
WALNUT HILLS

REINVESTMENT PLAN

CINCINNATI, OHIO

ACKNOWLEDGEMENTS

PREPARED FOR

Walnut Hills Redevelopment Foundation
Fall 2016

Steering Committee

Toni Miller
Kathryne Gardette
Jeff Brewster
William Johnson
Kevin Wright
Christina Brown
Clarence Taylor
Nancy VanPelt
Paul Moran
Janice Curry
LaDonna Pope
Chris Davis
Johnna Cayro

Technical Committee

Alex Peppers, City of Cincinnati
Butch Gaut, METRO
Dan Bower, City of Cincinnati
Darin Hall, Port of Greater Cincinnati
Deborah Robb, Port of Greater Cincinnati
Diego Jordan, City of Cincinnati
Frank Henson, Queen City Bike
Katherine Keough-Jurs, City of Cincinnati
Marion Haynes, City of Cincinnati
Martha Kelly, City of Cincinnati
Matthew Shad, City of Cincinnati
Monica Hardman, City of Cincinnati
Pete Metz, City of Cincinnati
Stacey Hoffman, City of Cincinnati
Steve Gerth, City of Cincinnati
Steve Shuckman, City of Cincinnati
Tom Arnold, Ohio Department of Transportation

Walnut Hills Redevelopment Foundation Staff

Kevin Wright, Executive Director
Thea Munchel, Development Director
Joe Sandman, Development Officer
Sarah Dotter, Events and Public Outreach Coordinator
Elizabeth J. Winters Waite, Chief Financial Officer
Sondra Palivoda, Development Co-Op

Funding Partners

City of Cincinnati
Kroger
Uptown Consortium



TABLE OF CONTENTS

A Letter from the WHRF	5
Executive Summary	7
Moving In, Not Out	8
Section 1 Public Engagement	13
Section 2 The Market	25
Demographic Overview and Context	26
Housing	30
Retail	34
Office	36
Section 3 Action Items	39
Overview	40
Invest in People, Places and Homes	42
Strengthen Connections	44
Prioritize Public Realm Investments	50
Focus Development Resources in Three Places	52



Walnut Hills
Redevelopment
Foundation

ABOUT THE WALNUT HILLS REDEVELOPMENT FOUNDATION (WHRF)

The Walnut Hills Redevelopment Foundation is a non-profit community development corporation working to enhance the quality of life in Walnut Hills. Its vision is a Walnut Hills that is vibrant, safe, healthy, and inclusive for all. It believes a quality place should be accessible to everyone.

<http://www.walnuthillsrf.org/>

A LETTER FROM THE WHRF

August 2016

How do you define a successful community? What first comes to mind?

Great schools?

Access to jobs?

Low crime rates?

A variety of transit options?

Diversity?

A mix of housing options?

In all likelihood most would say that all of these matter when it comes to building a successful community. All are critical and all must be connected, but can we truly begin to move the needle in any of these areas without physical growth, new investment, and development? In all likelihood most would say 'no'. The WHRF would agree. We believe that physical growth is the foundation of social change. We exist to grow and develop the neighborhood for the neighborhood. We exist to create bottom-up change not top-down change. We exist to ensure Walnut Hills is a successful community. This is why we have worked so hard with the community to create and adopt the Walnut Hills Reinvestment Plan. Our vision is 'a Walnut Hills that is vibrant, safe, healthy, and inclusive for all. We believe a quality place should be accessible for everyone. We believe this plan will be a critical tool in getting us to a realized vision.

Change is here. Development is here. Investment is here. And it's not going anywhere. **The primary purpose of the Reinvestment Plan is to ensure that the change happening now and the change happening in the future is in line with the vision of the existing and long-term residents and business owners.** It is designed to maintain the bottom-up approach that has worked so well. It is designed to maintain the collaborative nature of development we see in Walnut Hills today. And most importantly, it is designed to ensure that those who live here and work here have a say and some control over their own community's destiny. The next 10 years are going to be exciting, dynamic and a bit scary for Walnut Hills. Our hope is that the following pages make the coming decade more inclusive, collaborative and yes, fun. Enjoy.

