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**SOUTH CUMMINSVILLE  
INDUSTRIAL STUDY  
EXISTING CONDITIONS ANALYSIS**

**PREPARED BY THE DEPARTMENT OF CITY PLANNING  
FOR THE DEPARTMENT OF ECONOMIC DEVELOPMENT  
CITY OF CINCINNATI      DECEMBER 1983**



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**PART 1 INTRODUCTION**

**BACKGROUND**

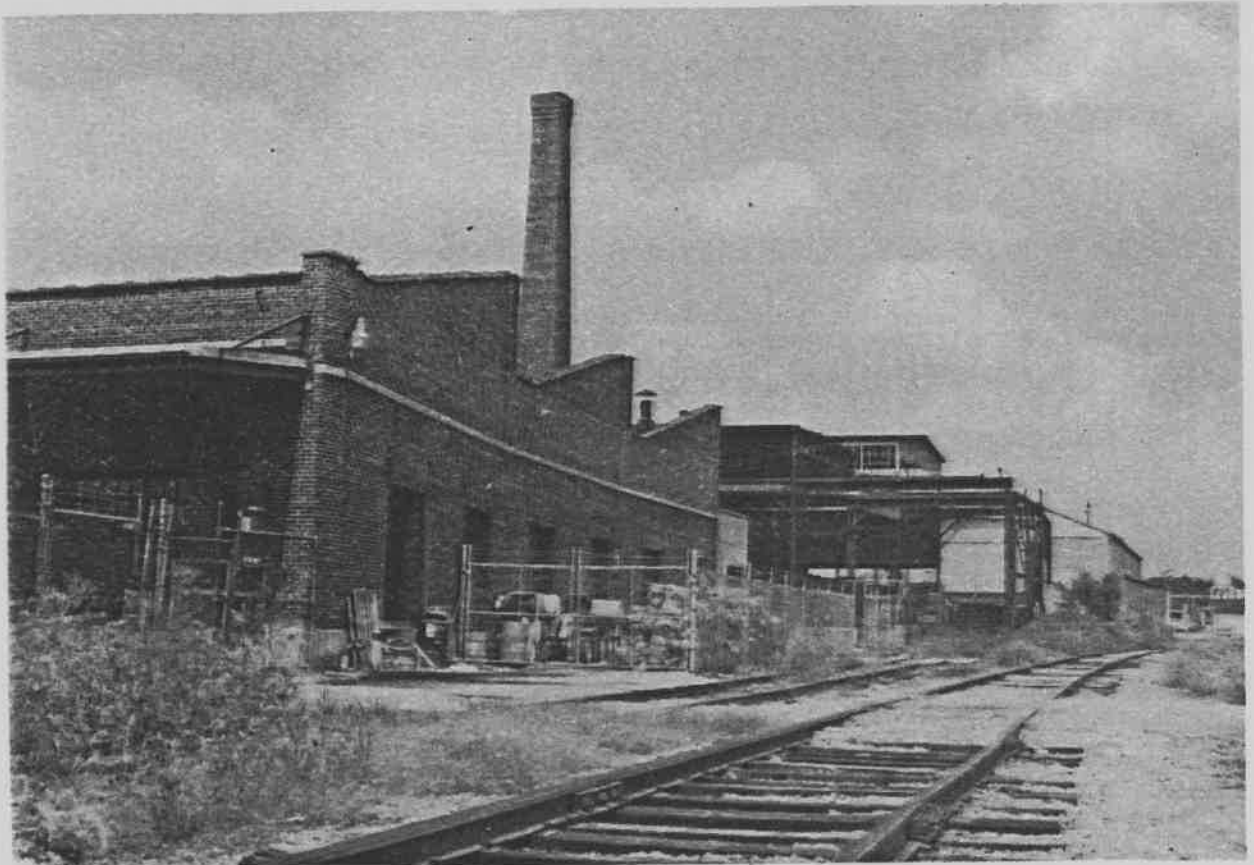
**INDUSTRIAL TRENDS**

**INDUSTRIAL RETENTION POLICIES**

**CITY WIDE INDUSTRIAL CLUSTER LOCATIONS**

**INDUSTRIAL CLUSTER PLANNING PROGRAM**

**INDUSTRIAL CLUSTER PLANNING PROCESS**



## **PART 1 INTRODUCTION**

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The purpose of this report is to evaluate the South Cumminsville Community in order to assess the potential for implementing the Industrial Cluster Planning Program in this area. In order to accomplish this, there are three different parts contained in this document. Part 1 provides background information on Cincinnati's industrial trends and also outlines several steps currently being taken by the City in order to retain existing industries.

Part 2 provides an inventory of South Cumminsville's existing conditions including community profiles; business and industry profiles; land use patterns; traffic circulation patterns; and other aspects which make up the community. The inventory serves as a handbook which describes in general terms the community's assets and liabilities in relation to implementing the Industrial Cluster Planning Program.

Part 3 of the report provides conclusions which evolve from the inventory of existing conditions. Recommendations are also provided which outline several action steps that should be taken by South Cumminsville's industries if they would like to participate in the Industrial Cluster Planning Program.

Cincinnati's existing industries are among the City's most valuable resources. Much of the City's general operating revenue is generated through earning tax levied on people who work in the City. In addition, a significant portion of the City's employment base is comprised of industrial type jobs. This means that Cincinnati's industrial base remains as a vital source of tax revenue and employment. Therefore, it is critically important to support existing industries and encourage new economic growth wherever possible.

In recent years manufacturing and other types of industries have been migrating from central city locations like Cincinnati to suburban areas and in some cases to southern or western locations. This industrial migration can be attributed to several reasons including: 1) Cincinnati's scarce supply of available land that can be used for new industrial development or expansion; 2) the availability of low cost land in suburban areas; 3) increasing crime rates and other social problems associated with urbanized areas; 4) lower taxes; 5) lower labor costs; 6) the inability of

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## **BACKGROUND**

the City to assist in removing older buildings; 7) changes in industry building standards from multi-story to single floor buildings that lend themselves to suburban locations.

For these same reasons, Cincinnati has an increasingly difficult time competing with regional areas in attracting new industries and providing real opportunities for existing industries to expand.

The consequences of industrial migration are severe. Declining employment levels means less tax revenue and the city is being faced with increased operating deficits. Therefore, the retention of Cincinnati's existing industries is critical to stabilizing employment and a declining tax base.

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## INDUSTRIAL TRENDS

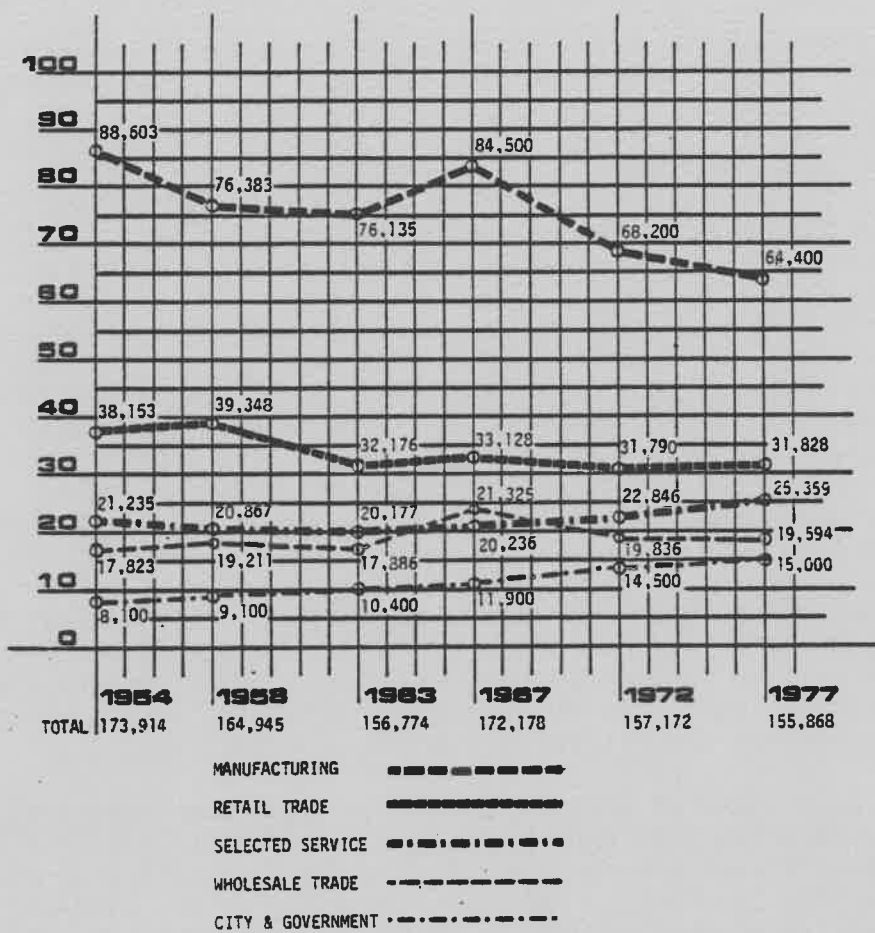
Historically, Cincinnati has been recognized as one of the midwest's centers of industrial manufacturing activities. The City's industrial roots lie in the pork packing plants, breweries, and machine tool shops of the last century.

However, the City has experienced several economic shifts as population, modes of transportation, energy sources and other conditions have changed. Although Cincinnati's industrial base is dominant as a source of employment, the City's economic base is experiencing a transition from manufacturing to service industries. Since 1967, the number of manufacturing workers in the City has significantly declined, while the number employed in selected services showed a gradual upward climb. Graph 1 illustrates the changes in the number of workers in each employment category between 1954 and 1980.

Further evidence of the City's declining industrial employment trends is revealed by the net change in the number of industrial firms operating in Cincinnati between 1972 and 1980. See Table 1. As can be seen in the net change column, only two industry groups -- lumber/wood and machinery, experienced an increase in the total number of firms. These figures do not indicate why various industries left the city, nor do they specify where the industries may have relocated or whether these firms merely went out of business.

In summary, the City of Cincinnati employment base has been experiencing a shift from manufacturing to service industries. The City has experienced a decline in the number of industrial firms and employment, during the past decade.





GRAPH 1

CINCINNATI  
EMPLOYMENT  
BY  
SECTOR

SIC		1972 # of Firms	1980 # of Firms	Net Change	Percent Change
20	Foods	103	69	-34	-33.0%
22	Textiles	17	11	-6	-35.2%
23	Apparel	62	40	-22	-35.4%
24	Lumber/Wood	6	18	+12	+200.0%
25	Furniture	38	17	-21	-55.2%
26	Paper Products	38	38	0	0
27	Printing	231	228	-3	-1.2%
28	Chemicals	85	65	-20	-23.5%
30	Rubber/Plastics	23	17	-6	-26.0%
31	Leather	10	7	-3	-30.0%
32	Stone, Clay & Glass	40	24	-16	-40.0%
33	Primary Metals	45	33	-12	-26.6%
34	Fabricated Metals	134	116	-18	-13.4%
35	Machinery	144	148	+4	+2.7%
36	Electrical Machinery	26	25	-1	-3.8%
37	Transportation Equipment	20	12	-8	-40.0%
39	Instruments	103	75	-28	-27.2%

TABLE 1

PERCENTAGE CHANGE  
IN THE NUMBER OF  
INDUSTRIES BETWEEN  
1972 AND 1980

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## **INDUSTRIAL RETENTION POLICIES**

In view of these declining employment trends, the City of Cincinnati has adopted several policies and strategies which are intended to support the City's existing industries. The Coordinated City Plan, Volume 2: Strategies for Comprehensive Land Use states in its industrial land use section, that the City's overall goal is to "promote development by planning for the retention and expansion of city's existing industry and the development of new industrial land use."

The citywide policies urge that: existing industries rehabilitate and remain in their present location; new industrial land use be planned where industrial development would be compatible with existing land uses, where significant amounts of industry exist or around existing industries where new land for parking or plant expansion may be encouraged. (See CCP, Volume 2: Strategies for Comprehensive Land Use, pages 13-21.)

In accordance with the CCP industrial land use policies, the City is committed to strengthening its industrial base. This will be accomplished by a variety of planning and development activities which channel technical, organizational and financial assistance to the City's industries.

The Department of Economic Development and the Department of City Planning have established a comprehensive Industrial Cluster Planning Program which is aimed at stabilizing and retaining Cincinnati's existing industries. The ultimate objective of this program is two-fold: to establish a formalized mechanism of consistent communication between local industrialists and City government; and to facilitate the retention, growth and physical expansion of the City's industries.

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## **CITY WIDE INDUSTRIAL CLUSTER LOCATIONS**

Industrial land in Cincinnati comprises approximately 3,890 acres or 8% of the City's total land area. Much of this industrial land and a significant portion of the City's employment and tax base is located in 13 identifiable areas which have a high concentration of industries. These areas are called "Industrial Cluster Locations" and may be characterized as the City's "older" industrial communities. They are principally located within the Mill Creek Valley and I-75 corridor, Norwood Trough, Red Bank Corridor and the Ohio River Valley.

Map 1 illustrates the 13 Industrial Cluster Locations.



**INDUSTRIAL CLUSTER LOCATIONS**

**MAP 1**

**SOUTH CUMMINSVILLE INDUSTRIAL STUDY**

**PREPARED BY THE DEPARTMENT OF CITY PLANNING  
FOR THE DEPARTMENT OF ECONOMIC DEVELOPMENT**



**NO SCALE**

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## **INDUSTRIAL CLUSTER PLANNING PROGRAM**

The Industrial Cluster Planning Program is primarily geared toward working directly with industrialists in solving physical problems related with their business. The underlying concept behind this program is a combination of problem solving and strategic development applied to industries. The program focuses on the City's older industrial communities or "clusters" in order to assist area industrialists in solving common problems such as, parking shortages, crime, updating equipment, property improvements, plant expansion, and land acquisition.

The Industrial Cluster Planning Program revolves around a council consisting of industrialists in the project area. This "Industrial Council" is formed by soliciting each industry within the vicinity. It should be emphasized that in order to ensure the successful execution of the program, there must be a strong commitment on the part of area industrialists to participate in the Industrial Council activities. The Council functions as the forum for problem identification and plan development. After formation and adoption of by-laws and a constitution, the Industrial Council work activities and the program's execution are accomplished with the assistance from the City's industrial planning and development team. This City team includes two departments that coordinate all activities with the Industrial Council. The departments function as follows:

### Department of City Planning

Responsible for planning work and assists in the coordinating activities with individual industries, with the Industrial Council and other City departments that might participate in the project.

### Department of Economic Development

Responsible for project phasing execution and implementation of the physical development recommendations once a plan is completed.

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### Industrial Cluster Planning Process

There are three primary phases in the Industrial Cluster planning process. They are: 1) Existing Conditions Inventory Phase, 2) Survey Finding and Issue Identification Phase, 3) Plan Development Phase. See Chart 1. Each phase in the process has several work items and a final product associated with it. The different phases represent "key" decision-making stages that guide the industrialists and the City Team through the entire process. The following summarizes the three-phase process:

In this phase of the process the City Team conducts an inventory of existing conditions in the industrial area. This inventory is used to evaluate various physical conditions such as land use patterns, street conditions, utility services and other aspects which make up the industrial area. The inventory describes the assets and liabilities of the cluster. This information allows the City Team to assess the area's potential for implementing the Industrial Cluster Planning Program.

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Phase I  
Existing  
Conditions  
Inventory

Existing Conditions Phase 1	Survey Findings Phase 2	Development Plan Phase 3
Inventory of Physical Conditions	Initial Contact Between City Team and Industrialists	Conduct Follow-up Interviews
Observations And Suggestions	City Team Conducts In-Person Interviews	Develop Goals and Objectives
City Team Completes Existing Condition Report	Survey Findings and Issue Identification Report by City Team	Review Issues and Define Parameters
		Develop Implementation Strategies
		City Team Completes Industrial Development Plan

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CHART 1  
Project Phasing Chart

If it is determined that the program should continue, the City Team conducts in-person interviews with a sample portion of the area's industrialists. These interviews serve as an introduction to the cluster planning concept and also allow the industrialists to express any future plans and/or identify any issues or problems that may affect their operation. This information is compiled into a Survey Findings and Issue Identification Report and combined with the Existing Conditions Inventory. It should be emphasized that the

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Phase 2  
Survey Findings  
and  
Issue Identification

most important portion of the work involved in the industrial planning process occurs after the critical issues and/or problems are identified. After this, the actual scope of the planning and development work is determined. This is accomplished with the assistance from the industrialists who must be willing to air concerns and clarify problems which affect their businesses. This requires direct communication between area industrialists and the City Team. The outgrowth of this activity suggests action needed to address the various problems in the plan development phase.

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Phase 3  
Plan Development

During this phase, the City Team develops several alternative solutions to address specific problems identified in the Survey Findings/Issue Identification Phase. The City Team evaluates the alternative solutions with the industrialists. Once a clear set of solutions is obtained, the City develops a number of implementation strategies geared toward solving the various problems. The implementation strategies are finalized in the form of an Industrial Development Urban Design Plan. The urban design plan provides cost estimates for improvements, staging of improvements, alternative financing methods, and other development recommendations. If it is adopted by City Council ordinance, the urban design plan provides the "public purpose" necessary for the City to acquire private property in the area and to resell it for industrial expansion or redevelopment.

**PART 2 COMMUNITY OVERVIEW AND  
STUDY AREA EXISTING CONDITIONS**

**LOCATION AND DESCRIPTION  
COMMUNITY PROFILES  
COMMUNITY ORGANIZATIONS  
CITY PLANS AND ACTIONS**

**INDUSTRIAL STUDY AREA: EXISTING CONDITIONS**

**BOUNDARY DESCRIPTION  
INDUSTRY PROFILES**

**LAND AND STRUCTURES**

**LAND USE**

**ZONING**

**TOPOGRAPHY**

**BUILDING CONDITIONS**

**CIRCULATION SYSTEM**

**STREET CLASSIFICATION**

**TRAFFIC VOLUMES**

**ACCIDENT COUNTS**

**STREET CONDITIONS**

**PARKING AREAS**

**RAILROAD SERVICE**

**BUS SERVICE**

**LOADING AREAS**

**UTILITIES AND MUNICIPAL SERVICES**

**SEWER SYSTEM**

**ELECTRIC SERVICE**

**WATER SERVICE**

**POLICE SERVICE**

**FIRE SERVICE**

**PROPOSED EXPANSION AREAS**

## **PART 2**

### **COMMUNITY OVERVIEW AND EXISTING CONDITIONS**

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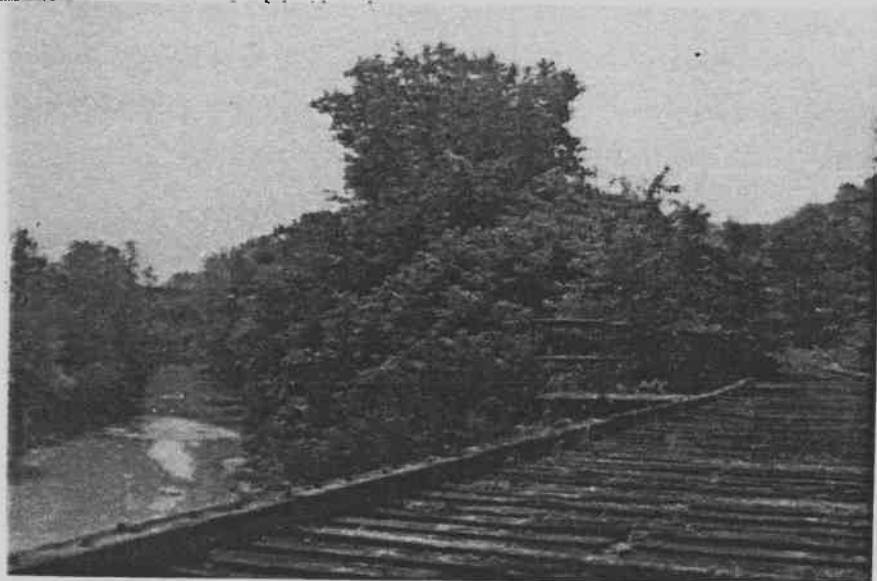
#### **LOCATION AND DESCRIPTION**

South Cumminsville is located in the Mill Creek Valley at the junction of I-75 and I-74, about five minutes by car northwest of the Central Business District (see Map 2). The hillside to the west, the Mill Creek to the east and I-74 to the north together form an easily recognizable boundary around the neighborhood. South Cumminsville as a statistical neighborhood is contained within and accounts for the majority of the area identified in Census Tract 77.

