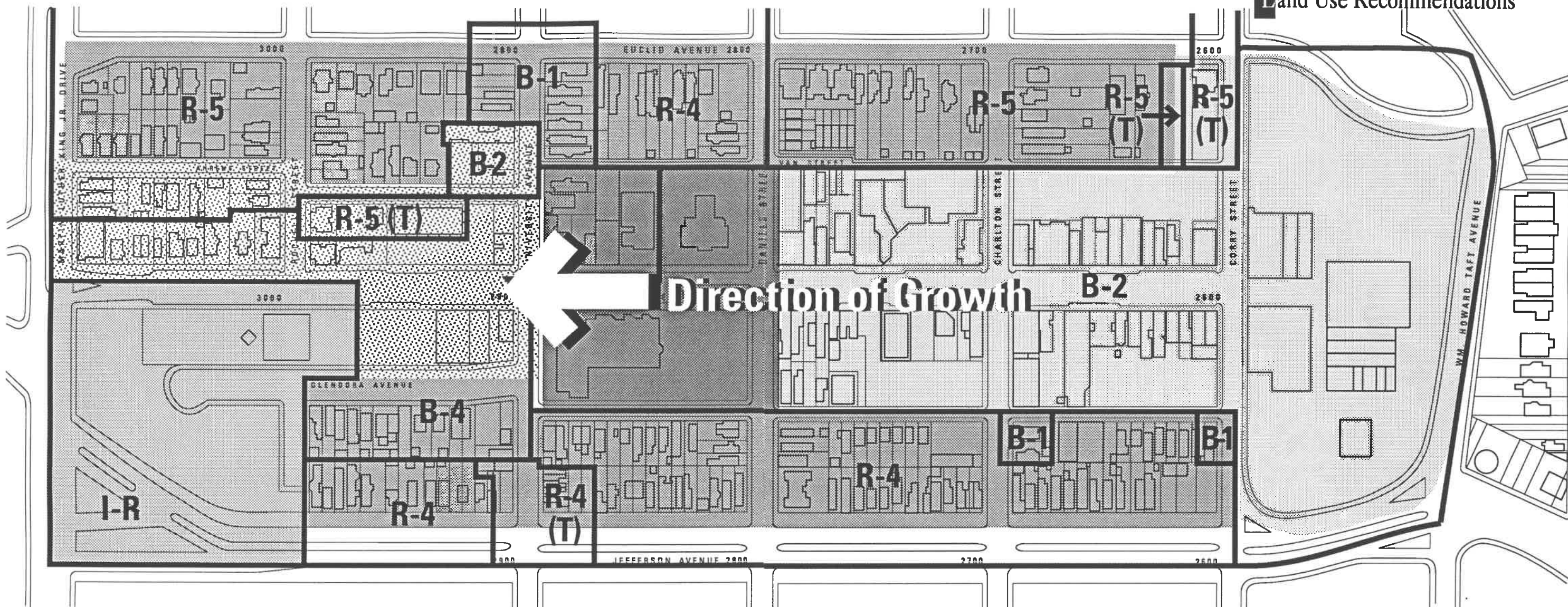
Commercial Development Guidelines

- Encourage a mix of commercial uses that work well together by strategically placing generator businesses to attract patrons to different blocks and balance retail uses.
- Encourage retail continuity primarily at the ground level along both sides of Vine Street.
- Encourage parking continuity and convenience by removing barriers between small lots and by avoiding the intrusion of buildings into future parking areas.
- Accommodate service and waste requirements in the parking courts off Vine Street.
- Encourage building design sensitive to the business district context.
- New businesses should contribute to the desired mix of commercial activities; franchise type establishments are acceptable provided that they are primarily pedestrian and not automobile oriented.
- Preserve the linear continuity of buildings along Vine Street by placing building facades parallel to Vine Street except for variations needed to create pedestrian open space.
- Businesses should be designed to reinforce the existing pattern of small storefronts facing Vine Street and be visually open to provide interest and light to the street.
- Preserve the intense active open space at each pedestrian crossing of streets by locating buildings with appropriate uses to serve pedestrians and which are designed with appropriate show windows and entrances at these locations.
- Preserve the harmony of building sizes and building heights by constructing new buildings and additions to existing buildings to be similar in size and heights to existing buildings.
- Take advantage of the gateway building concept by reinforcing the restoration of major corner gateway buildings and constructing new buildings at these locations of similar character and prominence.

Residential Development Guidelines

- Exterior building materials of new buildings should be in harmony with surrounding buildings in color and texture.
- Density of new housing may be required to be less than the density allowed by the underlying district if necessary to accomplish the objectives of the guidelines.
- Residential buildings should have no off-street parking in front yards.
- Provide separate parking lots and or courts for residential clusters.





Land Use Recommendations

The proposed growth patterns and distributions of new development for University Village will continue to reinforce the existing urban fabric. Zoning changes should promote the following strategies:

Maintain Existing Commercial Mix

The existing commercial business along Vine Street between Taft and Daniels set a strong foundation for the business district. No major changes in use should be explored in this area.

Promote Residential Rehab and Redevelopment

The existing residential blocks that surround the business district help to control the density of commercial development by limiting expansion to the east and west. These residential areas are an integral part of the business district and rehabilitation should be encouraged.

Encourage Public Institutional Uses

To aid the development of the Village Green, public institutional/community uses should be encouraged on Vine Street between Daniels and University.

Promote Village Commercial Development

In order to limit the depletion of quality residential stock by future development, new growth and development should be encouraged along Vine Street, from University to MLK. This area's proximity to institutional/industrial uses does not promote to residential uses. Any new development should be restricted to, Village size, pedestrian oriented, desired commercial mix contributing to the livelihood of the business district. Retail, entertainment oriented, small office and small hotel type uses should be encouraged while vehicular oriented uses like manufacturing facilities, automobile dealerships, and convenience stores should be discouraged.

Limit Institutional Growth

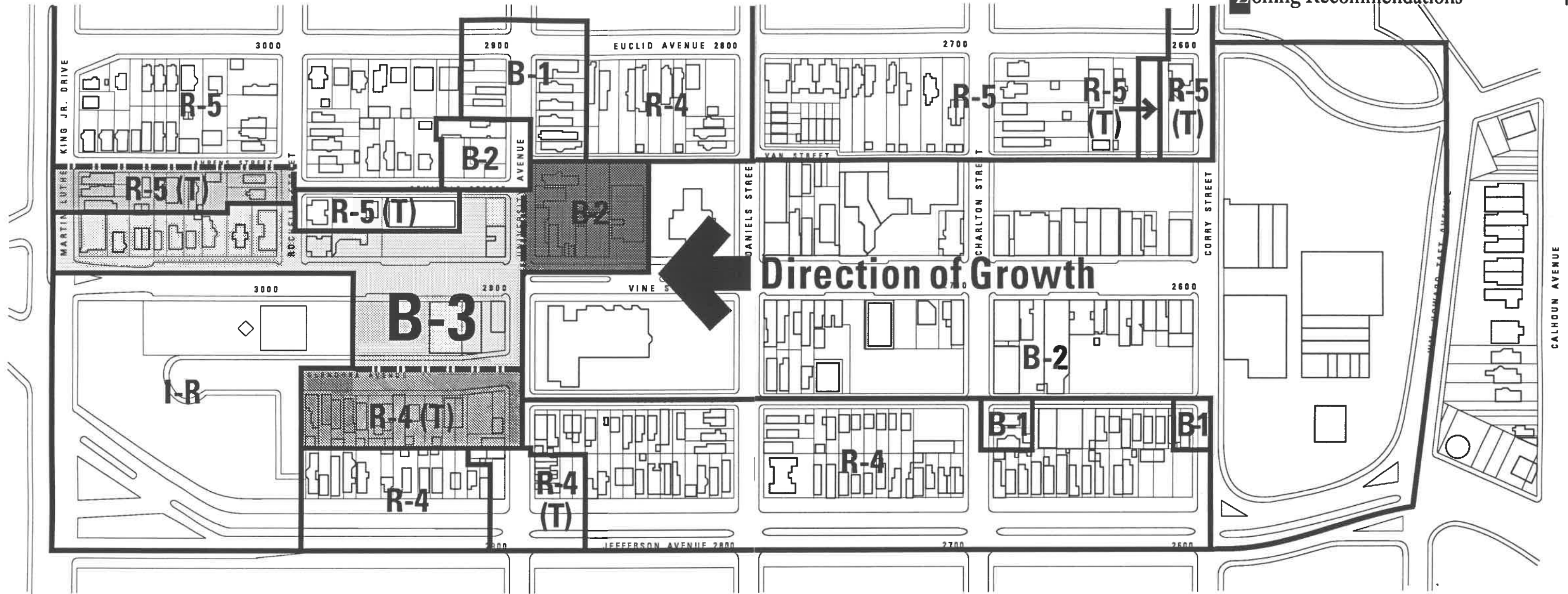
Low population density uses such as power sub-stations should be limited in growth since they do not contribute to the desired mix of pedestrian, Village oriented uses.



- Existing Zoning
- B-1 Neighborhood Business District
- B-2 Community Business District
- B-3 Retail-Wholesale Business District
- B-4 General Business District
- R-4 Multi-Family Low Density Residential District
- R-4 (T) Transitional District
- R-5 Multi-Family Medium Density Residential District
- R-5 (T) Transitional District
- I-R Institutional/Residential District

Legend

- Maintain Existing Commercial Mix
- Promote Residential Rehab. and Redevelopment
- Encourage Public Institutional Uses
- Promote Village Commercial Development
- Limit Institutional Growth
- Direction of Commercial Growth



Zoning Recommendations

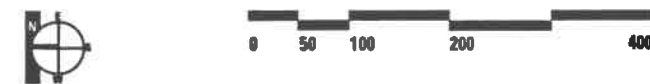
Included in this plan is a proposal for changes in zoning at the north end of the Vine Street Business District. These changes in zoning along with other right-of-way improvements will promote the direction of growth toward the north end of Vine Street, thereby guiding new development away from the existing viable residential stock.







This proposal recommends that the existing B-4 (General Business District) along the north end of Vine Street from University to MLK be changed to B-3 (Retail-Wholesale Business District). This change would improve the economic viability of the area for new development while controlling the desired mix of businesses in the district.

This proposal also recommends that the existing R-5 (Multi-Family Medium Density Residential District) abutting Ahrens Street be changed to a R-5(T) (Transitional District). This change would provide the opportunity to utilize the entire block between Rochelle Street and MLK as a large Development Parcel facing Vine Street.

The existing B-4 area along the west side of Glendora Avenue, north of University should be changed to R-4 (T) to aid in the restriction of commercial expansion off Vine Street.

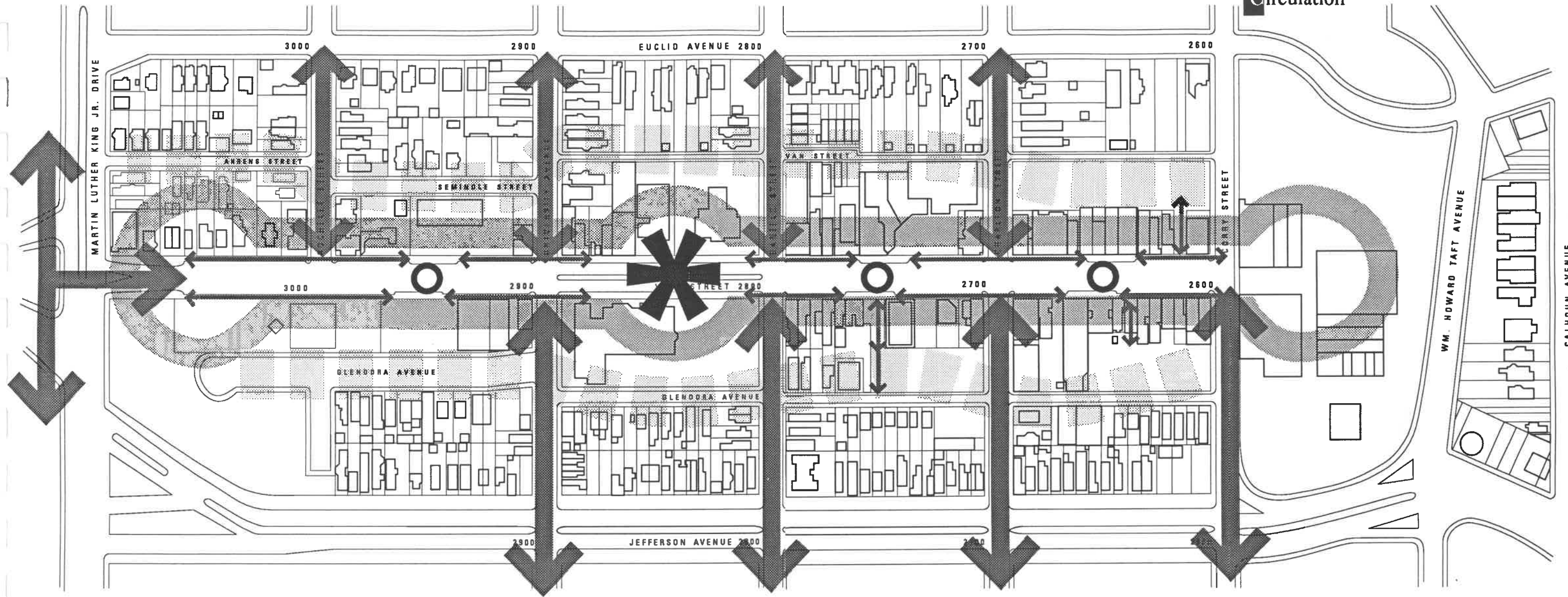
The existing B-4 area along the east side of Vine Street between Daniels and University should be changed to B-2 to restrict development conflicting with the Village Green desired.



-  Proposed Zoning Change From B-4 to B-3
-  Proposed Zoning Change From R-5 to R-5(T)
-  Proposed Zoning Change From B-4 to R-4(T)
-  Proposed Zoning Change From B-4 to B-2
-  Existing Zoning Boundaries
-  Proposed Zoning Boundaries

Legend

- B-1 Neighborhood Business District
- B-2 Community Business District
- B-3 Retail-Wholesale Business District
- B-4 General Business District
- R-4 Multi-Family Low Density Residential District
- R-4 (T) Transitional District
- R-5 Multi-Family Medium Density Residential District
- R-5 (T) Transitional District
- I-R Institutional/Residential District



Circulation

The circulation strategy includes policies for vehicular and pedestrian circulation.

Vehicular Circulation

- Encourage truck deliveries to utilize secondary streets (i.e. Glendora and Van). Eliminate Vine Street front door deliveries, where practical, off street delivery points shall be created to reduce traffic congestion.
- Provide a designated public gathering area for festivals with a traffic circulation strategy for events.
- Barriers to small existing parking lots should be removed so as to provide continuous movement and efficient utilization of available spaces.
- Discourage curb cut entrances off of Vine Street to maximize on-street parking and pedestrian circulation.

- Encourage bus stops to be located at mid-block crosswalk activity centers to limit congestion at intersections.

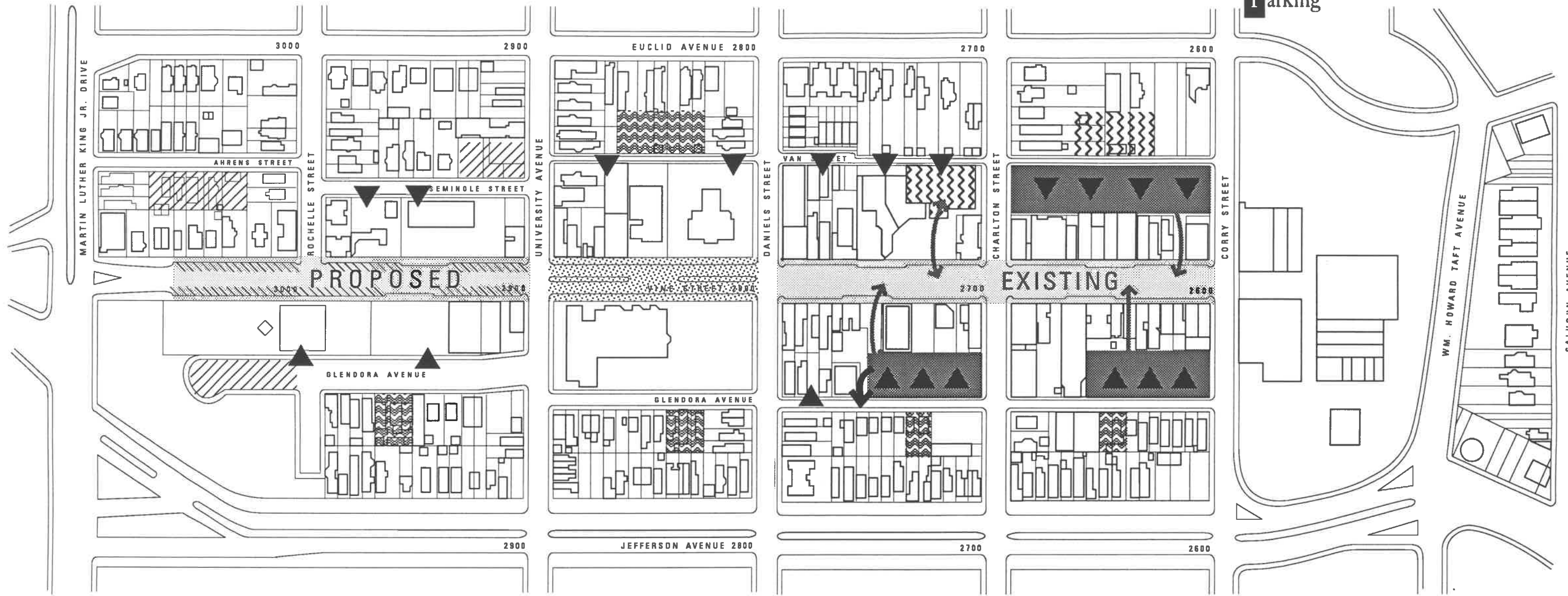
Pedestrian Circulation

- Vine Street from Corry Street to MLK should be thought of as a pedestrian oriented mall. Pedestrian paths should link the parking areas, surrounding institutional populations, and residential areas to the business district.
- The pedestrian use of sidewalks should encourage impulse shopping as people pass businesses from parking areas to their destinations.
- The sidewalk environment should be improved to make pedestrian use more comfortable and inviting.
- Making all intersections, crosswalks, and entrances to commercial space when possible, accessible to the handicapped.



Legend

- Pedestrian "Mall"
- ↔ Pedestrian Circulation
- Pedestrian Mid-Block Crossings
- ▨ Truck Deliveries
- ✱ Village Green Focus Area



Parking Policies

Public Right-of-Way Parking Improvements

- Diagonal parking in the right-of-way on Vine Street should be encouraged to minimize the open vehicular movement area thereby visually linking both sides of the street and providing convenient front door access.
- Curb cuts should be eliminated where practical to maximize on-street parking.
- Truck loading spaces should be eliminated on Vine Street where practical to maximize on-street parking.

Public Parking Lot Improvements

- Existing lots should be shared and made more efficient through improved access, circulation and layout. Provide vehicular access to all ends of parking lots, especially the Glendora Lot.
- Parking meter duration and rates should be coordinated with their proximity to Vine Street. Vine Street R.O.W. meters should be limited to half-hour and one hour duration; while parking areas away from Vine Street should cater to long term two hour parking.

- Establish common employee lots for businesses within the district in order to encourage the use of primary spaces for customers and more remote spaces for employees.
- Design parking identification signs for placement within the business district to make access and entry points clear and visible.
- All parking areas should be landscaped or screened to provide an effective buffer for adjacent residential properties. Lighting for parking areas should be sensitive to nearby residences in color, intensity and scale.
- Establish common residential lots for use by the district residents in order to maintain primary spaces for customers and more remote spaces for residents.
- Establish common student and event parking lots within the district in order to maintain primary spaces for customers and more remote spaces for students and event patrons.



