

A Study of the
CINCINNATI RIVERFRONT

Final Draft
October, 1981

The Riverfront Advisory Council,
... officially designated

AK
T.F.R.

RESOLUTION NO. 10/28 -1975

Designating the Riverfront Advisory Council appointed by the City Manager as the official advisory council for development of the entire Cincinnati Riverfront.

WHEREAS, it is felt that a single coordinating and co-operating process is needed whereby the City Planning Commission, Department of Urban Development, Urban Design Review Board and City Council can work together in creating a plan for the total 22 miles of Riverfront that borders Cincinnati; and

WHEREAS, it is further felt that the newly appointed Riverfront Advisory Council is the proper committee to review and recommend all future planning and development for the Riverfront without changing the responsibilities of the City Planning Commission, Department of Urban Development, Urban Design Review Board and City Council; and

WHEREAS, the Riverfront Advisory Council in reviewing and recommending proposals for planning and development will advise the City Planning Commission and Department of Urban Development to enable them to make planning recommendations to City Council, and the Riverfront Advisory Council will refer architectural plans for review to the Urban Design Review Board; now, therefore,

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

Section 1. That the Riverfront Advisory Council appointed by the City Manager shall be designated as the official advisory council for the future development of the entire Cincinnati Riverfront.

Section 2. BE IT FURTHER RESOLVED that this resolution be spread upon the minutes of Council and copies be sent to all interested parties.

Passed February 12 A.D., 1975

Thomas Joseph Perry
Mayor

Attest: William W. Perry
Clerk

Members,
appointed by the City Manager

James A. Carroll, Chairman	Engineer, Procter & Gamble Company
Gavin D. Gray Vice Chairman	Real Estate, Western Southern Life Insurance Company
Robert C. Acomb	Advertising
William D. Bell, Sr.	Business
Estelle B. Berman	City Planning Commission
E. Pope Coleman	Research
Jerry Devitt	Industrial Real Estate
Lucile M. Durrell	Conservationist
Robert G. Eagen	Recreation Commission
Lynn Ernst	River User (resigned)
James Girten	Sayler Park Village Council
Judith Hanenson	League of Women Voters
Ruth E. Hess	Sedamsville/Riverside Communities
Donald B. Highlands	Business
Morse Johnson	Park Board
M. Winston Johnson	C.G. & E.
Frank M. Katz	Propellor Club
Robert Lavercombe	River User
Irma M. Lazarus	Ohio Arts Council
West Shell, Jr.	Real Estate
Ewart W. Simpkinson	Cincinnatus (member Emeritus)
Elizabeth A. Stone	East End Community Council
Edward L. Wiwi	California Civic Association

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Introduction

The Riverfront Advisory Council (RAC) is a 22 member citizen's planning group appointed in 1975 by the Cincinnati City Manager and officially designated by City Council to review and recommend on all future planning and development along the 22 mile Cincinnati, Ohio riverfront.

Prior to the RAC, dramatic improvements to the downtown riverfront area had been planned and were implemented. They were steered by several competent citizen groups like the Cincinnati Association. Subsequently, however, the RAC was established as a single umbrella organization to include such prior groups. Likewise the RAC was charged to plan for the City's entire 22 mile river frontage -- rather than only for the downtown or Central Riverfront area.

After extensive investigation of existing riverfront problems and opportunities, the RAC published its first report in July 1976. It included general recommendations for riverfront improvements as well as a "Preliminary" Plan for how land should ideally be used. The study area encompassed the floodplain area from the east City boundary at Old Coney to the west City boundary at Muddy Creek in the Sayler Park neighborhood. The area extended from the river inland only to the nearest major parallel roadway -- Kellogg Avenue, Eastern Avenue, Second Street, Mehring Way, and River Road.

The RAC did not, however, consider its 1976 report as its "final" plan. The RAC believed that the legal tools, such as zoning needed to implement a riverfront plan, were at that time not appropriate.

Since 1976, however, several revisions have been made to riverfront zoning and others are expected in early 1982. Likewise, in the last five years demand for riverfront sites for land based activities as well as for barge fleeting (parking) activities has increased, and the demand is expected to continue. On the other hand, Federal guidelines such as those in the National Flood Insurance Program have increased restrictions against floodplain development. Also, opposition from residents to the development of some types of river industry has increased.

As a result, the RAC believes it now appropriate to revise and finalize its 1976 report and to include in this finalized report updated policies, revised land use plan recommendations, and implementation strategies. This new report is intended to guide decisions of City Council, the City

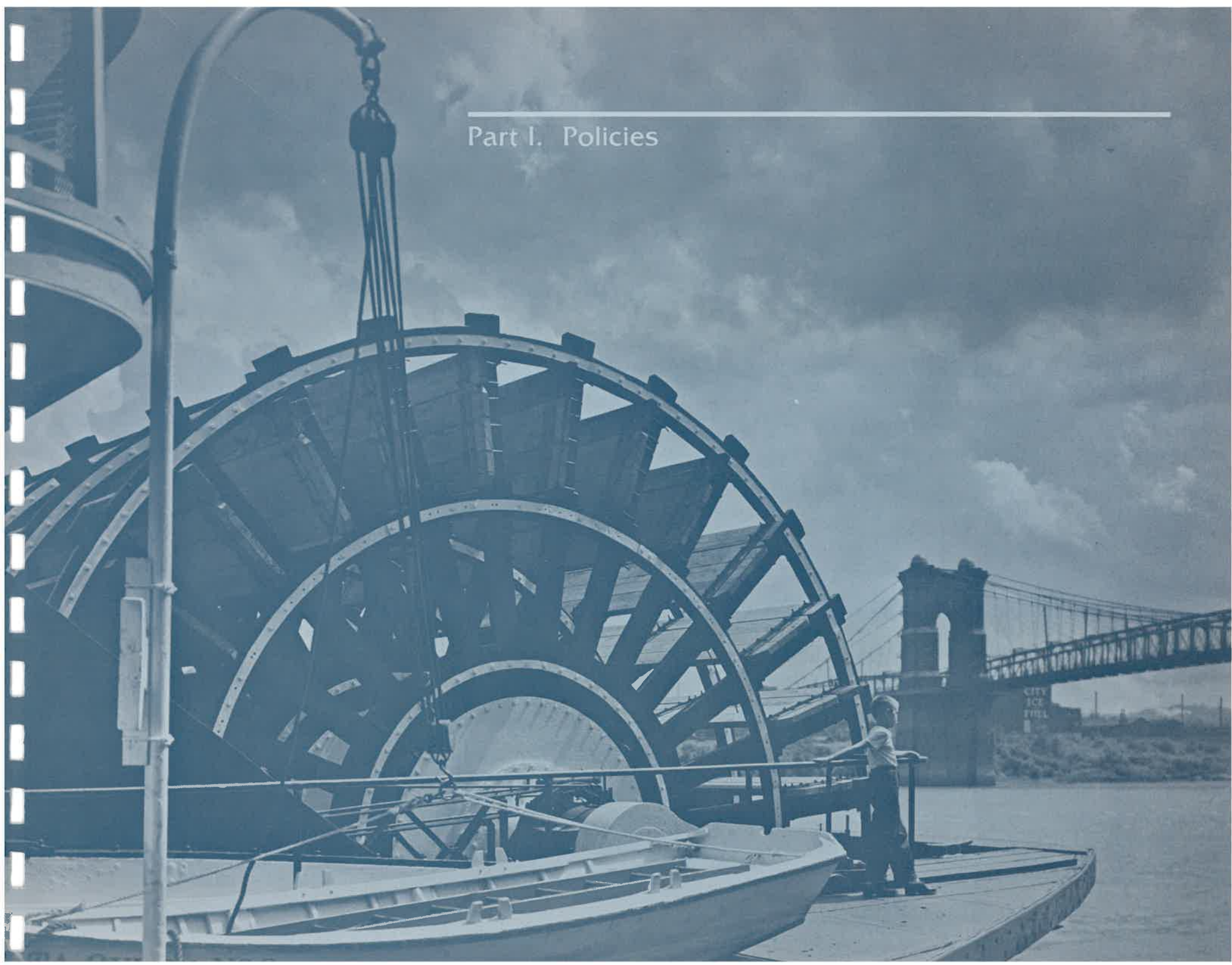
Planning Commission, the City Manager, other City and non-City agencies, as well as private organizations and individuals who are interested in riverfront conservation and development.

Such conservation and development must achieve the basic goals of the City Planning Commission's recent city-wide Comprehensive Land Use Plan -- to promote the city's economic development, to stabilize its communities, and to enhance its liveability. With competition for remaining usable riverfront sites becoming more intense, this plan recommends limiting future riverfront users to those requiring river access or to those whose operations are significantly enhanced by proximity to the river. The Plan recognizes that the economic potential of the Ohio River frontage must be again realized as it was in the city's early days. At the same time, recommendations emphasize the need for quality development as well as for appropriate use of land, since the Ohio River Valley is probably the City's most important natural asset.

The RAC presents these recommendations in an effort to encourage and guide appropriate riverfront improvements not only for the benefit of present citizens but also for posterity. Implementation of recommendations will require greater exchange of fundamental information about the riverfront, greater coordination between public agencies, and continued partnership between the public and private sectors. The Riverfront Advisory Council and the City Planning Commission staff are pleased to have been a part of this important effort.

Photograph by the late Paul Briol

Part I. Policies



Statement of Intent

The Riverfront Advisory Council (RAC) is formulating an improvement plan for the 22 mile Cincinnati, Ohio riverfront which addresses issues significant to the City Manager, City departments, the private sector, and to the RAC. The Plan is based upon the general RAC policy that future riverfront development must be river-oriented.

The Plan outlines goals, policy statements and plans in a form suitable for adoption into the Planning Commission's "Coordinated City Plan." It recommends preferred land uses for the entire riverfront. It recommends appropriate flood plain management policies and actions related to the National Flood Insurance Program.

The Plan recommends types of zones and development guidelines designed to promote mixed uses which are compatible with one another and with the environment. It recommends improvements which have been evaluated in terms of city-wide needs.

The Plan distinguishes between public, private and joint public/private responsibilities. It suggests methods to accomplish these responsibilities.

The final Plan is the Riverfront Advisory Council's summary report of its findings and recommendations to this time. The RAC Plan's land use recommendations are formulated on a parcel by parcel basis with the objective of maintaining a balance between various land uses. The Plan is formulated in consideration of a city-wide land use strategy which has been adopted by the City Planning Commission as part of The Coordinated City Plan:

"The planning of land uses should reinforce the existing physical form¹ of the city" (as described in the "Coordinated City Plan").

¹The "physical form" of the city as defined in the Coordinated City Plan refers to Cincinnati's natural features (the hills and valleys) as well as the major man-made features (the major activity centers such as the downtown area, neighborhood business district center, and the circulation system of major arteries and utility lines). These form a recognizable configuration which gives the city its physical image or "physical form". Specifically, Cincinnati's physical form is comprised of living areas (or residential land uses) typically on hilltops, working areas and circulation areas (non-residential land uses) typically in the valley corridors; and the steep undeveloped hillsides which separate living areas from the working areas. The major activity center, the Central Business District, is located in the large central basin area along the Ohio River.

RAC recommendations, consequently, reinforce the existing physical characteristics of the Ohio River Valley portion of the City's urban form.

The intent of the following recommendations is to:

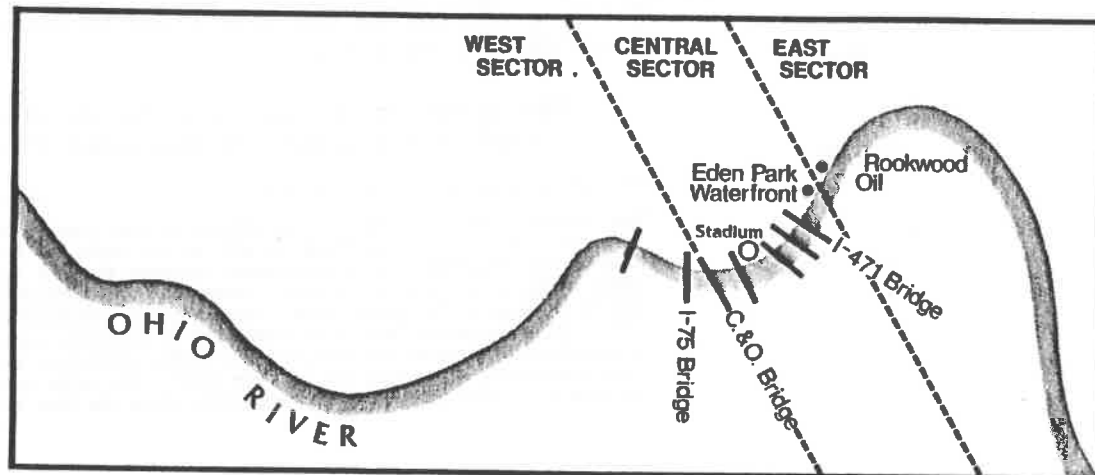
- a) Encourage those land uses which promote the economic development of the city;
- b) Encourage those land uses which stabilize communities; and
- c) Encourage those land uses which enhance the livability of the city.

The RAC study area within the Ohio River valley has three parts or "Sectors," each with its own distinct characteristics. The RAC policies indicate which land uses most typically reinforce the physical characteristics of each Sector. Policies also are intended to encourage the maintenance of a balance between land uses. Policies apply to each Sector as follows.

East Sector (east City boundary to west end of Rookwood Oil Terminal)
Policies 1-8, 11-22

Central Sector (west end of Rookwood Oil Terminal to Clay Wade Bailey Bridge)
Policies 1-4, 6, 8-12, 15-17, 21, 22

West Sector (Clay Wade Bailey Bridge to west City boundary)
Policies 1-8, 10, 12-19, 21, 22



Goal

In conformance with the city-wide land use strategy adopted by the City Planning Commission discussed above, a major Goal is that:

RIVERFRONT IMPROVEMENTS SHOULD REINFORCE THE PHYSICAL FORM OF THE CITY AS DEFINED IN THE "COORDINATED CITY PLAN" OF THE CITY PLANNING COMMISSION.

General Policies

In order to efficiently implement the recommendations in this report, improved exchange of information and coordination between public agencies and private improvement interests is necessary. The City Manager, the City Planning Commission, and others must further such cooperative action to encourage effective improvement of this valuable civic asset. Riverfront land, although an asset, is scarce and limited. It is coming under ever increasing demand to be used for industry, commerce, utilities, recreation, and even housing. This scarce frontage, therefore, must be efficiently used. Wherever feasible, multiple use should be made of the same property, particularly City-owned property.

1. *The RAC recommends that the City establish a policy that all City departments, boards, and commissions must cooperate with the City Planning Commission in making their plans for use of the riverfront.*
2. *The RAC encourages all City departments, boards and commissions to plan multiple upblic uses of publicly owned riverfront land.*

Policies to Promote Economic Development

In all areas of the city, the potential must be explored to encourage those land uses that "promote the City's economic development". In many instances, those are industrial and commercial land uses which for the private sector generate jobs and for the public sector increase the tax base. An increased tax base provides public revenues which, in turn, allows the City to furnish the public services demanded by its population.

In order to maximize the economic advantages of the limited shoreline where land has access to barge transportation, Policies must recommend those types of industrial uses which require access to the river. Policies must recommend commercial uses which would be, at least, enhanced by the proximity of the river. The type and intensity of land use and the quality of development, on the other hand, directly impact both the natural floodplain environment as well as adjacent residential areas. The promotion of economic development must maintain the natural environment of the floodplain and be safe from flood hazards in conformance with Federal floodplain policies. Riverfront uses must also be as compatible as possible with nearby residential areas. In response to the increasing importance of waterborne freight and the need for areas to fleet (park) barges, policies must address the need to designate areas for barge fleeting where it will not adversely impact nearby residences. Efficient use of frontage also means protecting the public investment in existing usable public facilities while promoting the reuse of obsolete railroad and public properties. Policies must recognize the demand for commercial uses which may not require river transportation, but yet are enhanced by views of the river, which provide river recreation supplies to the public, which generate jobs or attract tourists. This is particularly true in the Central Riverfront where proximity to the Central Business District warrants more intense use of even floodplain. In the Central Riverfront, however, industry and railroad uses are not compatible with other planned uses and, therefore, should be discouraged.

In designating land uses, the RAC should:

- 3. Designate land for the development of river-related industrial and/or commercial activities which most benefit the City's economy and suggests methods to attract industrial and commercial activities.*

4. *Designate land for the retention and expansion of existing industry and for the development of new industry which meets or fulfills all of the following criteria:*
 - a) *requires proximity to the river;*
 - b) *will maintain or restore some of the natural environmental floodplain values by functioning in a park-like setting;*
 - c) *can be compatible with uses in adjacent residential zones because it does not generate environmental effects normally resulting from processing and changing the form of materials, and because it would include no exterior bulk storage.*
5. *Designate some land for the retention and expansion of existing heavy industry and for the development of new heavy industry which requires all of the following criteria:*
 - a) *requires proximity to the river;*
 - b) *cannot maintain or restore natural environmental floodplain values by functioning in a park-like setting;*
 - c) *cannot be compatible with uses in adjacent residential zones because it generates environmental effects normally resulting from processing and changing the form of materials, because it requires exterior bulk storage, or because it is served by large numbers of trucks and railroad cars.*
6. *Designate land for the retention or expansion of existing public utilities and distribution systems and for other functions administered by public agencies which require access to the river or to low-lying areas.*
7. *Identify and endorse the use of appropriate areas for barge fleetings (parking).*

8. *Designate land for river-enhanced commercial uses which meet any two of the following criteria:*
 - a) *serve the public, are significantly enhanced by river vistas and other river amenities, or provide river recreation supplies to the public;*
 - b) *provide job opportunities for City residents;*
 - c) *attract patrons, visitors and tourists to the riverfront.*
9. *Designate land for the development of the Central Riverfront for commercial, high density residential, and recreational uses, while discouraging industrial or railroad use of that area.*
10. *Plan for the appropriate alternative uses of obsolete riverfront railroad facilities, utilities and other facilities administered by public agencies.*

Policies to Stabilize Communities

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In conformance with the City-wide goal to stabilize residential communities, the City is expected to continue its participation in the National Flood Insurance Program (See Appendix C) and to enforce related floodplain development policies. Where compatible with such federal policies, the RAC recognizes the desire of existing riverfront communities to retain existing housing, to even attract some new infill housing, and of the importance of Central Riverfront housing near the Central Business District. Public programs should be encouraged which improve opportunities for existing residents to either protect their properties against flood hazards or to voluntarily relocate outside the hazard areas. In support of at least some riverfront residential uses, these policies encourage improved quality of non-residential uses near existing residential areas within and just inland from the riverfront. Likewise, small riverfront businesses serving residential neighborhood and river users should be strengthened.

11. *Designate land for the retention of existing river enhanced, floodplain residential land uses in identifiable riverfront neighborhoods, and attract new housing where compatible with local and federal floodplain management policies.*

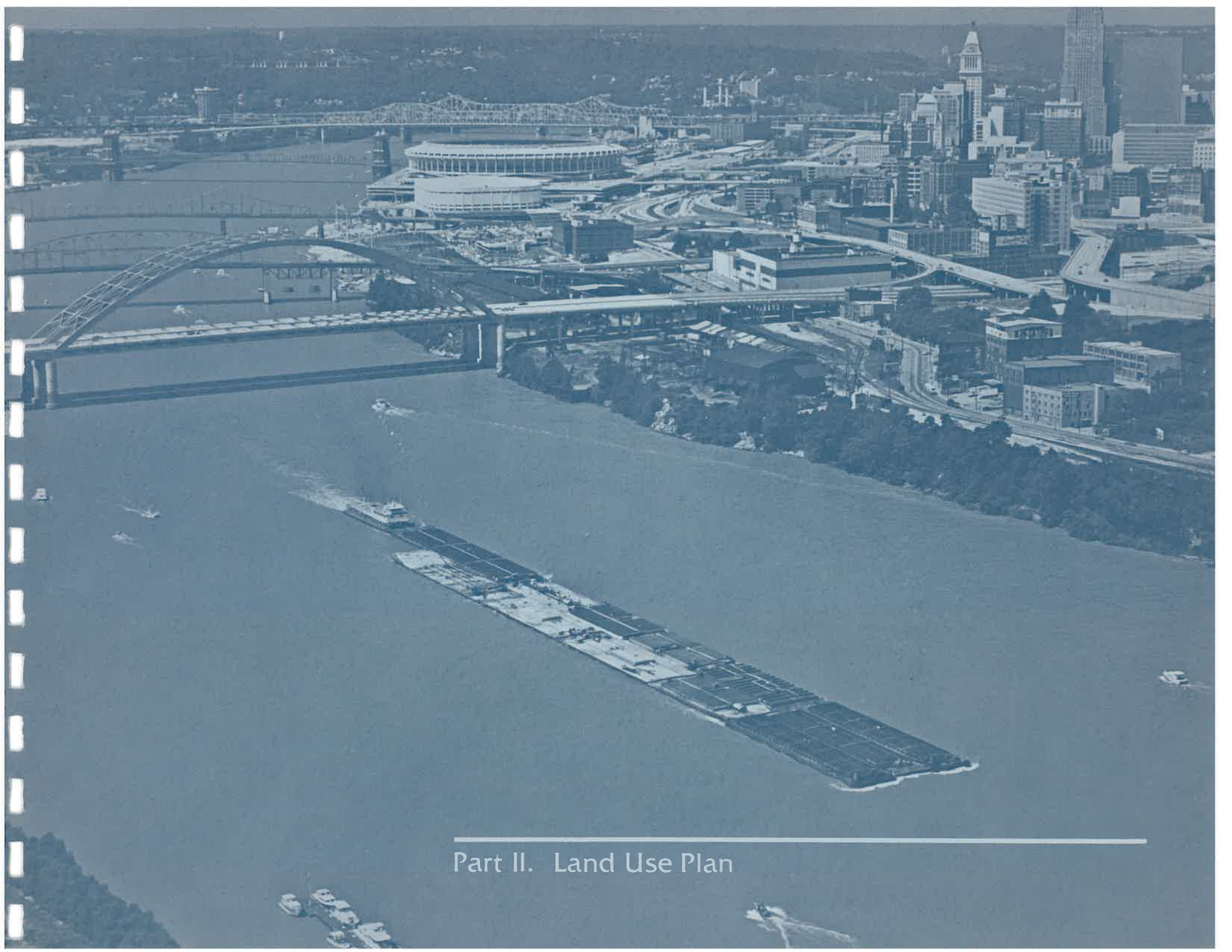
12. *Recommend riverfront zoning which encourages a mix of compatible uses on the same site and which promotes improved quality of all types of riverfront development near residential areas.*
13. *Encourage the City to investigate methods for improving the business climate and stability for small businesses serving riverfront neighborhoods and/or river users.*
14. *Plan for opportunities for floodplain residents to flood-protect their existing properties or, as a voluntary alternative, to relocate outside floodplain areas.*

**Policies to Enhance
the Livability of the City**

In conformance with the citywide goal to enhance the livability of the city, policies recognize the river as one of the city's most important natural assets. The view of the river is a refreshing spectacle when seen from the hillsides, from major thoroughfares or from the water's edge. The river's historic role in the establishment of the first settlement here as well as its present role in providing for increased water recreation both warrant increased public access, visual as well as physical. Federal policies to restore and maintain natural floodplain values should be followed because of the City's commitment to participation in the National Flood Insurance Program and because of the recent designation of the Little Miami as a federal "scenic" river. For those reasons, policies must promote the retention of existing public park and recreation areas - in some cases even if only as low maintenance natural "preserve" areas. Policies should recognize certain lands as appropriate for expansion of existing facilities or for new park and recreation activities. New public facilities should be on existing public or sem-public land or where the least number of private occupants would be relocated. Future recreational development should maintain the floodplain environment by limiting the amount of building coverage of the land. It should likewise be a type to generate auxiliary commercial activities which are compatible with nearby residents and which yet promote economic development.

15. *Plan where practicable riverfront land uses, both public and private, which permit public access to and use of the riverfront for all segments of the City's population.*

16. *Identify, preserve and where possible restore natural values of the floodplains and the rivers' edge.*
17. *Plan new and retain existing parks and recreation areas.*
18. *Encourage protection of environmentally critical floodplains by establishing public preserve areas which restore natural floodplain values.*
19. *Designate land for privately owned recreational uses which require minimum building structures on the land and therefore will maintain or restore the natural environmental floodplain values.*
20. *Plan land uses along the southernmost 1½ miles of the Little Miami River which enhance the environment of the Little Miami "Scenic" River.*
21. *Consider the economic potential of proposed recreational improvements in terms of their auxiliary commercial activities.*
22. *Encourage any land acquisition for additional park or recreation facilities be on vacant public or semi-public land or on privately owned sites where the fewest occupants will be relocated.*



Part II. Land Use Plan

Summary of Land Use Recommendations

The following are recommendations for the future use of land within the 22-mile, 2,300-acre study area. The location of recommendations are shown on the Land Use Plan map.

Givens and Constraints

Much of the riverfront is already occupied by appropriate types of land uses which seem stable and not likely to change. These were considered "givens," around which planning was done. See Appendix A, "Givens and Constraints". The Land Use Plan map shows these among the "existing" land uses to remain. They occupy about 1,100 acres of the 2,300-acre study area.

Other factors which had some influence on the recommendations were called "constraints". They too are listed in Appendix A. Many of these factors such as railroads or stable industrial installations also appear on the Plan map as "existing" land uses to remain. Other constraints are natural conditions such as flooding which influence the use of land. Information about flooding is in Appendix B. Still other constraints are the 20 sewage detention basins planned by the Metropolitan Sewer District staff and described in Appendix F.

Areas where land uses are recommended to change are shown as "proposed" uses on the Plan map.

Analysis of the Plan

Some of the land uses in the study area would not be changed by the Plan. Thirteen hundred and fifty of the 2,300-acre study area are already "givens" or "constraints" like major industry. Some of the recommendations for the other 950 acres are that the existing use should remain. The following chart shows how the amount of acres of each type of land use would change if the plan's recommendations were implemented.

Use of Land	Existing Acreage	Proposed Acreage
Parks, Recreation	247	600
Commercial Recreation*	229	276
Industry, Wholesale-Storage Manufacturing	454	840
Utilities, Public, Institutional	182	140
Residential	126	152
Railroads	148	122
Commercial (office, retail)	33	60
Street Right-of-Ways	120	120
Agricultural	40	0
Vacant	731	0
TOTAL	2,310	2,310

* For definition, see Appendix J.

The chart above shows the following proposed changes to the existing land use acreage:

- a) 143% increase in park and recreation type uses
- b) 20% increase in commercial recreation type uses
- c) 85% increase in industrial type uses
- d) 23% decrease in utilities, public (stadium parking lots, etc.) and institutional uses
- e) 20% increase in residential use
- f) 18% decrease in railroad use
- g) 82% increase in commercial (office, retail) use
- h) No change in acreage of street right-of-ways
- i) Elimination of all agricultural and vacant land use

The plan proposes 353 more acres of City owned park and recreation type uses than already exist. That would also more than double the amount of river frontage (including Little Miami River frontage) accessible to the general public, excluding private "commercial recreation" frontage. The total would be distributed as follows:

Eastern Sector, California to Rookwood Oil - 20,700 ft. (including 11,500 on the Little Miami River)
Central Sector, Eden Park Waterfront to C & O Bridge - 12,300 ft.
West Sector, C & O Bridge to Muddy Creek - 11,300 ft.

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Major locational considerations were the existing park and recreation areas, planned park and recreation areas, natural features like the location of tributary streams and flooding, adjacent uses such as boat harbors and residential areas. The Park Board and the Recreation Commission staff plans were also major considerations. See Appendices H and I. The need for additional public access to the water's edge as well as access along the river between activity areas is reflected by Policy 15.

The plan proposes 386 additional acres of industrial type uses. That is a 85% increase in area and a 78% increase over frontage now used by industry. This all reflects improved navigational facilities on the inland waterway system, increased international trade, the expected growth in waterborne freight and the scarcity of good river-rail sites. See Appendix E. The total industrial frontage would be distributed as follows:

East Sector, California to Rookwood Oil	- 16,000 ft.
Central Sector, Eden Park Waterfront, to C & O Bridge-	400 ft.
West Sector, C & O Bridge to Muddy Creek	- 44,500 ft.

Major locational considerations were availability of rail, deep sites, lack of interference between industrial docking and through barge traffic, adjacent land uses, location of nearby residences.

The plan proposes uses for the entire 1/3 of the study area that is currently vacant. That accounts for 26% of the frontage - 2/3 of it now zoned RF-2 to permit industrial use. The plan recommends less than 2/3 but more than 1/2 (54%) of the vacant frontage for industry and less than 1/2 for non-industrial uses.

"Park," "recreation" and "commercial recreation" uses are proposed to occupy about 7.5 miles of the 22 mile frontage. Industrial type uses are proposed to occupy 11.5 miles of frontage. Because of the location of existing rail lines, the distribution of industrial uses is not equal in all parts of the river. Park and recreation frontage is proposed generally in the eastern sections and industrial frontage with rail access in the western sections as shown below.

	<u>Park, recreation commercial recreation</u>	<u>Industrial Use</u>
East Sector	15,600 ft.	16,000 ft.
Central Sector	12,300 ft.	400 ft.
West Sector	<u>11,600 ft.</u>	<u>44,500 ft.</u>
	39,500 ft.	60,900 ft.

The remaining 16,000 feet of frontage is occupied mostly by railroad and utility uses.

Land Use Recommendations for Areas 1 through 31

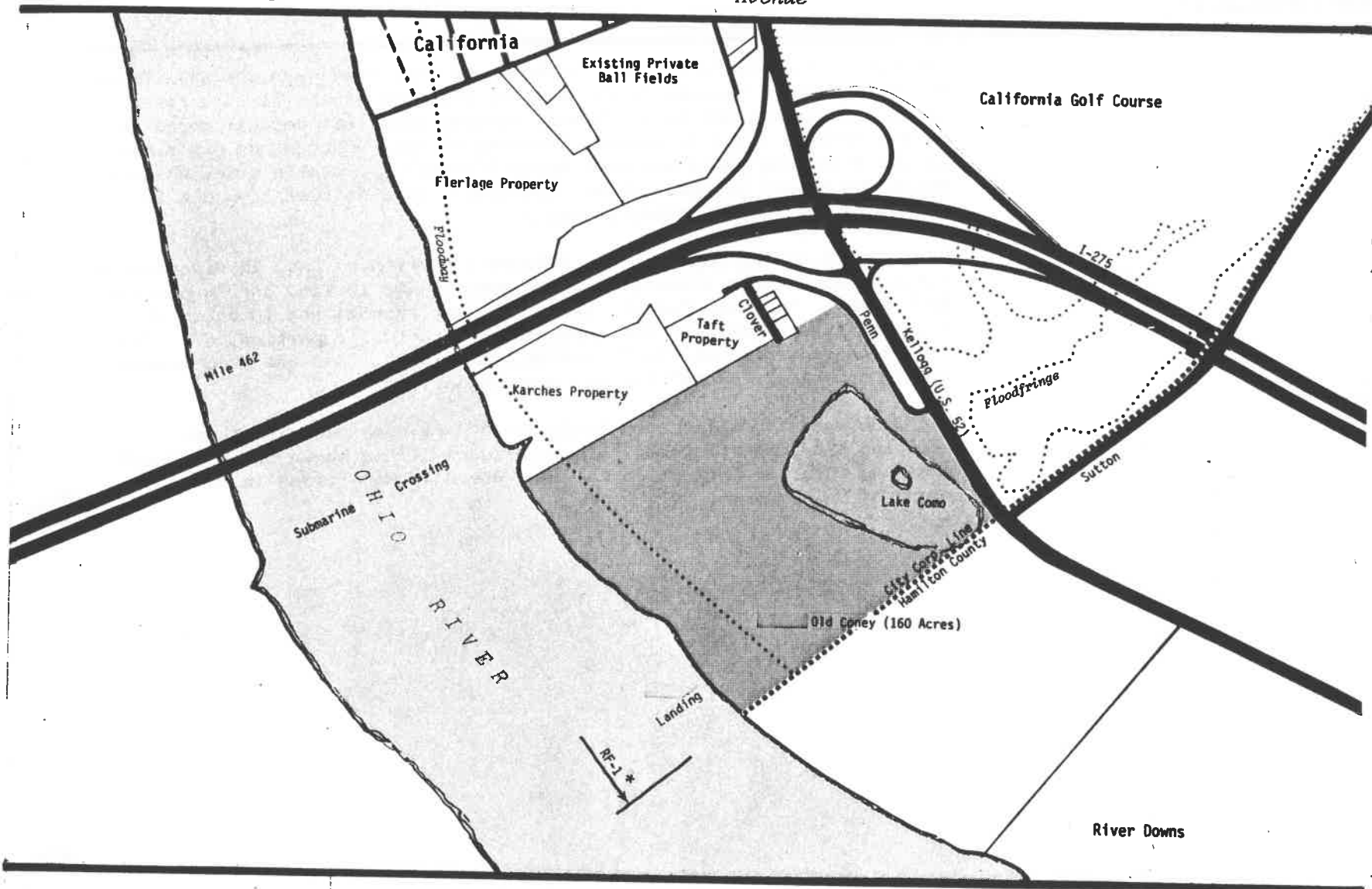
The following portion of Part II indicates what land uses the Riverfront Advisory Council recommends for various portions of the 22-mile riverfront. These smaller focus "Areas" include most, but not all portions of the 22-mile river frontage. Portions of the frontage not described in the following pages are considered "Givens" or stable existing uses which should not change. These, therefore, were omitted from detailed discussion on the following pages.

Each set of facing pages in the following portion of Part II describes a focus "area" of the riverfront where some change in land use is proposed by the RAC. For each "area", there is a map showing the location of the area (shaded in) and the surrounding streets, properties, etc. The facing pages describes the "existing Conditions", land use "Recommendation", and the "Reasons" for the recommendation.

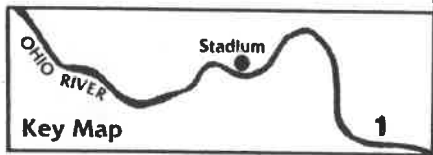
The recommendations for each focus "Area" are combined with those existing land uses proposed to remain (givens) and shown as the overall proposed land use pattern on the Land Use Plan Map folded in the back cover of this report.

Area 1. Old Coney at East Corporation Line

NW from River Downs, and Ohio River inland to Kellogg Avenue



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* Indicates limits of existing zoning.

City Planning Commission
Cincinnati, Ohio
October, 1981



Existing Conditions

<i>Acreage</i>	80 (plus 60 in County)
<i>Ownership</i>	Taft Broadcasting Co.
<i>Existing Zoning</i>	RF-1 (H in County)
<i>River Frontage</i>	1,800 ft. (plus 1400 in County)
<i>Existing Land Use</i>	Amusement park, private recreation, single and 2-family residences, vacant land
<i>Facilities</i>	Unoccupied amusement park buildings, outdoor pool, tennis courts (in County); baseball diamonds, Lake Como, excursion boat landing, parking lots (in City)
<i>Dwelling Units</i>	1 Single-family 8 Two-family
<i>Vehicular Access</i>	Kellogg Ave., near I-275
<i>Floodway</i>	12 Acres (in City)
<i>Hist/Nat Resources</i>	Site of former Coney Island Amusement Park
<i>Tree Cover/Vegetation</i>	Scattered along Penn Ave., and Lake Como, edge along NW property line
<i>Other Plans</i>	1978 California Land Development Use Plan
<i>Other Considerations</i>	Ohio River transportation intersects interstate highway, future of Old Coney and relationship to California community; proposed development of outdoor symphonic concert facility, historic parklike river related environment

Recommendation

"Commercial recreation"* use with at least limited public access to riverbank.

Reasons

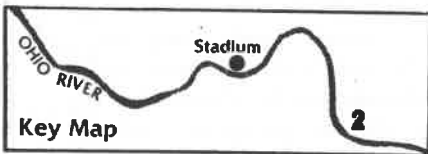
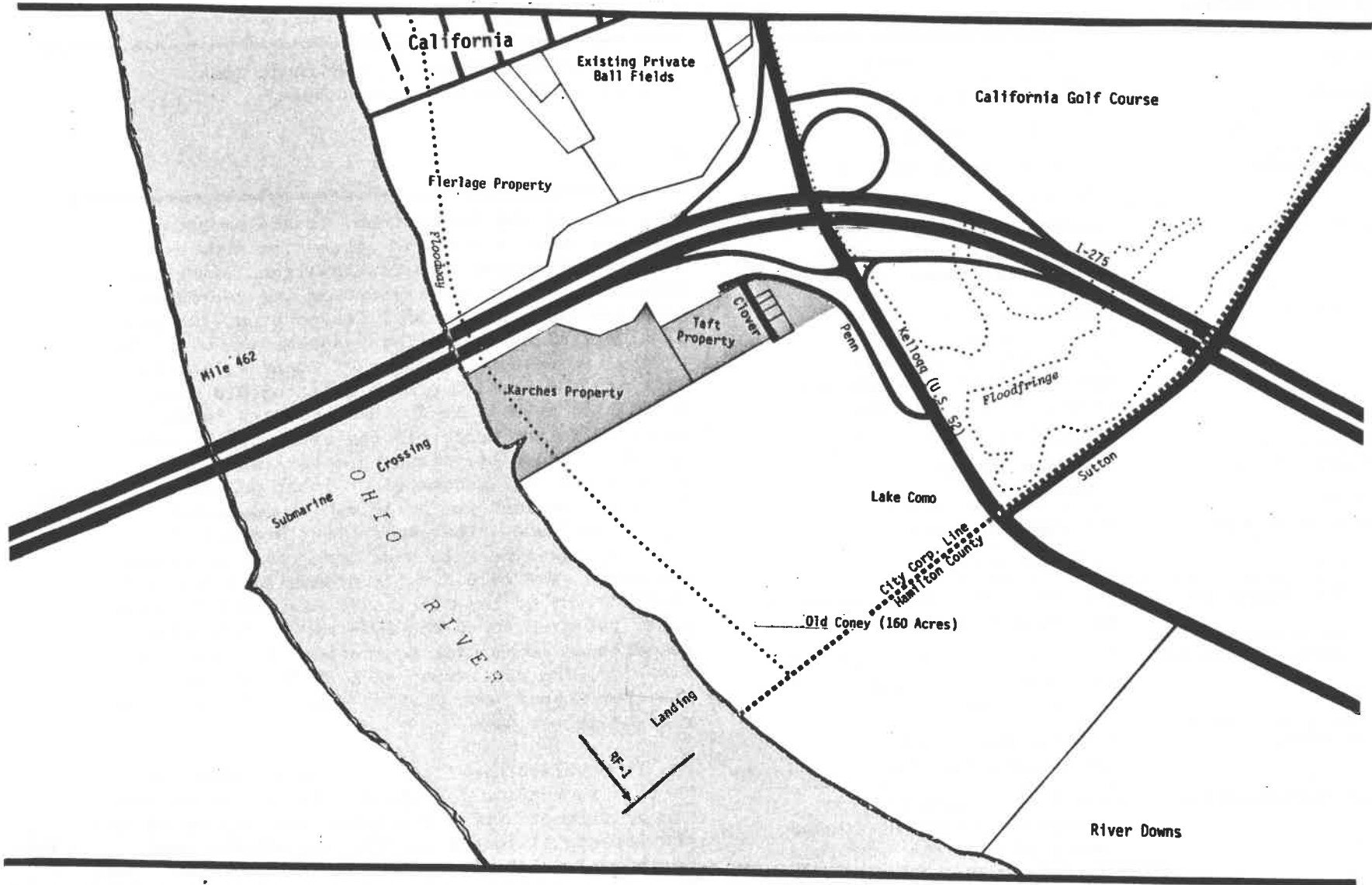
This site of the former Coney Island Amusement Park has been an historic recreation area and a significant landmark to Cincinnatians since the 19th Century. It was famous for its recreational opportunities, exceptional landscaping, its park-like environment, and close association with the river. Between the closing of Coney Island in 1971 and the opening of the existing Old Coney recreation area in 1976, there were at least seven different proposals for reuse of the site by public agencies, planning consultants and architects. All recommended either public "park/recreation" use or private "commercial recreation" use. The owner, Taft Broadcasting Company, plans more intense commercial recreation use here. The 1976 Riverfront Advisory Council's (RAC) "Study of the Cincinnati Riverfront" (hereafter referred to as the 1976 RAC report) also recommended commercial recreation land use here. Likewise, the more detailed 1978 "California Land Development Use Plan" recommended commercial recreation use here.

The 1978 California Study also recommended commercial recreation for the residential sites along Clover Street. These residences are separated from the larger California residential neighborhood by the I-275 interchange and bridge approach. This Plan does not intend that these residents be forcefully relocated by eminent domain, but rather that they be permitted to make more intense commercial recreation use of their properties and to voluntarily relocate if they choose. (See Appendix G for description of possible public incentives for voluntary relocation).

* See Appendix J for activities intended as part of "commercial recreation" use.

Area 2. Between Old Coney and I-275 Bridge, and from Ohio River to Penn Avenue

Between Old Coney and I-275 Bridge, and from Ohio River to Penn Avenue



City Planning Commission
Cincinnati, Ohio
October, 1981



Existing Conditions

<i>Acreage</i>	14
<i>Ownership</i>	W. Karches, Taft Broadcast, others
<i>Existing Zoning</i>	RF-1
<i>River Frontage</i>	600 ft.
<i>Existing Land Use</i>	Vacant, residences
<i>Facilities</i>	Private boat launch ramp
<i>Utilities*</i>	CG&E gas transmission station, submarine crossing, water main in Penn Ave., sewer connections only near Penn Ave.
<i>Vehicular Access</i>	Easement through Taft property to Penn Ave. which intersects Kellogg Ave. near I-275
<i>Floodway</i>	1 Acre
<i>Tree Cover/Vegetation</i>	Concentrated along perimeter
<i>Other Plans</i>	1978 California Land Development Use Plan
<i>Other Considerations</i>	Relationship to Old Coney and California community, lack of direct access to Kellogg Ave., Ohio River transportation intersects interstate highway, "gateway" to Cincinnati, SW Ohio and northern Kentucky

* This report assumes that water mains and sewers are available unless noted otherwise herein. However, all utilities information in this report should be verified with the Cincinnati Water Works and with the Cincinnati Metropolitan Sewer District office.