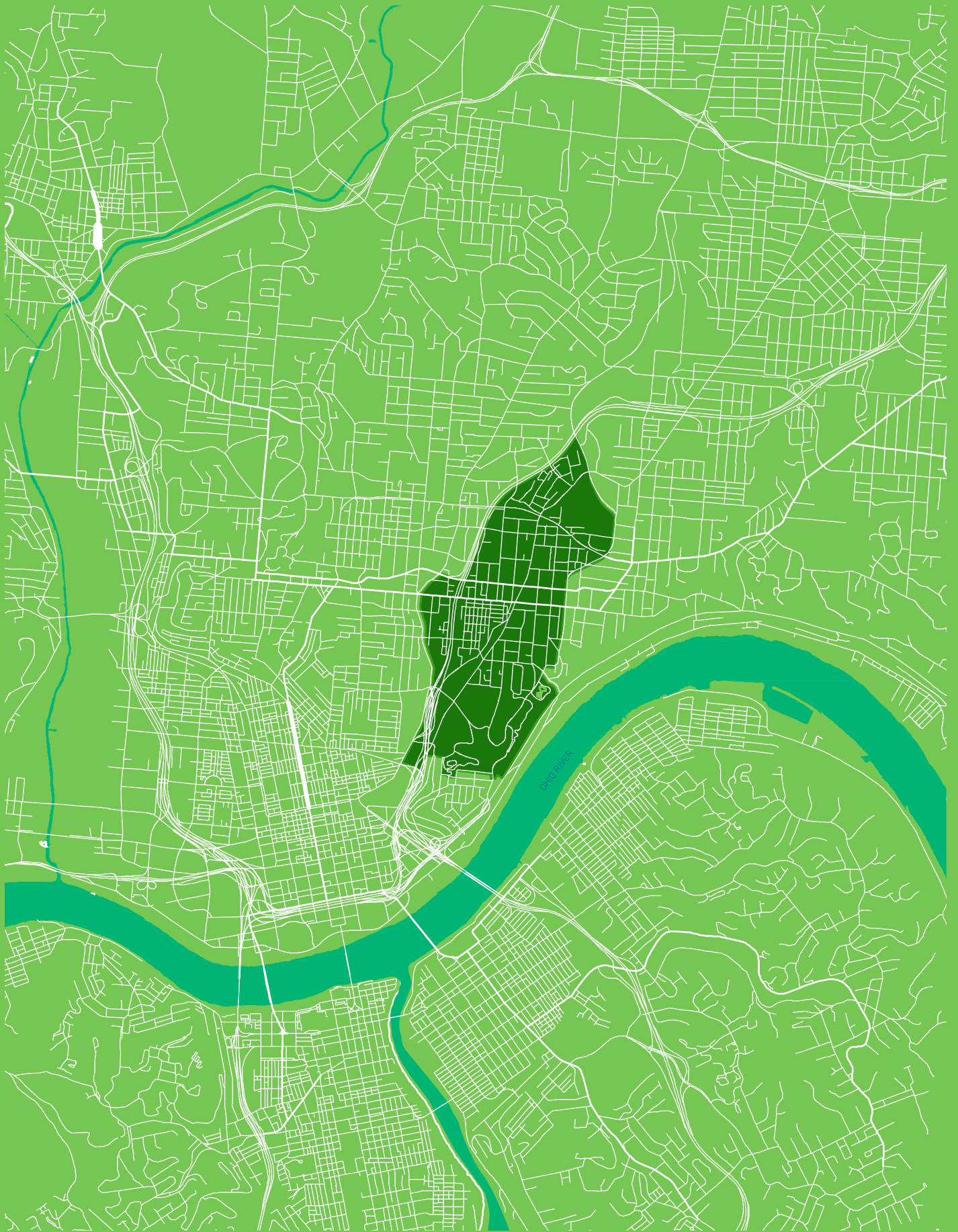


Kevin Wright

Executive Director

Christina Brown

Board President



WALNUT HILLS, CINCINNATI, OHIO

EXECUTIVE SUMMARY

MOVING IN, NOT OUT

WALNUT HILLS IS A FIRST TIER NEIGHBORHOOD immediately northeast of downtown Cincinnati and to the east of the University of Cincinnati. Both downtown and the university are separated from the neighborhood by Interstate 71. Walnut Hills is also part of a collection of “midtown” neighborhoods such as Evanston and East Walnut Hills that are in close, interconnected proximity to one another. Even with its close proximity to Cincinnati’s core and the university, the neighborhood has been negatively affected over the past couple of generations by concentrated poverty and misplaced investments in road widening, the interstate and the clearing of buildings for parking lots. Declines in education and employability coupled with the fraying and increasingly disconnected urban fabric have led, over time, to pervasive crime, elusive wealth building opportunities and disinvestment in both private properties and the public realm.

And yet, this is starting to change. Led by both a civic leadership that is underpinned by long-standing residents and by an infusion of new stakeholders and development interest, the neighborhood is beginning to position itself to take advantage of local and broader shifts in demographics, values and priorities. The inherent strengths of the neighborhood are re-emerging through expanded conversations, grass roots placemaking and tireless partner recruitment. Such efforts are beginning to connect social capital with physical capital to make a future possible that may have been unimaginable only five or ten years ago. People are again moving into the neighborhood, not out.

It is at this intersection of enthusiasm and increased awareness of the neighborhood’s challenges that the need for a comprehensive reinvestment strategy sits. The Walnut Hills Redevelopment Foundation (WHRF) seeks to leverage what the neighborhood has accomplished to-date to establish an approach to ongoing development that provides real opportunities for home ownership, quality rental housing, sustainable neighborhood amenities and economic opportunity befitting of a neighborhood with such locational advantages. All of these pursuits are intended to be built on a chassis of authentic, neighborhood-driven placemaking and development that is inclusive and can constantly evolve to discover and capitalize on new possibilities. The WHRF engaged MKSK with Development Strategies in the fall of 2015 to develop the plan with the Redevelopment Foundation, the community and the City of Cincinnati. The goals of the Reinvestment Plan are to:

- + Create a targeted and action-oriented investment plan for the neighborhood.
- + Reach people typically left out of the planning process and understand the community needs and aspirations for the neighborhood in these areas.
- + Pursue equitable urban neighborhood development, broad socioeconomic opportunity, and high quality development.
- + Leverage partnerships with organizations, institutions and neighborhood leaders to maximize positive impact of new development.
- + Identify barriers to development, new areas of opportunity, program, development strategies and potential partners.

The planning process included two parallel tracks: learning and the creation of clear action items. The learning track entailed ongoing engagement of stakeholders and the community. It yielded clear targets and goals in four areas: transportation, housing, retail/hospitality and employment. The action items came out of testing possibilities for real, known development opportunities in the neighborhood. The action items are: invest in people, places and homes; strengthen connections; prioritize public realm investments; and focus development resources in three places.

The WHRF and its many partners will implement the plan through a work plan that will be reviewed and updated yearly to track progress and respond to new challenges and opportunities.

THE FUTURE OF WALNUT HILLS

TRANSPORTATION:

Infrastructure has always shaped Walnut Hills

- » Overcome infrastructure barriers that have led to inequalities, crime, disinvestment and safety issues
- » Switch from a “through” neighborhood back to a “to” neighborhood
- » Become the most bike friendly and walkable neighborhood in the city
- » Shorten the perceived distance to nearby destinations
- » Celebrate public spaces and garden culture

HOUSING:

Diversity and history will draw people with similar values

- » Improve/build new units to maintain the existing number of low income and supportive housing options indistinguishable from market rate
- » Create options for existing residents to age in place or stay in the neighborhood by choice
- » Diversify the offering for a broader share of the market that wants to be in neighborhoods like Walnut Hills: affordable, workforce, grad students, market rate, etc.

