



Cincinnati 2000 Plan

***A Comprehensive Development Plan
for Downtown***

Modified: November 3, 1986

The Plan

A Quick Overview

10/1/84

The Cincinnati 2000 Plan calls for -

- An increase in downtown living with emphasis on attractive and distinctive residential neighborhoods in such areas as Garfield Place, Lytle Place and Main Street. Riverfront East and Riverfront West, connected to downtown by the Skywalk, will see new residential development, as well as an extensive park area.
- Preservation of the City's historic and architecturally significant buildings.
- Approximately twice the present office space, with part of the increase coming in the Riverfront West area.
- Strengthening of the present retail core, with a multi-level, specialty shopping complex connecting Race Street and Fountain Square, the relocation of Elder-Beerman, the renovation of the multi-level Carew Tower Arcade related to adjacent retail development, and the extension of the Skywalk to tie the key retail elements together for pedestrians.
- Expansion and improvement of the City's Convention Center facilities; new hotels north of L.S. Ayres Garage, at the southwest corner of Fifth and Elm, in the block bounded by Central, Seventh, Plum and Sixth and in the Riverfront area west of the Stadium and possibly in the block west of Fountain Square or in other areas of the west core.
- A concentration of entertainment facilities in the area north of Fountain Square and the 580 Building.
- In the near future provision of bus-only lanes on certain streets to increase transit capacity downtown. In the long term a light-rail transit system using the Central Parkway subway, extending underground down Walnut Street and across the Suspension Bridge to Kentucky.
- Provision of outlying long-term parking facilities, and incentives to increase private van pooling and ride sharing.
- The establishment of parks and open spaces throughout the area, to provide havens of rest and recreation and to enhance the beauty of the City.
- The increased use of trees, sidewalk pavement treatments, lighting and street fixtures to make the downtown area more attractive and interesting.

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What Do We Want?

Cincinnati has a good planning record. As early as 1925 it was one of the first cities in America to adopt a "Master Plan." It was not followed exactly but it was a first attempt, and it had a major impact on the subsequent development of the City.

Another plan was carefully worked out by a committee of citizens in and out of City government and adopted in 1964. The goals it set forth were oriented primarily toward commercial development and office space, with some emphasis on hotels. These goals have largely been reached, and in some instances surpassed. The development of recent years, even much of that taking place today, follows the directives of this highly successful plan.

The time came for another look ahead. New insights had been developed; new goals loomed in importance. A new plan, looking forward to the next fifteen to twenty years, was needed.

The 'Cincinnati 2000 Plan' is the result.

What do we, the citizens, want in a city?

City planning is as simple -- and as complex -- as that.

Some things are obvious. It must be a center of services, such as water and sanitation; a center of government, offering security through police and fire departments, and the hospitals; a center of commerce and industry, to provide jobs and careers ...

But what kind of city -- its personality, its physical appearance; what do we want it to offer the citizens beyond the stark functional necessities?

When a building is built, it is there for a long time. The same is true of an expressway or bridge. A few major structures, the use to which a few scattered parcels of real estate are put, can determine the shape and character of the city for generations ahead.

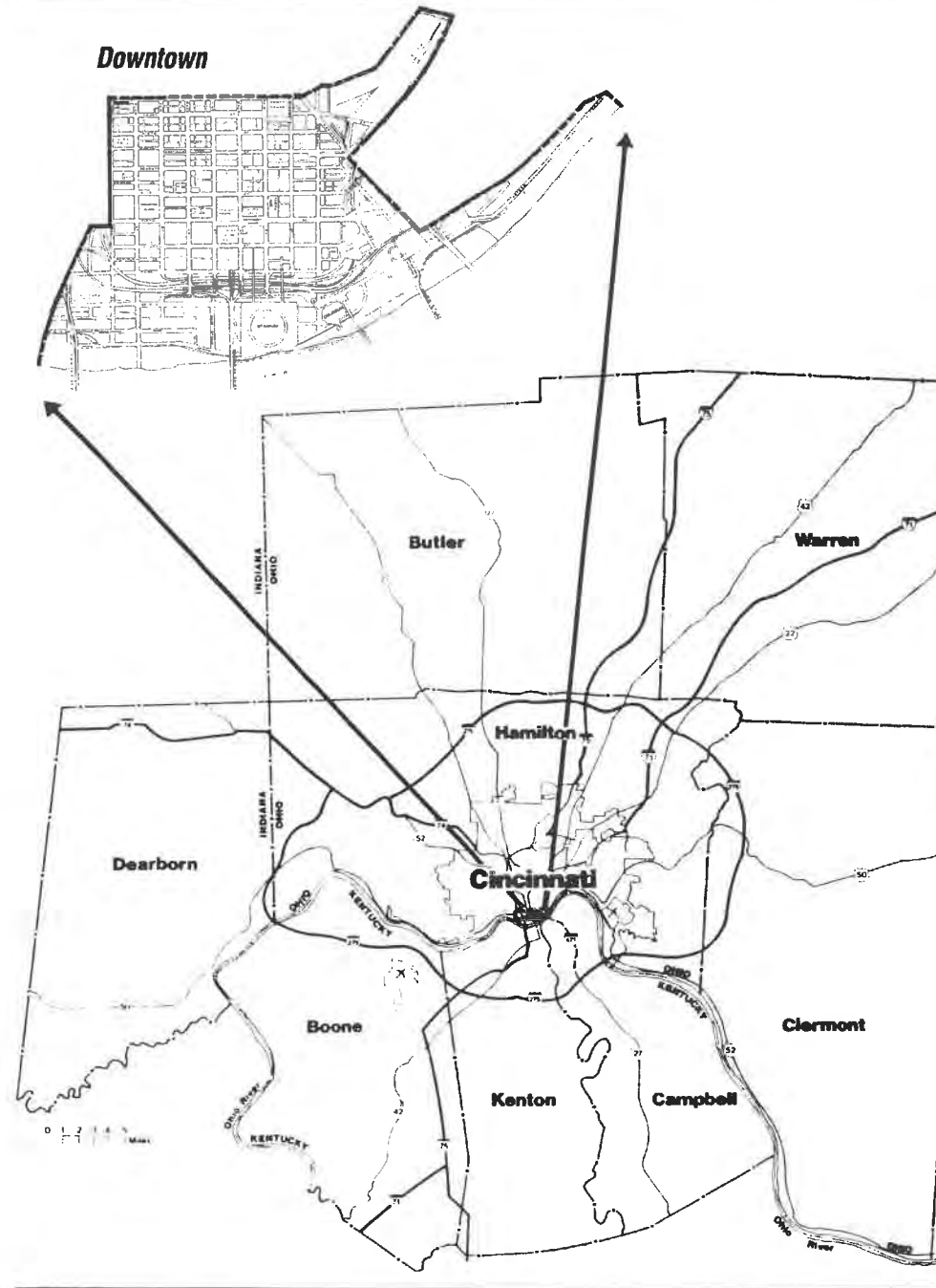
That is why planning is necessary.

The Working Review Committee

In 1979 a "Working Review Committee" was appointed by the City Manager to draw up a plan for the development of downtown Cincinnati for the next twenty years. The committee was composed of four representatives of City Council, the City Manager, the Directors of the Planning Commission and of the Economic Development Department and many representatives of the business community and public at large.

The area the Committee was to consider is the approximately one square mile bounded by the expressways I-75 on the west and I-71 on the east, by the Ohio River on the south, and by Central Parkway to the north.

The assignment given the Working Review Committee was to evaluate the strengths and weaknesses of the downtown area as it exists today and those clearly evident for the future; to determine how over the next two decades the strengths can best be built upon and the weaknesses eliminated; and most of all, to envision the kind of city Cincinnati might hope to be by the year 2000, and to indicate steps that can and should be taken to reach that goal.



The Goal

The Cincinnati 2000 Plan contains many proposals which will be implemented over many years by private and public forces, each of which will be guided by a common design theme. The design theme of this Plan is built upon several planning premises and planning principles.

Primarily among them are the following:

Premises

First, the Central Business District (CBD) of Cincinnati is the heart and hub of a metropolitan region reaching into three states as far as 150 miles. The primary purpose of the CBD is to provide a convenient location for concentrating the financial, management, communications, trade and service businesses serving this geographic region. The CBD provides a central place where face-to-face communications may occur conveniently and efficiently.

Second, the CBD is the governmental center of the greater Cincinnati region, housing the governmental complexes which control the services and activities of government within the City of Cincinnati and Hamilton County. Legislative, executive and judicial activities are centered in the CBD.

Third, the CBD is the central gathering place, the symbolic heart, of the metropolitan region. For immediate and widespread communication, for the complex interrelationships of modern living, the CBD is the center of a metropolitan wheel.

Fourth, the CBD is the cultural and spiritual center of Greater Cincinnati. It is a place for people - where they can live, work or play, with enjoyment. It is a place for entertainment and recreation, festivals and fine dining, for tourists and residents. The CBD must provide excitement, enjoyment - a fulfillment, and enrichment of life. In religion, in art, in music, in architecture, in its buildings and its fountains and sculpture, the downtown is the primary reflection of civilization in this midwestern region. At its ultimate, the City is a work of art.

Principles

Office space in the CBD must grow. The Plan estimates the amount and suggests the location of office space to accommodate the anticipated growth in business employment.

Transportation Systems must be adequate. The successful concentration of business activities is limited by access to the CBD and mobility within it. The Plan therefore estimates the future capacity of the bus-transit system, increasing use of the highway system and expansion of the parking supply. It concludes that measures must be taken to ensure access to and improve mobility within the CBD, and takes care to prevent parking needs and street traffic from destroying the ambience of the downtown.

Pedestrian movement must be preserved. Mobility of pedestrians within the concentrated area is facilitated by the skywalk system, which is to be expanded. Access to the downtown is to be improved by increased transit use and convenient park-and-ride peripheral lots. The core is to be kept compact, so that pedestrian mobility from office to office, from government centers to economic centers remain a fact.

Needed goods and services must be available. The concentration of people and their circulation within the CBD will increase the need for services, which will be provided along the most frequented paths of travel, within retail corridors and amidst the office locations where people work and the residential areas where they live. Ease of access and mobility make the downtown suitable for the greatest concentration of retail trade, as well as wholesale, commodity and financial trade. These activities add to the CBD's attraction as the most convenient place for the city's life.

Conservation must be a keynote. In achieving these goals, conservation of land, energy and human resources must be a constant objective, with maximum use given the City's natural and human resources.

But convenience and economics are not sufficient ingredients for a plan. The Plan must be organized around a design theme, which ensures that the activities and circulation of people are not lifeless and stale, but vital and rich. Beyond designing buildings well and planning smooth circulation systems, a city fabric must be woven to create patterns of variety and beauty. People must feel enriched and civilized by their surroundings.

Housing must be emphasized. To ensure that the increasingly concentrated economic center does not die at workday's end and awaken only with the office dawn, the Plan recognizes that people must live in and around the CBD in far greater numbers than in recent decades. If the downtown achieves its economic aesthetic potential, it will attract residents. Spaces for living, in pleasing and convenient locations, are crucial ingredients in the mix of a successful CBD. They add activity, options and convenience for people and will be the City's life's blood at dusk and into the night. The residential development of the CBD will reinforce its attractiveness and security as the economic center of the greater Cincinnati metropolitan region.

Design Theme

To achieve this, special emphasis is to be placed on creating places of outstanding architecture, beauty, and activity. The Riverfront is given increased importance as an area for downtown living and recreation. Fountain Square is to remain as the CBD's central public space, but other public spaces and uses are to be created to strengthen the City Hall, St. Peter in Chains and Isaac M. Wise Temple area, Broadway Square, Lytle Park, West Fourth Street and other nuclei of activity. The Plan aims to create diversity around activity centers and landmarks. Rather than encourage indiscriminate growth, the Plan calls for preservation of outstanding buildings and districts where the economic potential of new structures may be outweighed by the need to retain a sense of the City's past and a human scale.

Diversity is to be achieved within activity centers as well. A mix of old and new architecture, of small-scale and towering buildings is to be a deliberate thing. Harsh separation of land uses is to be avoided in favor of a blend of activities.

No object in the CBD should be utilitarian only. All buildings, places, facilities and amenities should be designed to please the eye with color, contrast, embellishment, harmony, clarity, and human scale.

Quality is to be a watchword. Cincinnati is a proud city, rich in history, in tradition, in the quality of life. Its splendid heritage must be preserved; nothing in its future development must be permitted to diminish its high standards.

Within the activity centers there are to be parks and open spaces which are havens of reflection and quiet, areas to contemplate the surroundings and relax from the bustle about them. Fountains, sculpture and public art are to augment the functional building lines of the economic center.

Through this design theme, which enhances the CBD's promise, the Plan aims to achieve the greatest potential as the center of the Cincinnati metropolitan region.

A Look at Today... and Tomorrow

Any plan for the future must build on the present. The following are the essential physical characteristics of Cincinnati today, together with a projection of needs for the future.

In general, the downtown area today has these strengths:

- An economically vital and compact retail, hotel and office core that provides a solid foundation for future development.
- Four department stores anchoring the retail core supported by a varied complement of specialty shops and restaurants.
- The Skywalk that connects core functions.
- A significant number of architecturally noteworthy and historic buildings and a general resolve to preserve this rich inheritance.
- Excellent access from the Interstate Highway system and by mass transit.
- The Riverfront sports and entertainment complex.
- A safe and clean Central Business District that is relatively free of the social problems that plague many cities.

— An active business community accustomed to supporting Downtown development.

— An efficient, professionally managed City Government that is historically responsive to the changing needs of the business and residential communities.

— The commitment of active public-private partnerships to implement long range development plans.

— A history of successful planning, exemplified by fulfillment of the 1964 Urban Design Plan for the CBD.

The downtown has these areas where opportunities for improvement and progress exist today:

— A transportation system which will need to expand to meet peak period demands within the core area.

— A declining share of the region's growing retail market -- a trend that is expected to reverse with the completion of additional core area housing and office facilities.

— A need to expand and remodel the Convention Center to complete effectively with similar facilities in other cities.

— A fringe area on the north which is beginning to emerge from a previously blighted condition.

— A splendid Riverfront which is presently separated from the core by an interstate highway. Future development will need to provide pedestrian and vehicular facilities to bridge the highway and join the core and Riverfront areas.

— A system of open areas like famous Fountain Square which needs to be augmented with additional small parks and landscaped areas.

More Specifically . . .

In terms of use to which downtown space is being put, the present situation, and the need foreseen for the future, appear as follows.

Office Space

Not surprisingly, the principal use of downtown space is for offices. Today, this amounts to about 8,000,000 square feet of floor space available; considering anticipated increases in office employment, office space is expected to rise to about 15,000,000 square feet by the year 2000. Most Class A, large office buildings are located in the area bounded by Sixth Street, Broadway, Third Street and Race Street; this is supplemented by small office buildings in the immediately surrounding area.

Additional space now under construction or in the planning stage will add considerably to this total, and in the next ten years it is expected that most of the sites for additional space suitable for office development will be occupied.

Identifying sites to accommodate additional office development is therefore an important element in the Downtown Plan.

Retail Space

The three major department stores - Shillito/Rikes, L.S. Ayres and McAlpin's -- occupy a total of 1,735,000 square feet. The level of retail sales in the downtown area has grown in recent years, however this growth has not kept pace with inflation.

Small specialty shops and convenience retailers will be of growing importance to serve the larger number of downtown residents and office workers, but space to accommodate these retail uses does not now exist in sufficient quality, or quantity to meet the needs.

Strengthening the retail core's position in the regional market is a goal of the Plan.

Residential Space

There is not a significant number of people now living downtown. Some 2,800 residential units are dispersed in isolated pockets that provide little sense of neighborhood identity. The recent construction of several middle income and luxury housing projects suggests an encouraging trend, and a significant increase in downtown living is an important part of the Plan. Opportunities are numerous; the development

of homogeneous neighborhoods is an attractive possibility. The construction of at least 6000 new residential units by the year 2000 is a goal of the Plan.