Recommendation

"Commercial recreation" use with at least limited public access to the riverbank.

Reasons

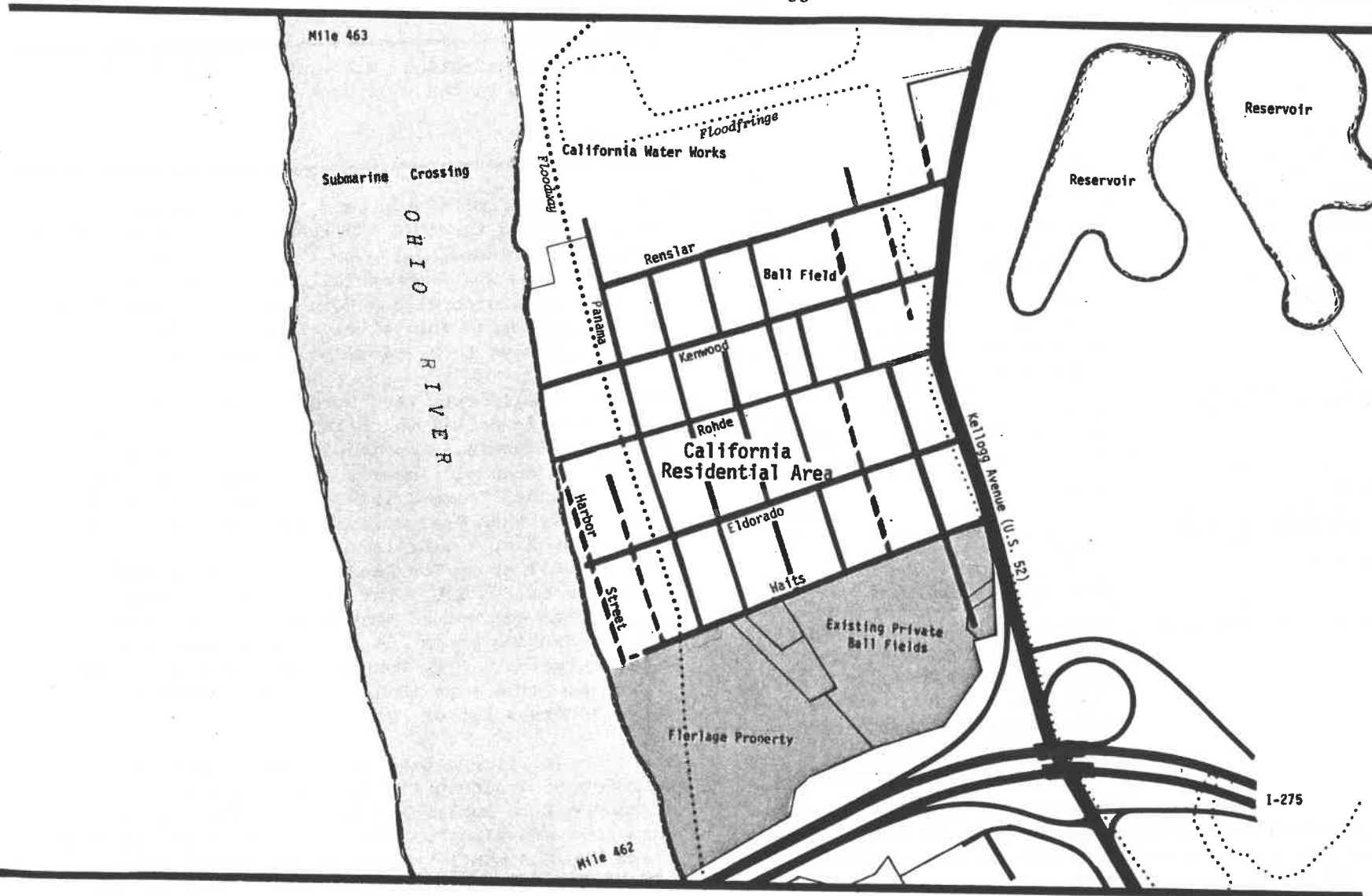
The 1976 RAC Preliminary Land Use Plan (hereafter referred to as the 1976 RAC report) recommended "boat harbor" and "commercial" use (river related). The above recommended "commercial recreation" use is merely a more generalized term which includes those and certain other activities allowed in the current RF-1 Riverfront Recreation/Residential Zone.

The 1978 "California Land Development Use Plan" investigated in detail which land uses were appropriate in California. Considering both the urban design and economic impacts of various land uses, it recommended "commercial recreation" use for this area rather than "industrial" use. The 1978 Plan was approved by the California community organization as well as by the Land Use and Zoning Subcommittee of the RAC. The City Planning Commission adopted the concept of that Plan and urged that certain "action steps" be taken to encourage its implementation. City Council subsequently denied a request for a zone change to permit industrial barge terminal use of this area.

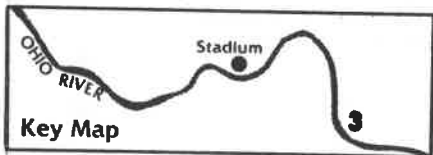
The 1978 California Land Development Use Plan recommended design guidelines for phasing development to implement the Plan. That recommendation was also for public action to guarantee at least limited public access to and use of the riverfront (floodway) area on either side of the (I-75) bridge and the development of a public visitor's park somewhere in the vicinity.

Area 3. I-275 Bridge to Waits Avenue

I-275 NW to Waits Avenue, and Ohio River inland to Kellogg Avenue



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Existing Conditions

<i>Acreage</i>	46
<i>Ownership</i>	R. Flerlage (river frontage), D. Cremering, L. Katz, D. Wren, J. Carnes, Sun Oil and others
<i>Existing Zoning</i>	RF-1, R-4, R-4(T), B-4
<i>River Frontage</i>	1,000 ft.
<i>Existing Land Use</i>	Private Softball complex, 1- family residences, vacant land
<i>Facilities</i>	Softball diamonds, concessions
<i>Dwelling Units</i>	4 Single-family
<i>Utilities</i>	Sewer and water at Waits
<i>Vehicular Access</i>	Waits Ave. to Kellogg near I-275
<i>Floodway</i>	5 Acres
<i>Hist/Nat Resources</i>	Federal Vernacular residence
<i>Tree Cover/Vegetation</i>	Pockets along riverfrontage, residences and Waits Ave. below softball diamonds
<i>Other Plans</i>	1978 California Land Development Use Plan
<i>Other Considerations</i>	Low lying inland area due to former barrow operation, access from river frontage limited to Waits Ave., relationship to California community and Area 2, Ohio River transportation intersects highway traffic, "gateway" to Cincinnati, SW Ohio and northern Kentucky

Recommendation

"Commercial recreation" use of Flerlage property with at least limited public access to the riverbank; "commercial" use (auto oriented) inland from Flerlage property.

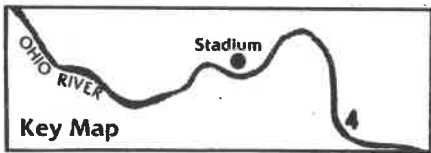
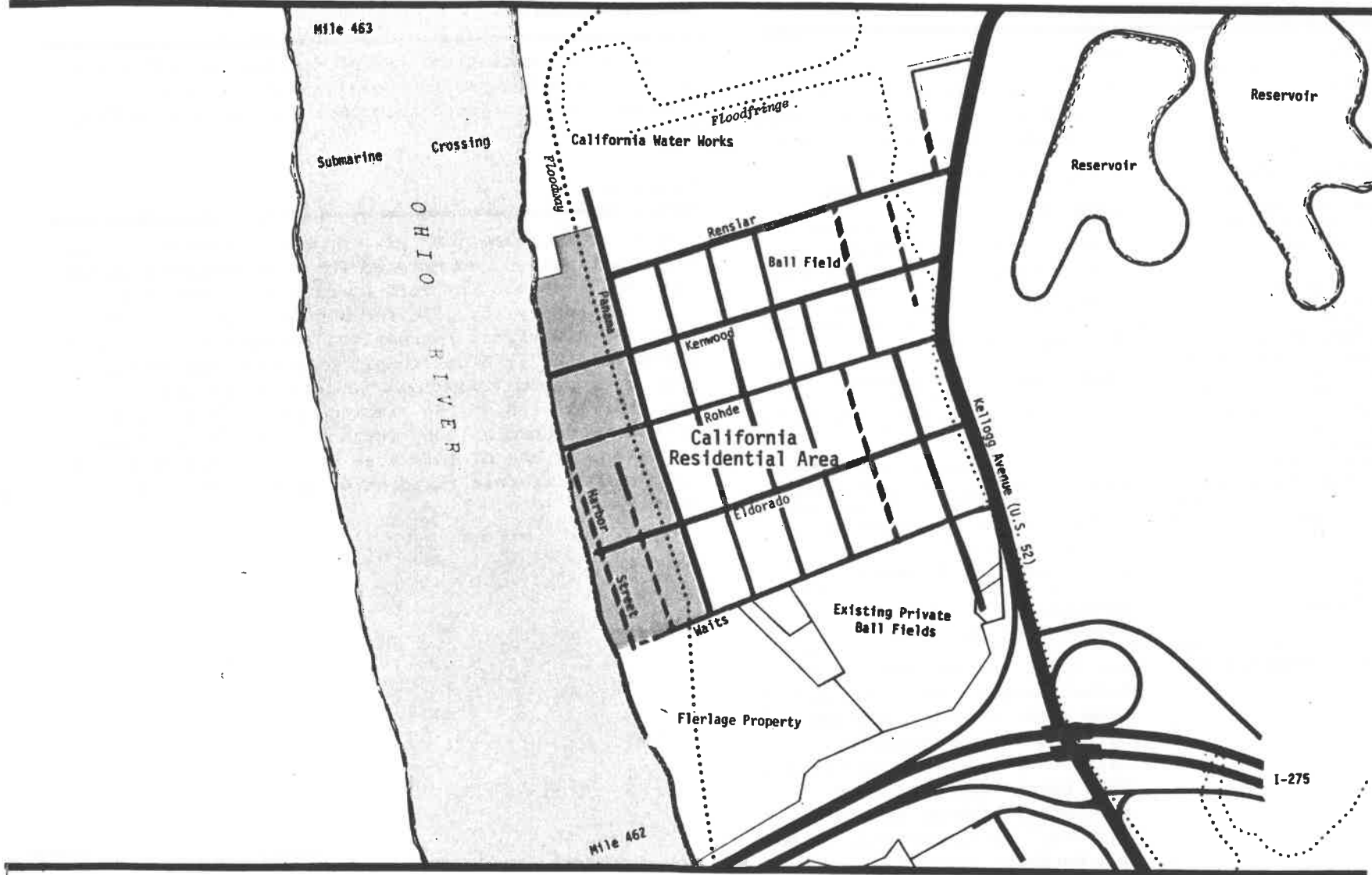
Reasons

"Commercial recreation" use recommended above includes those activities recommended for this property in the 1976 RAC report. The Park Board Staff Riverfront Plan of January 15, 1976 recommends river-oriented uses and riverfront recreational zoning for this site. Likewise, the 1978 California Land Development Use Plan recommends commercial recreation use for the general area of the Flerlage property and auto oriented commercial uses further inland to Kellogg Avenue. Any use of this area must be compatible with adjacent California residential area to the north-west.

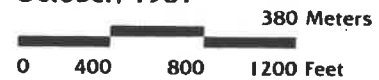
Area 4. California Waterfront

*NW from Flerlage property to California Water Works,
and Ohio River inland to Panama Street*

26



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Existing Conditions

<i>Acreage</i>	26
<i>Ownership</i>	Multiple
<i>Existing Zoning</i>	RF-1
<i>River Frontage</i>	2,200 ft.
<i>Existing Land Use</i>	Single, multi-family, and seasonal residences, boat harbors, vacant land
<i>Facilities</i>	Boat storage and concessions
<i>Dwelling Units</i>	10 Single-family 4 Multi-family
<i>Recreational Boating</i>	Private recreational boat launching ramp, boat docks and headboats
<i>Utilities</i>	Sewers and water along Panama
<i>Vehicular Access</i>	Panama St. through California community to Kellogg Ave. near I-275
<i>Floodway</i>	20 Acres
<i>Hist/Nat Resources</i>	Former steamboat landing
<i>Tree Cover/Vegetation</i>	Throughout entire river-frontage
<i>Other Plans</i>	1978 California Land Development Use Plan, Housing Feasibility Study (in progress)
<i>Other Considerations</i>	Relationship to interior of California community, erosion problems, Ohio River transportation intersects interstate traffic, Harbor St. property publicly owned and leased, floodway restrictions

Recommendation

"Commercial recreation" use along the river frontage with at least limited public access to the river-bank; "residential" use along Panama Street between Waits and the Waterworks property.

Reasons

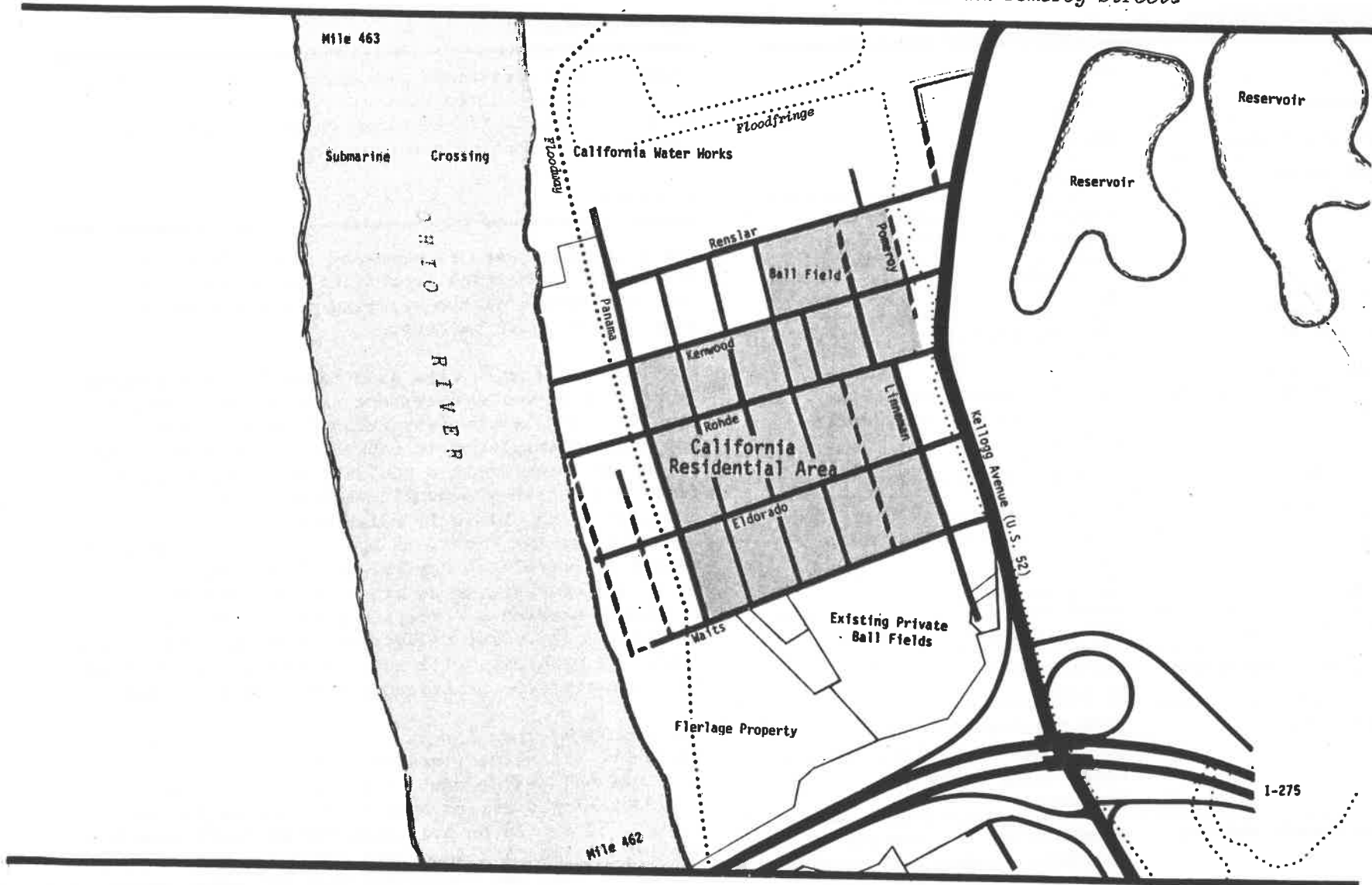
The above uses were recommended in the 1978 California Plan. Commercial recreation use would include such activities as the existing privately owned recreational boat harbors.

The 1978 California Plan also recognized the proximity of this area to interstate traffic, the natural amenities and nearby recreational opportunities as potential attractions to tourists. That Plan recommended at least limited public access to the waterfront and possibly a public visitors park - all preserving the historic relationship of this community to the river. A specific improvement plan should be formulated for the California waterfront. It should address, among other things, how to control riverbank erosion in order to preserve this environmental amenity. The California (housing) Feasibility Study, in progress, will address whether residential improvements seem practicable along Panama Street.

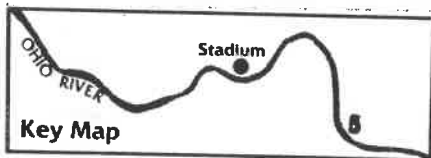
The frontage along Panama Street is inland from the floodway. It already accommodates both permanent and seasonal residences. Only here can private residential properties have direct access to the river. It should be available for at least some low density residential land uses featuring direct river access if they are compatible with the maintenance of this park-like environment.

Area 5. California Residential Area

Waits Avenue NW to Water Works, and Panama Street inland to Linneman and Pomeroy Streets



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Existing Conditions

<i>Acreage</i>	72
<i>Ownership</i>	Multiple
<i>Existing Zoning</i>	RF-1
<i>River Frontage</i>	None
<i>Existing Land Use</i>	Single and two-family residential, vacant land
<i>Existing Facilities</i>	St. Jerome Church, California Ballfield
<i>Dwelling Units</i>	85 Single-family 16 Two-family
<i>Vehicular Access</i>	Kellogg Ave. near I-275
<i>Floodway</i>	Outside
<i>Hist/Nat Resources</i>	Various Federal Venacular, Romanesque and Victorian structures
<i>Tree Cover/Vegetation</i>	Throughout entire area
<i>Other Plans</i>	1978 Land Development Use Plan, Housing Feasibility Study (in progress)
<i>Other Considerations</i>	Maintenance of housing stock, lack of natural drainage, lack of public transportation and commercial services, floodproofing required by the National Flood Insurance Program*, existing "image" of California, impact of I-275

* See description of National Flood Insurance Program requirements in Part III, Appendix C.

Recommendation

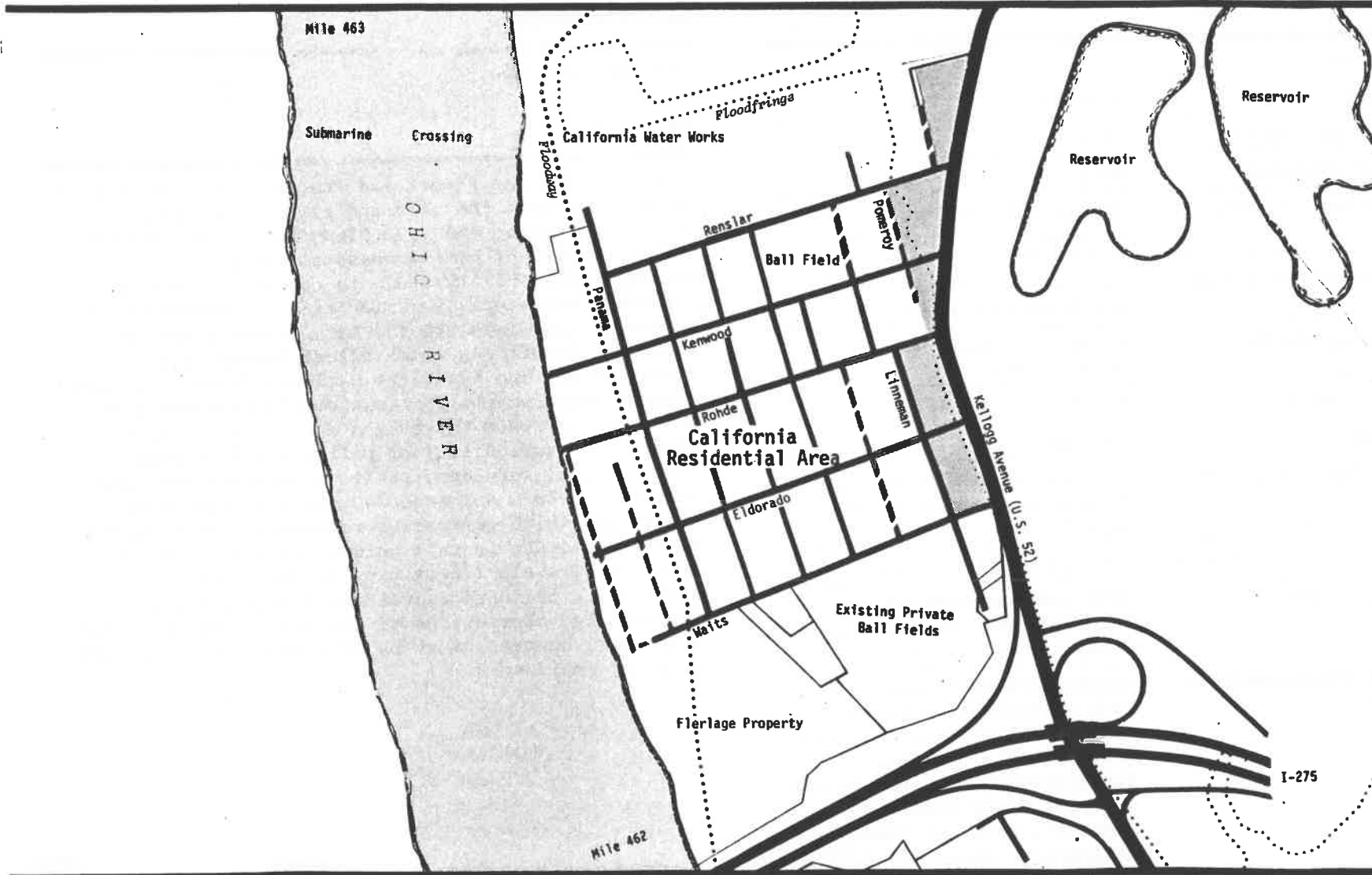
"Residential" use.

Reasons

Both the 1976 RAC report and the 1978 California Plan recommended that the existing residences remain in this area. While the 1978 Plan also visualized new infill housing of both a seasonal and permanent nature, a Feasibility Study is currently underway to determine what type of residential investments would be financially feasible for both existing and new housing. Conditions which affect feasibility include, on the one hand, the National Flood Insurance Program requirements for more costly floodproofing, the need for sewer improvements to draw off storm water, the availability of police and fire protection, medical services, public transportation, commercial services and schools. On the other hand, second and third generation residents have a strong desire to remain in this unique park-like environment with its close proximity to the interstate highway, to regional recreation facilities and to the enticing attractions of the river. New residential uses, however, must be of a type compatible with existing residences.

Area 5a* California Business District

Linneman and Pomeroy Streets NE to Kellogg Avenue, and Waits Avenue to Cincinnati Water Works

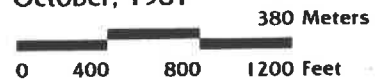


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* This area is called "5a" rather than "6" in order that Area "6" in this report may continue to correspond and be comparable to Area "6" in the 1976 RAC report. Area "5a" was not addressed as a separate Area in the 1976 RAC Report.

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Existing Conditions

<i>Acreage</i>	16
<i>Ownership</i>	Multiple
<i>Existing Zoning</i>	RF-1, B-4, R-4
<i>Existing Land Use</i>	Commercial establishments, single and two-family residences, church, recreation center, and vacant land
<i>Facilities</i>	Ebersole Community Center
<i>Dwelling Units</i>	20 Single-family 8 Two-family
<i>Vehicular Access</i>	Kellogg Ave. near I-275
<i>Floodway</i>	Outside
<i>Hist/Nat Resources</i>	Buildings reflecting an early focus on Kellogg Ave. formerly, Richmond Turnpike
<i>Tree Cover/Vegetation</i>	Scattered between buildings and along Kellogg Ave.
<i>Other Plans</i>	1978 California Land Development Use Plan, Housing Feasibility Study (in progress)
<i>Other Considerations</i>	Need for additional establishments to serve community, projects "image" as entrance to community, impact of I-275

Recommendations

"Mixed Residential and Commercial" uses.

Reasons

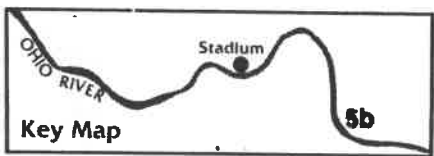
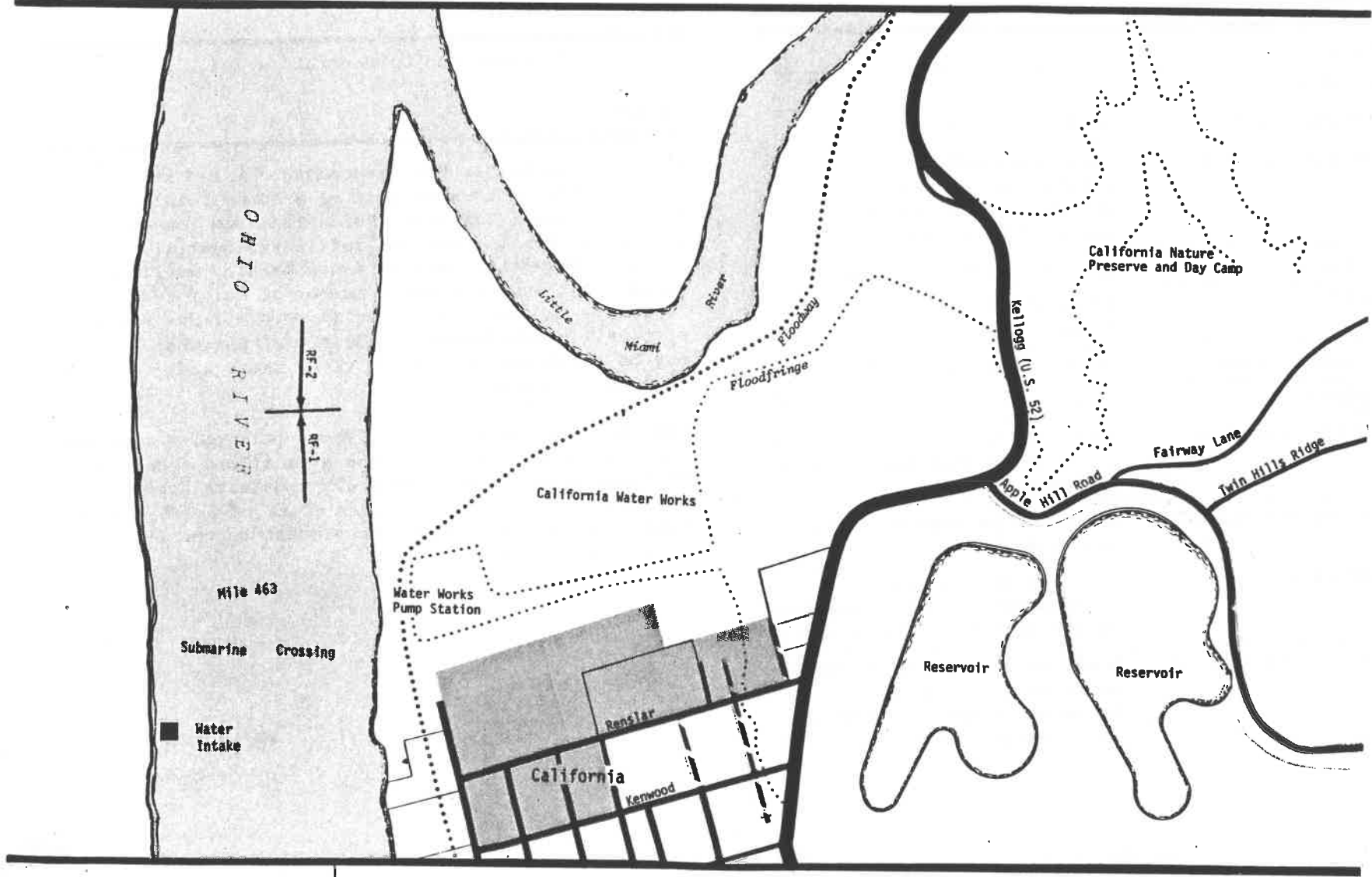
The 1978 California Plan recommended mixed residential-commercial uses as part of a "Commercial Village" area. Existing residential and commercial uses would remain, but new infill residential, compatible commercial, and screened parking would be added. Although the small number of California residents may not themselves support a large variety of retail establishments, additional patrons may be attracted from among river users and highway travelers.

Auto oriented or strictly highway oriented commercial uses should be limited to the area inland from the Flerlage property between I-275 and Waits Avenue. This area, as well as the area south of I-275 just inland from Kellogg Avenue, is closest to the I-275/Kellogg Avenue interchange.

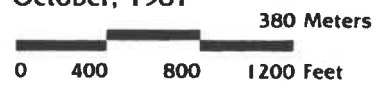
Area 5b. Water Works Property along Renslar

NW of Kenwood and Renslar Avenue, and Panama Street inland to Kellogg Avenue

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Existing Conditions

<i>Acreage</i>	30
<i>Ownership</i>	City of Cincinnati (Water Works)
<i>Existing Zoning</i>	RF-1
<i>Existing Land Use</i>	Vacant
<i>Facilities</i>	transmission station
<i>Utilities</i>	Submarine crossing from pumping station to water intake on Kentucky shore
<i>Vehicular Access</i>	Renslar, Kenwood to Kellogg
<i>Tree Cover/Vegetation</i>	Edge along access road
<i>Other Plans</i>	1978 California Land Development Use Plan, Housing Feasibility Study (in progress)
<i>Other Considerations</i>	Future Water Works use, relationship to California community, lack of public access to riverfront

Recommendation

"Recreation" use in the short-range time period; "utilities" use in the long-range period as required for Water Works facilities expansion.

Reasons

Contrary to the recommendations of the 1978 California Plan for residential use of the unused portion of the Water Works property, the RAC now recognizes the possible future need of this land for Water Works facility expansion. The Water Works, for example, is currently studying the possibility of adding a carbon treatment facility to this California Plant. In 1982 the City will review the results of the study and decide whether to proceed with the project. If the project is implemented, the Water Works will be required to not only develop much of its existing property but also to construct a barge unloading facility on the Ohio River frontage to unload carbon. In that case, less land will be useable for recreation purposes.

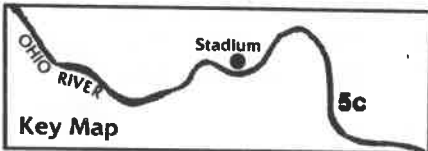
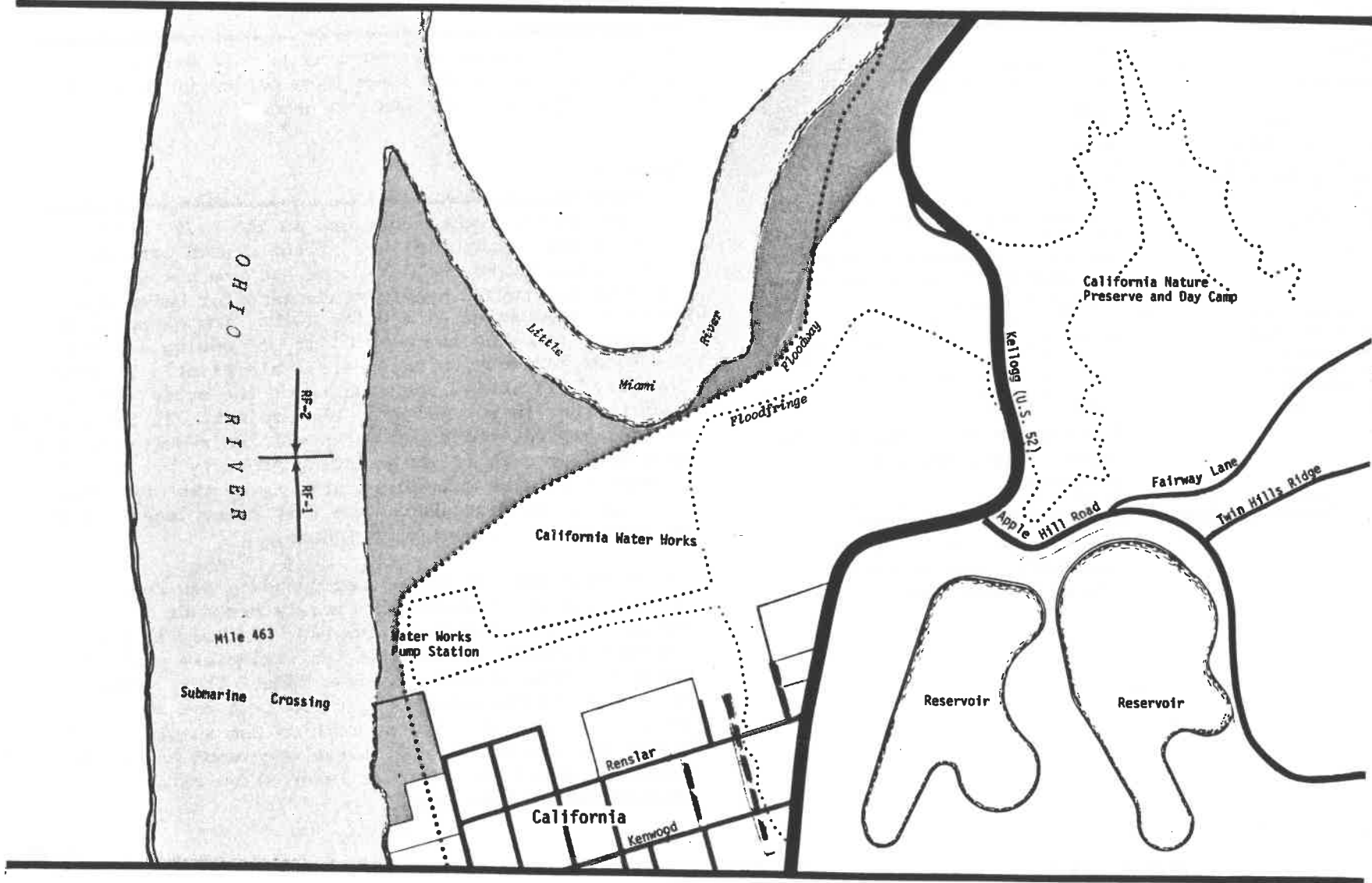
In any case the RAC is not recommending new residential use which would practically preclude future use for utilities purposes. Rather, if the carbon treatment and related facilities are postponed for several years or even indefinitely, then the RAC is recommending only recreation use in the short range period. The recreation use should not permit the construction of large complexes of buildings. It would, however, at least allow some interim use of this land.

*It should be understood that no recreational use can proceed for the next 2 or 3 years until the City decides whether to proceed with the Carbon Treatment facility.

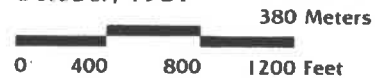
Area 5c. Water Works Ohio and Little Miami River Frontage

Cincinnati Water Works property with Floodway along the Ohio River and Little Miami River

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Existing Conditions

<i>Acreage</i>	45
<i>Ownership</i>	City of Cincinnati (Water Works)
<i>Existing Zoning</i>	RF-1, RF-2
<i>River Frontage</i>	9,000 ft. (including Little Miami River)
<i>Existing Land Use</i>	Vacant land
<i>Floodway</i>	Almost entire Area
<i>Vehicular Access</i>	Limited through Water Works property to Kellogg or Panama
<i>Utilities</i>	Two Submarine crossings (water supply tunnels to Treatment Plant)
<i>Hist/Nat Resources</i>	General vicinity of "Stites Landing" pioneer settlement, Little Miami "scenic" River
<i>Tree Cover/Vegetation</i>	Scattered along Ohio and edges of Little Miami River peninsula
<i>Other Plans</i>	1978 California Land Development Use Plan, Housing Feasibility Study (in progress)
<i>Other Considerations</i>	Future Water Works expansion, floodway restrictions, relationship to California community, lack of public access to riverfront, Federal "scenic" River designation of Little Miami River, historic significance due to vicinity of pioneer settlement

Recommendation

"Park" (preserve) use.

Reasons

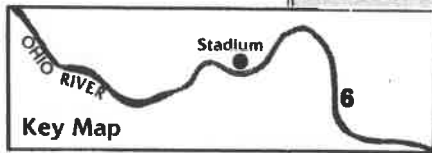
The riverbank along the Ohio River portion of the Water Works property is one of the largest remaining sandy beaches along the Cincinnati portion of the Ohio River. Although future Water Works plans could require use of this frontage, it is now unused. The 1978 California Plan recommended its use for public open space ("park" preserve) as part of the total stretch of publicly accessible riverfront from Old Coney to the Little Miami River.

A 1972 Study of the Little Miami River Area, adopted by City Council, as well as the 1976 RAC report and the 1978 California Plan - all recommended public "park" use of the Little Miami riverbank portion of the Water Works property. The Little Miami has since been designated a Federal "scenic" river. The City has proceeded to acquire a considerable portion of the river frontage north of the RAC Study Area in order to ensure that its use will be a type compatible with the "scenic" river designation. Therefore, this plan recommends that the "floodway" portion of the Water Works property, where no buildings or filling is allowed, be designated for relatively low maintenance park preserve use.

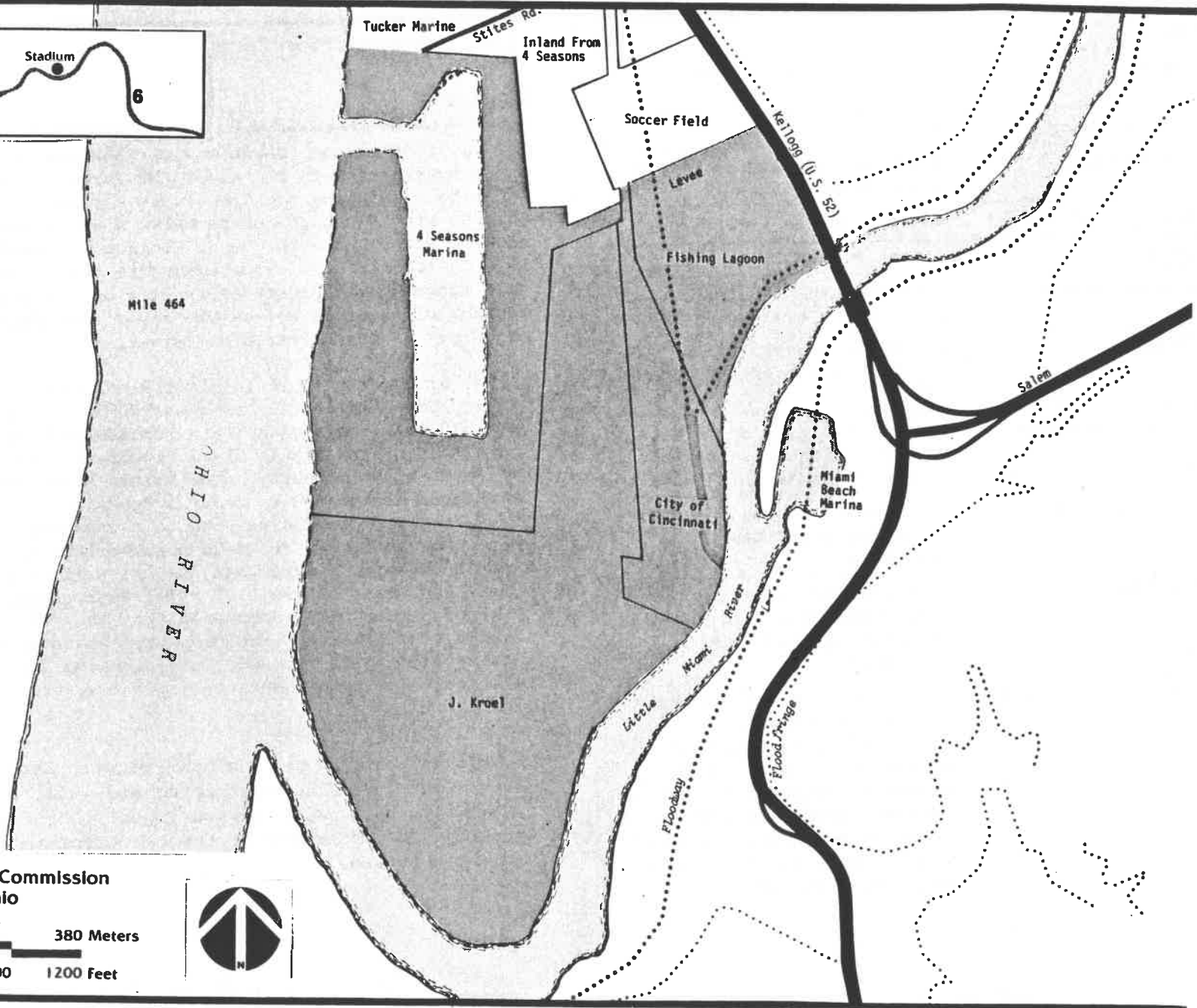
*A pipe line required to discharge silt into the Ohio River is being constructed and will, by necessity, have some adverse impact on the water quality and appearance of the beach for recreation use in this area.