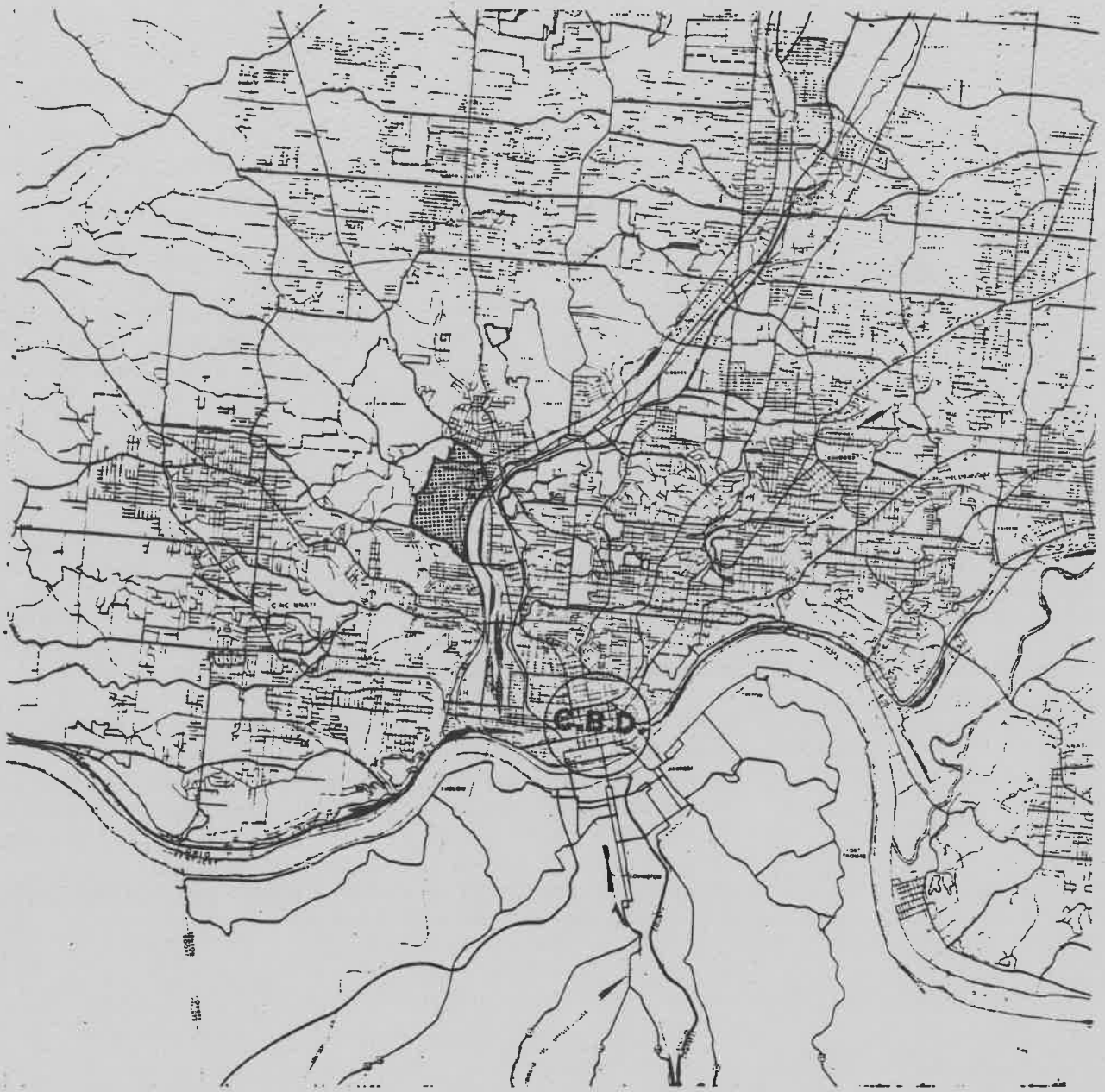
Access to the neighborhood is limited to three primary entry points. Traffic moves through the neighborhood from the east by way of Elmore Street and Hopple Street, whereas from the north and south, Beekman Street provides the only through access.

From the Western hillsides, the topography of the neighborhood gradually slopes downward to the Mill Creek. Most of the eastern portion of the community is perceived as part of the Mill Creek Industrial Corridor, while the western portion of the community is residential in nature.

Below: The Mill Creek shown here forms the eastern boundary of South Cumminsville.







COMMUNITY LOCATION MAP

## COMMUNITY LOCATION

### SOUTH CUMMINSVILLE INDUSTRIAL STUDY

PREPARED BY THE DEPARTMENT OF CITY PLANNING  
FOR THE DEPARTMENT OF ECONOMIC DEVELOPMENT

MAP 2



NO SCALE

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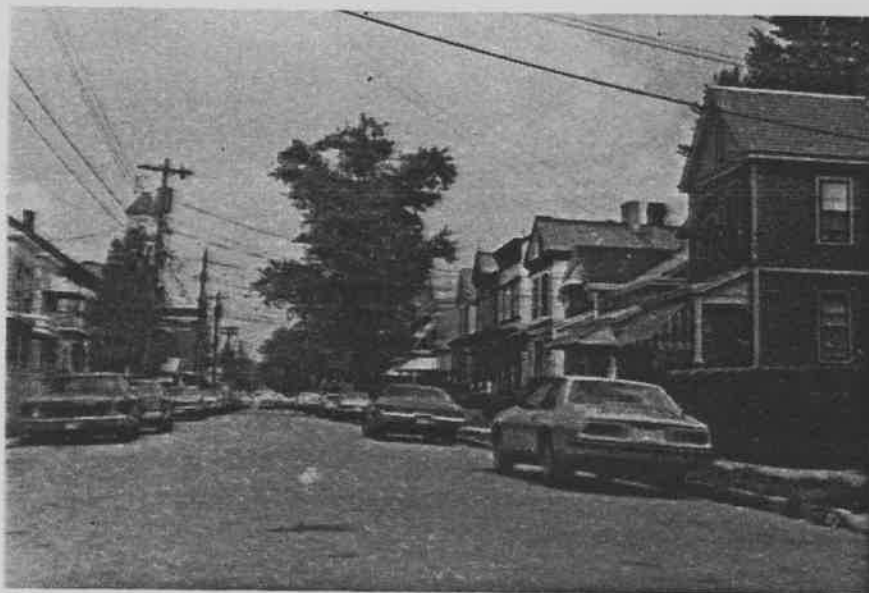
## COMMUNITY PROFILES

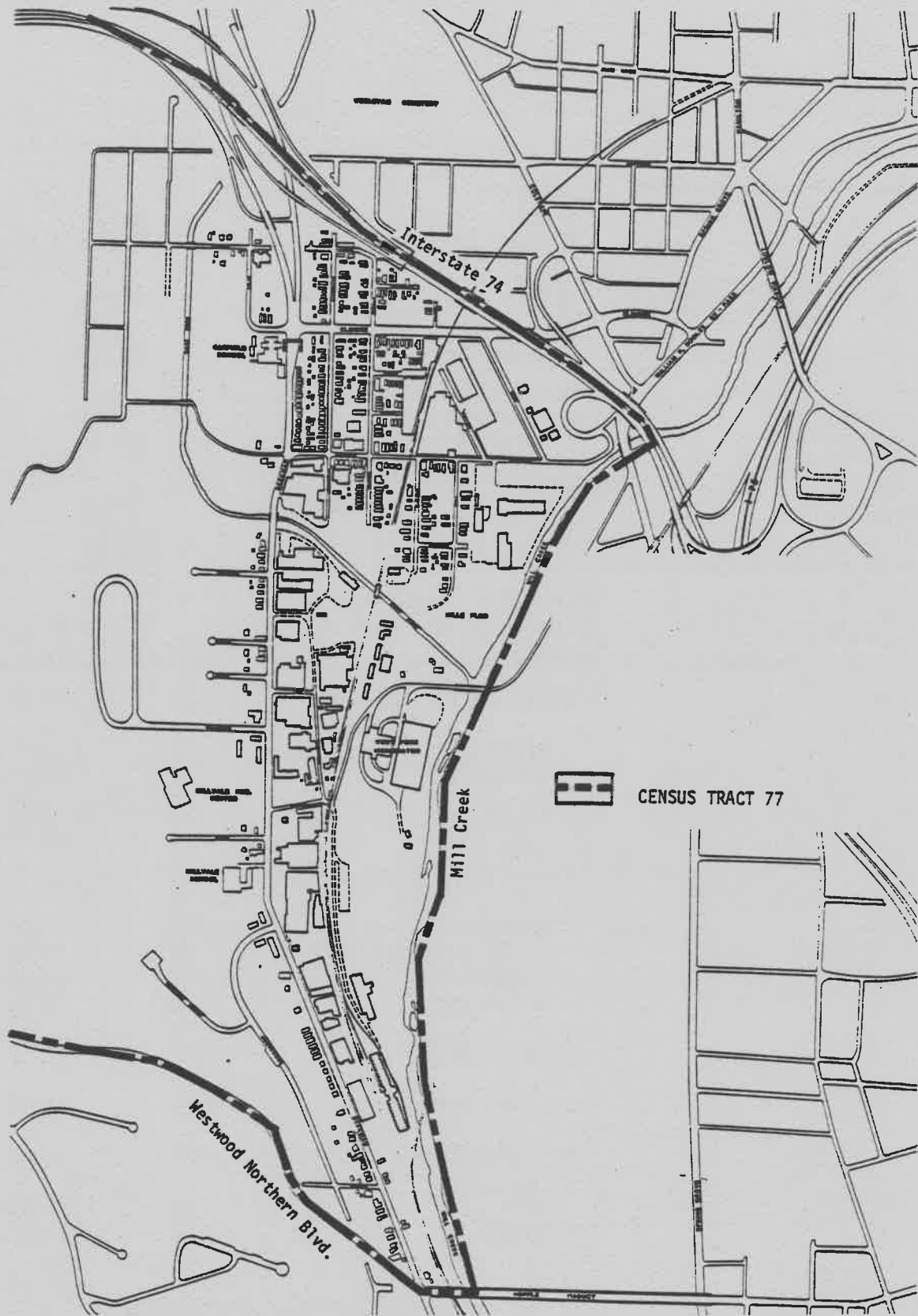
The socio-economic data presented is taken from the 1980 Urban Statistical Files of R. L. Polk Company. The South Cumminsville neighborhood boundary is contained within Census Tract 77. The identifiable boundary limits of tract 77 are I-74 to the north, the Mill Creek to the east, and Westwood Northern Boulevard to the south. See Map 3.

In 1980 the population of South Cumminsville was 3,120 and approximately 41% of the residents were under 18 years of age. A total of 1,222 households were identified in 1980. The average size of each household was estimated at 2.78 persons, 17% higher than the city-wide average. The average household income was \$11,119 which is 34% lower than the city-wide average of \$16,872 in 1980. Thirty-two percent of the population of South Cumminsville was in poverty in 1980 compared to 15% city-wide.

Both unemployment and retirement among households in South Cumminsville were high in 1980. See Table 2. An estimated 20% of the household heads were unemployed and 21% were retired in 1980. Over half of the employed household heads classified their occupation as being blue collar which represents 26% of the total number of household heads. Fifteen percent of the total household heads classified their occupation as being white collar.

Below: Looking north on Borden Avenue





<p><b>CENSUS TRACT BOUNDARY</b></p>	<p><b>MAP 3</b></p>
<p><b>SOUTH CUMMINSVILLE INDUSTRIAL STUDY</b></p>	
<p>PREPARED BY THE DEPARTMENT OF CITY PLANNING FOR THE DEPARTMENT OF ECONOMIC DEVELOPMENT</p>	<p><b>NO SCALE</b></p>

Table 2  
1980  
SOCIO-ECONOMIC  
CHARACTERISTICS

Population	
Total	3,120
% Under 18 Years	41.79
Households	
Total	1,220
Avg. Size	2.78
% Owner-Occupied	31.73
Household Income	
Average Income	\$11,119
% Population in Poverty	32.05
Federal Program Eligibility (CDBG 2 + Person Households)	
Total Eligible	546
% Eligible	64.54

Households Classified by Selected Occupations of Household Head	Totals	% of Area Total	Average Income
White Collar Workers	171	15.24	\$16,622
Professional/Technical	35	3.11	18,220
Managerial	44	3.92	19,430
Sales	17	1.52	17,849
Clerical	75	6.68	14,548
Blue Collar Workers	296	26.38	15,367
Foremen	8	.71	16,088
Skilled & Semi-Skilled	75	6.68	16,573
Operatives	148	13.19	16,657
Unskilled	65	5.79	13,227
Armed Forces	3	.26	16,060
Service Workers	47	4.19	11,346
No Occupation Indicated	235	20.06	7,362
Male	62	5.53	9,403
Female	163	14.53	5,322
Retired	242	21.56	6,534
Male	145	12.92	8,090
Female	97	8.64	4,978
Unclassifiable	22	1.96	15,820
Area Total	1122	100%	11,119

There are two community organizations in the South Cummins-ville neighborhood. These are the Millvale Resident and Community Organization which presides exclusively over the Millvale Housing Development and the South Cumminsville Community Council which presides over the remainder of the neighborhood. Based upon the 1981 community budget re-quests, the neighborhood's primary concerns relate to in-creased job opportunities, traffic, safety, crime preven-tion and beautifying the area through various clean-up programs. At this time, there is no Community Develop-ment Corporation in the South Cumminsville neighborhood.

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## COMMUNITY ORGANIZATIONS

In 1974, Cincinnati Metropolitan Housing Authority commis-sioned the architectural firm of Glaser and Myers Associ-ates to design and supervise the rehabilitation of the Millvale Housing Development. This project which is now completed has received an award of design excellence and has drastically improved the character of the area. Resi-dents from the area played an active role in developing the design specification for the rehabilitation project.

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## CITY PLANS AND ACTIONS

In 1981, City Council approved the vacation of Follett Avenue north of Dreman Avenue to accommodate a development plan proposed by the Ohio Knife Company. As part of that action Ohio Knife was also granted a loan through the In-dustrial Revenue Bond (IRB) program for their construction activity.

The Enterprise Machine Company located on Llewellyn Avenue was the recipient of a loan through the City approved Small Business Association Loan Guarantee Program.

The reuse potential of the publicly owned Garfield School on Beekman Avenue and the West Fork Incinerator site on the east bank of the Mill Creek are being considered.

Pflum, Klausmeyer, and Wagner, a local planning consulting firm, was commissioned to prepare a community plan in South Cumminsville.

**INDUSTRIAL  
STUDY AREA:  
EXISTING  
CONDITIONS**

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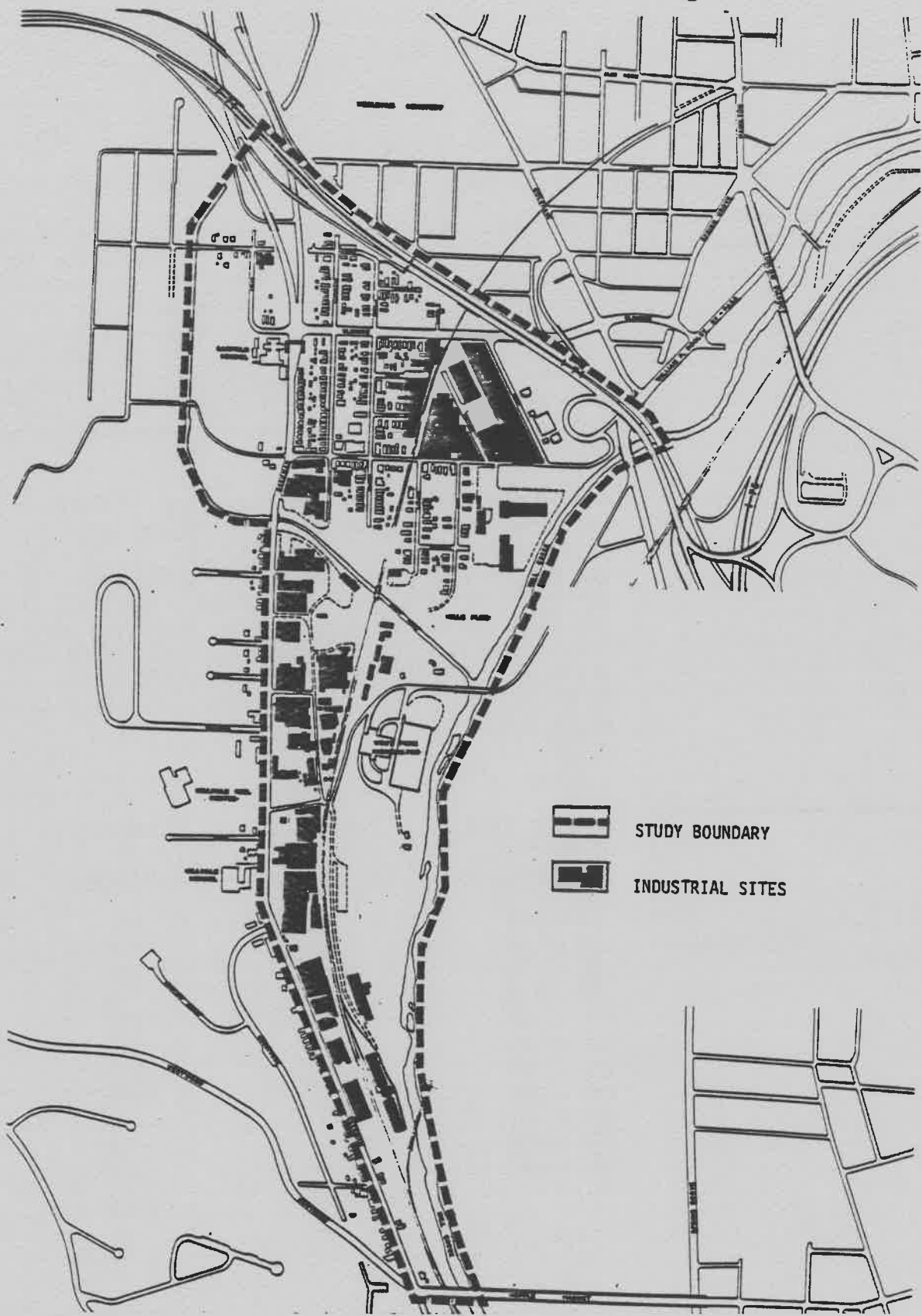
**BOUNDARY  
DESCRIPTION**

For the purpose of this evaluation, the South Cumminsville Industrial Study Area boundary includes: Interstate-74 on the north; the Mill Creek on the east; the Hopple Street viaduct on the south; and Beekman Street and the West Fork Creek on the west. Map 4 illustrates this study boundary.

The portion of the community located roughly to the east of Beekman Street is the industrial focus area. However, the expanded study area boundary as shown on Map 4, reflects the need to consider the impact existing industries have on adjacent residential areas.

Below: Beekman Street north of Moosewood Street





STUDY BOUNDARY



INDUSTRIAL SITES

**BOUNDARY**

**SOUTH CUMMINSVILLE INDUSTRIAL STUDY**

PREPARED BY THE DEPARTMENT OF CITY PLANNING  
FOR THE DEPARTMENT OF ECONOMIC DEVELOPMENT

**MAP 4**



**NO SCALE**

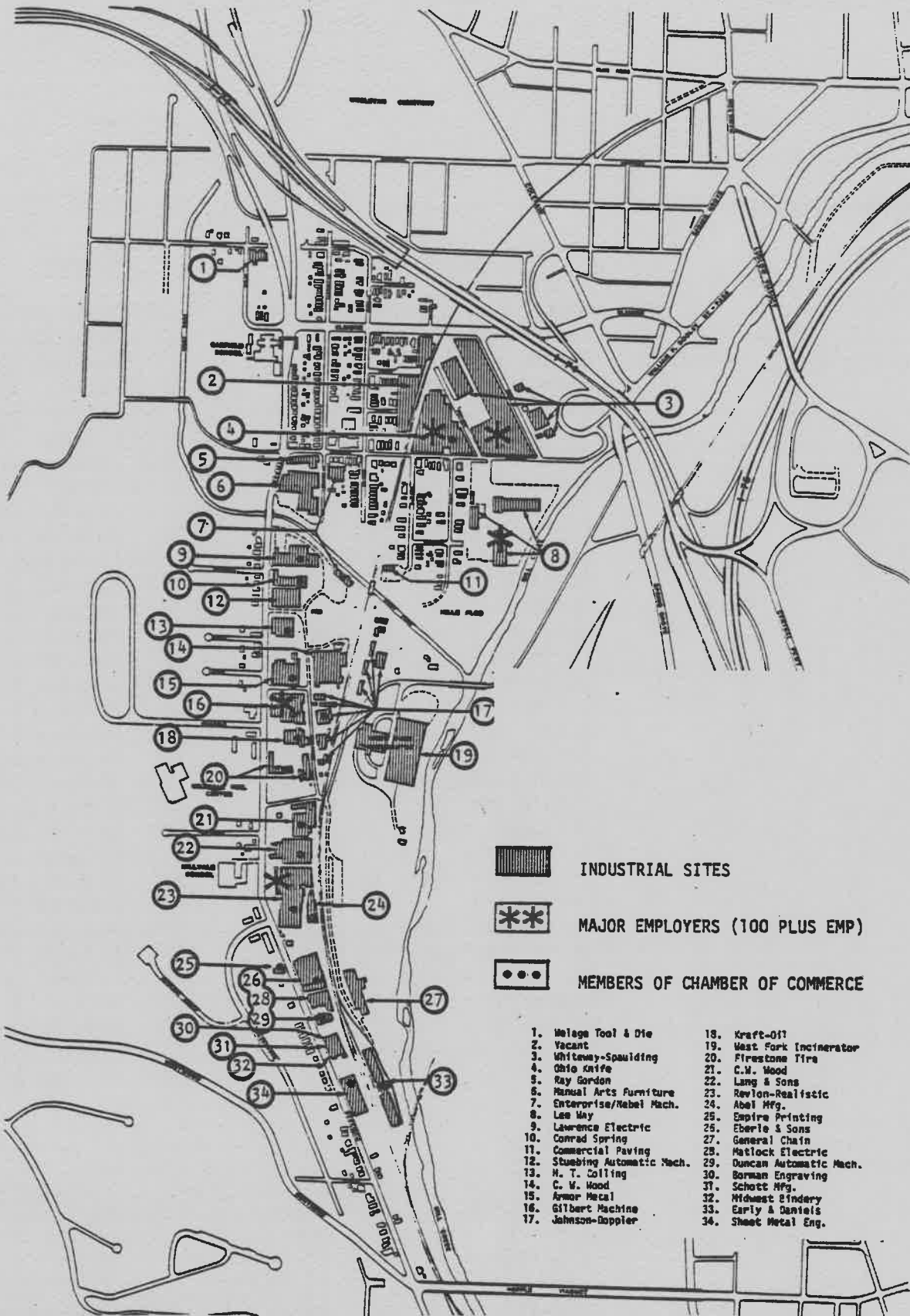
## INDUSTRY PROFILES

There are approximately 32 industrial firms located in the South Cumminsville study area. See Map 5 for the locations of each firm in the area. Twenty of the firms are manufacturing operations, four are wholesale/warehousing operations, seven are classified as industrial service establishments and only one of the firms is a motor freight carrier. Of the twenty manufacturing establishments, eighteen of the firms are involved in metal fabrication or machine tooling, which is the most represented type of operation in the area.