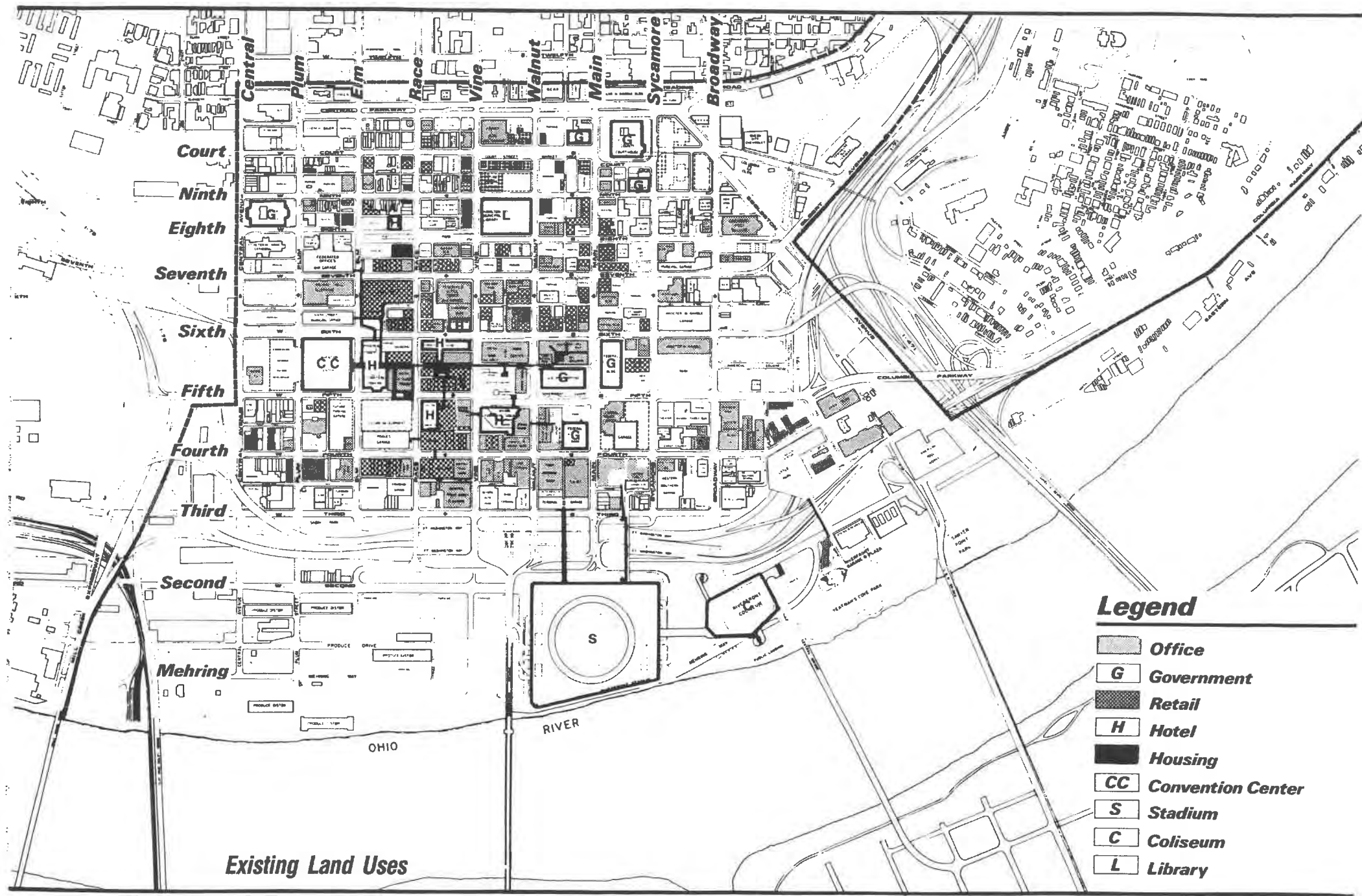
Hotel and Convention Space

Cincinnati now has 1,710 first class hotel rooms, with 800 more planned. The existing Convention Center is too small and outdated to meet the needs of an expanding convention business. Tourist and convention trade has a high growth potential; building this trade is an important goal of the Plan.

Industrial Space

Some light industry is located in the Eastern edge of the downtown area and in the West Riverfront section. These uses are declining, and while it is anticipated that these activities will remain for the present, they will likely be displaced in the future.

Scattered along the Riverfront west of the Suspension Bridge are warehouses and produce distribution wholesalers. These do not require river access or a riverfront site and could be relocated. With proper use of riverbank property in mind, this, in the Cincinnati 2000 Plan, becomes a land resource for future downtown expansion.



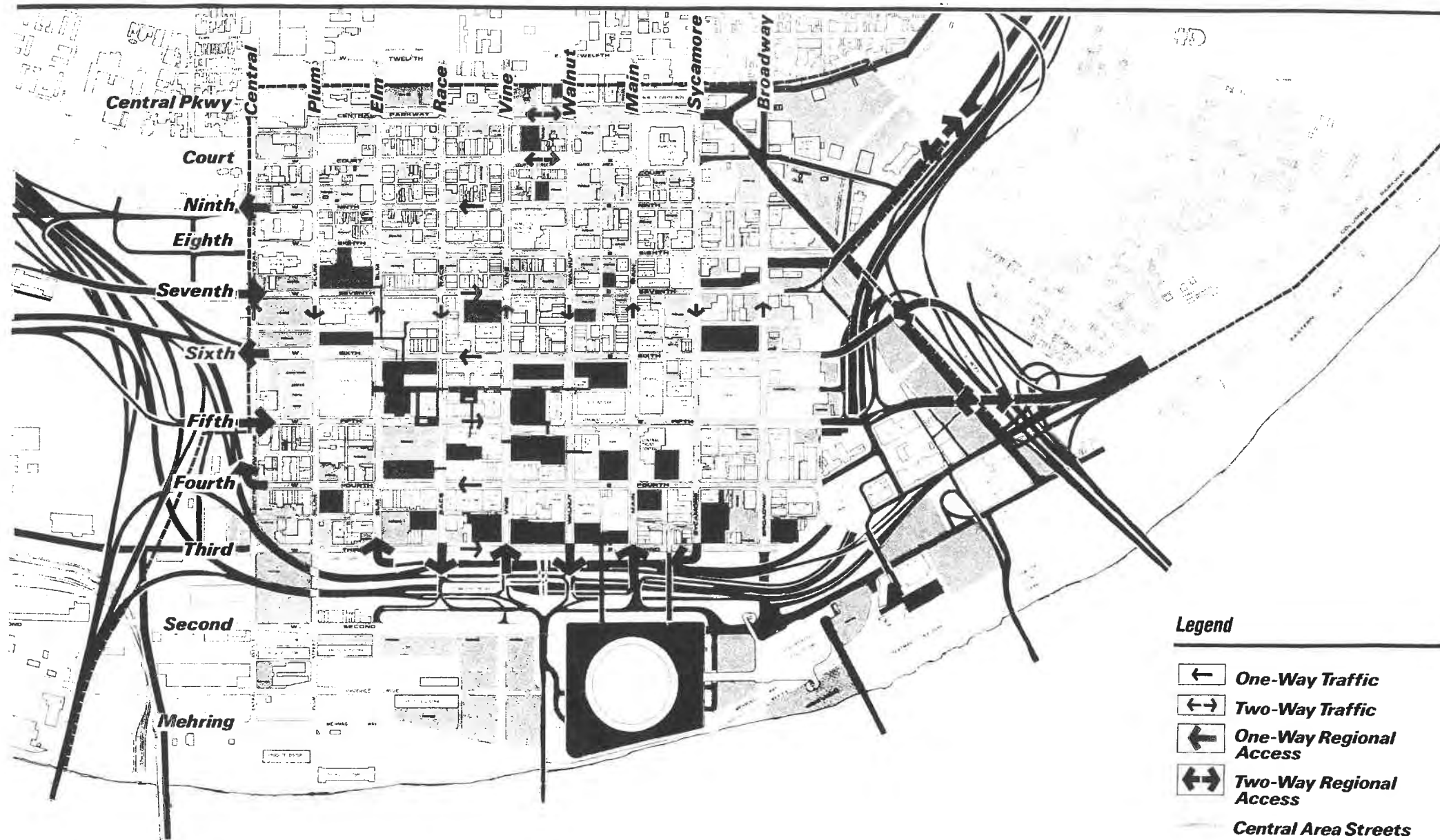
Legend

- Office
- G Government
- Retail
- H Hotel
- Housing
- CC Convention Center
- S Stadium
- C Coliseum
- L Library

Basic to All of This— Transportation

Cincinnati benefits from an exceptional exposure to the regional highway system through I-71, I-74 and I-75. It has an efficient grid of one-way streets to handle cars within the core area. Overall, a satisfactory balance exists between the supply of parking spaces and the demand.

At present, about 179,000 person-trips are made downtown per day, 79 per cent of them by automobile, 21 per cent by public transit. This latter figure rises to 25 per cent during peak periods. Van pooling and ride sharing have not as yet become significant factors in the City. During those periods of top demand, the transportation system within the downtown core is close to its capacity. And yet the volume is expected to grow by 33 per cent, to approximately 238,000 person-trips per day, in the next twenty years.



Traffic Circulation and Parking

Legend

- ← One-Way Traffic
- ↔ Two-Way Traffic
- ← One-Way Regional Access
- ↔ Two-Way Regional Access
- Central Area Streets
- Regional Expressways
- ▨ Surface Parking
- Parking Structure

The Plan *What Needs It Will Meet*

Providing Housing

One of the most important parts of the Plan is the anticipated increase in the number of people living downtown, through the development of new residential properties and the rehabilitation of existing buildings.

The development of downtown housing should be encouraged to the fullest extent possible with a minimum goal of 6,000 additional units. Existing adjacent neighborhoods should be connected to the Core with modes of transportation to facilitate easy access (minibuses, trams, etc.).

Garfield Place should serve as a major focus for new in-town high rise residential development. The area immediately north of Garfield Place will be used predominately for housing. Supporting retail and small, professional offices should be encouraged in both localities.

The rehabilitation of existing structures and the building of small new ones in remaining spaces should be promoted in the area north of Garfield Place, and in Oldtown and Lytle Park.

Major new, high density housing is emphasized in the Riverfront East area in the immediate future. New residential development is also projected in the long term as part of mixed use projects in Riverfront West.

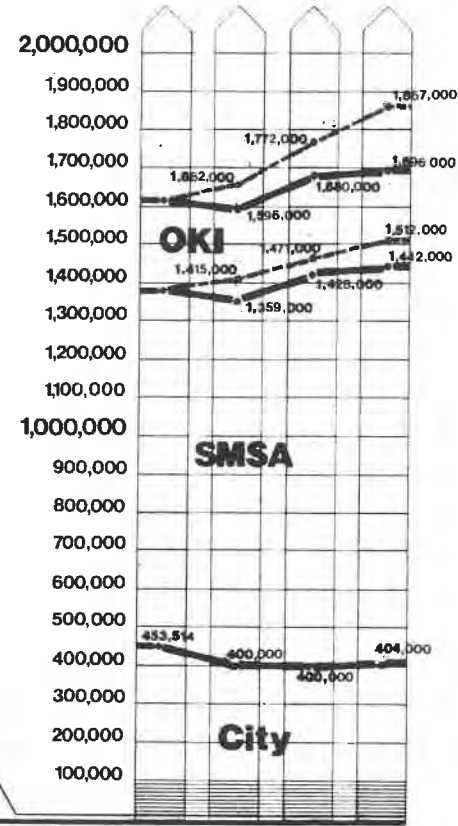
Population Forecast

Data Sources & Notes:

- 1970 Data Census Base
- 1980 Data Consultants' Recent Estimates
- 1990 & 2000 Data Forecasts Based on OKI Estimates Modified by National Planning Associates (NPA) Regional Forecasts

Population

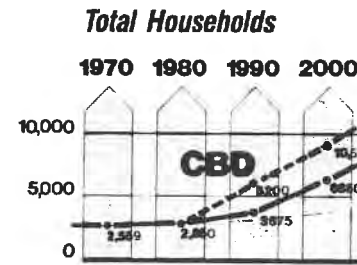
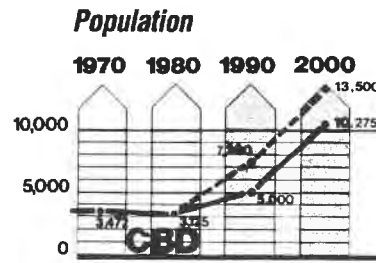
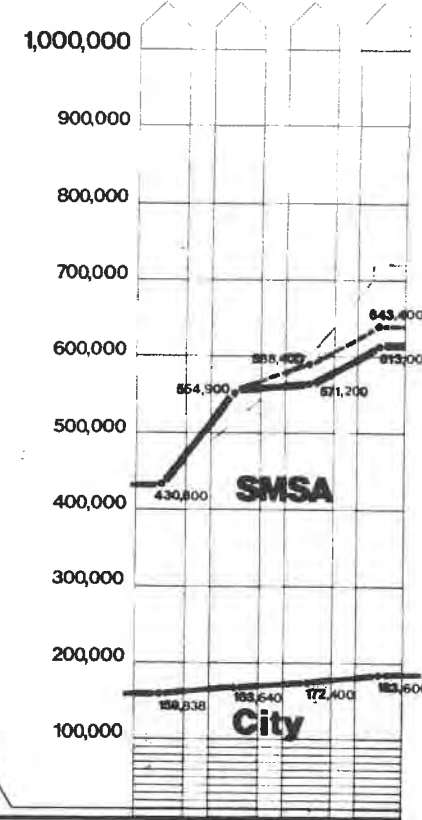
1970 1980 1990 2000



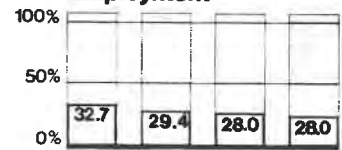
Household Forecast

Total Households

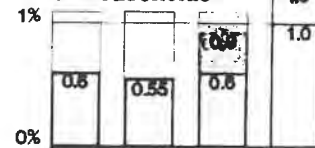
1970 1980 1990 2000



City to SMSA Percentage Employment



CBD to SMSA Percentage of Households



Persons Per Household

	1970	1980	1990	2000
SMSA	3.35	2.79	2.57	2.35
City	2.72	2.45	2.32	2.20
CBD	1.36	1.1	1.4	1.5

The Expansion of Office Space

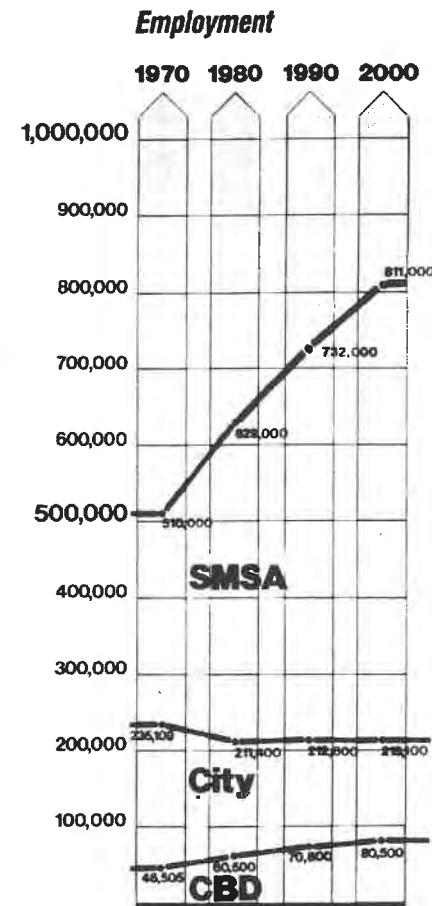
The Cincinnati 2000 Plan foresees the need for 6.5 to 7.5 million square feet of additional office space over the next twenty years. It is expected that the central downtown core area will accommodate 6 to 7 million square feet of new space. The block bounded Fifth, Race, Sixth and Vine, excluding the Terrace Hilton and the 525 Vine Street Building (Fountain Square West) should be redeveloped starting in the 1980's with a mixed-used project which could include a minimum of 600,000 square feet of office space. The Riverfront West Area will accommodate another .5 to 1.5 million square feet. Development of the Riverfront should be delayed to the 1990 to 2000 period.

Some additional office development, approximately .5 million square feet, could be built in the Main Street corridor during the twenty year period through a modest amount of new construction and the rehabilitation of existing buildings.

It will be important physically to connect and integrate the Riverfront West area with downtown. The closeness of the Race Street retail core makes this feasible, but the office development of Riverfront West should be of sufficient magnitude to permit the planned mixed use development of this area.

Employment Forecast

Data Sources & Notes
 — 1970 Data Census Base
 — 1980 Data Consultants' Recent Estimates
 — 1990 & 2000 Forecast based on:
 OKI - Regional Council of Governments
 Ohio Bureau of Employment Services Consultant forecasts

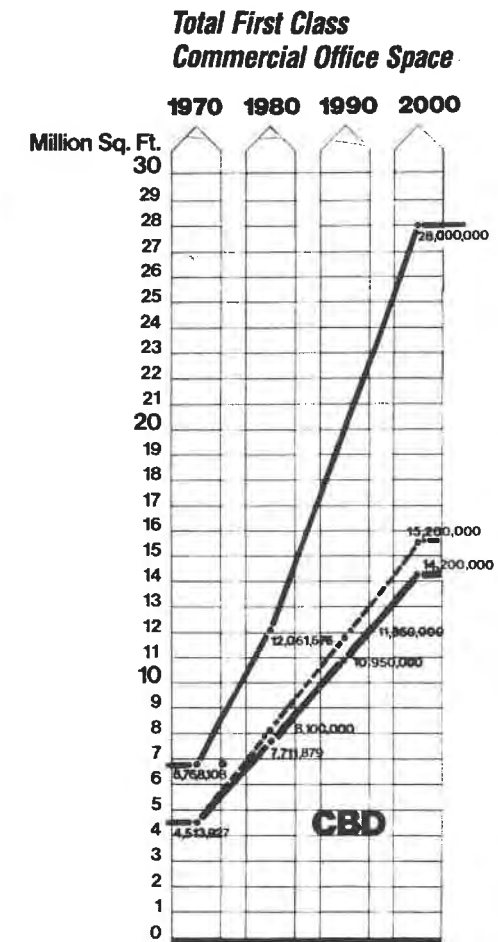


CBD to SMSA Percentage of Employment

Year	1970	1980	1990	2000
Percentage	9.1	9.6	9.8	9.9

Office Space Forecast

Data Sources & Notes
 — 1970 Data: City of Cincinnati Chamber of Commerce
 — 1980 Data: Data Consultants' Recent Estimates City of Cincinnati Chamber of Commerce
 1990-2000 Data: Consultant forecast



CBD to SMSA Percentage of First Class Commercial Office Space

Year	1970	1980	1990	2000
Percentage	66.7	63.9	54.7	50.7

Meeting the Need for Retail Stores

A vital retail core provides benefits to a city beyond the resulting business. Strong retail stores lead other activities to locate in the downtown. They are an inducement for people to remain downtown after office hours. An attractive retail area also plays an important role in enhancing the environment for hotel and convention visitors.

The Cincinnati 2000 Plan anticipates the need for approximately 700,000 to 800,000 square feet in new and replacement retail space by the year 2000.