RETAIL/HOSPITALITY:

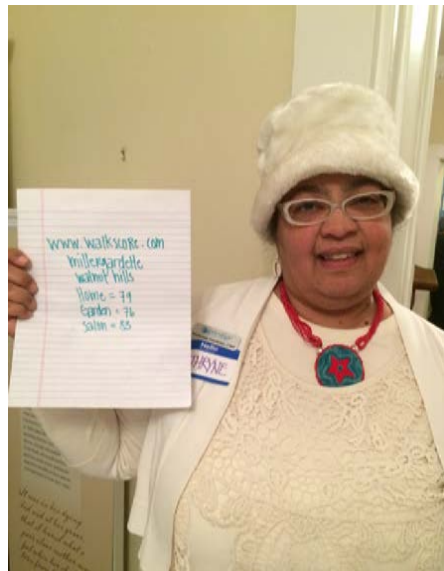
The neighborhood is a place to play and stay

- » Serve the region and the neighborhood by focusing on entertainment, food, arts and services at multiple price points
- » Recruit strong or emerging new retailers/hoteliars into the marketplace that reflect the values, racial mix, and culture of the neighborhood
- » Provide space and opportunity for new ideas to be born out of the neighborhood
- » Expand the online presence of the neighborhood’s retailers

EMPLOYMENT:

Tap into a culture of innovation

- » Focus on new/emerging creative, knowledge and light manufacturing sectors
- » Provide space for small and mid-level boutique firms
- » Expand number of ways to get online with more public WiFi options, faster/direct connectivity to institutions, etc.



Scenes from the Reinvestment Plan’s public engagement



ACTION ITEM ONE Invest in People, Places and Homes



ACTION ITEM TWO Strengthen Connections

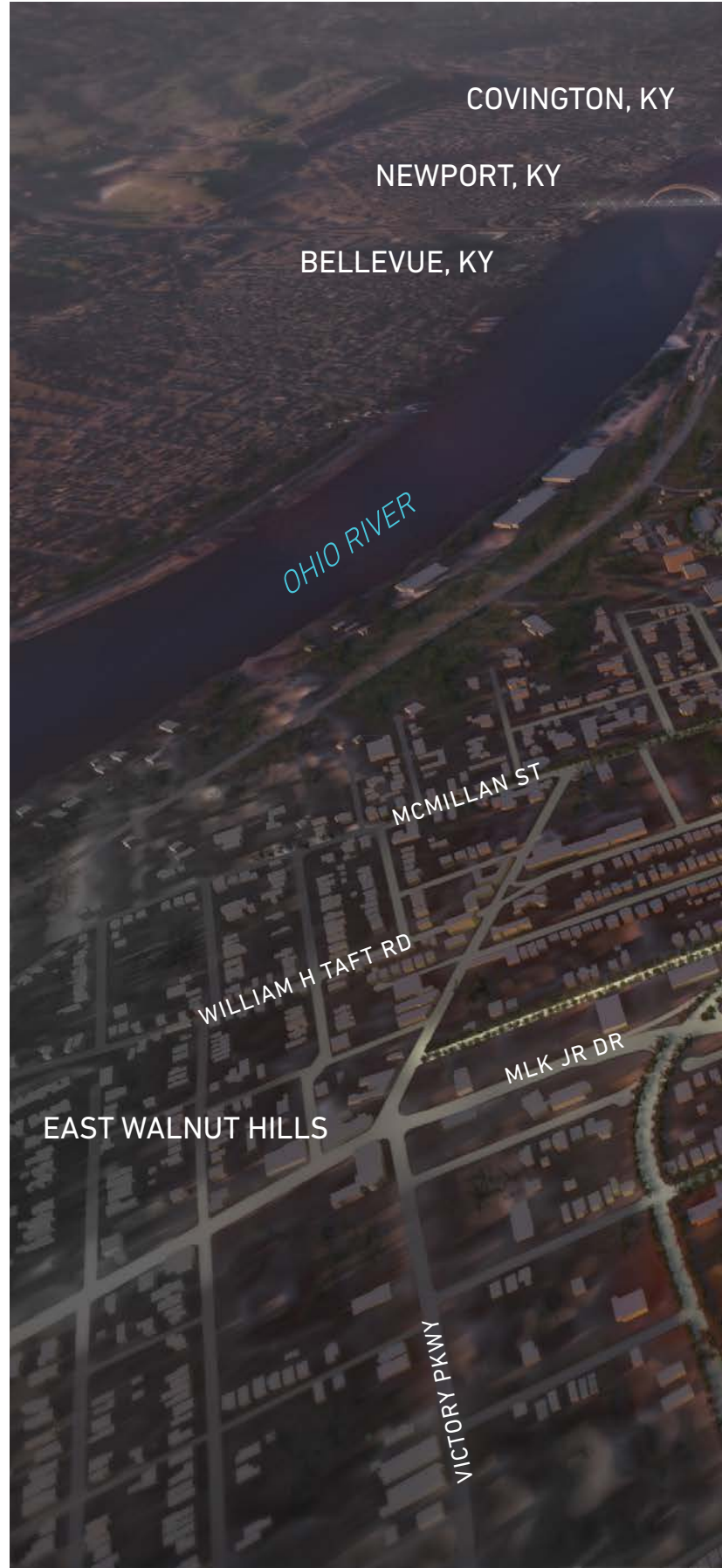


ACTION ITEM THREE Prioritize Public Realm Investments



ACTION ITEM FOUR Focus Development Resources in Three Places

© MKSK 2016



COVINGTON, KY

NEWPORT, KY

BELLEVUE, KY

OHIO RIVER

MCMILLAN ST

WILLIAM H TAFT RD

MLK JR DR

EAST WALNUT HILLS

VICTORY PKWY

THE TEN YEAR DEVELOPMENT VISION FOR WALNUT HILLS



© MKSK 2016



SECTION 1

PUBLIC ENGAGEMENT

Over the past four years, the WHRF has been working to improve the Peebles Corner business district. To date, initial success can be seen through the success of Trevarren Flats -- a catalytic development project that rehabilitated three vacant historic buildings into 30 market rate apartments. As the momentum in the neighborhood builds, it is important to be strategic in order to best leverage limited resources and create meaningful improvements that reflect the past, present and future characteristics of Walnut Hills.