Area 6. Four Seasons Marina

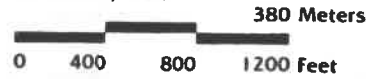
Little Miami River N to Tucker Marine, and Ohio River inland to Kellogg Avenue



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Existing Conditions

<i>Acreage</i>	214
<i>Ownership</i>	J. Kroel, Four Seasons Marina, City of Cincinnati (Water Works)
<i>Existing Zoning</i>	RF-2, B-4
<i>River Frontage</i>	3,200 ft. along Ohio River
<i>Existing Land Use</i>	Marina, private pay-fishing lake, vacant land
<i>Facilities</i>	Sheltered boat harbor, floating restaurant, outdoor pool, Four Seasons Fishing Lake and concessions building, parking
<i>Recreational Boating</i>	Recreational boat docks, supply store; launching ramp, head boat and concessions
<i>Utilities</i>	7' and 8' water supply tunnels; no water mains to tap for private use
<i>Vehicular Access</i>	Kellogg Ave.
<i>Floodway</i>	194 Acres
<i>Hist/Nat Resources</i>	General vicinity of "Stites Landing" pioneer settlement, Little Miami "scenic" River
<i>Tree Cover/Vegetation</i>	Throughout entire Area, con- centrated along Ohio and Little Miami River frontage
<i>Other Plans</i>	1978 East End Urban Design Plan, 1972 Land Use Plan for the (Little Miami) River Area
<i>Other Considerations</i>	Future development of Four Seasons Marina property, Federal "Scenic River" desig- nation of Little Miami River, Little Miami River provides access to Miami Beach Marina, Lunken Airport flight path, floodway restrictions

Recommendation

"Park" (preserve) use of the low-lying area along the Little Miami River; and "commercial recreation" use of the existing marina area.

Reasons

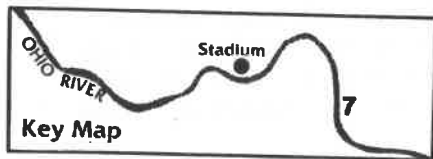
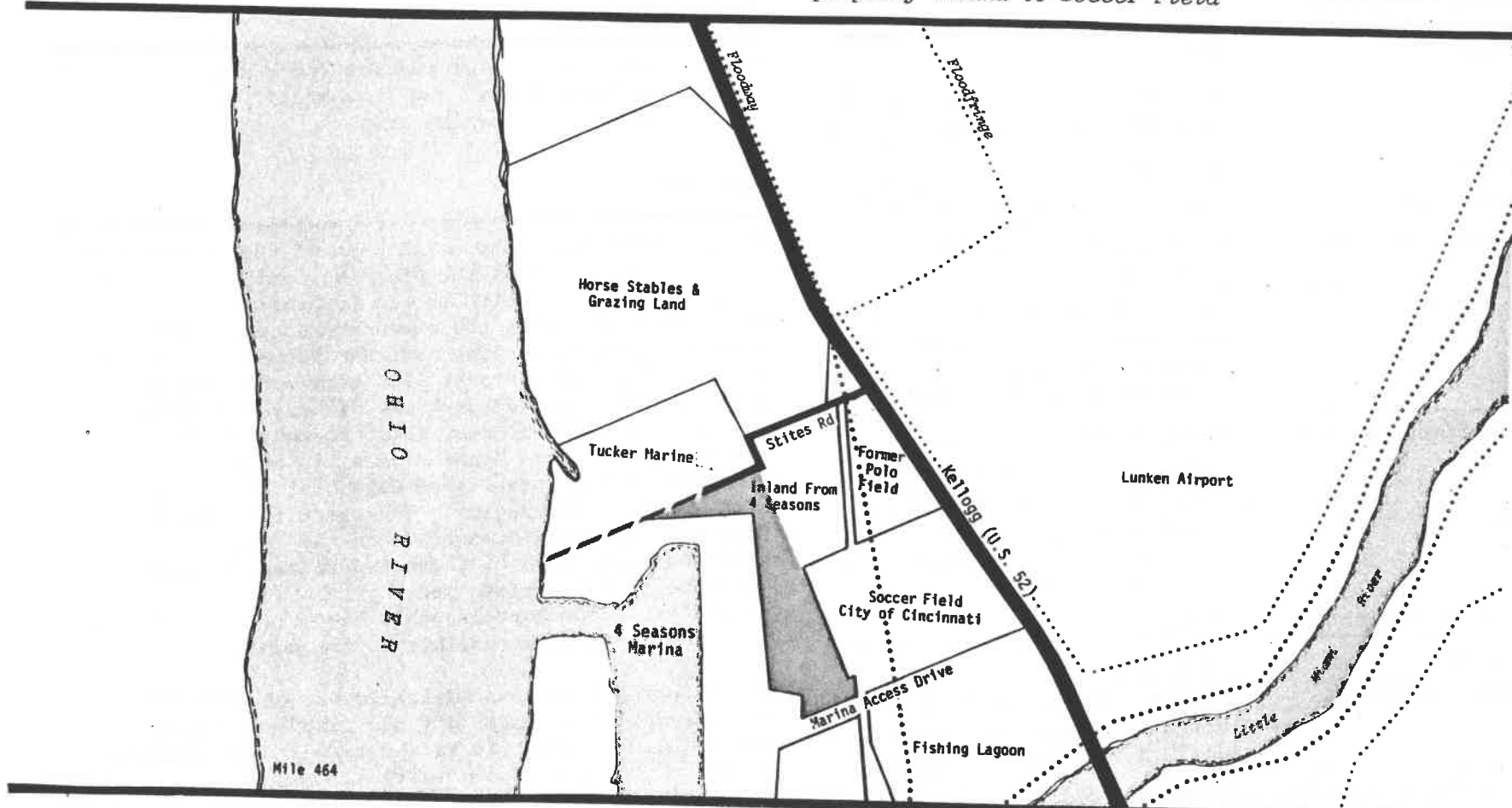
The property along the north bank of the Little Miami River was proposed by the Planning Commission in 1972 as a natural area which should be preserved. Such a use conformed with the expected Federal "scenic river" designation. The 1976 RAC report as well as the Planning Commission's 1980 city-wide land use plan also recommended park use of this low-lying marshy area. In an area, near the confluence of the Ohio and Little Miami Rivers, is where in 1788 Benjamin Stites established Columbia, the first settlement in the region. The exact location may have been slightly downstream on the Ohio. The existing confluence of these two rivers, however, would be an appropriate setting in which to designate a site commemorating this historic event and to make the property accessible to the public.

The existing 4 Seasons Marina is one of only three sheltered boat harbors (off the river) within the Port of Cincinnati. It is the largest and apparently one of the most financially successful. Its facilities are extensive. Owners have constructed a new swimming pool and bath house facility on high ground which has already been filled above the 100 year flood level. The 1976 Park Board Staff Plan as well as the 1976 RAC report recommended that this commercial recreation use be retained.

Area 7. Inland from Four Seasons

Marina Access Drive NW to Stites Road, and Marina property inland to Soccer Field

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Existing Conditions

<i>Acreage</i>	12
<i>Ownership</i>	J. Kroel
<i>Existing Zoning</i>	RF-2
<i>Existing Land Use</i>	Marina Parking Lot, Vacant
<i>Utilities</i>	No water mains to tap for private use
<i>Vehicular Access</i>	Marina access Dr. to Kellogg Ave., Stites Rd.
<i>Floodway</i>	Outside
<i>Other Plans</i>	1978 East End Urban Design Plan
<i>Other Considerations</i>	Future Marina related development, filled above flood stage, potential access along Stites Rd., Lunken Airport flight path

Recommendation

"Commercial" use.

Reasons

This is the only property in this vicinity which is already filled to a high enough elevation to be possibly above the designated "floodway", therefore, permitting abuildings to be constructed.

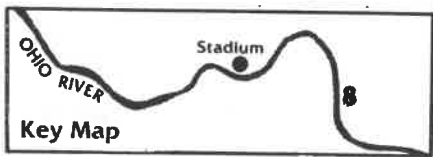
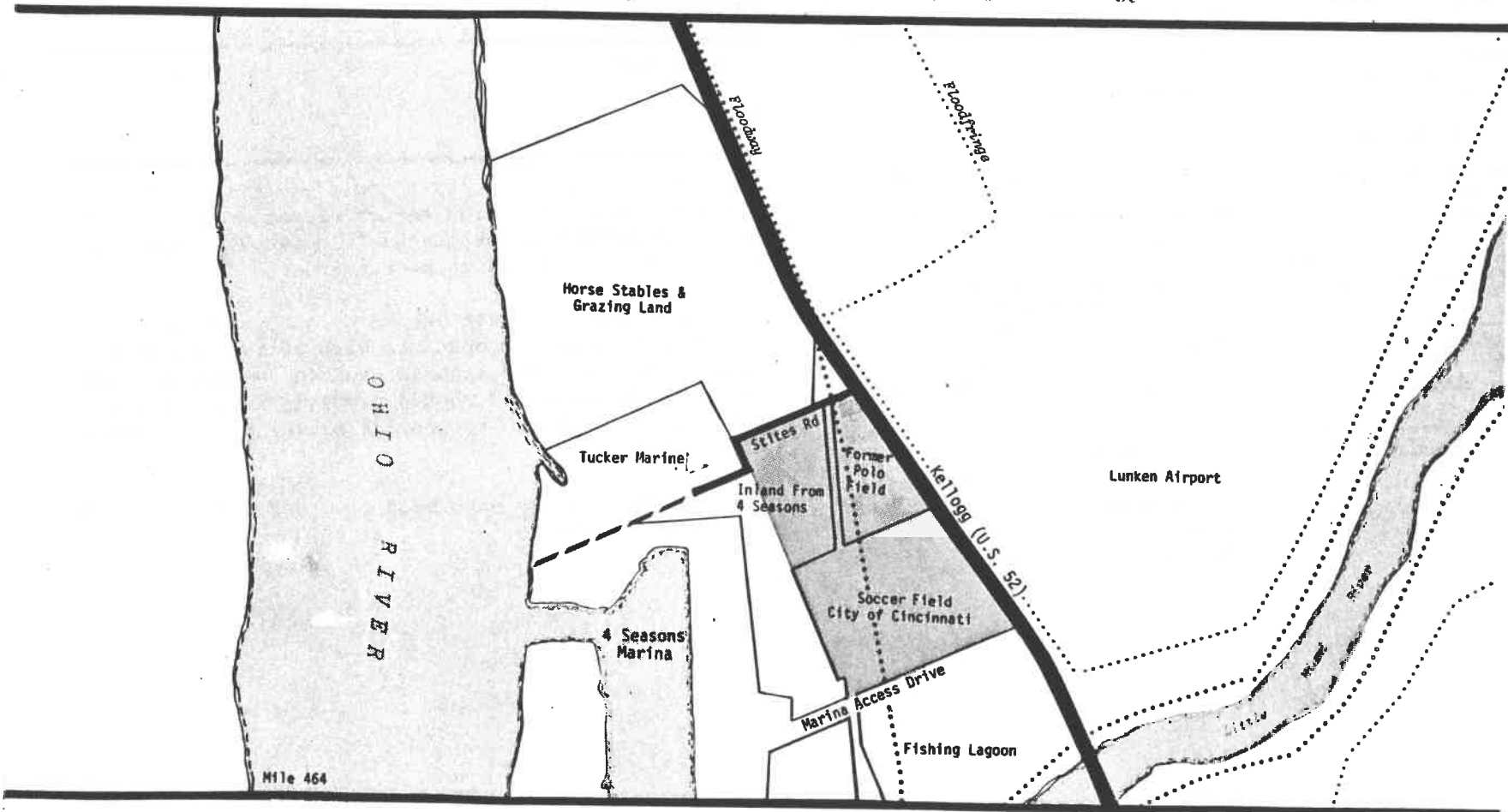
Any commercial use here should be a type which complements and is compatible with activities at 4 Seasons Marina. The land is used for 4 Seasons parking during high water and should probably retain a dual function to continue to provide marina parking during high water.

The site has in the past been considered for possible future motel use.

Area 8. Former Polo Field

Marina Access Drive NW to Stites Road, and inland from filled property to Kellogg Avenue

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Existing Conditions

<i>Acreage</i>	20
<i>Ownership</i>	Cincinnati Recreation Commission, J. Kroel
<i>Existing Zoning</i>	B-4
<i>Existing Land Use</i>	Kellogg Soccer Field
<i>Facilities</i>	Parking
<i>Utilities</i>	7' water supply tunnel; no water mains to tap for private use
<i>Vehicular Access</i>	Marina access Dr. to Kellogg Ave., Stites Rd.
<i>Floodway</i>	10 Acres
<i>Other Plans</i>	1978 East End Urban Design Plan
<i>Other Considerations</i>	Lunken Airport flight path

Recommendation

"Commercial recreation" use for the existing public soccer field area; and public "recreation" use for the former polo field adjacent to Stites Road.

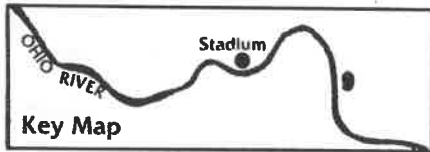
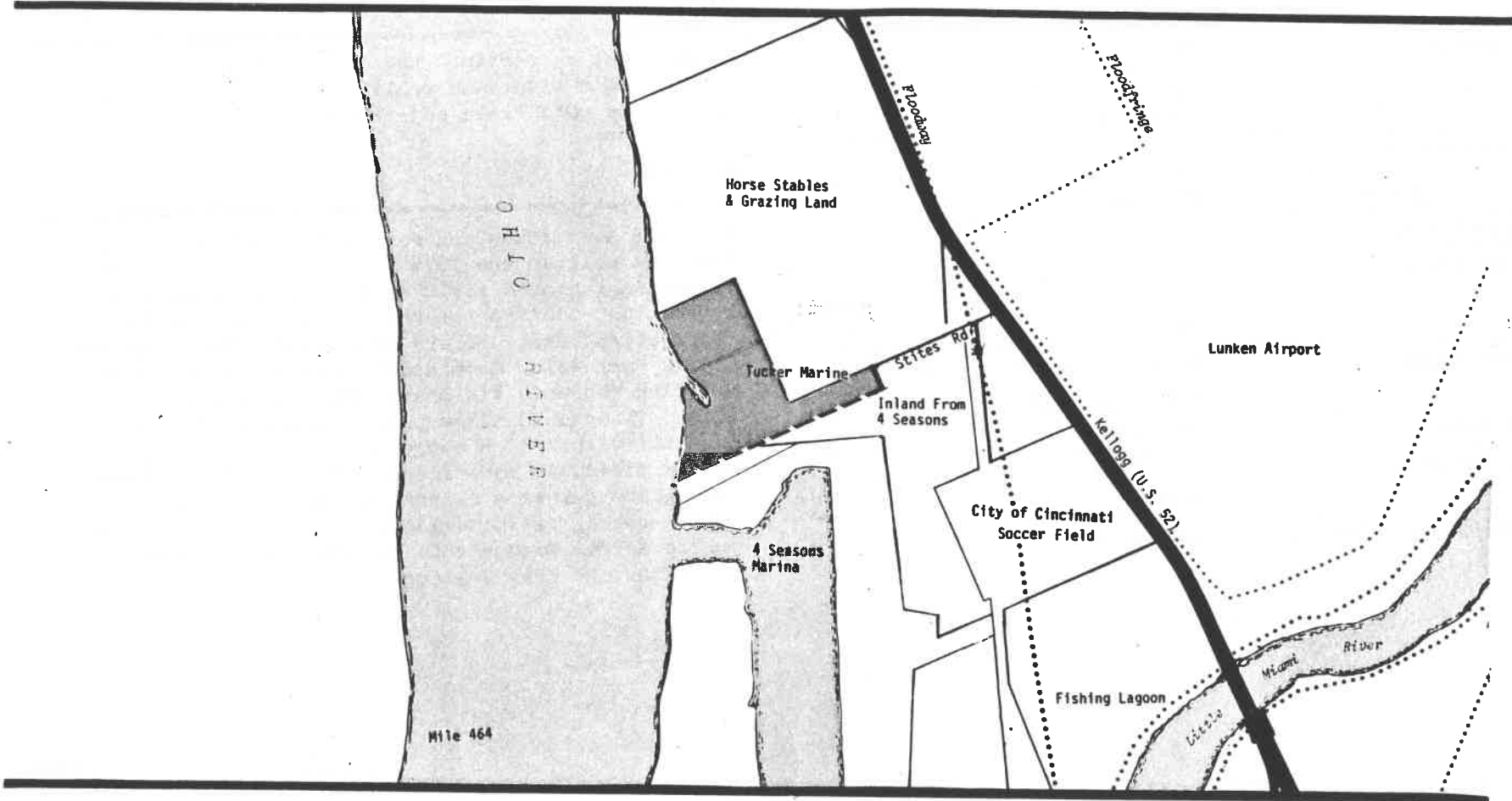
Reasons

The 1976 Recreation and Park Board Staff Riverfront Plans as well as the 1976 RAC Plan all encouraged retaining the polo field as a private "commercial recreation" use and the soccer field as a public "recreation" use. Owners of the polo field and the City's Recreation Commission staff are negotiating swapping the polo field site for the soccer field site. That would allow private commercial recreation activity, which would occupy the existing soccer field, to have access off the private levee road which serves 4 Seasons Marina. The relocated public soccer field would then have access off the public Stites Road - thus avoiding direct access to either off busy Kellogg Avenue.

Area 9. Tucker Marine

NW of Stites Road, along Ohio River

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Existing Conditions

<i>Acreage</i>	12
<i>Ownership</i>	Stites Avenue Co.
<i>Existing Zoning</i>	RF-2, M-2
<i>River Frontage</i>	800 ft.
<i>Existing Land Use</i>	Boat building factory, boat storage
<i>Facilities</i>	Boat building and repair factory, sheltered harbor, boat storage, launch ramp
<i>Utilities</i>	Sewer access at Kellogg; no water means to tap for private use
<i>Vehicular Access</i>	Stites Rd. to Kellogg Ave.
<i>Floodway</i>	Entire Area
<i>Tree Cover/Vegetation</i>	Scattered along Ohio River frontage edge along NE perimeter of boat building factory
<i>Other Plans</i>	1978 East End Urban Design Plan
<i>Other Considerations</i>	Future development of vacant inland property, impact on recreation facility, Lunken Airport flight path, floodway restrictions

Recommendation

"Industrial" use.

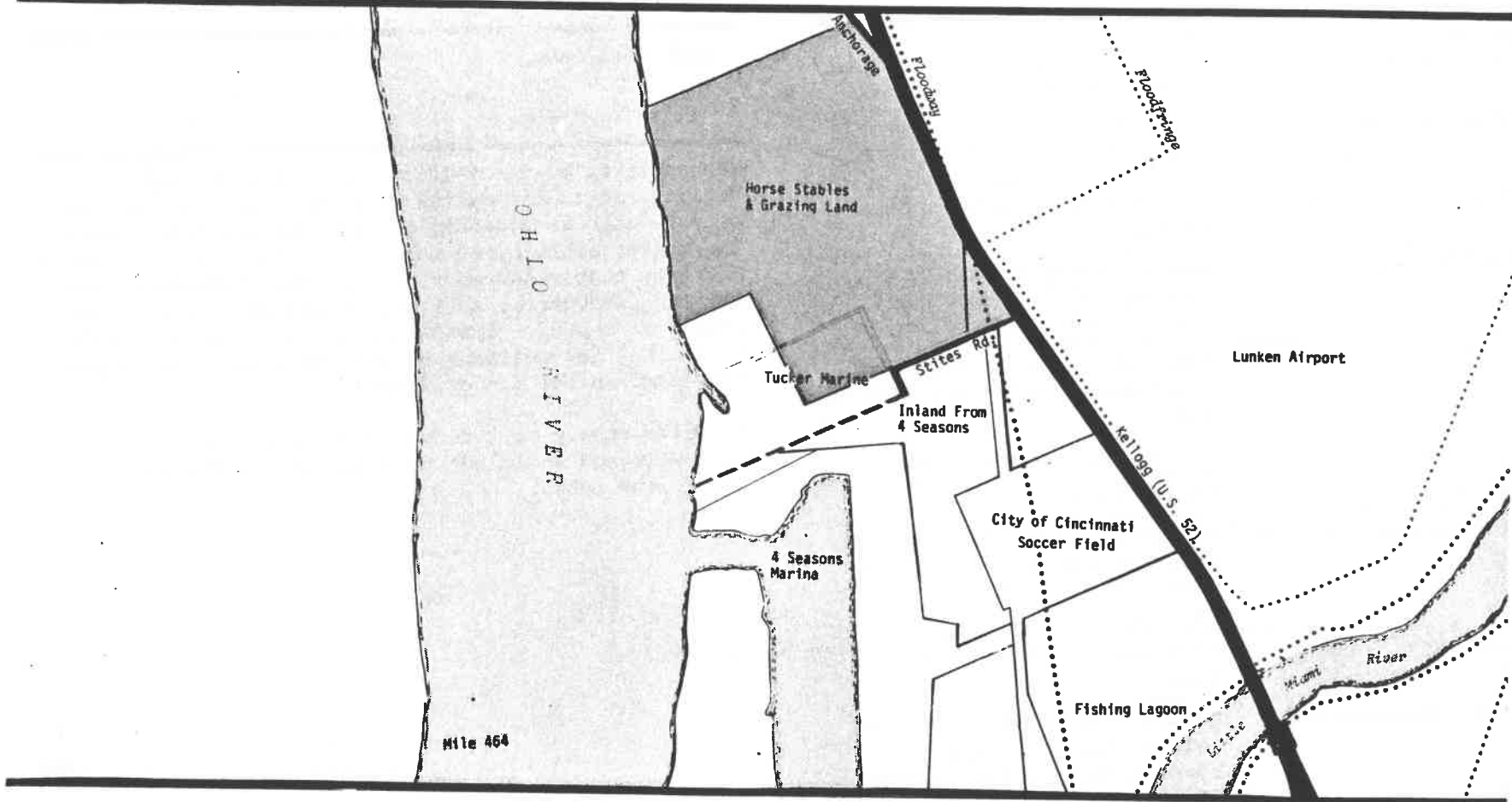
Reasons

The existing boat building, repair and storage activity at Tucker Marine is a sufficiently low intensity industrial activity so as to be compatible with the marina activity to the south. This is the type of activity that requires river access. Therefore, the existing industrial activity should be permitted to remain or expand. Expansion, however, is not likely to include new building or filling since that is not permitted in the floodway area.

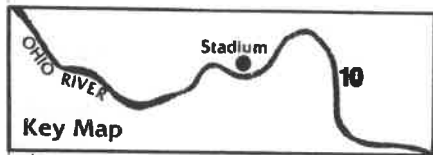
Likewise, heavy or intense industrial activity, such as a shipyard would not be compatible with the marina use to the south.

Area 10. Unimarc Ranch

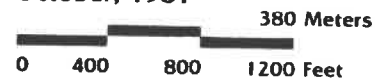
Tucker Marine N to intersection of Anchorage and Kellogg Avenues, and Ohio River inland to Kellogg Avenue



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Existing Conditions

<i>Acreage</i>	40
<i>Ownership</i>	Stites Avenue Co.
<i>Existing Zoning</i>	RF-2, M-2
<i>River Frontage</i>	1,400 ft.
<i>Existing Land Use</i>	Horse stables, single-family residence, vacant land
<i>Dwelling Units</i>	1 Single-family
<i>Utilities</i>	Water available only in Kellogg near NW end of area; tapping would require extension of existing main across entire frontage of property
<i>Vehicular Access</i>	Kellogg Ave.
<i>Floodway</i>	Entire area
<i>Hist/Nat Resources</i>	General vicinity of "Stites Landing"
<i>Tree Cover/Vegetation</i>	Concentrated along river frontage
<i>Other Plans</i>	1978 East End Urban Design Plan
<i>Other Considerations</i>	Historical importance of "Stites Landing", low-lying topography, Lunken Airport flight path, floodway restrictions

Recommendations

"Industrial" use.

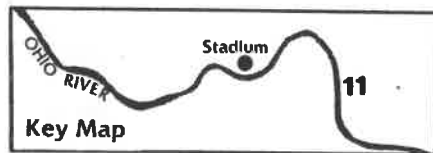
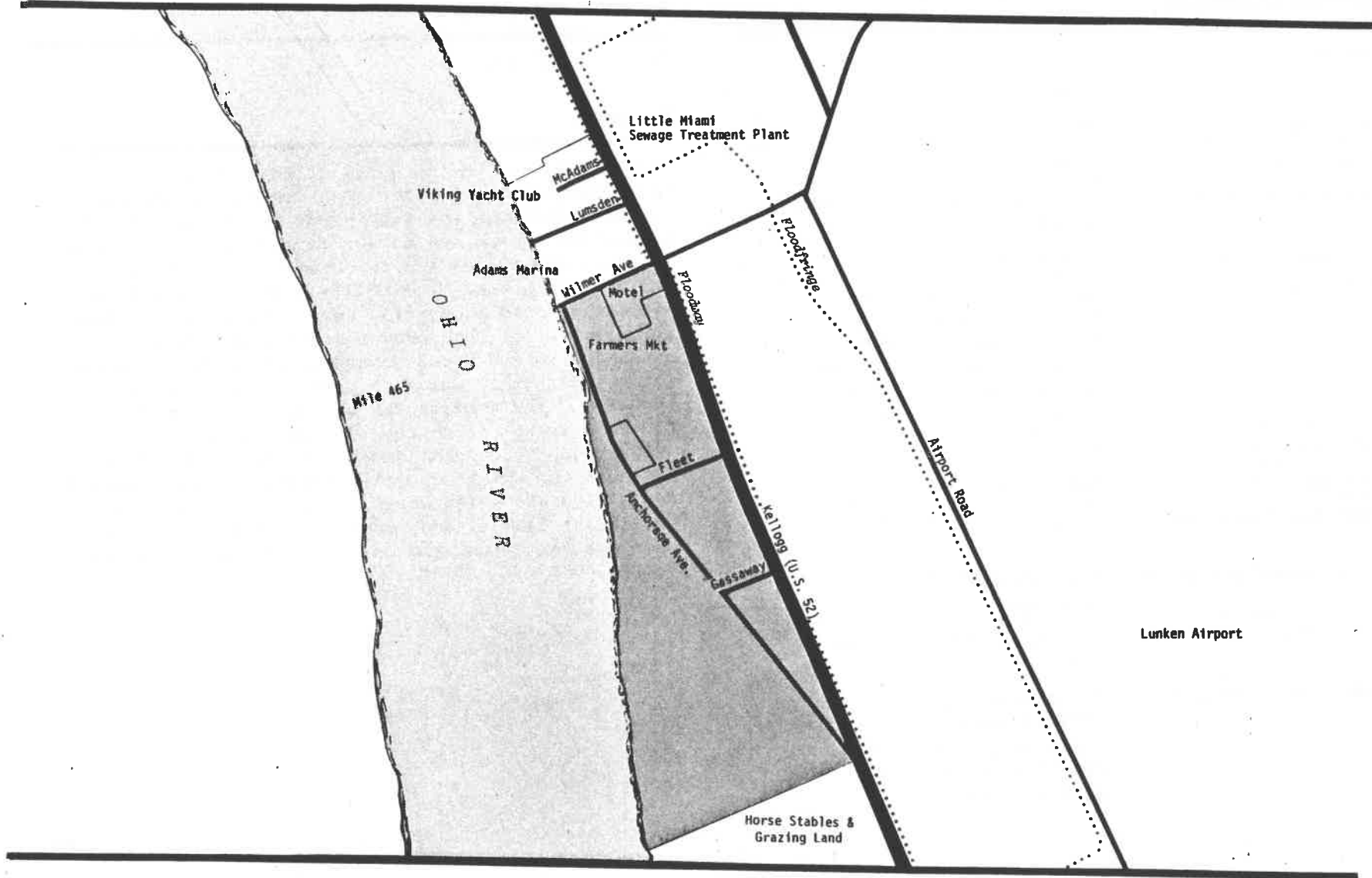
Reasons

Uses inland and to the north of this area are industrial in character rather than residential/recreational. Although the junk yards on the inland side of Kellogg Avenue are non-conforming uses, that area is zoned industrial and is between Lunken Airport and Kellogg Avenue (U.S. 52) - a good location for airport related industrial uses. To the north, two recently established gravel storage and shipment areas indicate a trend toward property owners using their industrial zoning to develop the area for industry. The area is far enough away from the Little Miami River so that industry would not jeopardize the federal "scenic river" designation. Although the existing horse stables are a commercial recreation use which would be replaced, there is sufficient land already designated for recreation uses upstream along the Ohio and in the Little Miami Valley.

Area 11. Anchorage/Kellogg Intersection to Wilmer

NW from Horse Stables to Wilmer Avenue, and Ohio River inland to Kellogg Avenue

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Existing Conditions

<i>Acreage</i>	53
<i>Ownership</i>	Multiple
<i>Existing Zoning</i>	RF-2, M-2
<i>River Frontage</i>	3,000 ft.
<i>Existing Land Use</i>	Retail establishments, service stations, boat storage, gravel storage/sales, motel, single-family residences, vacant land
<i>Facilities</i>	Farmers Market, parking lots
<i>Dwelling Units</i>	8 Single-family
<i>Recreational Boating</i>	Boat Docks, launching ramps
<i>Utilities</i>	No sewers W of Anchorage
<i>Vehicular Access</i>	Kellogg Ave., Anchorage Ave., Wilmer Ave.
<i>Floodway</i>	Entire Area
<i>Tree Cover/Vegetation</i>	Concentrated W of Anchorage, between horse stables and Fleet St.
<i>Other Plans</i>	1978 East End Urban Design Plan
<i>Other Considerations</i>	Relationship to auto parts dealers along NE side of Kellogg Ave., Lunken Airport flight path, impact of future development on existing marinas, floodway restrictions

Recommendation

"Industrial" use.

Reasons

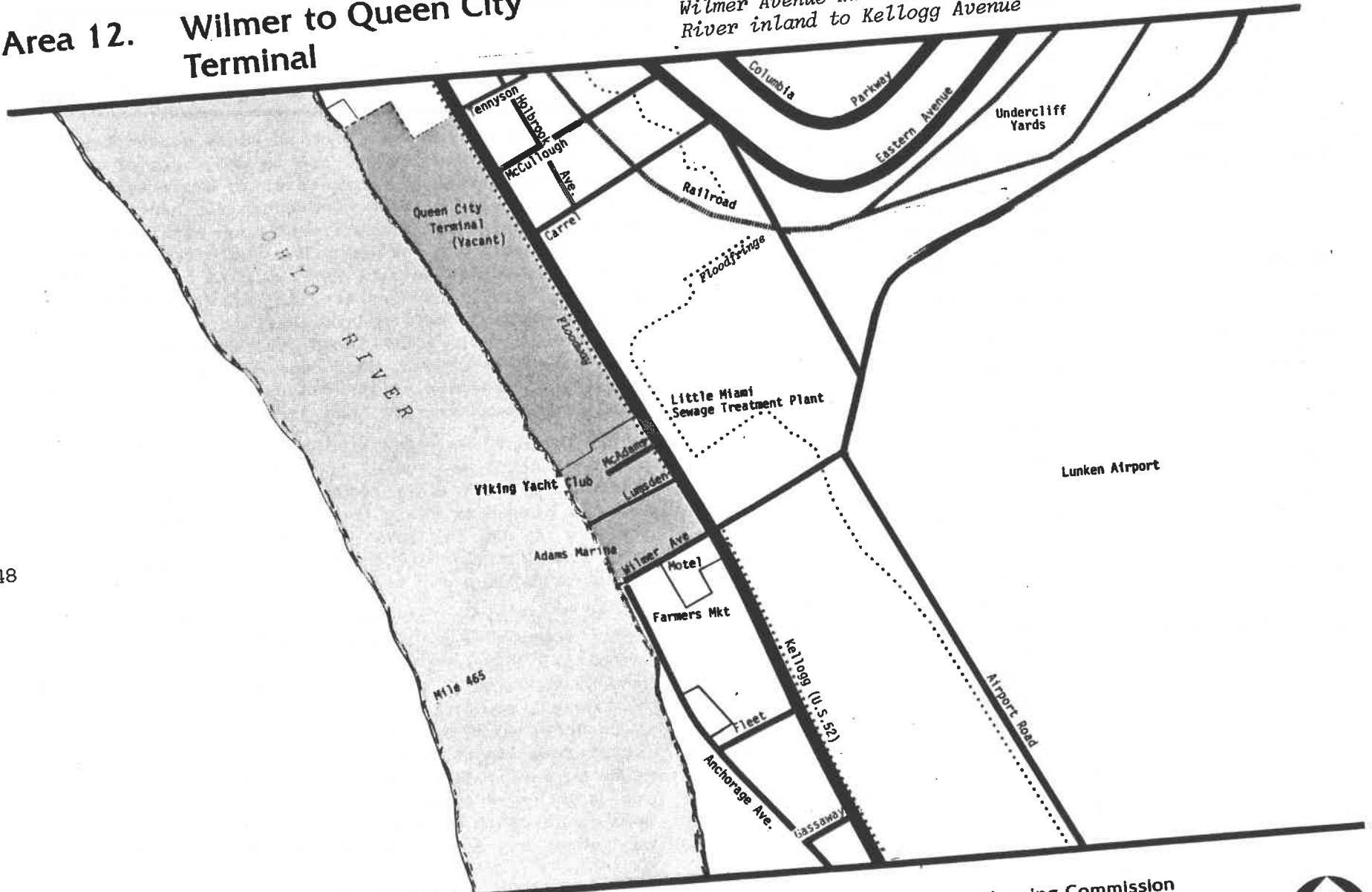
Reasons here are much the same as those stated for Area 10 above. Uses inland and to the north of this Area are industrial and commercial in character rather than residential or recreational, except for the Adams Marina and Viking Yacht Club northwest of Wilmer Avenue. Both of these have been recommended in the past for industrial use and will be so recommended in this Plan. See Area 12 below. The two gravel operations referred to under Area 10 above, have been recently established as industrial uses. Some sites have already been assembled under single ownerships, presumably intended for future industrial development rather than park or recreation use.

Recent Corps of Engineer studies forecast a 150% increase in the waterborne freight tonnage to be handled within the Port of Cincinnati by the Year 2000. Although existing terminals have unused capacity, Queen City Terminals, who occupy property NW of the area indicate there is nevertheless a demand to develop new terminals.

The 1976 RAC report recommended a historic park use here. However, this land is already zoned for industrial use, and although development is limited because the area is entirely within the designated "floodway", the property may still be too expensive to be acquired by the City for an historic park to commemorate Stites landing. A more fitting location would be the mouth of the Little Miami River. Park use there could commemorate the historic event as well as serve to protect the property from development which may jeopardize the "scenic river" designation.

Area 12. Wilmer to Queen City Terminal

Wilmer Avenue NW to Queen City Terminal, and Ohio River inland to Kellogg Avenue



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0 400 800 1200 Feet

380 Meters



Existing Conditions

<i>Acreage</i>	39
<i>Ownership</i>	A. Byer, Multiple
<i>Existing Zoning</i>	RF-2
<i>River Frontage</i>	3,000 ft.
<i>Existing Land Use</i>	Retail establishments, auto parts, junkyard, marinas, single-family residences, vacant land
<i>Dwelling Units</i>	4 Single-family
<i>Recreational Boating</i>	Boat docks and launching ramps
<i>Utilities</i>	Sewer outlets in river near Lumsden
<i>Vehicular Access</i>	Kellogg Ave.
<i>Floodway</i>	Entire Area
<i>Tree Cover/Vegetation</i>	Scattered along Wilmer Ave., and river frontage
<i>Other Plans</i>	1980 East End Industrial Potentials and Restraints Study, 1978 East End Urban Design Plan
<i>Other Considerations</i>	Community objects to industry, future MSD expansion plans, proximity to rail access and existing riverfront terminals, river drift, impact on housing NE of Holbrook, relationship to existing boat harbors, connection with future inland commercial and industrial development, floodway restrictions

Recommendation

"Industrial" use with at least limited public access where possible along the river frontage; "industrial" barge fleeting use of the river frontage should be permitted.

Reasons

This area is industrial in character. The 1976 RAC report recommended industry here. This area as well as nearby properties inland, are zoned industrial. Existing junk yards should be replaced by appropriate types of industry. Although the entire site is within the "floodway", the RAC proposes a type of industry which conforms to National Flood Insurance Program regulations. Although not direct, some access to rail may be gained by pipelines under Kellogg. The site is within Cincinnati's commercial truck zone where truck transfer rates are lower.

A most recent study by the City's Department of Development explored the industrial development potential for the entire E. End/Little Miami River Valley. If flood protection is practical, sites inland already with rail, highway and airport access would need this river access to realize their full potential for industrial use.

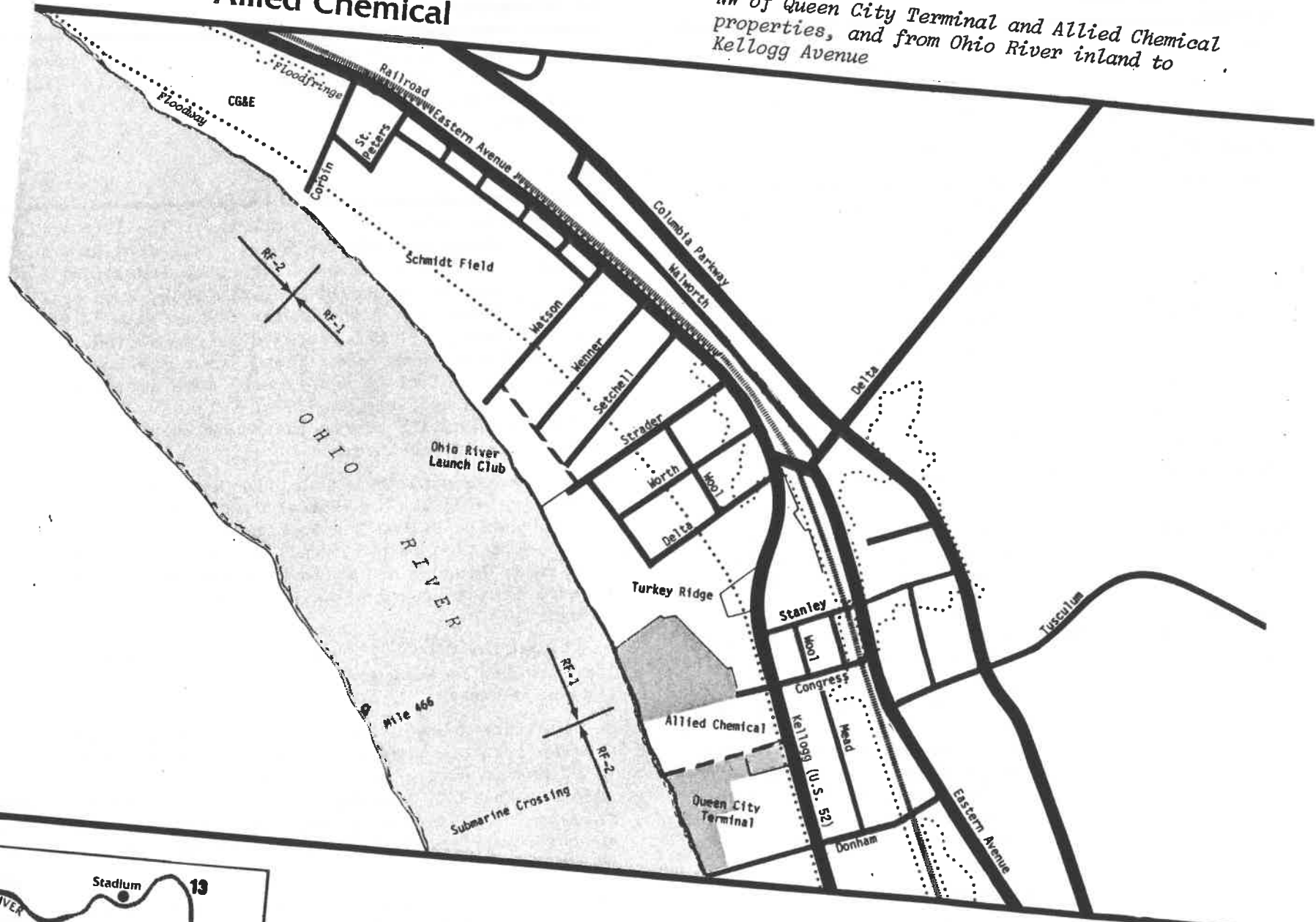
The Propellor Club believes this frontage to be good for fleeting barges, except as drift adds to maintenance costs.

Metropolitan Sewer District intends, if necessary, to develop tertiary sewage treatment facilities here as an expansion of the Little Miami Sewage Plant just inland. The RAC, however, is recommending that the Sewerage Plant expand in some other direction rather than pre-empting limited river frontage from industrial development.

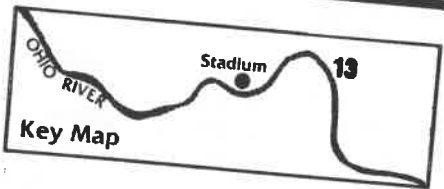
The RAC urges at least some public scenic access to the riverfront in conformance with RAC Policies 15 and 16.