The primary retail concentration will remain along Race Street between Fourth and Seventh Streets, with projections east on Fifth and Fourth Streets. Renovation of the Carew Tower Arcade will be encouraged, to provide an East-West linkage between the Westin Hotel and the Saks Fifth Avenue store west of Race Street, and at the same time to strengthen the shopping environment in the L.S. Ayres/McAlpin sector of Race Street. Retail stores will be encouraged in the lower floors of new hotel and office buildings. A minimum of 150,000 square feet of specialty shopping space in a multi-level arcade could be constructed on

Fountain Square West in order to tie Fountain Square and Race Street shopping more closely. In the longer term, a link also may be made across Fort Washington Way in order to extend the Race Street retailing in the Riverfront West area.

The objectives of the plan are to provide a regional retail center that will outdraw its competition in suburban shopping centers, to provide the retail linkages that tie together hotel, convention and evening entertainment facilities, and to provide convenience shopping to serve an important and growing in-town residential and office worker population.

Meeting Hotel Requirements

The Convention Center is in need of refurbishment and expansion in order to increase convention and tourism business in the City. It is estimated that if the Convention Center can be expanded by 1985 to include 165,000 square feet of main exhibition space, direct delegate expenditures in the City will increase by 300% in 1985 and by 600% in 1990 over today's figures.

We should anticipate the need for approximately 3,500 first class hotel rooms by the year 2000. Already in place are 1,710 rooms; 800 more are currently in the planning stage. Another 1,000 will be needed.

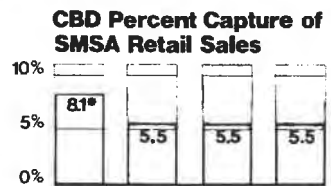
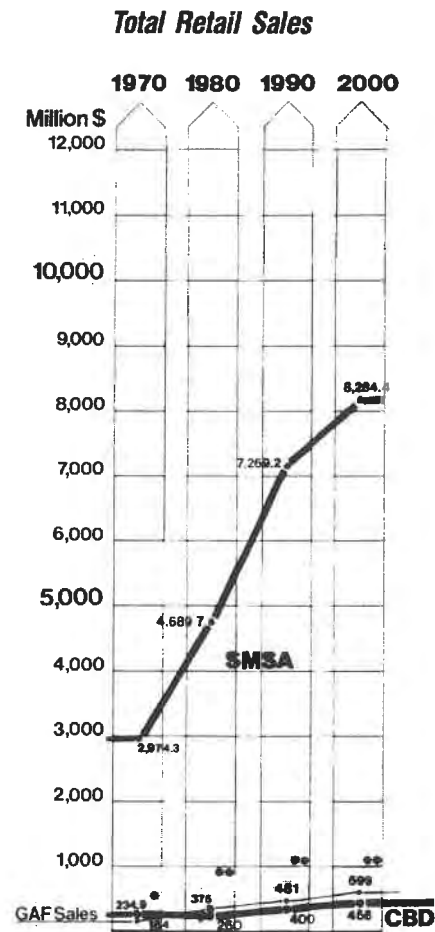
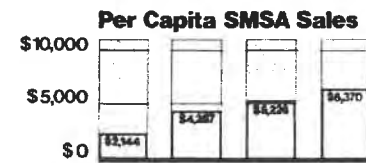
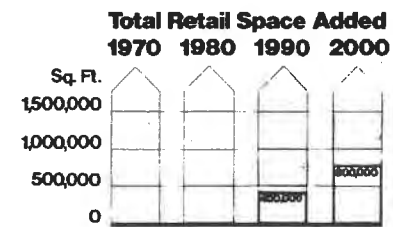
To provide these:

- New hotel development should be promoted north of L.S. Ayres Garage at the southwest corner of Fifth and Elm, in the block bounded by Central, Seventh, Plum and Sixth and in the Riverfront area west of the Stadium and should be considered in Fountain Square West or in other areas of the West Core.
- Existing hotels, including the Netherland, the Cincinnati and the Terrace, should be encouraged to upgrade their rooms and facilities.

Retail Forecast

Data Sources & Notes

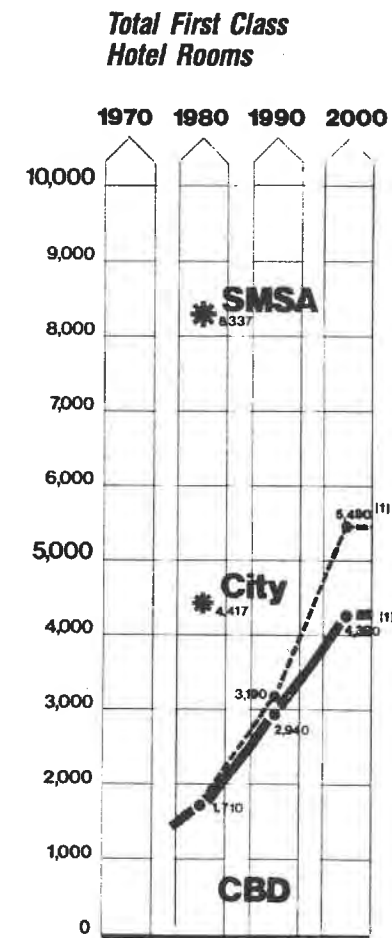
- 1963, 1967, 1973, 1977 Data: Census of Retail Trade
- 1980 Data: Consultants' Recent Estimates
- 1972 Estimates
- 1980 Dollars



Hotel Forecast

Data Sources & Notes

- 1970 Data: City of Cincinnati Chamber of Commerce
- 1980 Data: Consultants' Recent Estimates
- City of Cincinnati Chamber of Commerce
- (1) Includes 850 to 1450 existing hotel rooms to be renovated



Entertainment—A Part of Living

Some cities have established entertainment districts, such as New Orleans' French Quarter. In others, and this is true of Cincinnati, the location of entertainment features has depended on individual entrepreneurs making their own choices. Cincinnati's evening entertainment has relied primarily on its fine restaurants, its evening concerts and its sports activities. The City does not have a major entertainment district which influences downtown life.

The Committee concluded that downtown evening entertainment should be promoted as one desirable element to support its aim to increase convention and hotel business and general evening activity in the downtown area. It was decided that a concentration of entertainment activities -- a zone or district -- to give entertainment identity and a focus would be desirable. Such a zone should be close to existing and proposed hotels and to the Convention Center.

The Plan therefore proposes:

- That the area between Sixth and Seventh Streets and Vine and Main Streets be designated for an increased concentration of entertainment facilities. This area, north of Fountain Square and the 580 Building, is presently the site of several excellent restaurants.
- That several alleys, such as Gano, Lodge and Bowen be upgraded to encourage greater use by pedestrians, and thus offer an inducement for entertainment businesses to locate along them.
- That efforts be made to encourage legitimate theatre and cinemas downtown. Such uses could be located in the entertainment area north of Sixth or in Fountain Square West.
- New development adjacent to this area should contain entertainment related facilities, particularly on the ground floor.

The area is well served with parking and transit facilities. The existing buildings and land parcels offer a broad range of opportunity for renovation and new construction. The small alleys provide potential for the more intimate pedestrian environment that fits well with the intended entertainment theme.

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The Plan *How the Land Will Be Used*

10/1/84

We have shown how Cincinnati will have to develop to perform its basic functions over the next twenty years--to meet its housing, office, retail, hotel and entertainment needs. We look now at how the Cincinnati 2000 Plan envisions the development of the various sections of the city, to fulfill the goals that have been set and to give the City the desired character.

The Plan proposes the following predominate land uses for the various areas:

West Core

The Plan envisions strong and concentrated employment, retail, hotel and entertainment centers in the downtown. To carry out this purpose, much large scale mixed use development will be channeled into the West Core during the next decade.

The western portion of the Core serves as the focus for downtown retailing, convention and hotel activity. Development will concentrate new general merchandise and apparel shops between the department stores along Race Street, from Fourth and Seventh, and extending eastwardly along Fourth and fifth Streets. Development projects will provide attractive multi-level

retailing space for specialty shops with linkages to existing department stores via the second level walkway system.

The west side of Vine Street opposite Fountain Square (Fountain Square West) offers a prime location for mixed use development. The Fountain Square West site should be developed as a specialty retail and office complex with loading dock and underground parking facilities. It is preferred that residential units be a component of the project. The project may also include a hotel, entertainment facilities and other compatible uses. The building should be set back at its upper floors to allow sunlight to reach Fountain Square and to avoid the feeling of a very high, sheer wall. A new downtown location for the Elder Beerman store should be provided.

Expansion of the existing Convention Center to the west with a main exhibition space of approximately 165,000 square feet will provide the necessary facilities for an increasing regional convention trade.

East Core

The East Core is the primary center of large office buildings. Many of the area's development sites could be built upon during the next five to ten years.

The current trend toward larger, more prominent structures will generate an employee population requiring many new personal service and convenience retailing establishments. To accommodate these requirements, and to provide a degree of activity to enliven the street level, new office structures will be encouraged to develop facilities in their lower levels for convenience retailing, and amenities for noon-time "brown baggers".

The northwest corner of the East Core -- the blocks bounded by Vine, Seventh, Main and Sixth Streets -- is proposed as the center of downtown entertainment. This two block area is conveniently located to the retail and convention area on the west and to the office employment population on the south and east.

Lytle Park

Lytle Park is a National Register Historic District and will continue to be a center of residential, institutional and office development. Rehabilitation of historic structures and new development on open sites will further the development of housing and office space in this area.

Oldtown

Oldtown is a National Register Historic District composed of mid and late-19th century buildings. The upper floors of some commercial loft buildings have been converted to middle and upper income apartments. The area is reemerging as a viable housing and retail center complementing and enlarging the specialty shopping in the downtown.

Continued renovation of existing buildings as well as new development for retail and residential use are to be encouraged in Oldtown. Modest loft type offices would also be compatible with these uses.

Garfield Place

Garfield Place links the retail core on the south to the small scale his-

toric area on the north. With Piatt Park providing its principal amenity, the Garfield Place area offers the most immediate opportunity for a downtown residential center. The proposed closing of Eighth Street between Elm and Vine and extension of the park will encourage the area's pedestrian use and also enhance its neighborhood identity. The establishment of a new residential community in this area will reinforce adjacent retailing and will serve as a catalyst for the rehabilitation and further development in the historic area to the north.

The National Register Historic District north of Piatt Park is composed of small structures of various periods and architectural styles, some of which have been rehabilitated for professional offices and residences. While many of the original buildings remain and should be preserved, this area includes a number of incompatible structures as well as vacant sites providing opportunities to the small investor for new development.

This district offers the opportunity to develop a new residential community with supporting office and retail space close to Downtown's Core. The establishment of such a large 24-hour population in this location will contribute substan-

tially to the transformation of Downtown from a single purpose business district to a lively day and nighttime activity center.

To provide more cost effective office space, it is anticipated that the City of Cincinnati will build a City Hall Annex north of Ninth Street between Central and Plum.

Main Street

Main Street retains a special cohesiveness because of its historically interesting structures. It also affords a high potential as a center for commercial and professional office space in rehabilitated and new buildings. Further to reinforce Main Street, new housing will be encouraged in adjacent areas along Walnut and Sycamore Streets. In the area east of Sycamore and north of Sixth are sites appropriate for office and residential use in both rehab and new construction.

A subarea of the Main Street district is Court Street. It is conveniently located between Vine and Main to serve expanding shopping needs for the residential areas to the west and for the county office employees to the east. Also, an increase in demand will be generated for office development in this area

by a planned major station in the proposed light rail transit system

To accommodate these opportunities for mixed retail and office development, the two-block frontage of Court Street offers a number of large, easily assembled sites. To stimulate development, the large parking area in the street right of way offers the immediate opportunity for creation of a central pedestrian plaza and an improved open air produce market.

Hamilton County proposes to build new Justice Complex, eventually including a parking facility for employees on the block bounded by Ninth, Sycamore, Central Parkway, Eggleston and Broadway.

Columbia Parkway

This area between Columbia Parkway and the river is located just below the Mt. Adams residential community. Its setting, with panoramic views of the Ohio Valley, provides an opportunity for a residential center. To encourage this the City is planning to extend the Riverfront Parks to the east. Rehabilitation of the historic townhouses along Martin Street will be encouraged; convenience retailing may also be provided.

Riverfront East

The riverfront between the Coliseum and the L & N Bridge has been dramatically transformed during the past two decades from a semi-abandoned industrial area to a recreational center with luxury housing facilities. The Cincinnati 2000 Plan calls for additional high density housing in this choice area which will enjoy the splendid view of the river, the proximity to parks, the Stadium and Coliseum, and easy access to the downtown.

Central Riverfront

The Coliseum and the Public Landing on the east and Riverfront Stadium on the west set the boundaries of the Central Riverfront. The addition of a public institutional use and commercial uses serving the general public with supporting and peripheral parking spaces will complete the development of this area.

Riverfront West

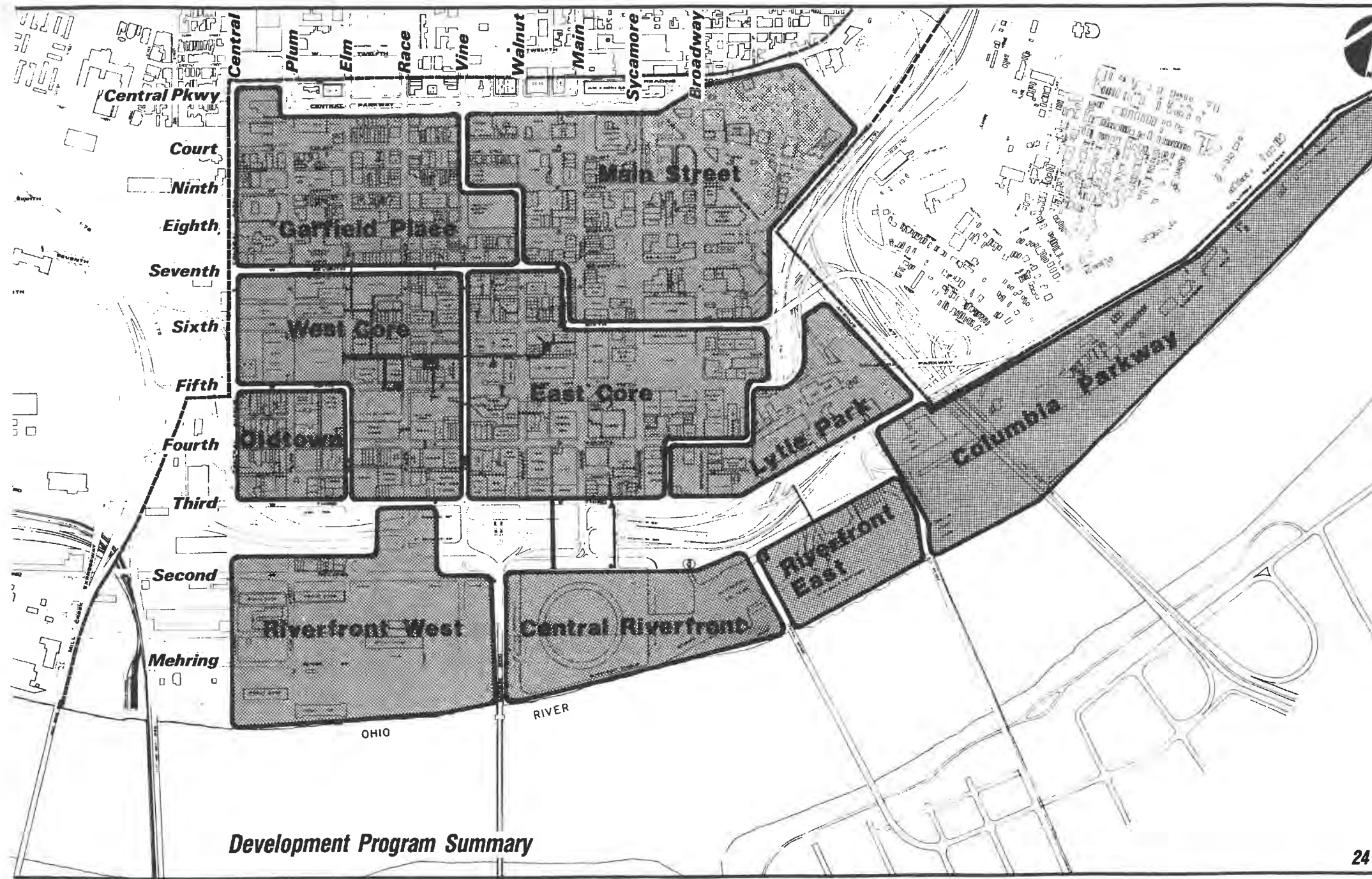
Assuming successful absorption of the desired office development within the core by 1990, the Riverfront West area offers an exciting potential as a mixed use development center during the next ten years (1990-2000).

The construction of office space in Riverfront West should be no more than necessary to make development of residential, tourist, recreational and entertainment facilities economically feasible. Riverfront West should contain as many residential units as possible. There should be open spaces between high rise structures sufficient to permit views around and between buildings. The City should explore ways to physically connect and integrate the Riverfront West area with the downtown.