This plan weaves together the voices of the community with economic development data to illustrate a common vision. In order to more effectively understand the characteristics valued by residents throughout the neighborhood the WHRF created a multi-pronged approach to reach as many residents, business owners and stakeholders as possible. In order to engage a diversity of voices, outreach activities were varied and included large town hall events, smaller sessions throughout the neighborhood, pop-up activities in the business district, open office hours at the WHRF, and an interactive website.

Engagement was structured in two phases. Throughout the first phase, residents and stakeholders were identified as experts on the wants and needs of the neighborhood. The planning team asked questions and listened to the voices of the community to learn what makes Walnut Hills unique and to learn how to draw out more of what residents want to

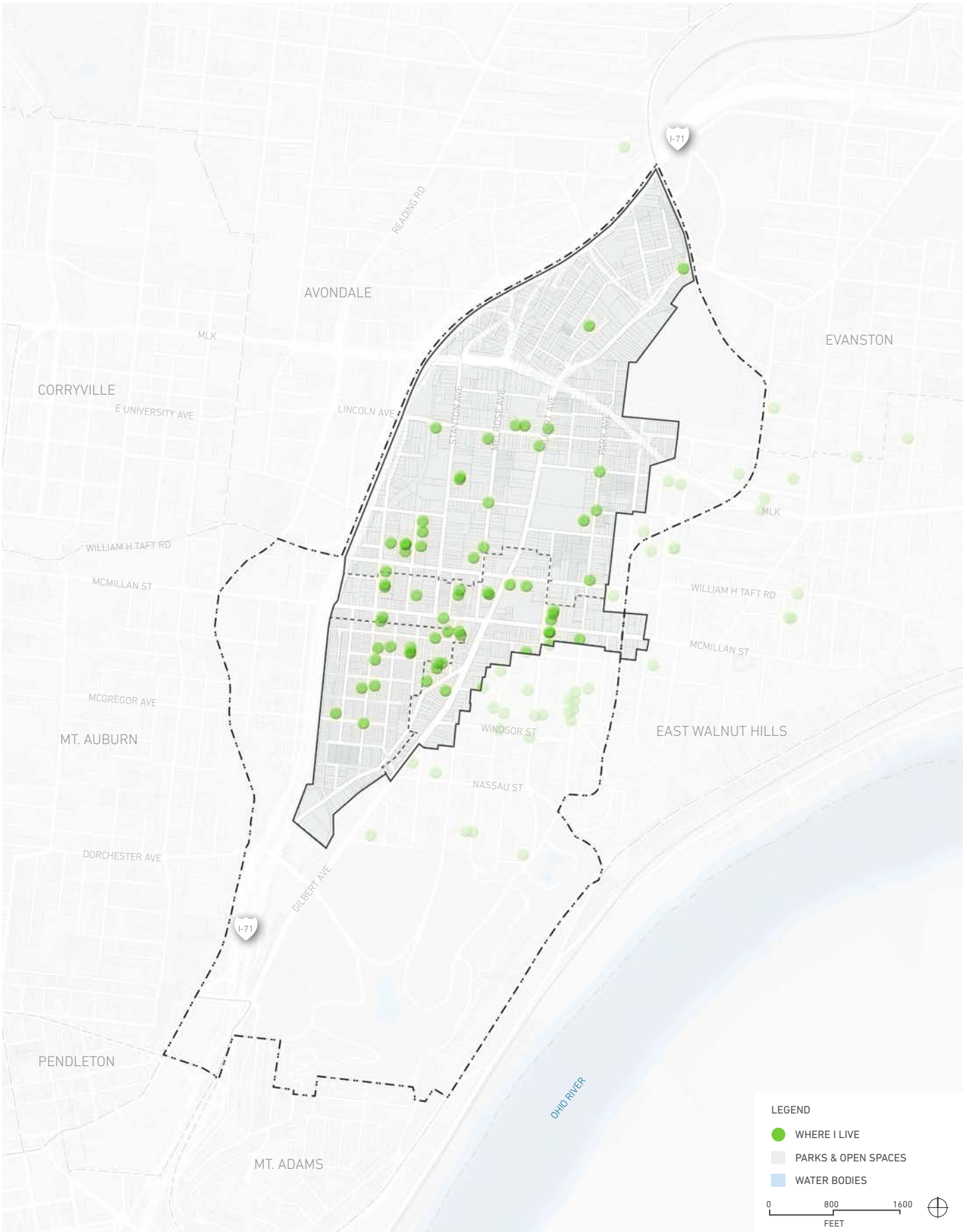
see in the future of the neighborhood. In Phase 2, the planning consultants reported back to the community what they learned to date, both from the Phase 1 engagement activities and the economic development data. In Phase 2 residents were provided the opportunity to provide feedback to ensure that this plan accurately reflects the community.

Historically the neighborhood has been sub-divided into four quadrants, the Northwest, Northeast, Southwest, and Southeast. Throughout the planning process, special focus was placed on the areas currently experiencing outside development pressures that could threaten the existing character of the neighborhood. We decided to focus on three areas of the neighborhood:

- 1. Southwest Quadrant** This residential area of the neighborhood has seen the real estate market dry up, housing values decrease, and vacancy rates increase.
- 2. Peebles Corner** The historic business district at McMillan and Gilbert has conventionally been the area of focus. More opportunities exist that must be thoughtfully considered.
- 3. MLK Interchange** A large area around MLK and Gilbert Avenue that will be impacted by the completion of the MLK interchange.



Snapshots of engaged residents and business owners



Where participants live

In order to more effectively understand the opportunities, current conditions and threats in these focus areas we created a multi-pronged effort to reach as many residents, business owners and stakeholders as possible. It was important to us to ensure we included many diverse voices.

COMMITTEES

Prior to engaging in the planning process, the Walnut Hills Area Council, the Walnut Hills Business Group, and the WHRF established two committees to help shape the development of the plan. Both committees were able to share their expertise with the consultants throughout the process and were instrumental in the development of this plan.