The 32 industrial firms in this area, collectively employ approximately 2,220 people. The firms range in size from 4 to 420 employees. Table 3 illustrates the size distribution of firms by the number of employees. As Table 3 shows, 3 companies employ 1020 employees, about half of the total number of employees in the study area. In contrast, over 80% (26) of the companies employ less than 75 employees. Table 4 provides a listing of the industrial firms and the number of employees per firm within the study area.

Table 3 Company Size Distribution	Company Size Number of Employees	Number of Companies (Frequency)	Number of Employees	% of Total Employees
	1 - 25	16	204	9.1%
	26 - 50	8	310	14.0%
	51 - 75	2	131	6.0%
	76 - 100	0	0	0
	101 - 150	1	140	6.3%
	151 - 200	1	165	7.4%
	201 - 250	1	250	11.2%
	251 - 300	2	600	27.0%
	301 - 350	0	0	0
	351 - 400	0	0	0
	401 - 450	1	420	19.0%
		<u>32</u>	<u>2220</u>	<u>100.0%</u>





# EXISTING INDUSTRY

## SOUTH CUMMINSVILLE INDUSTRIAL STUDY

PREPARED BY THE DEPARTMENT OF CITY PLANNING  
FOR THE DEPARTMENT OF ECONOMIC DEVELOPMENT

# MAP 5



NO SCALE

Table 4  
Industrial Firms  
And  
Number of  
Employees

<u>Company Name</u>	<u>Address</u>	<u>Number of Employees</u>
Abbe Plastic Products Inc.	1907 Powers Ct.	7
Abel Manufacturing Co.	3260 Beekman St.	15
Borman Steel Engraving	3170 Beekman St.	12
Boye & Emmes Machine Tool	3450 Beekman St.	20
Cincinnati Gilbert Machine	3366 Beekman St.	165
Colling H. T. Co.	3412 Beekman St.	10
Commercial Paving & Sealing Co.	3605 Dawson Ave.	8
Duncan P. H. International	3160 Beekman St.	20
Eberle C. & Son Inc.	3204 Beekman St.	50
Empire Printing Inc.	3227 Beekman St.	10
Enterprise Machinery Inc.	3640 Llewellyn St.	17
General Chain & Manufacturing	3183 Beekman St.	25
Gordon Ray Co. Inc.	3494 Beekman St.	17
Lang Wm. & Sons Co. Inc.	3280 Beekman St.	35
Lawrence F. D. Electric Co.	3450 Beekman St.	56
LeBlond-Makino Corp.	3408 Beekman St.	41
Lee Way Motor Freight Inc.	3636 Follett Ave.	140
Manual Art Furniture Co. Inc.	3472 Beekman St.	50
Matlock Electric Co. Inc.	3200 Beekman St.	75
North American Spring	3434 Beekman St.	43
Ohio Knife Co.	1780 Dreman Ave.	300
Oil Kraft Inc.	3330 Beekman St.	13
Parker Metal Stamping Inc.	3424 Beekman St.	35
Peppi Provisions Inc.	3019 Beekman St.	4
Revlon Inc.	3254 Beekman St.	300
Revlon-Realistic	3254 Beekman St.	420
Shott Manufacturing Co.	3140 Beekman St.	6
Stuebing Automatic Machine Co.	3424 Beekman St.	30
Wagner George & Son Inc.	3090 Beekman St.	26
Welage Tool & Die Co. Inc.	1907 Powers Ct.	8
Whiteway Manufacturing Co.	1736 Dreman Ave.	250
Wood C. W. Machinery Inc.	3290 Beekman St.	12

2220



Much of the land within the South Cumminsville industrial area is generally flat or level. The topographical make-up of this area is well suited for development. The land in this area is primarily occupied by industrial and residential properties. The highest concentration of industrial properties is generally located between Beekman Street, the West Fork Creek and the Mill Creek, while most of the residential properties are found north and east of the West Fork Creek. There are however, a number of vacant lots scattered throughout the northern residential portion of the study area.

Most of the industrial sites and buildings in the area are occupied, well maintained and appear to be in good condition. This is especially true along Beekman Street. The residential sections of the area, however, consist of properties in various stages of occupancy and repair.

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## LAND AND STRUCTURES

Below: Grain elevator at Early & Daniels Company.



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**LAND USE**

The South Cumminsville industrial area consists of approximately 260 acres of land located west of the Mill Creek and south of Interstate 74.

Map 6 shows the land use within the study area. Table 5 illustrates the various land use categories, their net acreage and the total percentage of land occupied by each category.

The largest land use category in this area is industrial which accounts for approximately 53 acres or 20.4% of the total land area. This category includes wholesale distributors, tool and die makers, fabricated metal producers, food product producers, construction services and trucking terminals.

The second highest land use category is vacant land, which accounts for 31 acres or 12.2% of the total land area.

Household units occupy the third highest land use category, accounting for 21 acres or 8.3% of the total land area.

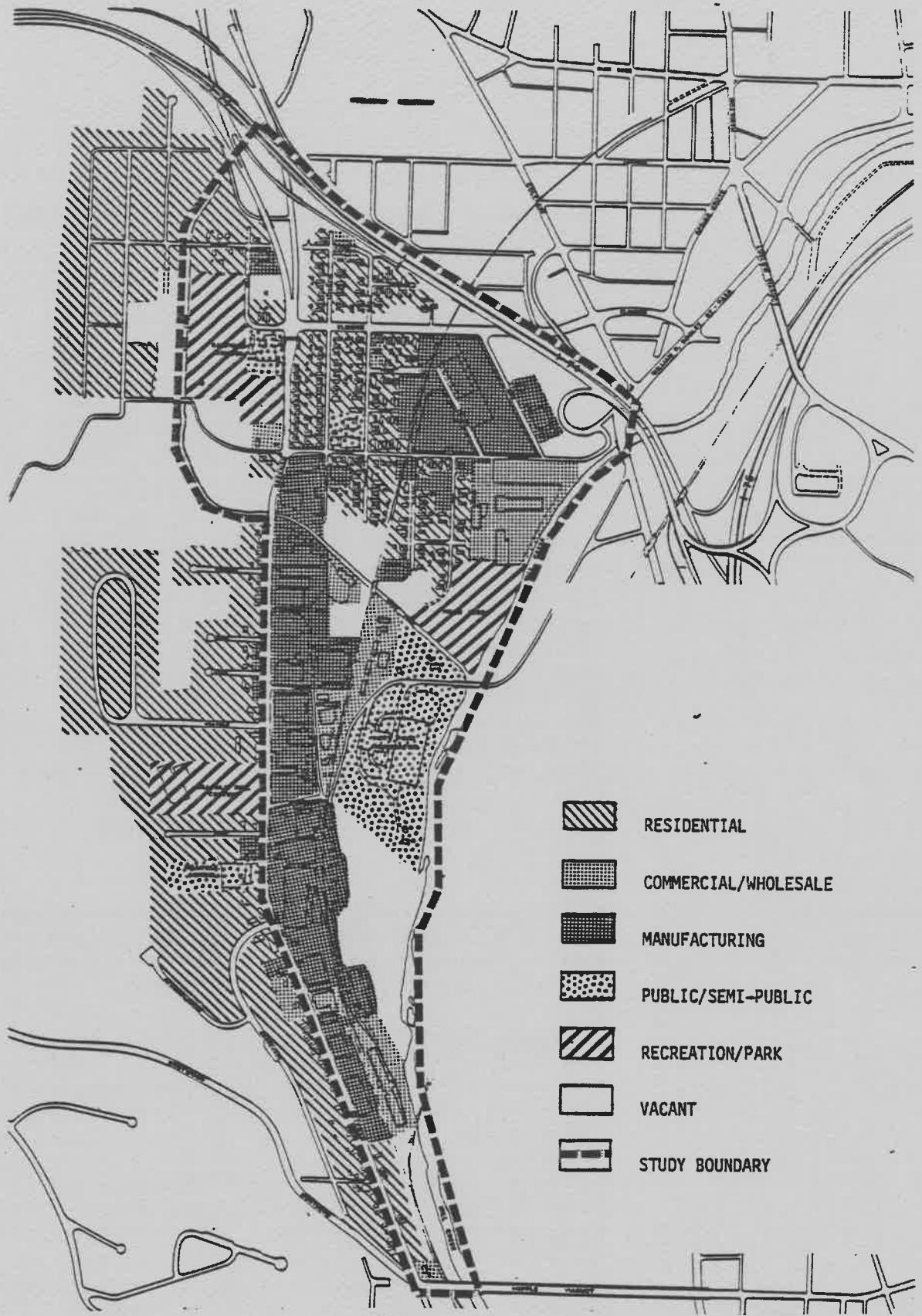
Public/semi-public land use category ranks fourth, accounting for 20 acres or 7.7% of the total land area. This category primarily includes the West Fork Incinerator and the Garfield School property.








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Table 5

LAND USE ACREAGES

<u>Land Use Categories</u>	<u>Net Acres</u>	<u>Percent of Total</u>
Industrial/ Manufacturing	53.23	20.4%
Vacant Land	31.4	12.2%
Residential Units	21.50	8.3%
Public/Semi-Public	20.1	7.7%
Recreational	16.50	6.3%
Commercial/Retail	13.00	5.0%
Street/Expressway/ Railroad/Right-of-way	<u>104.37</u>	<u>40.1%</u>
	260.37	100.0%



-  RESIDENTIAL
-  COMMERCIAL/WHOLESALE
-  MANUFACTURING
-  PUBLIC/SEMI-PUBLIC
-  RECREATION/PARK
-  VACANT
-  STUDY BOUNDARY

**LAND USE**

**MAP 6**

**SOUTH CUMMINSVILLE INDUSTRIAL STUDY**

PREPARED BY THE DEPARTMENT OF CITY PLANNING  
FOR THE DEPARTMENT OF ECONOMIC DEVELOPMENT



NO SCALE

Recreational land use category ranks fifth, which accounts for 16 acres or 6.3% of the total land area.

Commercial retail land use category ranks sixth, accounting for 13 acres or 5% of the total land area.

The remaining 104 acres or 40.1% of the land area is occupied by street right-of-way, surplus expressway property and railroad right-of-way.

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## ZONING

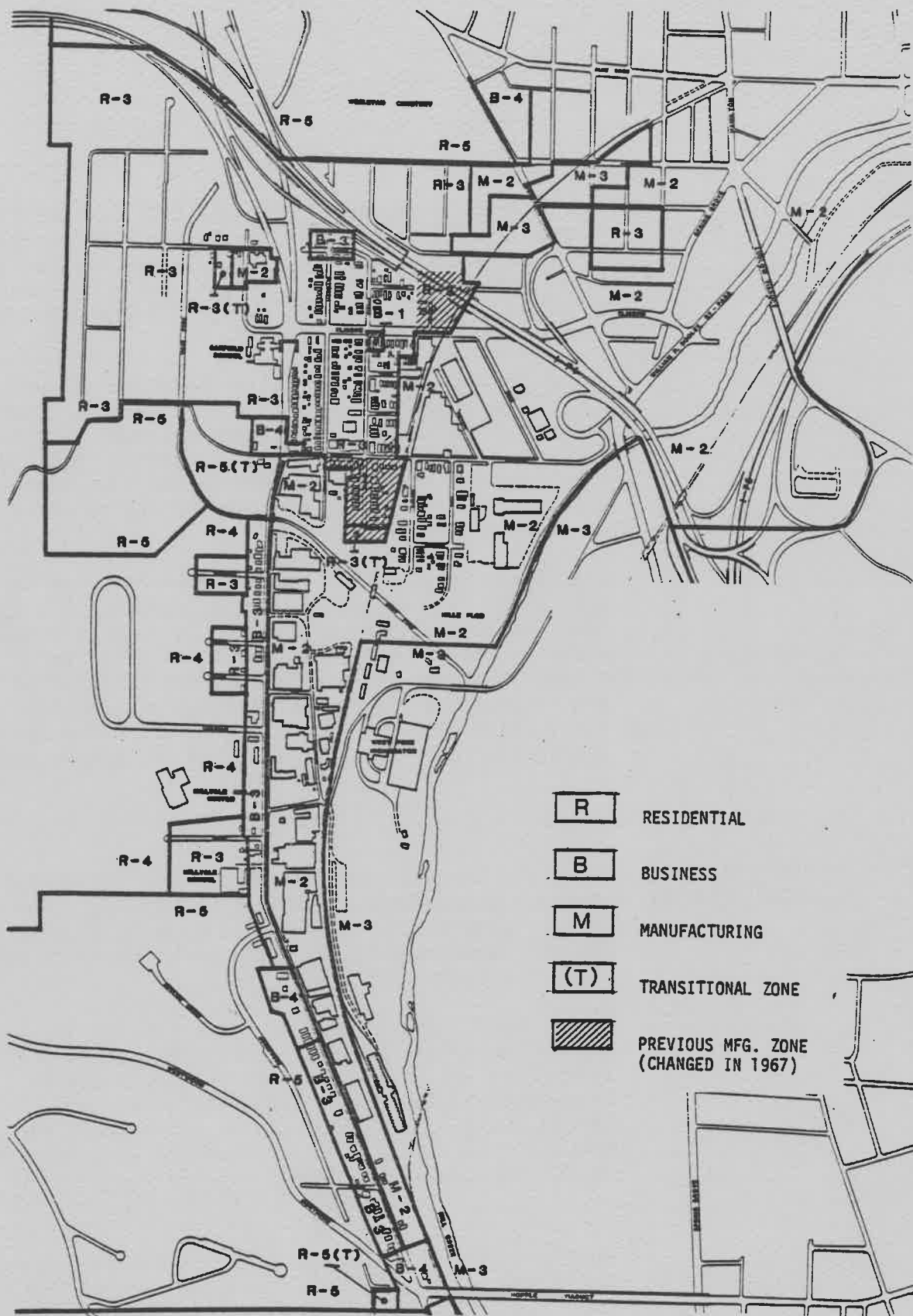
A significant portion of the land within the South Cummins-ville industrial area is zoned for intermediate manufacturing (M-2) and heavy manufacturing (M-3) uses. Other zoning districts include (B-3) and (B-4), both of which allow retail and wholesale business uses. In addition, some of the area is zoned for two-family residential (R-3) and multi-family medium density residential (R-5) uses. The residential zoning districts are located only in the northwestern portion of the study area. The following defines each of the zoning classifications within the study area:

M-2 Intermediate Manufacturing - This zone allows trucking terminals, medium manufacturing, gas stations, foundaries, metal refining, laboratories, printing establishments, food products, personal services and offices.

M-3 Heavy Manufacturing - The principal uses allowed in this zone are the same as M-2 district. Additional uses are permitted such as: junk yards, petroleum refining, coke ovens, open hearth or rotary furnaces and livestock slaughtering.

B-3 Retail/Wholesale Business - This zone allows all forms of dwellings, churches, schools, offices, banks, parking lots, garages, funeral homes, retail sales and services, eating and drinking places, repair services, wholesale distributors, warehouses, hotels and motels, printing and research facilities.

B-4 General Business - The principal uses allowed in this zone are the same as B-3 district. Additional uses include: bakeries, automobile repair, gas stations, automobile sale and services, animal kennels, veterinary clinics, contractors' yards, and outdoor recreation.



- R RESIDENTIAL
- B BUSINESS
- M MANUFACTURING
- (T) TRANSITIONAL ZONE
- PREVIOUS MFG. ZONE  
(CHANGED IN 1967)

# ZONING

# MAP 7

## SOUTH CUMMINSVILLE INDUSTRIAL STUDY

PREPARED BY THE DEPARTMENT OF CITY PLANNING  
FOR THE DEPARTMENT OF ECONOMIC DEVELOPMENT



NO SCALE

R-3 Two-Family Residential - This district permits two-family dwellings, detached or attached single-family dwellings, two-family dwellings, public administration buildings, libraries, museums, art galleries, non-profit educational research centers, non-profit and non-commercial clubs such as swimming, tennis.

R-5 Multi-Family Residential - The principal uses allowed in this zone are the same as R-3. The most important difference is multi-family uses are allowed. Additional uses include colleges, child day-care centers, hospitals, fraternities and sororities, nursing and rest homes, limited parking facilities, and offices for the practice of medicine, dentistry or optometry.

Transition Zone: The R and R-V Districts may be further subdivided into Transition (T) Districts. All the regulations of the R District of which it is a part are applicable to the properties in the T District, except to the extent that they are modified by the Director of Buildings and Inspections who may permit uses as permitted in the least restricted abutting district after the holding of a public hearing. (See Chapter 8 of the Zoning Code.)

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## TOPOGRAPHY

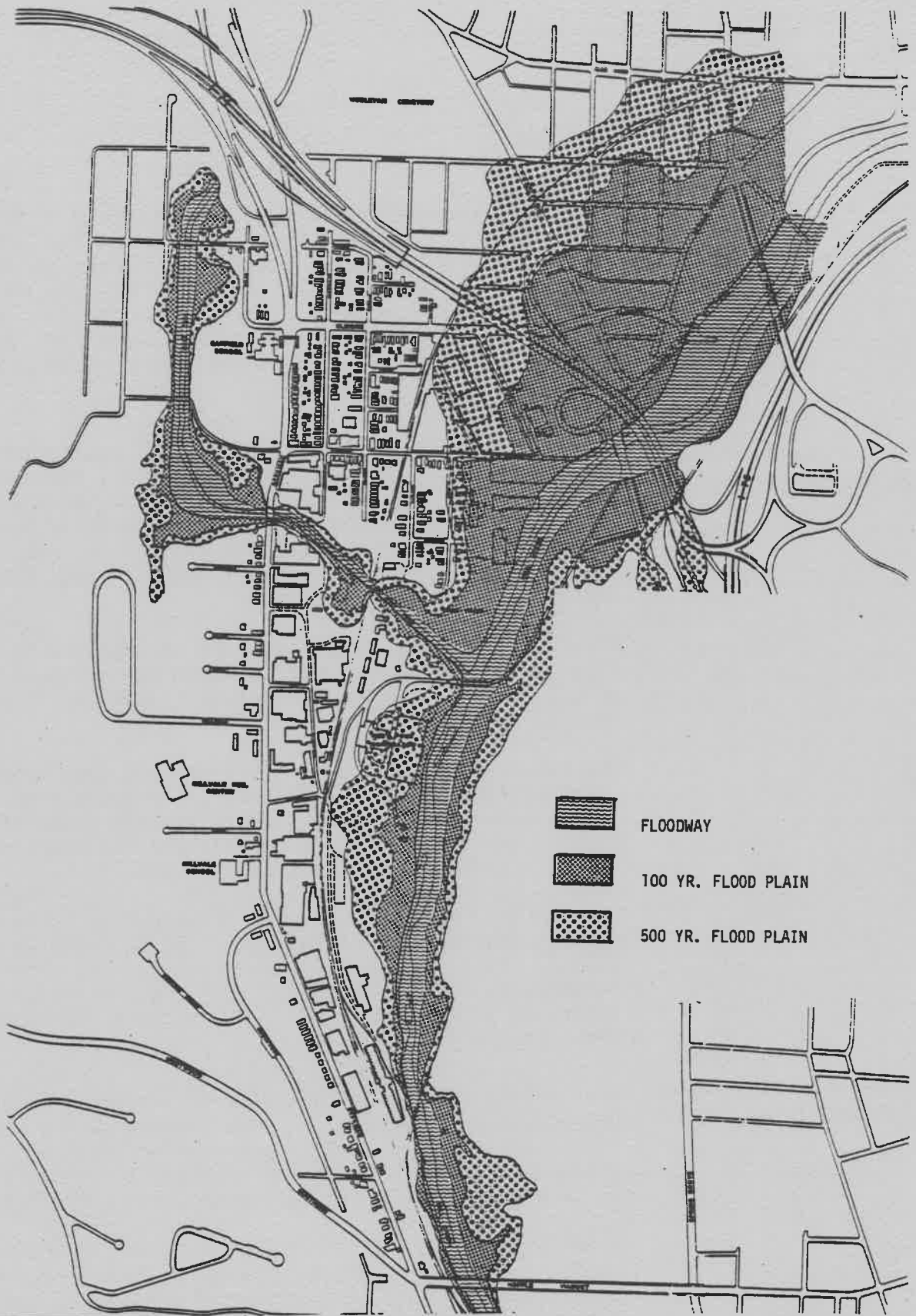
The South Cumminsville industrial area is located in the corridor which forms the Mill Creek Valley. For this reason, much of the land within the area is flat or level. The only considerable grade change in the area occurs along the banks of the Mill Creek.