- Direct pedestrian connectors should be established from each parking lot to Vine Street. These connectors should be clearly identical and well lit to promote patron security.

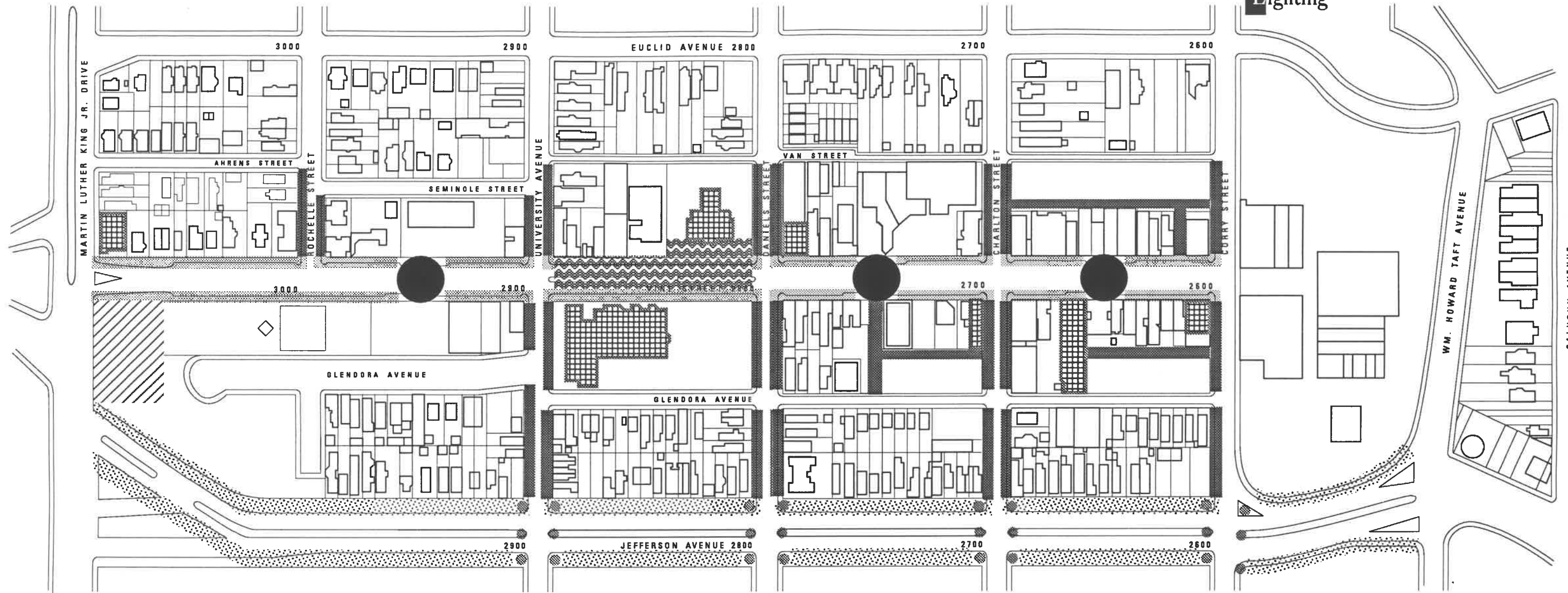
Private Ownership Parking Improvements

- Private parking lots immediately adjacent to Vine Street should be discouraged in order to maintain linear building continuity.
- Where private lots exist adjacent to Vine Street, and other main streets, various screening devices such as low walls, trees, sitting areas, mounds, etc., should be used to retain the continuity of the linear building line.
- All parking areas should be landscaped or screened to provide an effective buffer for adjacent residential properties. Lighting for parking areas should be sensitive to nearby residences in color, intensity and scale.

Parking

Legend

- Diagonal On-Street Parking
- Public Parking Lot Improvements
- Common Residential Parking Lots
- Parallel On-Street Parking
- Truck Loading Areas
- Proposed Common Employee Lots
- Future Public Parking Lots
- Additional Vehicular Exit



Lighting Policies

The lighting strategy includes policies for both vehicular and pedestrian lighting, as well as guidelines for private lighting improvements.

Vehicular Lighting:

- Shall define the limits of the business district and also respond to the districts special character areas.
- Shall be in scale with buildings in terms of intensity and size of luminaires.
- Shall provide visual connection linking the east and west sidewalks of Vine Street.
- Lighting in parking areas shall be designed to enhance security.
- Special parkway lighting fixtures should be used on MLK and Jefferson Avenues.

Pedestrian Lighting:

- Shall define the limits and extent of the pedestrian oriented business district.
- Shall define the pedestrian connections from parking lots to the business district.
- Shall define pedestrian connections from surrounding institutional population to the business district.
- Shall provide a festive, dynamic atmosphere at the village focus areas.
- Shall define as "pedestrian places" all crosswalks and intersections.
- Shall be designed to enhance security.

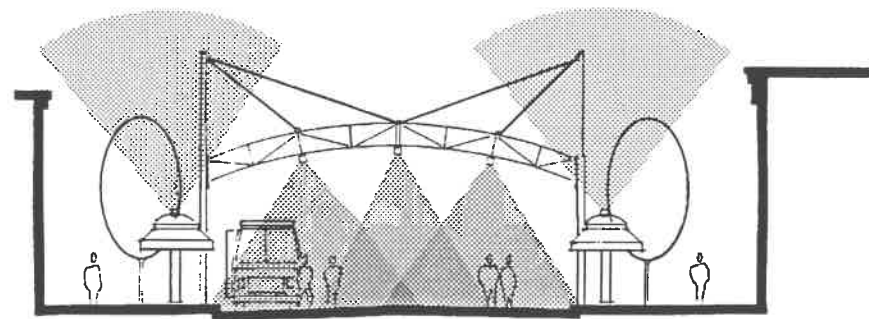


Commercial Lighting (Private Ownership)

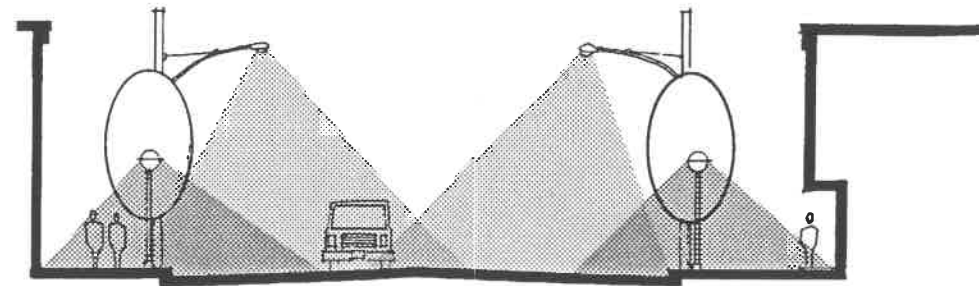
- The use of illuminated display windows are recommended to enliven the street image and add color while advertising goods.
- The facades of historic buildings could be illuminated in the early evening hours to aid the nighttime image.

Legend

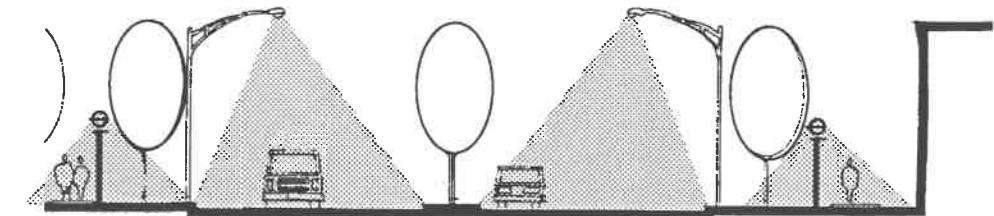
- Mid-Block Focus Illumination
- ▨ Village Green Lighting
- ▩ Pedestrian Connections
- ▧ Vine Street General Illuminations
- ▦ Architectural/Building Lighting
- ▤ Boulevard Illumination
- ▥ Park Lighting



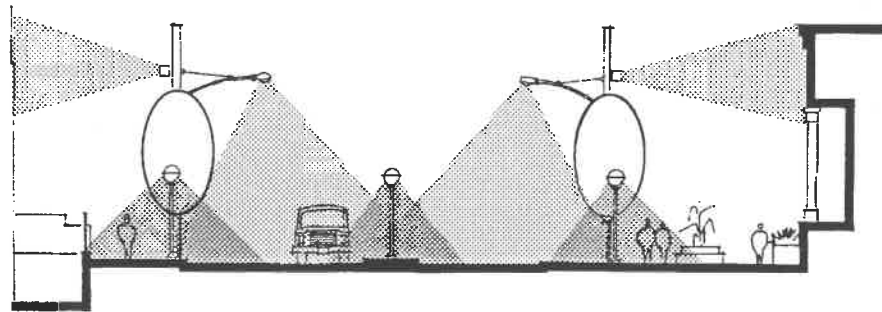
Mid-Block



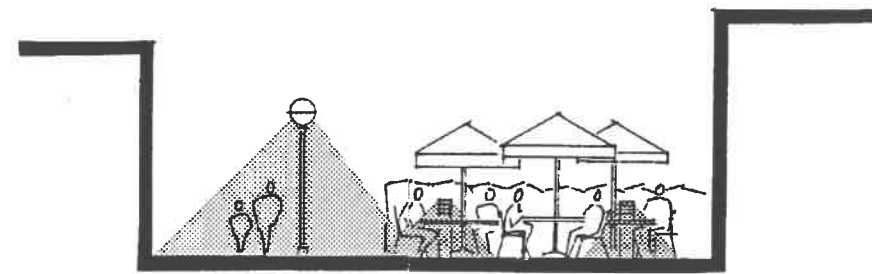
Vine Street-General Illumination



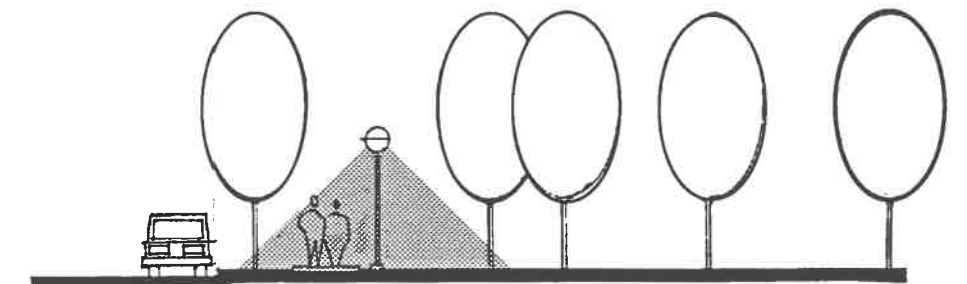
Boulevard



Village Green



Pedestrian Connection



Park Lighting

Lighting Strategies

Lighting strategies for University Village’s typical conditions are as follows:

Mid-Block Focus Illumination

With its cluster of pedestrian activity near the bus shelters and crosswalks, the mid-block area should be illuminated with festive, pedestrian scale, safety oriented lighting devices. These devices should link both sidewalks along Vine Street, illuminate the crosswalk, for safety, and identify bus shelters.

Village Green Lighting

As the focal point of the business district, the Village Green is a special public place, requiring focus treatments. The Village Green lighting should promote a pedestrian oriented, public gathering feeling. The lighting devices should highlight historic architectural features of the Village Green buildings, illuminate the festival plaza during events, and promote security for users.

Vine Street General Illuminations

The existing highway type “cobra head” fixtures light the street but also cast shadows beneath trees and in business entryways. The proposed general illumination along Vine Street will assist the existing lighting by providing pedestrian oriented sidewalk and entryway illumination.

Pedestrian Connectors

The utilization of the Pedestrian Parking Connectors is contingent upon their safety and convenience. The lighting strategy for these connectors promotes security for pedestrians by illuminating all walking surfaces as well as identifies parking areas from a pedestrian’s view point.

Architectural/Building Lighting

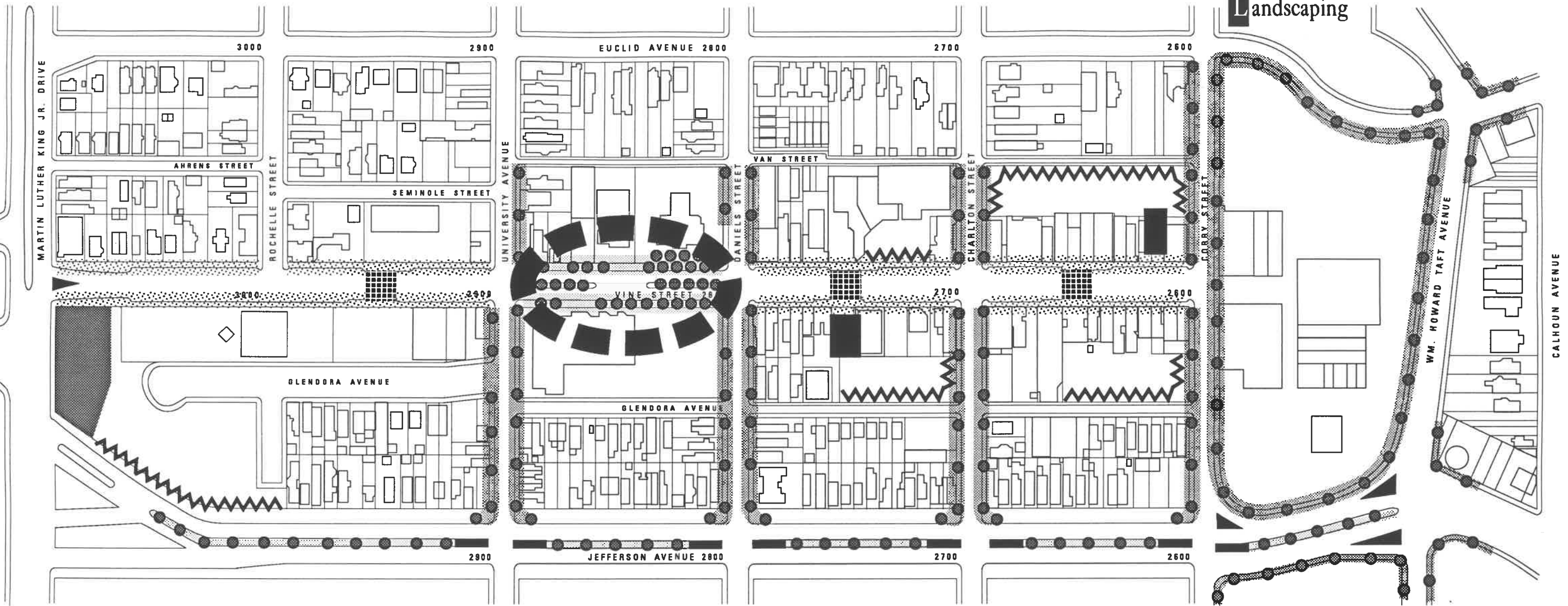
There are several key architecturally significant focal buildings in University Village, at night these assets should be illuminated to provide interest, character, and orientation for the sidewalk pedestrian.

Boulevard Illumination

Lighting plays a key role in promoting Jefferson Avenue as a boulevard. The lighting strategy should address pedestrian crossings as well as the experience from an automobile.

Park Lighting

Located at the north end of the district, the park plays an important role in the promotion of a Vine Street Gateway. The lighting strategy should reinforce this gateway as well as recognize the park like setting the corner provides.



Landscaping Policies

The landscaping strategy includes policies for public right-of-way plantings as well as guidelines for private landscaping improvements.

Public Right-of-Way Landscaping

- Adjacent vehicular thoroughfares (Jefferson & MLK) should be landscaped to create parkway/boulevard consistent with the City of Cincinnati Parkway policies.
- Landscaped center traffic islands planted with trees should be used to soften wide streets and visually connect both sidewalks.
- The landscape plantings should take advantage of business district focus areas by designing plantings that reinforce the importance of the area.
- Public parking areas should be screened with landscape elements.

- Landscape plantings adjacent to and within the existing park at the corner of MLK and Vine Streets should reinforce the gateway into the business district.

- Flowering plants should be used to add color and texture to the environment while softening hard surfaces.

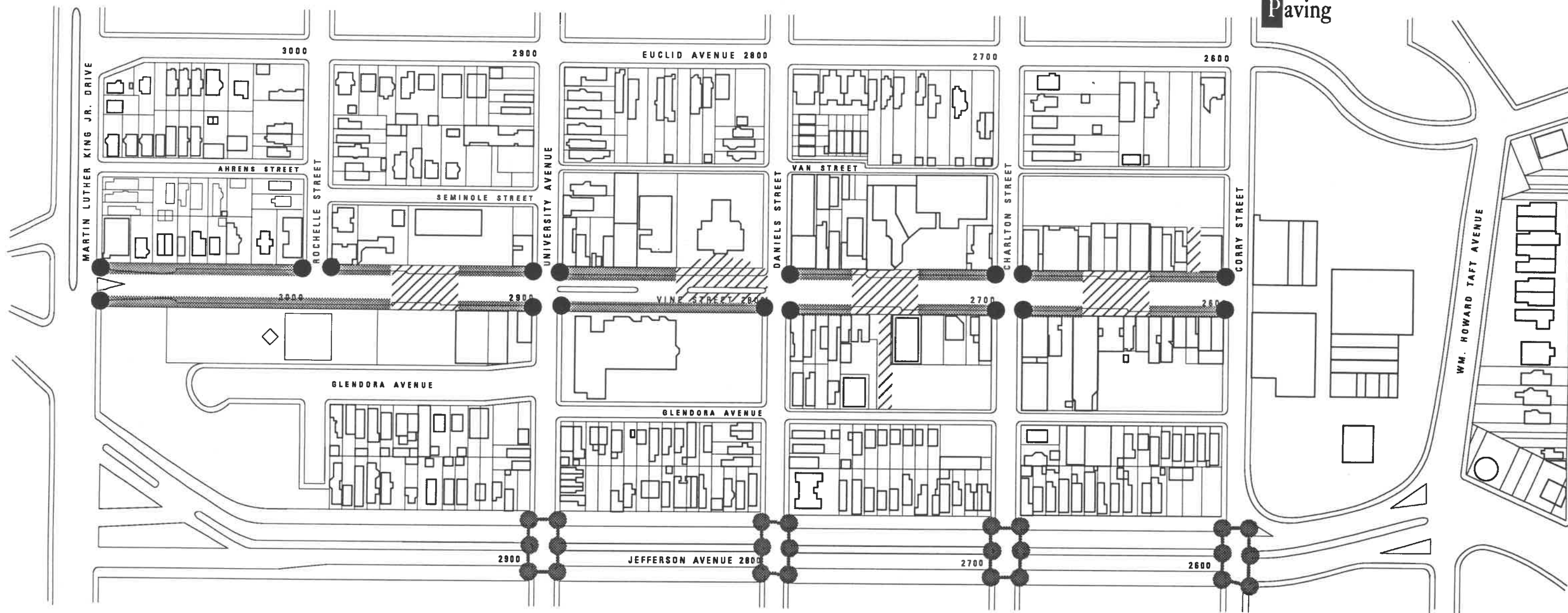
Private Ownership Landscaping

- Parking areas should be screened with landscape plantings.
- Landscape elements should be used to soften harsh hard surfaces, i.e. blank walls.
- Flowering pots and shrubs should be used to identify building entrances.



Legend

- Trees
- ▨ Street Trees at 25' Intervals
- Street Trees at 50'-100' Intervals
- Flowering Plants and Shrubs in Focus Areas
- ▨ Low Maintenance Ground Cover
- Park Landscape
- ⚡ Landscape Screening



Paving Policies

The paving strategy includes policies for Public Right-of-Way as well as Private Ownership improvements.

Public Right-of-Way Improvements

- Color, texture and pattern paving should be utilized to unify the business district and define its boundaries, particularly the Vine Street 'Mall' area.
- Paving should define areas where pedestrian movement occurs.
- Paving should be utilized to link both sides of Vine Street.
- The size and shapes of paving should relate to the pedestrian scale environment of the district.
- Special paving treatments should be used to define the focus areas of the district, major pedestrian crossings and gateway points.