Potential Growth by Sub-area 11-3-86

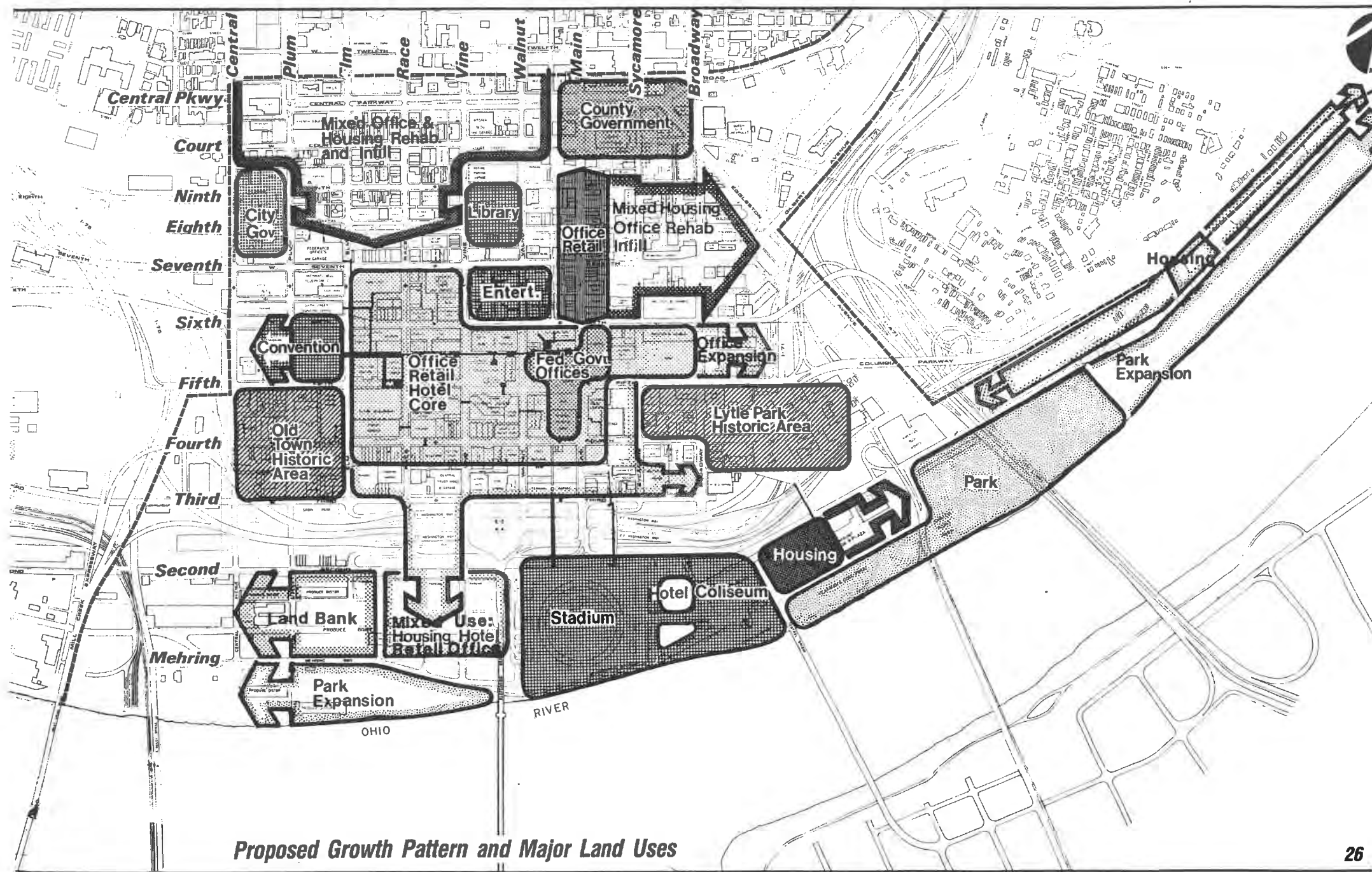
Subarea	Housing (Dwelling Units)	Hotel (Rooms)	Retail (Square Feet)	Office (Square Feet)	Parking (Spaces)		
					Core Re- placement	Peripheral	For Housing
West Core	200-400	1400-1700	310,000- 435,000	1,000,000- 1,250,000	1800		200-400
East Core			60,000- 70,000	4,580,000- 4,750,000	1700		
Lytle Park	400-700		10,000	50,000- 100,000		400	200-300
Oldtown	400- 600		40,000- 60,000	20,000- 25,000	800		
Garfield Place	1000-1500		80,000- 100,000	300,000- 600,000			1200-1700
Main Street	800-1200		80,000- 100,000	500,000- 600,000	500		1000-1400
Columbia Parkway	300-500		10,000- 15,000				400-600
Riverfront East	400-600		10,000	50,000- 100,000			500-700
Central Riverfront						700	
Riverfront West	1200-2000	400-800	100,000	500,000- 1,500,000		2300	1000-2000
Total	6000 min. 7500	1800-2300	700,000- 900,000	7,000,000- 9,000,000	4800		4500-7100
Peripheral Parking Areas							
Union Terminal						1400	
Elsinore Place						1200	
Suburban Park 'n' Ride Lots						1200	
Total						16,500-19,100	

* Since the Columbia Parkway Sub-area has been increased in area, the larger site will allow for the creation of a new neighborhood, with a resident population large enough to support additional retail and office space. The development potential for this sub-area could be 1250 dwelling units, 230,000 square feet of commercial space and 2,960 parking spaces.



Growth Pattern

The proposed growth patterns and distribution of new development will build on our existing urban fabric. The best existing structures will be preserved into the future. New development will be located to embellish and enhance the urban environment, strengthening existing office, retail and hotel land use patterns and establishing new patterns for downtown residential neighborhoods. Historic district will offer opportunities for rehabilitation and new infill construction for the smaller investor. The Riverfront will regain its prominence as the origin of the City and the direction of future growth of the Downtown.



Proposed Growth Pattern and Major Land Uses

The Plan *Transportation*

If the Plan goals and objectives of downtown development are to be met, it is essential that the transportation system be improved to serve the increase in traffic projected by the Plan.

A network of regional highways, an efficient street system, and well-patronized bus systems today provide downtown Cincinnati with good access and circulation. However the traffic increases that are foreseen cannot be handled without congestion of existing facilities. This would be severely detrimental to the overall Plan, which is predicated on getting more people into and out of the downtown area on a daily basis.

The Plan calls for the following:

—An increase in the percentage of people coming downtown by transit from the present 21% to a level of 35%. To do this a system is needed for feeding people in from the outside region, and also an efficient circulation system within the downtown.

—Transit studies by The Ohio, Kentucky, Indiana Regional Council of Governments (OKI) have recommended a regional light rail transit (LRT) system as the most cost effective, and this has been endorsed by all affected communities. The Cincinnati 2000 Plan concurs in this recommendation.

If such an LRT system is developed, it could use the existing Central Parkway subway and could be extended underground along Walnut Street. The subway portal could be between Third and Fourth Streets, and the system could continue across the Suspension Bridge. Stations could be near the Stadium, Sixth and Court Streets.

—Providing outlying long-term parking facilities to reserve downtown garage spaces for short-term shopper and business parking.

At present the Riverfront Stadium Garage serves as a peripheral parking facility; 3,000 spaces will be added on the Riverfront as Riverfront West is developed. Union Terminal parking lot, now 700 spaces, will be expanded to 1,400 spaces to meet the demand in the northwest corridor. Motorists approaching from the northeast will be accommodated at a new 1,200 space facility at Elsinore. A 400 space facility will be located at Eggleston within walking distance of the Central Business District.

Each of these peripheral parking facilities will be served by individual shuttle buses, requiring nine vehicles initially, eighteen eventually. Service during peak periods would be at 5-minute intervals and cost 25 cents each way per person to cover operating expenses.

10/1/84

—Providing replacement downtown parking spaces, and a pricing policy to discourage long-term parking. Approximately 4,800 spaces will be required to offset existing spaces lost to new development. As part of the 4,800 replacement parking spaces, the Fountain Square West Complex should include underground parking for a minimum of 600 automobiles. These facilities are intended primarily to serve short-term demand, less than 3 hours. Employee CBD parking should be discouraged by a pricing policy that increases rates substantially after two or three hours.

—Providing bus-only lanes on Fifth and Sixth Streets and on Walnut and Main Streets to minimize conflicts between buses and other vehicles. To allow for greater bus transit capacity on downtown streets, buses will be through-routed wherever possible.

Bus circulation loops expanding Queen City Metro's "Downtown" service would link all downtown areas with the regional access routes and the outlying parking areas. One counter-clockwise loop would be along Ninth, Plum, Third and Broadway; an inner clockwise loop would be along Seventh, Sycamore, Fourth and Elm Streets.

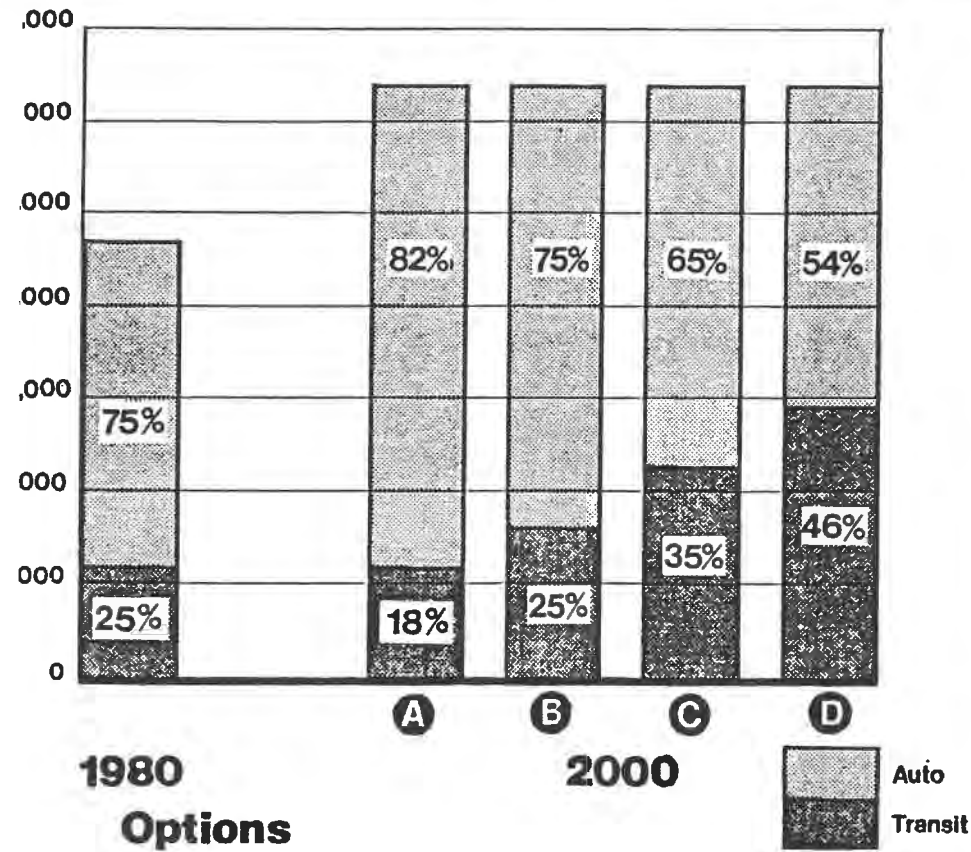
—Limited street improvements and extensions, to provide improved access to the proposed new developments.

Throughout the entire planning period, improvements to widen certain roadways and to improve turning movements within the downtown grid of one way streets should be made where shown on the accompanying map entitled "Roadway Improvements."

Additionally, in the 1990's in the Riverfront West Area, Third Street should be upgraded for improved access from the westbound ingress from Fort Washington Way at Elm Street to southbound Plum Street. Race Street to Vine Street should be extended as a one-way couplet to Mehring Way to provide access from downtown to the mixed used development and the peripheral parking structure proposed to the west of the Stadium.

—An all-out effort to increase the average occupancy of autos entering the downtown, now at 1.2 persons per auto in rush hours and 1.3 during the day to 1.4 person average through van pooling and ride sharing programs. If auto occupancy could be raised substantially, especially during rush hours, a LRT system might be deferred until after the year 2000.

Projections of Peak Person Accumulation in Core Area by Mode



Absolute number of transit ridership remains constant

Modal split percentages remain constant

C. Extrapolation from present ridership growth trends

D. Absolute number of private vehicles remains constant

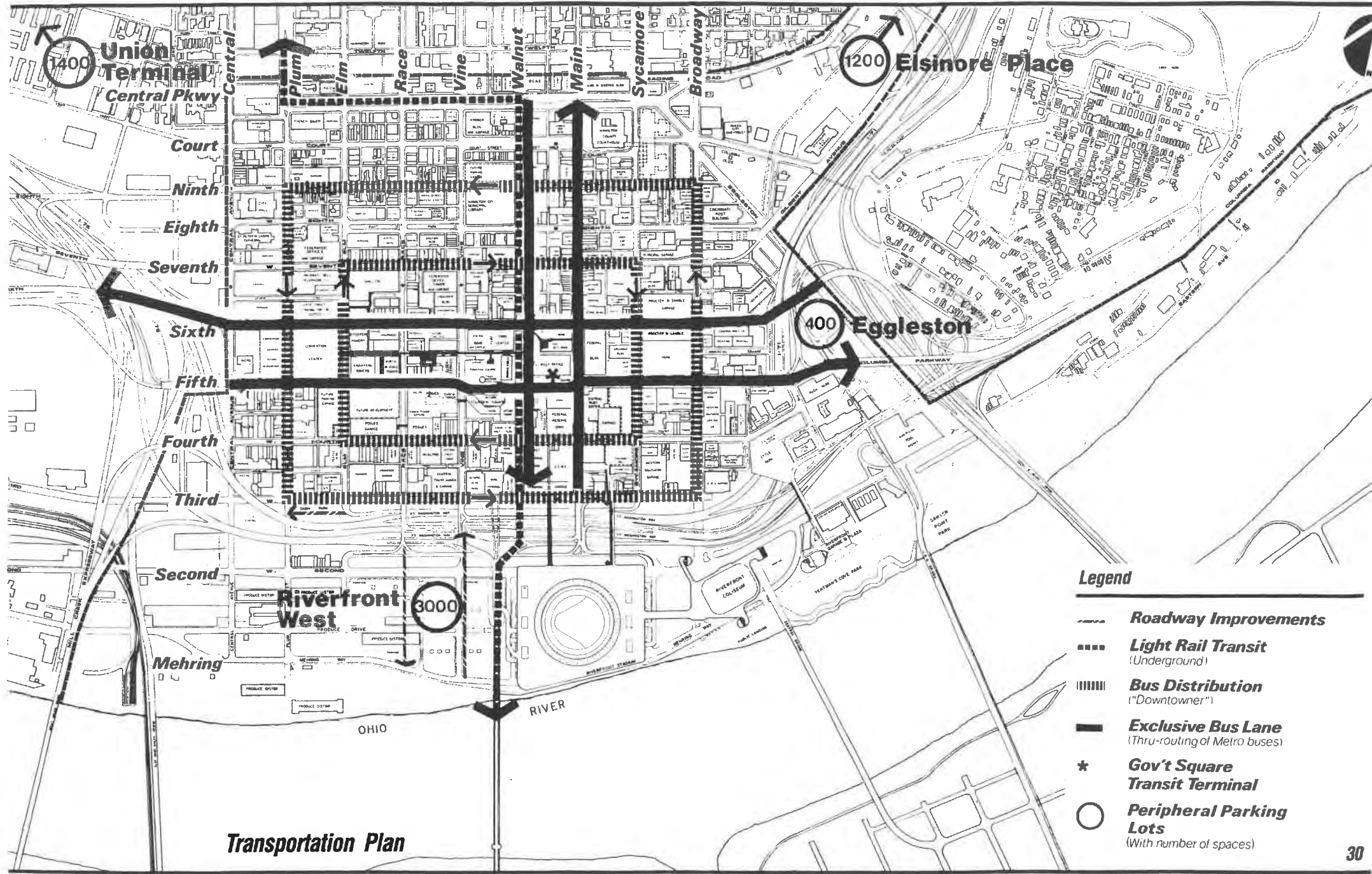
Transportation Mode Scenarios

OPTION	Percent		CBD Peak Period Person Accumulation			Additional "New" Parking Spaces Required (1)	Peak Equivalent Buses
	Auto	Transit	Auto	Transit	Total		
Existing Conditions	75	25	34,000	12,000	46,000	20,000	
A	82	18	52,500	11,500	64,000	12,800	440
B	75	25	48,000	16,000	64,000	11,000	610
C	65	35	41,600	22,400	64,000	7,200	850
D	53	47	34,000	30,000	64,000	2,800	1,100

(1) Excludes replacing approximately 4,800 off-street spaces converted to other uses but includes 2,800 on-street space replacement.