The highest topographical elevation within the study area is located near Beekman Street and Interstate 74, about 525 feet above sea level. The stream bed of the Mill Creek has an elevation of 475 feet above sea level, which is the lowest point in the study area. The average topographical elevation for the flat or level areas outside of flood areas is 500 feet above sea level.

### Floodplain Boundaries

Much of the land along the banks of the Mill Creek lies in the 100-year floodplain. The boundaries of the 100 and 500-year floodplain for portions of the Mill Creek and the West Fork Creek in South Cumminsville are shown on the Floodplain Map 8. These floodplain boundaries were developed for the purpose of the National Flood Insurance Program. The concept of a floodway is used as a tool to assist local communities in various aspects of floodplain management. Under this concept, the area of the 100-year flood is divided into





**FLOODPLAIN**

**MAP 8**

**SOUTH CUMMINSVILLE INDUSTRIAL STUDY**

PREPARED BY THE DEPARTMENT OF CITY PLANNING  
FOR THE DEPARTMENT OF ECONOMIC DEVELOPMENT



**NO SCALE**

The Mill Creek  
Flood Protection Project

a floodway and a flood fringe. The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment [such as buildings or other structures] in order that a 100-year flood may occur without a substantial increase in water surface height. A flood fringe is an area during a flood that would not be covered by fast flowing water, but rather would act as a back water storage area for flood water.

The Mill Creek Flood Protection Project was authorized by the Flood Control Act of 1970 (PL-91-611), approved in December, 1970. An estimated \$32,642,000 has been set aside to cover the cost of rechanneling, beautifying and developing recreational areas along the Mill Creek from the southeastern portion of Butler County south through Hamilton County to the Ohio River.

The rechanneling of the Mill Creek is expected to reduce the size of the 100-year floodplain from 200 acres to approximately 1,200. This will nearly eliminate the flooding potential in the 500-year floodplain zone.

The beautification concept envisions the development of a greenbelt of tree planting along the project right-of-way. Shrubs and trees would be planted on both sides of the Mill Creek creating a park-like environment for abutting residential, commercial and industrial uses.

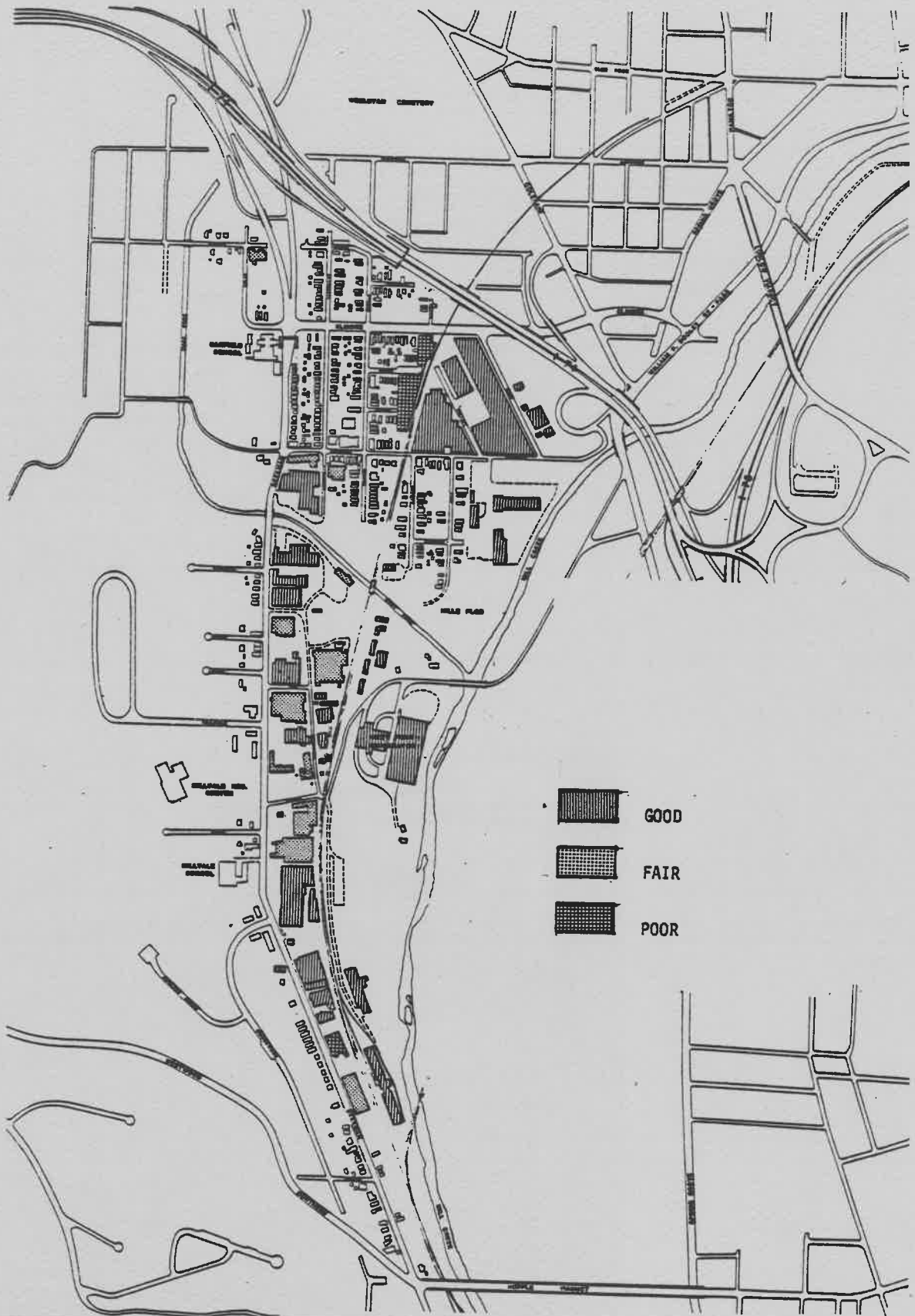
The recreational areas planned for the Mill Creek will as much as possible be linked with existing parks and recreational areas, in the vicinity of the creek. Trails to accommodate both hikers and bikers, and new neighborhood parks are primary features of the recreational development plan for the project.

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**BUILDING CONDITIONS**

Most of the industrial buildings in the South Cumminsville study were built around the same period, dating back to the 1930's and 40's. A significant majority of the buildings are constructed of brick, and nearly all of them appear to be in good condition and well maintained. See Map 9.

A building condition survey was conducted in the area. The survey examined the degree of visible deterioration of each industrial building. Using this measure, each building occupied by an industrial firm received an overall rating of good, fair or poor. It should be noted that the building condition rating criteria is unofficial and based upon a subjective judgment which considered only the exterior appearance of each building. The results of the building condition survey are shown on Table 6:



**BUILDING CONDITIONS**

**MAP 9**

**SOUTH CUMMINSVILLE INDUSTRIAL STUDY**

PREPARED BY THE DEPARTMENT OF CITY PLANNING  
FOR THE DEPARTMENT OF ECONOMIC DEVELOPMENT



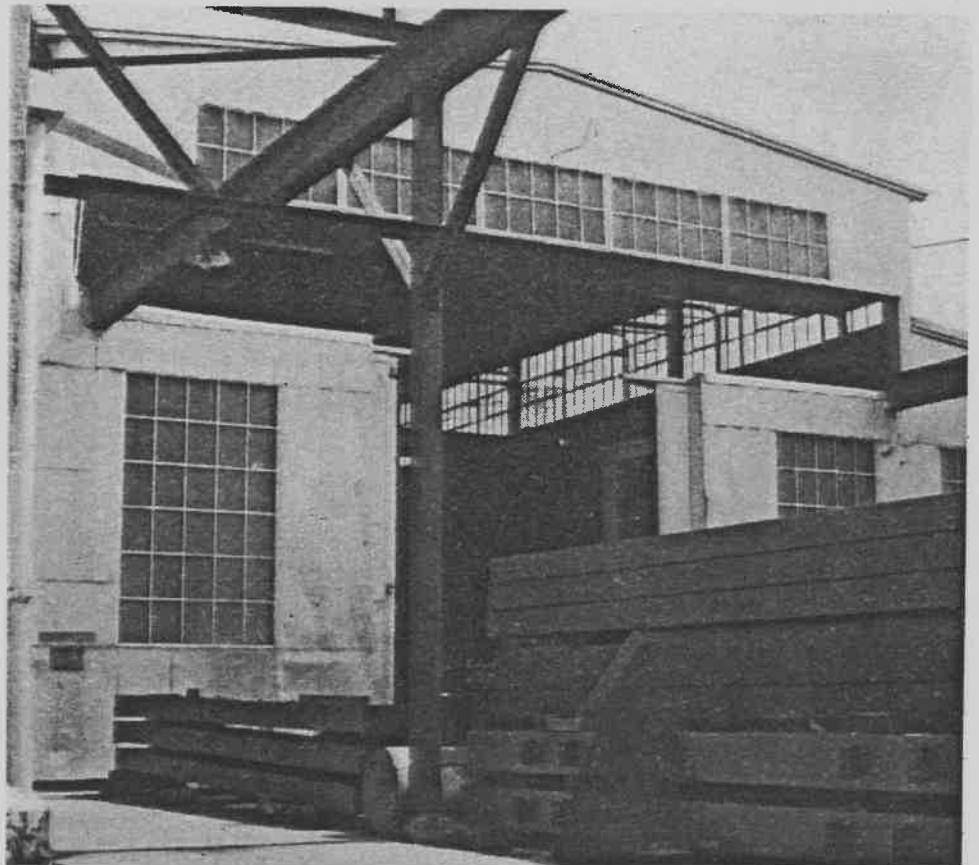
**NO SCALE**

Table 6  
BUILDING CONDITION  
SURVEY

<u>Total Number of Buildings Surveys</u>	<u>Good</u>	<u>Rating Fair</u>	<u>Poor</u>
57 100%	41 72%	13 23%	3 5%

Seventy-two percent (41) of the industrial buildings were considered to be in good condition while only five percent (3) of the buildings were considered to be in poor condition. However, of the three (3) buildings in poor condition, two (2) are vacant as shown on Map 5. Faulty windows and doors, deteriorated exterior walls and/or foundations, were deficiencies frequently identified during the survey.

Below: Lang & Son Building on Beekman Street.



The South Cumminsville industrial area has excellent access to both Interstates 75 and 74. A westbound connection to I-74 from the industrial area is best accomplished from Beekman Street north of Elmore Street, while north and southbound access to I-75 from the area can be achieved at the eastern terminus of Dreman Avenue or at Hopple Street. These streets provide external access to other portions of the City and region. However, the Hopple Street viaduct is presently closed to truck traffic due to its increasingly poor condition. Work is to begin sometime within the next two years to repair this important east/west linkage.

Like many of the City's older industrial areas, South Cumminsville has an active railroad line which runs through the community.

Among the area's established circulation systems, one bus route serves this community as well.

The streets which form the circulation system of South Cumminsville can be classified into a hierarchy associated with their various functions. Citywide, all streets are classified either freeways, arterials, collectors, or local/neighborhood streets, and are described below:

- |                                   |   |
|-----------------------------------|---|
| <u>freeways</u>                   | - highway capacity intraregional and interregional routes consisting of the interstate freeways and other local routes that meet freeway standards. Access to abutting properties is prohibited and fully controlled by grade separations for all intersecting traffic flows. |
| <u>arterials</u>                  | - facilitate through traffic movements between communities and the Central Business District and also provide access to the freeways. Direct access to abutting properties should be considered secondary to providing efficient traffic flow.                                |
| <u>collectors</u>                 | - provide for both local through traffic flow and direct access to abutting properties; distribute traffic to and from the arterials.   |
| <u>local/neighborhood streets</u> | - provide access to abutting properties; are not conducive to through traffic movements.  |

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## CIRCULATION SYSTEM

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## STREET CLASSIFICATION

The street system in South Cumminsville consists primarily of local streets. However, there are two streets, Beekman Street and Elmore Street, which are classified as arterials and one collector street, Dreman Street. See Map 10.

---

**TRAFFIC VOLUMES**

Traffic volume on South Cumminsville's major roadways are also shown on Map 10. With the exception of Interstate 74, which carries approximately 61 thousand vehicles per 24 hours along the northern boundary of the area, Hopple Street generates the highest volume for an arterial street along the southern boundary, at 24 thousand vehicles per 24 hours. Beekman Street, South Cumminsville's major thoroughfare, generates only 9 thousand vehicles per 24 hours. See Table 7 for a complete listing of traffic volumes.

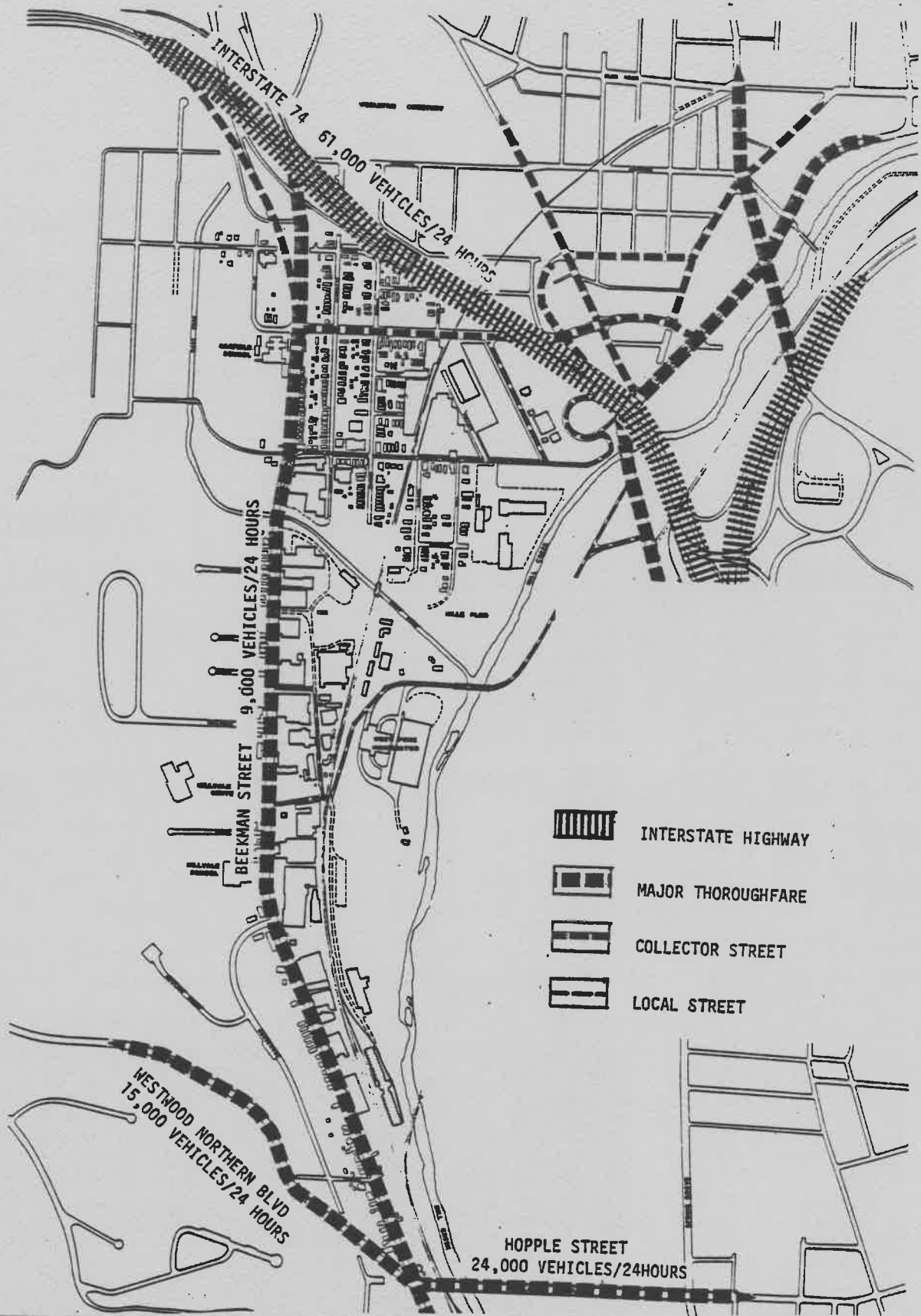
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Table 7  
TRAFFIC VOLUME

<u>Streets</u>	<u>Traffic Volumes</u>
Interstate-74	61 Thousand/24 hours
Hopple Street Viaduct	24 Thousand/24 hours
Westwood Northern Boulevard	15 Thousand/24 hours
Beekman Street	9 Thousand/24 hours

Below: Looking north on Beekman Street.





**TRAFFIC VOLUMES (STREET CLASSIFICATION) MAP 10**

**SOUTH CUMMINSVILLE INDUSTRIAL STUDY**

PREPARED BY THE DEPARTMENT OF CITY PLANNING  
FOR THE DEPARTMENT OF ECONOMIC DEVELOPMENT

NO SCALE

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## ACCIDENT COUNTS

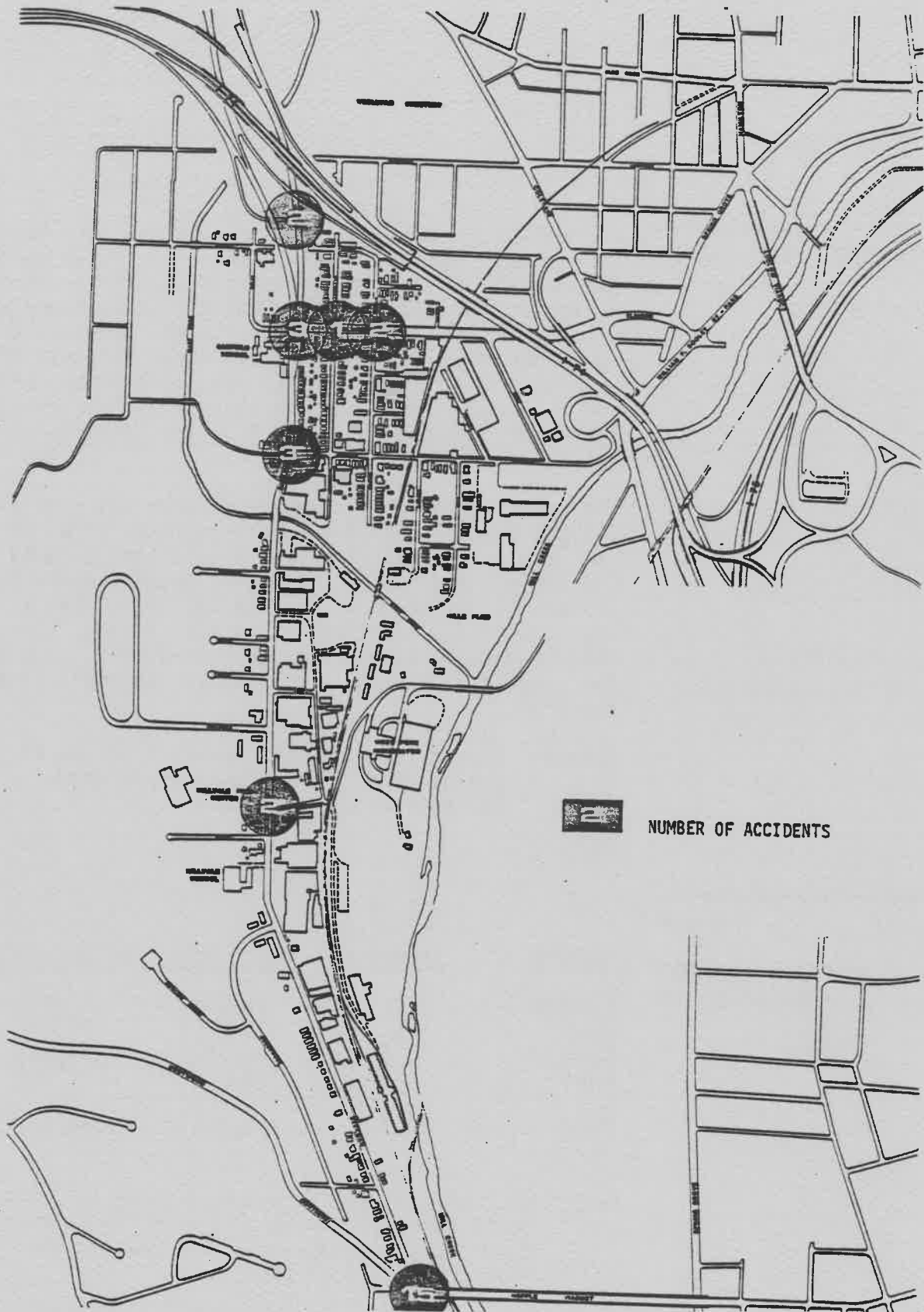
In 1982, only one intersection in the South Cumminsville study area rated above the citywide averages of 6 traffic accidents per year. At the intersection of Beekman Street-Hopple Street-Westwood-Northern Boulevard, 15 traffic accidents occurred during 1982. Map 11 illustrates the locations and number of accidents reported at various intersections within the study area during 1982. See Table 8 for a listing of all intersections and total accidents reported.