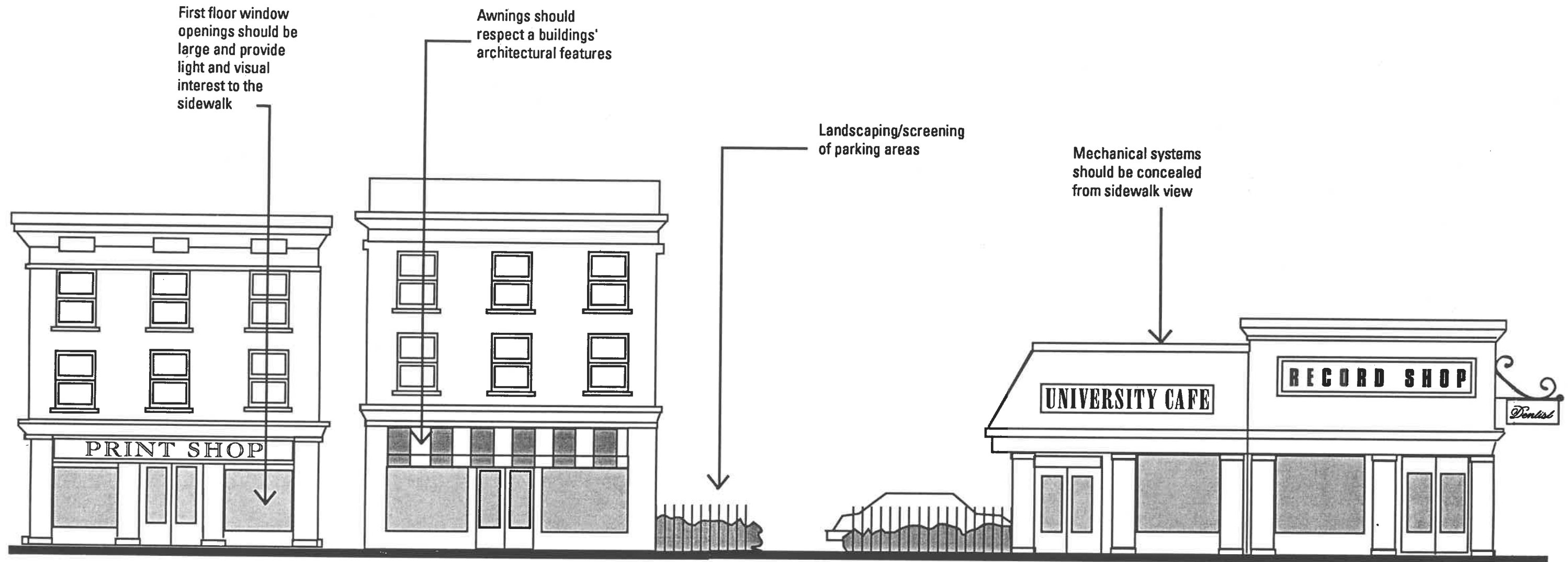
Private Ownership Improvements

- Businesses should be encouraged to use paving to continue the pedestrian scale environment.
- Private paving improvements should be harmonious in size, color, texture, and pattern with right with right-of-way improvements.
- Paving improvements should relate to the buildings architectural features.
- Large areas of asphaltic or concrete paving should be discouraged. Large areas should have pattern, color and texture to relate to the pedestrian scaled environment desired.



Legend

- Specialty Paving
- Vine Street Collector Strip
- Vine Street Corner and Crosswalk
- Jefferson Avenue Corner and Crosswalk



Aesthetic Policies

The following guidelines are recommended to improve the appearance, visually unify and add coherence to the business district buildings.

Storefronts and Facades

- Exterior building materials should be in harmony with surrounding buildings in color, texture, proportion, scale, patterns and opening shapes.
- Building appurtenances and projections should be in scale with the total composition of the building itself.
- Storefronts should be visually open to the street and where practical, entrances recessed to increase the effective sidewalk space and provide sheltered pedestrian access.

- Individual facades of buildings should relate to each other as much as possible. Such relationships shall take into account differences in height, setback material and architectural style.

- The original architectural elements of a building, the piers, spandrels, cornice and/or lintels should be retained and restored.

- Mechanical equipment, including air conditioning, piping, ducts and conduits, external to the building should be concealed from view from adjacent buildings or street level by grilles, screens or other enclosures.

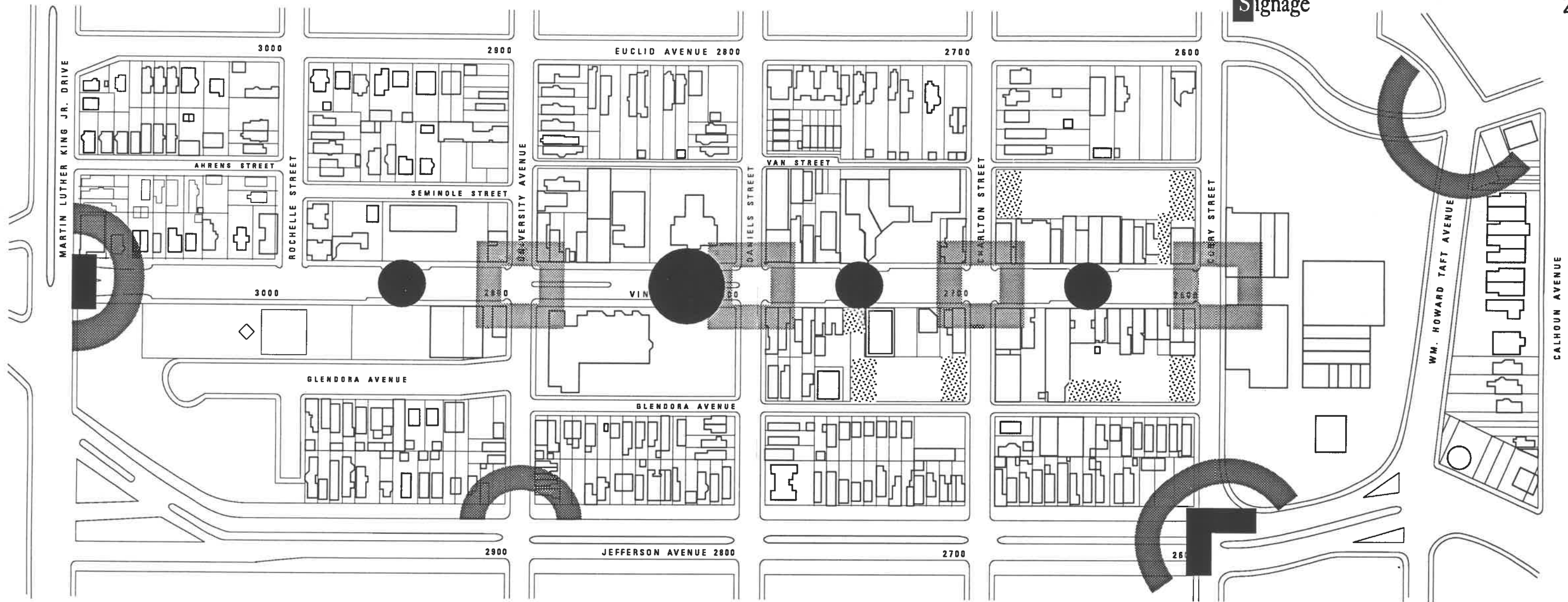
Awnings

- Awnings should be harmonious with the architectural features of the buildings on which they are located and should not conceal architectural features of the building and should not be pipe stand awnings.

- The structural components for all awnings should be contained within the awning covering.
- Colors should be compatible with the color of the building to which it is affixed and to adjacent awnings.
- Awnings should not project more than two-thirds the sidewalk width.
- All awnings should run parallel to the face of the building and provide a continuous covering along the sidewalk as opposed to small entry awnings over doors, etc.

Clutter

- The elimination of visual clutter, such as utility poles, transformers, shall be a long range goal.
- The control of posted/flier advertisements on utility poles will reduce the visual clutter on the street.



Signage Policies

The signage strategy includes policies for public right-of-way signs as well as guidelines for private ownership signage.

Public Right-of-Way Signage

Event Signage-This interchangeable information signage serves to notify business district patrons of up-coming events of general community interest. Their locations at mid-block crosswalks serve the pedestrian activity centers and also provide a visual link to both sides of Vine Street. Their location at Gateway Entrances to the business district serve the vehicular traffic along adjacent thoroughfares. Event Signage may, in certain situations, consist of over-the-street banners, pole mounted banners and kiosks.

Gateway/Identity Signage -These permanent identity markers define the major vehicular entrances into the business district. They serve as marketing and directional devices to tap into the high volume vehicular traffic along adjacent thoroughfares.

Directional Signage -These permanent signage markers provide information to vehicular and pedestrian traffic. Their location at Vine Street intersections provide pedestrian scale elements to remind vehicular patrons of the pedestrian crossings. Directional signage may consist of street signs, stop signs, and place of interest markers.

Parking Signage-These permanent signage markers provide clear, easy to see identity to the business district public parking areas. Their locations at pedestrian connections to parking areas clearly define areas of public access while their locations at vehicular entrances to parking areas serve as orientation devices to identify parking.



Characteristics of Right-of-Way Signage

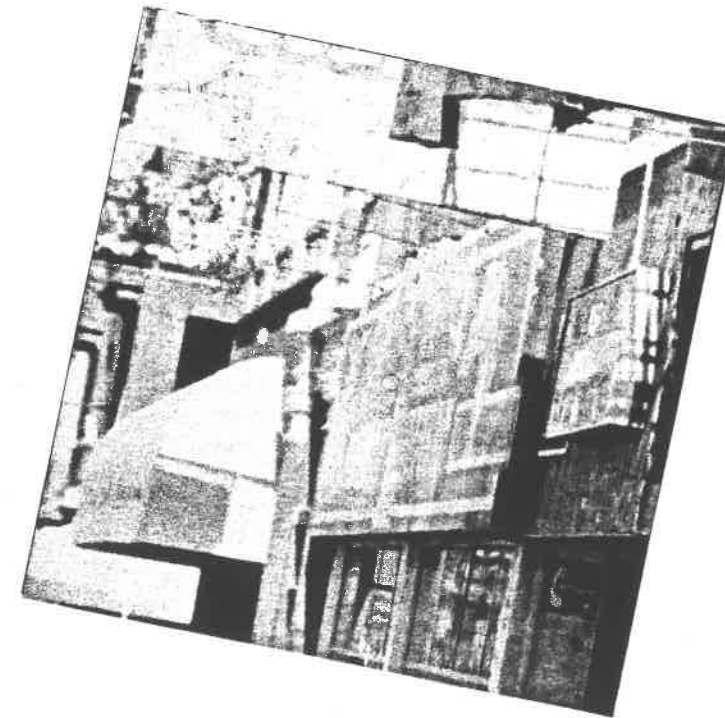
- Signs should be designed to be in keeping with the character of the district.
- Signs should be designed to communicate with pedestrians or persons in slow moving vehicles.
- Signs should be designed to be low maintenance with parts readily available.
- Signs should be designed to be harmonious with the business district marketing strategy and identity.
- All traffic/vehicular signage should be coordinated and organized through the streetscape hardware system.

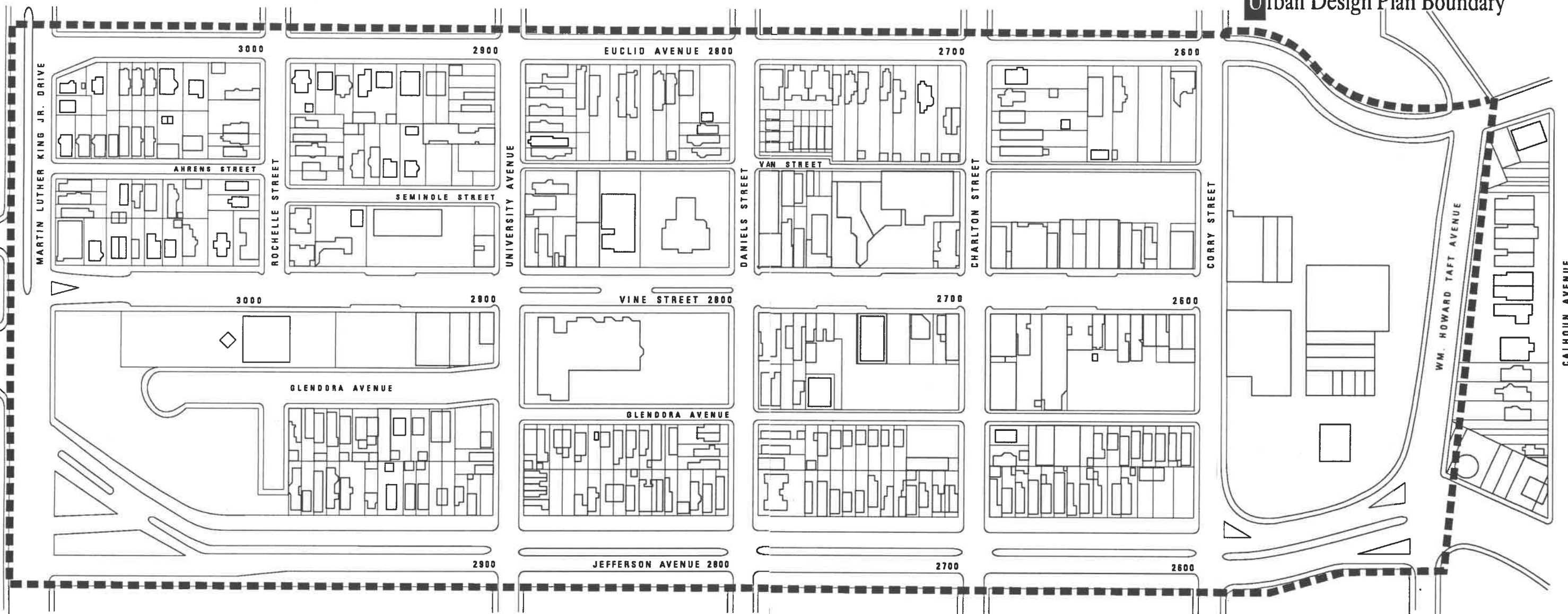
Legend

- Event Signage
- Gateway/Identity Signage
- Directional Signage
- Parking Signage

Private Ownership Signage

- Signs should be designed to be in keeping with the character of the "village" district.
- Signs should be designed to communicate with pedestrians or slow moving vehicles.
- Signs should be harmonious with the architecture of the building on which they are located.
- All signs should be placed flat against the buildings, and shall not conceal any architectural features.
- All sign support structures shall be simple in nature, have no visible guy wires and be 'painted out' with an unobstrusive color in harmony with the surrounding environment.
- Projecting signs, shall be allowed if they are symbol signs and not greater than six square feet in area per sign face.
- Business should be encouraged to use traditional symbols (such as a barber pole for a barber shop) or translate the nature of their business into a symbol which can be used as a sign.
- The predominate copy of all signs should identify the business on the premises or its principal product or service.
- Flashing signs should not be permitted except for theaters and places of entertainment and minimized when used.
- Roof top signs, any sign which extends above the roof line of a building, or above the window sill line of the second floor of buildings shall not be permitted.
- Obsolete signs and unused sign supports should be removed.
- Ground signs should be only for parking lots or businesses which are accessible by automobile and provide off-street parking, their size and height should be limited to 16 s.f. and not exceed 16 ft. in height.
- The area for flat (wall) signs shall not exceed one square foot of sign area for each linear foot of building frontage.





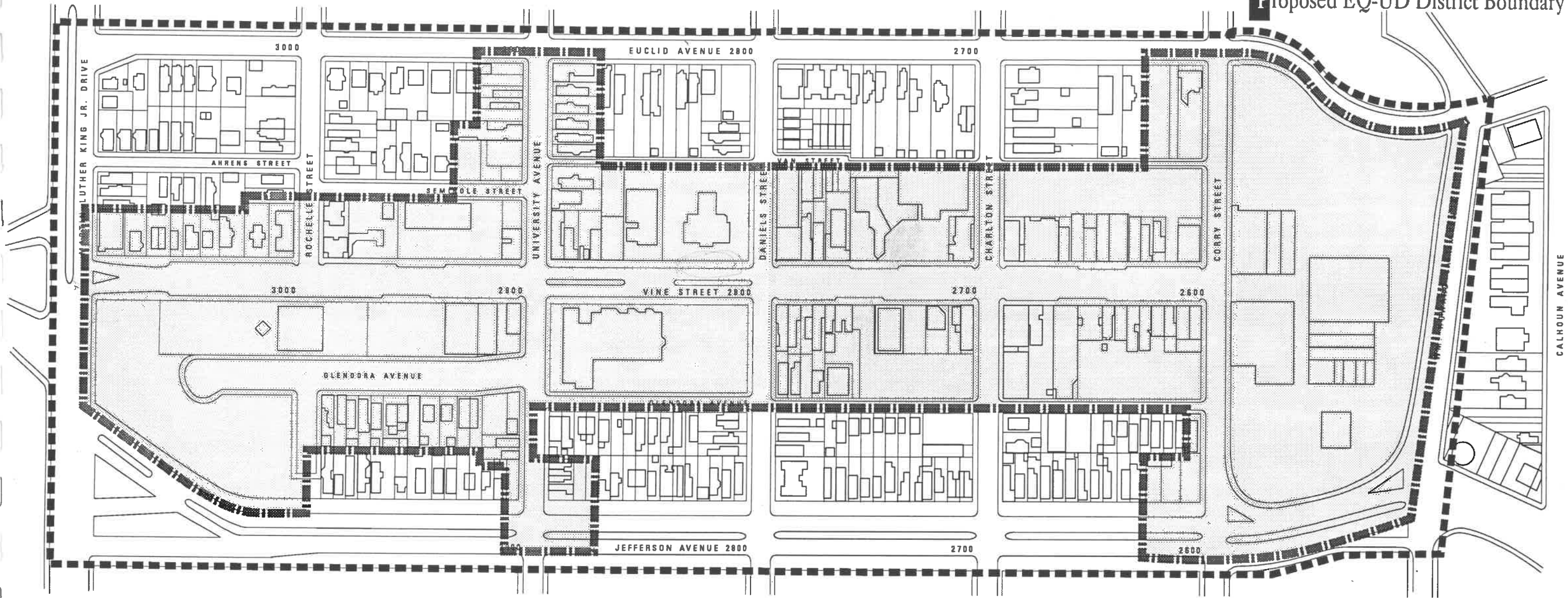
Boundary Description

Begin at a point, said point being the intersection of the east right-of-way (ROW) of Euclid Avenue and the north ROW of Martin Luther King Drive. Thence west along the north ROW of Martin Luther King Drive to the point of intersection with the west ROW of Jefferson Avenue. Thence south along the west ROW of Jefferson Avenue to the point of intersection with the south ROW of Wm. Howard Taft Avenue. Thence east along the south ROW of Wm. Howard Taft Avenue to the point of intersection with the east ROW of Euclid Avenue. Thence north along the east ROW of Euclid Avenue to the point of intersection with the north ROW of Martin Luther King Drive, said point being the point and place of beginning.



Legend

--- University Village Urban Design Plan Study Boundary



University Village EQ - UD

Begin at a point, said point being the intersection of the west Right-of-Way (ROW) of Vine Street with the south ROW of Calhoun Street. Thence north along the west ROW of Vine Street and continuing north along the west ROW of Jefferson Avenue to the point of intersection with the westwardly extension of the north line of Hamilton County Auditor's Parcel (HCAP) 102-4-91. Thence east along said extension and said line to the point of intersection with the east line of said parcel. Thence south along the east line of said parcel and parcels 162-4-90, 89, and 137 to the point of intersection with the north line of HCAP 102-4-118. Thence east along the north line of said parcel to the point of intersection with the west ROW of Glendora Street. Thence north along the west ROW of Glendora Street to the point of intersection with the north ROW of University Avenue. Thence west along the north ROW of University Avenue to the point of intersection with the northwardly extension of the east line of HCAP 102-2-178. Thence south along said extension and continuing south along the east line of HCAP 102-2-179, 180 and 181 to the point of intersection with the south line of HCAP 102-2-181. Thence west along the south line of said parcel and the westwardly extension of said parcel to the point of intersection with the west ROW of Jefferson Avenue. Thence north along the west ROW of Jefferson Avenue. Thence north along the west ROW of Jefferson Avenue to the point of intersection with the westwardly extension of the north line of HCAP 102-2-52. Thence east along said extension and said line to the point of intersection with the west line of HCAP 102-2-50.