Area 13. Queen City Terminal to Allied Chemical

NW of Queen City Terminal and Allied Chemical properties, and from Ohio River inland to Kellogg Avenue



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0 400 800 1200 380 Meters



Existing Conditions

<i>Acreage</i>	8
<i>Ownership</i>	Queen City Terminal, Allied Chemical and others
<i>Existing Zoning</i>	R-1, RF-2
<i>River Frontage</i>	900 ft.
<i>Existing Land Use</i>	Vacant
<i>Facilities</i>	Barge mooring cells, storage tanks, pipelines, pumps nearby
<i>Barge Loading/Unloading</i>	Unloading petroleum, liquid fertilizer
<i>Utilities</i>	Submarine crossing
<i>Vehicular Access</i>	Kellogg Ave.
<i>Floodway</i>	Entire Area
<i>Tree Cover/Vegetation</i>	Scattered along river frontage
<i>Other Plans</i>	1980 East End Industrial Potentials and Restraints Study, 1978 East End Urban Design Plan
<i>Other Considerations</i>	Community objects to industry, impact on housing NE of Mead, future development plans across Kellogg Ave., proximity to rail, floodway restrictions

Recommendation

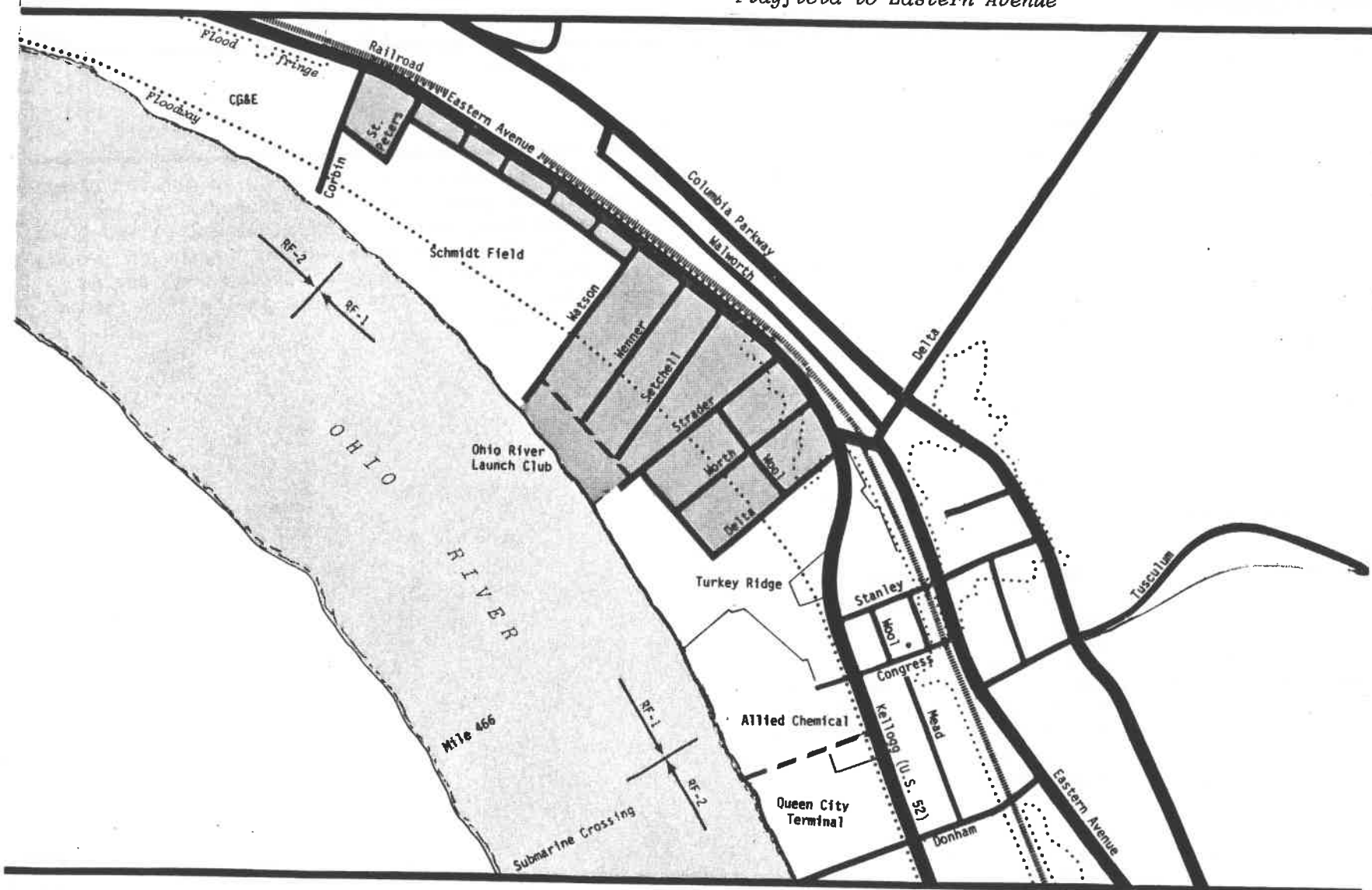
"Industrial" use.

Reasons

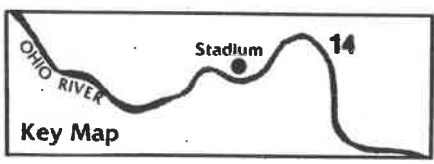
These sites are next to two existing industrial river terminals, are zoned mostly for industry, and are owned by adjacent Queen City Terminal and Allied Chemical for their future expansion. Although totally within the "floodway", they are recommended for an appropriate type of industry both in the 1976 report and in this Plan.

Area 14. Turkey Ridge Playground to Schmidt Field

Turkey Ridge Playground NW to C.G. & E; and NE from Turkey Ridge Playground, Ohio River and Schmidt Playfield to Eastern Avenue



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0 400 800 1200 Feet

380 Meters



Existing Conditions

<i>Acreage</i>	44
<i>Ownership</i>	Multiple
<i>Existing Zoning</i>	RF-1, RF-2, B-4
<i>River Frontage</i>	700 ft. (Ohio River Launch Club)
<i>Existing Land Use</i>	Business establishments, trucking terminal, boat harbor, residential and vacant land
<i>Dwelling Units</i>	79 Single-family 68 Two-family 42 Multi-family
<i>Recreational Boating Facilities</i>	Recreational boat docks and head boat
<i>Vehicular Access</i>	Eastern Ave. and various connecting streets
<i>Floodway</i>	15 Acres
<i>Hist/Nat Resources</i>	Various Greek Revival and Vernacular structures
<i>Tree Cover/Vegetation</i>	Scattered throughout Area
<i>Other Plans</i>	1978 East End Urban Design Plan
<i>Other Considerations</i>	Community supports housing revitalization and complimentary infill development, relationship to adjoining recreation facilities, truck penetration due to terminal location, floodway restrictions, traffic volume along Eastern Ave., rail right-of-way parallel to Eastern Ave., few neighborhood oriented retail establishments along Eastern Ave., housing along Eastern Ave. zoned for "General Business"

Recommendation

"Residential" use for the existing residential sites; "recreation" use as a link to connect Turkey Ridge Play-ground and Schmidt Field; "commercial recreation" use of the existing Ohio River Launch Club boat harbor; "recreation" use of the existing truck terminal on Wenner Street.

Reasons

At the recommendation of E. End community organizations, all existing residential uses in the area are proposed to remain. This differs from recommendations in the 1976 RAC report and the 1978 "E. End Urban Design Plan" to replace most residences with recreation use. While residential improvements must at least conform to National Flood Insurance Program guidelines, they should also help implement other community goals for better housing, transportation services, public health services, various other public facilities, as well as removal of abandoned and junked autos.

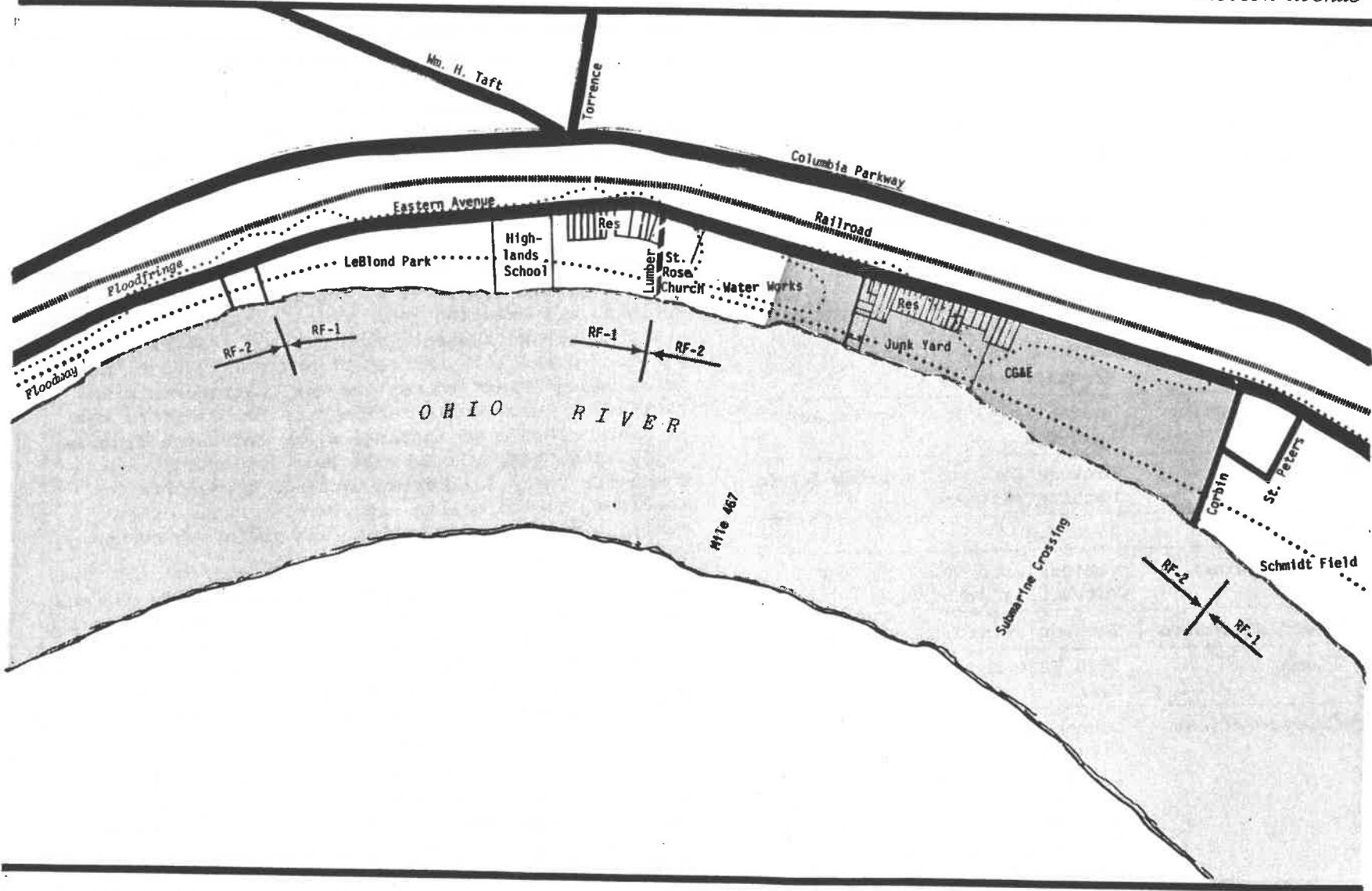
An existing 160 ft. wide publicly owned strip of land between Turkey Ridge and Schmidt Field inland from the Ohio River Launch Club should be maintained as park like for a riverfront bikeway. The strip should be expanded inland if properties are offered for sale to the City, but not expanded inland any further than the SW line of existing residential land uses.

The Ohio River Launch Club boat harbor should be encouraged to remain as a "commercial recreation" use. This apparently stable facility is surrounded by recreation uses. Established in 1898, it is the oldest and only real privately owned yacht club on the river.

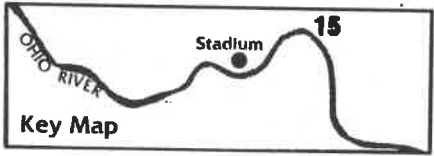
The existing truck depot on Wenner Street is a spot of non-river related industrial use surrounded by residential and recreation uses. It should eventually relocate elsewhere in the City and be replaced by recreation use to reduce truck traffic in this non-industrial area and to complement adjacent activities.

Area 15. CG&E to Water Works

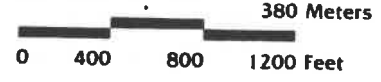
Corbin Street NW to and including the eastern portion of the Water Works, and Ohio River inland to Eastern Avenue



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Existing Conditions

<i>Acreage</i>	30
<i>Ownership</i>	C.G. & E., City of Cincinnati (Water Works), and others
<i>Existing Zoning</i>	RF-2, B-4
<i>River Frontage</i>	2,400 ft.
<i>Existing Land Use</i>	C.G. & E. gas storage, junkyard, business establishments, residential, vacant land
<i>Dwelling Units</i>	9 Single-family 10 Two-family 7 Multi-family
<i>Utilities</i>	C.G. & E. submarine gas pipeline, underground gas storage caverns, Water Works Main Pump Station, 54" water main
<i>Vehicular Access</i>	Eastern Ave.
<i>Floodway</i>	5 Acres
<i>Hist/Nat Resources</i>	Mixed frame and brick structures of various architectural styles
<i>Tree Cover/Vegetation</i>	Scattered through residential and vacant properties
<i>Other Plans</i>	1978 East End Urban Design Plan
<i>Other Considerations</i>	Community supports residential revitalization and complementary infill development, dual use of utility properties, traffic volume along Eastern Ave., impact of riverfront junkyard on inland properties, existing housing units zoned for "General Business" use

Recommendation

"Residential" use along Eastern Avenue; "industrial" use of the river frontage between C.G. & E. and the Water Works; "utilities" use where required on the C.G. & E. and Water Works properties and "industrial" use of unused portions of these sites.

Reasons

At the recommendation of a special RAC sub-committee and E. End community organizations, all existing residential uses in the area are proposed to remain - for the same reasons stated under Area 14 above.

The RAC Industrial Sub-committee recommended industrial use of the river frontage between C.G. & E. and the Water Works to replace the existing junk yard which is a non-conforming use. While industrial docking on this outside bend of the river could interfere with through barge traffic, the existing C.G. & E. dock further east, may become available to service this site so as not to compound navigation problems here.

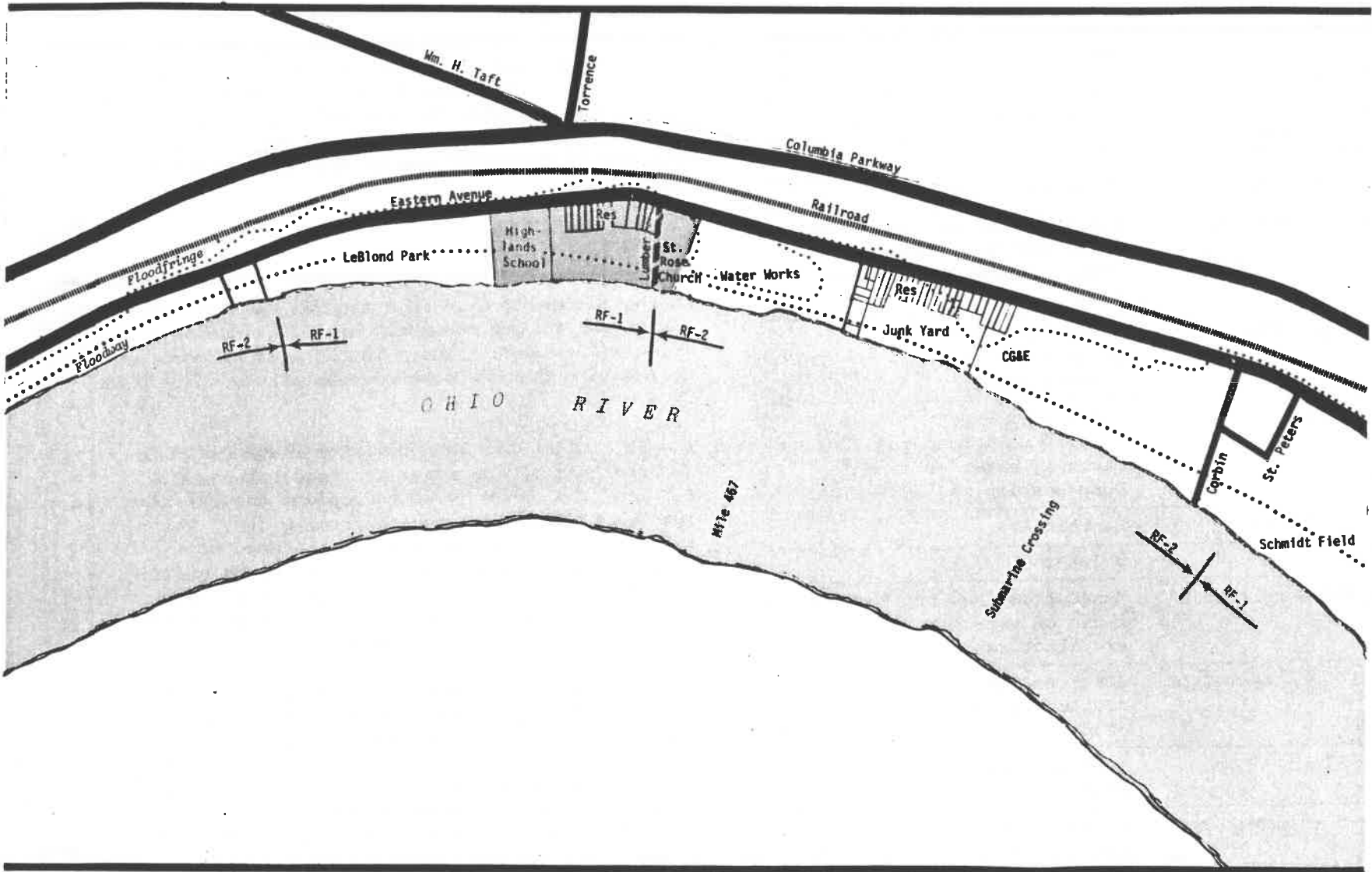
Utilities uses must remain on the C.G. & E. and Water Works properties so as to maintain existing services and related facilities requiring locations in this low-lying floodplain. While no expansion of either utility is expected, future expansion if anticipated should not displace existing residents unless property is needed for an immediate and city-wide public purpose.

Portions of C. G & E. and Water Works properties not needed for utilities expansion should be used for private industrial development of a type not precluding future conversion of utilities use and commensurate with security requirements. Portions of the C.G. & E. property, including its dock, may become available for industrial use.

Area 16. Water Works to LeBlond Park

W of Water Works to LeBlond Park, and Ohio River inland to Eastern Avenue

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Existing Conditions

<i>Acreage</i>	9
<i>Ownership</i>	Archdiocese of Cincinnati, Cincinnati Board of Education, Park Board and others
<i>Existing Zoning</i>	RF-2, RF-1
<i>River Frontage</i>	1,000 ft.
<i>Existing Land Use</i>	St. Rose Church and School, Highlands School, mixed resi- dential, vacant land (City)
<i>Facilities</i>	St. Rose Church, school and Inland Waterways Training towboat, barge and dock
<i>Dwelling Units</i>	4 Single-family 2 Two-family 23 Multi-family
<i>Utilities</i>	54" water main
<i>Vehicular Access</i>	Eastern Ave.
<i>Floodway</i>	3 Acres
<i>Hist/Nat Resources</i>	Former railroad station N of Eastern Ave., Romanesque Church (St. Rose), mixed frames and brick and stone structures of various architectural styles inclu- ding Greed Revival and Mansard styles
<i>Tree Cover/Vegetation</i>	Scattered along river frontage and throughout Area
<i>Other Plans</i>	1978 East End Urban Design Plan
<i>Other Considerations</i>	Community supports housing revitalization and complimen- tary infill development, future of Highlands School, future use of City owned vacant land

Recommendation

"Semi-public" use of St. Rose Church and Highlands School; "recreation use of river frontage west of St. Rose Church"; "residential" use along Eastern Avenue.

Reasons

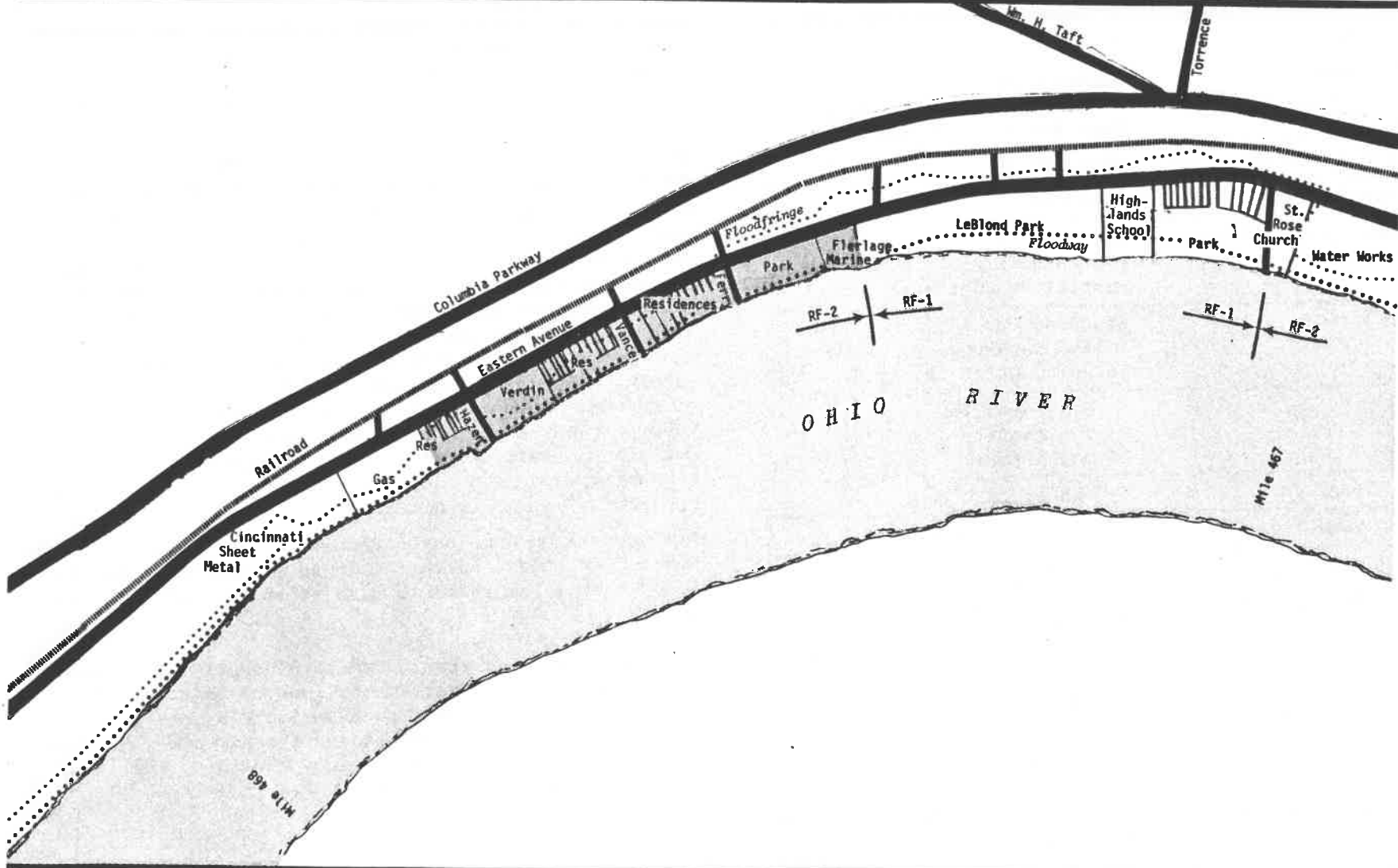
St. Rose Church is an active center for E. End activities, and is an important landmark listed in the City's inventory of historic places. It has undergone extensive remodeling in recent years. Such institutional activity is compatible with adjacent residential and park uses and conforms to the E. End Urban Design Plan as well as the 1976 RAC report. Likewise, Highlands School is currently used for several Board of Education programs including one to train deck hands for barge tows. Although active industrial docks here could interfere with through navigation, a towboat used as a floating classroom is apparently no safety hazard.

The Recreation Commission recommends that the riverfront west of St. Rose Church remain as an extension to LeBlond Park in conformance with above Policies 15, 16, and 17.

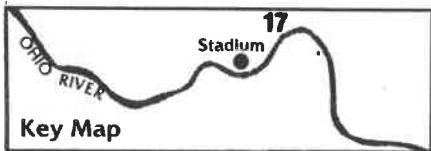
"Residential" uses should remain along Eastern Avenue in conformance with recommendations of the 1976 RAC report, the 1978 E. End Urban Design Plan, current E. End organization requests and the RAC sub-committee which investigated Eastern Avenue housing. The reasons are similar to those stated under Area 14 above.

Area 17. LeBlond to Cincinnati Sheet Metal Co.

LeBlond Park SW to Cincinnati Sheet Metal Co., and Ohio River inland to Eastern Avenue



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Existing Conditions

<i>Acreage</i>	16
<i>Ownership</i>	Multiple
<i>Existing Zoning</i>	RF-2
<i>River Frontage</i>	3,000 ft.
<i>Existing Land Use</i>	Ferry St. Park, business establishments, manufacturing, warehouse, residential, boat sales, vacant land
<i> Dwelling Units</i>	7 Single-family 26 Two-family 23 Multi-family
<i>Recreational Boating</i>	Recreational boat launch ramp for Flerlage Marine
<i>Utilities</i>	54" water main
<i>Vehicular Access</i>	Eastern Ave.
<i>Floodway</i>	1 Acre
<i>Hist/Nat Resources</i>	Several frame and brick structures including Italianate and Eclectic styles
<i>Tree Cover/Vegetation</i>	Scattered along River
<i>Other Plans</i>	1978 East End Urban Design Plan.
<i>Other Considerations</i>	Community supports housing revitalization and complementary infill development, future of manufacturing firms, floodway restrictions

Recommendation

"Industrial" and "commercial" uses to remain where existing; "park" use for the existing Ferry Street Park; "residential" use of the remaining properties.

Reasons

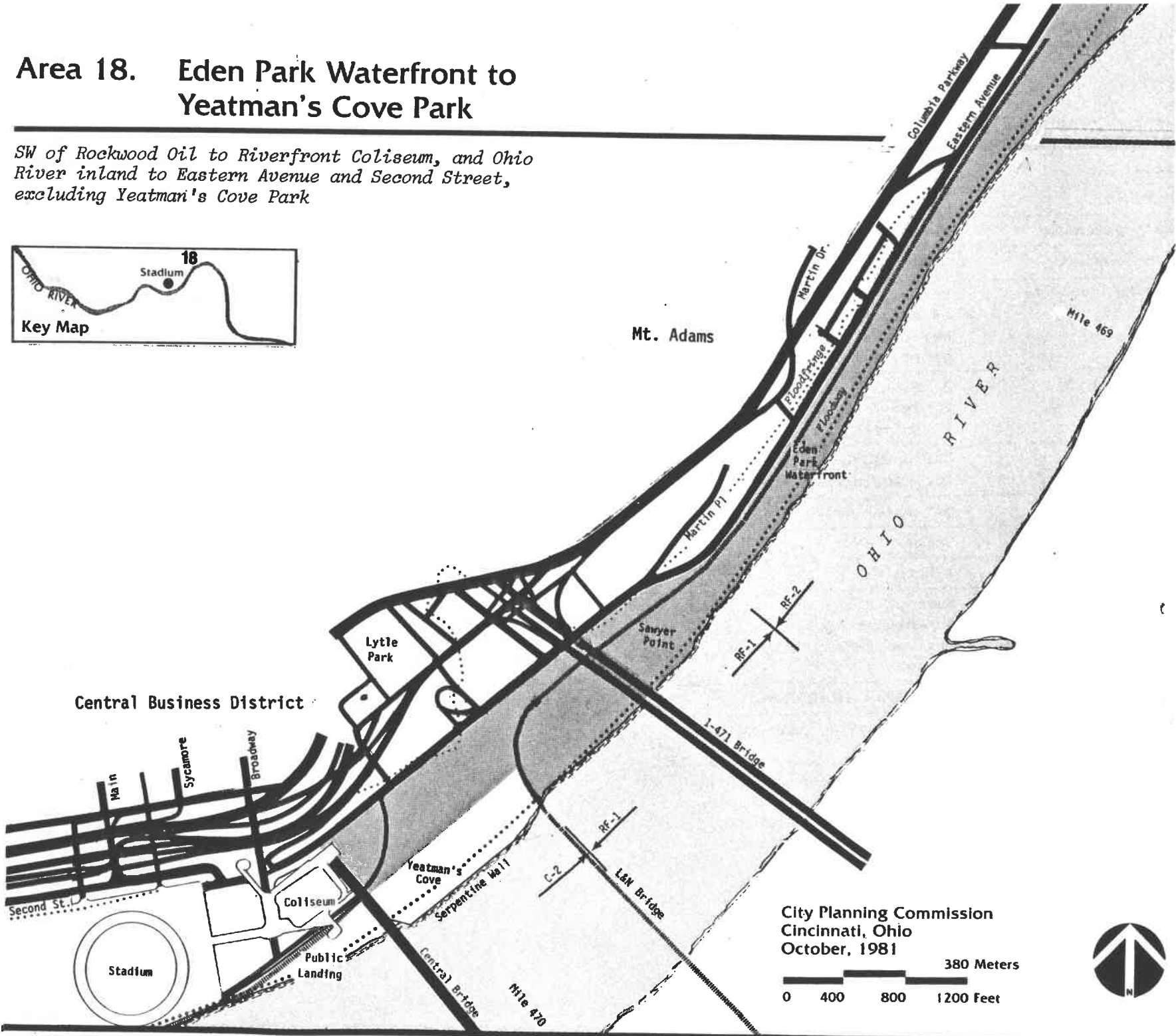
Some industrial uses such as Virden Company are well established, have occupied these sites for many years, and wish to remain. The 1976 RAC report and the E. End Urban Design Plan both propose retaining such industries. The RAC still recommends such industrial uses as are compatible with adjacent residential uses. As a commercial use, Flerlage Marine boat sales facility is apparently a stable river-related business which uses a riverfront boat launch ramp. It is compatible with the LeBlond and Ferry Street Park uses on either side.

The existing Ferry Street Park west of Flerlage Marine is an existing Park which should remain in conformance with above Policies 15, 16 and 17.

Existing residential uses in the area should remain for the same reasons stated under Areas 14, 15, and 16 above. Major remodeling or new development in the RAC study areas must conform to National Flood Insurance Program regulations as administered by the City.

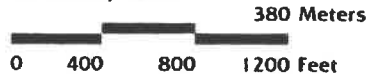
Area 18. Eden Park Waterfront to Yeatman's Cove Park

SW of Rockwood Oil to Riverfront Coliseum, and Ohio River inland to Eastern Avenue and Second Street, excluding Yeatman's Cove Park



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Existing Conditions

<i>Acreage</i>	54
<i>Ownership</i>	City, Conrail, Atkins and Pearce Manufacturing Co., One Lytle Place
<i>Existing Zoning</i>	RF-2, RF-1, C-2, M-2
<i>River Frontage</i>	6,300 ft.
<i>Existing Land Use</i>	Park Board and Recreation Commission property, Conrail railroad right-of-way, manufacturing warehouse, trucking terminal, parking, high-rise residential
<i>Facilities</i>	Riverfront garage, fountain and plaza; parking lots, Parcourse fitness trail
<i>Rail Access</i>	Existing
<i>Vehicular Access</i>	Eastern Ave., Second St., Mehring Way
<i>Floodway</i>	5 Acres
<i>Hist/Nat Resources</i>	Sawyer Point: former site of Pumping Station
<i>Tree Cover/Vegetation</i>	scattered along riverfront of Eden Park Waterfront
<i>Other Plans</i>	Cincinnati 2000 Plan, 1980 Sawyer Point Design Plan, 1978 East End Urban Design Plan
<i>Utilities</i>	54" water main
<i>Other Considerations</i>	Future of N&W rail right-of-way, connections to proposed Martin St. housing development and Eastern Ave.

Recommendation

"Park" use of the Eden Park Waterfront area; "recreation" use of the Sawyer Point area; "residential" use, "commercial" use and "public" use inland from Yeatman's Cove; "industrial" use of the existing manufacturing company inland from Yeatman's Cove.

Reasons

The Eden Park Waterfront area, a former railroad yard, was recommended in the 1976 RAC report as a more pastoral eastward extension of the Central Riverfront recreation area. The property is too shallow for large industrial development and the river frontage is in a dangerous location for new industrial docks.

The increasing amount of through rail traffic with its inherent safety hazards here is incompatible with planned public recreation activity. The RAC, therefore, proposes eventual rerouting of the rail traffic off the mainline tracks through this area.

The City owned Sawyer Point property acquired for recreation use by a \$1,000,000 private donation from Charles Sawyer and federal matching funds, has been planned for a variety of recreation uses. A parking lot and underground utilities installation will begin in 1982.

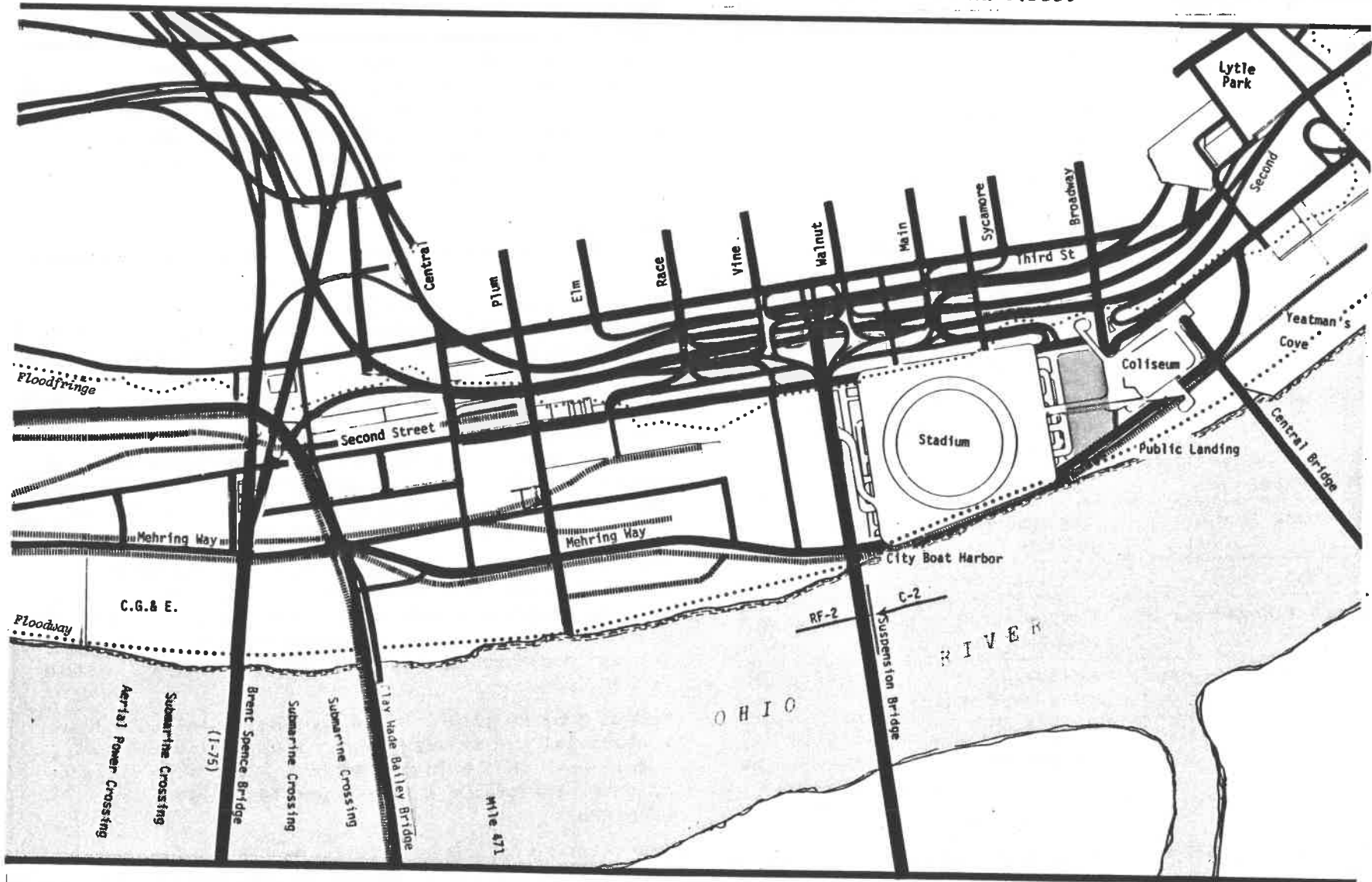
Inland from Yeatman's Cove, two additional high rise residential towers are planned with office and some retail uses on the lower floors. Plans also include an extension of the existing parking garage, and a natorium.*

The existing Atkins and Pierce Manufacturing Company inland from Yeatman's Cove is in conformance with agreements in the Central Riverfront Urban Renewal Plan.

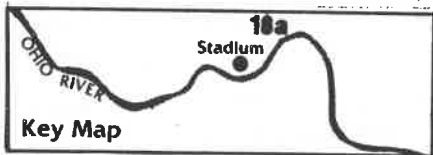
*This complex is linked to Lytle Park and the Central Business District via the recently completed Ewart W. Simpkinson Bridge over the Ft. Washington Way - named for a distinguished Cincinnati and RAC member who has been the strong catalyst behind the dramatic improvements of the Central Riverfront.

Area 18a. Between the Coliseum and Stadium and Stadium

Between Riverfront Stadium and Coliseum and Ohio River inland to Second Street



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Existing Conditions

<i>Acreage</i>	3
<i>Ownership</i>	City of Cincinnati
<i>Existing Zoning</i>	C-2
<i>Existing Land Use</i>	Parking lot
<i>Vehicular Access</i>	Second St., Broadway, Mehring Way
<i>Other Plans</i>	Cincinnati 2000 Plan, 1971 Central Riverfront Urban Renewal Plan
<i>Other Considerations</i>	Floodproofing, ground and second-level pedestrian connections, parking

Recommendation

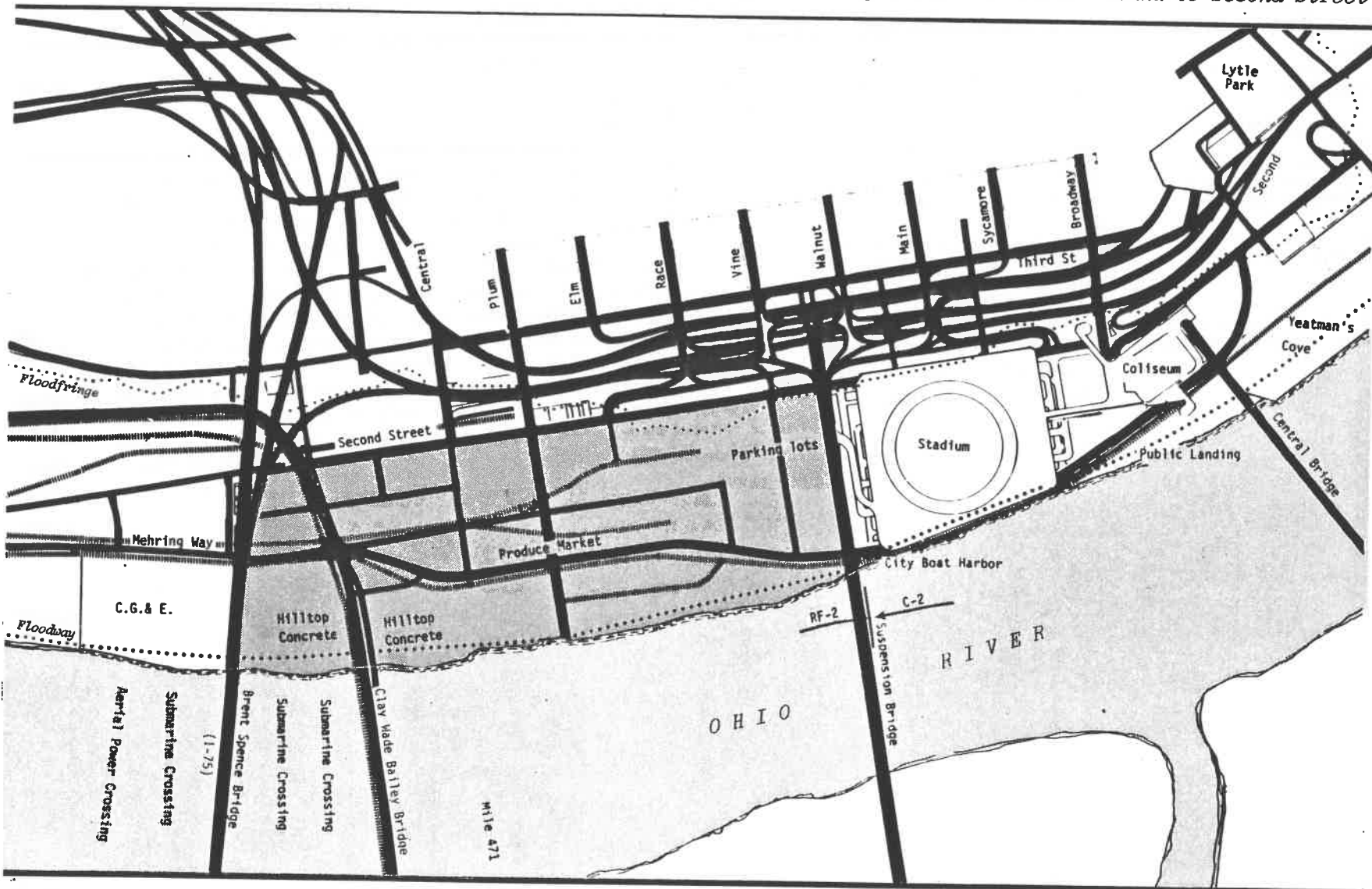
"Commercial" use.