Table 8		<u>Intersection</u>	<u>Number of Accidents</u>
ACCIDENT COUNTS 1982		Beekman Street-Hopple Street- Westwood-Northern Blvd	15
		Beekman Street-Cumminsville Street	2
		Beekman Street-Interstate 74 @ on Ramp	2
		Beekman Street-Dreman Street	3
		Beekman Street-Elmore Street	3
		Elmore Street-Llewellyn Street	1
		Elmore Street-Borden Street	<u>2</u>
	Total Accidents	28	

Below: Intersection of Beekman Street-Hopple Street-Westwood Northern Blvd.







 NUMBER OF ACCIDENTS

<b>ACCIDENT COUNTS 1982</b>	<b>MAP 11</b>
<b>SOUTH CUMMINSVILLE INDUSTRIAL STUDY</b>	
PREPARED BY THE DEPARTMENT OF CITY PLANNING FOR THE DEPARTMENT OF ECONOMIC DEVELOPMENT	
	
	NO SCALE

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## STREET CONDITIONS

The public right-of-way plays a critical role in the function of any industrial area. The circulation and utility demands of industry are substantially greater than those of residential land uses. The public rights-of-way are conduits which provide access, utilities, security and other needs for industries, commercial establishments and residential properties. The City can improve the conditions and functional efficiency of an area by providing such improvements as street paving, lighting, traffic control and guidance devices.

The South Cumminsville industrial area has a total of 719,803 square feet of pavement surface, of which 83.2 percent was determined as being in excellent to good condition. See Table 9 and Map 12. However, 58,000 square feet or 8.17 percent of the pavement surface was determined as being in poor condition. Portions of Beekman Street, Dirr Street, and Llewellyn Avenue are in poor condition. See Table 10 for a detailed listing of the street pavement conditions in the area.

Source: Department of Public Works, Division of Engineering, Street Inventory System, Pavement Condition Report - 12/15/82.

Table 9

STREET CONDITIONS RATING SYSTEM	Rating	No. of Street Segments	Square Feet	Square Yard	Percent
	Excellent	13	291,080	51,314	40.44
	Good	11	307,783	34,198	42.76
	Fair	4	62,140	10,282	8.63
	Poor	3	58,800	6,534	8.17
	Total	31	719,803	102,328	100.00

Note: 83.2 percent of all pavement areas evaluated in South Cumminsville were in excellent and good conditions, whereas only 16.8 percent were in fair and poor condition.



Table 10  
 DETAILED LISTING  
 OF  
 STREET CONDITIONS

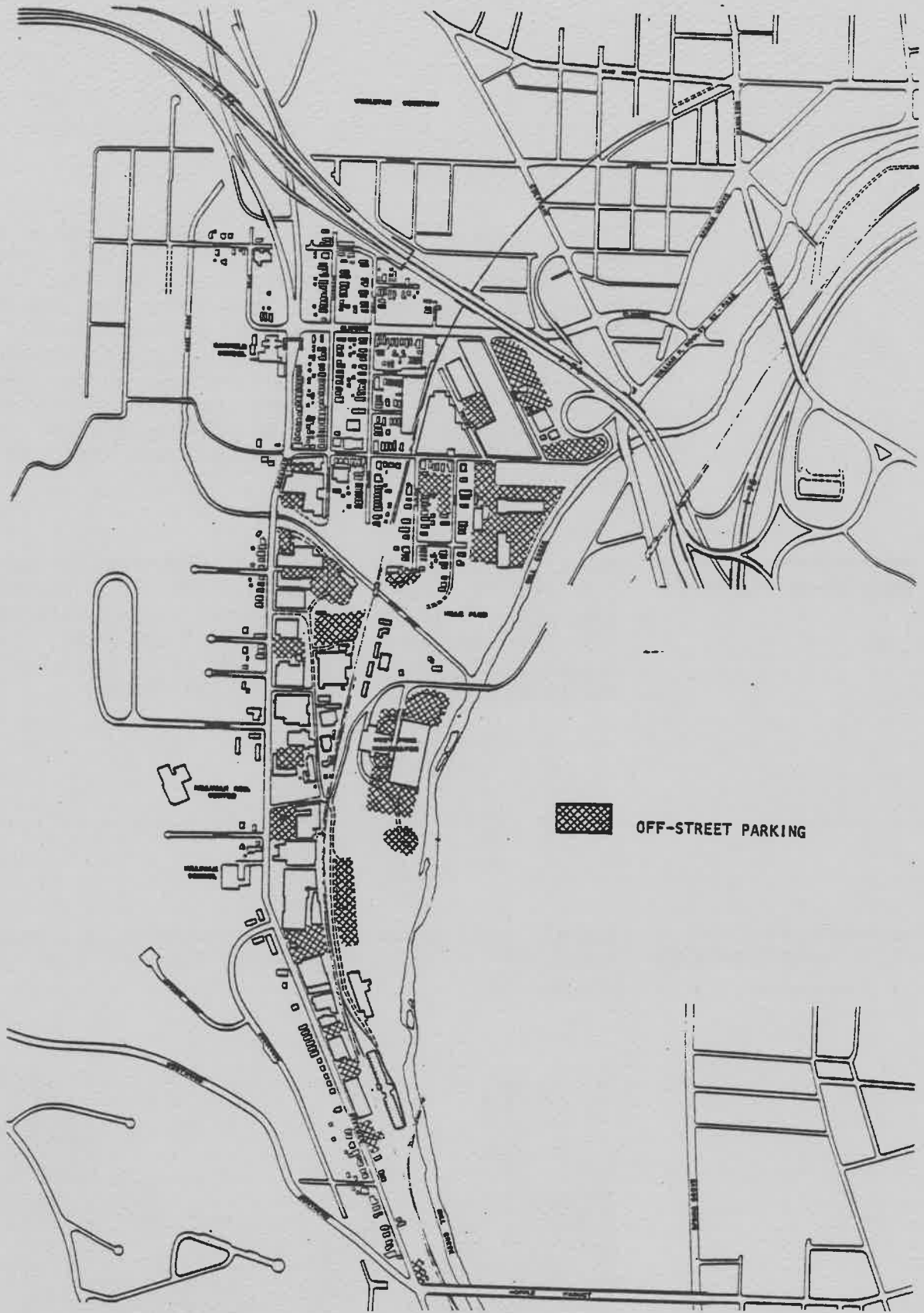
Street	Rating (in square feet; length x width)				TOTAL
	Excel- lent	Good	Fair	Poor	
1 Agnes St.	5,550	--	--	--	5,550
2 Beekman St.	98,800	131,620	--	22,950	253,370
3 Borden St.	22,680	19,980	--	--	42,660
4 Dawson Ave.	29,100	--	--	--	29,100
5 Dirr St.	--	--	--	26,700	26,700
6 Dreman Ave.	--	42,440	14,400	--	56,840
7 Elmore	35,570	56,675	--	--	92,245
8 Emma Pl.	--	7,900	--	--	7,900
9 Follett Ave.	--	--	7,500	--	7,500
10 Fox Lane	--	5,200	--	--	5,200
11 Fricke Rd.	--	6,800	30,800	--	37,600
12 Lillie Pl.	7,900	--	--	--	7,900
13 Llewellyn Ave.	19,440	16,800	--	9,150	45,390
14 Miller St.	--	--	3,200	--	3,200
15 Powers Ave.	10,440	10,440	--	--	20,880
16 Ralston Ave.	5,040	4,228	--	--	9,268
17 Roll Ave.	16,200	5,700	--	--	21,900
18 Sylvan Ave.	19,760	--	--	--	19,760
19 Weber St.	10,500	--	--	--	10,500
20 Webman Ct.	10,100	--	--	--	10,100
21 Yonkers Ave.	--	--	6,240	--	6,240
TOTAL SQUARE FEET	291,080	307,783	62,140	58,800	719,803

## PARKING AREAS

Adequate parking facilities is a prerequisite for the operation of an industrial plant and specific parking needs will depend upon the number of employees and building use. Nearly all of the 32 firms in South Cumminsville, including the publicly owned West Fork incinerator, maintain their own off-street parking or share parking facilities with a neighboring industry. There are approximately 20 formal and non-formal parking lots available for the estimated 2,220 employees in the area. This indicates a less than adequate number of off-street parking spaces when on-street parking spaces are full.

In some cases, parking facilities double as temporary storage areas for material. This practice temporarily affects off-street parking availability and increases on-street parking in neighboring residential areas.

The availability of on-street parking appears to be sufficient in the industrial area. However, there is a tendency for area employees to utilize neighboring residential streets for additional on-street parking.



 OFF-STREET PARKING

<b>PARKING AREAS</b>	<b>MAP 13</b>
<b>SOUTH CUMMINSVILLE INDUSTRIAL STUDY</b>	
PREPARED BY THE DEPARTMENT OF CITY PLANNING FOR THE DEPARTMENT OF ECONOMIC DEVELOPMENT	
	NO SCALE

Streets such as Follett Avenue, Llewellyn Avenue, and adjacent residential areas provide unrestricted on-street parking. Other streets within the industrial area, Elmore Street, Dirr Street, Dreman Street, Fox Lane and Beekman Street, restrict the amount and length of time on-street parking is available. Fricke Road, between Beekman Street and Llewellyn Street, does not indicate whether parking is available or not. This street could be considered too narrow and heavily utilized to provide adequate on-street parking. See Map 13 for location of off-street parking areas.

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### **RAILROAD SERVICES**

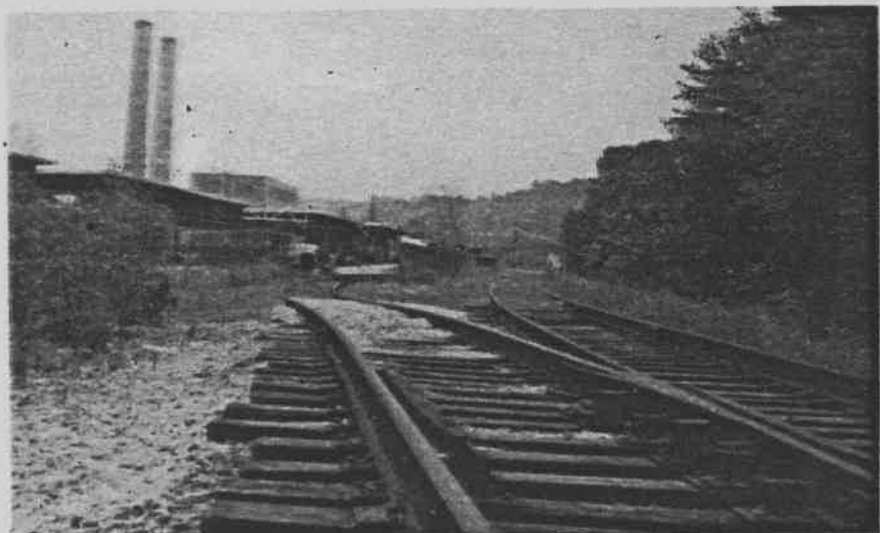
There is a single railroad line which runs through South Cumminsville. The railroad line runs north and south from Interstate 74 to the Hopple Street viaduct parallel to the Mill Creek and bisecting the industrial area. The Southern Railway System owns this line and it is still active. The following companies have a railroad siding:

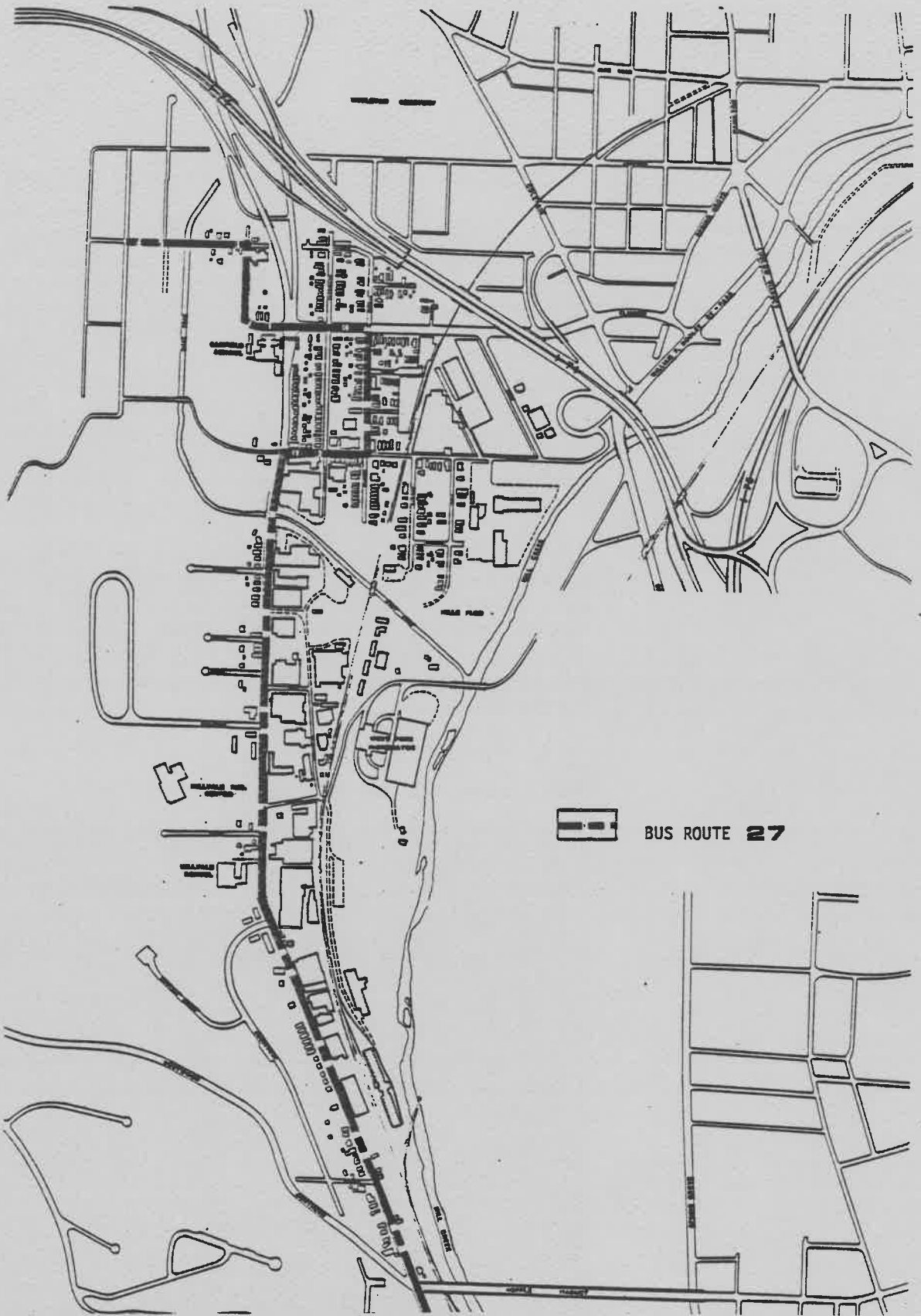
1. Ohio Knife
2. Johnson-Doppler
3. Lang & Sons
4. Revlon-Realistic
5. General Chain
6. Early & Daniels


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### **BUS SERVICES**

One bus route serves the South Cumminsville community, Route Number 27. It operates weekdays from 5:02 A.M. to 11:08 P.M. See Map 14.





 BUS ROUTE 27

<b>PUBLIC TRANSPORTATION</b>	<b>MAP 14</b>
<b>SOUTH CUMMINSVILLE INDUSTRIAL STUDY</b>	
PREPARED BY THE DEPARTMENT OF CITY PLANNING FOR THE DEPARTMENT OF ECONOMIC DEVELOPMENT	
	 <b>NO SCALE</b>

---

## LOADING AREAS

While loading activity is substantially less congested in South Cumminsville than in other older industrial areas, there are a few congested loading conditions which may produce inefficiencies in the operation of surrounding industries and impede vehicular circulation.

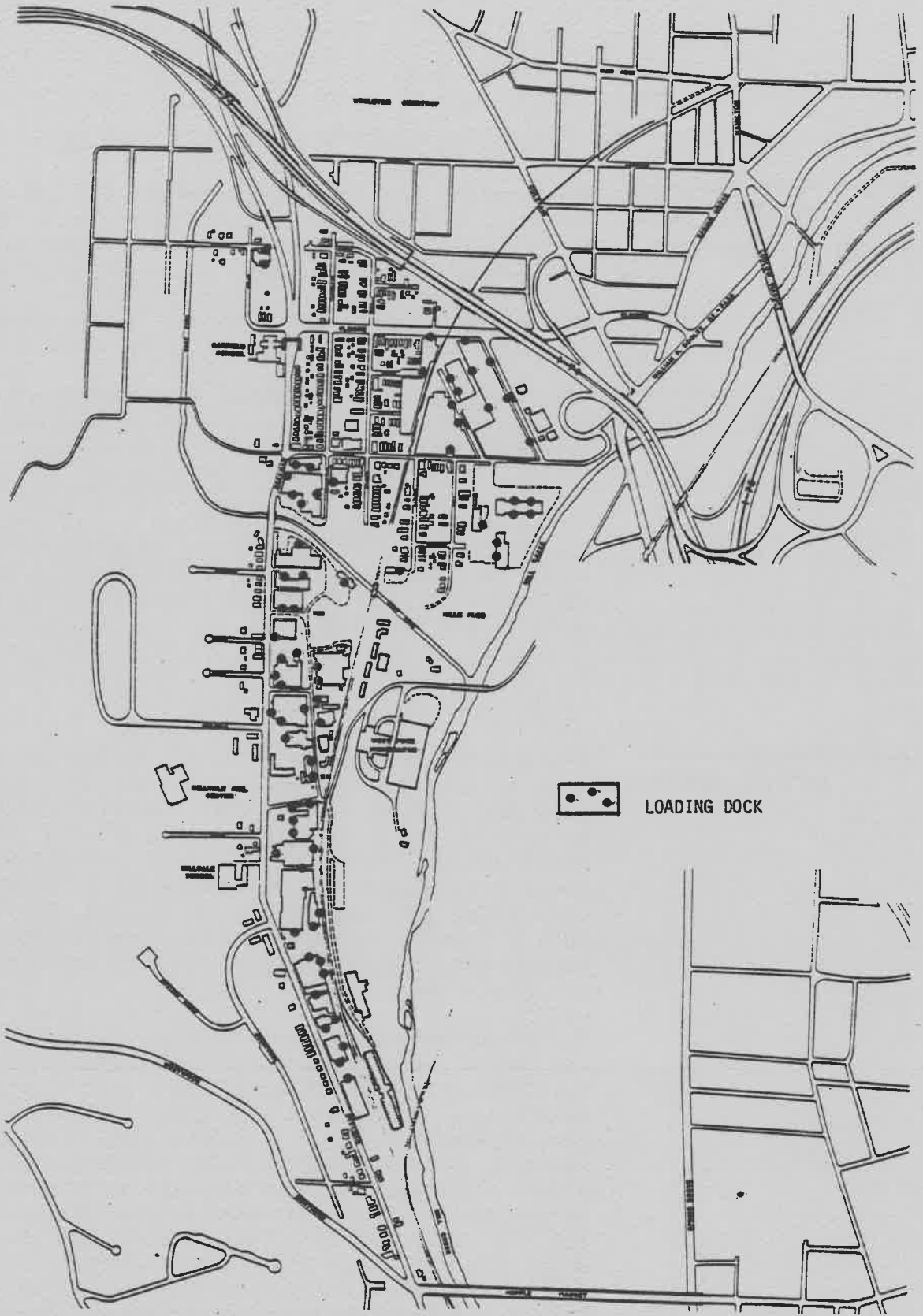
A vast majority of the buildings in South Cumminsville were constructed with off-street loading docks. However, a number of buildings have loading areas designed before the use of large semi-tractor trailers. This situation creates a maneuvering problem for these large trucks and may partially block traffic lanes when loading areas are too shallow.

Many loading problems in South Cumminsville occur where semi-tractor trailers extend into right-of-way. In particular, Llewellyn Street south of Fox Lane, Dirr Street, Follet Avenue, and portions of Beekman Street present the vast majority of congestion due to loading dock locations. See Map 15 for the location of loading docks within South Cumminsville.

Below: Loading Dock at Whiteway-Spaulding Company







**LOADING DOCK LOCATIONS**

**MAP 15**

**SOUTH CUMMINSVILLE INDUSTRIAL STUDY**

PREPARED BY THE DEPARTMENT OF CITY PLANNING  
FOR THE DEPARTMENT OF ECONOMIC DEVELOPMENT



NO SCALE

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## **UTILITIES AND MUNICIPAL SERVICES**

The adequacy, availability, accessibility and cost of utility services are all major concerns of local industries. This is important to industries since they often require large quantities of such services as electricity, gas, and water in order to conduct their operations. At this time utility services in South Cumminsville are adequate to meet the needs of the area's existing industries.