The plan recommends Option C

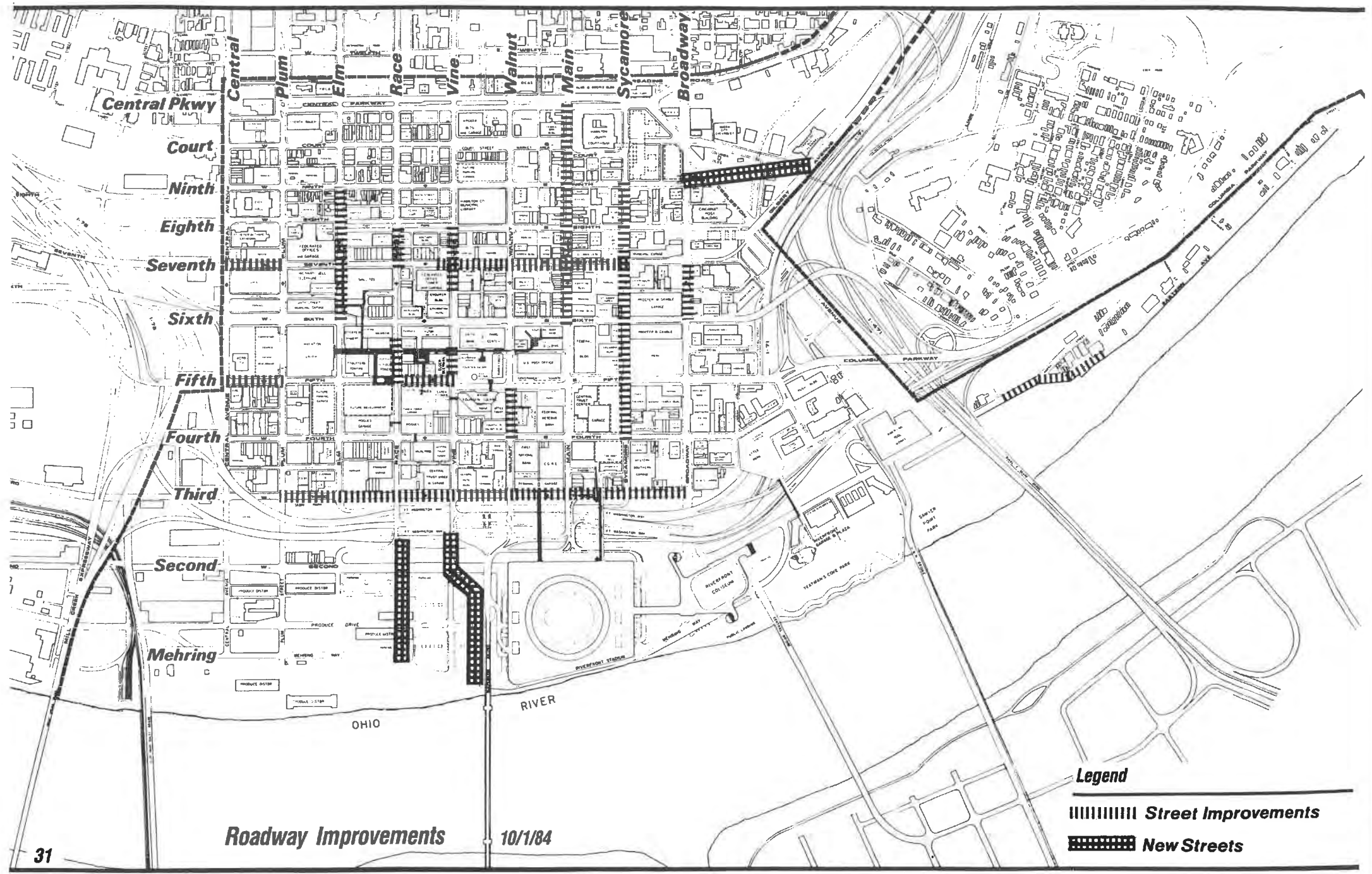
The downtown plan envisions the long-range implementation of a regional light rail system, as recommended by the OKI study. However, the recommended strategy is to implement phases of the plan and monitor the progress and impact through a continuing program. Should it become apparent in the initial phase that light rail is not required or cannot be financed, the plan elements already provided will be used to support an alternate transit mode.



Transportation Plan

Legend

-  **Roadway Improvements**
-  **Light Rail Transit**
(Underground)
-  **Bus Distribution**
("Downtown")
-  **Exclusive Bus Lane**
(Thru-routing of Metro buses)
-  **Gov't Square Transit Terminal**
-  **Peripheral Parking Lots**
(With number of spaces)



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Roadway Improvements 10/1/84

Legend

||||||| Street Improvements

▣▣▣▣▣ New Streets

The Plan *Design for a Pleasing City*

The quality of the downtown, of living generally in Cincinnati, is determined to a great degree by the amenities -- by the pedestrian ways, the open spaces, the street vistas and the integrity of the special districts of historic and architectural interest. Attention is given in the Cincinnati 2000 Plan to such concerns.

Pedestrian Movement

The Plan recognized that the central office and retail core will be the primary focus of pedestrian movement -- and an increase in the number of pedestrians downtown is projected. A well designed pedestrian system is required -- and will also enhance the appearance of the downtown area.

The Plan builds upon the existing street-level and skywalk system, and extends it to link the core to other related districts.

Streets designed to serve as corridors for the most important pedestrian movement and to connect major functional areas are:

- Fourth Street from Oldtown to Lytle Park
- Fifth Street from Elm to Broadway
- Sixth Street from Race to Main

- Seventh Street from Race to Main
- Eighth Street from Central to Broadway Square
- Court Street from Vine to the Hamilton County Courthouse
- Race Street from Garfield Place over Fort Washington Way to Riverfront West Park
- Main Street from Court Street to Fourth Street

The proposed skywalk extensions are:

- From the Atrium One Office Building to the south, linking to a pedestrian bridge over Fort Washington Way.
- Elm, Race and Fifth Street skywalk connections to the Hyatt-Sak's project, south of Fifth between Race and Elm.
- From the Terrace Hilton north to the Federated Office Building and west of Shillito/Rikes.
- From the Westin Hotel south across Fourth Street and west across Vine Street to McAlpin's.
- From Fourth Street and McAlpin's south across Fort Washington Way to Riverfront West Park.

— A combination of upper level platforms and skywalks linking the Riverfront West mixed use development to the Riverfront Stadium.

— From Riverfront Coliseum across Mehring Way to One Lytle Place.

— From One Lytle Place to the Sawyer Point Park.

These proposed pedestrian improvements enhance the efficiency of both pedestrian and vehicular movements by minimizing areas where the two are in conflict.

The other two extensions of the skywalk would be desirable, but are dependent on the Federal General Services Administration (GSA) permitting penetration by the skywalk east through the Federal Building on Main Street. They are:

- Extension from the 580 Building east through the Federal Building to the present Columbia Olds site;
- Extension from the present Columbia Olds site south to the Central Trust Center, Phase II and the Atrium II development site. This would connect the downtown skywalk system to the Riverfront Stadium Garage.

Open Spaces

In planning the pedestrian movement system, special emphasis has been placed on integrating it not only with the various buildings to be served but also with open spaces and vistas, to add interest and pleasure to its use.

Existing open spaces to which the pedestrian system will tie are:

- Fountain Square
- Lytle Park
- Piatt Park
- Yeatman's Cove Park
- Sawyer Point Park

New open spaces may serve as focal points for residential communities, or afford recreational opportunities. Others may serve simply as buffers between areas which are unrelated by use. Such additions are:

Plum Street Park

This would be a green space between Convention Center and City Hall, and would provide much needed landscape relief for this part of downtown. It will tie together the many historic assets in the area including St. Peters in Chains Cathedral, the Plum Street Temple and City Hall.

This park requires the partial closing of Eighth Street between Central Avenue and Elm Street and acquisition of the property at the northeast corner of Plum and Eighth Streets.

An Improved Piatt Park

Piatt Park has been the setting for churches, residences and exclusive clubs since the mid-1800's. These functions, and the structures that remain, stamp the Park with its special scale and character. Building upon these environmental assets, an improved pedestrian setting serves as the front porch for residential developments adjacent thereto. The Plan proposes the closing of Eighth Street between Elm and Vine to general traffic, and extending Piatt Park into an important pedestrian square. With specialty retailing, restaurants and services to be located around the square's perimeter, a pedestrian place is to be created that is free of heavy vehicular traffic.

To link Piatt Park to the downtown retail core, the development immediately to the north of Shillito/Rikes Department Store will contain an internal pedestrian arcade which will be lined with shops, and which will connect the skywalk at the Seventh and Elm intersection to the Park.

Garfield Place Pedestrian Ways

A pedestrian network is proposed within the Garfield Place area to serve its residential community as well as its office and retail activities. The system's improvements include vest pocket parks, widened sidewalks, and recreational amenities for residents.

The nature of present uses along the north/south and east/west streets will shape the future. In general, Vine Street tends to serve as the location for retail and office functions, while Ninth and Court Streets are residential streets. Court Street between Plum and Vine is to become the focus of the residential community. Its sidewalks will be widened and fully landscaped. Court Street will be reduced from three traffic lanes to two, and there will be only a modest number of on-street parking spaces. Through traffic will thus be minimized. Linked to this central east/west spine may be mid-block pedestrian pathways on a north/south axis as well as small vest pocket parks.

Court Street Market Plaza

Court Street between Vine and Main currently provides short term surface parking for the Hamilton County Court House and local commercial

establishments. In addition, it accommodates an open air produce market.

The plan for this area proposes the closing of Court Street between Vine and Main and the creation of a pedestrian plaza. This will encourage adjacent office and retail development. Landscaping, sculpture, a fountain, an ice-skating rink, improved market stalls and an LRT station may all be elements of this open space design.

Broadway Square and Park

A new landscaped square becomes possible in the vicinity of Gilbert and Broadway upon the reconstruction of the Gilbert Avenue Viaduct. This square serves as the eastern terminus for the pedestrian corridor along Eighth Street and could provide space for sitting and brown-bag picnicing.

South of the Square, development of a linear park along the east side of Broadway is proposed. This could provide a pleasant pedestrian link from the east to the downtown office core, and a much improved setting for the new and rehabilitation development proposed for that eastern frame.

St. Xavier Park

A green space will be provided as an improved setting for St. Xavier Church, with facilities for office workers and others who wish, for example, to bring their own lunch and enjoy an outdoor setting.

Third Street Linear Park

The south side of Third Street is the front porch to the downtown. To strengthen the initial visual image of the downtown and to create an appropriate transition into the core, landscaping is proposed along much of the Third Street frontage connecting the existing Sabin and Fort Washington Parks.

Perry Street Crafts Market

The Plan proposes a pedestrian crafts market on Perry Street between Central Avenue and Plum Street. The existing George Street open air market will be relocated here, in order to build upon Oldtown's image as an area for arts, fine crafts and other specialty items. The Plan proposes to close Perry Street to general traffic, but vehicles that service the market will be permitted during scheduled hours.

Sawyer Point Park

A plan for Sawyer Point Park has recently been completed. When it is built, the following recreational elements along the Ohio River will be added to the activities now available to citizens of Greater Cincinnati:

- A restaurant
- A creative playground
- A fantasy play concession
- Tennis courts
- An amphitheater
- A band shell
- A fishing pier
- Passive recreational areas

Eden Park Waterfront

The Eden Park Waterfront will be located in the flood plain south of Eastern Avenue and upriver from Sawyer Point Park. It will offer adjacent residents passive recreational opportunities and open playfields. Most of the park, however, will be retained in its natural state with the provision of nature, jogging and biking trails being the principal improvement.

Riverfront West Park

This new park is a key element in the improvements visualized for Cincinnati's riverfront. Its planned activities will complement the mixed use development proposed between Second Street and Mehring Way and will provide for overall recreational needs of Greater Cincinnati. Activities may include:

A new public landing for the Delta Queen, Mississippi Queen and other river boats

Restaurants

A fresh food and fish market

An amphitheater

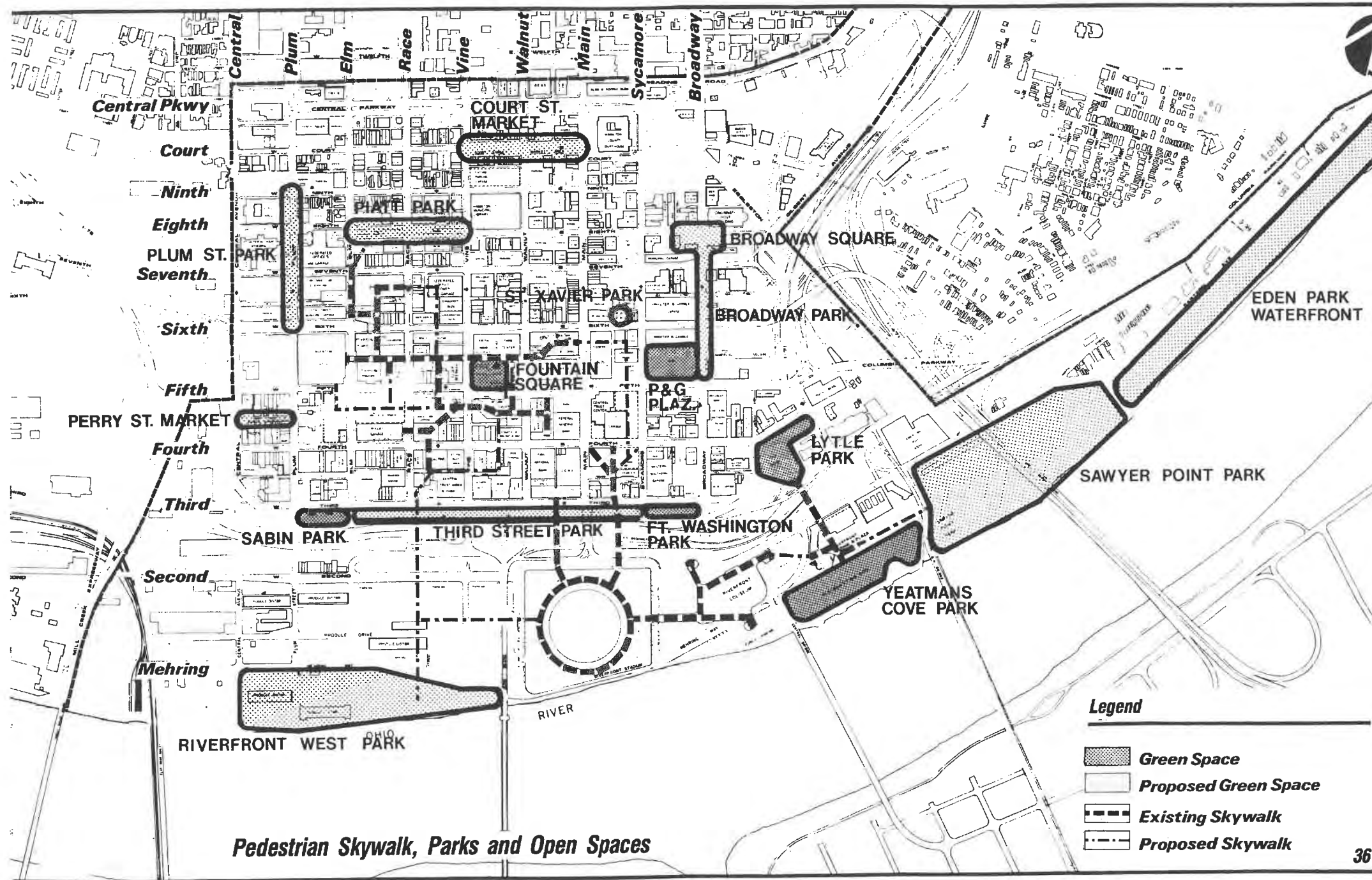
Areas for programmed events

Active recreational facilities such as tennis courts and a skating rink

Passive recreational areas and green space

Small Open Space

In many downtown development sites, small areas should be set aside for pedestrian use. These open spaces are intended to accommodate pedestrian movement, but additional elements such as benches, shade trees, canopies and street vendors should be included. On the sidewalks, spaces will be provided for various public activities.



Pedestrian Skywalk, Parks and Open Spaces

- Legend**
- Green Space**
 - Proposed Green Space**
 - Existing Skywalk**
 - Proposed Skywalk**

Historic and Architectural Resources

Downtown Cincinnati's cultural heritage and its historic character form a valuable legacy contributing to the richness of the City's personality. With assistance from the Historic Conservation Board, the buildings and areas that contribute to this special quality have been inventoried. To conserve these assets as a functional part of downtown, a preservation program is an integral part of the Cincinnati 2000 Plan.

In providing protection for the downtown historic resources, two designations are used: The National Historic Register and Local Historic Listing. Districts and individual buildings can be listed as nationally or locally significant. Each designation varies in the nature and degree of preservation afforded.

— National Register of Historic Places

Most of the downtown's important historic structures and sites are listed in the National Historic Register. There are today three National Historic Districts within the downtown. Registration does not assure preservation,

since any listed building may be demolished if no federal funds are involved in the project for its replacement. However, tax considerations favor private developer rehabilitation. If federal funds are involved, a federal review is required prior to demolition.

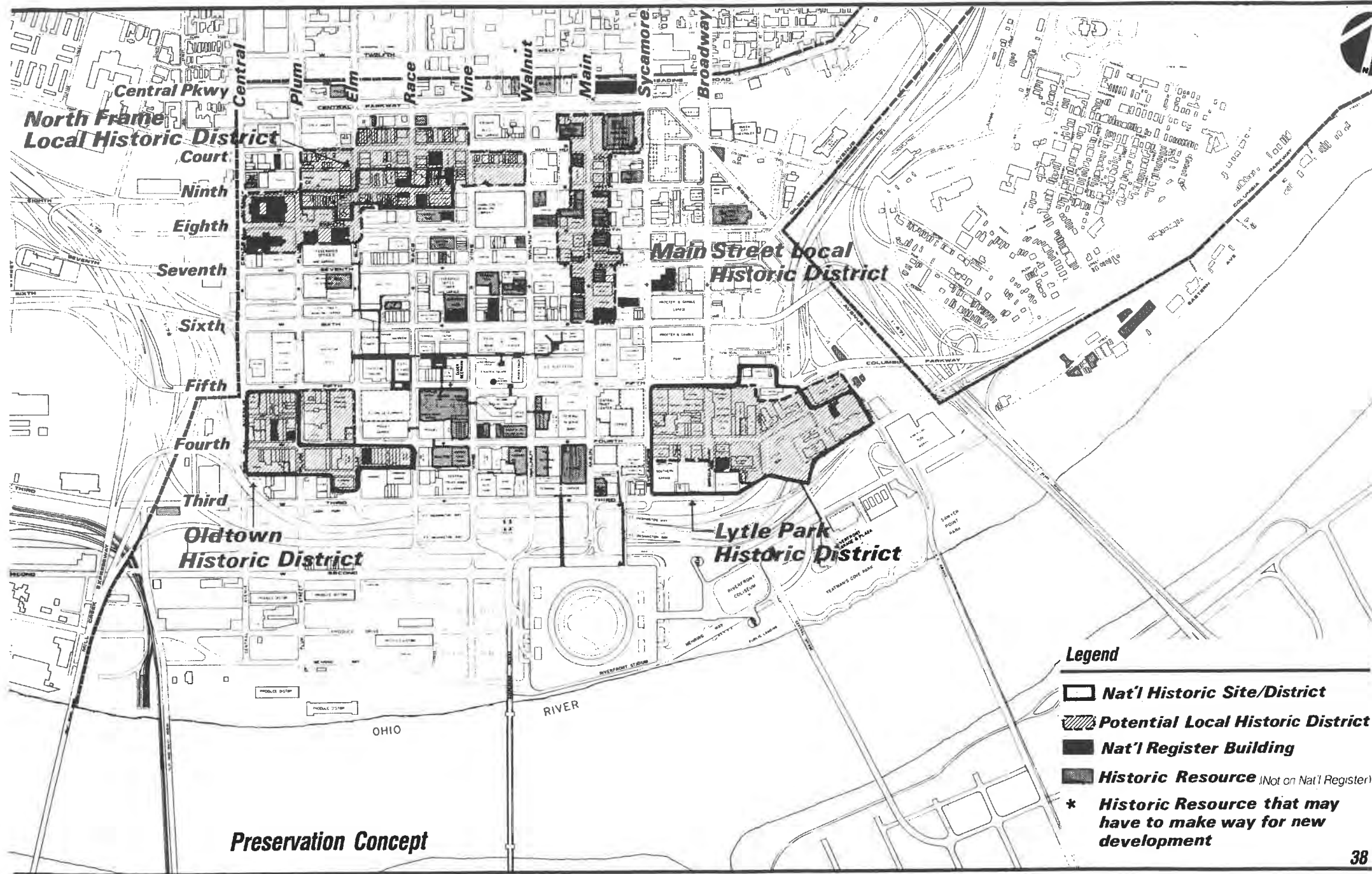
— Local Historic Districts and Landmarks

Cincinnati's Local Historic Legislation affords greater protection to historic resources than does National Registration. Under this legislation the Historic Conservation Board is empowered not only to recommend the designation of sites and districts, and to prepare conservation guidelines for historic areas; it is also empowered to modify zoning requirements where necessary to encourage preservation. For this reason the Plan proposes that the Oldtown, Lytle Park and the North Frame areas are appropriate for designation as local historic districts in addition to the national listing. Their boundaries, recommended in the plan, generally coincide with those of the National Historic Districts. The recommended boundaries provide areas of sufficient size to establish a strong sense of community.