Reasons

This site has since 1948 been planned as part of an area for a hotel. Since 1971, the site has been specifically designated for a hotel use by the City's adopted Central Riverfront Urban Renewal Plan. The recently formulated "Cincinnati 2000 Plan" for the Central Business District and Central Riverfront also identifies this as a potential hotel site. The site is publicly owned and vacant. Development here must be flood-proofed or elevated to the level of the Stadium Plaza in conformance with National Flood Insurance Program regulations. Several hotel chains have expressed interest in this site including the most recent proposal by Holiday Inns, Inc.

Area 19. Stadium to Brent Spence Bridge (I-75)

W of Riverfront Stadium (Suspension Bridge) to Brent Spence Bridge, and Ohio River inland to Second Street



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Existing Conditions

<i>Acreage</i>	83
<i>Ownership</i>	City of Cincinnati, Multiple
<i>Existing Zoning</i>	RF-2, M-2, M-3
<i>River Frontage</i>	3,600 ft.
<i>Existing Land Use</i>	Produce markets; gravel and sand storage, concrete terminal; railroad rights-of-way, parking lots, vacant land
<i>Facilities</i>	Stadium parking lots
<i>Barge Loading/Unloading</i>	1 pier and 1 cell for stone, sand and gravel unloading
<i>Rail Access</i>	Existing
<i>Vehicular Access</i>	Mehring Way and Second Street (Connections to Brent Spence I-75, Clay Wade Bailey and Suspension Bridges)
<i>Floodway</i>	5 Acres
<i>Hist/Nat Resources</i>	Suspension Bridge
<i>Tree Cover/Vegetation</i>	Cluster along riverfront SW of Riverfront Stadium
<i>Other Plans</i>	Cincinnati 2000 Plan, Urban Renewal Plan
<i>Other Considerations</i>	Air-rights development above stadium parking, revenues and demand for stadium parking, future of produce markets, impact of existing riverfront industry, and future redevelopment of Covington riverfront floodproofing, future of railroad property, consult Cincinnati 2000 Plan

Recommendation

"Public" use of existing at-grade parking lots west of the Stadium; "industrial" use to accommodate ground level produce market activity and the existing Hilltop Concrete aggregate terminal in the short range period. If this land becomes available in the future, it should be considered for park and commercial development. "Recreation" use of the riverbank for a future boat harbor or excursion boat landing area from the Suspension Bridge west to the existing Hilltop Concrete Plant; "park" and "recreation" use atop the riverbank recreation area; "commercial" and "residential" use above flood level between Mehring Way and Second Street, and between Suspension Bridge and Bailey Bridge.

Reasons

At-grade "public" parking west of Stadium must be maintained because it generates income which is part of the revenue bond package which financed the stadium. Ground level industrial uses (the Produce Market and Hilltop Concrete should remain in the short-range in conformance with the Central Riverfront Urban Renewal Plan, because the activities are adaptable to flood conditions and because the concrete terminal plays a valuable role in the downtown development.

The following recommendations east of Central Avenue conform to the recently formulated "Cincinnati 2000 Plan" for the Central Business District and Central Riverfront areas. West of Central Avenue, they are RAC recommendations.

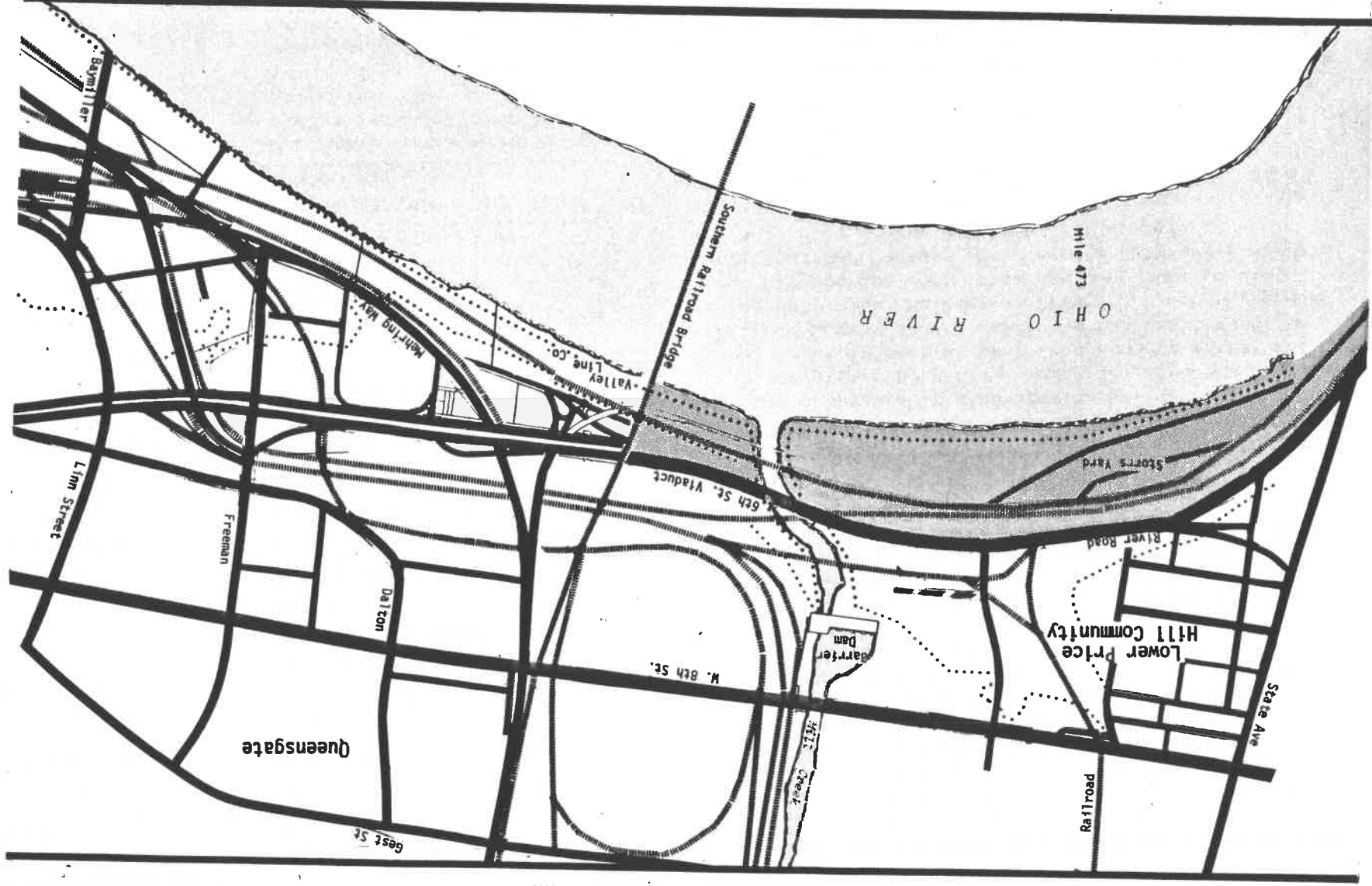
Recreation use of the riverbank for excursion boat docking will supplement crowded space at the existing Public Landing. Constraints are possible interference with barge traffic, vehicular access over at-grade rail crossings, and maintenance of access during floods. "Park" use atop the bank west to Hilltop Concrete should buffer waterfront recreation from more intense inland uses and restore at least some natural flood plain values in this floodplain.

"Commercial" and "Residential" use of air rights west to the Bailey Bridge should include hotels, offices, and residential to serve demands unmet in the Central

AREA 20. FOR AREA 20, "LOCATIONS FOR BARGE DOCKING", REFER TO IMPLEMENTATION SECTION OF THIS REPORT.

Area 21. Southern Bridge to Storrs Yards

W of Southern Railroad Bridge including Storrs Yards, and Ohio River Inland to Sixth Street Viaduct and River Road



City Planning Commission
Cincinnati, Ohio
October, 1981

0 400 800 1200 Feet
380 Meters



Existing Conditions

<i>Acreage</i>	34
<i>Ownership</i>	Chesapeake and Ohio Railroad, City of Cincinnati, others
<i>Existing Zoning</i>	RF-2
<i>River Frontage</i>	3,800 ft.
<i>Existing Land Use</i>	Railroad yards and vacant land
<i>Facilities</i>	Amtrak Terminal
<i>Barge Fleetings</i>	Columbia Marine Service (34 barges - See Implementation)
<i>Utilities</i>	No sewers E of Mill Creek; easement for sewers under railroad and possibly sewer pump required; no water mains for private taps E of Evans St.
<i>Rail Access</i>	Existing
<i>Vehicular Access</i>	River Road
<i>Floodway</i>	5 Acres
<i>Hist/Nat Resources</i>	Mill Creek
<i>Tree Cover/Vegetation</i>	Scattered along Ohio River frontage and along mouth of the Mill Creek
<i>Other Considerations</i>	Impact of future development on Lower Price Hill and Sedamsville, C. & O. Plans for Storrs Yards, future of Amtrak Terminal

Recommendation

"Industrial" use.

Reasons

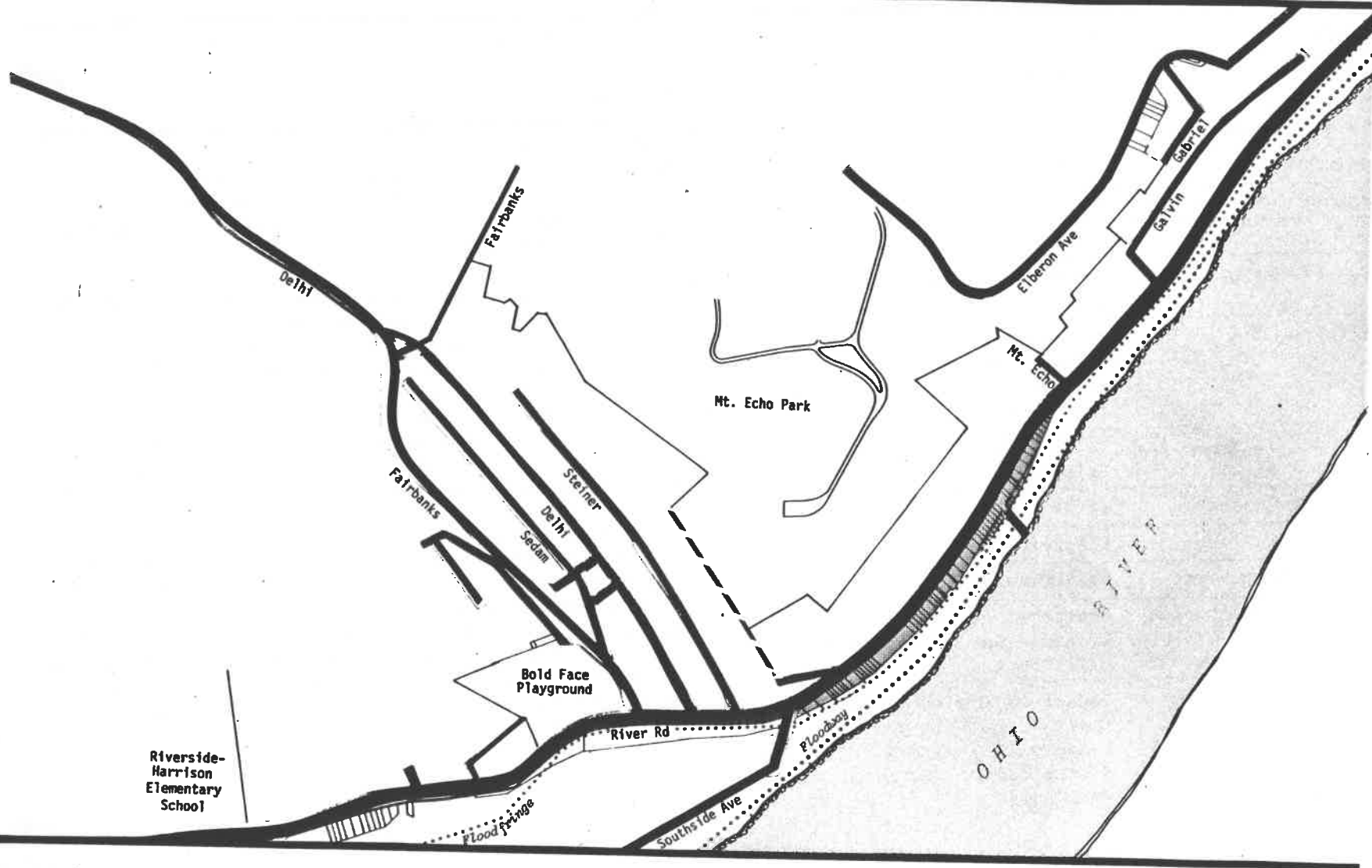
The portion of the area east of Millcreek has vehicular access only from Mehring Way through a floodwall gate which allows access to the Valley Line Co. operation to the east. The area in question is shallow and low-lying.

The Mill Creek Conservancy District plan to rechannel the Creek does not include the short stretch between the Barrier Dam and Ohio River and will not alter conditions at the mouth of the Creek. Park or recreation use at the mouth, as recommended in the 1976 RAC report, is no longer deemed appropriate in view of continued difficult access to this area, surrounding industrial uses, and unimproved water quality at this location.

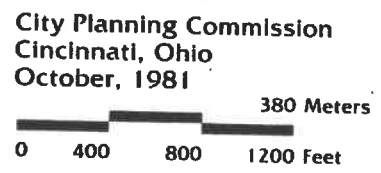
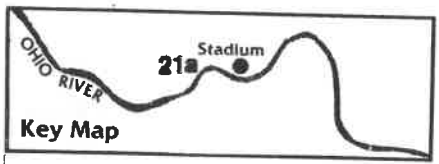
West of Mill Creek, a small area of private property together with the soon to be abandoned Chessie System's "Storrs" railroad yard is recommended for future industrial use. The site will still contain the mainline tracks, and have river and rail access, excellent size and depth, and is filled to the 5-year flood level. Docking here, however, must not interfere with through barge traffic on this outside bend of the river.

Area 21a. River Road West of Storrs Yards

Properties fronting SE side of River Road between Mt. Echo Road and Southside Avenue



68



Existing Conditions

<i>Acreage</i>	5
<i>Ownership</i>	Multiple
<i>Existing Zoning</i>	B-4
<i>Existing Land Use</i>	Mixed residential, business establishments, service stations, vacant land
<i>Dwelling Units</i>	5 Single-family 26 Two-family 30 Multi-family
<i>Vehicular Access</i>	River Road
<i>Floodway</i>	Outside
<i>Hist/Nat Resources</i>	Various architectural styles and details
<i>Tree Cover/Vegetation</i>	Scattered throught Area particularly along rear property lines
<i>Other Plans</i>	1981 Sedamsville-River Road Urban Design Plan
<i>Other Considerations</i>	Traffic volume along River Road, B-4 zoning permits "General Business" and high density residential, connection with land uses across River Road, consult 1981 Sedamsville River Road Urban Design Plan

Recommendation

Mixed "commercial" and "residential" use along the eastern portion of this area; "commercial" use of the western portion.

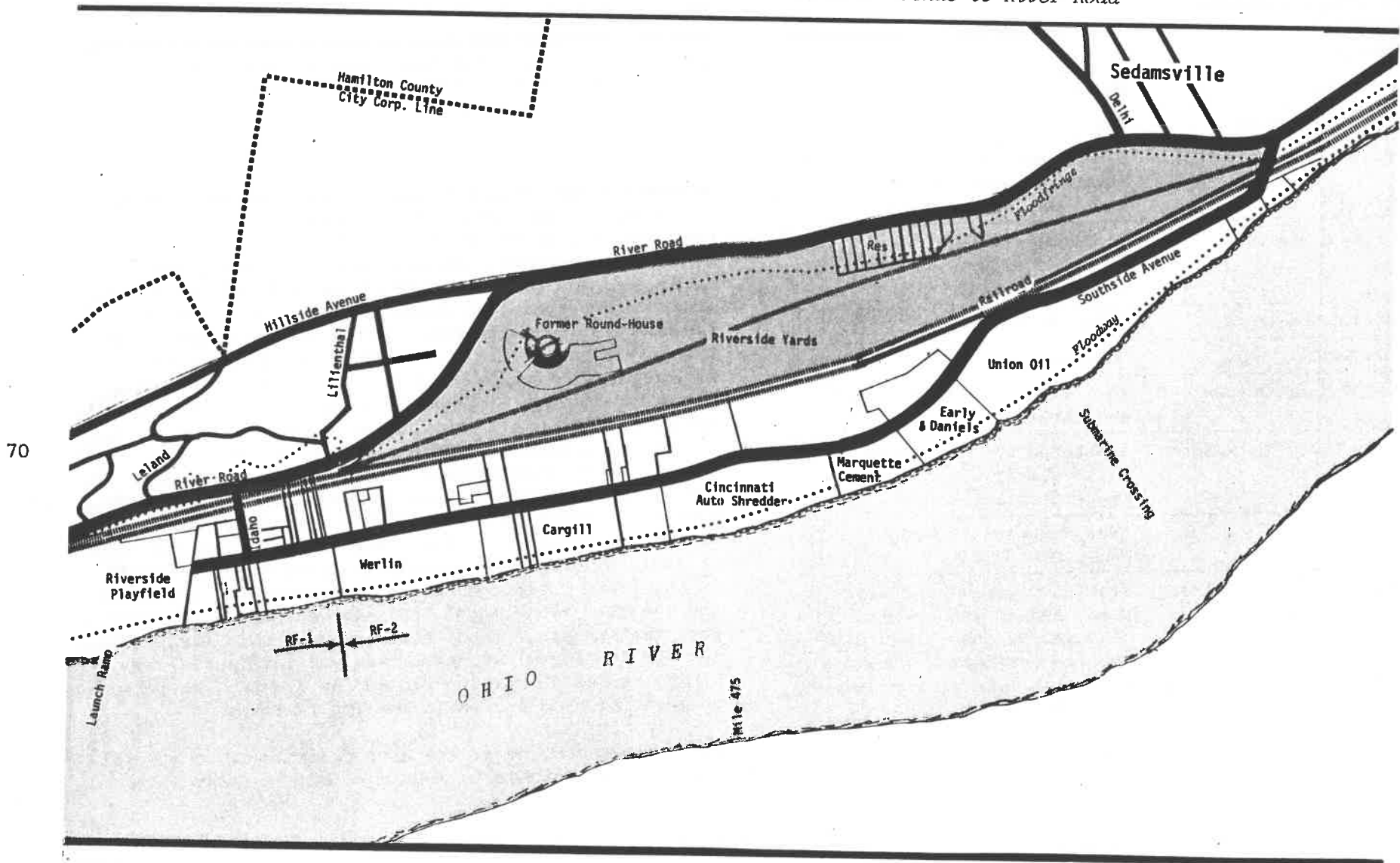
Reasons

The above recommendation for residential use is contrary to recommendations in the 1976 RAC report. Since then, however, the City has abandoned plans to acquire and demolish some of these buildings in order to improve River Road. On the other hand, the Sedamsville Community Urban Redevelopment Corporation recently obtained City funds to study appropriate improvements of these existing residential and commercial buildings along River Raod. The Study recommended retaining all substantial structures and constructing some new infill housing on the river side of River Road between Mt. Echo Road (extended) and Southside Avenue. Some rehabilitators have expressed interest in houses in the vicinity. Although residences in Area 21a back onto the railroad and front on a narrow congested heavily traveled highway/truck route, these buildings have a river view and are above the 100 year flood level. Unsafe vehicular and railroad traffic conditions, however, make this area appropriate for mixed commercial and residential activity rather than being planned as a quiet, strictly residential area for child-rearing families.

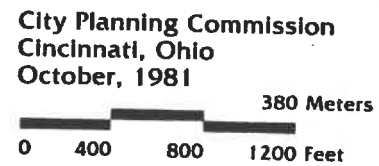
The western portion of the area is entirely commercial uses and is proposed to remain so by the Sedamsville Plan.

Area 22. Riverside Yards

W of the intersection of Southside Avenue and River Road, and N from the rear line of properties along Southside Avenue to River Road



70



Existing Conditions

<i>Acreage</i>	69
<i>Ownership</i>	Conrail and others
<i>Existing Zoning</i>	RF-2
<i>Existing Land Use</i>	Abandoned railroad yards, residential
<i>Facilities</i>	Yard office, abandoned round- house and service buildings
<i>Utilities</i>	Sewer access remote and may require pumping to River Rd.; submarine crossing to Union Oil
<i>Dwelling Units</i>	4 Single-family 12 Two-family 3 Multi-family
<i>Rail Access</i>	Existing
<i>Vehicular Access</i>	Southside Ave. and River Rd.
<i>Floodway</i>	Outside
<i>Tree Cover/Vegetation</i>	Concentrated along slopes between River Road and rail yard
<i>Other Considerations</i>	Impact of industrial develop- ment on Sedamsville, access to River Rd., impact on existing industry, residential uses along Southside Ave., Riverside Playground

Recommendation

"Industrial" use of the former railroad yards;
"commercial" use of the existing residential
properties along River Road.

Reasons

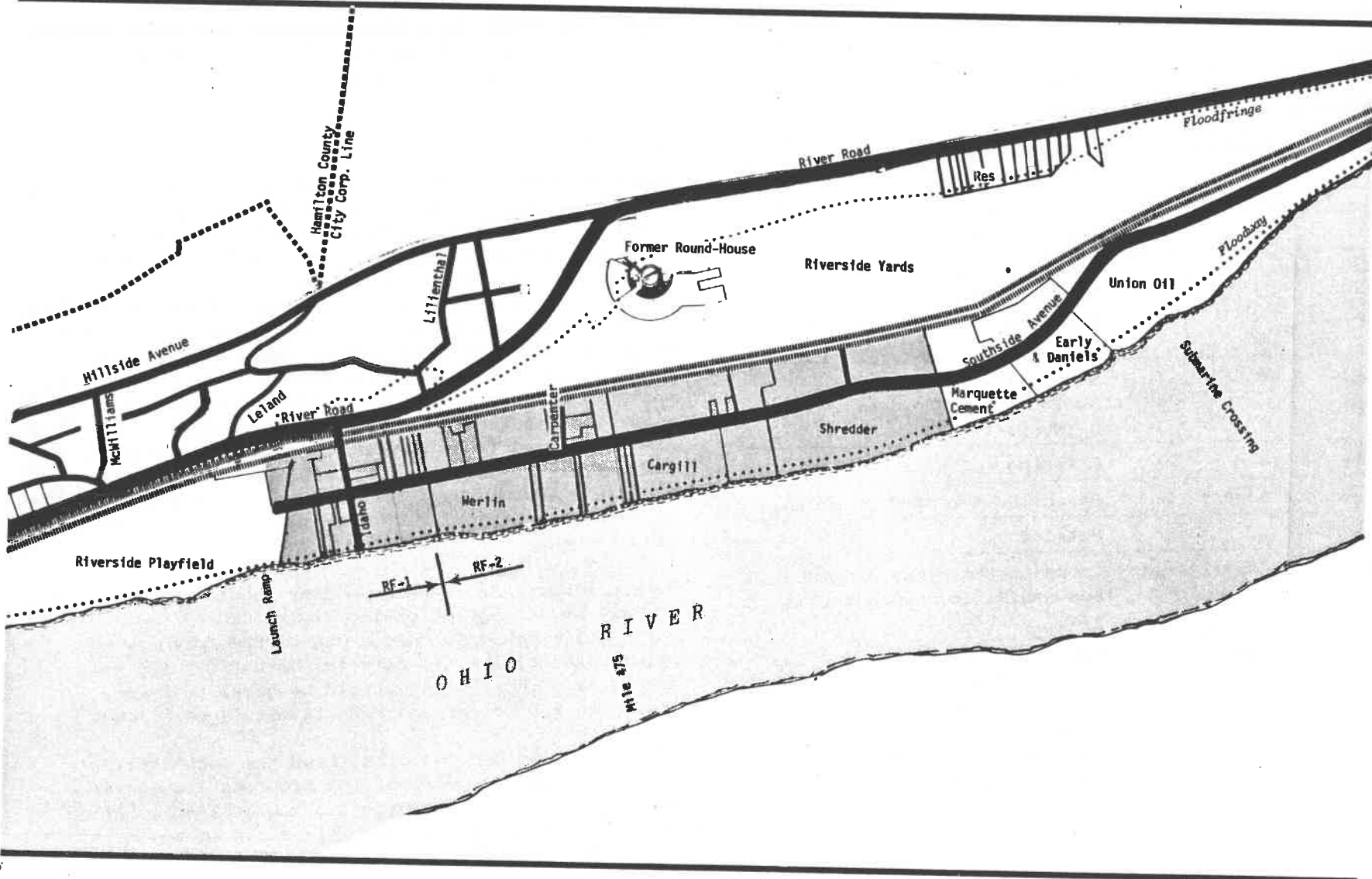
The former Conrail yards, including the "piggy-back" trucking operation, has been largely abandoned and is currently for sale. To date, several river-related industrial firms have considered acquiring this property due to its size, location, and elevation above periodic flood stages. Rail service will still be provided by existing sidings stemming from the Conrail and C. & O. mainline tracks along the Area's southern boundary. Current vehicular access is from River Road at the eastern and western edges of the Area. No riverfront access is currently available. However, it is assumed that either property along Southside Avenue could be acquired or easements established with existing terminals to provide riverfront access.

Future industrial or related uses should not adversely impact the adjoining Riverside and Sedamsville neighborhoods. Also, due to the scarcity of prime industrial sites offering both river and rail access, a high priority should be given to future uses requiring river and rail terminal operations.

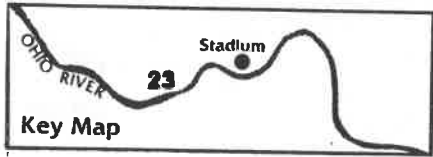
A strip of residential uses front the south side of River Road and overlook the proposed industrial development Area. The heavy volume of traffic along River Road tends to isolate this strip of residential properties from the rest of the neighborhood. Therefore auto-oriented commercial use is recommended. This recommendation does not imply immediate residential displacement, but offers the property owners an alternative due to existing conditions and the impact of future industrial development.

Area 23. Southside Avenue

W from Auto Shredder to Riverside Playfield, and Ohio River inland to the Riverside Yards



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Cincinnati, Ohio
October, 1981

0 400 800 1200 Feet

380 Meters



Existing Conditions

<i>Acreage</i>	51
<i>Ownership</i>	Multiple
<i>Existing Zoning</i>	RF-2, RF-1
<i>River Frontage</i>	4,000 ft.
<i>Existing Land Use</i>	Auto shredder, auto parts storage, junk yards, river terminals and storage of bulk commodities, residential and vacant land
<i>Facilities</i>	Storage tanks, pipelines, mooring cells, conveyors, pumping devices, mobile cranes
<i>Utilities</i>	Sewers available only W of Carpenter St.; extensive new development may require replacing water mains
<i>Dwelling Units</i>	23 Single-family 12 Two-family 8 Multi-family
<i>Barge Loading/Unloading</i>	Cincinnati Auto Shredder (shredded auto parts), Cargill (molasses), Werlin Corp. (petroleum products)
<i>Rail Access</i>	Available along N edge of Area
<i>Vehicular Access</i>	Southside to River Rd., Idaho
<i>Floodway</i>	5 Acres
<i>Hist/Nat Resources</i>	Several structures representing area, particularly Werlin Corp.
<i>Other Considerations</i>	Relationship to Riverside and Sedamsville, limited access to River Rd., impact on existing residences, recreational boat launch ramp just W of Area
<i>Tree Cover/Vegetation</i>	Scattered throughout entire area, particularly Werlin Corp.

Recommendation

"Industrial" use east of Idaho Street; "recreation" use west of Idaho Street.

Reasons

Various heavy industrial uses already exist along both flanks of Southside Avenue east of Idaho Street. Several occupy both sides of Southside Avenue and are connected through overhead conveyors of pipelines. Several partially developed or vacant properties could be acquired or provide easements creating river connections to the Conrail property.

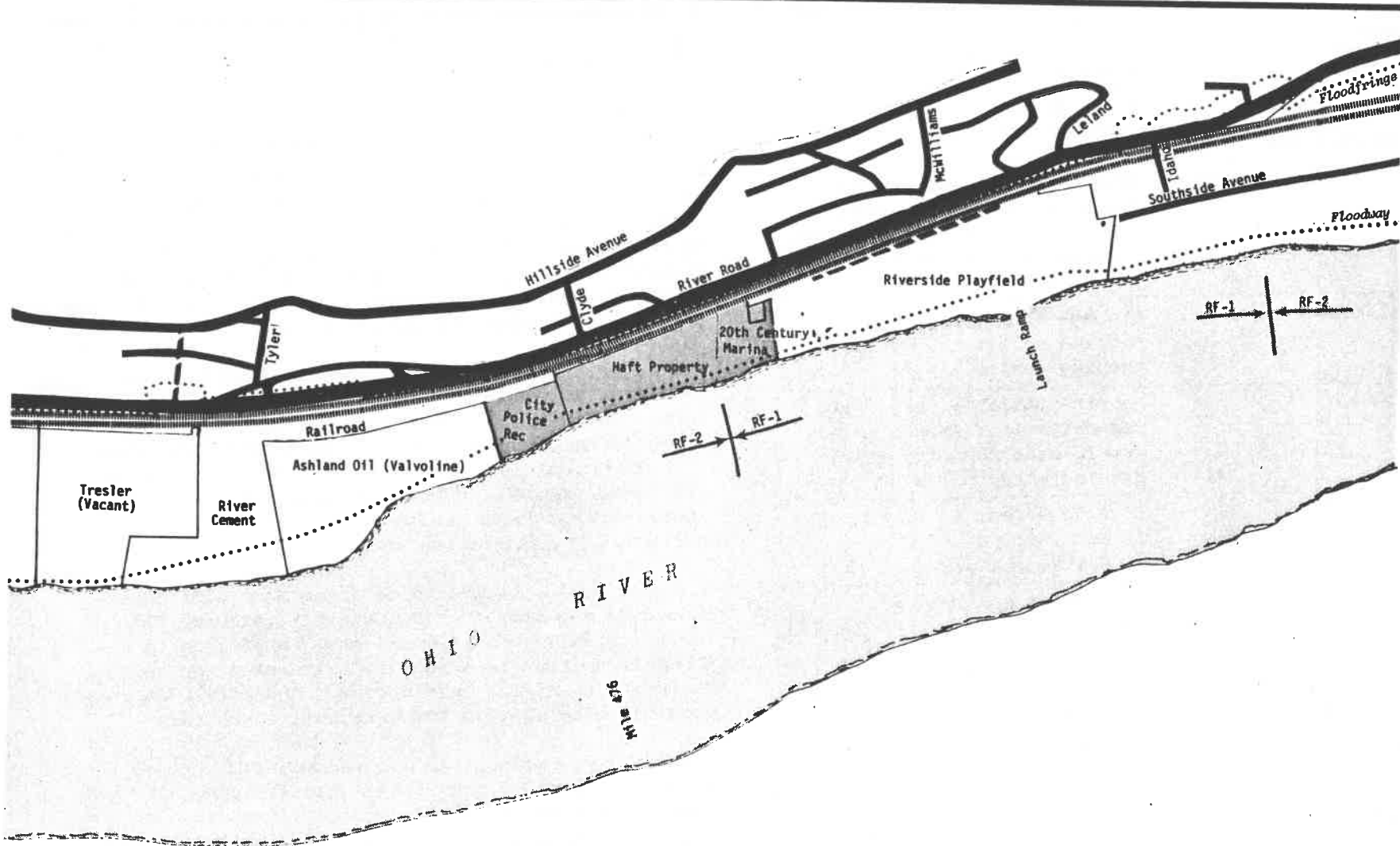
The majority of existing industrial uses are over 1000 feet away from the nearest residential zone. Therefore future industrial developments along Southside Avenue will be relatively isolated from Rvierside and Sedamsville. Also, future development, many existing uses, and junkyards should be screened to protect ground-level views from the river and adjoining recreation uses.

Existing residents scattered along Southside Avenue should be encouraged to voluntarily relocate due to the dilapidated condition of most housing units and the adverse impacts associated with existing and proposed industrial development. Appendix G discusses possible housing relocation incentive program.

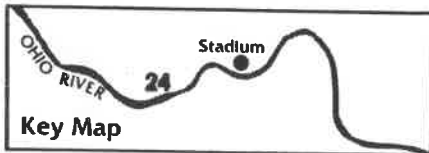
Park and recreation uses are recommended west of Idaho Street since heavy industrial uses are generally not compatible with the pleasure boat launching and recreation activities at Riverside Playfield. This recommendation is supported by both the Park Board and Recreation Commission staff. The Recreation Commission staff is currently negotiating with property owners to implement it.

Area 24. Twentieth Century Boat Harbor to Ashland Oil Terminal

SW of Riverside Playfield to Ashland Oil Terminal, and Ohio River inland to River Road



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Existing Conditions

<i>Acreage</i>	12
<i>Ownership</i>	Haft Realty, City of Cincinnati, 20th Century
<i>Existing Zoning</i>	RF-1, RF-2
<i>River Frontage</i>	2,000 ft.
<i>Existing Land Use</i>	Vacant land, private trailer camping and boat docking, restaurant
<i>Facilities</i>	Private boat dock (Cincinnati Police Boat Club), launch ramp
<i>Rail Access</i>	Available
<i>Vehicular Access</i>	Limited access through River Cement and Ashland Oil, through 20th Century
<i>Floodway</i>	1 Acre
<i>Tree Cover/Vegetation</i>	Concentrated over entire Area
<i>Other Considerations</i>	Relationship to Riverside community, Riverside Play-ground, and 20th Century Boat Harbor; limited access future of private trailer comping and boat docking facility

Recommendation

"Commercial recreation" use of the existing Twentieth Century Boat Harbor property; "park" use of the property W of Twentieth Century Boat Harbor.

Reasons

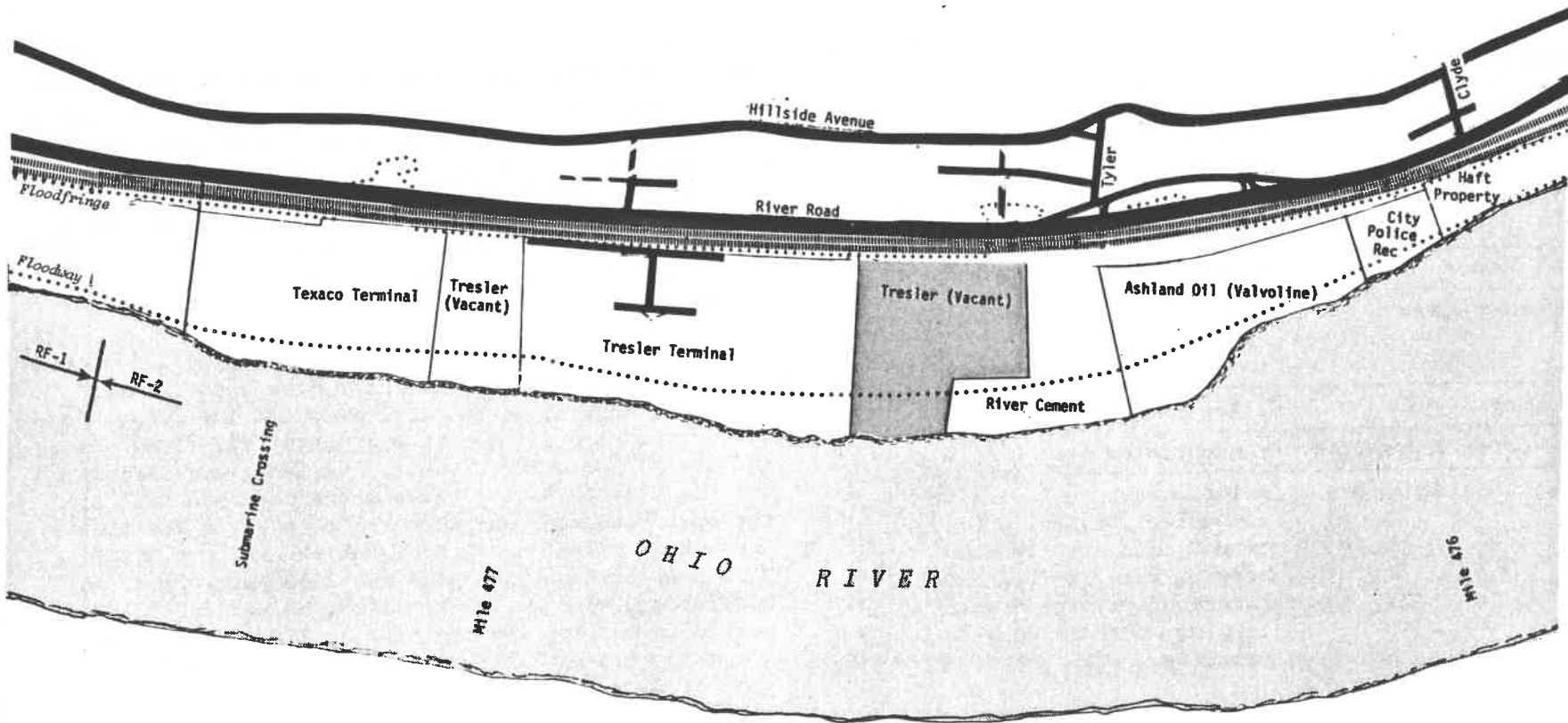
The existing Twentieth Century Boat Harbor is a type of commercial recreation use that can be compatible with adjacent activities at Riverside Playfield as well as with residential uses inland. The outdoor storage of boats, boat parts and servicing equipment, however, must be arranged and appropriately screened from view so as to avoid giving the unsightly appearance of an auto parts yard of junk yard.

West of the Boat Harbor, the vacant industrially zoned property has presumably not been developed for industry because it is rather narrow and low-lying. 40% of the site floods annually at 52 ft. flood stage and 60% floods every 5 years. Due to grade differentials between River Road and the railroad tracks, the only vehicular entrance to the site is the at-grade rail crossing at the Twentieth Century Boat Harbor or through Ashland. The 1976 RAC report, the Riverside Civic and Welfare Club, as well as hillside residents overlooking the site, all recommend this property as a park link between Riverside Playfield and the City owned police campground on the west end of this area. Park development would also remove ruins of residential foundations and other safety hazards in this wooded site.

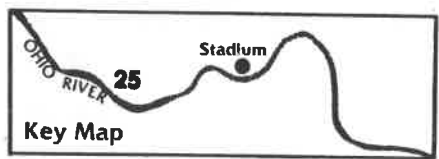
Barge fleeting is no longer recommended along this shore because of probable congestion between Ashland's barge docking to the west and the Twentieth Century docking to the east.

Area 25. River Cement to Tresler Oil Terminal

W of River Cement Co. to Tresler Oil Terminal, and Ohio River inland to River Road



76



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October, 1981

0 400 800 1200 Feet

380 Meters



Existing Conditions

<i>Acreage</i>	19
<i>Ownership</i>	Tresler Oil Co.
<i>Existing Zoning</i>	RF-2
<i>River Frontage</i>	700 ft.
<i>Existing Land Use</i>	Vacant, single-family residence
<i>Dwelling Units</i>	1 Single-family
<i>Rail Access</i>	Available
<i>Vehicular Access</i>	Limited through Tresler Oil and River Cement to River Rd.
<i>Floodway</i>	3 Acres
<i>Tree Cover/Vegetation</i>	Edge along northern perimeter and concentrated along river frontage
<i>Other Considerations</i>	Impact of future development on Riverside, adjacent barge mooring and terminal operations, limited access

Recommendation

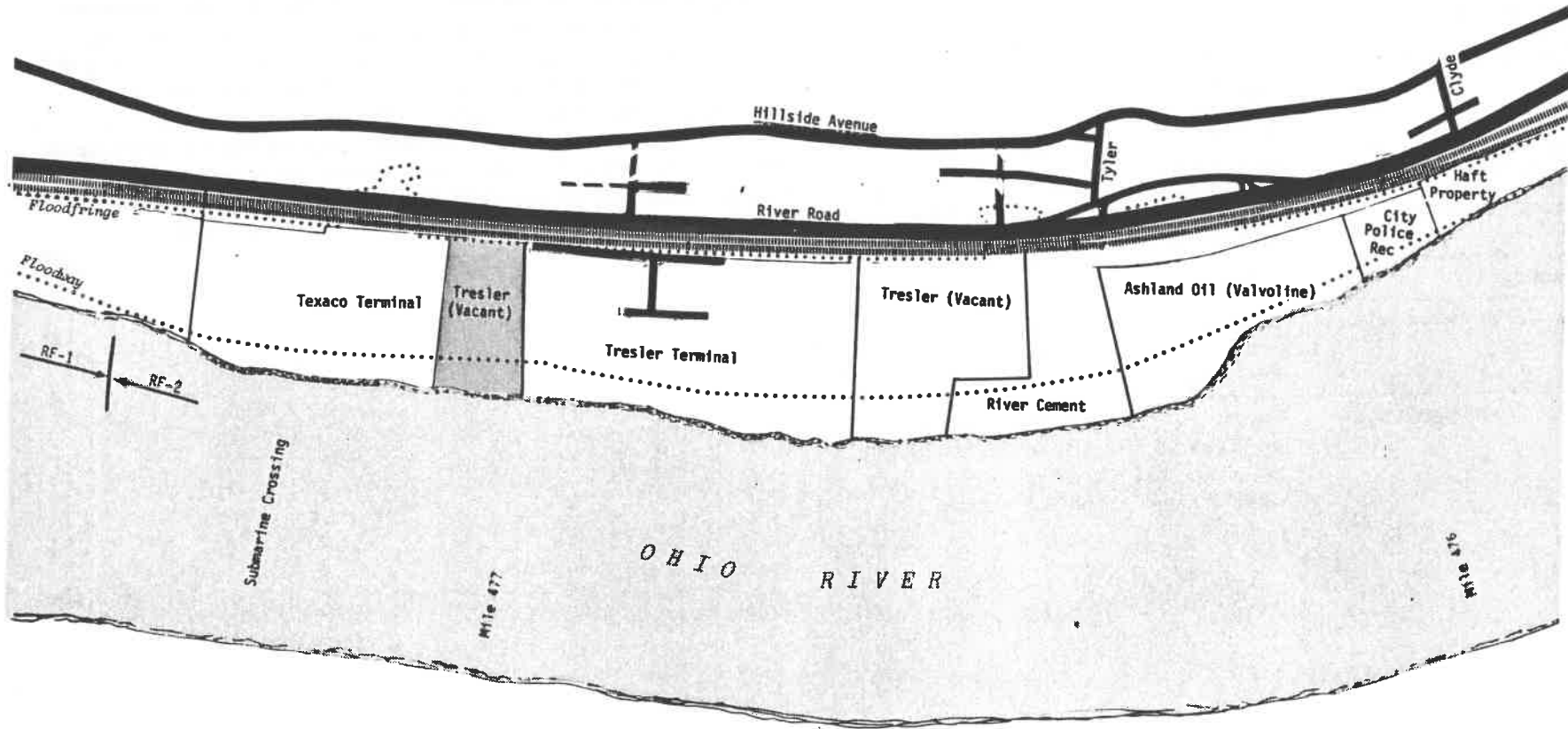
"Industrial" use.