The **Advisory Committee** is comprised of ten members of the community to provide advice on how to engage residents throughout the Walnut Hills neighborhood. Composition of the committee included members of the Walnut Hills Area Council, the Walnut Hills Business Group, the Walnut Hills Redevelopment Foundation, as well as residents and business owners from each of the identified focus areas. The Advisory Committee met regularly throughout the engagement processes to find ways to fully engage residents in creating a future plan for the neighborhood. The commitment of the Advisory Committee was essential to the success of the engagement process.

The **Technical Committee** was formed to advise the planning consultants as they formulated outcomes and recommendations. The team was composed of members of City Staff, District 4 Police Department, Metro Staff, Ohio Department of Transportation, and the Hamilton County Land Bank. The City Planning department was a strong partner throughout the entire process and helped to coordinate with various City departments to ensure that the recommendations found in this plan were feasible.

TYPES OF ENGAGEMENT

The process included a series of engagement activities designed to reach a wide variety of voices throughout the neighborhood. See calendar below. In order to reach as many people as possible the WHRF distributed flyers, mailed 2,500 invitations, emailed members of the Walnut Hills Area Council and the Walnut Hills Business Group, promoted activities on the social media platforms of Facebook and Nextdoor, and called over 70 members of the Walnut Hills Area Council.

For one week, a series of engagement activities were held throughout the neighborhood. The week began with a large public meeting at Frederick Douglass Elementary School where over 150 residents attended. In addition, engagement

SCHEDULE OF EVENTS

- + February 5th: First meeting of Advisory Committee and Technical Committees
- + February 6th: Kick-off Engagement Event at Douglass School
- + February 8th: Southwest Quadrant Focus Session at The Dr. Dillard Building
- + February 9th: Peebles Corner Business District Focus Session at The Dr. Dillard Building
- + February 10th: MLK Interchange Focus Session at the Harriet Beecher Stowe House
- + February 11th: WHAC meeting at Bush Rec Center
- + February 8th - 12th: open office hours and pop up at Fireside, Parkside, and Brew House
- + March - June: One-on-one interviews with City landowners, and developers
- + June 25th: Public meeting to review concepts

For more, please visit: www.planwalnuthills.com



activities went out into different parts of the neighborhood to drill deeper into identified focus areas.

In order to reach folks who do not like to attend formal meetings, a series of pop-up engagement activities were held. Maps and questions (see below) were taken to Park Side Café, the Brew House, and Fireside Pizza where the planning team was able to have a more casual one-on-one conversation with residents.

In addition, the WHRF established open office hours in their McMillan Street office in the heart of the Peebles Corner Business District. Residents were invited into the office and were able to meet the consultants and the WHRF staff while sharing their vision for the neighborhood.

Throughout the entire process we solicited input and feedback at the plan's website, www.planwalnuthills.com.

SIMPLE QUESTIONS, MEANINGFUL ANSWERS

In order to learn as much as possible from residents about existing conditions of the neighborhood as well as their ideas about what a better version of itself looked like, residents were asked to share about the neighborhood through a series of questions printed on post-it notes and installed at the large event, and later at the WHRF office. The questions were intended to reveal more about what residents

love about their neighborhood and what they would like to see changed. These questions were:

"I choose Walnut Hills because..."

"I dream Walnut Hills becomes..."

"I hope Walnut Hills continues to..."

In addition, residents were asked to identify on a map the areas in the neighborhood that they frequent, that they avoid, and that have potential.

Through these simple questions, residents from throughout the neighborhood were able to communicate values and priorities. Some of these lessons include; residents value the location of the neighborhood, its rich history, the existing community and its diversity. As the neighborhood experiences growth and reinvestment, residents expressed wanting to see improvements to safety, transportation infrastructure that includes pedestrians and cyclists, a thriving business district, and for the neighborhood to become a 'to' place rather than a 'through' place. Most significantly, residents expressed a strong commitment to seeing the neighborhood remain diverse and inclusive. It is through this lens that the residents of Walnut Hills want to see their neighborhood grow and prosper.

I choose Walnut Hills because...

Community

Location

History

I'm here

Walkable

It's got potential

Beautiful/green

Diverse/Inclusive

Bars and Restaurants

I dream Walnut Hills becomes...

Diverse/Inclusive

Place of choice

Safe

Uplifts current residents

Community Centered

Hub for business/destination

Garden focused

Cleaner/more beautiful

Revitalized

Walkable

Engages Youth

Bike Friendly

I hope Walnut Hills continues to...