Thence north along the west line of said parcel to the point of intersection with the north line of said parcel. Thence east along the north line of said parcel to the point of intersection with the west line of HCAP 102-2-23. Thence north along the west line of said parcel and continuing north along the west line of HCAP 102-2-24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, and 35 to the point of intersection with the south ROW of Rochelle Street. Thence west along the south ROW of Rochelle Street and continuing along the westwardly extension of said ROW to the point of intersection with the west ROW of Jefferson Avenue. Thence north along the west ROW of Jefferson Avenue to the point of intersection with the north ROW of Martin Luther King, Jr. Drive. Thence east along the north ROW of Martin Luther King, Jr. Drive to the point of intersection with the northwardly extension of the east line of HCAP 104-4-1. Thence south along said extension and said line and continuing along the east line of HCAP 104-4-5 to the point of intersection with the south line of said parcel. Thence west along the south line of said parcel to the point of intersection with the east line of HCAP 104-4-6. Thence south along said line to the point of intersection with the north line of HCAP 104-4-7. Thence east along said line to the point of intersection with the east line of said parcel. Thence south along the east line of said parcel and continuing south along the east line of HCAP 104-4-9, 10 and 301 to the point of intersection with the north line of HCAP 104-4-13. Thence east along said line to the point of intersection with the east line of said parcel. Thence south along the east line of said parcel and continuing along the east line of HCAP 104-4-266 to the point of intersection with the north line of Rochelle Street. Thence south across Rochelle Street to the point of intersection with the east ROW of Seminole Street. Thence south along the east ROW of Seminole Street to the point of intersection with the north line of HCAP 104-4-45.



Legend

 Proposed University Village Environmental Quality-Urban Design District Boundary Line

Thence east along the north line of said parcel to the point of intersection with the west line of HCAP 104-4-42. Thence north along the west line of said parcel to the point of intersection with the north line of said parcel. Thence east along the north line of said parcel to the point of intersection with the east line of said parcel. Thence south along the east line of said parcel to the point of intersection with the north line of HCAP 104-4-62. Thence east along the north line of HCAP 104-4-63, 64, 65, and 66 and continuing east along said line extended east to the point of intersection with the east ROW of Euclid Avenue. Thence south along the east ROW of Euclid Avenue to the point of intersection with the eastwardly extension of the south line of HCAP 92-3-67. Thence west along said extension and said line and continuing west along the south line of HCAP 92-3-66, 65, 64, 63 and 62 to the point of intersection with the east ROW of Van Street. Thence south along the east ROW of Van Street. Thence south along the east ROW of Van Street to the point of intersection with the north line of HCAP 92-2-163. Thence east along the north line of said parcel and continuing east along the eastwardly extension of said line to the point of intersection with the east ROW of Euclid Avenue. Thence south along the east ROW of Euclid Avenue to the point of intersection with the south ROW of Wm. Howard Taft Road. Thence west along the south ROW of Wm. Howard Taft Road to the point of intersection with the west ROW of Vine Street, said point being the point and place of beginning.

Urban Renewal Plan	32
Urban Renewal Area Boundary	33
Blight Study Executive Summary	34
Blight Study Findings Map	35

Urban Renewal Plan

Within the boundaries of the Urban Design Plan is a subarea hereby designated the "University Village in Corryville Urban Renewal Area" in accordance with Chapter 725 of the Cincinnati Municipal Code ("Chapter 725"). The Urban Renewal Area is depicted and described on page 33.

Under Chapter 725 it was found that "blighted and deteriorated areas" exist within the City which "contribute to the spread of disease and crime..., constitute an economic and social liability; and impair...the sound growth of the community." It was also found that this blight and deterioration could not be controlled by private enterprise alone. In order to remedy this situation Chapter 725 authorized the City to expend funds to eliminate blight and deterioration and toward this end to acquire private property.

In order to expend funds for urban renewal the City must first prepare an urban renewal plan which defines the area which is blighted or deteriorating, states the reasons for defining the areas as blighted or deteriorating, and recommends a certain course of action to redevelop or rehabilitate the area. When City Council approves the plan, thereby declaring the subject area to be an "Urban Renewal Area," the City administration is formally authorized to carry out the activities recommended in the plan.

Under Chapter 725 an Urban Renewal Area is an area defined in an Urban Renewal Plan approved by City Council pursuant to the chapter, which area constitutes a "blighted or deteriorating area." "Blighted area" is defined in Section 725-1-B of Chapter 725; "deteriorating area" is defined in Section 725-1-D.

The City has analyzed conditions in the University Village in Corryville Urban Renewal Area. Those conditions are reported in the Blight Study Executive Summary on page 34. That report establishes that the University Village in Corryville Urban Renewal Area is a blighted area as defined in Chapter 725. The City of Cincinnati therefore declares through the adoption of this plan by City Council that the University Village in Corryville Urban Renewal Area is a blighted area, and an Urban Renewal Area under Chapter 725.

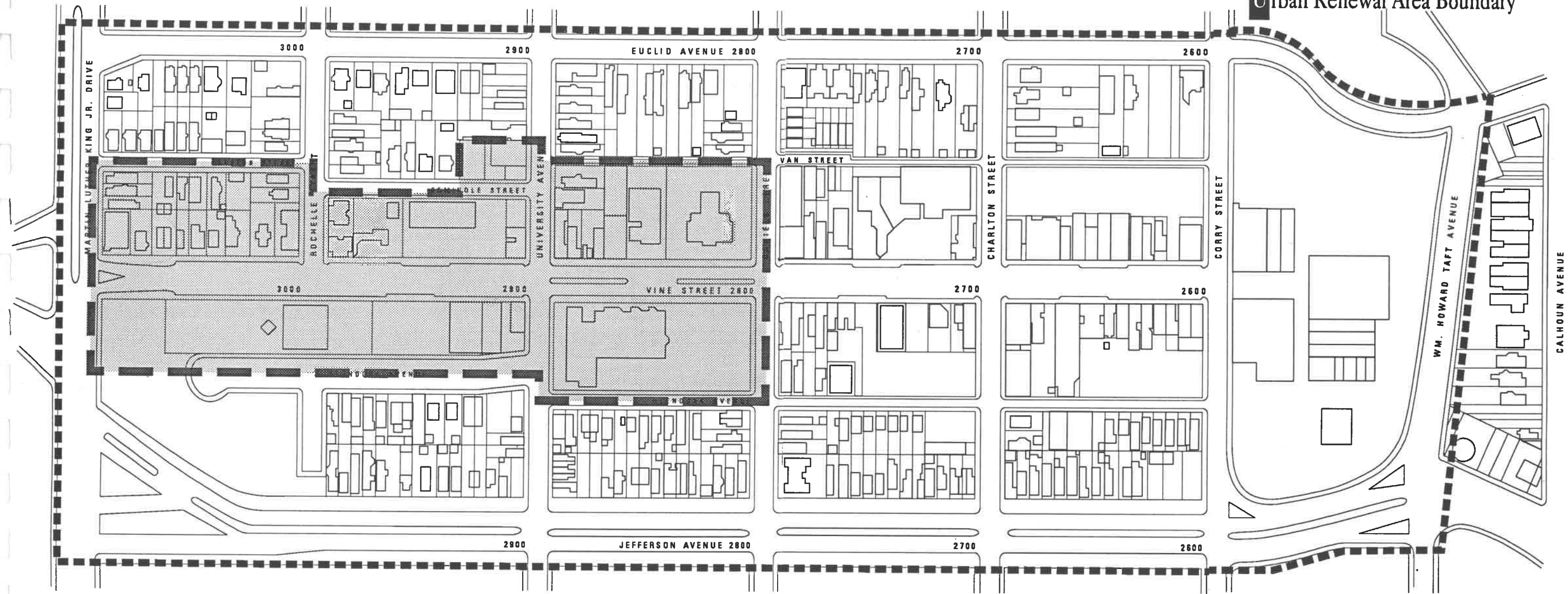
Through the adoption of this Urban Renewal Plan by City Council, the City Manager is authorized to carry out the redevelopment or rehabilitation of the area in accordance with the plan, and to acquire any property reasonably necessary to carry out the plan.

Further, the City of Cincinnati determines through the adoption of this plan by City Council that:

- (a) There is a feasible method for the temporary relocation of any families displaced from the urban renewal area and that there are or are being provided in the area or in other areas (not less desirable in regard to public utilities and public and commercial facilities) at rents and prices within the financial means of the families displaced from the area decent, safe and sanitary dwellings equal in number to the number of and available to such displaced families, and reasonably accessible to their places of employment.
- (b) If financial aid is to be provided by the federal government, the aid is necessary to enable the project to be undertaken in accordance with the urban renewal plan;
- (c) The urban renewal plan will afford maximum opportunity consistent with the sound needs of the locality as a whole for the redevelopment or rehabilitation of the area by private enterprise; and
- (d) The urban renewal plan conforms to the master plan for the overall development of the city.

The University Village in Corryville Urban Design Plan as set forth in pages 1 to 37 of this document is adopted as the University Village in Corryville Urban Renewal Plan, excepting only any portions of the Urban Design Plan which clearly have no applicability to the area designated as the University Village in Corryville Urban Renewal Area. The particular goal of the Urban Renewal Plan, in addition to other goals stated within the Urban Design Plan, is the elimination of conditions of blight and deterioration found within the Urban Renewal Area.

Redevelopment of property in the Urban Renewal Area sold or leased by the City shall be in conformance with the development policies, recommendations, and guidelines of the Urban Renewal Plan.



Begin at a point, said point being the intersection of the South Right of Way (Row) of Daniels Street and the West Row of Glendora Avenue. Thence north along the West Row of Glendora Avenue and the northwardly extension of the West Row to the point of intersection with the North Row of University Avenue. Thence east along the North Row of University Avenue to the point of intersection with the West Row of Glendora Avenue. Thence north along the West Row of Glendora Avenue extended to the point of intersection with the North Row of Martin Luther King Jr. Drive. Thence east along the North Row of Martin Luther King Jr. Drive to the point of intersection with the northwardly extension of the East Row of Ahrens Street. Thence southwardly along said extension and continuing southwardly along the East Row of Ahrens Street and the East Row of Ahrens Street extended South to the point of intersection with the South Row of Rochelle Street. Thence westwardly along the South Row of Rochelle Street to the point of intersection with the East Row of Seminole Street.

Thence southwardly along the East Row of Seminole Street to the point of intersection with the North Row of University Avenue. Thence eastwardly along the North Row of University Avenue to the point of intersection with the northwardly extension of the East Row of Van Street. Thence southwardly along said extension and continuing southwardly along the East Row of Van Street to the point of intersection with the South Row of Daniels Street. Thence westwardly along the South Row of Daniels Street to the point of intersection with the West Row of Glendora Avenue, said point being the point and place of beginning.

Legend

 University Village Urban Renewal Area Boundary Line

Documentation of a Blight or Deterioration

The purpose of this study is to determine if the University Village in Corryville Urban Renewal Area qualifies as a blighted or deteriorating area as defined by Chapter 725 of the Cincinnati Municipal Code, Urban Renewal.

Boundary Description

The findings of this eligibility study are based on surveys and analysis of the parcels and structures contained in the study area. The boundaries are depicted on the map.

Conditions of Study Area

A. As a whole, twenty-nine (29) of forty (40) equalling seventy-three (73) percent of structures/-vacant parcels in the study area fulfilled the criteria identified in the Cincinnati Municipal Code Section 725-1-B(a), Blighted Area. All blocks within the study area show the presence of the following blighting factors.

1. Age

Eighty (80) percent of the buildings in the study area are forty (40) years of age or greater.

2. Obsolescence

Functional or economic obsolescence occurs in three (3) percent of the buildings in the area.

3. Dilapidation

Thirteen (13) percent of the structures in the study area were found to have dilapidation.

4. Deterioration

This factor is one of the widest spread in the area, eighty-eight (88) percent of the structures/vacant parcels in the study area exhibited deterioration.

5. Abandonment/Excessive Vacancies

Abandonment/excessive vacancies (exceeding 1/3 area) were found to be present in fifteen (15) percent of the structures/vacant parcels in the area.

6. Periodic Flooding

None or (0) percent of the structures/vacant parcels in the area are subject to periodic flooding or located in a designated flood hazard.

7. Faulty Lot Layout/Overcrowding/Inadequate Loading or Parking

This factor was found in thirty (30) percent of the structures/vacant parcels in the study area.

8. Deleterious or Incompatible Land Use/Inadequate Site Conditions/Environmentally Hazardous Conditions

This factor was found to be present in twenty-five (25) percent of the structures/vacant parcels in the study area.

9. Inadequate Public Facilities or Right-of-Way

This factor was found in thirty (30) of the structures/vacant parcels in the study area.

10. Diversity of Ownership

Diversity of ownership was not a factor, it included zero (0) percent of the structures/vacant parcels.

11. Illegal Use/Code Violation

These factors were found in thirteen (13) percent of the structures/vacant parcels in the area.

12. Unsuitable Soil Conditions

None or (0) percent of the structures/vacant parcels exhibited this factor.

13. Unused Railroads or Service Stations, Landfills/Junkyards

These factors were not found in any of the structures/vacant parcels in the area.

14. Other factors inhibiting sound private development.

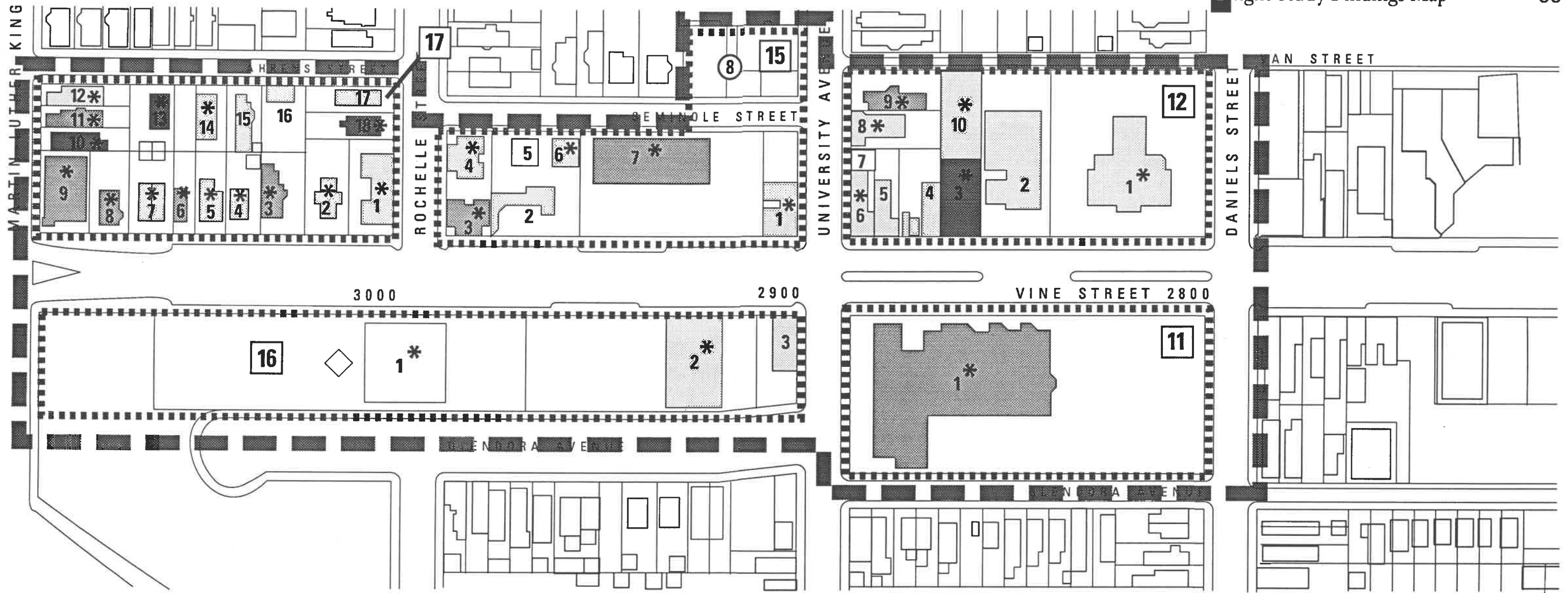
Three (3) percent of the structures/vacant parcels exhibited this factor.

B. Structures and vacant parcels meeting the criteria are reasonably distributed throughout the area. All five block areas had at least fifty (50) percent of the total number of structures with three or more factors and vacant parcels with two or more factors. (See distribution chart.)

C. Additionally, at least twenty-five (25) percent of the structures, reasonably distributed throughout the area are deteriorated or deteriorating; or the public improvements are in a general state of deterioration. (See factor 4 above.)

Conclusion

The conclusion drawn from this data is that the number, degree and distribution of blighting factors are documented in this report warrant the designation of the University Village in Corryville Urban Renewal Area as a "blighted area" as defined by Chapter 725 of the Cincinnati Municipal Code, Urban Renewal.