Reasons

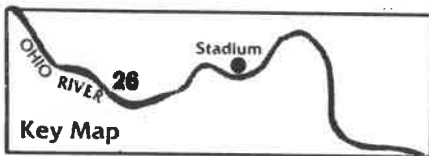
This site is owned by the adjacent industry, Tresler Oil Company, for its possible future expansion. The site has river and rail access with sufficient depth for industrial development. The property, however, is better suited for the planned expansion of Tresler facilities than for new development by a separate company who would require another dock along this river frontage. The shore here is shallow and rocky.

Area 26. Tresler Oil Terminal to Texaco Terminal

W of Tresler Oil Co. to Texaco Corp. Terminal, and Ohio River inland to River Road



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Existing Conditions

<i>Acreage</i>	7
<i>Ownership</i>	Tresler Oil Co.
<i>Existing Zoning</i>	RF-2
<i>River Frontage</i>	500 ft.
<i>Existing Land Use</i>	Vacant
<i>Rail Access</i>	Available
<i>Vehicular Access</i>	Limited through either Tresler Oil or Texaco to River Road
<i>Floodway</i>	1 Acre
<i>Tree Cover/Vegetation</i>	Scattered near river frontage
<i>Utilities</i>	Submarine crossing to Texaco
<i>Other Considerations</i>	Tresler Oil Co. plans, relationship to Riverside, adjacent barge mooring, limited access

Recommendation

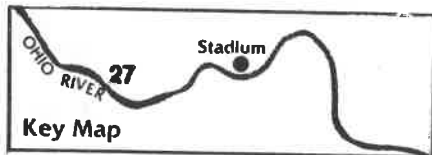
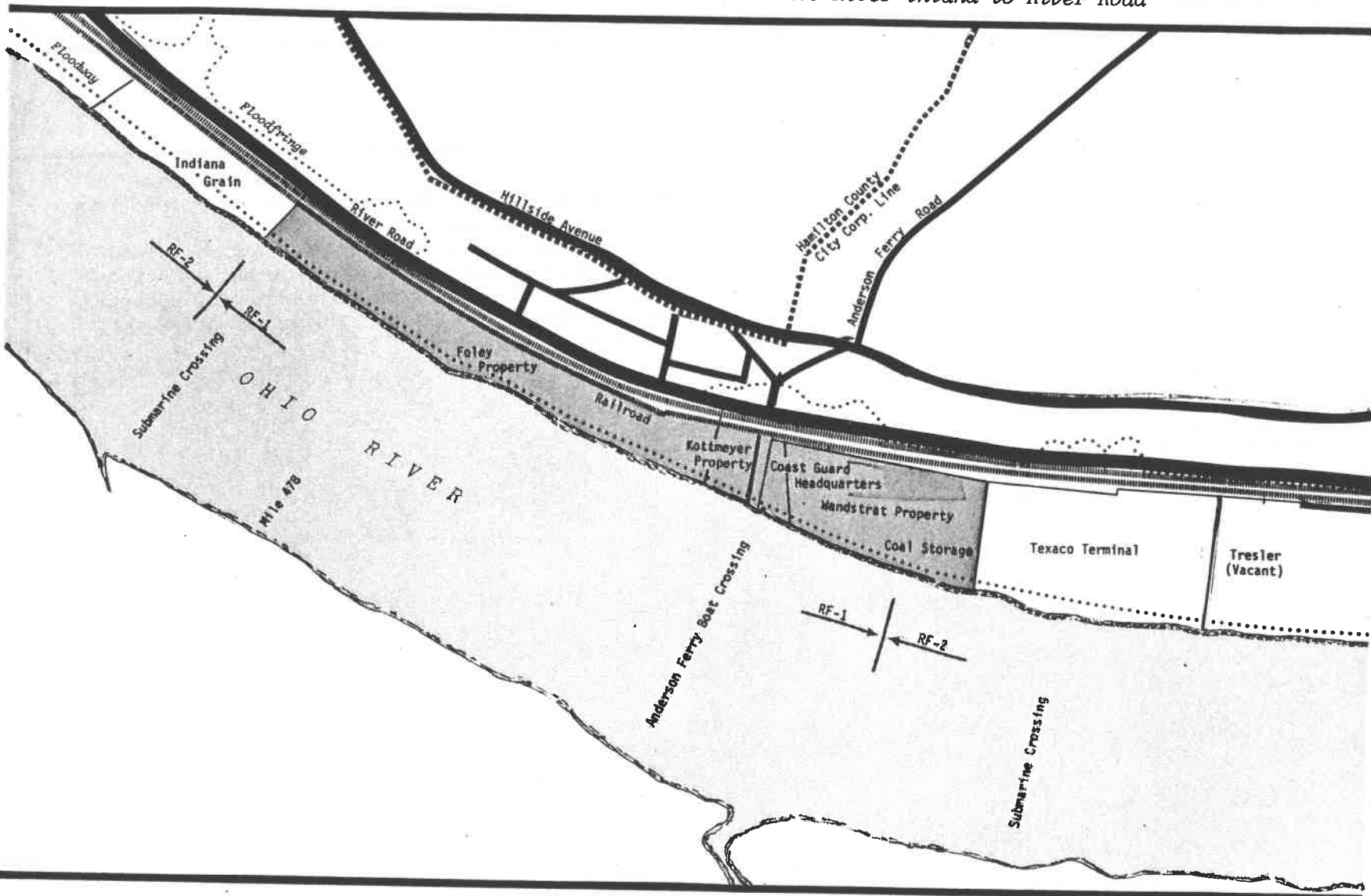
"Industrial" use.

Reasons

As with Area 25 above, this Area is also owned by Tresler Oil Company for its future expansion. The area is appropriate for industrial use for the same reasons stated for Area 25. Likewise, additional docking here for a separate new industrial firm could interfere with Tresler's dock upstream, or with Texaco's dock or its pipeline under the river just downstream.

Area 27. Texaco to Indiana Grain Terminal

W of Texaco Corp. Terminal to Indiana Grain Terminal, and Ohio River inland to River Road



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Existing Conditions

<i>Acreage</i>	59
<i>Ownership</i>	R. Wandstrat, H. Kottmeyer, H. Foley
<i>Existing Zoning</i>	RF-1, RF-2
<i>River Frontage</i>	5,800 ft.
<i>Existing Land Use</i>	Anderson Ferry, U.S. Coast Guard Marine Safety Office, coal storage, seasonal garden plots, boat storage, vacant land
<i>Facilities</i>	Ferry landing, office building, warehouse
<i>Rail Access</i>	Available
<i>Utilities</i>	Sewer outlet in river, lift station, utility connections must cross under railroad; submarine crossing near W end of Foley property
<i>Vehicular Access</i>	Anderson Ferry to River Rd. (no direct access to Wandstrat property)
<i>Barge Fleeting</i>	Corps. permit for 35 barges to be fleeted W of Ferry issued in 1981
<i>Floodway</i>	8 Acres
<i>Hist/Nat Resources</i>	Anderson Ferry
<i>Tree Cover/Vegetation</i>	Along river frontage W of Anderson Ferry
<i>Other Considerations</i>	Historical importance of Anderson Ferry, impact of future development on Riverside, Coast Guard activities, proximity to existing barge terminal and proposed fleeting operations

Recommendation

"Industrial" use of the entire area including the existing Coast Guard Headquarters, except "park" use of the Kottmeyer (Anderson Ferry) property.

Reasons

The property east of Anderson Ferry is suitable for industrial development due to size (13 acres), river frontage (1100 ft.), rail access, and proximity to existing river-related industry. Future industrial development however should be regulated by new more restrictive riverfront industrial zoning, and should not have an adverse impact on historic Anderson Ferry or the Riverside community.

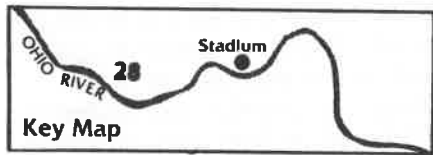
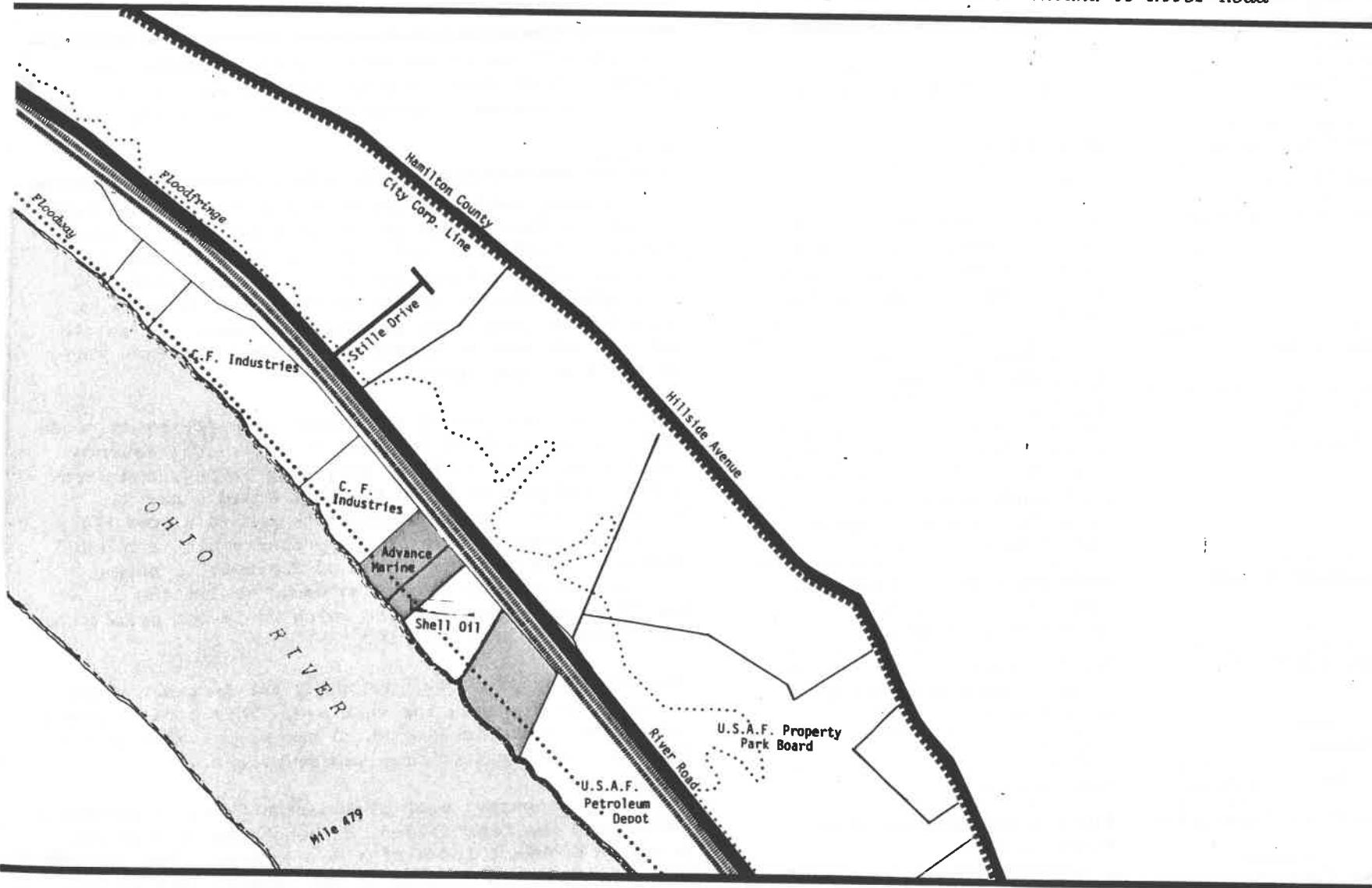
The eastern portion of the Wandstrat property is zoned RF-2 and is utilized for coal storage. The western portion is zoned RF-1, is partially vacant, and partially developed as the U.S. Coast Guard's Marine Safety Office. An application to permit a coal dock on the eastern portion of the property has been submitted to the U.S. Army Corps of Engineers. Access to the coal storage operation would be limited due to the RF-1 zoning to the west which would not permit industrial through traffic.

The Kottmeyer property from which the Anderson Ferry operates is proposed for Park use. This would protect this local historic site which has been nominated for the National Register of historic places.

The Foley property, west of Anderson Ferry is currently vacant and has been filled, although the site is now zoned to prohibit industrial development. The Indiana Grain Terminal is located at the western edge of the property and an industrial park development is proposed to the northwest across River Road. Future industry is recommended of a type which would be regulated by new, more restrictive riverfront zoning. A permit for barge fleeting along the frontage of this site has been granted to Columbia Marine Service from the U.S. Army Corps of Engineers, although barge fleeting is prohibited by existing zoning.

Area 28. Shell Oil to C.F. Industries Terminal

NW of Air Force Petroleum Depot to C.F. Industries Terminal, and Ohio River inland to River Road



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Existing Conditions

<i>Acreage</i>	5 (eastern), 7 (western)
<i>Ownership</i>	Shell Oil Co., J. Woitering, V. Woiling, C. Gieringer
<i>Existing Zoning</i>	RF-2
<i>River Frontage</i>	600 ft. (east), 600 ft. (west)
<i>Existing Land Use</i>	Boat harbor and storage, single-family residence, vacant
<i>Facilities</i>	Enclosed boat storage
<i>Dwelling Units</i>	1 Single-family
<i>Recreational Boating</i>	Recreational boat dock, indoor storage and service
<i>Rail Access</i>	Available
<i>Vehicular Access</i>	Limited through Shell Oil Co. to River Rd.
<i>Floodway</i>	1 Acre on each site
<i>Tree Cover/Vegetation</i>	Scattered near river frontage
<i>Other Considerations</i>	Shell Oil and C.F. Industries terminal operations, limited access

Recommendation

"Industrial" use.

Reasons

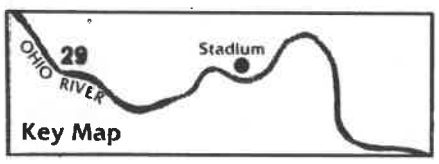
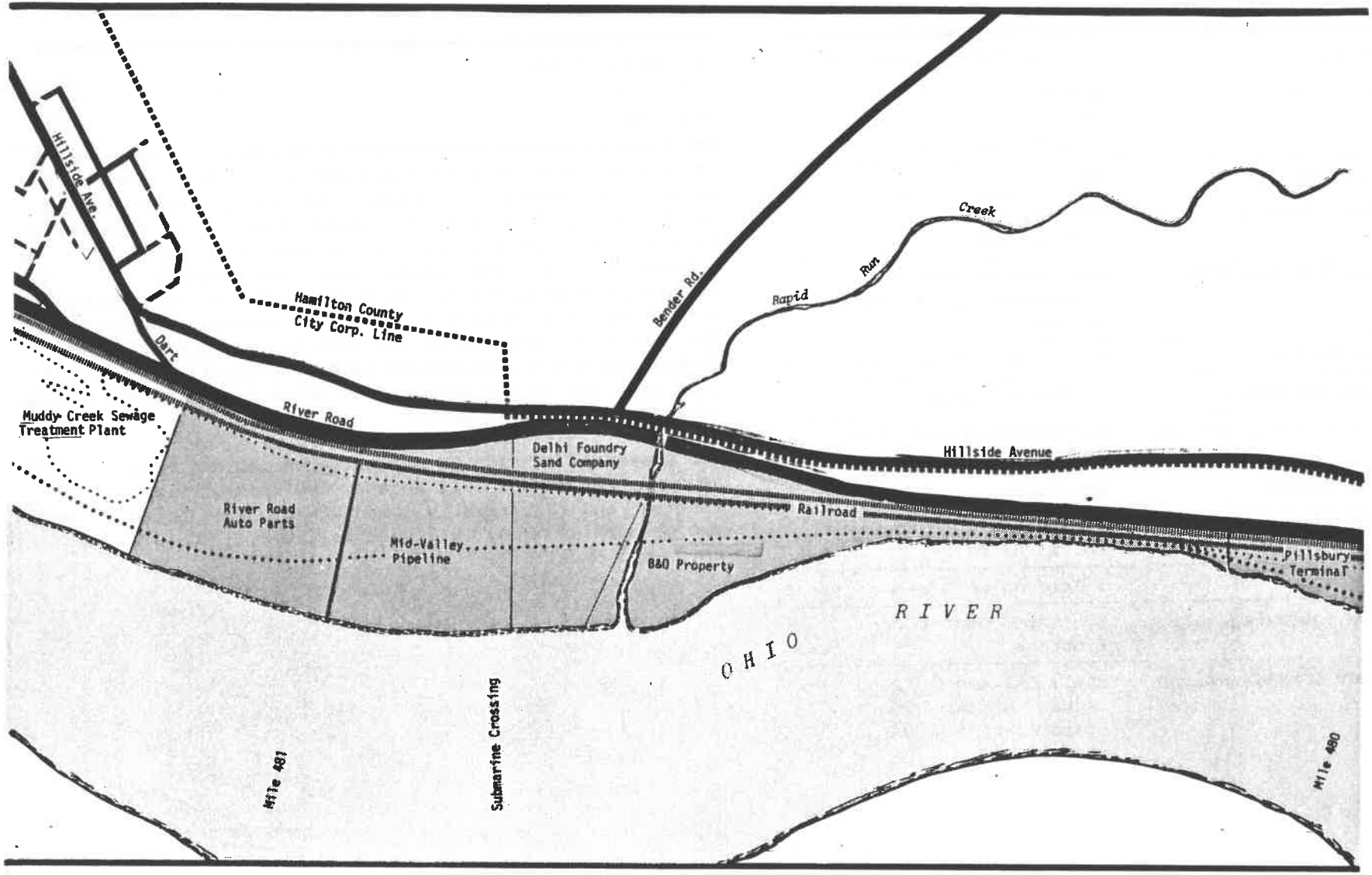
The western most site is currently occupied by Advance Marina. It offers rail access, sufficient river frontage and is filled above periodic flood stages. The property is zoned RF-2 and was offered for sale as a potential industrial site. The Valley Yacht Club formerly occupied the property to the west which was acquired by C.F. Industries as part of its river-terminal operation. The 1976 Plan approved by the Park Board and Recreation Commission did not recommend Park or Recreation use on this site due to the surrounding heavy concentration of industrial development.

The eastern most site is currently vacant and tree covered. It offers rail access, 600 feet of river frontage and is currently zoned RF-2. It is between two properties owned by industrial users - the U.S. Air Force and Shell Oil.

Area 29. Pillsbury Terminal to Muddy Creek Sewage Plant

W of Pillsbury Co. Terminal to Muddy Creek Sewage Treatment Plant, and Ohio River inland to River Road

84



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0 400 800 1200 Feet

380 Meters



Existing Conditions

<i>Acreage</i>	68
<i>Ownership</i>	Multiple
<i>Existing Zoning</i>	RF-2
<i>River Frontage</i>	7,200 ft.
<i>Existing Land Use</i>	Sand storage, processing and shipping; auto parts junk yard; vacant land
<i>Facilities</i>	Bulk commodity storage buildings
<i>Barge Fleeting</i>	McGinnis, Inc. - Green River Cincinnati Terminal (20 barges), Columbia Marine Service, Inc. (24 barges) See Implementation
<i>Rail Access</i>	Available
<i>Utilities</i>	Crude oil pipeline (submarine crossing)
<i>Vehicular Access</i>	River Road
<i>Floodway</i>	30 Acres
<i>Hist/Nat Resources</i>	Rapid Run Creek
<i>Tree Cover/Vegetation</i>	Concentrated near Pillsbury, S of Delhi Foundry Sand and along river frontage of River Road Auto Parts
<i>Other Considerations</i>	Impact of future development on Sayler Park, floodway restrictions, existing barge fleeting operations, underground pipeline, future of auto parts junkyard, easement prohibiting docking along frontage of River Rd. Auto Parts site

Recommendation

"Industrial" use of developable property just west of Pillsbury Terminal; "railroad" use west toward Rapid Run Creek; "park" (preserve) use at the mouth of Rapid Run Creek; "industrial" use for the remaining portion of the Area.

Reasons

This Area provides several opportunities for future river/rail industrial development. Limitations, however, are irregular shaped sites, terrain, floodway location, limited access and an underground pipeline.

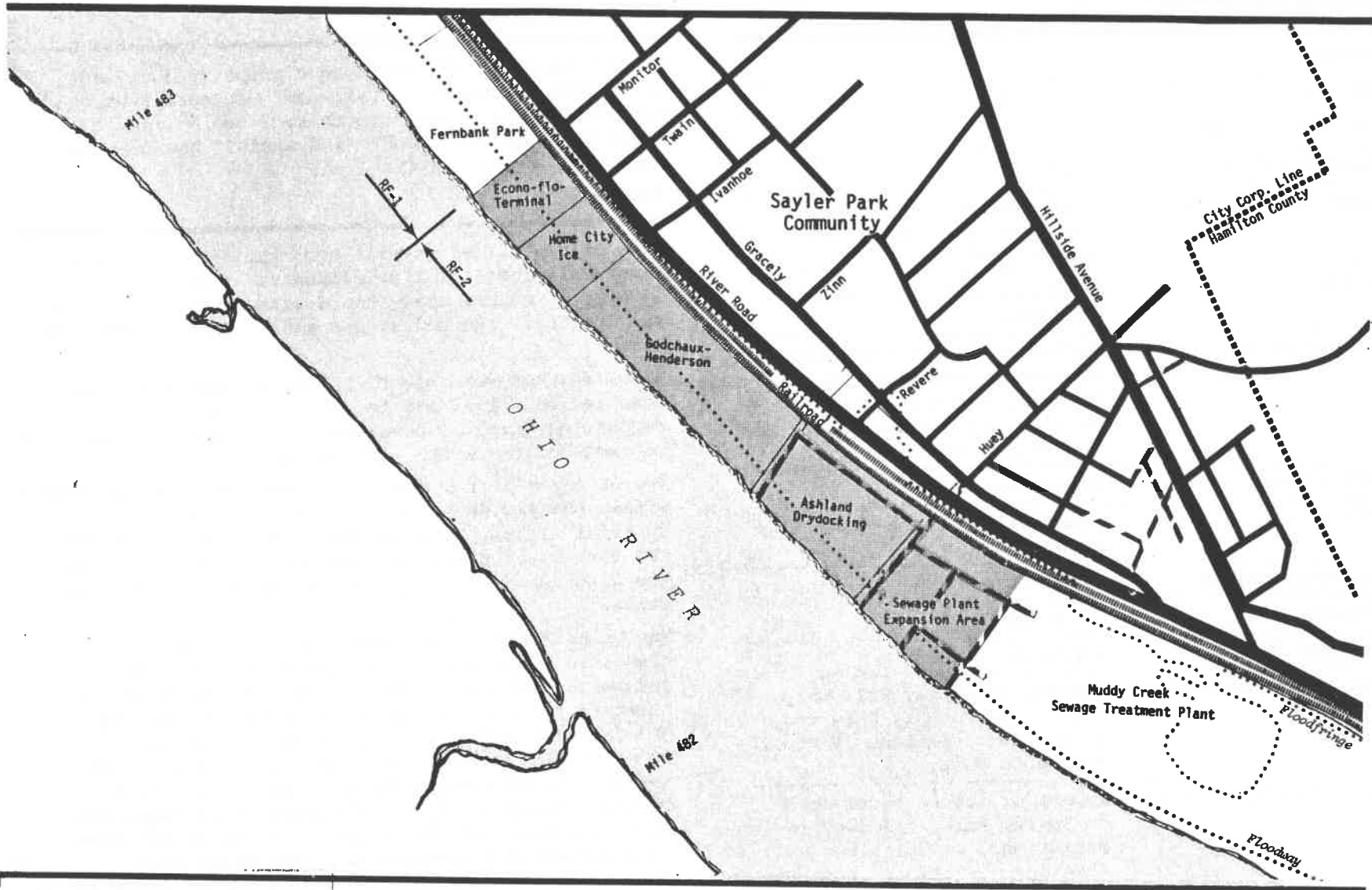
Sites further west of Pillsbury between the railroad and the river are too steep and narrow to support any type of development and therefore are recommended to remain railroad use.

The property at the mouth of Rapid Run Creek is mostly within the floodway and too low in elevation for industrial or active recreation development. In 1976 the Park Board staff recommended that this area and the creek channel be preserved in its natural open state.

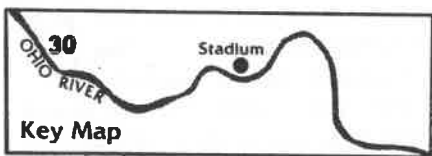
The Delhi Foundry Sand site has rail access and is higher in elevation, and is currently used for industrial activity. The vacant site south of the railroad and west of Rapid Run Creek is owned by Mid-Valley Pipeline Co. The only current use is to service an underground crude oil pipeline. Although this site was originally purchased for industrial development, the floodway, fill required, limited access and the location of the underground pipeline are all limitations. The River Road Auto Parts property should be used for an industry which takes advantage of its river and rail access. The current junk yard is a non-comforming use. The poor fill here could possibly support light weight industrial structures or bulk storage. Mid-Valley Pipeline who has an easement for the docking rights, should make this river frontage available to both this property as well as to the Delhi Foundry Sand Co. site.

Area 30. Muddy Creek Sewage Plant to Fernbank Park Plant to Fernbank Park

*NW of Muddy Creek Sewage Treatment Plant to Fernbank Park,
and Ohio River inland to River Road*



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City Planning Commission
 Cincinnati, Ohio
 October, 1981



Existing Conditions

<i>Acreage</i>	51
<i>Ownership</i>	Ashland Drydocking, River Transportation Co., Home City Ice, Econo-flo Flour Co., Metro Sewer District
<i>Existing Zoning</i>	RF-2
<i>River Frontage</i>	4,000 ft.
<i>Existing Land Use</i>	Barge repair; manufacture and distribution of packaged ice; bulk flour unloading, storage and distribution
<i>Facilities</i>	Enclosed bulk commodity processing and storage structures, office building, dry-dock equipment, Conveyor system
<i>Utilities</i>	No water main in River Rd. between Hillside Ave. and Ivanhoe
<i>Barge Loading/Unloading</i>	Econo-flo Flour Co. (bulk flour)
<i>Rail Access</i>	Available
<i>Vehicular Access</i>	River Rd.
<i>Floodway</i>	16 Acres
<i>Tree Cover/Vegetation</i>	Concentrated on MSD property and SE of Home City Ice
<i>Other Considerations</i>	Impact of future development on Sayler Park, future MSD expansion, proposed barge fleeting along MSD property, relationship to Fernbank Park

Recommendation

"Utilities" use of the Sewage Plant expansion area; "industrial" use west of the Sewage Plant expansion area to Fernbank Park.

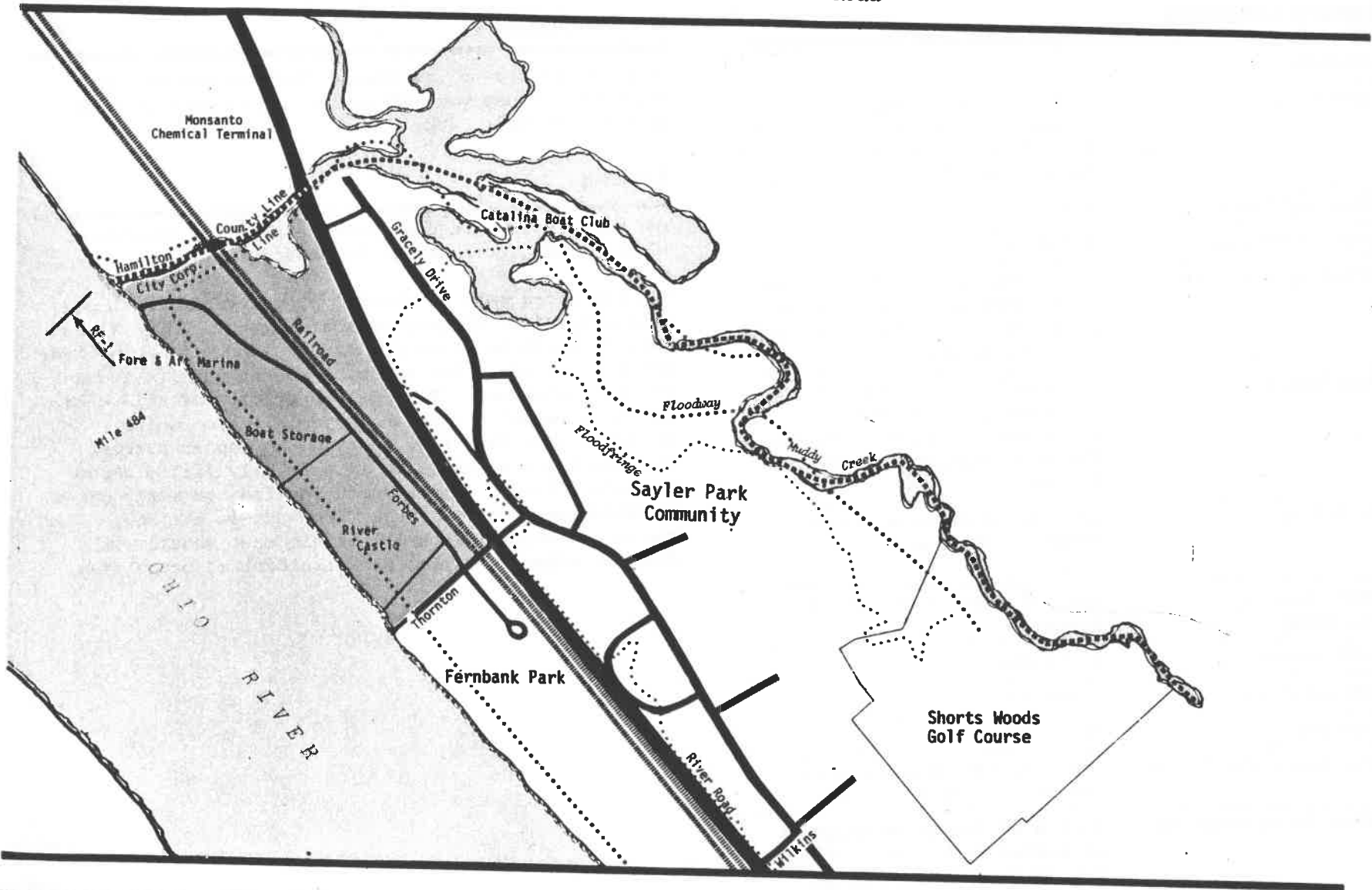
Reasons

The MSD property is designated for future expansion of the Muddy Creek Sewage Disposal Plant.

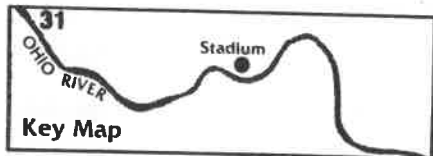
The two sites west of the MSD property have been purchased by River Transportation Company. These sites form 25 acres of prime industrial land with both river and rail access. The existing zoning permits industrial development. The eastern portion of this site has been leased to Ashland Drydocking Co. which utilizes only the river frontage to repair barges. The remainder of the site is partially filled above periodic floods. The western portion, formerly owned by Godchaux-Henderson Sugar Company, is entirely vacant. Future industrial development should not devalue adjacent Sayler Park residential properties.

Area 31. Fernbank Park to West Corporation Line

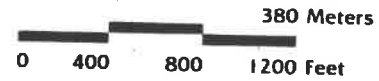
Fernbank Park NW to Muddy Creek, and Ohio River inland to River Road



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City Planning Commission
Cincinnati, Ohio
October, 1981



Existing Conditions

<i>Acreage</i>	39
<i>Ownership</i>	C. Hunsiker, A. Lederle, D. Whalen and others
<i>Existing Zoning</i>	RF-1
<i>River Frontage</i>	2,400 ft.
<i>Existing Land Use</i>	Marinas, amusement park, seasonal residences and vacant land
<i>Facilities</i>	Floating restaurant, special events building, boat storage, parking lot
<i>Dwelling Units</i>	3 Single-family
<i>Recreational Boating Facilities</i>	Recreational boat docks and head-boat
<i>Rail Access</i>	Available
<i>Utilities</i>	Fire water may require a new main
<i>Vehicular Access</i>	River Road from Thornton Ave.
<i>Floodway</i>	8 Acres
<i>Tree Cover/Vegetation</i>	Concentrated along River Rd., railroad, Muddy Creek and river
<i>Other Considerations</i>	Community objects to heavy industrial development, Muddy Creek provides access to Catalina Marina, area adjoins Fernbank Park, single at-grade crossing at Thornton Ave. also serves Fernbank Park

Recommendation

"Industrial" use.

Reasons

In consideration of Cincinnati City Council's 1979 denial of a proposed zone change from RF-1 to RF-2 to permit industrial development in the Area, a form of industrial development is recommended that would be regulated by a new more restrictive riverfront industrial zoning district.

In 1979, the 1976 General Riverfront Plan was revised to recommend industrial development for this Area.

It provides one of the most suitable sites for industrial development along Cincinnati's entire riverfront. It offers both river and rail access as well as sufficient size for various terminal operations.

The majority of potential industrial sites offering river and rail access along the riverfront are generally smaller in size and more suitable for short-term or single-stage forms of industrial development. This type of site is in great demand due to its overall size and 500' to 700' depth which would permit flexible development plans for a large facility that would create more jobs and strengthen the City's tax base. The length of the 39 acre property would facilitate the construction of a rail spur to the high ground near Muddy Creek.

The N.W. third of the area is heavily tree covered and serves as a natural buffer between the developable portion of the Area and the western end of Sayler Park. Although a considerable distance from the Central Business District, I-71 and I-75 interstate highway access is available by traveling west on River Road (U.S. 50) to I-275 at Lawrenceburg, Indiana. Access to the west would not as dramatically increase the volume of traffic traveling through Sayler Park.

Photograph by Paul L. Wertheimer

Part III. Implementation



General Projects

The Riverfront Advisory Council recommends the following projects to further implement the above policy and plan recommendations. Implementation methods recognize the limitations of traditional methods of funding and current budgetary constraints. They look to new sources of funding, with an emphasis on minimizing public actions, and increasing assistance from and greater reliance on the private sector.

Establishment of the Cincinnati Riverfront Land Use Plan and Policies as the City's official plan to guide future riverfront conservation and development actions.

On June 23, 1981, the RAC approved the Cincinnati Riverfront Policies and Plan. To insure that future decisions concerning riverfront conservation and development conform to the Policies and Plan, the following actions should be taken:

- . City Planning Commission formally approves the Cincinnati Riverfront Plan, adopts the Policies as part of the Coordinated City Plan, revises the Coordinated City Plan land use recommendations accordingly.
- . City Council conducts a public hearing, separately or jointly with the City Planning Commission, to make findings and determinations relative to the Cincinnati Riverfront Plan.
- . City Council passes a resolution adopting the Cincinnati Riverfront Report as a general guide to riverfront planning and development.
- . In the event a Cincinnati-Hamilton County Port Authority is formed the City's official Riverfront Plan should be also formally adopted as a guide by the Port Authority.

City Council enactment of a comprehensive flood plain management program including entry into the Regular Phase of the National Flood Insurance Program (NFIP).

The City of Cincinnati is currently participating in the "Emergency" Phase of the NFIP. Entry into the "Regular" Phase would insure the City's eligibility for Federal disaster relief and enable private flood plain occupants to continue to obtain federally subsidized flood insurance on their property and its contents at reduced rates. It would also continue to permit Federally assisted lending institutions to make mortgage and improvement loans on floodplain properties. Continued participation, however, is contingent upon the following specific revisions to the City's codes and ordinances:

- . Prohibit new development or filling within the federally designated "floodway" (See Appendix J for definition).
- . Require new flood plain residential development to be above approximately the 69 foot river depth.
- . Require that new non-residential flood plain development be flood proofed below approximately the 69 foot river depth.

In conjunction with the above regulations the City should establish a clear and comprehensive set of floodproofing guidelines and initiate a process for granting appropriate "variances" and "exceptions" to flood plain management regulations.

The City is also currently subject to Presidential Executive Order 11988 (1977) which limits federal assistance to projects within floodplains. Enforcement of the Order lies primarily at the federal level. However, in the case of CDBG and UDAG funding, local enforcement is required through the preparation of Environmental Review Records for HUD. Projects considered as local exceptions will undergo an extensive 8 step public review process prescribed by HUD to demonstrate that there is no "practicable" alternative location for the proposed project.

*City Council enactment of
new riverfront zoning.*

The existing RF-1 Riverfront (Recreational-Residential) and RF-2 (Commercial-Industrial) zoning districts should be modified and a new RF-3 (Heavy Industrial) zoning district introduced. By expanding the number of riverfront zoning districts the most intense industrial uses, which have the greatest impact on adjoining neighborhoods and the environment, will be permitted only in the proposed RF-3 zoning district which would be established in remote locations along the riverfront.

Modifications to the RF-2 would include limitations on the permitted type and intensity of commercial and industrial uses including additional General Requirements that would create an industrial park-like setting and mitigate potential impacts on nearby less intensive zones.

The RF-1 zoning district would still permit only river enhanced recreational, residential, and commercial uses that maintain or restore natural floodplain values.

The accompanying Figure 1 identifies the recommended locations where the proposed RF-1, RF-2, and RF-3 zoning districts would be established. The basic purposes and general requirements recommended for each of the RF zoning districts are summarized below:

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RF-1 Riverfront Recreation - (Residential-Commercial)

Purpose

Designate floodplains suitable for recreation uses that require a minimum amount of building coverage and maintain or restore natural floodplain values; and also designate floodplains suitable for other river enhanced residential and commercial uses.

**General
Requirements**

Same as current RF-1 except no new structures, major additions or filling within the floodway*. Also, new residences and major residential additions located within flood fringe** must be above the 100 year flood level (approximately 69 foot river depth) as defined by the U.S. Army Corps of Engineers.

* floodway - the channel of a river or other water course and adjacent land areas that must be reserved to discharge the 100 year flood without cumulatively increasing the water surface elevation more than a designated height (1 foot).

** flood fringe - the area designated under the National Flood Insurance Program as being generally inland from the floodway, but still within the 100 year flood plain. During a flood, this area would not be covered by the fast flowing water, but rather would act as a backwater storage for the flood water.

RF-2 Riverfront (Commercial-Light Industrial)

Purpose

Designate floodplains suitable for commercial and industrial uses that require proximity to the river and can maintain some natural floodplain values. Uses must be able to function in a visually controlled setting, must not generate environmental effects normally resulting from industrial processing and changing the form of materials, permit controlled exterior storage (and exclude certain bulk storage materials), and not generate impacts that will adversely affect nearby residential zones.

General Requirements

Minimum Lot Area, Building Coverage and Sign requirements have been extracted from the existing M-1 Neighborhood Manufacturing District (See Appendix D). Requirements regulating Maximum Heights, Minimum Yards, Minimum Courts, Off-Street Parking, Loading/Unloading and Storage Areas are based on modification to the M-1 and current RF-2 Districts. New "Performance" requirements include Maximum Impervious Surface, Bufferyards, Exterior Lighting, Glare, Noise and Vibration limitations.

RF-3 (Heavy Industrial)

Purpose	Designate floodplains suitable for heavy industrial uses that require proximity to the river but cannot maintain natural floodplain values and compatibility with residential zones. Heavy river-related industrial uses generate impacts resulting from the processing of materials, exterior bulk storage and the loading and unloading of large numbers of trucks, railcars and barges.
General Requirements	Modification of current RF-2, including limitations on the type and intensity of permitted land uses.

The Riverfront Advisory Council intends that the locations of zoning districts for the proposed RF-1, RF-2 and RF-3 zones be guided by the following principles:

RF-1 zoning districts should be located generally where the RAC's Land Use Plan recommends park, recreation, commercial recreation, commercial and residential uses which front on the river;

RF-2 and RF-3 zoning districts should be located generally on all other properties fronting on the river;

RF-2 (Light Industrial) zoning districts should be located on properties closer to residential zones;

RF-3 (Heavy Industrial) zoning districts should be located on properties further away from residential zones.