Inclusive

Improve/revitalize

Stay diverse

Engage

Get cleaner

Business focused

Get safer

Build on what's here

Be bold

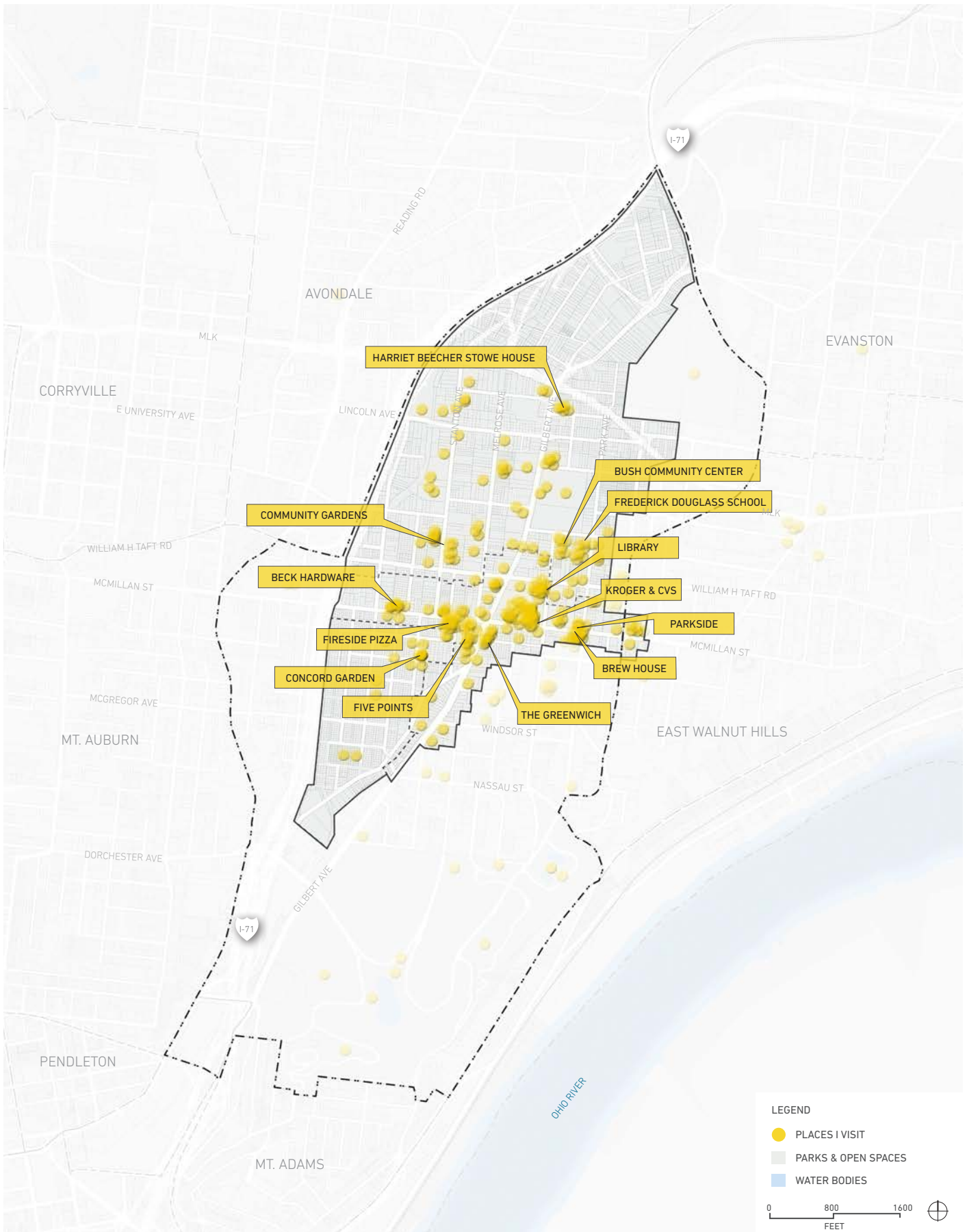
PLACES PEOPLE GO IN THE NEIGHBORHOOD TODAY

Walnut Hills has always been fortunate when it comes to neighborhood amenities. Through thick and thin the community has been able to hold on to its local hardware store, bank, grocery and pharmacy; as well as institutions like the Harriet Beecher Stowe House, Bush Recreation Center, Library and YMCA. These amenities, coupled with community green spaces and gardens, make up the places heard most frequently during our community engagement efforts when asking the question 'Where are the places you frequent the most today?'

- + **Daily Needs**
CVS, Kroger, Beck Hardware
- + **Institutions and Historic Assets**
Bush Community Center, Library, Frederick Douglass School, Stowe House
- + **Out and About**
Fireside Pizza, Brew House, Parkside, The Greenwich
- + **Public Spaces**
Eden Park, Community gardens (ie Concord Garden), Five Points, St. James Pocket Park



© MKSK 2016



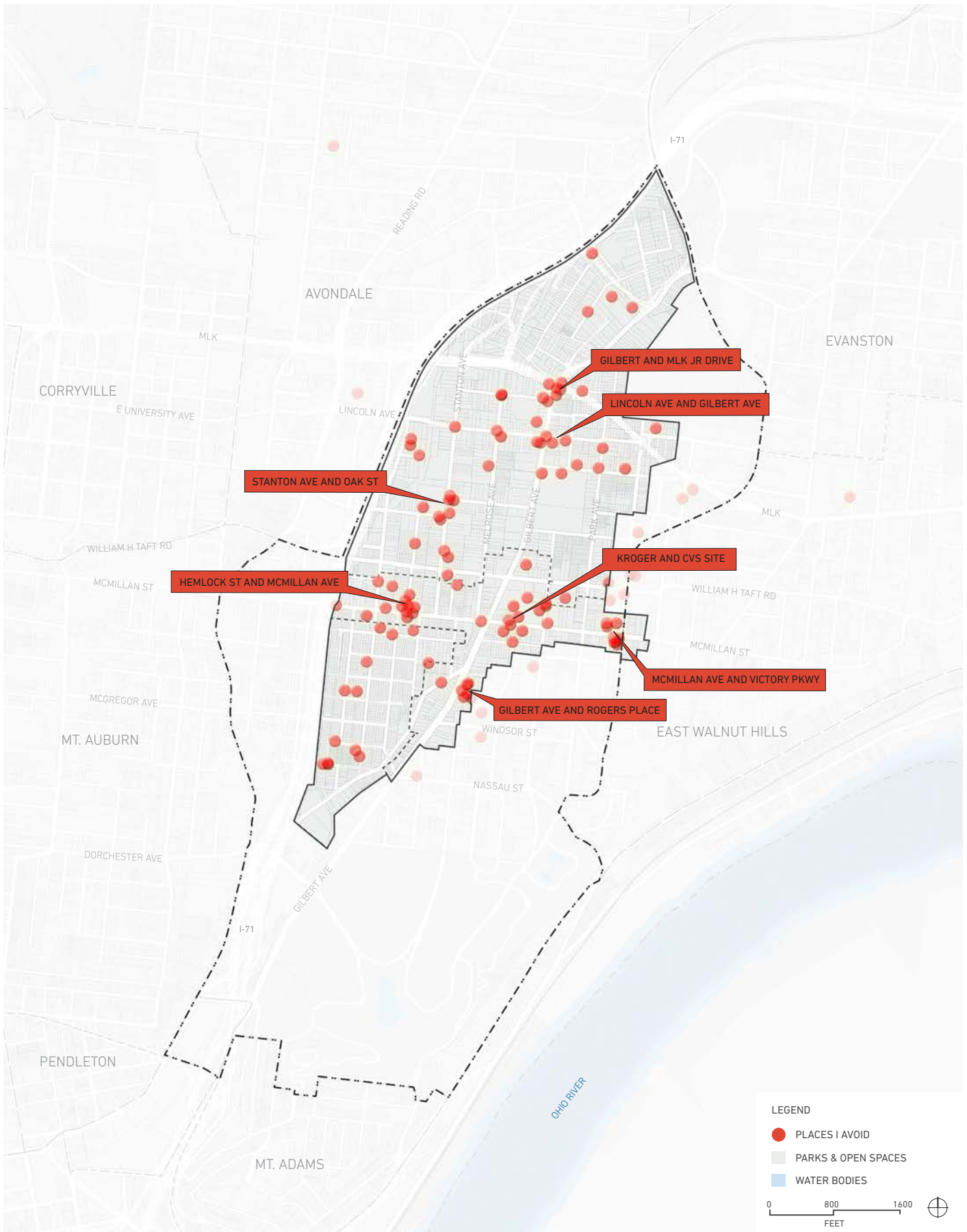
Places people visit in the neighborhood today