Also proposed as appropriate for designation as a local historic district is an area along Main Street from Sixth Street to Central Parkway. This low-rise commercial strip has a cohesiveness based on its accumulation of historically interesting structures. Most buildings were built in the 19th century and share that century's residential-over-commercial tradition. Despite its somewhat run down condition and many storefront alterations, the area retains a continuity of character which affords it a high potential for rehabilitation as commercial and professional office space without sacrificing its historic interest.

All the districts include some incompatible structures and undeveloped land. Opportunities exist, therefore, for new building and development on a scale and of a design sympathetic to the overall character of the districts.

A number of historic resources are found along Fourth Street from Race to Main. These historic resources should be preserved. A local historic district should be considered as one of several options for preserving these resources. In addition, the special scale of Fourth Street should be preserved. It is the responsibility of the Urban Design Review Board and the Historic Conservation Board to develop guidelines which maintain the historic character and special scale of the Fourth Street streetscape.



Preservation Concept

Legend

-  **Nat'l Historic Site/District**
-  **Potential Local Historic District**
-  **Nat'l Register Building**
-  **Historic Resource** (Not on Nat'l Register)
-  **Historic Resource that may have to make way for new development**

Street Improvements

The quality of the downtown is greatly affected by many things that may seem minor but which add up to an atmosphere, an impression, that characterize a city. Lighting, equipment used for traffic control, sidewalk paving, trees -- all these help produce a quality environment.

The City has invested in the development of an integrated system of "street furniture"--equipment used for traffic control, lighting, refuse collection and communications. This system is already in use in some sections of the downtown core, and additions to this system are to be provided with new development.

The Plan includes these core area improvements:

Emphasis in the core area will be on pedestrian use. To impart a strong unifying image to this major office and retail area, paving treatments are proposed for the full width of the sidewalks, using modular brick and granite paving materials. A uniform Tripod Lighting System, using a three-pole base will be used to consolidate signs, light-

ing, traffic control equipment and other elements within a cohesive framework.

The core will be landscaped with such tree species as Little Leaf Linden, Ginkgo and Honey Locust. These trees do well in intensely developed urban settings, are a good height, and their generally light-density foliage minimizes screening of storefronts and signs.

A variety of three species is suggested for use in the downtown. To provide a sense of order and continuity, however, one species should predominate along any given street.

—To help define a residential district a modular brick paving treatment adjacent to the curb is suggested; the remainder of the sidewalk will be concrete.

The use of a single pole lighting system is proposed for general illumination in all residential areas. This will permit economies in city inventory and maintenance costs. In addition, special lighting fixtures are proposed for selected residential streets to enhance their historic quality. Existing boulevard lighting fixtures which are currently being replaced because of obsoles-

cence could be reconditioned and can be aesthetically suitable for this purpose.

Trees to be selected for residential areas include the Pin Oak, Norway Maple and Tulip Poplar. These trees run slightly larger than those proposed for the core area and have a medium foliage density. They will serve as canopy for pedestrians and will provide a degree of privacy for residential buildings that face the street.

—The frame areas are those between the regional expressway network and the downtown core. Here the dominant element is the vehicle. Street improvements are directed toward the automobile occupants. Proposed tree types would be tall with generally dense foliage. Suggested species include Horse Chestnut, Willow Oak and Australian Pine.

General illumination in the frame areas will be provided by single pole lighting. The sidewalks here will generally not receive any special paving treatment.

—Certain downtown areas are proposed as pedestrian focal points. To enhance their role as unique environments, special lighting, paving and landscape treatments should be encouraged. Among the areas that should receive this special treatment are:

Piatt Park

Court Street Market

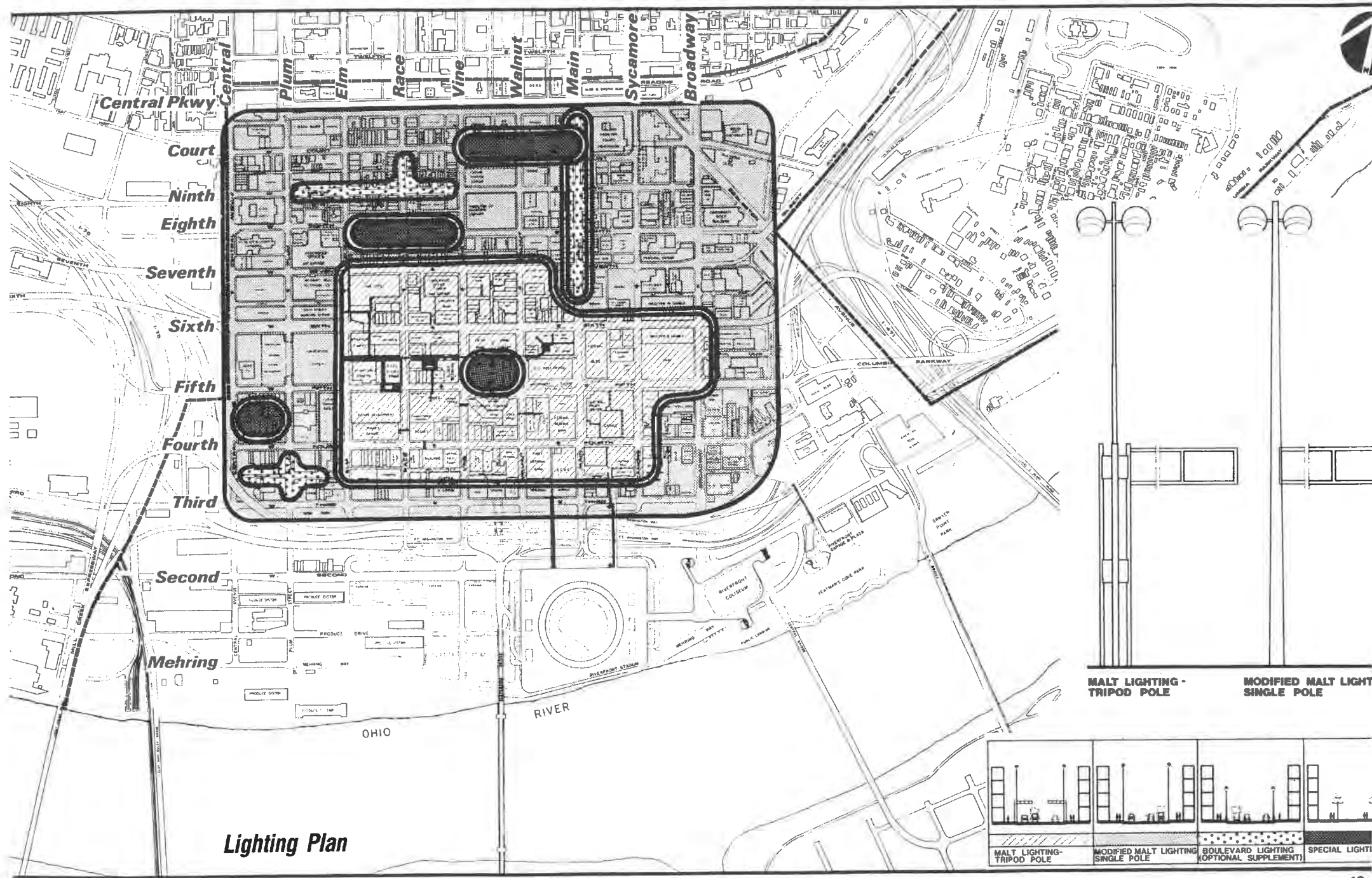
Broadway Square

Plum Street Park

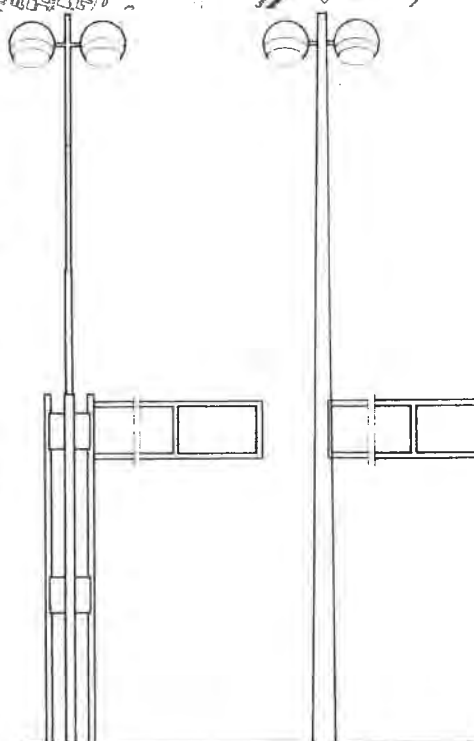
Sawyer Point Park

Eden Park Waterfront

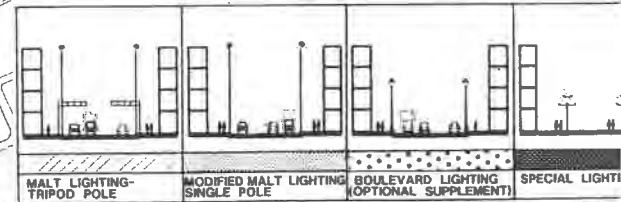
Riverfront West Park



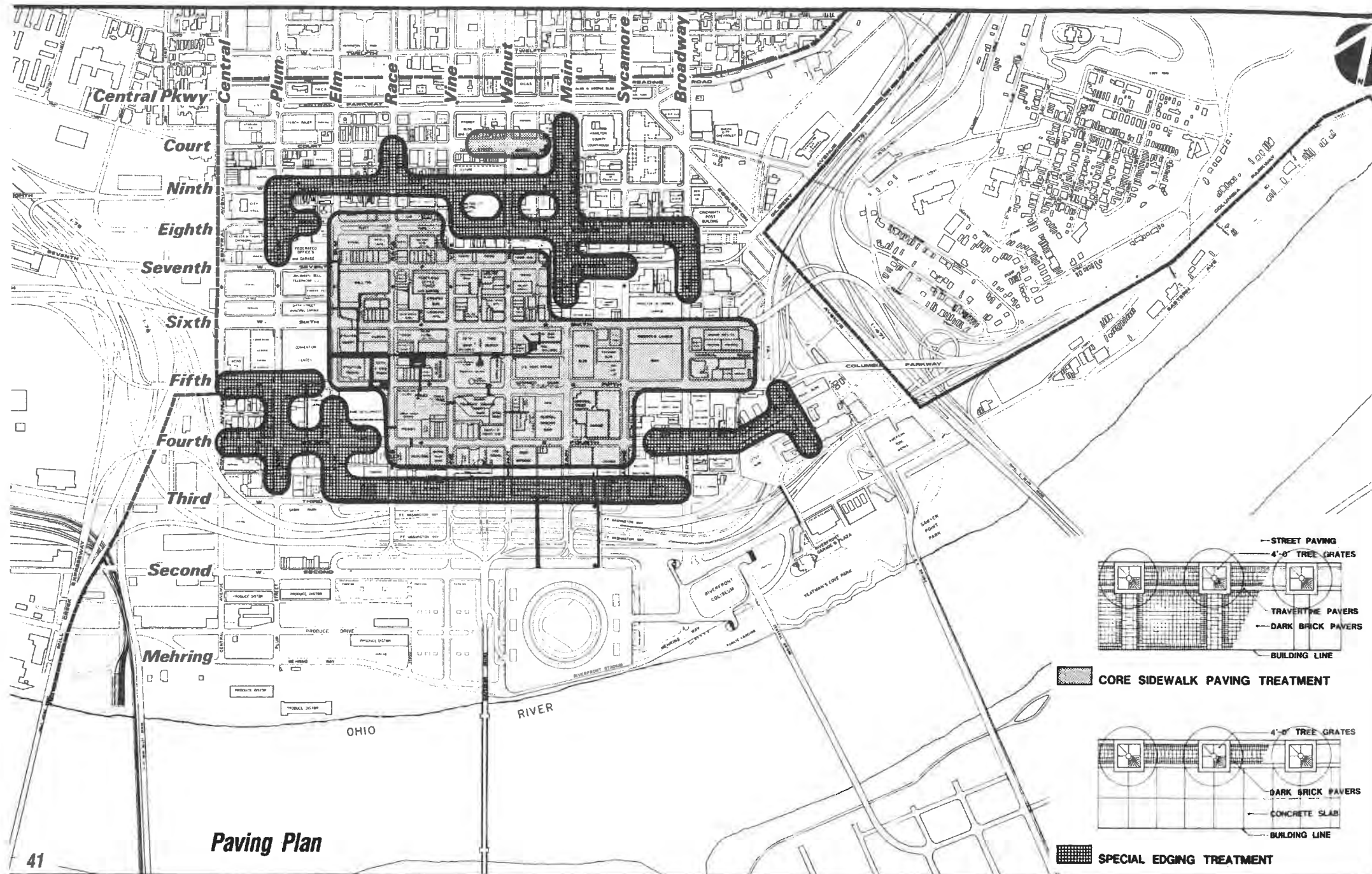
Lighting Plan



MALT LIGHTING - TRIPOD POLE **MODIFIED MALT LIGHT SINGLE POLE**





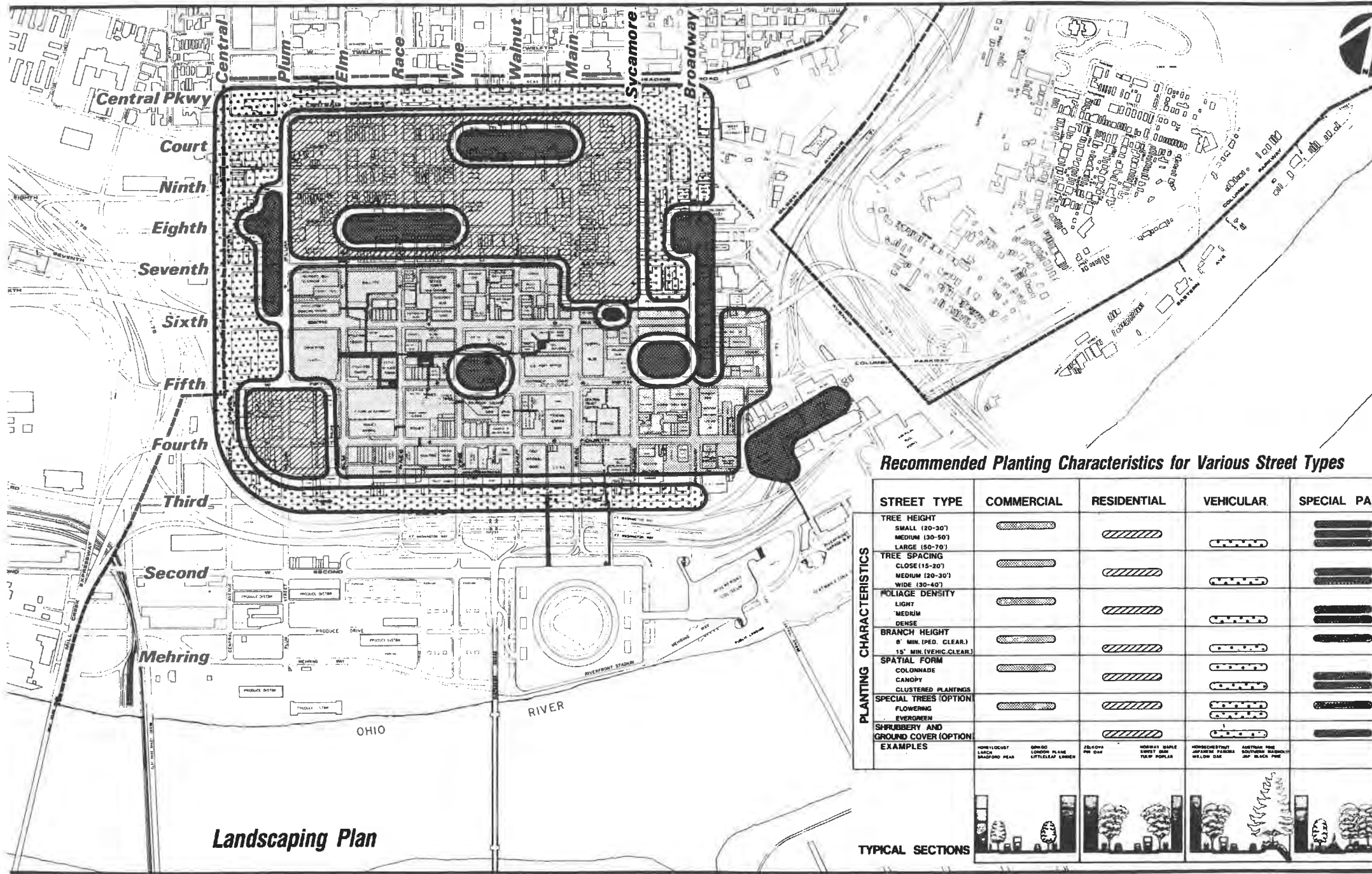
MALT LIGHTING - TRIPOD POLE **MODIFIED MALT LIGHTING SINGLE POLE** **BOULEVARD LIGHTING (OPTIONAL SUPPLEMENT)** **SPECIAL LIGHTING**