**University Village in Corryville
Distribution Chart**

Block Area	No. Units	No. Units With Blighting Influence	Percentage
11	1	1	100%
12	10	6	60%
15	8	5	63%
16	3	2	66%
17	18	15	83%
Total	40	29	73%







Structure Condition

-  Sound
-  Minor
-  Major
-  Critical

 Structure or Parcel Contributing to Blight

Legend

-  Blight Study Area Boundary
-  Parcel Number
-  Building Number
-  Block Area

2700

Appendix A
Credits

Existing Condition Report

Appendix B

*The following information has been
reproduced as a separate document.*

Sub-Committee Reports

Safety Committee

Parking Committee

Economic Committee

Real Estate Market Analysis

Blight Study

City of Cincinnati

Mayor
Dwight Tillery

City Council
John R. Mirlisena
Todd Portune
Roxanne Qualls
Bobbie Sterne
Peter Strauss
Nell Surber
Nicholas J. Vehr
Tyrone K. Yates

City Manager
F. A. Dawson

Department of Public Works
John Hamner, Director

Division of Architecture
Robert H. Richardson, Superintendent
Timothy Sharp, Project Architect/Urban Designer
Lucy Frueh, Graphic Designer

Department of Neighborhood, Housing and
Conservation
Wayne Chapman, Director

Department of City Planning
Leon Meyer, Director

University of Cincinnati
Ron Kull, University Architect
Richard E. Friedman
Gil Born
Robert Probst

Corryville Planning and Design Committee

John Humphrey, Chairperson

University Village Design Sub-Committee

John Humphrey, Chairperson
George Sarafeen
Ron Norton
Ron Kull
Robert Probst
Gil Born
Tommie Birdsall
Doug Ruwe
David Rupe
Mary Foote
Robert Richardson
Timothy Sharp

**University Village Economic
Sub-Committee**

Norm Miller, Chairperson

University Village Safety Sub-Committee

Richard E. Friedman, Chairperson
Sergeant Jones
Officer Gramke
Officer McClain
Officer Thompson
Colonel Bridgeman
David Maume
Paula Jenkins
Scott Snow

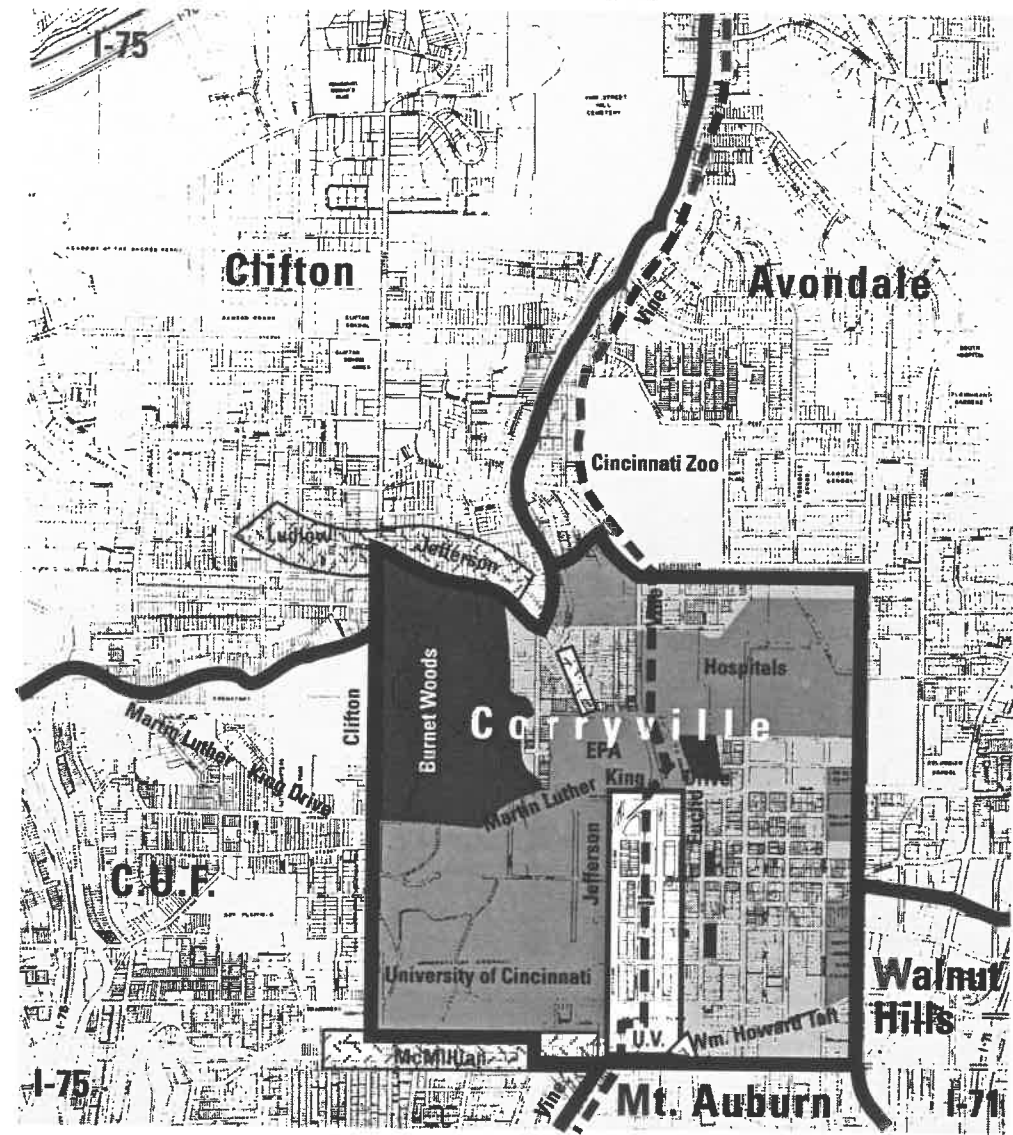
University Village Parking Sub-Committee

Al Porkolab, Chairperson



This report on the existing conditions of University Village is intended to serve as one of many resources that will aid in the development of Urban Design/Master Planning solutions to problems that exist in the area. This report has been prepared by the City of Cincinnati Office of Architecture and Urban Design and consists of an analysis of data gathered from a variety of resources. This report will be updated as new data becomes available.

Vicinity Map



Scope of Study

The scope of study for this report consists of the area designated as the Vine Street Neighborhood Business District or University Village. The business district is situated in the south central portion of the Corryville Neighborhood, north of the City's Central Business District along Vine Street.

The boundary limits of this study begin at the northeast corner of Vine Street and William Howard Taft Avenue and continues north along Jefferson Avenue to Martin Luther King Jr. Drive. The boundary then proceeds east along Martin Luther King Jr. Drive to Euclid Avenue and south along Euclid to Taft, where it completes the irregular rectangle shape by connecting to Vine/Jefferson to the West.

The parameters of the study boundary were determined by the high traffic volumes of William Howard Taft, Jefferson

Avenue, and Martin Luther King Jr. Drive, which makes pedestrian crossing difficult. The Euclid Avenue boundary was determined from a number of factors including topography, traffic flow, the extension of commercial development, and the overall size of the study area.

Legend

- University Village
- Residential
- Institutional
- Parks
- Other Commercial Districts
- Neighborhood Boundary
- Vine Street

The 1984 Corryville Plan by the City of Cincinnati, Department of Planning sets out to provide an understanding of the history of Corryville as a tool that can inform future planning and development. Corryville's history gives it a unique identity and allows an understanding of the architectural and historical significance of Corryville's built environment. In addition, understanding past development patterns and historical trends provides the knowledge necessary to evaluate and understand current trends.

According to the Corryville Plan, the area known as Corryville is the result of an evolutionary process. The land was first settled almost 200 years ago and development has been nearly continuous since that time. Beginning at that first settlement, the evolution does tend to fall into four phases which could be called "Country Living, Subdivision and early development, Working class neighborhood, and Apartment and Institutional growth."

Country Living (1797-1842)

William McMillian first purchased 120 acres outside the city in 1797, just 9 years after Cincinnati was founded, and built a log cabin. The location of that house is today commemorated by a small park on the northeast corner of the Euclid and William Howard Taft intersection. The land was later inherited by William Corry, a nephew of McMillian and the town of Cincinnati's only mayor, who lived in the same log house. McMillian, and later Corry, owned much of what is today Corryville, with the remainder owned by Jacob Burnet.

Subdivision and Early Development (1843-1869)

The village of Corryville was laid out and subdivided in 1843 by William Corry's heirs. Included in the plan was the triangular park where McMillian's and Corry's house stood, which was to be set aside for all future and current residents.

Prior to this (1795) a tollroad named Carthage Pike (now Jefferson) provided connections to the city, thus making Corryville prime for development. Early development was rapid, with 292 residences and 26 businesses by 1869. There were two economic classes; wealthy families who wanted elbow room and could afford transportation to the business community and shopkeepers who made a living by selling supplies and services to the wealthy and to travelers from Cincinnati to Carthage. A small business district developed along Washington Avenue, which is currently known as the University Village area (2600 and 2700 blocks of Vine St.)

In addition, two early institutions were founded in the area around this time that have since passed from existence. Despite this rapid development, however some of Corryville's landscape was still rural, as there were six dairies located in the village.

Working Class Neighborhood (1870-1950)

In 1870, Corryville was annexed into the City of Cincinnati and assigned the boundary that exists today around the neighborhood of Corryville. In 1871 the City built a firestation at the corner of Vine and Charlton, which is currently reused as Zino's restaurant. In 1872 Jacob Burnet sold his property to the City of Cincinnati, who created Burnet Woods, bounded by Calhoun Clifton, Jefferson, and Woodside Place, which passed through the center of U.C.'s present day campus.

The construction of the Mt. Auburn Incline in 1872 and the Clifton Incline in 1876 allowed affordable transportation to and from the city center. Street car lines, which ran along Vine St. by 1883, further enhanced opportunities to move out of the congested basin neighborhoods. A large number of working class families moved to Corryville, particularly from Over-the-Rhine, which gave Corryville a large German population. As the population moved north, many institutions decided to move their operations to available and centrally located land. In 1895 the city-owned University of Cincinnati relocated to the southern portion of Burnet Woods. Jewish Hospital was constructed on Burnet Avenue in 1891 and Cincinnati's General Hospital was built across the street in 1909. Corryville experienced one more period of growth before being "built out". During W.W.I a number of Over-the Rhine residents moved to Corryville to avoid public prejudice directed at that primarily German neighborhood.

A number of prominent historical buildings were constructed during this time, including St. George Church (1873), which is currently facing possible demolition. In 1895 the Turnversin, an athletic club, was constructed at the corner of Vine and Daniels. Recently known as Rags-2 Riches, the Turnversin (2728 Vine) currently contains professional offices, a hair care salon, and a dance hall. Across Daniels St. is the North Cincinnati Library which was constructed in 1907 with money donated by Andrew Carnegie.

Apartment and Institutional Growth (1950- present)

As Cincinnati continued to grow and the automobile made commuting more feasible, many residential owners sold their homes or became absentee landlords and converted single family homes to apartments. The impact of age and absentee landlord's have resulted in some gradual deterioration of the quality of Corryville's housing stock.

In the 1950's the population content began to change. Black and Appalachian citizens, displaced by urban renewal projects in the West End, migrated to Corryville, resulting in the racial and economic integration of the community. In addition, a decrease in housing units and population has occurred due to institutional expansion. 695 dwelling units were lost due to the University of Cincinnati's expansion west to Jefferson Avenue and University Hospitals expansion.

Institutional expansion has also disrupted the structure that once formed a cohesive Corryville. The Environmental Protection Agency and the School of Nursing isolated several residential areas. Large scale commercial development such as University Plaza, along with the institutional development and other construction, has resulted in a dramatically changed Corryville, with new street patterns, large new buildings, and isolated districts within the neighborhood.

The University Village business district, in particular, has experienced a major structural change. The business district, which was once along a major arterial street, is now a subdistrict located between major thoroughfares.

Demographics

Zoning Analysis

Land Use Analysis

Property Ownership

Business Operations

Hours of Operations

Delivery Times/Locations

Understanding the kinds of people who live in the area is important when searching for the needs of a community. Information on the kinds of people who live in or around University Village can be found from 1980 & 1990 U.S. census information on the Corryville Neighborhood Statistical Area. This area includes the Corryville residential communities, the University of Cincinnati, Burnet Woods, and other portions of the institutional complex north of Martin Luther King Jr. Drive. (See Vicinity Map).

Demographic Trends in Corryville

Demographic Trends for Corryville are based upon Pams data for Census tracts 32 and 33 for 1980 & 1990. The following trends have been compiled by the University of Cincinnati Market Analysis Group. Further analysis comparing these trends to G.C.M.A. could be done.

Population

Population for the Corryville area decreased 2.20% on a relative basis from 1980 to 1990. Population decreased by 100 persons from 4539 in 1980 to 4439 in 1990.

Population by Race

Population by Race in Corryville area remained relatively stable from 1980 to 1990 (White, Black, and Other). The races percent change from 1980 to 1990 for White, Black, and Other was +3.76% for White, -3.22% for Black, and +.28% for Other.

Population: Less than 18 years of Age

The population less than 18 years of age in 1990 was 14.49%, down from 20.3% in 1980. This indicates that families with children are leaving the area.

Number of Housing Units

The number of housing units fell 5.26% on a relative basis from 1980 to 1990 from 2,320 to 2,198. Deterioration of existing housing units and urban renewal are seen as the major factors affecting the 122 unit decline.

Housing Units: Percent Single Family

The University area neighborhoods consist of a high percentage of multifamily housing units. Single family housing units consisted of 23.2% of all housing units in 1980, this declined to 17.8% in 1990. This shows that the area is becoming more of a multifamily neighborhood than a single family neighborhood.

Number of Households

The number of households declined from 2,067 to 1,951 for 1980 and 1990 respectively. This represents a significant 5.61% relative decrease for the decade.

Household Size

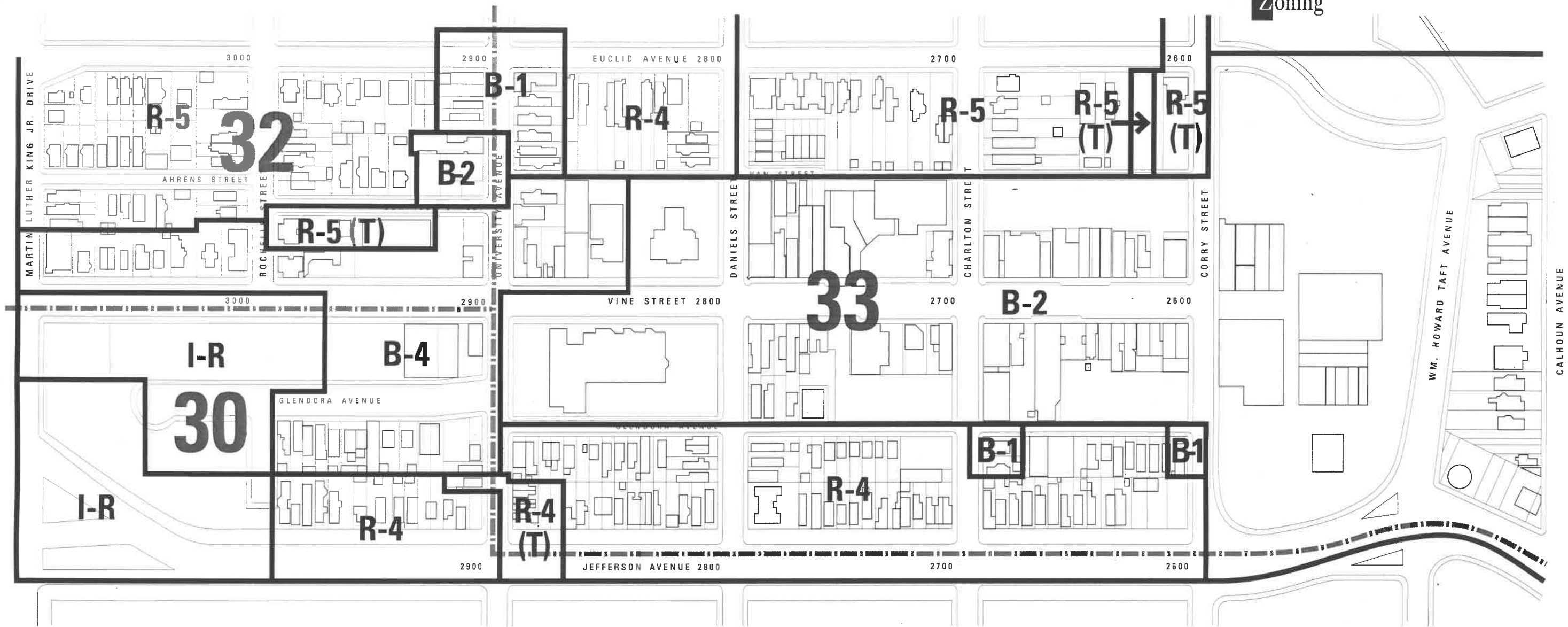
Household size in the United States has declined for a number of reasons. The baby boomers are aging, families are having fewer children, and single parent households all contribute to smaller household size. The Corryville average household size of 2.2 in 1980 declined to 2.03 in 1990. While this is consistent with the trend in the U.S., this is also due to a significant number of families leaving the Corryville area.

Occupancy Status

A large number of dwellings in the Corryville area are multi-family units. Renters in the Corryville area occupy a significant portion of housing stock. Owner occupants, which tend to have a vested interest in the housing units, declined during the decade. The number of owner occupancy fell 29.09% on a relative basis from 20.90% to 14.82% for 1980 to 1990 respectively. With owners on the wain, renters increased from 68.20% to 73.89%. Vacancy in Corryville increased from 10.90% to 11.20% from 1980 to 1990. Cincinnati, as a whole, was just under 8% vacancy.

Tenure by Persons in Unit

One person households increased to 48.90% in 1990 up from 38.00% in 1980. This translates into a significant 28.68% change. Five plus persons per household increased from 6.30% to 15.87% from total households 1980 to 1990. While the number of one and five plus person households were increasing on a relative basis, the number of two to four person households declined during the 1980's. In 1980, 55.70% of all households were in the two to four person category. In 1990, this declined to 35.23% for a significant 36.75% change. This clearly indicates that families (2 to 4 person households) are leaving the area.



Zoning

The University Village business district is basically divided into two zones, the northern and southern areas, which are divided by University Avenue.

The southern area is zoned predominant B-2, which is intended for community business use. The types of businesses appropriate to this area are retail store, bakeries, eating and drinking establishments, theaters, repair shops and similar uses. Emphasis is on businesses that are oriented to serving the needs of the community and are of a scale that encourage pedestrian activity. Most businesses in this area fit into this category, in use and scale, and match well with the present zone.

The northern area is zoned B-4. This is a general business category, and one that addresses a much wider variation of businesses. Examples of appropriate businesses are all

of those mentioned above plus institutional uses, such as hospitals and clinics, automotive service shops, car washing establishments, building trade places of business, warehouses and storage yards. The nature of the zone in this case is more toward businesses that have a regional market area, and is less retail-directed and is scaled more to the automobile. Other than the residences located in the zone, most uses in this area fit within this category of use.

A small number of properties are zoned B-1, which is intended for neighborhood business use. This zone is generally more restrictive than the B-2 zoning. Examples of businesses appropriate to this area are professional offices, banks, grocery stores, drug stores, carry outs, florist shops, small clothing & shoe stores, barber shops, beauty salons, small laundries and similar uses. Uses within this area generally fit within this category of use.



The R-4 and R-5 Multi-family low and medium density residential districts surrounding the business districts allows apartment buildings, row houses, multi-family residences and similar uses, with certain restrictions on lot sizes per number of units. The areas shown contain appropriate uses for these districts.

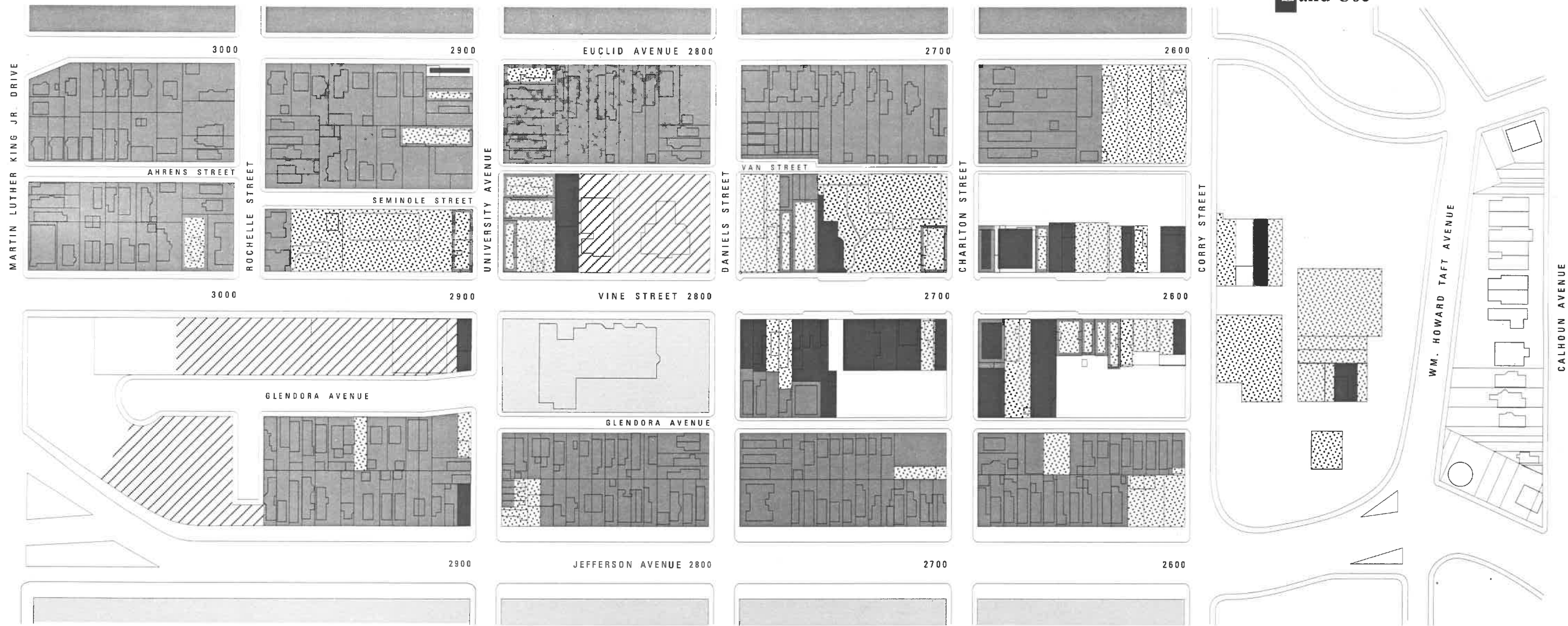
The R-4 (T) and R-5 (T) districts are classified as transitional zones, which allows uses in adjacent less restrictive districts through a public hearing without requiring a zoning change.