Figure 1 shows the general locations intended for the proposed RF-1, RF-2 and RF-3 zones according to the above principles. Determination of the exact shape and size of the zoning districts is beyond the scope of this report. That should be done in the near future by the City Planning Commission and City Council along with the formulation of the necessary text amendments to the Zoning Code required to establish specific regulations for the new zones proposed herein.

Figure 1 also proposes that certain existing residential area, which the Land Use Plan recommends to remain, should possibly be rezoned to a residential zone i.e. R-3 more restrictive than the proposed RF-1 in order to afford greater protection to the existing residential environment. Likewise, other areas should be considered for business zoning (i.e. B-2) to permit a mix of business and residential use, or for B-3 to encourage business uses more exclusively. (See Appendix D).

Figure 1 shows some proposed zone locations overlapping other proposed zones. This indicates that the RAC recognizes that these boundaries in particular will require further study and adjustment by the Planning Commission staff, the Commission itself, and by City Council.

Establishment of funding priorities and strategies related to Ohio riverfront projects and programs

The City Administration should establish funding priorities for Ohio riverfront projects and programs similar to those already established for neighborhoods and other distinct sub-areas of the City. Also, due to the shrinking availability of federal and local capital improvements funds, the Administration should explore alternative funding sources and strategies that will leverage available funds for Ohio riverfront projects and programs.

One innovative and successful approach to funding river related projects and programs is the Negotiated Investment Strategy (NIS) as applied in St. Paul, Minnesota. St. Paul along with Gary, Indiana and Columbus, Ohio participated in the 1979 NIS experiment which was devised by the Kettering Foundation and coordinated by Region 5 of the Federal Regional Council.

Basically the NIS approach brings about "formal and informal exchanges among federal, state and local teams" responsible for negotiating the availability and application of funds. The NIS approach attempts to eliminate inter-agency conflicts and red-tape that often lead to funding delays as well as package a range of funding sources that can be targeted to high priority projects.

The future application of the NIS approach in Cincinnati is uncertain due to the current federal reorganization. However, given the current federal administration's policy aimed at shifting responsibility back towards the state governments, this type of strategy may be one way to insure that urban localities have a voice in determining how limited funds are redistributed.

*Determination of the future
role of the Riverfront
Advisory Council (RAC).*

In February, 1975, Cincinnati City Council passed a resolution "designating the Riverfront Advisory Council appointed by the City Manager as the official advisory council for development of the entire Cincinnati Riverfront".

The appointed duties of the 22 member RAC were the following:

create a plan for the total 22 miles of the riverfront

review and recommend all future riverfront planning and development

advise the City Planning Commission and Department of Economic Development to enable them to make planning recommendations to City Council

refer architectural plans for review to the Urban Design Review Board

In July, 1976, the RAC prepared a two-part "Study of the Cincinnati Riverfront" including General Recommendations and a Preliminary Land Use Plan. The Land Use Plan was never officially sanctioned by the RAC due to the preliminary nature of its recommendations and the "inadequate zoning texts and controls". The RAC at that time offered "to remain in being and to assist in any way possible to develop the means necessary to produce a justifiable and workable final land use plan". In June, 1981, the RAC approved the Policies and the revised Land Use Plan in this report as its finalized plan.

In the short-range the RAC will advocate that the City Planning Commission and City Council formally adopt the land use plan. Also, the RAC should review and comment on the technical language and proposed boundaries of the recommended river-front (RF) zoning districts that stem from the Plan.

In the long-range, the RAC must evaluate its future role.

Projects to Promote Economic Development

Investigation of the feasibility and ramifications of establishing a Cincinnati and Hamilton County Port Authority.

During 1981, the Mayor proposed establishing a port authority for Cincinnati which could "attract and finance new riverfront business development, increase area foreign trade and promote Cincinnati as a hub for the growing agri-business industries".

Ohio state legislation (Chapter 4582 of the Ohio Revised Code) empowers local port authorities to acquire land through eminent domain, issue general development or revenue bonds, establish foreign trade zones and place special tax levies on the ballot. To date only the Columbiana County Port Authority, located near the Ohio and Pennsylvania border, has been established along the Ohio River.

If such an entity is established in Cincinnati, the RAC Plan should be used by Port Authority as the basic land use plan for the riverfront. Port Authority activities should be conducted so as to implement the RAC's Plan or should serve to refine the RAC's Plan with RAC approval.

Based upon the RAC plan, evaluation of the Corps of Engineers Public Notices for Industrial Barge Terminal and Fleeting Operations.

Within the Port of Cincinnati, between Ohio River miles 460 and 485, there are currently 49 river terminal facilities operating docks for the loading and unloading of various commodities. Also, there are 9 barge fleeting (parking) locations that have Corps of Engineers permits to serve a total of 232 barges. Figure 2 identifies the locations of all existing terminal and barge fleeting operations.

The U.S. Army Corps of Engineers has projected that the 31.9 million tons of freight handled in 1976 by the port of Cincinnati will increase to 80.3 million tons by 1990.* This 150% increase in total freight tonnage includes the following projected increases in five selected bulk commodities:

<u>Commodity</u>	<u>Projected Growth (1976-1990)</u>
Coal	230%
Chemical Fertilizers	89%
Grains	79%
Aggregates	29%
Petroleum Fuels	22%

In order to guide future decisions on the appropriate locations of docking facilities the 1976 RAC Plan included a map identifying suitable locations for industrial docks as well as recreational boat harbors. These recommendations were based on river shore conditions, traffic patterns, river depth, the path of floating debris and the following specific considerations for industrial docking:

1. A site which would involve dredging would not be a prime location for a barge terminal. (The river is sometimes shallow around the mouth of a tributary such as at the Little Miami. This condition depends on content of the discharge water, velocity of flow, etc.)
2. Barge terminals on the outsides of major bends: would require more continual maintenance to remove debris (collected under barges); must not interfere with maneuvering space of through barge traffic (maneuvering patterns are also determined by the alignment of bridge piers in the Central Riverfront).
3. Barge terminals in the vicinity of sub-marine (pipeline) crossings buried in the river bottom or at storm sewer outlets along the bank may be affected by conditions of

existing easements. (Sewer outlets either are located within an easement or a street right-of-way which extends into the river.)

4. Barge terminal site should be flood free, sufficiently deep, with proper zoning and rail access.

These considerations are still valid today and were utilized to designate sections of the river suitable for docking facilities. See Figure 2.

Approximately 16 miles of Ohio and Kentucky river frontage are classified as "suitable" for docks. The 8 miles along the Cincinnati side of the river area are situated within the Central and Western Sectors of the RAC Study Area. The Central Sector, though classified as possibly "suitable" for docking from a navigation standpoint, does not offer practical opportunities due to the nature of existing and future inland development. However, the Western Sector offers several suitable opportunities for docking, particularly west of Anderson Ferry and Fernbank Park. Limited opportunities also exist between several terminals south of Southside Avenue.

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Approximately 13 miles of Ohio and Kentucky river frontage are classified as suitable for docking if improvements were made such as dredging. The 6.5 miles along the Cincinnati side are situated in the Eastern and Western Sectors of the Study Area. The Eastern Sector, between Queen City Terminal and Tucker Marine, offers a substantial section of river frontage for docking if periodic drift is eliminated and limited dredging is performed. Several sites within the Western Sector would also be suitable for docking if dredging is performed. These sites are situated between Ashland Oil and Anderson Ferry, west of Rapid Run Creek and west of the Muddy Creek Sewage Treatment Plant.

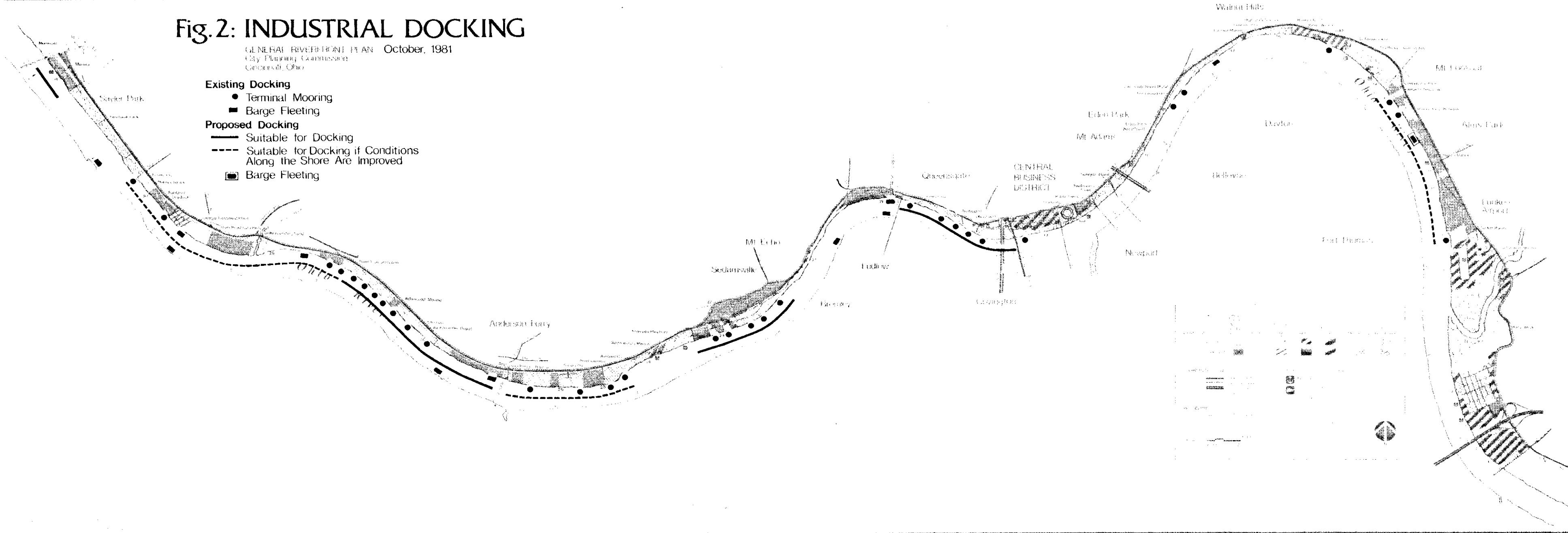
* The U.S. Army Corps of Engineers 1976 and 1990 projected river tonnage figures are based on a survey of all Ohio River basin waterway users located within the Cincinnati Bureau of Economic Analysis (BEA) area. The BEA extends along both sides of the Ohio River between Portsmouth, Ohio and Madison, Indiana. A section of the Kentucky River north of Frankfort is also included.

Between 1978 and 1980 barges fleeted on the Ohio River increased 130%. Additional permits if approved as submitted to the Corps of Engineers since 1980 would increase the number of barges by another 71%. The Propellor Club of Cincinnati has estimated that, just to meet foreseeable fleeting demands including peak demand during floods or when the river is frozen, that fleeting spaces for 400 barges are needed. 500 spaces would be more desirable. The Propellor Club has identified three locations on the Ohio side of the river where additional barge fleeting would be appropriate. They are at approximately mile 465.5 (Queen City Terminal frontage), mile 480.8 (west of Suspension Bridge), and mile 481.5 (Muddy Creek Sewage Treatment frontage). The area west of the Suspension Bridge is objectionable to the City of Cincinnati because of incompatibility with future plans for recreation/commercial development of the frontage. The other two locations are shown on Figure 2.

Fig. 2: INDUSTRIAL DOCKING

GENERAL RIVERFRONT PLAN October, 1981
 City Planning Commission
 Cincinnati, Ohio

- Existing Docking**
- Terminal Mooring
 - Barge Fleeting
- Proposed Docking**
- Suitable for Docking
 - - - Suitable for Docking if Conditions Along the Shore Are Improved
 - ▣ Barge Fleeting



Projects to Stabilize Communities

*Pursuit of recommendations
made by the California
Feasibility Study.*

During April, 1981 the Riverfront Advisory Council and City Planning Commission approved a contract with The Doepke/Lesniewicz Partnership to conduct the California Feasibility Study. The study was undertaken to evaluate the financial and physical feasibility of construction and rehabilitating flood-plain residences in California. (See Figure 3).

The consultant team, in cooperation with a developer, banker, realtor as advisors, has developed the following four investment alternatives:

1) Individual Actions

- single unit rehabilitation
- general site improvements
- projects are individually evaluated for funding
- uncoordinated community revitalization

2) Sector-Joint Ownership

- collective site improvements
- joint development of contiguous property
- larger scaled projects can be funded more economically
- lending institution support is more likely to be given

3) Community Based Consolidation

- re-development of clusters within the community
- infill housing, new construction, housing relocation
- lending institutions are more receptive to community based plans
- commercial corridor plans can be implemented

4) Public (City/Community) Development Initiatives

- formation of a non-profit Neighborhood Development Corporation
- individual projects are now potentially economically feasible
- approved are available for low interest loans
- banks are secure in supporting NDC projects

Underlying all four of the investment options is the need to redevelop properties along Kellogg Avenue which serves as the front door to California. Improvements along Kellogg Avenue are critical to community revitalization efforts since they will indicate "security and improved appearances to potential investors."

Future revitalization efforts will integrate various underlying components of each investment option. Completion date for the study is November, 1981.

*Preparation and
implementation of a
Housing Assistance
Plan for the East End.*

The RAC Cincinnati Riverfront Plan recommends residential rehabilitation and possible in-fill development for the following four East End Study Areas south of Eastern Avenue (See Figure 3):

- Area 14 Between Turkey Ridge Playground and C.G. & E.
- Area 15 Between C.G. & E. and Water Works
- Area 16 Between Water Works and Highlands School
- Area 17 Between Ferry Street Park and Verdin Company

In 1981 The Doepke/Lesniewicz Partnership prepared an Urban Design and Housing Assistance Plan for the Sedamsville Community Urban Redevelopment Corporation (SCURC) (See Figure 3). There are many similarities between the Sedamsville and East End Study Areas. Both are corridor neighborhoods near or within the Ohio River floodplain. They are also characterized by clusters of architecturally significant structures which are currently undergoing rehabilitation by private owners. The self-help approach to community revitalization is also clearly evident in both communities. The Sedamsville Plan focused on properties fronting River Road between Maryland and Delhi Avenues. Specific directions established by the community and the SCURC in the Plan consisted of the following:

1. Provide architectural advice on the preservation and improvement of the buildings including bringing the exterior up to code and cosmetic improvements recognizing compliance with federal standards (Dept. of Interior).
2. Provide advice on landscaping the yards, including access, grading, planting, modification, lighting, etc.
3. Provide advice on structural conditions and requirements for new appurtenances.

4. Inspect selected properties (34) and prepare cost estimates to assist in grant decisions (assuming sweat equity).
5. Assist home owners selection of materials, implementations, contractors, etc.
6. Develop (with the Community Housing Corporation) general guidelines for facade treatment, landscaping and architectural improvements in the project area.

The East End Housing Corporation could serve as a steering body during the formulation of a housing assistance plan and later coordinate housing rehabilitation grants if available.

*Encouragement of Southside
Avenue residents to
voluntarily relocate.*

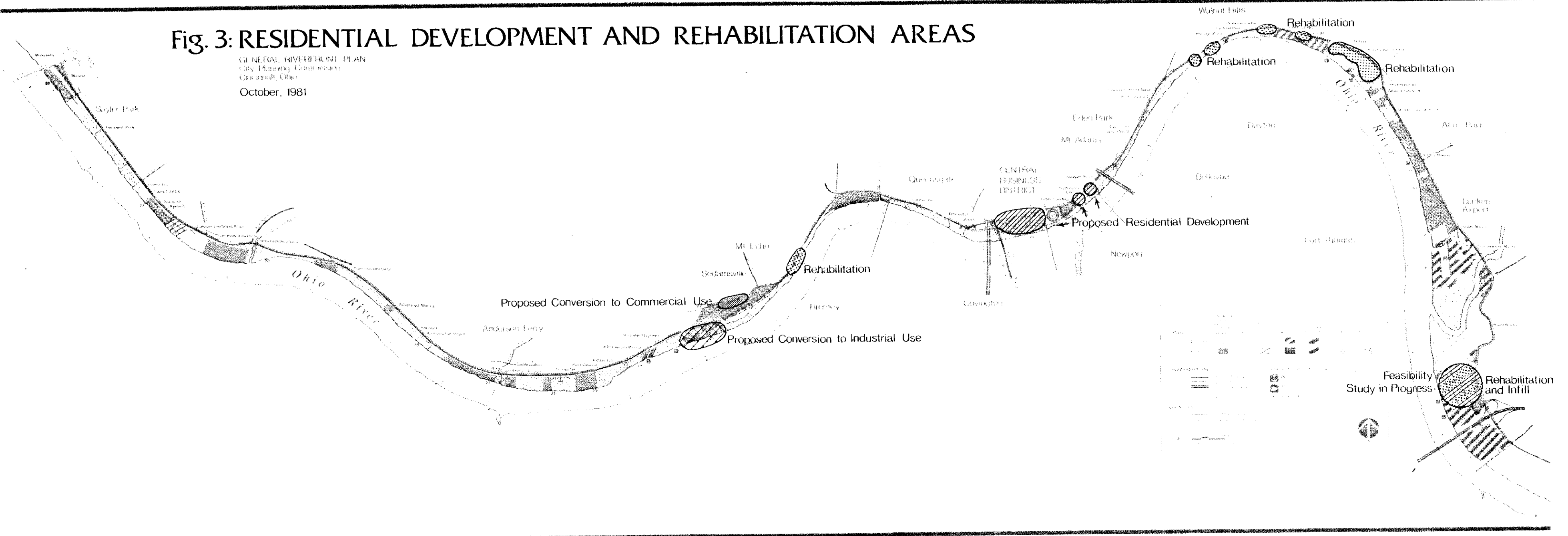
Recommendations in the RAC Plan are not intended to force residents to relocate. Financial incentives, however, should be offered to encourage relocation from those areas where residences are not an appropriate use of land.

The City's Relocation Assistance Division currently provides relocation benefits and assistance to individuals or families in finding decent, safe and sanitary housing when forced to vacate their dwellings because of the enforcement of building or health codes. In addition, housing availability information and certification for FHA rent supplement housing are provided to low income families.

To encourage voluntary relocation, if additional federal, state, or local funds are available to maintain the existing program, it could implement efforts of a proposed Riverfront Improvement Corporation (See Appendix G) that would utilize tax deductible donations from private sources to acquire dilapidated housing offered for sale along the Ohio Riverfront.

Fig. 3: RESIDENTIAL DEVELOPMENT AND REHABILITATION AREAS

GENERAL RIVERFRONT PLAN
City Planning Commission
Cincinnati, Ohio
October, 1981



Projects to Enhance the Livability of the City

Completion of Sawyer Point.

The 22-acre Sawyer Point site is a key parcel in the link between the city and the river. (See Figure 4). Located on the eastern edge of the downtown, Sawyer Point connects the Central Riverfront development - Stadium, Coliseum, Public Landing, Yeatman's Cove Park and Serpentine Wall - with the eastern residential neighborhoods and the proposed river edge parks. Sawyer Point is to be the transitional link between the formal urban fabric and the environs upriver. Physically, Sawyer Point's natural river edge, rolling earth mounds and informal landscaping are reminiscent of structured features in Yeatman's Cove; and blended with undulating paths, paved terraces and other constructed elements will provide a unique spontaneous family recreation environment. It will offer a wide range of both passive and recreational activities for all ages. It will support a variety of events and will provide the setting and the stimulus for urban housing to the north and east.

In contrast to adjacent riverfront elements, Sawyer Point is intended to be primarily a passive green space with a variety of programmatic features which would be used to activate various sequences of the Sawyer Point recreation experience. These facilities will include festival areas, concert areas, theater areas, adventurous play environments, tennis courts, river edge walk, overlooks and fishing pier.

Sawyer Point is currently in an "interim condition - cleared, graded and grassed" and is currently being utilized for informal recreation activities including a Parcourse Fitness Trail for exercising, jogging, walking and bicycling. Additional funding is currently available for the installation of utilities and the development of a parking lot.

Future Park developments will be subject to the arrangement of creative financing plans that will rely heavily upon private financial contributions for not only the capital improvements but also long term maintenance costs.

In 1979, the City's Office of Research, Evaluation and Budget and the Recreation Commission recommended that the Riverfront Advisory Council "form a Sawyer Point Operating Committee to develop and recommend alternative strategies for operating and maintaining the proposed Park," including a potential trust fund.

*Completion of Acquisition
for the Eden Park
Waterfront.*

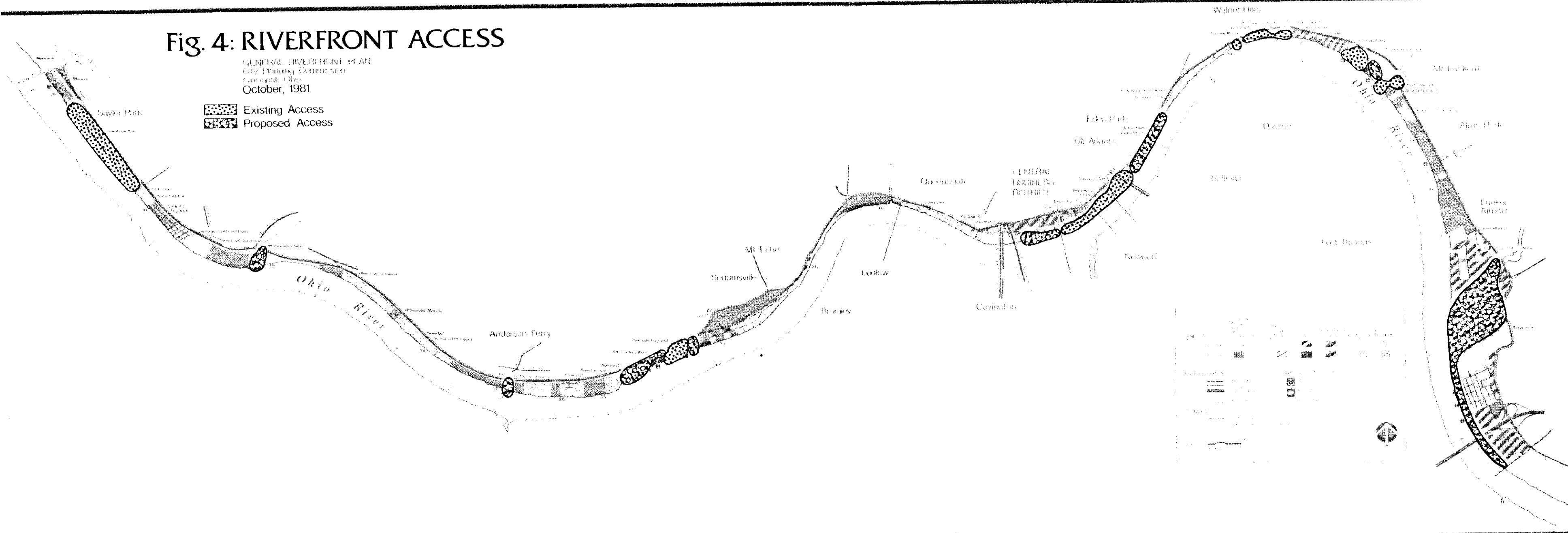
The Park Board has acquired a significant portion of the Eden Park Waterfront northeast of Sawyer Point Park as a passive extension of the Central Riverfront recreation area and Eden Park to form a green gateway to the Central Business District (See Figure 4).

The remaining portion of the Eden Park Waterfront yet to be acquired is owned by the N & W railroad. The Park Board has expressed an interest in acquiring this property once it becomes available.

Fig. 4: RIVERFRONT ACCESS

GENERAL RIVERFRONT PLAN
City Planning Commission
Cincinnati, Ohio
October, 1981

- Existing Access
- Proposed Access



*Permitting public access
to the river frontage
of the California
Water Works.*

The 1972 Study of the Little Miami River, the 1976 Study of the Cincinnati Riverfront and the 1978 California Land Development Use Plan identified the need for greater public access to Ohio River frontage near the confluence of the Little Miami River, which is designated as a national "scenic" river. (See Figure 4).

The Floodway portion (See Area 5c) of the California Water Treatment Plant would provide the opportunity for residents locally and City-wide to enjoy this natural and scenic riverfront setting that also has historic significance due to its proximity to the pioneer settlement of Stites Landing.

This riverfront area could also serve as a "gateway" observation park and rest area for interstate motorists traveling along I-275 which intersects Kellogg Avenue approximately 1/2 mile south of the Water Works facility. The attraction of this potential "peninsula" park could also generate a new tourist market that could possibly assist the revitalization of the California business area along Kellogg (See Area 5a) and stimulate new commercial-recreation enterprises in the vicinity.

Future plans for public access and park development on the California Water Treatment Plant property must recognize the future needs and security required by the City's Water Works.

*Acquisition of title
or easements for
public access to river
frontage south of
Four Seasons Marina.*

The majority of the frontage along the Ohio and Little Miami Rivers north of the Water Works is privately owned and undeveloped. (See Figure 4). The 1972 Little Miami River Plan and the 1976 Ohio Riverfront Plan both recommended conservation of this area due to the federal "scenic" designation of the Little Miami River. It can also be considered to have local historical significance as the general vicinity of Stites Landing pioneer settlement. Conservation here would also complement the proposed park area along the opposite Water Works river frontage.

Future public riverfront access on both sides of the Little Miami River would also enhance the Four Seasons Marina complex and other nearby commercial recreation ventures.

Maintenance of a strip of public access between Turkey Ridge Playground and Schmidt Field.

A strip of undeveloped public recreation property running between Humbert Street and the Ohio River Launch Club should be maintained as a means of pedestrian and bicycle access between Turkey Ridge Playground and Schmidt Field. (See Figure 4).

This path of access would eliminate the need for adjoining residents and public recreation facility users to mix with vehicular traffic along Eastern Avenue.

This strip could be enlarged to include vacant non residential properties to the north as well as the existing truck terminal property if and when they are offered for sale to the City.

*Expansion of Riverside
Playfield.*

The need for additional riverfront access and recreational facilities at Riverside Playfield is supported by the Riverside Civic and Welfare Club. (See Figure 4). The 1976 Ohio Riverfront Plan recommended recreation expansion from the Playfield east to Idaho Street and west to Ashland Oil. To date the Recreation Commission has entered into negotiations with several property owners along Idaho Street.

The proposed recreation and park uses would surround and compliment the inland perimeter of the 20th Century Marina. Also a new point of access to the Marina and the existing and proposed park and recreation facilities could be established. This would eliminate the need for park and recreation users to mix with industrial traffic along Idaho Street and Southside Avenue.

*Nomination of the Anderson
Ferry to the National
Register of Historic
Places.*

The Anderson Ferry is significant to transportation because of its long association with continuous conveyance of people, commodities, materials, and various types of vehicles between Ohio and Kentucky on the Ohio River by means of commercial ferry boat operation. Prior to the establishment of the first permanent Covington and Cincinnati Suspension Bridge (1866) (National Historic Landmark), transport across the Ohio was limited to several ferry operations and occasional temporary bridges. Anderson Ferry provided and continues to provide a transportation link to facilitate contact and interaction between the states. Although less than fifty years old the ferry boats "Boone #7" and "Little Boone" are integral to the contemporary operation of the ferry.

The Historic Conservation Board gave its support to the nomination of the Anderson Ferry Site at its December 1, 1980 meeting. The nomination has been delayed "in process" due to changes in the owner consent requirements for nomination. To date, the nomination has received final approval from the Kentucky Heritage Commission and preliminary approval from the Ohio Historic Site Preservation Advisory Board.

*Acquire property
adjoining the
Anderson Ferry.*

In order to protect the surrounding environment of the Anderson Ferry, the adjoining portion of the Kottmeyer property which is zoned RF-1, should be acquired as a public park. (See Figure 4).

The eastern portion of the Wandstrat property to the east of the Anderson Ferry is zoned RF-2 and utilized for coal storage. An application to permit a coal dock on this property has been submitted to the U.S. Army Corps of Engineers. (See Area 27).

The Foley property west of the Anderson Ferry is zoned RF-1 and is currently vacant. The Corps of Engineers has granted a permit to Columbia Marine Service to fleet barges along the river frontage.

A City investigation of the extent and cost of erosion damages among the Ohio River; a request for Federal hearings to investigate causes and means of preventing or minimizing erosion; a request for Federal funding of an erosion control program.

Many property owners as well as Cincinnati's Environmental Advisory Council (EAC) are concerned about severe erosion along the Ohio Riverbanks. The EAC believes the river's width is growing by 10 feet per year. The EAC has listed examples of some locations of erosion and the resulting losses as follows:

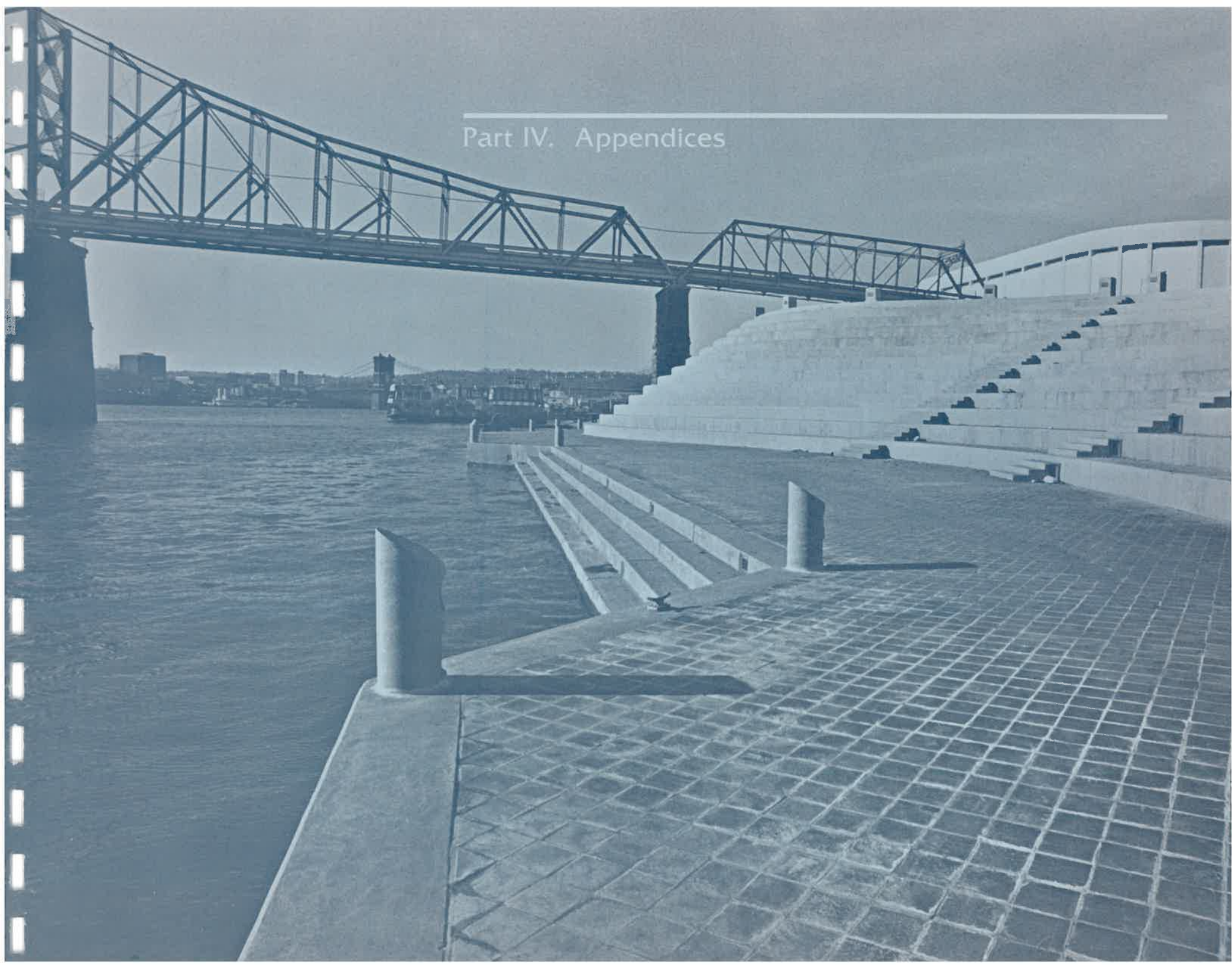
- 1) Marinas in California lost 50 to 80 feet of land since 1969;
- 2) California Waterworks lost 30 to 50 feet of land since 1973 requiring costly installation of pilings and gabions;
- 3) Schmidt Field lost 4350 cu. yds. requiring bank protection costing an estimated \$2500;
- 4) LeBlond Park lost 1500 cu. yds. requiring bank protection costing an estimated \$2500;
- 5) Riverside Boat Launch lost 3200 cu. yds. requiring bank protection at an estimated \$2500;
- 6) Fernbank Park lost 30 to 40 feet of land and large trees with an estimated replacement value of \$500,000 requiring concrete bank protection costing \$200,000.

Causes of the erosion may range from excessive rainfall, to large generated waves, to the raised pool stage of the river. The EAC believes the erosion will continue unless there is new regulation of the operating program for the navigation system, pool level changes, structural repairs to protect against wave erosion, revegetation and new landscaping, and/or Federal acquisition of hopelessly damaged property.

The RAC Executive Committee has endorsed an EAC recommendation that City Council pass a resolution:

- 1) requesting the U. S. Congress to
 - a) investigate the physical extent and cost of erosion damages along the Ohio River
 - b) authorize and fund a study of the causes and possible means of prevention
 - c) initiate legislation to fund an erosion control plan and program;
- 2) directing the City Administration to survey the present position of the Ohio shoreline so that there will be a benchmark against which to measure future erosion. (The City Administration is currently investigating the feasibility of this recommendation.)

Part IV. Appendices



Appendix A
Givens and Constraints

Givens

1. Area of study
2. Existing public facilities: parks, recreation facilities, Lunken Airport, Water Works, Bridges
3. Central Riverfront Plan
4. Millcreek Barrier Dam and Floodwall
5. City-owned land leased to industry
6. CG&E West End Power Station
7. Sawyer Point - including property to the north
8. Eden Park Waterfront Park
9. CG&E Gas Storage Facility
10. Little Miami "Scenic" River designation and Plan

Constraints

1. Railroads (except at Eden Park Waterfront, Storrs Yard, and Riverside Yard)
2. Floodplain and periodic flooding
3. Characteristics of the river - flooding, erosion, traffic patterns, currents, water quality
4. Major industrial installations
5. Central Riverfront - Air Rights Development
6. Sewer System Improvement Plans - including detention basins
7. Utilities use of existing Water Works property

FLOOD FREQUENCIES INFORMATION

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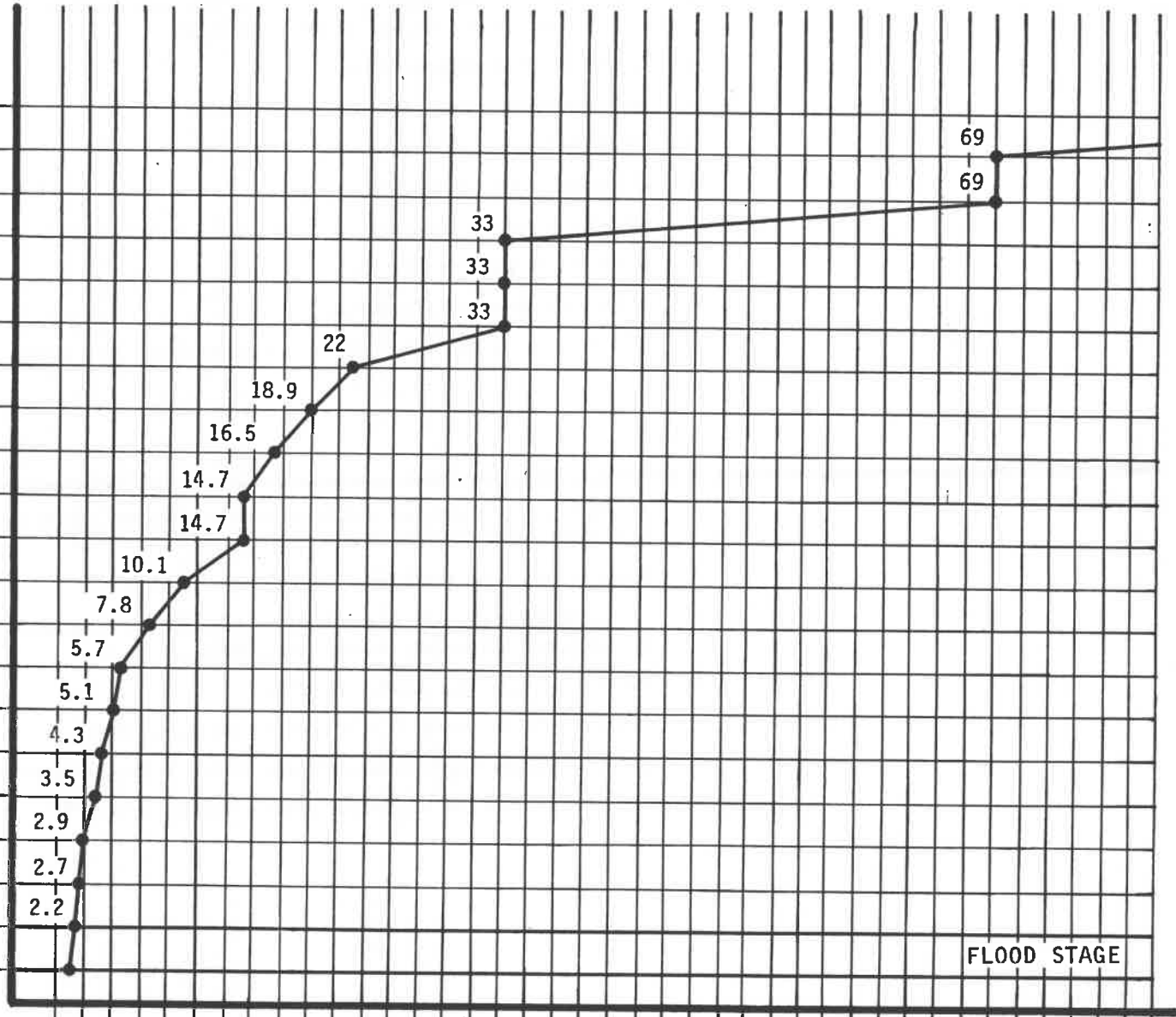
of Floods at
or above
(1859 - 1980,
based on one
Flood/Year

River Stage

Equivalent
Elevation

Days/Year
when River at
or above
(1883 - 1980)

1	79	508	N/A
2	71	500	N/A
2	70	499	N/A
4	69	498	.18
4	68	497	.25
4	67	496	.27
6	66	495	.32
7	65	494	.42
8	64	493	.51
9	63	492	.62
9	62	491	.72
13	61	490	.87
17	60	489	1.08
23	59	488	1.40
26	58	487	1.77
31	57	486	2.06
38	56	485	2.43
46	55	484	2.92
49	54	483	3.81
59	53	482	4.01
66	52	481	4.64



FLOOD STAGE

At Suspension Bridge:

0 = 429.09'

1 3 5 7 9 11 13 15 17 19 21 23 25 27 29 31 33 35 37 39 41 43 45 47 49 51 53 55 57 59 61 63 65 67 69 71 73 75 77 79 81

Frequency of occurrence, (in years)

The Corps of Engineers completed a "Flood Insurance Study" for Cincinnati and informally presented it to the City in April, 1978. In September, 1979, representatives of the City met with the Corps and the Federal Emergency Management Agency (FEMA), who administrate the Federal Flood Insurance Program, to discuss the effect implementation of this Study would have on future City development.

In May, 1981, FEMA formally submitted the Study to the City and held public hearings. After a ninety day period in which the City receives comments and requests for variances, FEMA will formalize the Study. Within twelve to fifteen months City Council must adopt legislation, bringing the City's Municipal Code, Zoning and Buildings Codes into conformance with the Federal guidelines.

Failure of the City to come into compliance with this program would result in the inability of the citizens of Cincinnati to purchase Flood Insurance. At the present time, there are 636 policies in force within the City with a total coverage of \$21,000,000.00. During the previous year, there were 109 insurance claims processed with the total amount of \$300,000.00 being paid in claims. An additional effect to the City would be the loss of Disaster Relief Funds. Likewise it would become almost impossible for the private sector to obtain mortgages on property within the floodplain, without Flood Insurance.

The Flood Insurance Program establishes three zones within the floodplain of the City. The most restrictive zone is the "floodway". It is a theoretical channel along the river needed to pass the flood waters of a 100 year flood. Within the established floodway, existing improvements may be retained; however, no new construction or substantial improvements to existing buildings in excess of (50%) of the existing fair market values would be permitted. In addition, no additional fills would be allowed. There is a procedure for variances to be issued where it can be shown that the proposed improvement would not affect the height of a flood. The hydrologic computations to verify this statement, however, would be expensive and time consuming.

The second zone is the "flood fringe". This is the area which lies inland from the floodway, between the floodway and the limit of the 100 year Year Flood. Improvements are permitted within the floodway provided that non-residential buildings are floodproofed and residential buildings have their habitable floors at or above the 100 year flood level. In so far as industry is concerned, floodproofing can include the embankments to protect the installation, or so-called wet floodproofing where the

building is constructed strong enough to withstand a flood or occupation of the premises would be such as to avoid property damage in the event of flooding.

Also shown on the Flood Insurance Study is a zone between the 100 and 500 Year Floods. This zone has no significant effect on development within the City.

The General Engineering Division of the City has been designated as the official City coordinating agency regarding the local administration of the Program.