Paving Plan

41

- STREET PAVING
- 4'-0" TREE GRATES
- TRAVERTINE PAVERS
- DARK BRICK PAVERS
- BUILDING LINE
-  CORE SIDEWALK PAVING TREATMENT
-  SPECIAL EDGING TREATMENT
- 4'-0" TREE GRATES
- DARK BRICK PAVERS
- CONCRETE SLAB
- BUILDING LINE



Landscaping Plan

Recommended Planting Characteristics for Various Street Types

STREET TYPE	COMMERCIAL	RESIDENTIAL	VEHICULAR	SPECIAL PAF
TREE HEIGHT SMALL (20-30') MEDIUM (30-50') LARGE (50-70')	[Symbol: Dotted pattern]	[Symbol: Diagonal lines /]	[Symbol: Horizontal lines]	[Symbol: Solid black]
TREE SPACING CLOSE (15-20') MEDIUM (20-30') WIDE (30-40')	[Symbol: Dotted pattern]	[Symbol: Diagonal lines /]	[Symbol: Horizontal lines]	[Symbol: Solid black]
FOLIAGE DENSITY LIGHT MEDIUM DENSE	[Symbol: Dotted pattern]	[Symbol: Diagonal lines /]	[Symbol: Horizontal lines]	[Symbol: Solid black]
BRANCH HEIGHT 8' MIN. (PED. CLEAR.) 15' MIN. (VEHIC. CLEAR.)	[Symbol: Dotted pattern]	[Symbol: Diagonal lines /]	[Symbol: Horizontal lines]	[Symbol: Solid black]
SPATIAL FORM COLONNADE CANOPY CLUSTERED PLANTINGS	[Symbol: Dotted pattern]	[Symbol: Diagonal lines /]	[Symbol: Horizontal lines]	[Symbol: Solid black]
SPECIAL TREES (OPTION) FLOWERING EVERGREEN	[Symbol: Dotted pattern]	[Symbol: Diagonal lines /]	[Symbol: Horizontal lines]	[Symbol: Solid black]
SHRUBBERY AND GROUND COVER (OPTION)	[Symbol: Dotted pattern]	[Symbol: Diagonal lines /]	[Symbol: Horizontal lines]	[Symbol: Solid black]
EXAMPLES	HORTICLOUST LARCH SHADYFORD PEAR 60M DO LONDON PLANE LITTLELEAF LINDEN 25L OVA PER OAK HORNAY MAPLE SWEET GUM TURK POPLAR HORNBECKSTRAAT JAPANESE PEAR WELSH OAK BETHUNE TREE SOUTHWEST BIRCH 30' BLACK PINE			
TYPICAL SECTIONS	[Diagram: Street section with trees]	[Diagram: Street section with trees]	[Diagram: Street section with trees]	[Diagram: Street section with trees]

The Plan *How It Will Be Built*

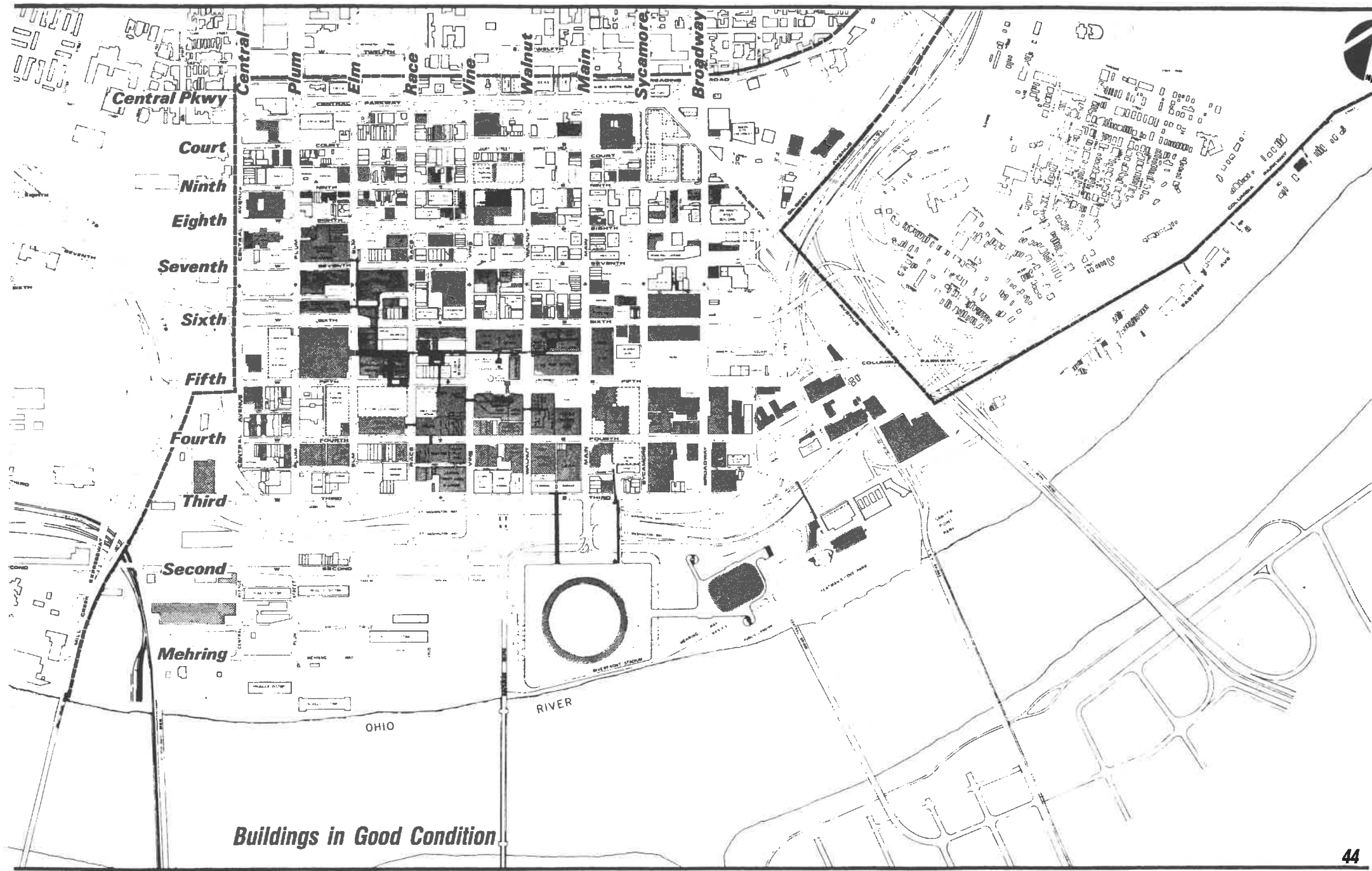
The Cincinnati 2000 Plan provides a framework for guiding the City's growth. It incorporates a forecast of future space needs and it builds upon the present strengths of downtown Cincinnati. It responds to the Working Review Committee's goals.

As one looks at present day Cincinnati, one can divide existing structures and properties into three classifications:

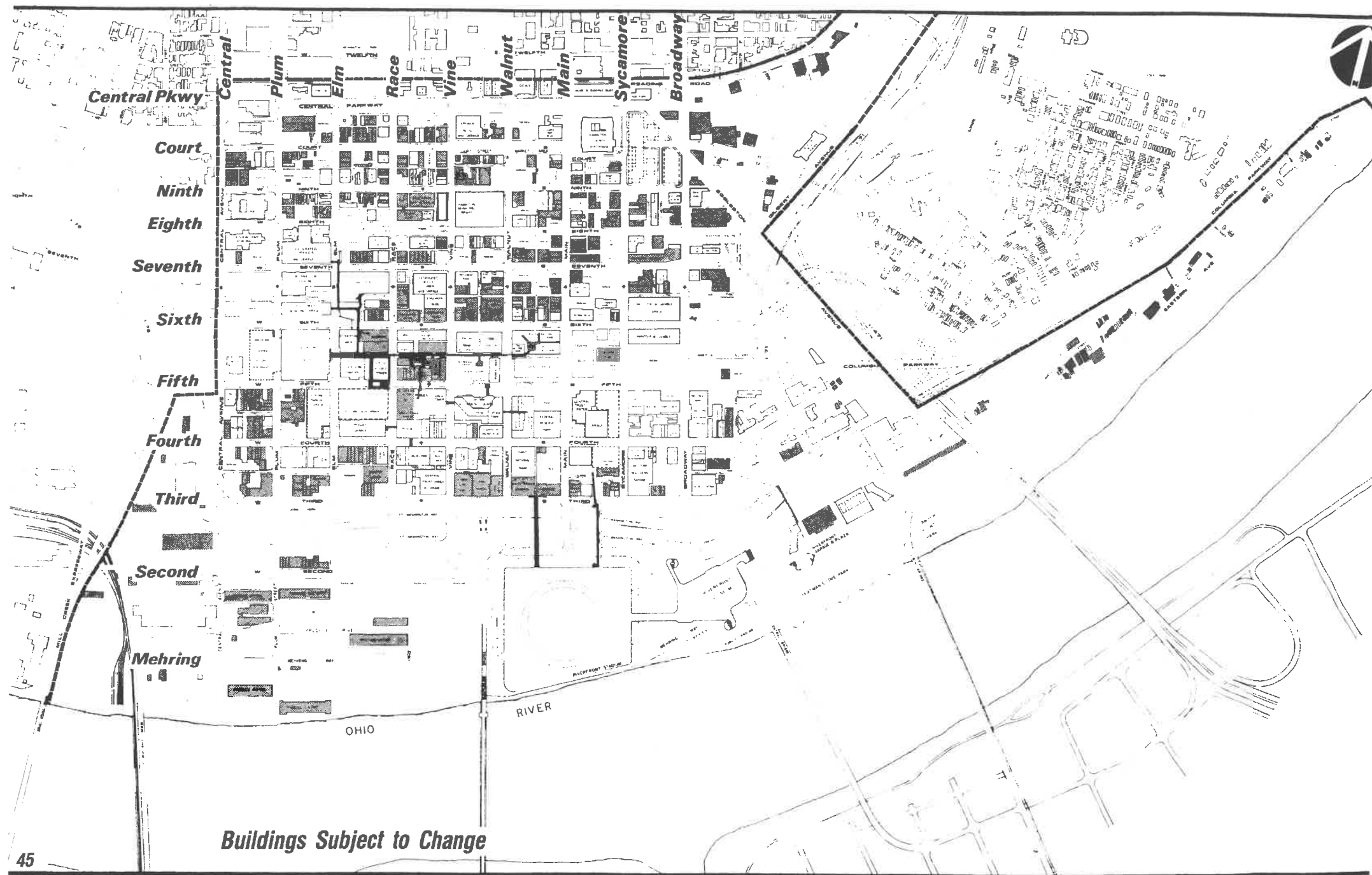
- Buildings that are sound and in good condition. These should be retained, if possible, in any plans for the future.
- Historic buildings and districts. These, too, should be preserved, renovated where appropriate, and used to maintain the City's character and interest.
- Buildings that are subject to change because they are deteriorated, blighted, empty or seriously under-utilized. These include very old buildings, facilities that are no longer serving a purpose, or structures that are not feasible candidates for renovation and rehabilitation. These clearly should be demolished and the sites reused. Some buildings included in this category are historic and can be rehabilitated for reuse.

By reviewing the existing conditions, the potential sites for both new construction and rehabilitation can be identified. In short, existing usable assets can be retained, and future new construction can be achieved by building around them.

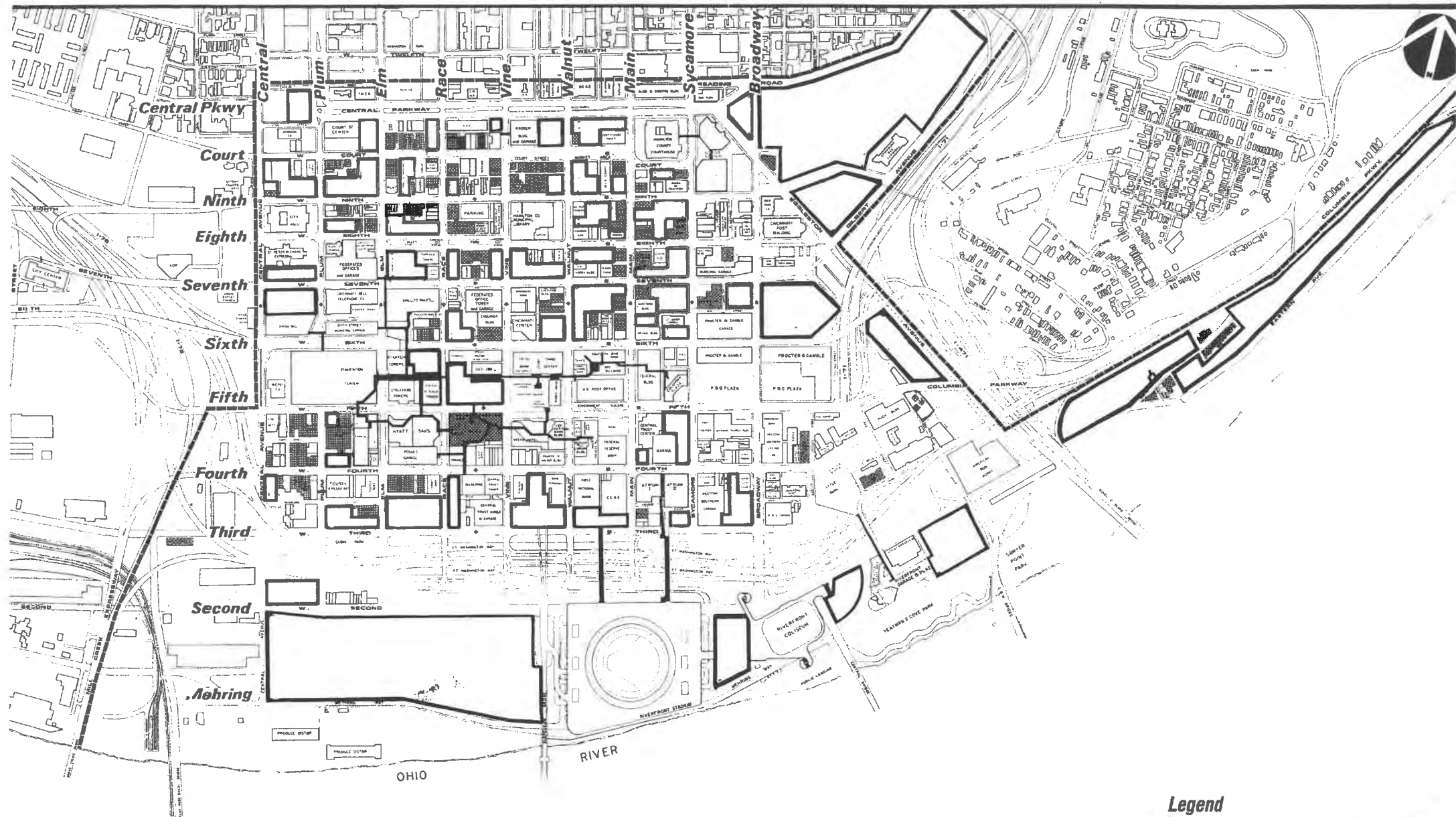
The purpose of this assessment is to determine where development and rehabilitation is likely to occur. It must be noted, however, that nothing in this document is meant to prevent or discourage appropriate development or rehabilitation from occurring on sites not identified in this document.



Buildings in Good Condition



Buildings Subject to Change



Potential Development Sites 10/1/84

Legend

-  Potential Rehab Sites
-  Potential New Construction Sites

Building Heights and Density

Maintaining the City's skyline which peaks at Fountain Square is an important consideration. The protection of views to the river will be a primary factor in determining building configurations.