The I-R zones are institutional uses in residential areas designed to limit institutional growth in those areas by requiring a zoning change for institutional expansion. The I-R districts in this area contain a utilities substation and U.C.'s future power plant.

Legend

- Zoning
- Census Tracts
- B-1** Neighborhood Business District
- B-2** Community Business District
- B-4** General Business District
- R-4** Multi-Family Low Density Residential District
- R-4 (T)** Transitional District
- R-5** Multi-Family Medium Density Residential District
- R-5 (T)** Transitional District
- I-R** Institutional/Residential District

Land Use



Land Use

The University Village has a concentration of commercial and institutional uses along the length of Vine Street with low density housing bordering the east and west sides.

Beginning at the southern end, commercial use starts in the shopping center, and continues in all of the first floors on both sides of the first two blocks of Vine Street. In many cases apartments occupy floors above the businesses on Vine. These uses then give way to small institutions and individual homes and small apartment buildings in the northern two blocks.

The businesses on Vine Street comprise of individual shops, restaurants and bars. The shopping center has within it a Kroger Grocery Store, a Walgreens and smaller shops and a nightclub. In the 2700 block of Vine Street is located a smaller shopping center with a Pizza Hut restaurant and other retail shops. The institutions are: a library, fire station, elementary school and soon, the University of Cincinnati's power station.

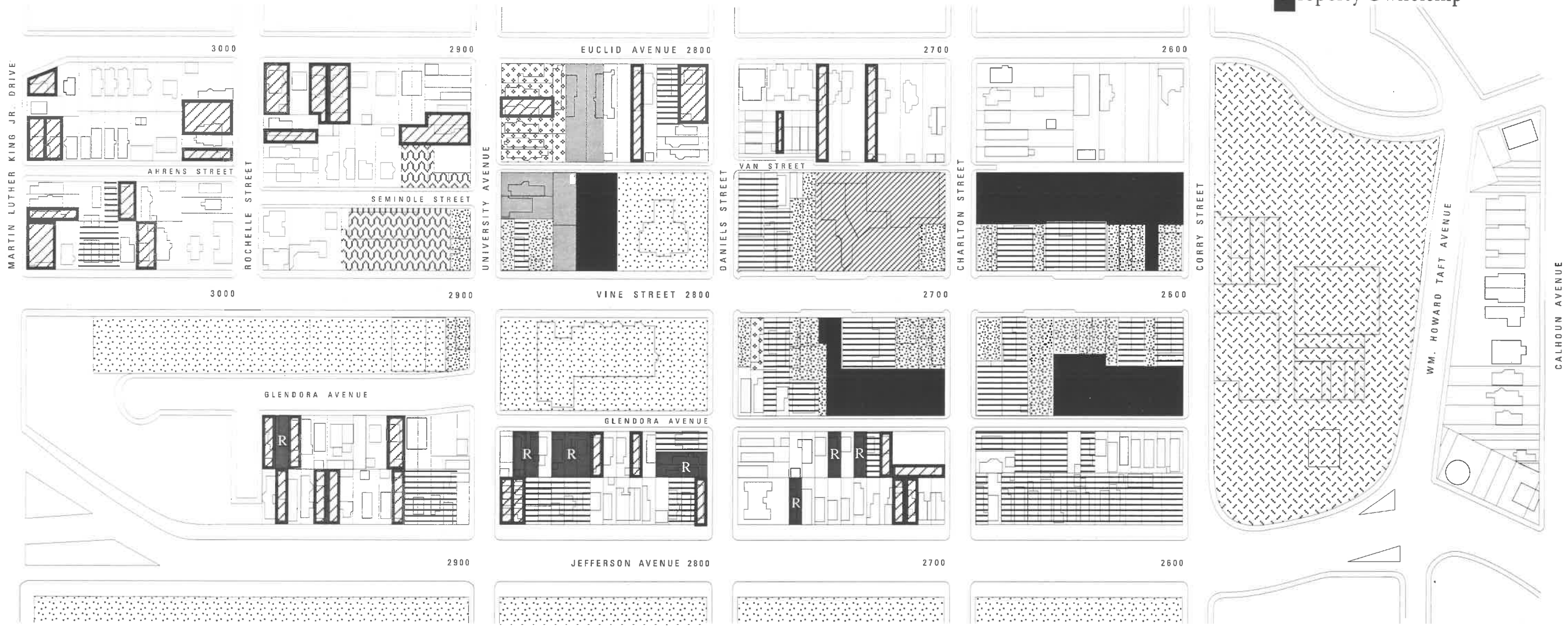
The majority of residences in the bordering blocks are individual homes. Many have been divided into apartments for rent, or entire homes are rented out. There are a small number of owner-occupants.



Legend

-  Residential
-  Educational
-  Public Use
-  Restaurant & Nightclub
-  Other Commercial
-  Commercial/Residential
-  Restaurant Nightclub/Commercial
-  Restaurant Nightclub/Residential

Property Ownership



Property Ownership



As illustrated by the map, the major property owners are: The City of Cincinnati, which owns the public parking lots; various institutions, including the library, elementary school, and the post office; The University of Cincinnati, which owns the section of land at the Martin Luther King end of Vine Street where it intends to construct a power plant; Marge Schott, who owns the University Plaza; private individuals who own a number of properties, most of which are residential in use; and Stephen Ring, who owns the new shopping center in the 2700 block.

There are a number of people who own a small number of commercial and residential properties which are shown on the map as "Multiple Commercial & Residential".

Other properties in the commercial area are owned by individuals who do not have a large number of holdings. These properties are shown as "single commercial" on the map.









Individual ownership is represented in the residential sections by a number of owner-occupied houses, as indicated on the map.

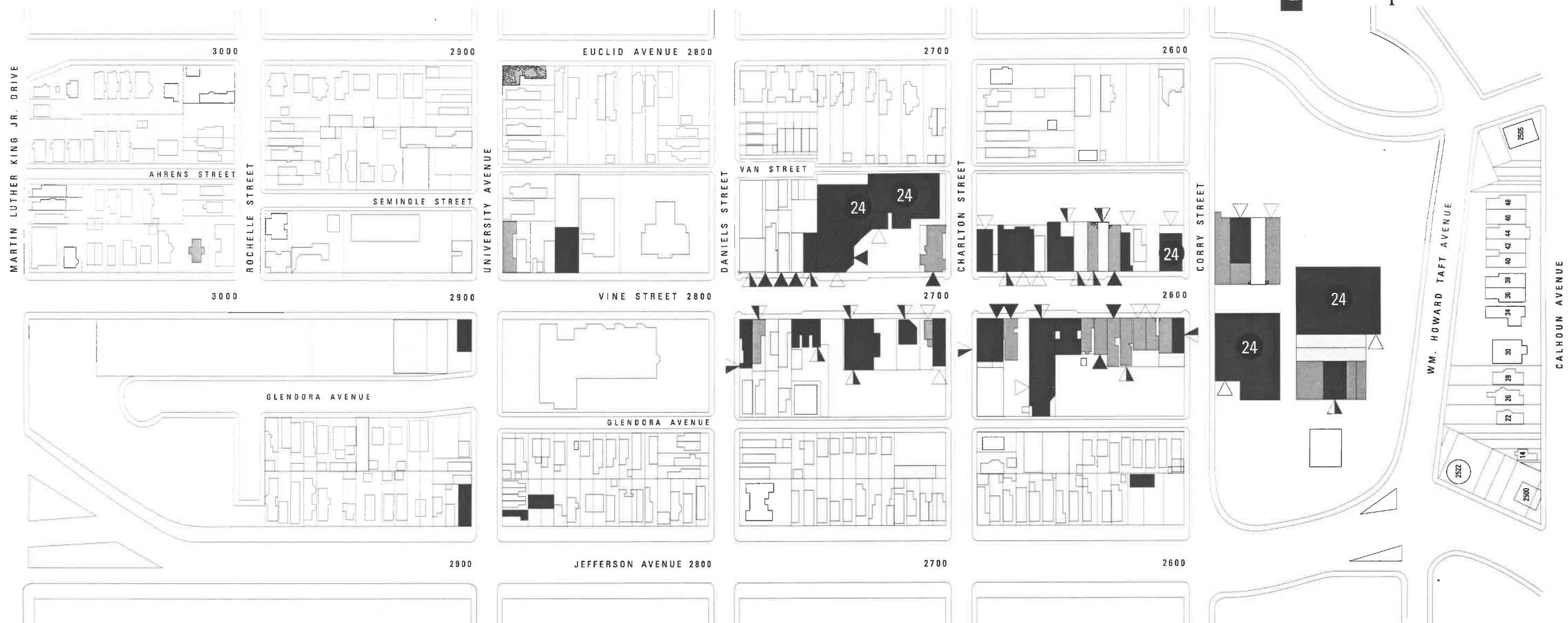
Minor Property Owners

-  Multiple Commercial & Residential
-  Single Commercial
-  Owner Occupants

Legend

Major Property Owners

-  City of Cincinnati
-  Institutions (Library, School, Post Office, U.C.)
-  Schott, Marge
-  Ring, Stephen
-  Frutkin, Law & Berger, Dave
-  Alamin & Jamchid
-  Fruth, Thomas & Joyce
-  Rovekamp, Monte



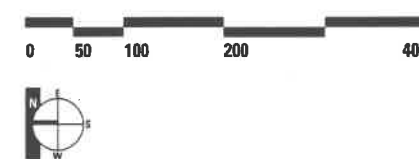
Closing Times

An approximately uniform distribution of business closing times exist in University Village. A majority of the businesses are open from 10:00 am to 6:00 pm. However, a significant number of businesses are open until 11:00 or 12:00 pm and most of the nightclubs are open later. Four businesses and the parking garage are open 24 hours.

The major business cluster is the 2600 and 2700 blocks of Vine St. and the University Plaza Shopping Center. The locations of businesses that close at different times are evenly distributed within the cluster, except for 24 hour businesses, which are mostly at the southern end of the cluster. A minor cluster of businesses exists along University Avenue, with concentrations at Vine St. and Jefferson Avenue. This minor cluster is isolated from the main cluster by institutions (school and library) and the sparse streetscape along Vine St. in this area. There are also isolated businesses scattered throughout the area.

Delivery Locations

Business within the main cluster were surveyed regarding delivery locations and times. Overall, nearly three quarters of the businesses recieved daily deliveries. Deliveries occur throughout the morning and afternoon and through the front and back doors of businesses. Business deliveries and location must be addressed in future planning and development.



Legend

- Closing Times**
- 24 Open 24 Hours
 - ☐ Closes at or Before 6:00 pm
 - ▒ Closes Between 6:00 pm & 11:00 pm
 - Closes at or After 11:00 pm
- Delivery Locations**
- ▲ Morning
 - ◐ Morning/Afternoon
 - △ Afternoon

Physical Environment

Urban Structure

Building Density

Topography

Accessibility

Transportation

Traffic

Bus Routes

Parking Analysis

Physical Model

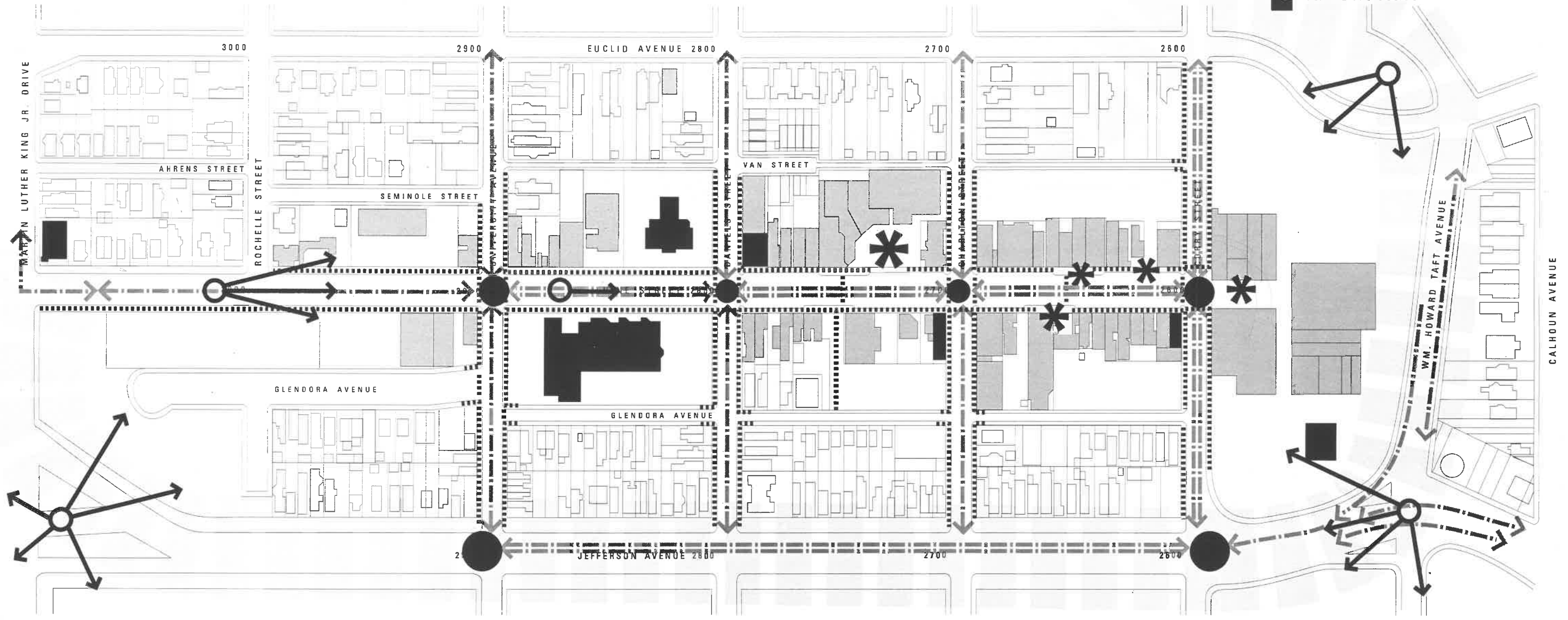
Vacancy Study

Preliminary Estimate

Infrastructure

Building Inventory

Urban Structure



Urban Structure

The urban structure of a district or subdistrict consists of an interactive system of paths, nodes, edges, boundaries, landmarks, etc. The above map shows preliminary analysis of the unique structure of University Village in Corryville. Further analysis and understanding will provide direction for design decisions and proposals.



Legend

- Vehicular Node
- * Pedestrian Node
- ▭ Edge
- ▭ Focus
- - - Vehicular Paths
- Pedestrian Paths
- ▭ Boundry
- ↔ Views






Building Density

Building density is most pronounced at the south end of Vine Street, where in the commercial district there is a concentration of older buildings whose fronts abut the sidewalk. As one moves north along Vine Street, this density gradually falls away, as spaces appear between the buildings and buildings are located back from the street. As one crosses Daniels Street, this openness becomes stronger, with the library and school sitting in the center of their properties, surrounded by either grass lawn or asphalt paving. This condition continues north as buildings are larger in scale and are set back from the street.



Legend

-  Buildings
-  Streets
-  Residual space such as parking lots, sidewalks, plazas, lawn, vacant land, ect.

Accessibility

Accessibility to a business district is a vital issue concerning the future viability of the area. Historically, the ease of access to an area has had a direct relationship with the economic well being of the districts located within it.

The University Village in Corryville can be reached by private vehicles, public transportation, bicycle, taxicab, or walking. Arrival in the area by driving requires the patron to park prior to patronizing any businesses, as there are no "drive-thru" type businesses in the district. At this point, regardless of your method of arrival, everyone becomes a pedestrian before reaching their final destination.

Traffic

The traffic pattern in the University Village area reached its current state after the construction of the EPA building and the University Plaza shopping center. The rerouting of Vine and Jefferson has resulted in a traffic flow that bypasses the University Village business district. The outcome is significantly decreased traffic volume and speed along Vine St. in the business district which promotes pedestrian activity. The primary entry points to the district from the major arterial roads are Corry St. and University Ave. Minor entry points are Charlton and Daniels Streets and Vine St. from Martin Luther King (right turn only).

The Uptown Plan identifies 26 intersections where improvements should be studied (pg. 50). Five of those intersections are adjacent to the University Village business district along Jefferson Ave., McMillan and W. H. Taft. Design Strategies and preliminary sketches of intersections appear on pages 87 and 88 of the Uptown Plan. The plan also recommends that M. L. King be improved to become a "parkway" and Jefferson, McMillan, and W. H. Taft be improved to become "boulevards." (see pgs. 40, 41, 89). The connection between University Village and M. L. King, which is currently limited, should be considered and co-ordinated with any plans for M. L. King improvements.

Bus Routes

The University Village study area is served by 5 Metro bus routes which provide convenient connections to most of the Greater Cincinnati area. Two of the five routes, #53 Mt. Auburn/Clifton and #78 Tri-County - Lincoln Heights -

Lockland, pass through the core of the study area and generally run north - south. Three routes pass by the edges of the study area and generally run east - west; #31 Crosstown and #46 Vine - Burnet - Avondale pass to the south and #51 Clifton - Hyde Park passes to the north of the study area. Routes #46, #53, and #78 provide service to and from Downtown as well. There are four bus stop shelters on Vine street in the core of the University Village business district and two shelters along William Howard Taft south of University Plaza Shopping Center.

Pedestrians

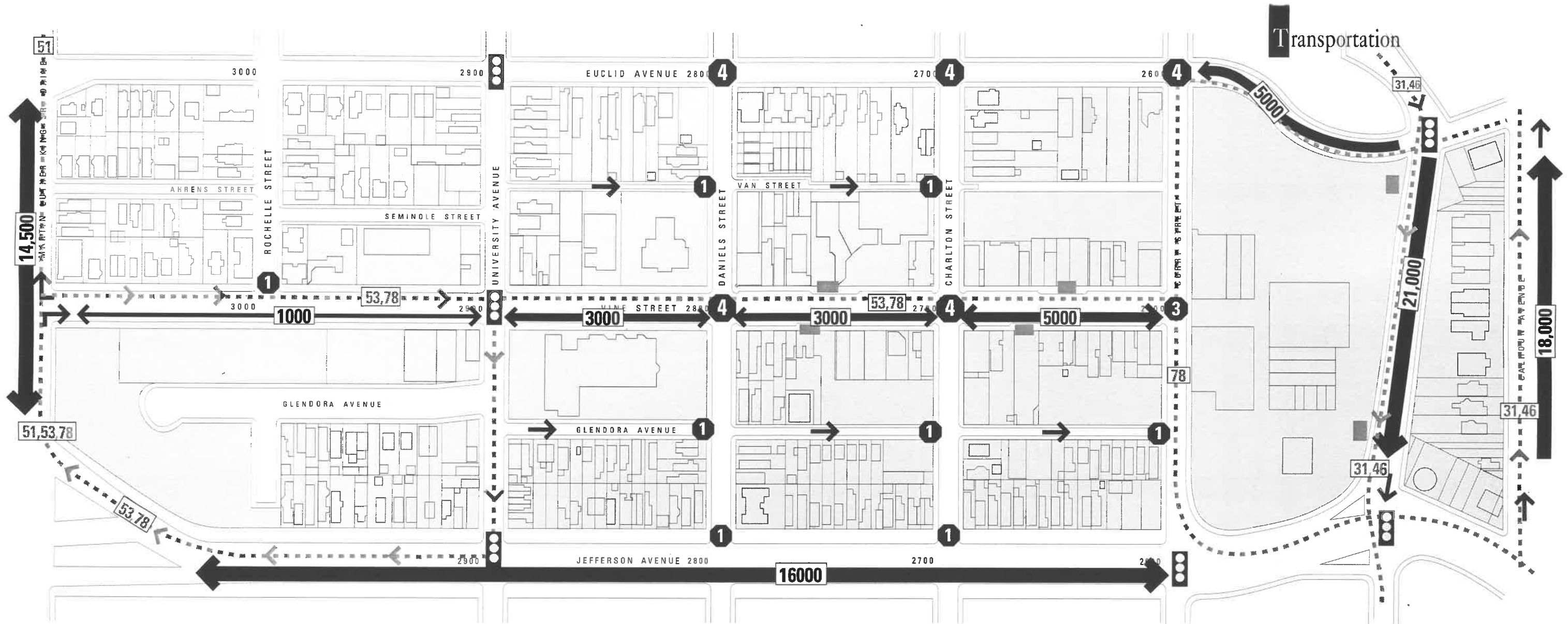
Pedestrian access from surrounding residential and institutional areas and from within the district is complicated by crossing major roadways, topographic issues and sidewalk clutter. The stop signs at intersections in the core area are beneficial, as they facilitate pedestrian crossing.