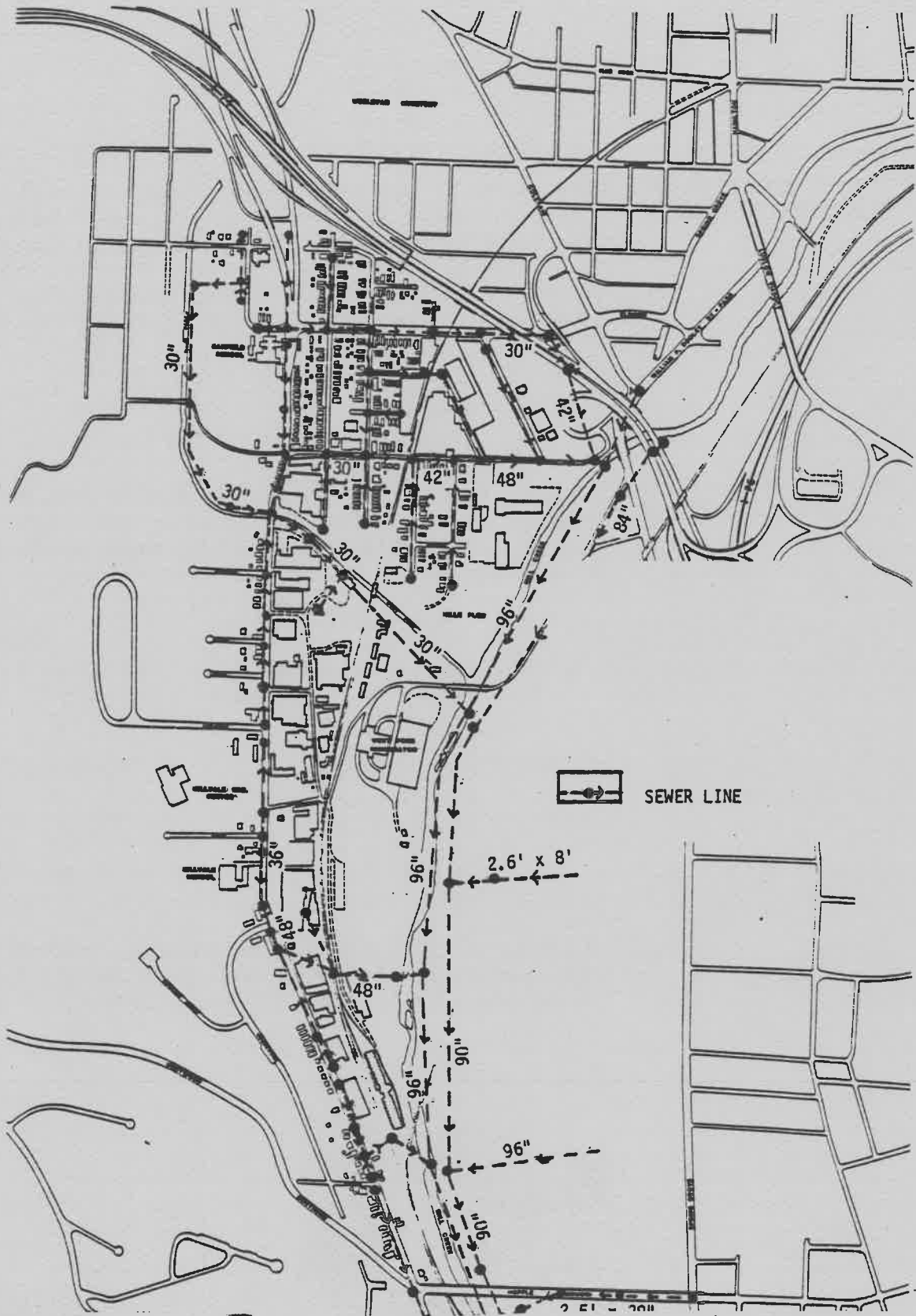
The viability of an industrial area depends on adequate, dependable energy supplies and utility services. The lines and mains must not be permitted to deteriorate. Chapter 743 of the Ohio Revised Code requires utility companies to lay pipes and light streets and alleys for the purposes of furnishing various utility services to citizens, businesses and industries. The condition of underground utilities should be assessed periodically and the necessary improvements made in order to insure adequate utility services for existing and new industries.

---

## **SEWER SYSTEM**

The majority of sewer lines in the South Cumminsville industrial area are combined sewer lines carrying both storm water and sanitary waste water. See Map 16. Rain and waste water are collected in 12" to 30" pipe lines which run under most streets in this area. However, there are three streets which do not contain public sewer lines: Fox Lane, Llewellyn Avenue south of Fox Lane, and Fricke Road west of Beekman Street. In most cases the sewer capacity exceeds the theoretical flow or runoff expected and are considered adequate.

There are three major sewer lines in South Cumminsville. The largest sewer line is the Mill Creek interceptor and auxiliary which are seven and eight feet in diameter respectively, running parallel to the Mill Creek. This line carries sewage to the Mill Creek sewage treatment plant where it is treated before being discharged into the Ohio River. All sanitary (sewage) waste water which travels through this system is treated at the Mill Creek treatment facility. The West Fork Creek Channel contains a 30" line which runs underneath the concrete channel collecting waste water from Beekman Street and adjacent property connecting to the Mill Creek interceptor. Finally, 158 feet south of Moosewood Avenue there is a four-foot brick sewer under Beekman Street collecting waste water from surrounding properties connecting to the Mill Creek interceptor, to the east.



**SEWERS**

**MAP 16**

**SOUTH CUMMINSVILLE INDUSTRIAL STUDY**

PREPARED BY THE DEPARTMENT OF CITY PLANNING  
FOR THE DEPARTMENT OF ECONOMIC DEVELOPMENT



**NO SCALE**

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**ELECTRIC SERVICES**

Electricity is a primary energy source for most industries. Electrical power is supplied to the area from the Brighton Power Station located in Camp Washington. The electricity is carried to the area via overhead distribution lines along major streets like Hopple Street, Beekman Street and Elmore Street, which are linked to high voltage lines extending along the Mill Creek.

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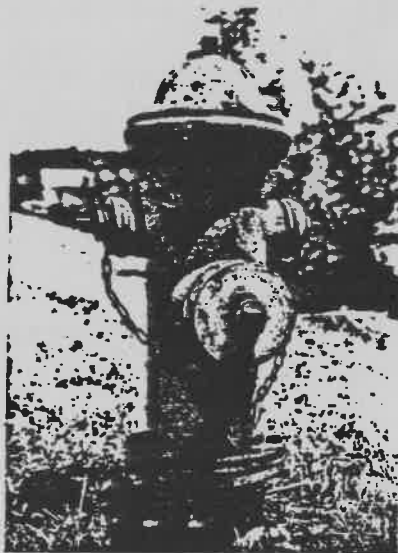
**WATER SERVICES**

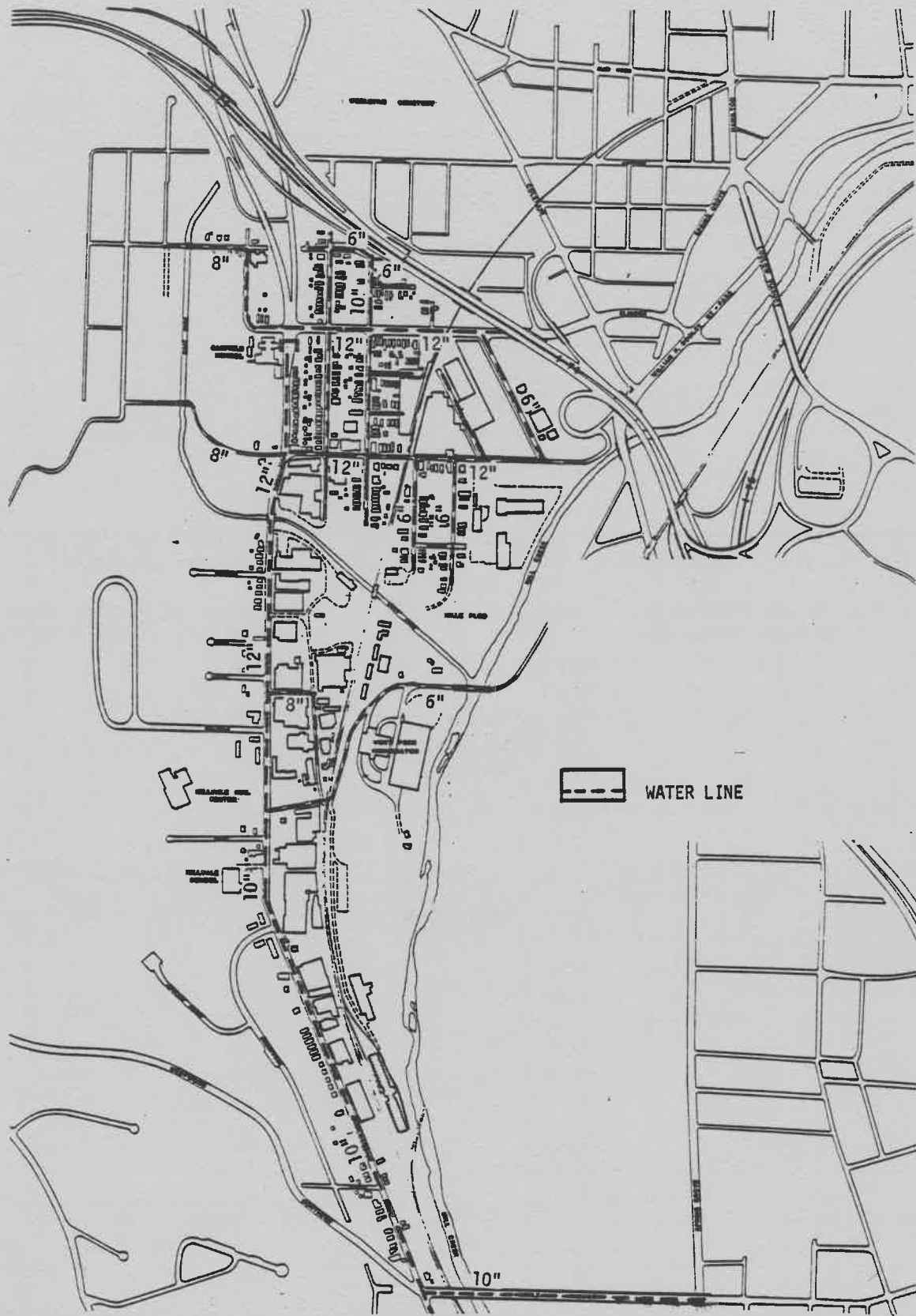
Water is supplied to South Cumminsville from the Central Station system and pumped through water mains ranging in size from 4 inches to 12 inches located under most streets in the area. See Map 17.

Water Main Size

Westwood-Northern	12"
Hopple Street Viaduct	10"
Beekman Street	10"
Dreman Avenue	12"
Elmore Street	12"
Dirr Street	6"
Borden Street	4"
Llewellyn Avenue	10"
Dawson Avenue	6"
Roll Avenue	6"

The Water Works Department recommends a minimum acceptable static pressure of 40 PSI, and state law requires more than 10 PSI pressure in order to insure adequate fire protection.





**WATER**

**SOUTH CUMMINSVILLE INDUSTRIAL STUDY**

PREPARED BY THE DEPARTMENT OF CITY PLANNING  
 FOR THE DEPARTMENT OF ECONOMIC DEVELOPMENT

**MAP 17**



**NO SCALE**

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**POLICE SERVICE**Police Service AreaTelephoneDistrict 3  
3201 Warsaw Avenue  
(reporting area 389)

352-3574

District 5  
1210 Ludlow Avenue  
(reporting area 390)

352-3578

SEE MAP 18 FOR POLICE DISTRICTS.

TABLE 11

Crime Statistics-1981  
(actual offenses)Crime Statistics  
(Actual Offenses)

## Crime vs. Person

Police Reporting Areas  
#389 #390Area  
Total

Murder	0	0	0
Rape	2	0	2
Agg. Assault	9	1	10
Non-Agg. Assault	27	5	32
Manslaughter	0	0	0
Total	38	6	44
% Total	86.4%	13.6%	100%

## Crime vs. Property

Police Reporting Areas  
#389 #390Area  
Total

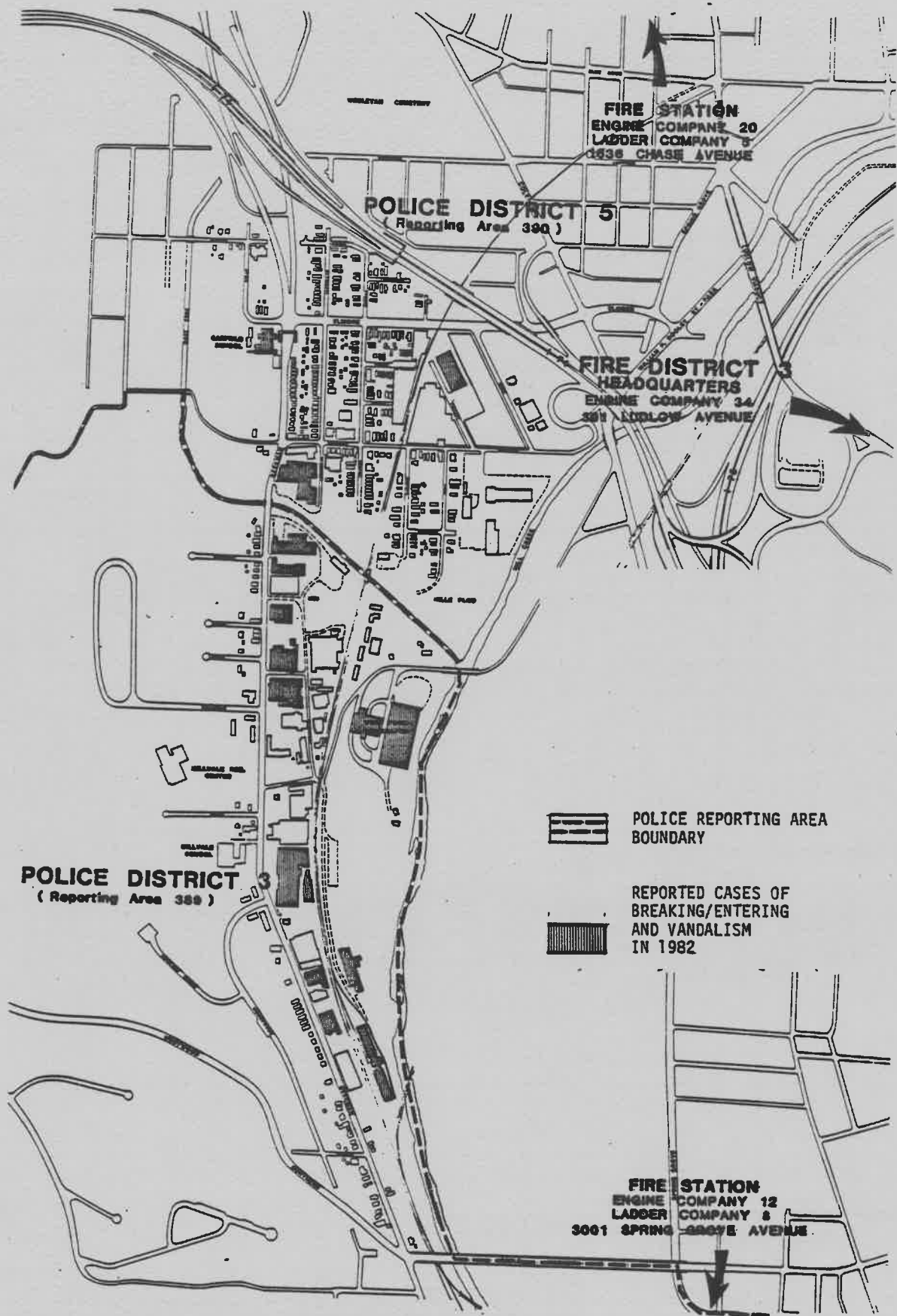
Robbery	3	1	4
Burglary	29	9	38
Larceny	25	11	36
Auto Theft	1	2	3
Vandalism	1	0	1
Arson	1	0	1
Total	60	23	83
% Total	72.3%	27.7%	100%

## Overall Total

Police Reporting Areas  
#389 #390Area  
Total

Total Offenses	89	29	127
% Total Offenses	77.2%	22.8%	100%

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**POLICE and FIRE SERVICE** **MAP 18**

**SOUTH CUMMINSVILLE INDUSTRIAL STUDY**

PREPARED BY THE DEPARTMENT OF CITY PLANNING  
FOR THE DEPARTMENT OF ECONOMIC DEVELOPMENT

  
**NO SCALE**

TABLE 12  
INDUSTRY REPORTED  
CASES OF BREAKING  
AND ENTERING  
DURING 1982

<u>Firms</u>	<u>Incidents</u>
Abel Manufacturing Co. . . . .	1
Borman Engraving Co. . . . .	2
H. T. Colling Co. . . . .	2
Conrad Spring Co. . . . .	1
Early & Daniels. . . . .	1
General Chain & Manufacturing Co. . . . .	2
Lawrence Electric Co. . . . .	2
Manual Arts Furniture Co. . . . .	1
Matlock Electric Co. . . . .	4
Ohio Knife Co. . . . .	1
Revlon-Realistic Professional Products . . . . .	1
Shott Manufacturing Co. . . . .	3
West Fork Incinerator Plant. . . . .	2
Garfield School. . . . .	1

TABLE 13  
INDUSTRY REPORTED  
CASES OF VANDALISM  
DURING 1982

<u>Firms</u>	<u>Incidents</u>
Armor Metal Fabrication. . . . .	1
Gilbert Machine Tool Co. . . . .	1
H. T. Colling. . . . .	1
	<u>3</u>

**FIRE SERVICE**

<u>Fire Service Area</u>	<u>Telephone</u>
District 3 Engine Company 34 District Headquarters 301 Ludlow Avenue	352-2334
Engine Company 20 Ladder Company 5 1636 Chase Avenue	352-2320



Engine Company 12  
 Ladder Company 8  
 3001 Spring Grove Avenue

352-2312

SEE MAP 18 FOR FIRE SERVICE AREAS.

	Area Call Total	% of Area Calls
Fires	53	15.41
Pressure Ruptures	-	-
Rescue Calls	79	22.96
Emergency Standby	8	2.33
Service Calls	15	4.36
Good Intent Calls	17	4.94
False Alarms <sup>1</sup>	171	49.71
Other	1	.29
	<u>344</u>	<u>100%</u>

TABLE 14  
 Fire Statistics 1981  
 District 3/Census Tract 77

<sup>1</sup>The South Cumminsville area (census tract 77) recorded the highest number of False Alarms in the City during 1981.

Fire Loss Value                      \$40,910

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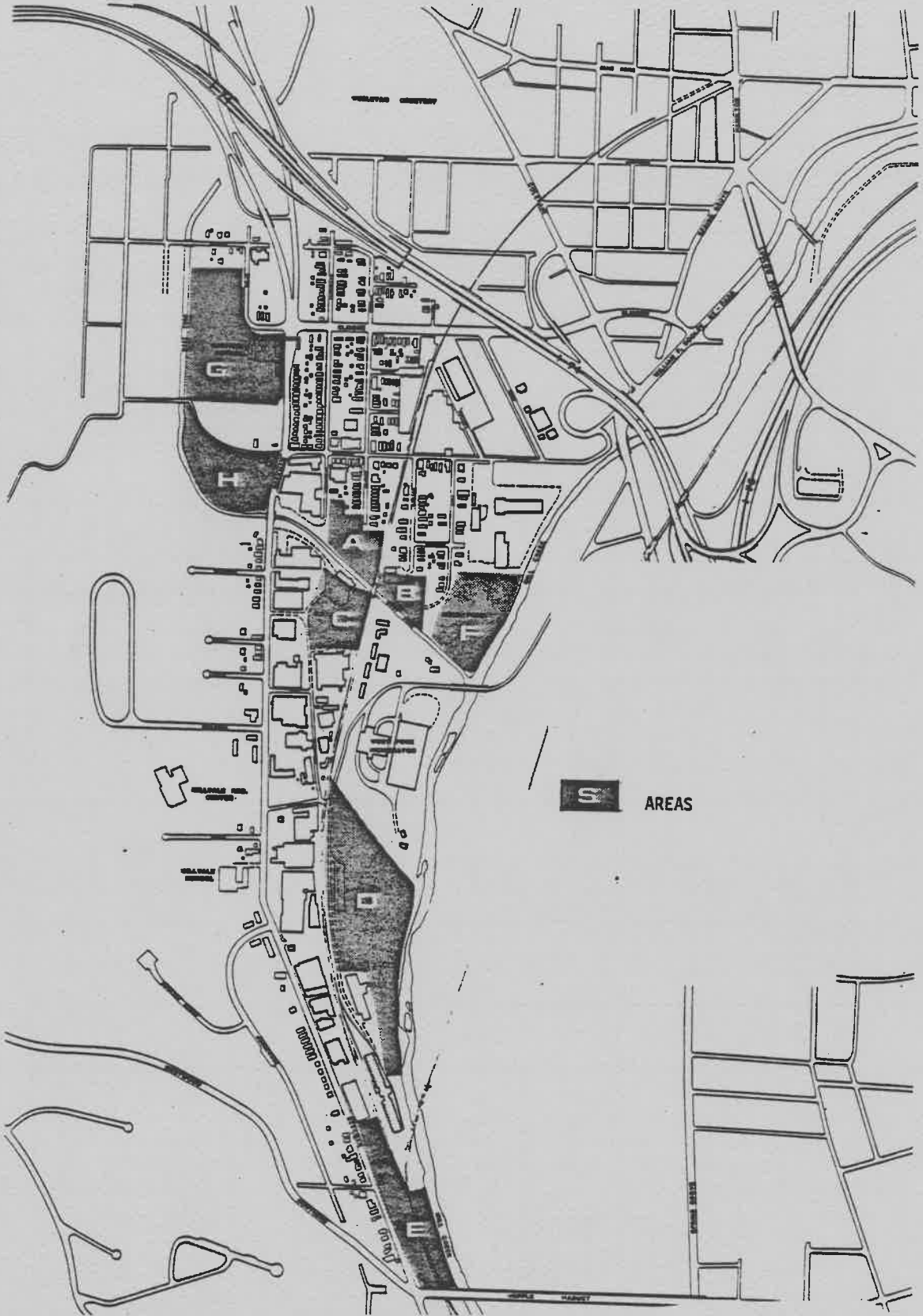
**POTENTIAL INDUSTRIAL  
EXPANSION AREAS**

Within South Cumminsville, there are 8 sites which have the potential to be industrial expansion or new development sites. Several factors which dictate land suitability for expansion and/or development are zoning, shape and size of site, access to various modes of transportation and to utility extensions.