In May, 1981, the Riverfront Advisory Council Executive Committee recommended to the City Manager that City Council should take those actions necessary for the City to continue to participate in the National Flood Insurance Program Regular Phase. The RAC urged that (1) additional flood-proofing restrictions which might be added to the Building Code provided they are "reviewed first in a public meeting by knowledgeable persons who can attest to their clarity and reasonableness"; (2) that the City establish and publicize a process for handling requests for variances and exceptions; and (3) that the City extend all appropriate assistance to property owners within the floodway in order that they may realize every opportunity for development of their land.

CHAPTER 29

RF-1 RIVERFRONT (RECREATIONAL-RESIDENTIAL)
DISTRICT USE REGULATIONS

DIV. 2901. PRINCIPAL PERMITTED USES

Shall be limited to those set forth in the sections hereunder:

SEC. 2901.1. SINGLE-FAMILY DWELLINGS, provided that no habitable floor is located below an elevation which represents the 65-foot flood stage, as provided in Section 2905.8 of this chapter.

SEC. 2901.2. AGRICULTURAL USES, including nurseries and greenhouses.

SEC. 2901.3. RECREATIONAL FACILITIES: Golf courses, fishing lakes, parks and playgrounds.

SEC. 2901.4. BOATING FACILITIES: Harbors and launching ramps for pleasure craft.

SEC. 2901.5. PUBLIC ADMINISTRATION BUILDINGS.

SEC. 2901.6. RAILROAD RIGHT-OF-WAY.

SEC. 2901.7. AIRPORTS, LANDING FIELDS AND HELIPORTS, including such structures as are necessary for their operation, provided that the area in such use shall be no closer than 500 feet from any R district.

SEC. 2901.8. PUBLIC UTILITY DISTRIBUTION SYSTEMS.

SEC. 2901.9. PUBLIC UTILITY STATIONS, as permitted and regulated in the R-4 district.

SEC. 2901.10. CHURCHES.

SEC. 2901.11. BOAT REPAIR, SALES, SERVICE AND STORAGE.

SEC. 2901.12. MUNICIPAL PROPERTIES IN OFFICIALLY DESIGNATED URBAN RENEWAL AREAS for uses permitted in the B-2 district.

SEC. 2901.13. PARKING FACILITIES.

SEC. 2901.14. STADIUMS.

SEC. 2901.15. BUILDING CENTER PROJECTS, as defined and regulated in Chapter 7.

SEC. 2901.16. RECREATIONAL VEHICLE PARKS, as approved by the board of health of Cincinnati, provided that:

Sec. 2901.16(a) No part of such facility used for the actual parking of vehicles shall be closer than 500 feet to any adjacent residential zone;

Sec. 2901.16(b) No recreational vehicle shall be allowed to remain within the premises for more than 14 days.

SEC. 2901.17. AMUSEMENT ENTERPRISES: Amusement parks, circuses and similar enterprises, provided that they shall not be less than 100 feet from the boundary line of any R district.

DIV. 2902. PRINCIPAL CONDITIONAL USES

shall be limited to those set forth in the sections hereunder, when authorized by the director of buildings and inspections, after a finding that they meet the requirements and conditions specified hereunder, provided further that any principal conditional use shall meet the requirements and conditions specified in Chapter 4, Section 402.2.

DIV. 2903. ACCESSORY PERMITTED USES

shall be limited to those set forth in the sections hereunder:

SEC. 2903.1. Any accessory use customarily incidental to a principal permitted use.

SEC. 2903.2. The following accessory uses, whether incidental to a principal permitted or conditional use:

Sec. 2903.2(a) Real estate, professional, instructional, identification, bulletin board and announcement signs, as permitted and regulated in the R-2 district.

Sec. 2903.2(b) Home occupations, as permitted and regulated in the R-4 district.

Sec. 2903.2(c) Accessory buildings, as permitted and regulated in the R-3 district.

Sec. 2903.2(d) Off-street parking and loading facilities.

Sec. 2903.2(e) Accessory restaurants and refreshment stands.

SEC. 2903.3. The following accessory uses customarily incidental to a recreational vehicle park:

Sec. 2903.3(a) Commissary for the sale of food, dairy, drug, household and camping items, excluding gasoline for motor vehicles;

Sec. 2903.3(b) Laundry facilities;

Sec. 2903.3(c) Recreation facilities.

DIV. 2904. ACCESSORY CONDITIONAL USES.

Shall be limited to those set forth in the sections hereunder:

SEC. 2904.1. Any accessory use customarily incidental to a principal conditional use, when authorized by the director of buildings and inspections, provided that any such accessory conditional use shall meet the requirements and conditions specified in Chapter 4, Section 402.2.

DIV. 2905. REQUIREMENTS.

Uses of the RF-1 district shall be subject to other requirements specified in the sections hereunder:

SEC. 2905.1. MAXIMUM HEIGHT, as specified in Chapter 5, table A.

SEC. 2905.2. MINIMUM LOT AREA, as specified in Chapter 5, table A.

Appendix D

From Station:	To Station:	Elevation:
A. Coney Island at Cincinnati Corp. Line	B. 1150 ft. west of Reservoir St.	498
B. 1150 ft. west of Reservoir St.	C. Donham St.	497
C. Donham St.	D. 550 ft. west of Lancaster St.	496
D. 550 ft. west of Lancaster St.	E. 700 ft. west of Suspension Bridge	495
E. 700 ft. west of Suspension Bridge	F. Neave St. extended	494
F. Neave St. extended	G. Idaho St.	493
G. Idaho St.	H. 1600 ft. west of Anderson Ferry Rd.	492
H. 1600 ft. west of Anderson Ferry Rd.	I. 2000 ft. west of Delhi-Hillside Ave. intersection projected south	491
I. 2000 ft. west of Delhi Hillside Ave. intersection projected south	J. Laura St. extended	490
J. Laura St. extended	K. Cincinnati Corp. Line	489

SEC. 2905.3. MINIMUM LOT AREA PER DWELLING UNIT, as specified in Chapter 5, table A.

SEC. 2905.4. MINIMUM YARDS, as specified in Chapter 5, table A.

SEC. 2905.5. MINIMUM COURTS, as specified in Chapter 5, table A.

SEC. 2905.6. OFF-STREET PARKING AND LOADING, as specified in Chapter 6.

128 SEC. 2905.7. STORAGE AND EQUIPMENT. Equipment, materials and wastes stored outside buildings in the RF-1 district shall have a specified gravity substantially equal to or heavier than water, or shall be securely anchored against floating away, shall not be a source of water pollution or contamination in case of flood, and shall not obstruct any existing or potential floodway.

SEC. 2905.8. ELEVATIONS REPRESENTING A 65-FOOT FLOOD STAGE. For the purposes of Section 2901.1 of this Chapter, elevations representing the 65-foot flood stage shall be approximately as follows:

SEC. 2905.9. MODIFICATION OF REQUIREMENTS. The director of buildings and inspections shall have the authority to modify the height, yard and court requirements specified in Chapter 5, table A, where such modification would result in better relationship of the building to access, higher topographic elevation, and other physical improvements, and better protection from floods.

DIV. 2906. PLANNED UNIT DEVELOPMENT.

SEC. 2906.1. Planned unit developments containing the following uses in addition to those already permitted in RF-1: two-family dwellings, multi-family dwellings, boat buildings, passenger vessel operations, show boats, swimming pools, hotels, motels, restaurants, animal race tracks, driving ranges, miniature golf, tennis courts, clubs, retail stores, general business services, personal services, wholesale distributors of completely manufactured products and warehouses for completely manufactured products.

SEC. 2906.2. All principal and conditional permitted and accessory uses set forth in Chapter 29 may be permitted in a planned unit development.

CHAPTER 30

RF-2 RIVERFRONT (COMMERCIAL-INDUSTRIAL)
DISTRICT USE REGULATIONS

DIV. 3001. PRINCIPAL PERMITTED USES

shall be limited to those set forth in the sections hereunder:

SEC. 3001.1. GENERAL. Principal uses, permitted as permitted or conditional uses in the RF-1 district, except as otherwise specified.

SEC. 3001.2. COMMERCIAL AND INDUSTRIAL USES:

Sec. 3001.2(a) Advertising signs provided they shall not be erected within 200 feet of any public park or playground under the jurisdiction of the board of park commissioners or recreation commission. For the purposes of this section, neither the Cincinnati riverfront stadium complex nor Central Parkway between Plum and Sycamore Streets shall be considered as a park or playground.

Sec. 3001.2(b) Storage of building materials, provided that such use shall be no less than 100 feet distant from every R district.

Sec. 3001.2(c) Reclamation of industrial wastes, provided that such use shall be no less than 200 feet distant from every R district.

Sec. 3001.2(d) River terminals.

Sec. 3001.2(e) Storage tanks and similar storage structures.

Sec. 3001.2(f) Railroad train yards, classification yards, team tracks and major freight stations.

Sec. 3001.2(g) Wholesale produce markets.

Sec. 3001.2(h) Boat building.

SEC. 3001.3. RESIDENTIAL USES:

Sec. 3001.3(a) Residential uses not prohibited in the M-2 district, as specified in Section 2702.1 of the M-2 district use regulations.

SEC. 3001.4. PUBLIC UTILITY BUILDINGS AND STATIONS.

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DIV. 3002. PROHIBITED USES.

The following uses shall not be permitted in the RF-2 district.

SEC. 3002.1. GENERAL. All uses prohibited in the M-3 district.

SEC. 3002.2. Automobile junk yards, salvage and wrecking operations.

DIV. 3003. PRINCIPAL CONDITIONAL USES.

shall be limited to those set forth in the sections hereunder, when authorized by the

director of buildings and inspections, after finding that they meet the requirements and conditions specified hereunder, provided further that any principal conditional use shall meet the requirements and conditions specified in Chapter 4, Section 402.2.

SEC. 3003.1. GENERAL. Principal conditional uses, as authorized and regulated in the M-3 district, provided that such uses shall also be subject to the requirements of Section 3003.5 of this chapter.

SEC. 3003.3. SCRAP METAL STORAGE AND PROCESSING, exclusive of automobile junk yards, slavage and wrecking operations, provided that:

Sec. 3003.3(a) Such use shall be no less than 100 feet distant from every R district.

Sec. 3003.3(b) A screen-fence not more than six feet in height around yards devoted to such use will effectively screen such use from every point at ground level in an R district, including streets, within 500 feet of such use; and provided further that such screen-fence is erected and maintained around such premises.

Sec. 3003.4. MINING, including commercial mines, quarries, extraction of sand, gravel, clay or earth fill, and similar operations.

SEC. 3003.5. MANUFACTURING AND INDUSTRIAL USES: Other commercial, manufacturing or industrial uses permitted in the M-3 district, provided that:

Sec. 3003.5(a) The nature of such use requires location in the RF-2 district for one or more of the following reasons:

- (1) Expansion of an existing facility.
- (2) Use of large quantities of untreated water.
- (3) Industrial waste disposal, as approved by the Ohio water pollution control board or the Ohio River Valley water sanitation commission.
- (4) Need for river transportation.

Sec. 3003.5(b) Appropriate measures are taken to protect life and property against flood hazards and the structures are designed to withstand flood waters.

DIV. 3004. ACCESSORY PERMITTED USES

shall be limited to those specified in the sections hereunder:

SEC. 3004.1. Any accessory use customarily incidental to a principal permitted use.

SEC. 3004.2. The following accessory uses, whether incidental to a principal permitted or conditional use:

Sec. 3004.2(a) General. Accessory permitted uses, as permitted and regulated in the RF-1 district, except as otherwise specified.

Sec. 3004.2(b) Signs.

Sec. 3004.2(c) Accessory buildings.

Sec. 3004.2(d) Off-street parking and loading facilities.

DIV. 3005. ACCESSORY CONDITIONAL USES

shall be limited to those set forth in the sections hereunder:

SEC. 3005.1. Any accessory use customarily incidental to a principal conditional use, when authorized by the director of buildings and inspections, provided that any such accessory conditional use shall meet the requirements and conditions specified in Chapter 4, Section 402.2.

SEC. 3005.2. The following accessory uses, whether incidental to a principal permitted or conditional use, when authorized by the director of buildings and inspections, after a finding that they meet the requirements and conditions specified hereunder, provided further that any such accessory conditional use shall meet the requirements and conditions specified in Chapter 4, Section 402.2.

Sec. 3005.2(a) General. Accessory conditional uses, as authorized and regulated in the RF-1 district, except as otherwise specified.

DIV. 3006. REQUIREMENTS.

Uses of the RF-2 district shall be subject to other requirements specified in the sections hereunder:

SEC. 3006.1. MAXIMUM HEIGHT, as specified in Chapter 5, table C, except that ground signs shall not exceed a height of 40 feet above the established grade in front of the lot being occupied, or from the average natural grade at the sign location, if higher.

SEC. 3006.2. MINIMUM YARDS, as specified in Chapter 5, table C.

SEC. 3006.3. MINIMUM COURTS, as specified in Chapter 5, table C

SEC. 3006.4. OFF-STREET PARKING AND LOADING, as specified in Chapter 6.

SEC. 3006.5. STORAGE AND EQUIPMENT. Equipment, materials, and wastes stored outside buildings in the RF-2 district shall have a specific gravity substantially equal to or heavier than water, or shall be securely anchored against floating away, shall not be a source of water pollution or contamination in case of flood, and shall not obstruct any existing or potential floodway.

Summary of the Most Prominent Features of the Various Zoning Districts
 (For more complete use and requirements, see Zoning Code.)

In all Zoning Districts there are two (2) types of uses, namely the Permitted Uses and the Conditional Uses except for the M-2, M-3 and the RF-2 Districts which also have Prohibited Uses (for definitions, refer to Glossary, Appendix J).

In the following table those uses above the single line are Permitted Uses and those below are Conditional Uses. The PUD uses are below the double line.

DISTRICT	PRINCIPAL USES	MAXIMUM HEIGHT	MINIMUM LOT AREA	MINIMUM LOT AREA PER DWELLING UNIT
R-3	R-2 uses, two-family dwellings, private and non-profit tennis clubs, and swim clubs	Same as R-2	5,000 Sq. Ft.	4,000 Sq. Ft.
	Same as R-2, child day care center			
	Detached or attached single-family dwelling, multi-family dwellings		100,000 Sq. Ft.	4,000 Sq. Ft.
	Historic Buildings for multi-family dwellings		None	4,000 Sq. Ft.
R-4	R-3 uses, multi-family buildings, colleges, child day-care center, home for adjustment, crematories, hospitals	45 Ft.	5,000 Sq. Ft.	(Eff.) 2,000
	Same as R-3, fraternities and sororities, nursing and rest homes, limited parking facilities, offices for the practice of medicine, dentistry or optometry			(Int.) 2,000
	Detached or attached single-family dwellings, office uses permitted in)_1A		50,000 Sq. Ft.	(Reg.) 2,500
	Historic buildings for restaurants, art galleries, studios, etc.		5 Acres	-----

DISTRICT	PRINCIPAL USES	MAXIMUM HEIGHT	MINIMUM LOT AREA	MAXIMUM FLOOR AREA RATION
B-2	B-1 uses, homes for adjustment, funeral homes, retail sales and services, business and personal services, eating and drinking places, advertising signs, post office, repair services, entertainment places	85 Ft.	Non-Resi Occupancies NONE	NONE
	Residential uses, outdoor eating places		Residence Occupancies Same as R-5	
B-3	B-2 uses, wholesale distributors, warehouses, hotels and motels, printing, outdoor eating places, research facilities	Same as B-2	Same as B-2	NONE
	Auto upholstery, off-site motor vehicle storage lots			
B-4	B-3 uses, bakeries, trade schools, automobile repair, gas stations, automobile sales and service, animal kennel, veterinary clinics, contractors' yards, repair trades, heliports, outdoor recreation. Some M-1 uses.	Same as B-2	Non-Resi Occupancies NONE	NONE
	Drive-in theaters, machine shops		Residence Occupancies Same as R-7	

DISTRICT	PRINCIPAL USES	MAXIMUM HEIGHT	MINIMUM LOT AREA	MAXIMUM FLOOR AREA RATIO
C-2	C-1 uses, institutional uses, recreational uses, funeral homes, gas stations, automobile sales and service, household services, repair trades, parking lots, convention halls, stadiums, limited manufacturing Truck and trailer lots	NONE	NONE	7.00
M-1	Office buildings, laboratories, printing and lithographing establishment, light manufacturing uses, food products industries, churches, agricultural uses, wholesale Parking facilities, machine shops	2 stories or 35 Ft. (Which ever is less)	10,000 Sq. Ft.	.60 (Maximum Building Coverage 40%)
M-2	O-2 uses, B-4 uses, C-2 uses, M-1 uses, concrete plants, truck terminals, medium manufacturing uses, gas stations, (Many prohibited uses, see Zoning Code) Limited bulk storage of acid, non-ferrous metal smelting	None, except within 100 Ft. of "R" District Same as "R" District	NONE	NONE
M-3	M-2 uses, heavy manufacturing uses, (some prohibited uses, see Zoning Code) Junk yards, stockyards, petroleum refining, metal smelting	Same as M-2	NONE	NONE

TRANSPORTATION

Water Transportation

PORT OF CINCINNATI

The Port of Cincinnati includes the Ohio River on the west; the Little Miami River on the east; and three miles of the Licking River in Kentucky.

Port of Cincinnati traffic (entering, leaving, and intra-port) in 1978 was about 11,908,000 tons.

Some 30 barge lines serve Cincinnati including two of the largest water carriers operating on inland waterways. These lines are: Valley Line Company and the Ohio River Company.

***PUBLIC WATER TERMINALS**

Cincinnati Area

(in both Ohio and Kentucky)

<u>Name</u>	<u>Rail Siding</u>
Queen City Terminals, Inc., 3825 Kellogg Ave. (45226) Tel - 871-9018	ConRail
Cincinnati Sheet Metal and Roofing, Material Handling Div. of Amer. Shipbuilding, 1725 Eastern Ave. (45202) Tel - 241-7100	ConRail
Werlin Corp., 3415 Southside Ave. (45204) Tel - 921-8441	Chessie System
Tresler Oil Co., 4050 River Rd. (45204) Tel - 451-5555	Chessie System
Valley Terminal Co., Mehring Way & Carr (45203) Tel - 721-5766	Chessie System
River Transportation Co., 5297 River Rd. (45233) Tel - 941-0500	Chessie System
H. J. Hosea & Sons Co., I-275 & Licking Pike, Wilder, Ky. Tel - 781-3082	None
Hatfield Coals, Foot of Baymiller (45203) Tel - 621-4800	Chessie System
Columbia Marine Service, Inc., Ft. of Adela St., Ludlow, Ky. (41016) Tel - 431-4450	None

* Privately owned terminals which handle commodities for many other private users. Does not include numerous private terminals sometimes used for handling materials for others.



TRANSPORTATION
Water Transportation
PORT OF CINCINNATI - COMMERCE - 1978
(Freight Traffic in Tons)

3/81

Commodity	Received	Shipped	Local	Total	% of Change 1977 - 1978
Coal & Coke	2,941,000	0	83	3,204,000	+35
Crude & Petrol. & Petrol Fuels	1,755,000	564,000	98,000	2,417,000	-20
Aggregates	109,000	1	0	110,000	+15
Grains	1,000	1,469,000	0	1,470	+2
Chemicals	1,218,000	68,000	9,000	1,295	-3
Ores & Minerals	637,000	1,000	0	638	+22
Iron & Steel	743,000	190,000	0	933	+53
All Others	1,013,000	1,008,000	-	2,021	+88
Total	8,417,000	3,301,000	190,000	11,908,000	+15

Data are preliminary and subject to revision. Amounts are rounded to nearest 1,000 tons. Due to rounding amounts may not add to totals shown.

OHIO RIVER BASIN PORTS: COMMERCE IN 1978¹

Port	Freight Tonnage, in Millions				
	Total Traffic	1977-78 % Chg.	Received	Shipped	Local
Clairton-Elizabeth, PA	8.2	-14	7.6	0.6	*
Pittsburgh, PA	7.8	+3	5.8	1.5	0.4
Aliquippa-Rochester, PA	4.6	-13	4.0	0.6	-
Huntington WV	16.7	-3	0.9	15.7	0.1
Cincinnati, OH	11.9	+15	8.4	3.3	0.2
Louisville, KY	8.8	-2	7.2	1.5	0.1
Mount Vernon, IN	3.5	-4	0.7	2.8	*
Nashville, TN	2.9	-14	2.7	0.2	-
Guntersville, AL	1.4	+28	0.8	0.5	-
Chattanooga, TN	1.6	-8	1.4	0.2	-
Knoxville, TN	0.3	-16	0.3	*	*

1) Amounts are rounded to nearest 100,000 tons; those less than 50,000 are indicated by an asterick (*).
Source: U. S. Army Corps of Engineers-ORDPD-N (6/80)

TRN 50



CITY OF CINCINNATI

DATE November 12, 1975

INTERDEPARTMENT CORRESPONDENCE SHEET

TO RAC Industrial and Open Space Sub-committees

FROM R. T. Docter, Principal City Planner

COPIES TO _____

SUBJECT Proposed Combined Sewer Overflow Detention Facilities*
Source of information - Mr. R. Fahey, Cincinnati Metropolitan Sewer District,
Planning Division, November 5, 1975.

PROPOSED SEWAGE DETENTION BASINS

Combined sewer overflow detention facilities were originally proposed as part of a Report for Interceptor Sewers Control, February 1973 by Bonham, Grant and Brundage, Ltd. to reduce pollution related to Muddy Creek and Rapid Run Creek watersheds. Cincinnati Metropolitan Sewer District staff described a similar proposal at the March 6 RAC meeting for detention basins all along the Ohio River. This is the least expensive method of reducing the combined storm and sanitary sewage overflow now deposited into the Ohio River and its tributary streams. River pollution occurs during rainy weather when overloaded interceptor sewers deposit excess sewage into overflow pipes that empty directly into the river. Detention basins would reduce the amount of pollutants in the overflow sewage to comply with State and Federal water quality goals.

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There are 20 detention basins proposed, 16 west of the Central Riverfront and 4 east. They are located where major combined sewers in the valleys intersect the interceptor sewers running parallel to the river. Specifically, they are at the point of greatest flow - in the combined sewers just before the interceptor sewer. Their function is to separate solids from liquids. During medium rains about 20 to 30 days per year, when volume is more than 3 times the dry weather flow, heavy material at the bottom would be fed into the interceptor sewer. Lighter material at the top of the basin would be chlorinated before being drained into the river.

The size is determined by the volume. Size varies from one basin that is 150 feet round and another 360 feet x 200 feet rectangular (in the Mill Creek valley) to 20 feet round at several locations along the river. All are 20 feet deep. Location and design, however, are somewhat flexible to accommodate site

requirements. For example, the basin proposed on the hillside above Eastern Avenue just east of Sawyer Park on the Parson Street outlet, could be located off the hillside and down in the Eden Park Waterfront Park. It could be entirely below ground and covered, with only a vent (such as a hollow flagpole) above ground. At some locations a larger basin could be replaced by several smaller ones. Some could be covered, others not.

Odor would be minimal although it is not easily measured. The basins would hold no more than 1/2 of 1 percent sanitary sewage and 99 percent storm sewage. This is not the only method of reducing pollution into the streams, but is the least expensive. Alternatives, for example, would include larger interceptor sewers.

RTD/

*Due to current and projected federal, state, and local budget constraints, the planning division of MSD considers the construction of combined sewer overflow detention facilities along the Ohio River as long-range proposals.

Appendix G
Incentives for
Voluntary Relocation

The following is one process which should be considered in the future as a possible method to encourage riverfront residents to voluntarily relocate from those areas where residential use of land is not appropriate.

Proposed Process:

Private individuals donate tax deductible funds to a Riverfront Improvement Corporation to buy, on the open market, dilapidated housing anywhere along the 22-mile riverfront. The corporation buys, clears and holds the land, either for sale to private industry when marketable, or for sale to the City for public use when public funds are available.

Only vacant structures would be bought until the City could allocate funds to some section of riverfront as a public redevelopment project, making public relocation assistance available to residents of occupied structures as they are offered for sale. The process could, therefore, eventually include clearance of any dilapidated riverfront residence - particularly those in the flood plain - while providing relocation opportunities for both owners and tenants.

Corporation activities would be guided jointly by representatives of the City, the donors and riverfront occupants. The future use of the land would be guided by the riverfront plan now being developed by the Riverfront Advisory Council. The City would directly control the redevelopment of any land acquired by the City for public use.

Funds donated can be a catalyst for riverfront improvement, have multiple effects when applied as a revolving fund; be considered as a gift, the use of which is partially controlled by the donor. The process can remove health and safety hazards, improve riverfront appearance; acquire waterfront property and bring about its appropriate use at current rather than future land value.



City of Cincinnati

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FREDERICK L. PAYNE
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ASSISTANT DIRECTOR

January 15, 1976

Mr. Gavin Gray, Chairman
Open Space Committee
Riverfront Advisory Council
% Western & Southern Life Insurance Co.
400 Broadway
Cincinnati, Ohio 45202

Dear Gavin:

The staff of the Board of Park Commissioners has made a study of the entire riverfront from California to Fernbank, and I wish to comment specifically on each area in this report. I will use the numbering system which the Planning Commission has used on the Riverfront map so that it will be clear which area I am discussing.

With Area 1, I see a potential for retaining a section, identified as 1-A, as a natural area adjoining the mouth of the Muddy Creek, and the banks of the stream leading to the Marina. We also see the possibility of a park corridor all the way from the Ohio River to Shorts Woods Park in Sayler Park.

Areas 1-B & C, we believe, should remain in private ownership as RF-1 as long as such ownership uses the property for river oriented facilities. If, at some point in the future, the residences, or any of the existing properties are vacated, and are for sale, we would foresee the extension of Fernbank Park to the Muddy Creek Corridor.

Within the Fernbank Park area there is one area of approximately 17 acres, which was acquired from Captain John Beatty for park purposes, which has never been rezoned to RF-1. This should be a recommendation of the Committee that the RF-1 zone should be continuous from Area 1-A through the entire park frontage to its eastern boundary.

Property identified as #2, west of the disposal plant, does appear to be the only land which is available for possible future expansion of this disposal plant. We would recommend therefore that the Council determine from the Metropolitan Sewer District whether it anticipates a future need for this property.

In Area 3 we would recommend that consideration be given to preserve a green area at the mouth of the Rapid Run Creek.

Area 3F and G should be retained as a green area since it does appear to be too narrow for desirable use through most of its length and has no potential for desirable development.

Area 4 appears to be best left as industrial zoning.

Area 5 includes the Anderson Ferry, and we would recommend that a portion of the eastern end of Area "I" be set aside as a historic park area combined with Area "J" to provide a proper park-like setting for the approach to the Anderson Ferry.

Area "K" should remain as a private river oriented marina and remain Zoned RF-1.

We believe areas indicated as 6, 7 and 7 A - Sub-sections, L, M, N, O and P should remain for industrial use as oil company terminals.

Areas 7-A - Section "Q" should remain as a private marina and should be identified therefore as RF-1.

Within the RF-1 Zone, at this point we believe Riverside Playfield should be expanded to the east, at least to the first street right-of-way east of the existing playfield.

Areas 8 & 9 should remain as industrial properties.

Area 12 appears too narrow for industrial development, and should be listed simply as railroad right-of-way.

Area 10 appears to be best suited for railroad and industrial use, however coordination is recommended with the U. S. Corps of Engineers on plans of upgrading the millcreek. If at all possible, we would recommend that a strip of open space be recommended on either side of the

creek from the mouth of the creek to the Barrier Dam, to present a green and uncluttered appearance.

From Area 10 east to Area 13, we would recommend this remaining industrial.

Area 13 we believe should be a site of a future second public landing, and should include private development of shops and offices which relate, not only to the Riverfront complex, but to the downtown area of the city.

Area 14 is the Yeatman's Cove Park which is a "given" at this point. East of this is Sawyer Park which I might note should be zoned as RF-1 to conform with its intended use now that it has been acquired by the city. The proposed Eden Park Waterfront, east of Sawyer Park, is also a "given" within the existing plan.

Moving east along Eastern Avenue we would recommend that the area from Eden Park Waterfront, east to the Verdin Company remain industrial. From the Verdin Company east to Flerlage Marine Company, we would recommend that property be acquired for park purposes as the property becomes neglected or is up for sale, and it should be added to the property recently transferred from the Water Works (Ferry Street Park) to the Park Board.

In Area 16 the property along the river bank to Highland School should remain city property and be used as an extension of LeBlond Park.

Area 17 should remain industrial for potential expansion for either the City Water Works, or Cincinnati Gas & Electric Company.

Within Area 18, we believe that the property between Walworth Avenue and Columbia Parkway from Delta throughout the area marked "HH" should become an open space corridor along Columbia Parkway as the housing deteriorates or becomes abandoned. The Park Board presently owns a green belt adjacent to Columbia Parkway in this area which could be expanded to Walworth Street eventually.

Within Area "GG" we believe that Schmidt Playfield and Turkey Ridge Park should be expanded in order to provide a connection between the two areas but at the same time a portion of the "GG" area which is presently housing could be rehabilitated if feasible in accordance with the East End Plan.

Area 19 - Subsection "II" should be retained as industrial for bulk storage terminals.

Within Area 20 - Subsection "JJ" we would recommend that this be retained as industrial property. The balance of Area 20 from Subsection "JJ" east to Subsection "KK" along the river, should be retained for river oriented marina or other river related businesses. We do not believe that housing is desirable within this area. We would recommend that the property on the river side of Anchorage Street eventually become an open space park area.

Area "KK" is presently a compatible use which includes grazing, a horse stable, polo and soccer fields, as well as a marine. We would recommend that this remain in private ownership, and its present use encouraged in view of the fact that thousands of youngsters are presently using the soccer fields in this area and the polo field does provide the entertainment and excitement of polo games for the general public. This area should be zoned to prevent a change in the use and particularly prevent the construction of businesses or the industrial use of this property. Being a compatible use, we feel that it is better that it remain in private ownership in view of the fact that taxes are paid on the property and at the same time it is serving the community. If at some time in the future this area is in danger of development it should be acquired by the Park Board for a park and possible historic site. The present soccer and polo fields if ever in danger of development should also be acquired and retained for this use by the Recreation Commission.

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The Four Seasons Marina is certainly a compatible use, and should be encouraged. It is our opinion that Area "LL" should be acquired by the Park Board for a natural wildlife preserve area in view of its present swamp-like character, and doubtful use for any purpose except a wildlife preserve.

The Cincinnati Water Works property across the Little Miami River from Area "LL" should be retained as a green natural area in accordance with Mr. Bolton's needs for operation of the Water Works plant in California.

If in the future the Water Works ceases to have a need for this property we would recommend its use as a public park area with access to the river at the mouth of the Little Miami. At present the Water Work's need for this property is quite important, and Mr. Bolton has indicated that the

property will remain green which does protect the natural appearance of the Little Miami River along this bank.

Area "MM" should remain in private ownership and should be retained as a RF-1 zone to assure compatible river oriented use.

Finally, we believe that the Coney Island property should remain in private ownership, and that the Taft Broadcasting Corporation should be encouraged to develop this as a river oriented private recreational facility. We believe that Taft Broadcasting could provide a regional facility which would draw people from throughout the entire area, and would attract tourists from the Expressway (I-275) to stop to enjoy the facility provided at this location.

We believe that this type of development will not only bring in the tourist dollars to the city, but will also assure a continued tax income from this property.

I hope that these comments are of value to your Committee in formulating its final recommendations to the Riverfront Advisory Council.

Yours very truly,

Frederick L. Payne
Director of Parks

CITY OF CINCINNATI

DATE February 6, 1976

INTERDEPARTMENT CORRESPONDENCE SHEET

TO Mr. Gavin Gray, Chairman, Open Space Sub-Committee, Riverfront Advisory Council

FROM Bret J. McGinnis, Superintendent of Recreation

COPIES TO

RECREATION COMMISSION STAFF PLAN

SUBJECT Ohio Riverfront Study

The Cincinnati Recreation Commission has been asked by the Riverfront Advisory Council to review the Ohio Riverfront from Fernbank to Coney Island and to make recommendations as to future land use and, in particular, to identify those sites it deems suitable and desirable for recreation use. The following staff report was approved by the Recreation Commission at its meeting on February 3, 1976, for transmittal to your committee.

General Statements

The Recreation Commission considers the Ohio River one of Cincinnati's most valuable and unique resources and believes that its banks should be protected and preserved in a manner which will be of greatest benefit to the total public.

We believe it is important for the public to have both physical and visual access to the river; that any industry along its banks can only be justified if it is river-oriented; and that all scenic beauty and views from both the land and the river should be protected and preserved.

In our review of the riverfront, we have sought to identify:

1. Sites that afford the public physical access to the river for boating, skiing, fishing and other water-oriented activities.
2. Sites that afford access from the river to the land for river users for picnicking, camping and rest from their boats.
3. Sites that are suitable for active recreation use (baseball, softball, soccer, football, tennis, nature study, picnicking, etc.) which keeps

the space open, green and beautiful, while allowing it to be used by the public for leisure activities. (A beautiful setting close to the scenic river enhances the recreation enjoyment for active recreation users and spectators in practically all activities.)

4. Sites which provide scenic views of the river, from benches and picnic tables, bicycles or cars.
5. Sites adaptable to the bike and hike trail. (The City Highway Division is currently engaged in a study for a Riverfront Bike and Hike Trail, which will parallel the river from Coney Island to Fernbank and will, no doubt, require rights-of-way, easements, or acquisition of land off the streets or highways for some portion of the trail.) This should be considered a priority use.
6. Sites which are currently used for recreation related activity and are open should be zoned RF-1 and thus protected either to continue in private operation or to be acquired by the city at some future time.

With these points in mind, the Commission has reviewed the study areas indicated on your map and makes these recommendations:

- Area 1. This area should be zoned RF-1 and earmarked for eventual public ownership. Sections within Fernbank Park and its proposed expansion are highly suitable for active recreation and should be so developed under a cooperative arrangement between the Park and Recreation Departments.
- Area 2. This area should be reserved for expansion of the Metropolitan Sewer District plant as needed.
- Area 3. This area has no active recreation potential. We concur with the Park Board's recommendation that the mouth of the Rapid Run Creek remain green.
- Area 4. This area has no active recreation potential and since it is surrounded by industry should remain in industrial zoning.
- Area 5. This area should be zoned RF-1 and retained as open space. It is particularly important that the Anderson Ferry approach be

retained as green space. Because this is the last remaining ferry in the area, it is important that the City make every effort to see that it is a successful operation and is preserved. Preserving and maintaining a suitable attractive environment should be an important part of this support. No active recreation use beyond picnicking, biking and hiking is foreseen for this area.

Area 6, 7, 7-A subsections L thru P. Should remain industrial.

Area 7-A, Section Q. This area should be zoned RF-1 and should be earmarked as an eventual addition to Riverside Playfield.

Area 7-S. This area is in a deplorable and unsightly state. It should surely be upgraded and beautified as an approach to Riverside Playfield. The car shredder operation has created a very offensive situation extending into the area identified as Subsection 7-T. Many trees have been destroyed and the riverbank ravaged. It is important that this not happen at any other river site.

Area 7-T. The area on the south side of Southside Avenue as far east as Carpenter Street would make a valuable addition to Riverside Playfield and can be developed into additional soccer and ball fields, tennis courts, etc., as well as being used for picnicking and scenic vista areas.

This is one of the areas which, in conjunction with Riverside Playfield, should be seriously considered as a site for a river-user recreation area--a spot where boaters can land to picnic, pitch a tent and spend the night, etc. This type of area would not be accessible to cars or the general public from the land, but reserved for the boaters.

Areas 8 and 9. Should remain as industrial properties.

Areas 10 and 12. We concur with the Park Board that the mouth of the Mill Creek should be upgraded with green areas on either side.

If, sometime in the future, the railroad would abandon the property (identified as Section U), this level land would be a very desirable site for an active recreation complex serving primarily the East Price Hill community.

Area 13. The Recreation Commission believes this site west of the stadium should be a supplemental public landing.

Area 14. The Sawyer Park and Recreation Area should be zoned RF-1 to conform with its planned use. The Recreation Commission supports the city's acquisition of the Eden Park waterfront east of Sawyer Park because it has no other suitable use but should remain open and available for possible bike and hike trail.

Area 15. This area between AA and BB should eventually be added to the property presently owned by the Park Board and included in the RF-1 zone.

Area 16. This area should be developed for active recreation as an addition to LeBlond Playground. The area is desirable for another boat launching area and marina in the future as it becomes needed. The Recreation Commission has a plan of long standing for such development.

Area 17. This land must remain industrial for Water Works or C.G. & E. expansion.

Area 18, Section GG. This area is highly desirable for active recreation development as an addition to and connection between Schmidt Field and Turkey Ridge Playground. We believe that without flood protection new or rehab housing is not practical in this flood plain and the long range plan for the area should be open recreation space designed to serve participants on a city-wide basis.

Area 19. Subsection II. This area to remain industrial.

Area 20, Section JJ thru LL. This area should be zoned RF-1 and remain open space for recreation and park use and should eventually become public land when at any time compatible private uses, such as the Four Seasons Marina, cease to operate. The land is highly suitable for many leisure time recreation uses and should never be developed in any non-recreation oriented fashion.

Section MM should be retained as RF-1 and has potential use as an active recreation complex when filled.

Area 21. The Coney Island area should be retained for open space for recreation purposes and if at any time this cannot be continued by private interests, the public bodies which studied this site and recommended public ownership and development in 19 should endeavor to carry out their plan.

The Recreation Commission recommends that a strong effort be made to work with all owners along the riverfront to encourage beautification of their properties so that views from both land and water are as pleasing as possible. This effort perhaps should come through the existing Cincinnati Beautiful Committee or, if this is not appropriate, through a special committee of the Riverfront Advisory Council with this particular charge.

It is hoped that the interest of the Riverfront Advisory Council will also extend across the river to the Kentucky shoreline and efforts will be made to have the Northern Kentucky communities preserve and beautify their river banks.

These, then, are our recommendations to the Riverfront Advisory Council for retaining and preserving the public interests and benefits from the Ohio Riverfront.

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Bret J. McGinnis
Superintendent

BJM:MLA:lm

Appendix J
Glossary

Air rights

The rights to develop the vertical space extending an unlimited distance above ground. The owner, who has either chosen to build at very low intensity or not at all, may sell or lease these rights.

Barge Fleeting

Barges parked in groups along the riverbank. Permits are obtained from the Army Corps of Engineers that authorize the mooring of barges in configurations within designated holding areas along the river. The barges can then be separated or regrouped to be repaired, cleaned, loaded and/or unloaded elsewhere. Guidelines set by the Corps of Engineers for all fleeting areas include limitations on the length of river frontage, river projection, and the number and configuration of barges.

Barge mooring

Barges are secured while they are loaded and/or unloaded. Locations along the river are authorized by the Corps. of Engineers and are primarily at terminal facilities. As with barge fleeting there are specific guidelines for these mooring areas set by the U.S. Army Corps of Engineers. (See barge fleeting).

150 California Land
Development Use
Plan

A Plan developed cooperatively in 1978 by the Land Use and Zoning Subcommittee of the Riverfront Advisory Council, City Planning Commission, and the California community. The Plan's proposals encourage conservation of the community's existing housing stock, development of infill housing, preservation of open space along the river's edge, formation of a Commercial Village along Kellogg, and the introduction of new commercial recreation and auto oriented commercial uses near I-275 and Old Coney.

Cincinnati 2000 Plan

A plan outlining new policies and directions formulated by the Working Review Committee to guide future development in the Central Business District and Central Riverfront toward the year 2000. Goals of the plan include the following: strong regional focus, strengthened retail core, integrated riverfront and core, expand intown residential opportunities, balanced transportation system, historic preservation, and improved pedestrian environment.

Commercial Recreation
Land Use

Activities which are both commercial and redreational in nature occurring on privately owned land - such as: hotels, motels, restaurants, commissaries, pleasure boat (repair, storage and service centers), amusement enterprises, golf courses, fishing lakes, racetracks, clubs, swimming pools, showboats, and recreational vehicle parks; other activities that are privately owned and compatible with other surrounding public recreation facilities. Activities listed above are similar to those allowed in current RF-1 zoning districts.

Commercial Land Use	Activities such as agriculture (nurseries and greenhouses), indoor boat sales, hotels, motels, restaurants, retail stores, office buildings, personal services; outdoor boat sales; repair, service and storage.
Conditional Use	A use of land or buildings subject not only to the minimum requirements and any other requirements specified for such use in the District where such use is located, but also to such additional requirements as the Director of Buildings and inspections is empowered to impose, and for which use a permit may be issued by the Director of Buildings and Inspections only after a public hearing before abutting property owners has been held by the Director of Buildings and Inspections.
Coordinated City Plan	The Coordinated City Plan (CCP) serves as the City Planning Commission's comprehensive plan for Cincinnati. The Commission approved the concept of the CCP in October, 1978. It includes a set of three volumes and a Policy Reference Manual. To date, Volumes 1 and 2 have been published and approved by the Commission and Volume 3 is in progress. The official Policy Reference Manual summarizes policies and projects adopted by the Commission from various City-wide, neighborhood subarea plans.
Easement	A right given by owner of land to another party for specific limited use of that land. An easement may be acquired through dedication when the purchase of the fee simple interest in the property may be too expensive or unnecessary.
1980 East End Industrial Potentials and Restraints Study	A preliminary study prepared for the City's Dept. of Development that analyzes the potentials and restraints of 4.2 square miles of land within the Little Miami valley for industrial use. Recommendations are given for improving the land for development.
1978 East End Urban Design Plan	A report which recommends design plans for subareas of the East End. It proposes a coherent and complementary pattern of land uses and outlines a flexible program of public improvements. The plan also emphasizes rehabilitation and preservation of housing, new environmentally sound infill housing, and the preservation of hillsides and floodplains.
Eminent Domain	The legal right of a government to acquire or "take" private property for public use, or public purposes upon paying just compensation to the owner.

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