Handicapped Accessibility

Handicapped Access to an area involves two stages; arrival at the area and mobility within the area. Amenities do exist within the area that provide service to the disabled, however, no known accessible living units exist within the study area.

Arrival in the core area along Vine Street is necessary due to steep grades along East - West streets. The Metro provides a door-to-door lift-equipped van service called Access, which requires medical verification of need and prescheduled pick-up times. The Americans with Disabilities Act (ADA) will probably require regular service buses to be lift equipped, however, no timetables are known. Private access requires reserved handicapped parking spaces. There are 4 handicapped (H.C.) spots in the pay lot/garage and two private H.C. parking spots near 2729 Vine Street. No known on-street H.C. parking spots exist in the study area.

Mobility within the area is generally easier in a north - south direction along Vine Street, which has mild grades, and more difficult along east - west streets, with severe grades up to 1:15. Ramps exist at both corner and midblock crosswalks in the 2600 and 2700 blocks of Vine Street. A majority of the businesses in these blocks have, where possible, eliminated steps, installed ramps and provided 34" minimum clear openings at their entrances.



Traffic

Traffic on major East - West roads provide connections to I - 71 to the east and I - 75 to West. Data from 1984 shows that W. H. Taft carries 21,100 vehicles per day, McMillan carries 18,000 v.p.d. and Martin Luther King carries 14,500 v.p.d. Traffic Engineering data from 1988 shows that Jefferson carries 16,000 v.p.d. and Euclid Avenue connecting William Howard Taft and Corry Street carries 5300 v.p.d.

1991 Traffic Engineering data for Vine Street between Corry and M.L.King is summarized in the following table:

Vine Street	3000	2900	2800	2700	2600
TOTAL-Vehicles Per Day (V.P.D.)	1018	1019	3192	3069	5243
PEAK-Vehicles Per Hour (V.P.H.)					
Midday Peak					
N	100	-	-	220	360
S	-	-	280	220	290
Evening Peak					
N	93	-	-	225	436
S	-	-	235	200	320

Generally, the south end of Vine St. (near Corry) in the University Village area carries 5 times as much traffic as the north end (near M.L.King). Vine St. exhibits peak loads around the midday (12 - 2:00 p.m.) and evening (4 - 6) of 200 - 400 vehicles per hour. The morning peak (6:00 - 8:00 a.m.), is low, indicating that the primary usage is not travel to and from work, but rather midday and evening commercial uses.

The 2600 block of Vine carries the highest volume of traffic of the 5 block area contained within University Village study area. The 2600 block, bounded by Corry on the south and Charlton on the north, carries around 25% more northbound traffic than southbound, indicating that Corry Street is more commonly used as an entrance to University Village than as an exit. The 40% decrease of traffic volume between the 2600 and 2700 blocks indicates a significant number of cars on Charlton Street, which accesses public parking lots, while the relatively close volumes in the 2700 and 2800 blocks indicate few cars turn onto Daniels Street. The 70% decrease between the 2800 and 2900 block indicates high volume on University with low volumes in the 2900 and 3000 block of Vine Street.

Bus Routes

Data collected from the Southwest Ohio Regional Transit Authority's (Metro) 1989 ez-data report #4 for bus stops along route #53 and route #78 located within the University Village Study Area can be summarized as follows:

	Weekdays	Saturday	Sunday
Frequency of Use	1184	799	347
Number of Riders (Avg.)	592	400	174

Frequency of use is the number of passengers boarding or unloading from both northbound and southbound in the study area. Number of riders is the Frequency divided by two under the assumption the average bus trip consists of two uses. In summary, the University Village study area has over 1100 bus uses per day (Monday thru Friday) and over 1100 bus uses over the two weekend days.

Legend

- Traffic Volume (Vehicles per day)
- Traffic Signal
- 4-way Stop
- 3-way Stop
- 1-way Stop
- One Way
- Right Turn Only
- Bus Routes
- Bus Shelters

Parking in and adjacent to the University Village Business District is controlled by a number of diverse factors which are difficult to accurately model through analysis. This study is concerned with identifying those factors through analysis of 2 existing parking studies; one by Ralph Burke Associates (1980) and the other by Pflum, Klaumeier and Wagner Consultants, (1984), and by the creation of a physical model and a mathematical model for the purpose of updating information in those past studies and for comparison.

Process

The process consisted of three steps:

1. Documentation of existing parking spaces and practices
2. Physical Model - vacancy counts to update 1984 study
3. Mathematical Model - minimum requirements based on the zoning code

Scope

The study area consists of the area bounded by Jefferson, M. L. King, Euclid, and W. H. Taft as shown on the map. Both sides of Jefferson and only the west side of Euclid Ave. were included in the survey. Curb spaces along Taft & M. L. King, however, were considered remote and functionally unrelated and are not included.

The block numbering is the same as the 1984 study, which was slightly larger, including an additional block east of Euclid Avenue. This area is residential and considered unavailable for commercial parking use in this study. In addition, we have isolated parking north of University Avenue from our focus study area, which coincides with the 1980 "Demand Area for parking spaces". The focus area boundary is also based on issues of land use, topography, walking distance, perceived distance, lighting, and safety.

The study was done during the summer of 1991, and therefore does not include the U.C. student commuters. It is assumed that all other groups are represented in the survey.

Users

The primary users of parking in the University Village area are daily business (shopping), lunch/dinner restaurant patrons, evening entertainment patrons, employees, residents, and student commuters. These users represent a

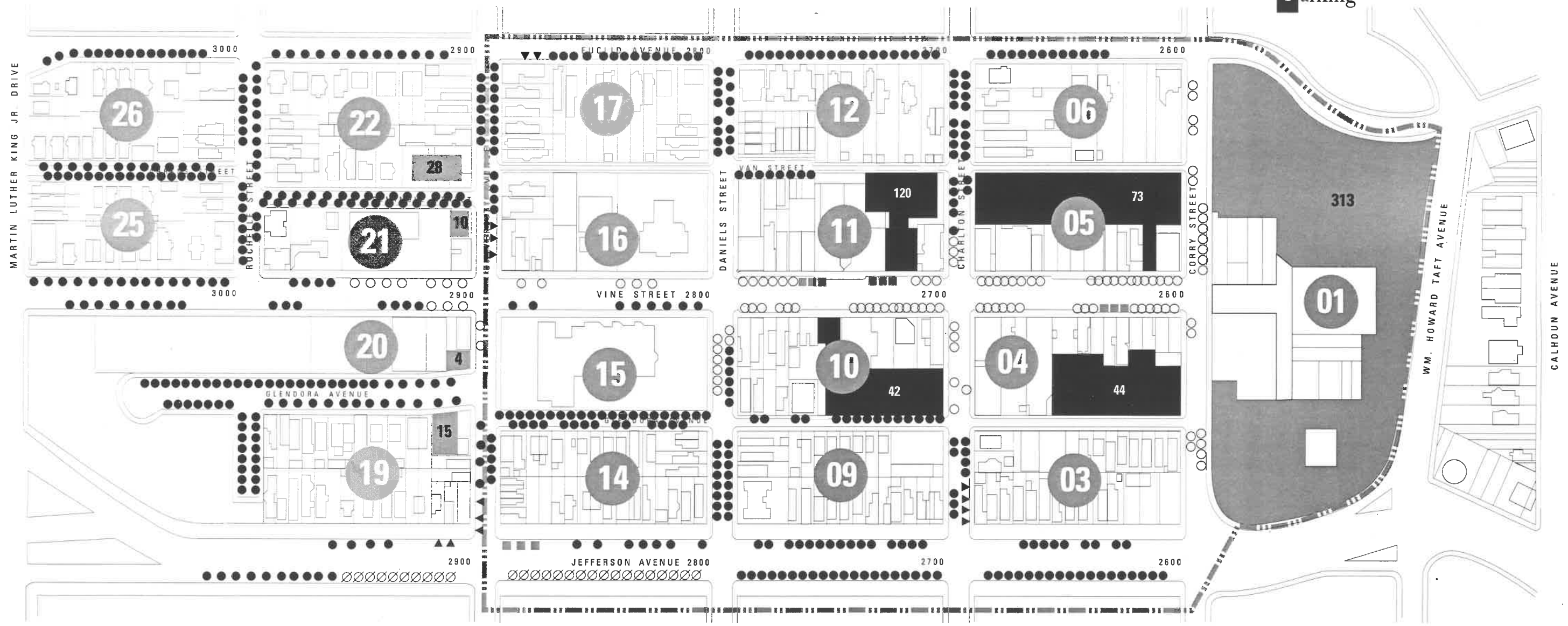
full range of short-term, medium-term, and long-term parking needs. The daily business users represent a variety of short and medium term uses and can be characterized as wanting to park as close as possible to their destination. The lunch/dinner restaurant patrons are generally short-term users during restricted time periods that create peak demands for prime short-term spots. The evening entertainment users represent a peak medium-term use at specific times and days of the week. In 1984, employees, as a group, were determined to use approximately one-third of the prime short-term meters and remeter throughout their shift. This issue should be re-analyzed to determine the extent of the current situation (see "problems"). The student commuters represent an all day long term demand that generally impacts only unrestricted (free) parking. In addition, some student commuters may use the public lots, although this is unverified and generally students show no desire to pay for parking. Residential parking is an issue throughout the Uptown area and is crucial to maintaining a residential base to support Uptown socially and economically. The residential demand was estimated to be around 60% in 1984 and an estimated 50% in 1991.

Problems and Approaches

The 1984 study identified three parking problems that existed in University Village; all day parkers and "meter feeders", illegal parkers and restricted lot users, and parking meter effectiveness and suitability of time restrictions. These issues would require further study to determine the scope of the current problems and propose solutions.

A variety of approaches should be considered before parking spaces are added. Briefly, control of turnover rates and fee structures, combined with directional signage, could dramatically increase efficiency and help change the "perception" that parking is not accessible. The Uptown Plan discusses the important concept of "shared parking" on page 54. For example, the Dance Hall, in the 2700 block of Vine St., currently shares parking with Schiel School and the Library. "Shared parking" can be used to increase the efficiency of parking throughout the day and to accommodate peak loads for special events. Analysis of the effects of other approaches should be done in the process of creating solutions to this important issue.

Parking



Physical Model

The existing parking conditions are shown above and summarized by block on the following page. A total of 1044 spaces exist in the focus area and 1361 spaces in the study area.

A total of 701 public spaces exist in the focus area, compared to 580 in 1984 for the same area. The primary change has been the addition of 120 pay lot spaces in the garage/lot in the 2700 block of Vine St. The distribution of parking in the focus area is:

	Metered Curb Spaces	Unrestricted Curb Spaces	Pay Lot Spaces	Public Spaces Total
1984	143	283	154	580
1991	147	275	279	701
Difference	+4	-8	+125	+121

Other changes over the seven year period include the addition of 5 additional pay lot spaces, probably created when the lots were changed from meters to a centralized "pay-by-number" system. Currently the pay lots and the garage operate under a \$1.00 per hour minimum with a \$2.00 maximum, paid in advance using dollar bills. The lots were previously operated with meters which were enforced 24 hours a day.

4 metered curb spaces were added since 1984 in the focus area. The distribution of metered spaces indicates an increase of short-term meters and a decrease of long term meters as shown below.

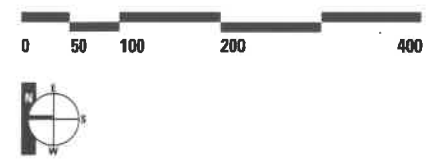
	Metered Parking Distribution			
	30 min.	60 min.	120 min.	4 hour
1984	5	—	120	18
1991	12	8	110	17
Difference	+7	+8	-10	-1

Most of the meters remain in the 120 minute time-frame, which seems to encourage long term parkers to remeter, according to findings in the 1984 study and informal observations in 1991. The distribution of short-term and long-term parking for metered spots would require further analysis of turnover rates and demand.

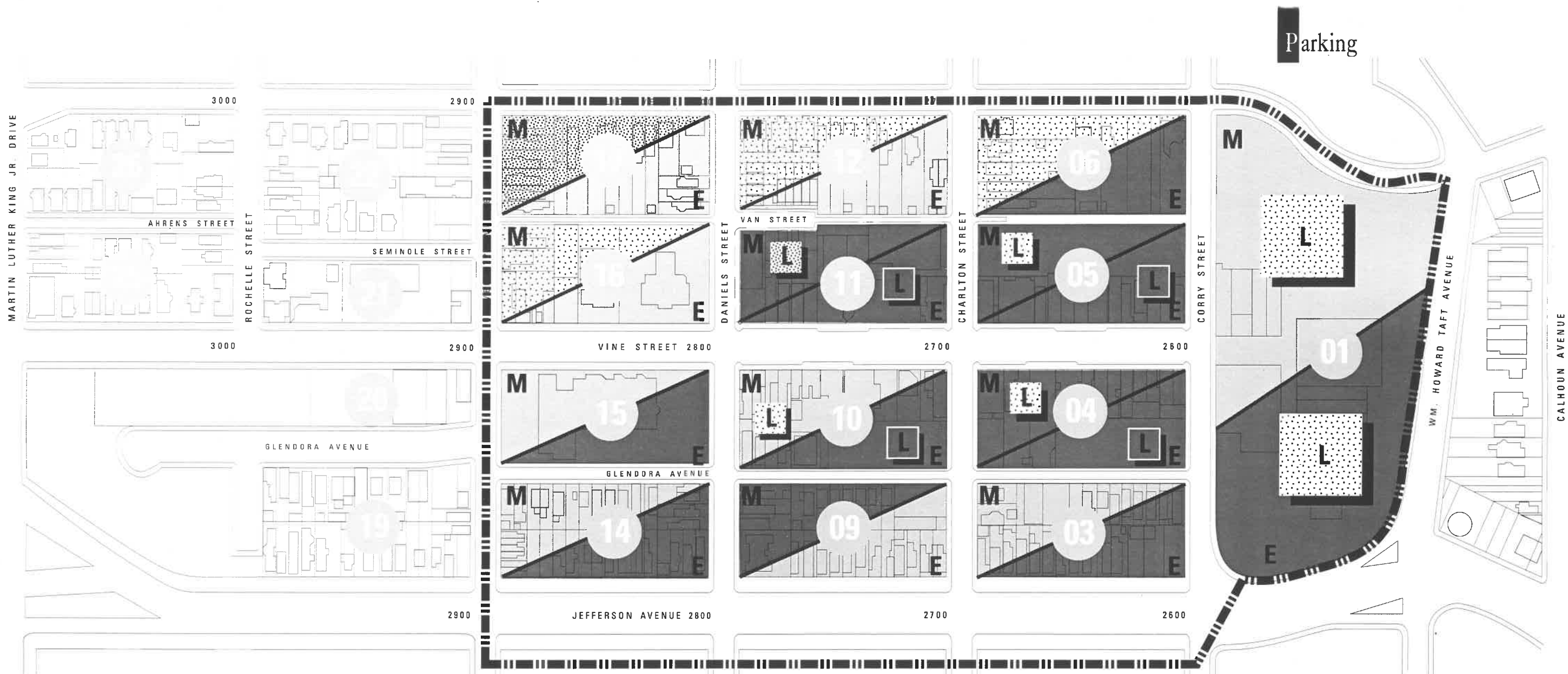
8 unrestricted spots were lost in the seven year period, probably due to the addition of metered spaces, truck loading zones, taxi stands, and other restricted areas.

Legend

- Free On-Street
- ⊘ 4 Hr. Meter
- 2 Hr. Meter
- ▲ 1 Hr. Meter
- 30 Min. Meter
- ▭ 00 Pay Lots
- ▭ 00 Private Lots
- Focus Area Boundary



Block #	C U R B S P A C E S						Curb Space Totals	Pay Lot	Public Space Totals	Private Lots	Totals
	Unrestricted (Free)	M E T E R E D				Metered Total					
		4 hr.	120 min.	60 min.	30 min.						
1	-	-	11	-	-	11	11	-	11	313	324
3	31	-	2	3	-	5	36	-	36	-	36
4	-	-	18	-	3	21	21	44	65	-	65
5	2	-	22	-	-	22	24	73	97	-	97
6	20	-	4	-	-	4	24	-	24	-	24
9	49	-	-	-	-	-	49	-	49	-	49
10	21	-	25	-	-	25	46	42	88	-	88
11	17	-	15	-	6	21	38	120	158	-	158
12	34	-	-	-	-	-	34	-	34	-	34
14	34	17	-	-	3	20	54	-	54	-	54
15	29	-	6	-	-	6	35	-	35	-	35
16	7	-	7	3	-	10	17	-	17	-	17
17	31	-	-	2	-	2	33	-	33	30	63
Focus Area Totals	275	17	110	8	12	147	422	279	701	343	1044
	26.3%	1.6%	10.5%	0.8%	1.1%	14.0%	40.3%	26.7%	67.1%	32.8%	100%
19	39	10	5	-	-	15	54	-	54	15	69
20	54	-	5	-	-	5	59	-	59	4	63
21	20	-	7	-	-	7	27	-	27	10	37
22	45	-	-	-	-	-	45	-	45	28	73
25	40	-	-	-	-	-	40	-	40	-	40
26	35	-	-	-	-	-	35	-	35	-	35
U.V. Study Area Totals	508	27	127	8	12	174	682	279	961	400	1361
	37.3%	2.0%	9.3%	0.5%	0.9%	12.7%	50.0%	20.0%	70.0%	30.0%	100%



Parking

Parking Space Vacancy

The major tool used in the 1984 parking study was a 4 day vacancy study with counts taken on a block-by-block basis. Vacant spaces were counted from 7:00 am to 11:30 pm and at 1 to 2 hour intervals between these times. On August 9, 1991 we conducted a similar survey of the blocks within the focus area shown on the map above for the purpose comparison to the 1984 study. The study was conducted for one day at the same time intervals as the 1984 study. The results are shown in the table on the following page, along with the percentage of vacant spaces in each block. The curb spaces were inventoried for each of the 13 blocks in the focus area, and for 5 parking lots in block #1, 4, 5, 10, and 11. The average percentage of vacant spaces are also shown by block and by time for the public lots, curb spaces in the core area (#4, 5, 10, 11) and the remaining curb spaces in the focus area.

The map above indicates areas of deficient and surplus parking by block during the midday and evening peak times.

The data is significantly impacted by 2 factors. The first is the absence of the student commuter demand during the day. Also, the evening hours of the survey reflect a peak special-event demand (in this case, a concert at Bogarts).

Conclusions

As shown graphically above, blocks 4, 5, and 11 are saturated throughout the day. The pay lots, however, are in surplus during the midday, which is a significant change from data from 1984, when the lots were metered, also, the metered spaces on Corry St. were in surplus, which are located across the street from meters that were used to capacity. Generally, the fringe blocks are more highly used on the west side of the area than the east side. The low vacancies that appear at 7:30 p.m. and later show the effect of special-event parking on the area. On this particular day, there were only 16 spaces available at 9:30 p.m.