AREAS PEOPLE AVOID TODAY

Often, neighborhood residents avoid places due to crime and safety issues; however, during our community outreach we learned that residents avoid places in the community for a variety of reasons. Whether it be problematic building frontage on McMillan, safety issues at Stanton/Oak and Lincoln/Gilbert, or high speed traffic on Gilbert Avenue, the commonality was that generally people in the neighborhood avoid places that are not friendly to pedestrians. With nearly 40% of residents living without cars, these results made it clear to us that pedestrian-friendly infrastructure needs investment in the years to come and that if those efforts are paired with quality urban development and safety protocols the community will continue to decrease its list of 'places people avoid today'.

- + **Dangerous Streets**
Gilbert Ave and MLK Jr Drive are dangerous to walk on, have fast traffic and blighted buildings
- + **Crime and Anti-Social Behavior Problems**
Lincoln at Gilbert, Stanton at Oak, McMillan at Victory Parkway, and Gilbert at Rogers
- + **Problematic Site Access, Vacancies, and Building Frontage**
Kroger, CVS, UHaul, Marathon, N&I



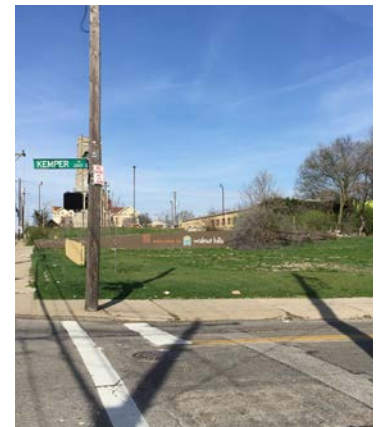
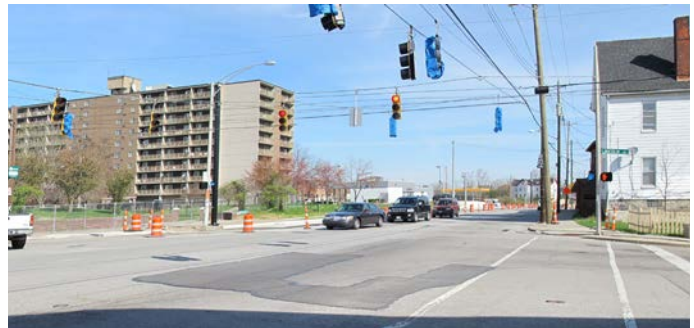