Map 19 and Table 15 survey vacant and underutilized land measuring each site's suitability for industry. All but two of the eight potential industrial expansion sites are in areas zoned for either M-2 or M-3 type industries. This represents 32.2 acres (6 sites) of a total 48.3 acres (8 sites). There are two sites which are currently being used as park/playground areas -- the Hille Playground (zoned M-3) and the former Garfield School site (zoned R-3) for a subtotal of 21 acres. The survey of these sites does not indicate availability, but merely documents their current status as tracts of vacant or underutilized land.

Below: Vacant land south of Borden Street.





**VACANT/UNDERUTILIZED PROPERTY**

**MAP 19**

**SOUTH CUMMINSVILLE INDUSTRIAL STUDY**

PREPARED BY THE DEPARTMENT OF CITY PLANNING  
FOR THE DEPARTMENT OF ECONOMIC DEVELOPMENT



**NO SCALE**

**TABLE 15 VACANT AND UNDER UTILIZED SITES IN SOUTH CUMMINSVILLE**

NO.	SITE BOUNDARY	ACRES	ZONING	LAND USE	SHAPE	DEVELOPMENT CONSTRAINTS				
						FLOODPLAIN	TOPOGRAPHY	ACCESS	UTILITIES	ZONING
1	North: Side yard property lines fronting Llewellyn and Borden Street East: Railroad Tracks South: West Fork Creek West: Llewellyn Avenue R.O.W.	2.3	R-3(T) M-2	Vacant "Dumping"	Irregular	●		●		●
2	North: Side yard property lines fronting Dawson Avenue East: Millie Playground South: West Fork Creek West: Railroad Track	1.7	M-2	Vacant	Irregular	●			●	
3	North: West Fork Creek East: Railroad Tracks South: Side property line of Metokote Corp. & C. M. Wood West: Rear property line of Conrad Spring Co. fronting Beekman Street	3.2	M-2	Vacant	Square			●		
4	North: West Fork Incinerator East: Mill Creek South: Early & Daniel's Grain Elevator Operation West: Railroad Tracks	11	M-2	Vacant	Rectangular	●		●		
5	North: Side property line of vacant Sheet Metal Engineering Building East: Railroad Tracks South: Hopple Street West: Beekman Street	4.3	M-3 M-2 B-4	Commercial Residential Vacant	Rectangular	●	●			●
6	North: Residential property fronting Holt Avenue & Leeway Trucking East: Mill Creek South: West Fork Creek West: Vacant property & Commercial Paving Co. Inc.	9.7	M-2 M-3	Playground	Rectangular					
7	North: Bowers Street East: Sylvan Avenue South: Whiteway Mfg. property fronting Dreman Street West: West Fork Creek	11.3	R-3	Playground	Rectangular	●			●	●
8	North: Dreman Street East: Beekman Street South: West Fork Creek West: West Fork Creek	4.8	R-3	Agricultural Vacant	Irregular	●		●		●

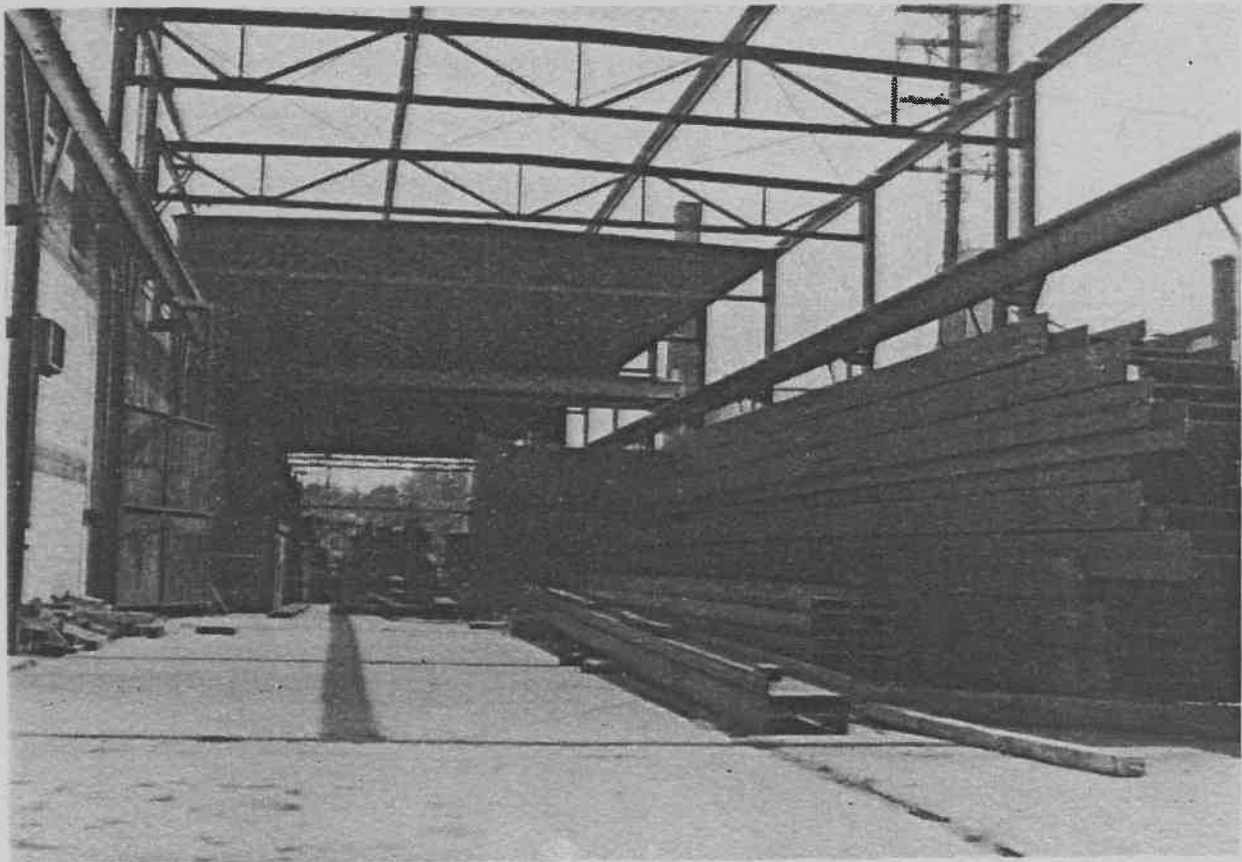
**PART 3 CONCLUSIONS AND RECOMMENDATIONS**

**VECHICULAR CIRCULATION**

**LAND AND STRUCTURES**

**CRIME**

**INDUSTRIAL PARTICIPATION**



# **PART 3**

## **CONCLUSIONS AND RECOMMENDATIONS**

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The purpose of the preceding discussion has been to describe some of the conditions and characteristics which contribute to the industrial make-up of the South Cumminsville study area. In order for this planning study to effectively serve the industries in the project area, the emphasis of the study must now focus on identifying those issues which are most critical to South Cumminsville's industries.

Key issues include vehicular circulation, land and structure, crime, and the degree of participation by industrial occupants in the industrial planning process. Each of these issues evolve from problems identified through the existing conditions analysis and from the City's industrial planning staff.

The conclusions are intended to provide a framework from which further discussion can be generated between the South Cumminsville industrialists and City representatives. The recommendations should serve as a starting point to assist industrialists to improve the overall conditions of the South Cumminsville industrial area.

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### **VEHICULAR CIRCULATION**

The location of South Cumminsville's industrial area is a valuable asset. When the Hopple Street viaduct is repaired, the industrial area will have excellent access to both interstates 75 and 74 which run adjacent to the community. These interstate highways provide easy access to other modes of transportation such as airports, rail, trucking and barge terminals. As compared to other portions of the city, vehicular movement may be characterized as above average when considering the number of commercial and industrial establishments.

In some cases truck shipping and receiving is delayed due to poor access to loading docks. Also, when truck drivers attempt to position their vehicles at certain loading areas, this can interfere with traffic flow. This is especially true along Beekman Street.

Finally, most of the streets are in good condition and well maintained. However, a few streets are in poor condition and in some locations broken curbs were among the types of problems found.

In order to minimize traffic congestion and improve circulation within South Cumminsville.

#### RECOMMENDATIONS.

- A. Industrialists should request the improvement and up-grading of those portions of Beekman Street, Dirr Street and Llewellyn Avenue which are in poor condition.
- B. Industrialists are encouraged to investigate ways of improving street to loading dock access, in cases where truck maneuvering is difficult.
- C. Industrialists should request that all on-street parking be permitted only where it does not interfere with the flow of truck traffic.

As previously mentioned much of South Cumminsville is generally level and well suited for development. For this reason, the land in this area is primarily occupied by residential and industrial property. The highest concentration of industrial properties is generally located between Beekman, the West Fork Creek and the Mill Creek, while most of the residential properties are found north and east of the West Fork Creek.

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#### LAND AND STRUCTURE

One purpose of industrial cluster planning is to promote more intensive use of the land which is zoned for industry. This can be aided by a strong boundary between industrial and residential areas and a clear determination of preferred future uses, designed to stabilize the industrial fabric of the community.

Within South Cumminsville there is a single concentration of residential properties within an area zoned for industry. This area is bordered by West Fork Creek on the south, railroad tracks on the west, Dreman Avenue on the north and the Mill Creek on the east. The residential properties in this area are in various stages of occupancy and repair. There are also several vacant parcels of land. This section of the industrial area represents a land use conflict between industrial and residential usage of the land.

Within the industrial study area vacant and underutilized land may be considered for new development or for expansion by a neighboring industry. There are eight sites which have a potential for industrial expansion/development in South Cumminsville. Although these sites may represent an opportunity for growth, there are several factors which may dictate what type of land is suitable for industry and includes: zoning, shape, size, access to transportation systems and access to utility extensions.

RECOMMENDATIONS To improve and consolidate those areas zoned for industry,

- A. Non-conforming residential uses should be converted to industrial uses or removed to provide space for industrial expansion where appropriate.
- B. Vacant industrial sites in the area should be actively developed as expansion sites or new development.

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### CRIME

Industries where crime most frequently occurred were located near residential areas. Much of the crime may be attributed to insufficient security measures. This is especially true in cases where companies do not have fenced-in grounds, spotlights, or alarm systems. Ensuring the safety of property is an important concern.

RECOMMENDATIONS In order to reduce the amount of criminal activity in the industrial area,

- A. The industrialists are encouraged to organize a cooperative private sector crime prevention program.
- B. Through such a program industries should collectively initiate alternative security measures such as increasing the level of building lighting, fencing, video surveillance monitors, alarm systems and additional guards.
- C. The industries are encouraged to coordinate security measures with the Police Division Security Audit Program.



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## INDUSTRIAL PARTICIPATION

Although the industrial sector of the South Cumminsville community appears to be economically sound, assistance from the City could enhance the growth of enterprises and improve the collective viability of the industrial area. The underlying reason for providing local industries with assistance is to encourage an effective working relationship between the industrial sector and the City in an attempt to improve Cincinnati's economic stability.

There are a variety of resources available to assist industries which are oriented toward collective neighborhood development. This assistance ranges from technical advice to revolving loan funds, which are typically offered through the City's industrial development program.

- o Commercial/Industrial Revolving Loan Fund  
An industrial infrastructure support fund
- o Individual industries and industrial councils are eligible for assistance for development in accordance with an industrial plan.

These are the primary tools which may be utilized by an industrial council that is formed into a non-profit corporation.

The following recommendations are intended to suggest a starting point which may assist industrialists in formulating an industrial council that can serve to address common problems. The concept of an industrial council as a forum for joint city and private improvements through effective planning in industrial areas has been demonstrated as in the experience of the Queensgate West Industrial Cluster (Lower Price Hill).

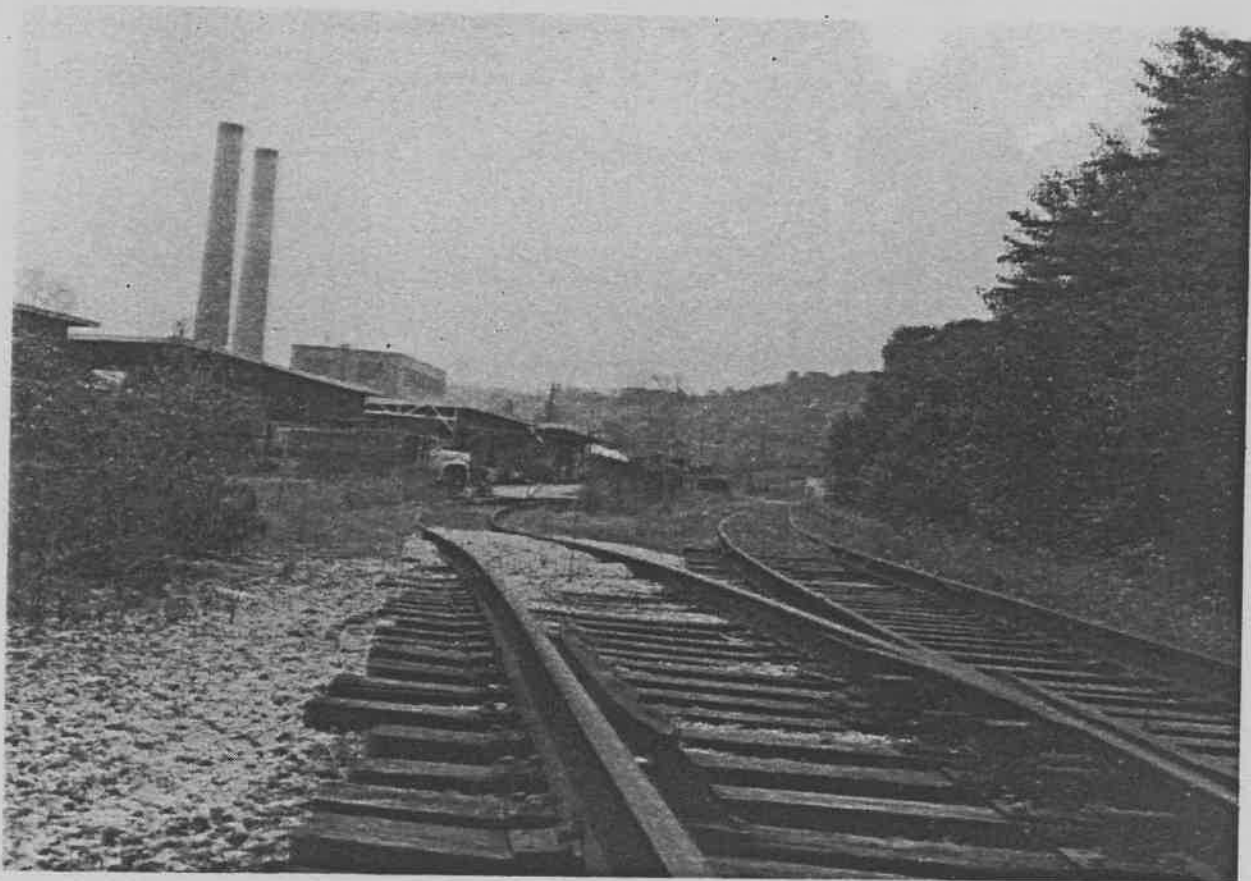
## RECOMMENDATIONS

It is hoped that all of the industries in the area participate in the industrial planning program in order to facilitate membership recruitment and organizational development.

- A. It is suggested that the industrialists themselves encourage their neighbors to participate in the industrial program.
- B. Encourage the formation of an industrial council which could serve to lobby for such industrial concerns as: additional police patrol, street surface improvements, increased street lighting, bus stops, and other street furniture.

- C. Encourage the strengthening of the relationship between community representatives and industries by creating a positive area image, as a place to live and work.
- D. An industrial council should be formed if more than 50% of all industries express a stated interest.
- E. Encourage an industrial council to function as a mechanism for assisting the area's industries and businesses in their effort to grow. This can be accomplished by utilizing both private and public resources.

**APPENDIX**  
**A. ZONING CODE INFORMATION**  
**B. DOCUMENT / PROJECT ABSTRACTS**



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## APPENDIX A ZONING CODE INFORMATION

### AN INFORMATION LEAFLET ON ZONING AND ON THE ZONING CODE OF THE CITY OF CINCINNATI, OHIO

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#### What is zoning and City Planning?

Zoning is a governmental program involving the separation of a city into districts or zones and the regulation of building development and the uses of land and buildings in such districts. Zoning is accomplished through the exercise of the police power of government. Its general goal is the preservation and protection of the public health, safety and welfare. Under zoning each individual property owner to some degree surrenders the right to develop and use his property in any way he wishes, and in return receives protection through the enforcement of similar controls on the property of his neighbors.

City Planning is a much broader type of activity than zoning. Planning involves the development, following research and analysis of data, of programs, plans and policies for the creation of a better community. The typical city plan emphasizes physical development - land and building uses, streets, parks, public buildings, educational facilities, utilities, public transportation, etc. However, non-physical factors also are taken into account in the modern plan - population trends, economic forecasts, social problems of the municipality. Zoning is one of the methods used to effectuate a plan - to help achieve the goals of planning. A zoning ordinance is based largely on the community's land use plan, which is an important part of the comprehensive city plan. As a general rule, therefore, the development of a city plan should precede the enactment of a zoning ordinance - although this often is not the case.

It also should be made clear at this time that zoning is quite different from municipal building codes, which prescribe in great detail the materials, methods, and techniques to be used in construction of buildings. Zoning also is in no way related to private restrictive covenants which are often inserted in deeds to property in order to control minimum house costs, architectural styles used in construction, land uses and other matters, and are legally enforced by private owners or community associations.

A Zoning Code is designed to guide the use of land and the location of buildings in a way that will enable private development to take place in a manner consistent with the general welfare of the community. It is designed to stabilize property values and to achieve an orderly pattern of land uses for the City. The Code consists of a text and a map. The text defines the districts and their characteristics, and sets down rules for the administration of the ordinance, while the map indicates the location and boundaries of the various districts or zones. The following material attempts to give a general summary of the text part of the Code.

By necessity this leaflet cannot recite the many features in the Code. Only a brief, incomplete recitation of the uses is possible and final reliance should not be made upon the contents of this leaflet in the case where building or investment programs are to be initiated.

The City of Cincinnati is divided into the following zoning and overlay districts:

<u>Chapter</u>	<u>Chapter</u>
10 R-1A Single-Family R-1 Low-Density	25 C-2 Commercial (Central Business District "Frame")
11 R-2 Single-Family Medium-Density	26 M-1 Neighborhood Manufacturing
12 R-3 Two-Family	27 M-2 Intermediate Manufacturing
13 R-4 Multi-Family Low-Density	28 M-3 Heavy Manufacturing
14 R-5 Multi-Family Medium-Density	29 RF-1 Riverfront (Recreational- Residential)
15 R-6 Multi-Family High-Density	30 RF-2 Riverfront (Commercial- Industrial)
16 R-7 Multi-Family High-Density	31 MP Meat Packing
17 R-V Residence View	32 E-OV Experimental Overlay
18 O-1A Suburban Office O-1	33 IDC Interim Development Control
19 O-2 Downtown Office	34 EQ Environmental Quality
20 B-1 Neighborhood Business	35 HD Historic District
21 B-2 Community Business	36 NHR Neighborhood Housing Retention
22 B-3 Retail-Wholesale Business	37 R-B Residence-Business Mixed Use
23 B-4 General Business	
24 C-1 Commercial (Central Business District "Core")	

Transition Zone: The R and R-V Districts may be further subdivided into Transition (T) Districts. All the regulations of the R District of which it is a part are applicable to the properties in the T District, except to the extent that they are modified by the Director of Buildings and Inspections who may permit uses as permitted in the least restricted abutting district after the holding of a public hearing. (See Chapter 8 of the Zoning Code.)