Legend

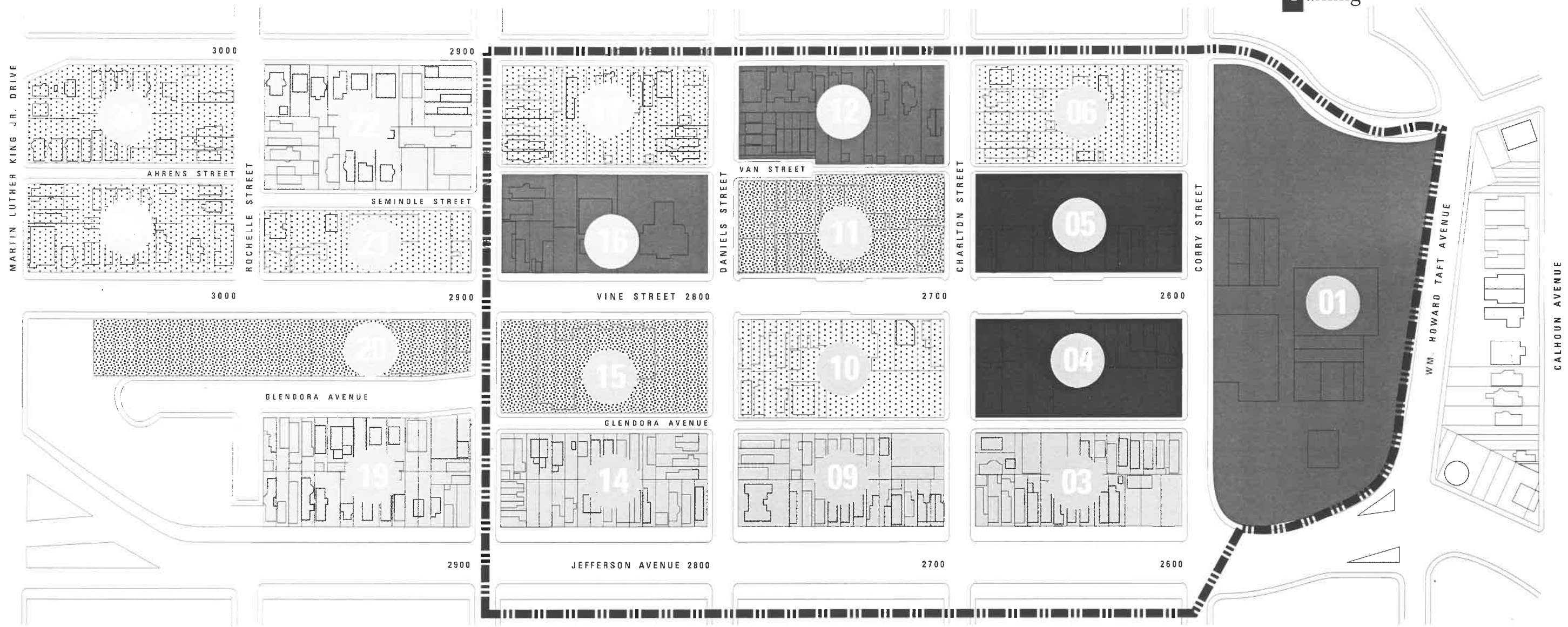
- Boundry
- Deficient Less Than 5% Vacancy
- Deficient 5% to 15% Vacancy
- Surplus 15%-50% Vacancy
- Surplus Greater than 50%
- M** Midday Peak
- E** Evening Peak
- L** Lot

Parking

Parking Space Vacancy August 9, 1991

Block #	Description	Capacity	7:00 am	9:30 am	11:00 am	12:30 pm	1:30 pm	3:30 pm	5:30 pm	6:30 pm	7:30 pm	9:30 pm	11:30 pm	Average Percent
1	Curb Spaces	11	10 91%	11 100%	4 64%	1 9%	3 27%	11 100%	11 100%	2 18%	0 0%	0 0%	0 0%	46%
1	University Plaza Lot (Private)	313	264 84%	156 50%	115 37%	96 30%	95 30%	96 30%	79 25%	100 32%	72 23%	53 17%	39 12%	34%
3	Curb Spaces	36	12 33%	2 6%	12 33%	2 6%	7 19%	9 25%	16 44%	11 31%	9 25%	1 3%	0 0%	20%
4	Curb Spaces	21	18 86%	5 24%	3 14%	0 0%	0 0%	2 9%	4 19%	0 0%	1 5%	0 0%	0 0%	14%
4	Corry St. Lot (West of Vine)	44	35 80%	25 57%	25 57%	23 52%	20 45%	16 36%	8 18%	11 25%	4 9%	0 0%	0 0%	53%
5	Curb Spaces	24	18 75%	6 24%	0 0%	0 0%	0 0%	2 8%	0 0%	0 0%	0 0%	0 0%	0 0%	9%
5	Van St. Lot (North of Corry)	73	72 99%	55 75%	54 74%	14 19%	36 49%	40 55%	31 42%	32 44%	15 20%	0 0%	0 0%	43%
6	Curb Spaces	24	16 66%	18 75%	9 37%	11 49%	9 37%	6 24%	3 12%	5 21%	1 4%	0 0%	0 0%	29%
9	Curb Spaces	49	7 14%	2 4%	8 16%	0 0%	7 14%	9 18%	8 16%	6 12%	8 16%	0 0%	6 12%	11%
10	Curb Spaces	46	21 45%	23 50%	9 19%	0 0%	2 4%	5 11%	1 2%	0 0%	0 0%	0 0%	0 0%	12%
10	Glendora Lot (North of Charlton)	42	40 95%	40 95%	41 98%	17 40%	30 71%	36 86%	31 74%	20 48%	2 5%	0 0%	0 0%	55%
11	Curb Spaces	38	28 73%	15 39%	10 26%	9 24%	5 13%	3 8%	2 5%	1 3%	3 8%	1 3%	0 0%	18%
11	Vine St. Garage and Lot (Allright)	120	100 83%	87 73%	77 64%	59 49%	75 62%	76 63%	66 55%	64 53%	57 48%	2 2%	3 3%	51%
12	Curb Spaces	34	14 41%	19 56%	16 47%	16 47%	16 47%	20 59%	10 29%	12 35%	7 20%	2 6%	0 0%	35%
14	Curb Spaces	54	25 46%	13 24%	10 18%	3 6%	16 30%	23 43%	20 37%	8 15%	8 15%	1 2%	0 0%	21%
15	Curb Spaces	35	14 40%	11 31%	11 31%	3 9%	3 9%	15 43%	4 11%	2 6%	2 6%	0 0%	0 0%	17%
16	Curb Spaces	17	14 82%	6 35%	4 23%	5 28%	7 41%	10 59%	3 18%	0 0%	1 6%	2 12%	1 6%	28%
17	Curb Spaces	33	2 6%	12 36%	15 45%	18 55%	16 48%	16 48%	7 21%	9 27%	5 15%	7 21%	5 15%	30%
Average % for Lots in Block #'s 4,5,10,11		279	89%	75%	73%	40%	57%	60%	47%	43%	21%	1%	1%	46%
Average % for Curbs Block #'s 4,5,10,11		129	70%	35%	15%	6%	4%	9%	7%	1%	3%	1%	0%	14%
Average % for Curbs Block #'s 1,3,6,9,12,14,15,16,17		293	46%	40%	35%	23%	30%	47%	32%	21%	12%	5%	4%	27%

NOTE: Percentages indicate the amount of vacant spaces: Example: 20% actually means that 80% of the spaces are full.

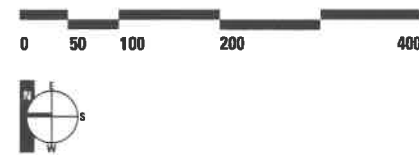


Preliminary Parking Demand Estimate

Due to the saturated parking conditions shown in the physical model, a mathematical model was created to estimate demand.

This model is preliminary. To increase the accuracy of the estimate would require further analysis. Peak times for different businesses could be considered to establish peak parking demands. The actual peak number of patrons could be determined for nightclubs and restaurants and the like and used to determine the number of spaces required for those establishments (example: 1 space to 3 patrons). Also analysis could be done to determine the required distribution of short-term and long-term parking and the characteristics of different parking groups, such as employees and commuting students.

The model, as it stands now, is based on the requirements of the City of Cincinnati zoning code. The amounts of parking required for different uses is shown by block on the following page. The map above indicates the blocks of sufficient or deficient as summarized from the following table. As previously discussed, this data is preliminary and should not be used to make specific design decisions until further analysis is completed.



Legend

- ▬▬▬▬ Focus Area Boundry
- Deficient -90 to -150 spaces
- Deficient -50 to -90 spaces
- Deficient -10 to -50 spaces
- ⋯ Sufficient +10 to -10 spaces
- ⋯ Surplus +10 to +50 spaces

Parking

Preliminary Parking Demand Estimate August 9, 1991

Block #	Description	Nightclub 1 space to 100 sq. ft.	Restaurant 1 space to 250 sq. ft.	Commercial 1 space to 250 sq. ft.	Business Office 1 space to 500 sq. ft.	Grocery Store 1 space to 150 sq. ft.	Residential 1 space to 1 1/2 units	Existing Available Spaces	Minimum Spaces Required by Zoning Code	Difference
1	SQ. FT. SPACES	3500 35	2250 9	55,200 221	- -	20,800 139	- -	324	404	-80
3	SQ. FT. SPACES	- -	- -	5250 21	- -	- -	25 units 37	36	58	-22
4	SQ. FT. SPACES	9,500 95	5400 22	12,950 52	2250 5	- -	21 units 32	65	206	-141
5	SQ. FT. SPACES	7,825 78	7000 28	8600 35	3950 8	- -	30 units 45	97	194	-97
6	SQ. FT. SPACES	- -	- -	- -	- -	- -	22 units 33	24	33	-9
9	SQ. FT. SPACES	- -	- -	- -	- -	- -	47 units 71	49	71	-22
10	SQ. FT. SPACES	- -	12900 52	900 4	2225 5	- -	23 units 35	88	96	-8
11	SQ. FT. SPACES	- -	4250 17	12,666 51	12,900 26	- -	34 units 51	158	145	+13
12	SQ. FT. SPACES	- -	- -	- -	- -	- -	71 units 107	34	107	-73
14	SQ. FT. SPACES	- -	1575 7	2500 10	- -	- -	42 units 63	54	80	-26
15	SQ. FT. SPACES	- -	- -	- -	- -	- -	- -	35	0	+35
16	SQ. FT. SPACES	-7600 76	- -	- -	5300 11	- -	6 units 9	17	96	-79
17	SQ. FT. SPACES	- -	- -	2500 10	- -	- -	38 units 57	63	67	-4
Focus Area # of Spaces		284	135	404	55	139	540	1044	1557	-513
19	SQ. FT. SPACES	2000 20	- -	- -	2800 6	- -	41 units 62	69	88	-19
20	SQ. FT. SPACES	- -	1500 6	- -	- -	- -	- -	63	6	+57
21	SQ. FT. SPACES	- -	- -	3000 12	4725 9	- -	16 units 24	37	45	-8
22	SQ. FT. SPACES	- -	- -	3950 16	- -	- -	46 units 69	73	85	-12
25	SQ. FT. SPACES	- -	- -	- -	1050 2	- -	25 units 38	40	40	0
26	SQ. FT. SPACES	- -	- -	- -	- -	- -	23 units 35	35	35	0
Study Area # of Spaces		304	141	432	72	139	768	1361	1856	-495

NOTE: Does not include sq. ft. or lots for: Fifth/Third Bank, Schell School, Public Library, Fire Station, or Post Office

Aerial Lines

Electric and telephone aerial lines run along both sides of Vine Street. These lines were raised and consolidated in the early 1970's in order to make their presence less noticeable and to keep them out of the trees planted in the sidewalks. Burying was considered, but was cost prohibitive at that time.

The relocated lines are intended not to interfere with the growing trees and do not distract from the store fronts. The wooden poles, however, are in poor condition, covered with staples and signs. This is primarily due to a lack of kiosks for advertising directed at pedestrians.

Street and Area Lighting

The lighting in the 2600 and 2700 blocks of Vine Street is provided by "cobra" lights extended from light poles. The quality of the lighting is adequate for vehicular traffic and emits the minimum amount of light for pedestrian, but falls short of providing a sense of security and comfort at night. Lighting levels in the 2800-3000 blocks and in the publicly owned lots behind the businesses are even lower than Vine Street, which create the sense, if not the reality of unsafe conditions.

Lighting should be a subject that is given special consideration when looking at improvements to the University Village. Properly designed light levels and fixtures can not only provide a safer environment, but also add a feeling of uniqueness that will go a long way in turning the image of the Village around.

Parking Lots

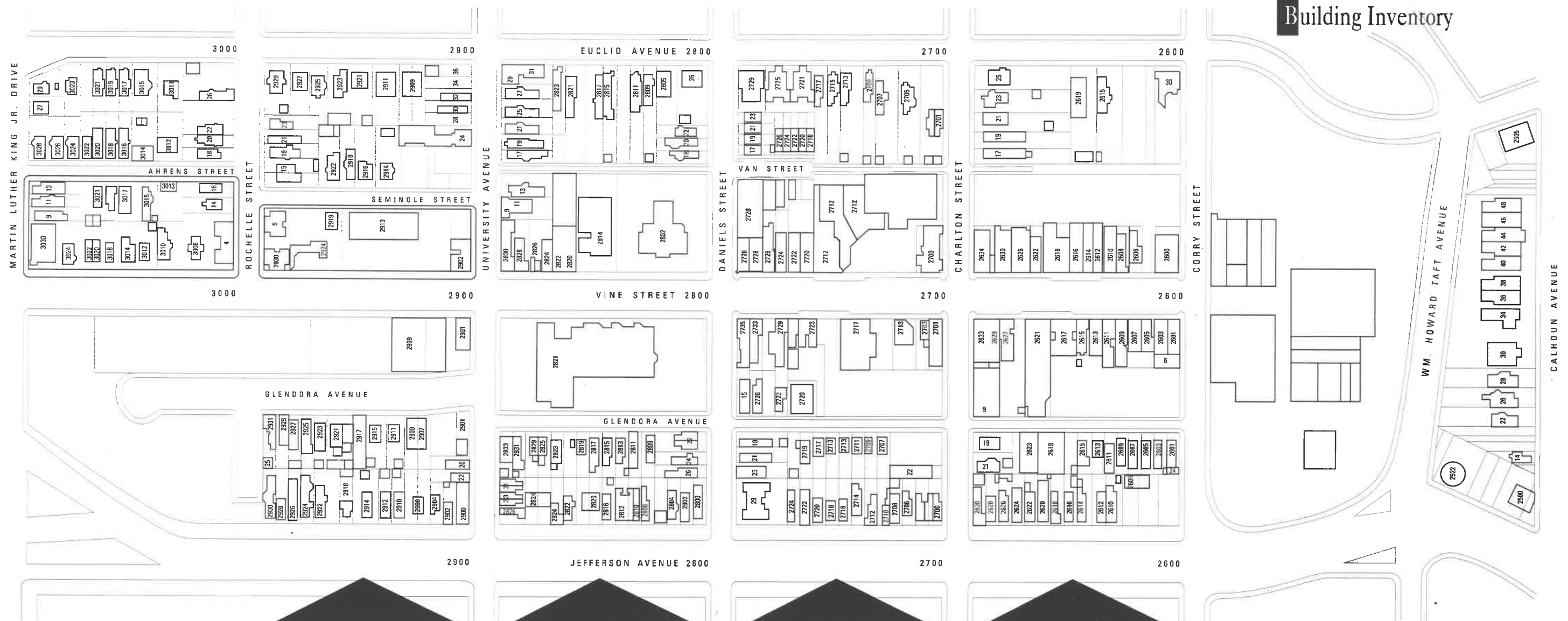
The public parking lots are currently in marginal condition, and poorly lit. In addition, the public pedestrian connections to the business district are in marginal condition and poorly lit. These factors contribute to the sense of unsafe and/or unfavorable parking conditions in the area.

Streetscape

In the early 1970's improvements were made to the streetscapes in the 2600 and 2700 blocks of Vine Street. Improvements included: angled parking stalls to make parking easier; selected sidewalk widening to promote pedestrian activity; bus stop canopies; introduction of trees to provide color and scale to the street; and pavers to add texture to the sidewalk.

This treatment abruptly stops at Daniels Street. The remaining two blocks are standard sidewalks without special treatment. This combined with the openness due to the larger scaled buildings set back from the street gives these two northern blocks a feeling of abandonment that is a stark contrast to the two southern blocks.

Building Inventory



University Plaza

- Kroger
- Walgreens
- Little Ceasars
- Foot Locker
- Cooters
- ID
- Music World
- Sissoures
- Art Parts
- Teasdale Fenton
- Video Store (Future)

- 1 W. Corry St.
- 1 W. Corry St.
- 1 W. Corry St.
- 1 W. Corry St.
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- 1 W. Corry St.

Legend

- Domino's Pizza
- All About Uniforms
- Star Motors
- Kilgore's

- 2901 Vine
- 2902 Vine
- 2924 Vine
- 2900 Vine

Fatcats Pub

- Rehder Veterinary
- Ben Allen Realty
- Checks Changers
- Hi-Rise Deli
- Cincy Deli

- 2820 Vine
- 2824 Vine
- 2828 Vine
- 2830 Vine
- 2824 Jefferson
- 2826 Jefferson

Great Haircuts

- Diamond Lil's
- Kinkos
- Pict. Show Video
- Pizza Hut
- Staggarlees Carry Out
- P.K.G.'s
- Calloways
- Short Vine Skates
- L'Etage
- MGM Design
- Schenker, Probst, Barendfeld
- Dance Hall
- Zino's
- Futon World
- Gold Star Chili
- LaRosa
- Taco Casa
- J.F. Rowley
- Glory Chinese Restaurant
- Daniels Rest. & Pub

- 2700 Vine
- 2702 Vine
- 2712 Vine
- 2712 Vine
- 2712 Vine
- 2720 Vine
- 2722 Vine
- 2724 Vine
- 2726 Vine
- 2728 Vine
- 2728 Vine
- 2728 Vine
- 2728 Vine
- 2701 Vine
- 2703 Vine
- 2713 Vine
- 2717 Vine
- 2723 Vine
- 2729 Vine
- 2733 Vine
- 2735 Vine

Fifth Third Bank

- Perkins
- Bruce Goetzman, Architect
- Submarine Gallery
- Natural Shoe
- Quality Foto
- Sentiment's
- North Cinci Bldg. & Loan
- Dollar Bills
- Vincent's
- Subway
- Sudsy Malones
- Stone Mountain
- BW 3's
- Wings & Rings
- Ali's Boutique
- Critters Pet Shop
- TCBY
- Nortons
- Campus Cutters
- Cupboard
- Moles Record Exchange
- Jupiter & Beyond
- Bogarts
- Jimmy D's
- Wizards
- Incahoots
- Balloon & Tunes
- Forget Me Not
- Casablanca Productions
- Copa
- Head First
- Adriatico's

- 30 W. Corry St.
- 2600 Vine
- 2606 Vine
- 2608 Vine
- 2610 Vine
- 2612 Vine
- 2614 Vine
- 2616 Vine
- 2618 Vine
- 2622 Vine
- 2626 Vine
- 2630 Vine
- 2630 Vine
- 2634 Vine
- 2601 Vine
- 2603 Vine
- 2605 Vine
- 2607 Vine
- 2609 Vine
- 2611 Vine
- 2613 Vine
- 2615 Vine
- 2617 Vine
- 2621 Vine
- 2627 Vine
- 2629 Vine
- 2633 Vine
- 6 W. Corry St.
- 24 W. Corry St.
- 21 W. Charlton St.
- 2640 Glendora
- 9 W. Charlton
- 2630 Jefferson

Inventory

To the extent possible, all businesses have been inventoried. The business's name appears below the block which contains it. Each block list is further organized by address.