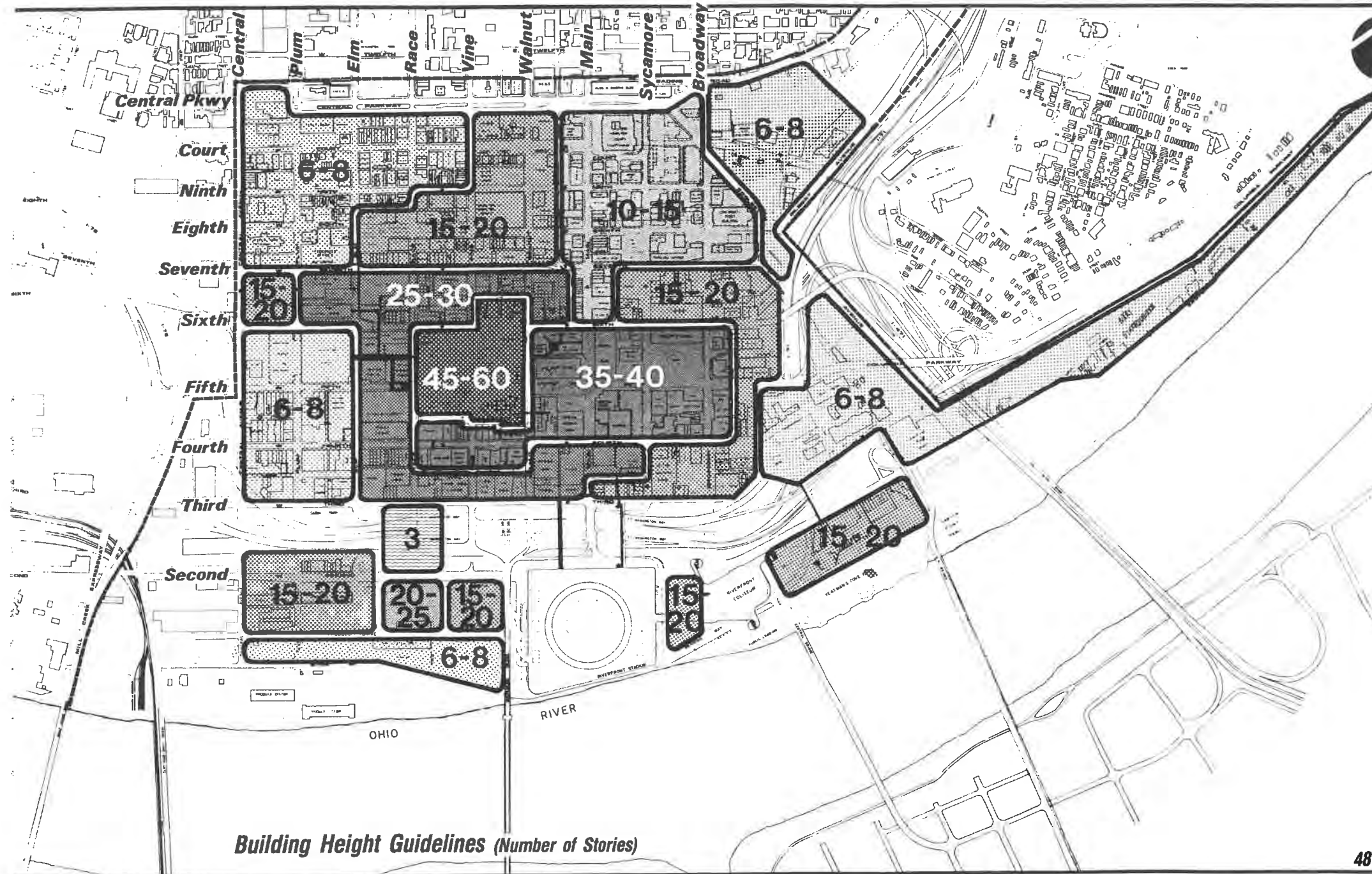
Fountain Square Plaza will continue to be the central focus of the City. Its symbolic and functional role will be reinforced by placing the greatest amount of development on the adjacent blocks.

The remainder of the core beyond Fountain Square is the zone of next greatest development activity and will contain the greatest building mass in the downtown area. This mass will extend down toward the new buildings in Riverfront West, to tie together the river and the downtown core through an air rights development over Fort Washington Way.

Areas along the fringe of the core will provide a transition from the less intensely developed areas of Garfield Place, Main Street, Oldtown and Lytle Park.

The importance of the river is such that viewing-corridors from the core to the river must be maintained. Development along Columbia Parkway should not block the view of the river from adjacent Mt. Adams.

"The Building Heights Guideline Map" on page 46 shows suggested building heights which could maintain the City's skyline and sets the stage for zoning regulation necessary to carry out the Plan. The map is not intended to establish height limits for downtown; the map is intended to maintain the general pyramidal shape of the downtown skyline. Slender buildings which exceed the heights shown on the map may be necessary in order to produce feasible development of certain sites, and will be permitted on a case by case basis so long as this general pyramidal shape is maintained.



Design Guidelines

In achieving the Goal for the Cincinnati 2000 Plan, certain guidelines for development are proposed in the Plan to assist in determining the shape and overall appearance of our City.

General

- New buildings should reinforce the existing skyline, pyramiding in height at Fountain Square.
- New buildings as viewed in the skyline should be medium to light in color.
- New buildings as viewed in the skyline should provide a "solid" surface appearance complementing the City's tradition of masonry buildings.
- It is desirable that new buildings provide retail space for shopper's or convenience goods along the sidewalk frontages wherever possible, and particularly to maintain retail continuity along Court, Garfield, Sixth, Fifth, Fourth, Race, Vine and Main Streets.

- New buildings connected to the skywalk system should provide retail space fronting the pedestrian rights-of-way through the buildings.
- New buildings should orient their entrances and retail shops to the public sidewalks; many display cases and shop windows should front on the sidewalks.
- New construction should be designed to be compatible with adjacent buildings in design and materials.
- The lower floors of new buildings should be built uniformly to street rights-of-way in most cases.
- The upper floors of tall buildings should be set back from street rights-of-way, particularly along north-south streets to allow sunlight to reach the street level.
- New buildings built adjacent to public plazas, parks and open spaces should be designed to allow sunlight into these open spaces from mid-morning to mid-afternoon. For examples, if the Elder-Beerman site is developed with a major office-retail complex, particular care should be given to provide building set-

backs on upper floors to maintain sunlight on Fountain Square.

Fourth Street

- Buildings should be remodeled or designed to provide a continuous, covered, pedestrian arcade along the north sidewalk from Elm to Main Street.
- New development should maintain the existing diversity of uses by providing mixed use projects with retail and commercial space fronting the sidewalks as well as office and institutional space on upper floors.
- It is the responsibility of the Urban Design Review Board and the Historic Conservation Board to review and to control development along Fourth Street to maintain its historic character.

Riverfront West

- Step new development down in height from the expressway to the river to enhance tenant views.
- Locate new high-rises to allow sufficient free space around them, to avoid a high-rise edge along the river, and to protect views of the river from downtown.

- Construct new buildings over parking garages as a means of flood proofing the new construction; no freestanding parking garages should be allowed.
- The development program of new projects on the Riverfront should include convenience and entertainment retailing space and other supporting recreational amenities to attract a residential market; office space should be a supplemental use on the Riverfront.

Design Review

Throughout the planning and the implementation of the Cincinnati 2000 Plan the watchwork must be quality. The Cincinnati Planning Commission will review individual development projects to assure conformance to the land use and zoning requirements of the Plan. Review of projects in the Central Business District are the responsibility of the City Planning commission, Urban Design Review Board and the Historic Conservation Board, pursuant to their respective enabling ordinances, all acting as advisors to the City Manager and to City Council.

Timing

A key element in the planning is intown residential development. This will occur throughout the entire twenty year period, at a pace determined largely by the availability of private developers, large and small.

During the first ten year period new housing development will concentrate around Piatt Park and on Riverfront East; renovated housing will be in Oldtown, Lytle Park and the Garfield area. During the last ten year period new housing development may occur adjacent to Main Street and in Riverfront West.

During the entire twenty year period office development will be channeled primarily into the core and along Main Street. Office development in Riverfront West should take place in 1990 to 2000 and should provide the economic base to make housing and retailing in this area feasible.

Major improvements to the existing retail core will be initiated within the first five years. These include:

- Continued streetscape and storefront improvements along Race and Fourth Streets.

- Completion of the Hyatt/Saks project.

- Upgrading of the Carew Tower Arcade.

During the second five years the following additional retail improvements will be initiated:

- The second level skywalk linkage between Shillito/Rikes and Fifth Street will be upgraded to include more retailing space.

- Fountain Square West should be redeveloped to accommodate a major specialty retail and office complex including loading dock and underground parking facilities. The complex may also include a hotel, residential units, entertainment facilities and other compatible uses.

During the final ten years development of housing and office space in Riverfront West may provide the necessary demand for convenience retailing over Fort Washington Way as an extension of Race Street.

The Netherland Plaza Hotel should be renovated during the first five year period. The expansion of the Convention Center should also be accomplished during the first five years, in order to enhance the City's attraction for future conventions

and thus stimulate downtown hotel upgrading and expansion.

Transportation improvements will be implemented in step with the timing of private development. This will require periodic assessment and evaluation of the transit and parking needs of downtown. To implement this transportation program, a four phase procedure is envisioned:

1981-1985

- Develop a comprehensive plan designed to encourage car and van pool programs; and
- Strengthen use of transit by establishing peripheral parking facilities served by shuttle buses, improving peak-period service and instituting bus-only lanes; and

- Monitor the success of the foregoing activities.

1986-1990

- Expand peripheral parking program; add core replacement parking in Fountain Square West Complex; and

- Expand and/or increase use of bus-only lanes.

- Based upon the results of Phase I and other policies, adopt long range transit plan from the following options:

Light rail system, or

Expanded bus system, or

Expanded ride-sharing program

1991-1995

- Implement initial phases of whatever program is adopted (light rail transit, bus-only or expanded ride-sharing program); monitor trends and environmental impact if bus-only system is adopted. If the adopted plan is not fulfilling the objectives, take appropriate action such as:

Adopt light rail system, or

Limit downtown growth.

Accept reduced environmental standards.

Develop additional roadways and CBD parking capacity.

1996-2000

- Take appropriate action based upon the then existing situation.

Financing

The City must make a fiscal commitment to accomplish the goals of the Cincinnati 2000 Plan. Public improvements are needed to assist the Downtown physically to accommodate its full growth potential, to support the quality of life that is attractive to residents and employees, and to meet the Downtown's specific transportation needs. While land assembly for development purposes would be primarily the responsibility of the private sector, public participation and use of eminent domain may be appropriate in some circumstances.

The inventory of public funding sources has been estimated and is derived from current levels of funding for Downtown projects in the City's annual capital budget. The estimated twenty year funding range is between \$172.8 million and \$266.7 million. While the outline excludes from consideration a number of potential funding sources, it does indicate that the City will need to continue a major financial commitment to the Downtown.

The Detailed Public Improvements Cost Estimate excludes those funding requirements that cannot be estimated, such as those derived from direct negotiations with potential private developers. The projected public improvements program of \$193.9 million is based upon 1980 dollar values. This sum represents an estimate of the funding required by the City.

Since the Cincinnati 2000 Plan has accepted the OKI long range transportation plan for the region, which includes a proposed light rail and expanded bus system, the financial requirements are regional rather than restricted to the Downtown. The LRT system is estimated to cost \$550 million with an additional \$100 million to construct the subway under Walnut Street (1980 dollars). It is not within the scope of this plan to propose funding methods and implementation for this regional transit system.

To realize the Downtown Plan will require a considerable public and private investment. It is estimated that during the next twenty years a total private investment of \$775.5 million to \$1,091.5 million will be attracted to the Downtown area. With a public investment of \$193.9 million over the same period, the rate of private to public investment will range between 4.1 to 1 and 5.7 to 1.

Projected Private Construction Costs

1981-2000

Projected Increase in Tax Base by 2000

(in 1981 dollars)

(in 1981 dollars)

Office	
(6.5 - 9.5 million sf @ 460/sf) ¹	\$390 million - \$570 million
Retail	
(.69 - .81 million sf @ \$50/sf)	\$34.5 million - \$40.5 million
Hotel	
(1830 - 2330 rooms @ \$80,000/room)	\$146 million - \$186 million
Housing	
(4000 to 6000 units @ \$45,000/unit)	\$180 million - \$270 million
Parking	
(3850 spaces @ \$6,500 each)	\$25 million
Total Private Capital Investment	\$775.5 million - \$1,091.5 million

¹ Unit prices from 1981 Means Cost Estimating

Annual Income Tax Revenue: ¹	\$ 8.7 million
Annual Real Estate Property Tax Revenue:	
Schools:	\$10.5 million
County:	3.5 million
City: ²	<u>3.5 million</u>
	\$17.5 million
Annual Personal Property Tax Revenue:	
Schools:	\$ 2.2 million
County:	.7 million
City: ³	<u>.7 million</u>
	\$ 3.6 million

¹ Total Income Tax Revenue for the City of Cincinnati in 1980 was \$72,313,000.

² Does not take into consideration any possible use of tax increment financing or tax abatement. Total Real Estate Property Tax Revenue in the City of Cincinnati in 1980 was \$9,179,648.

³ Total Personal Property Tax Revenue in the City of Cincinnati in 1980 was \$3,824,196.

City's Funding Sources for Public Improvements

1981-2000
(in 1981 dollars)

1. Capital Improvements - Local Program ¹ (5 to 7 million dollars/year for 20 years)	\$100 million - \$140 million
2. Community Development - Federal Program ¹	\$20 million - \$60 million
3. Parking Revenue Bonds (50% to 75% of Parking Costs)	\$27.8 million - \$41.7 million
4. Tax Increment Bonds (Estimate: \$2.5 million/500,000 SF of office minus city project participation = \$35 million minus \$10 million)	\$25 million
5. Other Sources	(Not Estimated)
- Federal Categorical Grant including UDAG, EDA, Historic Preservation and Other Future Programs	-
- Voter Approval Bond Issues	-
- Property Proceeds and Lease Payments	-
TOTAL FUNDING	\$172.8 million - \$266.7 million

¹ Represents current level of funding for downtown projects in City's total capital budget.

Detailed Public Improvements Cost Estimate

Detailed Public Improvements Cost Estimate

I. Transportation		1981-2000	(in 1981 dollars)
A.	Peripheral Parking		
-	Riverfront West (3,000 spaces)		\$ 19,500,000
-	Eggleston Avenue (land and 400 spaces)		\$ 2,630,000
-	Elsinore Street (land and 1,200 spaces)		\$ 7,840,000
-	Union Terminal (1,400 spaces)		\$ 7,000,000
-	Shuttle Buses (27 req. over 20 years)		\$ 4,050,000
B.	Downtown Garages		
-	Block D West (850 spaces)		\$ 5,400,000
-	Ninth Street (land and 800 spaces)		\$ 8,300,000
-	City Hall Garage (land and 500 spaces)		<u>5,000,000</u>
	Subtotal		\$ 59,720,000
II. Open Space Program			
A.	Riverfront West Park		\$ 7,000,000
-	Marina and landing		
-	Restaurants (Private investment)		
-	Amphitheater		
-	Fresh food and fish market (Private investment)		
-	Programmed event area		
-	Active recreation including multi-purpose tennis courts		
-	Passive recreation		
B.	Sawyer Point Park Extension		\$ 4,800,000 to \$ 10,600,000
-	Restaurant (Private investment)		
-	Amusement arcade (Private investment)		
-	Fantasy play concession (Private investment)		
-	Tennis courts		
-	Amphitheater		
-	Fishing Pier		
-	Passive recreation		
C.	Eden Park Waterfront		\$ 2,360,000
-	Passive Recreation		
-	Open playfields		
-	Nature Walk		
D.	Plum Street Park		\$ 2,000,000
E.	Garfield Place Park and Plaza		\$ 3,000,000
F.	Court Street Market		\$ 5,300,000
G.	Broadway Square and Linear Park		\$ 1,000,000
H.	Perry Street Market - Oldtown		<u>\$ 600,000</u>
	Subtotal		\$ 31,860,000
III. Skywalk Pedestrian System			
A.	From 4th Street, across Fort Washington Way to Riverfront West Park and stadium (Private investment)		(NOT ESTIMATED)
B.	From Terrace Hilton to Federated Building and Shillito/Rikes		\$ 4,710,000
C.	From Fountain Square South to Tracts 38 and 37		\$ 4,660,000
D.	From Mercantile Library to Tri-State Building		\$ 140,000
E.	From Atrium One south to pedestrian bridge over Fort Washington Way		(ALREADY FUNDED)
F.	From Riverfront Coliseum across Mehring Way to Lytle Place, Phase I		\$ 520,000
G.	From Lytle Place Phase II, to Sawyer Point Park extension (Private Investment)		
H.	Hyatt/Saks Skywalks		\$ 2,750,000
I.	East Core Option 1		\$ 500,000
J.	East Core Option 2		<u>1,300,000</u>
	Subtotal		\$ 14,580,000
IV. Street Improvements			
A.	Core Area Improvements		\$ 15,740,000
B.	Frame Area Improvements		<u>22,000,000</u>
	Subtotal		\$ 37,740,000
V. Public Buildings			
A.	Convention Center Expansion		\$ 30,000,000
B.	City Hall Annex		<u>\$ 20,000,000</u>
	Subtotal		\$ 50,000,000
	GRAND TOTAL		\$193,900,000

Conclusion

These pages contain a plan designed to take Cincinnati into the next century. It provides continued growth, economic strength and, perhaps most important of all, an environment that will keep Cincinnati one of the nation's pleasantest and best cities in which to live.

To make this Plan a reality will take dedication. The expenditure of funds will be considerable, but that is only part of the need. A great many people will have to work together with understanding, zeal and determination to get the job done.

Cincinnati is a remarkable city. It has the beauty and charm of its riverside setting and its graceful hills. It has a wealth of historic buildings and architectural delights. It is noted for its good government, for the participation of its citizens in the affairs of the community, for its economic stability and soundness. The rewards it offers those who live in it are manifold, and have been hailed nationwide.

What the future brings is in our hands. The clarity of our vision, the energy of our efforts and the scope of our abilities will determine the Cincinnati of the year 2000 and beyond. It is a challenge and an opportunity. It is also a responsibility.

Credits

This plan has been prepared by a Working Review Committee appointed by the City Manager. Members of the Committee included:

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Narvin Emden
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