Planned Unit Development (PUD): The purpose of the PUD Regulations is to provide for planned development of a specific property and to protect the natural open space, ecological, topographical, geological, and historic features of the property from damage which might occur from development permitted by conventional zoning and subdivision regulations. The PUD Regulations are intended to permit property to be used in a manner not permitted by the existing district regulation, without detriment to neighborhood properties, when such property has significant tree cover, or unusual topography, or an historical building, or is subject to flooding.

Summary of the most prominent features of the various Zoning Districts

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.

Permitted Use shall be a use of land or buildings subject only to the minimum requirements and any other requirements specified for such use in the District where such use is located, and for which use a permit may be issued by the Director of Buildings and Inspections if all said requirements are complied with.

Conditional Use shall be 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.

Prohibited Use shall be a use of land or buildings which shall not be permitted in the District where such use is located.

The following definitions are presented here for help in determining the number of dwelling units permitted by land area:

Dwelling Unit: One (1) room, or a suite of two (2) or more rooms in a building designed for or used by one (1) family for living and sleeping purposes and having only one (1) kitchen or kitchenette.

Dwelling Unit, Efficiency: A dwelling unit consisting of two (2) habitable rooms or less and not exceeding five hundred (500) square feet in gross floor area including all rooms, measured within the outside walls of the dwelling unit.

Dwelling Unit, Intermediate: A dwelling unit consisting of four (4) habitable rooms or less, and containing over five hundred (500) square feet but not more than seven hundred and fifty (750) square feet in gross floor area, including all rooms, measured within the outside walls of the dwelling unit.

Dwelling Unit, Regular: A dwelling unit other than an efficiency or intermediate dwelling unit.

HEARING EXAMINER

The hearing examiner shall review and examine all information, conduct public hearings and prepare a record thereof, enter findings and conclusions; and approve, disapprove, or approve with specific conditions all applications for land use development in E.Q. Districts.

DIRECTOR OF BUILDINGS AND INSPECTIONS

The Director of Buildings and Inspections, or his designee, has the power to hear, decide, grant or deny applications for: conditional uses; extension of or substitution for a non-conforming use; transition district uses; variances; and certificates of occupancy. Zoning Board of Appeals reviews any decisions of the Director of Buildings and Inspections.

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

For more complete use and requirements, see Zoning Code.

DISTRICT	PRINCIPAL USES	MAXIMUM HEIGHT	MINIMUM LOT AREA	MINIMUM LOT AREA PER DWELLING UNIT
R-1A	Single-family dwellings, churches, elementary and high schools, publicly owned or operated recreational uses, country clubs	3 stories or 35 feet (whichever is less)	20,000 Sq. Ft.	20,000 Sq. Ft.
	Non-profit educational research centers, private, non-profit and non-commercial clubs, private and non-profit swim and tennis clubs			
	Detached or attached single-family dwellings		3 Acres	20,000 Sq. Ft.
	Historic buildings for multi-family dwellings		NONE	20,000 Sq. Ft.
R-1	Same as R-1A	Same as R-1A	10,000 Sq. Ft.	10,000 Sq. Ft.
	Same as R-1A			
	Same as R-1A		3 Acres	10,000 Sq. Ft.

DISTRICT	PRINCIPAL USES	MAXIMUM HEIGHT	MINIMUM LOT AREA	MINIMUM LOT AREA PER DWELLING UNIT
R-2	R-1 uses, public administration buildings, libraries, museums, art galleries	Same as R-1	6,000 Sq. Ft.	6,000 Sq. Ft.
	Same as R-1, but with lesser restrictions			
	Same as R-1A		3 Acres	6,000 Sq. Ft.
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 dwellings, 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 feet	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 O-1A		50,000 Sq. Ft.	(Reg.) 2,500
	Historic buildings for restaurants, art galleries, studios, etc.		5 Acres	-----
R-5	R-4 uses, nursing and rest homes	2 times the distance from building line to center line of street	5,000 Sq. Ft.	(Eff.) 1,200
	Same as R-4			(Int.) 1,200
	Same as R-4		50,000 Sq. Ft.	(Reg.) 1,500



DISTRICT	PRINCIPAL USES	MAXIMUM HEIGHT	MINIMUM LOT AREA	MINIMUM LOT AREA PER DWELLING UNIT
R-6	R-5 uses, fraternities, sororities, rooming houses, dwelling on lots less than 5,000 sq. ft. with conditions	Same as R-5	Same as R-5	(Eff.) 600
				(Int.) 800
	Same as R-5, radio and television studios and antennae, parking facilities			(Reg.) 1,000
	Same as R-5		5,000 Sq. Ft.	As above
R-7	R-6 uses, apartment-hotels, penal or correctional institutions, commercial greenhouses or nurseries, radio and television studios and antennae, offices for the practice of medicine, dentistry, optometry, limited office uses	Same as R-5	Same as R-5	(Eff.) 400
				(Int.) 550
	Same as R-6			(Reg.) 550
	Same as R-6		5,000 Sq. Ft.	As Above
R-V	All forms of dwellings, churches, schools and colleges	Same as R-5	Same as R-5	(Eff.) 1,200
	Limited parking facilities			(Int.) 1,200
	(Provides for view protection)			(Reg.) 1,500
R-8	R-7 Uses, offices, delicatessens, barber and beauty shops, shoe repair, tailoring, home occupations, arts and crafts including studios and workshops.	Same as R-5	None	Maximum Floor Area Ratio 3.00

DISTRICT	PRINCIPAL USES	MAXIMUM HEIGHT	MINIMUM LOT AREA	MAXIMUM FLOOR AREA RATIO
0-1A	R-5 uses, offices, banks, funeral homes, art studios, art galleries, recording studios <hr/> Same as R-5	Same as R-5	Non-Res. Occupancies NONE <hr/> Residence Occupancies Same as R-5	.50
0-1	R-7 uses, 0-1A uses limited barber and beauty shops <hr/> Same as R-7, optical laboratories, veterinary clinics	Same as R-5	Non-Res. Occupancies NONE <hr/> Residence Occupancies Same as R-7	1.75
0-2	0-1 uses, retail, business and personal services as permitted in C-1, parking lots <hr/> Same as 0-1	NONE	NONE	7.00
B-1	All forms of dwellings, churches, schools, offices, banks, limited types of retail stores and personal services, parking lots and garages <hr/> Art supplies, hobby shops	30 feet	Non-Res. Occupancies NONE <hr/> Residence Occupancies Same as R-4	NONE
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 <hr/> Residential uses, outdoor eating places	85 feet	Non-Res. Occupancies NONE <hr/> Residence Occupancies Same as R-5	NONE

DISTRICT	PRINCIPAL USES	MAXIMUM HEIGHT	MINIMUM LOT AREA	MAXIMUM FLOOR AREA RATIO
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 upholstering, 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-Res. Occupancies NONE Residence Occupancies Same as R-7	NONE
	Drive-in theaters, machine shops			
C-1	All forms of dwellings, churches, retail stores, personal and business services, offices, parking garages, heliports, entertainment places, eating and drinking places	NONE	NONE	9.00
	Parking lots			
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	NONE	NONE	7.00
	Truck and trailer lots			
M-1	Office buildings, laboratories, printing and lithographing establishment, light manufacturing uses, food products industries, churches, agricultural uses, wholesale	2 stories or 35 feet (Whichever is less)	10,000 Sq. Ft.	.60 (Maximum Building Coverage 40%)
	Parking facilities, machine shops			

DISTRICT	PRINCIPAL USES	MAXIMUM HEIGHT	MINIMUM LOT AREA	MAXIMUM FLOOR AREA RATIO
M-2	<p>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)</p> <hr/> <p>Limited bulk storage of acid, non-ferrous metal smelting</p>	<p>None, except within 100 ft. of "R" District</p> <p>Same as "R" District</p>	NONE	NONE
M-3	<p>M-2 uses, heavy manufacturing uses, (some prohibited uses, see Zoning Code)</p> <hr/> <p>Junk yards, stockyards, petroleum refining, metal smelting</p>	Same as M-2	NONE	NONE
RF-1	<p>Single-family dwellings, agricultural uses, recreational facilities, boating facilities, boat repair, airports, stadiums, parking facilities, amusement enterprises, recreational vehicle parks</p> <hr/> <p>Multi-family dwellings, limited boat related uses, recreational uses, warehouse uses, retail sales and services</p>	<p>35 feet above 65 foot flood elevation</p>	<p>10,000 Sq. Ft.</p> <p>NONE</p>	<p>10,000 Sq. Ft.</p> <p>10,000 Sq. Ft.</p>
RF-2	<p>RF-1 uses, advertising signs, river terminals, storage tanks and structures, wholesale produce markets, boat building</p> <hr/> <p>Scrap metal storage and processing, mining, river-oriented industry</p>	Same as M-2	NONE	NONE
MP	<p>Stockyards, meat, fish and poultry packing, sales and distribution</p>	Same as M-2	NONE	NONE

## OVERLAY DISTRICTS

**E-OV (Experimental Overlay District)**

A district which may be over-layed over any other district. A special E-OV Board created for each area over-layed may merit variances of the applicable regulation contained in the Zoning and Building Codes.

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**I.D.C. (Interim Development Control)**

A district which may be over-layed over any other district. It is the purpose of this chapter to provide for the application of interim development controls pending the study and adoption of proposed amendments to the Zoning Code in order to protect the integrity and purposes of such proposed amendments by preventing establishment of uses inconsistent with such proposed amendments and sound, comprehensive planning.

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**E.Q. (Environmental Quality)**

A district which may be over-layed over any other district. The purposes of EQ Regulations are to assist the development of land and structures to be compatible with the environment and to protect the quality of the urban environment in those locations where the characteristics of the environment are of significant public value and are vulnerable to damage by development permitted under conventional zoning and building regulations.

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**H.D. (Historic District)**

A district which may be over-layed over any other district. It is the purpose of this chapter to promote the conservation, protection, restoration, rehabilitation, use, and overall enhancement of structures, sites and districts within the city having a special historic, architectural, community, or aesthetic interest or value.

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**N.H.R. (Neighborhood Housing Retention)**

A district which may be over-layed over any other district. It is the purpose of this chapter to promote the availability of decent, safe and sanitary housing for low-income residents of the city. It is intended that the displacement of low-income residents is minimized by controlling demolition of the existing housing stock.

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July 1, 1982  
Planning Services Division of the  
Department of City Planning  
in conjunction with  
Zoning Section  
Division of Licenses and Permits  
Department of Buildings and Inspections

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## APPENDIX B DOCUMENT / PROJECT ABSTRACT

The following is an abstract of documents and projects in progress or completed within South Cumminsville since 1978. This material was compiled by the Planning And Management Support office (PAMS) of the City Planning Department. The summaries included represent those projects on file as a matter of public record but may not be all inclusive. This section is provided to inform those interested of past and current activities within the neighborhood.

1. Citizen Services Survey '81
2. South Cumminsville Neighborhood News
3. Garfield School
4. Intersection of Herron Avenue and Powers Street
5. Hopple Street at Beekman Street
6. Mill Creek Flood Protection Project
7. Ohio Knife Company
8. Webman Court Subdivision



PAMS LIBRARY SYSTEM  
PROJECT ABSTRACT REPORT

TITLE: GARFIELD SCHOOL

ADM. AGENCY: NONE  
PROJECT MANAGER:  
PHONE #: -  
LOCATION: 0 BORDAN ST  
CENSUS TRACTS: 77 0 0  
PROJECT STATUS: ACTIVE  
PLANNED COMPLETION:  
COMPLETION DATE:  
PROJECT  
DESCRIPTION: GARFIELD SCHOOL WAS CLOSED IN 1979. THIS FILES CONTAINS  
INFORMATION ON COMMUNITY COMPLAINTS OVER THE VANDALIZED  
CONDITION OF THE BUILDING.

INPUT DATE: 4-27-83 STAFF INITIALS: CON  
UPDATE DATE: 11-28-83 STAFF INITIALS: DWY  
ACCESSION #: 1104-F  
CURRENT LIB. LOC: AC-S.CUMMINSVILLE-PUB & S-P BL  
CCP REFERENCE:  
PRIMARY SUBJECT: SCHOOL FACILITIES  
STAT. NEIGHBORHOOD: SOUTH CUMMINSVILLE-MILLVALE  
NON-STAT. NEIGHBORHOOD: SOUTH CUMMINSVILLE-MILLVALE

CURRENT STATUS:

MILESTONES DATE SOURCE  
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FUNDING INFORMATION

\*\*\*\*\*  
EST. TOTAL COST: 0  
TOTAL FUNDING: 0  
FUNDING SOURCE DATE  
\*\*\*\*\*  
0  
0  
0  
0  
0  
0  
0  
0

COBG REF. #: 0  
CIP REF. #: 0  
CONTACT PERSON:  
CONTACT SOURCE: CINTI BOARD OF EDUCATION  
NOTES:

PHONE #: 369-4000



PAMS LIBRARY SYSTEM  
PROJECT ABSTRACT REPORT

TITLE: MILLCREEK FLOOD PROTECTION PROJECT

ADM. AGENCY: NONE  
 PROJECT MANAGER: INPUT DATE: 3-14-83 STAFF INITIALS: CON  
 PHONE #: - UPDATE DATE: 11-28-83 STAFF INITIALS: DWY  
 LOCATION: 0 ACCESSION #: 859-F  
 CENSUS TRACTS: 0 0 0 CURRENT LIB. LOC: AC-CITYWIDE-ENVIRONMENTAL  
 PROJECT STATUS: ACTIVE CCP REFERENCE:  
 PLANNED COMPLETION: 00/00/94 PRIMARY SUBJECT: FLOOD CONTROL  
 COMPLETION DATE: STAT. NEIGHBORHOOD: CITYWIDE  
 PROJECT NON-STAT. NEIGHBORHOOD: SOUTH CUMMINSVILLE-MILLVALE  
 DESCRIPTION: LOCAL FLOOD PROTECTION PROJECT INVOLVING CHANNELIZATION-WID-  
 ENING, DEEPENING, STRAIGHTENING OF MILLCREEK, BOTH WITHIN AND  
 OUTSIDE CITY OF CINTI. DEV OF REC FEATURES ARE INCLUDED.

CURRENT STATUS: A \$10 MILLION ALLOCATION FOR THE PROJECT IS AMONG THE ITEMS LISTED IN THE PROPOSED 1984 FEDERAL BUDGET. PHASE 3 IS UNDER CONSTRUCTION AND SHOULD BE COMPLETED IN 1984.

MILESTONES	DATE	SOURCE
FINANCING OR GRANT SECURED	08/02/74	NEWSPAPER ARTICLES
FINANCING OR GRANT SECURED	06/26/75	NEWSPAPER ARTICLES
REAL ESTATE TRANSACTION	08/00/79	CPC STAFF REPORTS
CPC APPROVED	08/24/79	CPC STAFF REPORTS
CPC APPROVED	09/07/79	CPC STAFF REPORTS
CONSTRUCTION UNDERWAY	04/23/81	NEWSPAPER ARTICLES
BID LET	01/15/82	DODGE REPORTS
CONSTRUCTION UNDERWAY	07/14/83	TELEPHONE CONTACT

FUNDING INFORMATION  
 EST. TOTAL COST: 181,400,000  
 TOTAL FUNDING: 0  
 FUNDING SOURCE DATE  
 0 FEDERAL  
 0 STATE  
 0 HCC  
 0  
 0  
 0  
 0  
 0

CDBG REF. #: 0  
 CIP REF. #: 0  
 CONTACT PERSON: PHONE #: 721-8173  
 CONTACT SOURCE: MILLCREEK VALLEY CONSERV DIST.  
 NOTES:

PAMS LIBRARY SYSTEM  
PROJECT ABSTRACT REPORT

TITLE: OHIO KNIFE COMPANY

ADM. AGENCY: NONE  
 PROJECT MANAGER: INPUT DATE: 4-18-83 STAFF INITIALS: CON  
 PHONE #: - UPDATE DATE: 11-28-83 STAFF INITIALS: DWY  
 LOCATION: 1761 ELMORE ST ACCESSION #: 1044-M  
 CENSUS TRACTS: 77 0 0 CURRENT LIB. LOC: MIC-SO CUMMINSVILLE-COMM DVLPM  
 PROJECT STATUS: COMPLETED CCP REFERENCE:  
 PLANNED COMPLETION: PRIMARY SUBJECT: INDUSTRIAL DEVELOPMENT  
 COMPLETION DATE: 08/01/82 STAT. NEIGHBORHOOD: SOUTH CUMMINSVILLE-MILLVALE  
 PROJECT NON-STAT. NEIGHBORHOOD: SOUTH CUMMINSVILLE-MILLVALE  
 DESCRIPTION: THE OHIO KNIFE COMPANY IS CONSTRUCTING AND EQUIPPING A WARE-  
 HOUSE/GENERAL OFFICE BUILDING ON ELMORE STREET, RESULTING IN  
 15-20 NEW JOBS FOR THE CITY.

CURRENT STATUS:

MILESTONES	DATE	SOURCE
DESIGNS OR PLANS UNDERWAY	11/08/79	DODGE REPORTS
CONTRACT AWARDED	01/10/80	DODGE REPORTS
BLDG AND INSPECT PERMIT	08/05/80	BLDG AND INSPECT PERMIT
REAL ESTATE TRANSACTION	10/03/80	CPC STAFF REPORTS
PROJECT OR PROGRAM DELAYED	10/23/80	DODGE REPORTS
FINANCING OR GRANT SECURED	10/20/81	CITY BULLETINS
CONSTRUCTION UNDERWAY	03/29/82	DODGE REPORTS
CONSTRUCTION COMPLETED	08/01/82	TELEPHONE CONTACT

FUNDING INFORMATION

\*\*\*\*\*  
 EST. TOTAL COST: 0  
 TOTAL FUNDING: 0  
 FUNDING SOURCE DATE  
 \*\*\*\*\*  
 950,000 IRVBD  
 0  
 0  
 0  
 0  
 0  
 0

CDBG REF. #: 0  
 CIP REF. #: 0  
 CONTACT PERSON: CARL UHLENBROCK PHONE #: 541-1623  
 CONTACT SOURCE: OHIO KNIFE COMPANY  
 NOTES: ORD #439-81

FAMS LIBRARY SYSTEM  
PROJECT ABSTRACT REPORT

TITLE: WEBMAN COURT SUBDIVISION

ADM. AGENCY: CINTI METRO HOUSING AUTHORITY  
 PROJECT MANAGER: HENRY STEFANIK  
 PHONE #: 721-4580  
 LOCATION: 0 WEBMAN CT  
 CENSUS TRACTS: 77 0 0  
 PROJECT STATUS: COMPLETED  
 PLANNED COMPLETION: PROJECT  
 COMPLETION DATE: 11/00/82  
 DESCRIPTION: CMHA DEVELOPED THIS 10-HOME PUBLIC HOUSING SUBDIVISION IN S. CUMMINSVILLE. THIS IS THE FIRST SUBDIVISION OF NEW SINGLE-FAMILY HOUSING BY CMHA.

INPUT DATE: 12-01-82 STAFF INITIALS: AMM  
 UPDATE DATE: 11-28-83 STAFF INITIALS: DWY  
 ACCESSION #: 435-M  
 CURRENT LIB. LOC: MIC-S.CUMMINSVILLE-HOUSING  
 CCP REFERENCE:  
 PRIMARY SUBJECT: PUBLIC HOUSING  
 STAT. NEIGHBORHOOD: SOUTH CUMMINSVILLE-MILLVALE  
 NON-STAT. NEIGHBORHOOD: SOUTH CUMMINSVILLE-MILLVALE

CURRENT STATUS: ON NOVEMBER 12, 1982 THE CINCINNATI METROPOLITAN HOUSING AUTH HELD AN OPEN HOUSE AND INSPECTION OF THE NEWLY DEVELOPED SUB DIVISION LOCATED AT 1940 WEBMAN COURT.

MILESTONES	DATE	SOURCE
*****		
ZONE CHANGE	10/17/80	CPC STAFF REPORTS
BLDG AND INSPECT PERMIT	03/00/82	MISC. REPORTS
CONSTRUCTION COMPLETED	11/12/82	NEWSPAPER ARTICLES

FUNDING INFORMATION

\*\*\*\*\*

EST. TOTAL COST: 0

TOTAL FUNDING: 0

FUNDING SOURCE DATE

\*\*\*\*\*

0  
0  
0  
0  
0  
0  
0  
0

CDBG REF. #: 0  
 CIP REF. #: 0  
 CONTACT PERSON:  
 CONTACT SOURCE:  
 NOTES:

PHONE #:

## **CREDITS**

CITY OF CINCINNATI STAFF

### DEPARTMENT OF ECONOMIC DEVELOPMENT

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GORDON HOWIE, DEVELOPMENT OFFICER

RALPH GRIEME, INDUSTRIAL CONSULTANT

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STEPHEN C. BRIGGS, CITY PLANNER 2

LARRY SUTTON, CITY PLANNER 1