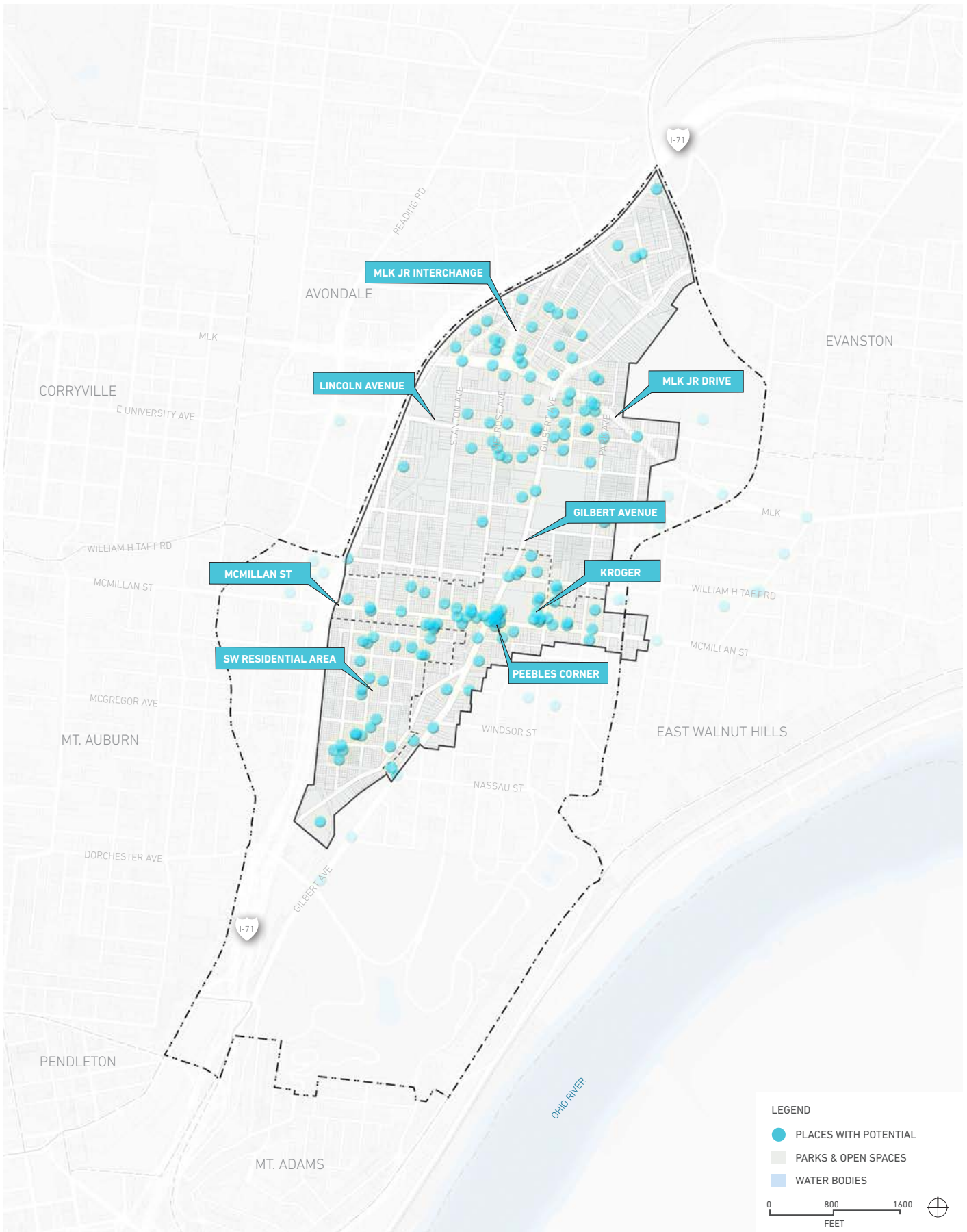
Areas people avoid today

AREAS IDENTIFIED AS HAVING HIGH POTENTIAL

New insights were gained from the question 'What parts of the neighborhood have the highest potential?'. Many of the answers from this question had direct connections to the answers to the previous two questions. Most of the places people frequent and avoid today were also the places identified as having the most potential. This gives the WHRF a starting point for how to think about where to focus our efforts and what specific strategies to employ in these areas.

- + **Martin Luther King, Jr. Drive**
Make a gateway to the neighborhood, add greenspace, and attract new business, hospitality, and some residential
- + **Lincoln Avenue**
Improve safety, provide new housing, develop vacant properties, and take advantage of historic buildings
- + **Gilbert Avenue**
More pedestrian friendly, more activity, safe bike lanes
- + **Peebles Corner**
More activity, new businesses, red bike, bikeable/walkable, more housing options, Green Man Park, leverage history/character
- + **Neighborhoods**
New development on vacant lots, rehab buildings, and program public spaces





Areas identified as high potential

SECTION 2 THE MARKET

DEMOGRAPHIC OVERVIEW AND CONTEXT

The Walnut Hills neighborhood is in the process of undergoing a significant and historic transformation. After decades of disinvestment, some see an opportunity to position Walnut Hills as the next hot neighborhood in Cincinnati, given its accessibility to Downtown, Over-The-Rhine, University of Cincinnati, Hospital District, and Xavier University, in addition to its historic character, walkability and access to Eden Park. Though certain parts of the neighborhood are challenged with concentrations of poverty, crime, and blighted conditions, the historic housing stock and dense, yet underutilized retail corridor along East McMillan and Gilbert Avenue make the corridor highly marketable.

These early stages of Walnut Hills' revitalization are also aligned with broader revitalization efforts throughout the city of Cincinnati as a whole—after six straight decades of population loss, the city has now stabilized, according to the most recent American Community Survey estimates. Between 2010 and 2015, the overall population increased by an estimated 1.3 percent. Many close-in neighborhoods, including Over-The-Rhine, Northside, and East Walnut Hills are undergoing significant transformation with new residential construction and reinvestment activity, and increased vibrancy in their retail districts.

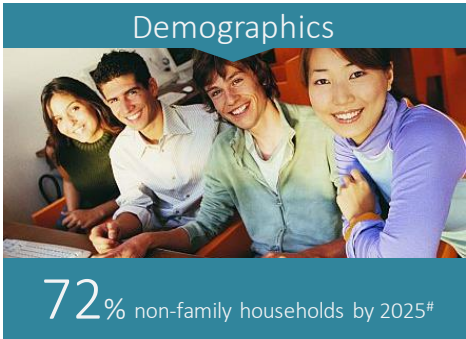
The purpose of the market and economic analysis (full report provided in Appendix) is to support the Walnut Hills Reinvestment Plan by gaining an understanding of the development and redevelopment potential for housing, retail, and other uses in Walnut Hills, as well as the underlying challenges to achieving greater economic prosperity. This analysis considers site context, marketability, opportunities and constraints, socio-economic trends and characteristics, competitive supply and demand, and market segmentations as a basis for a reinvestment strategy.

A DEMOGRAPHIC AND CULTURAL SHIFT IS UNDERWAY

Cities across America continue to experience a renaissance in urban redevelopment. After decades of disinvestment in many inner city neighborhoods, there has been a resurgence in demand and reinvestment activity, especially in many of Cincinnati's peer cities. These changes, in part, can be attributed to significant demographic shifts—the proportion of “traditional” households (married couples with children) is declining whereas non-family households consisting of singles, couples with few or no children, and non-related roommates are increasing. In fact, some projections indicate that by 2025, approximately 72 percent of households in American will be non-family households. (Martha Fran-sworth Riche). According to a survey by the National Association of Realtors, 66 percent of households would compromise larger housing and larger lots for being closer to work and in a walkable area with a mix of uses. This has a direct impact on the size and types of housing that cities must provide to accommodate these changing housing preferences.

The housing preferences of millennials and young professionals also cannot be ignored. According to a 2009 study by CEOs for Cities, there was a 26 percent increase of young professionals (25 to 34 year old with a four-year college degree) across the 51 largest MSAs in “close-in neighborhoods” (i.e., neighborhoods located in and around downtowns), compared to a 13 percent increase in this demographic group outside of close-in neighborhoods. This same study cited an increase of 28 percent of this cohort in Cincinnati far outpacing regional growth.

When considering the retail environment, the internet has changed the way people shop—according to the U.S. Census, from 1999 to 2010 web-based electronic sales increased by an astounding 3,700 percent. This has taken a toll on brick-and-mortar retailers across the country; however, in many cities, strong urban main streets and retail corridors have managed to survive despite these trends. Though the internet has created a global marketplace regardless of location, people still support some local retailers.



72% non-family households by 2025[#]



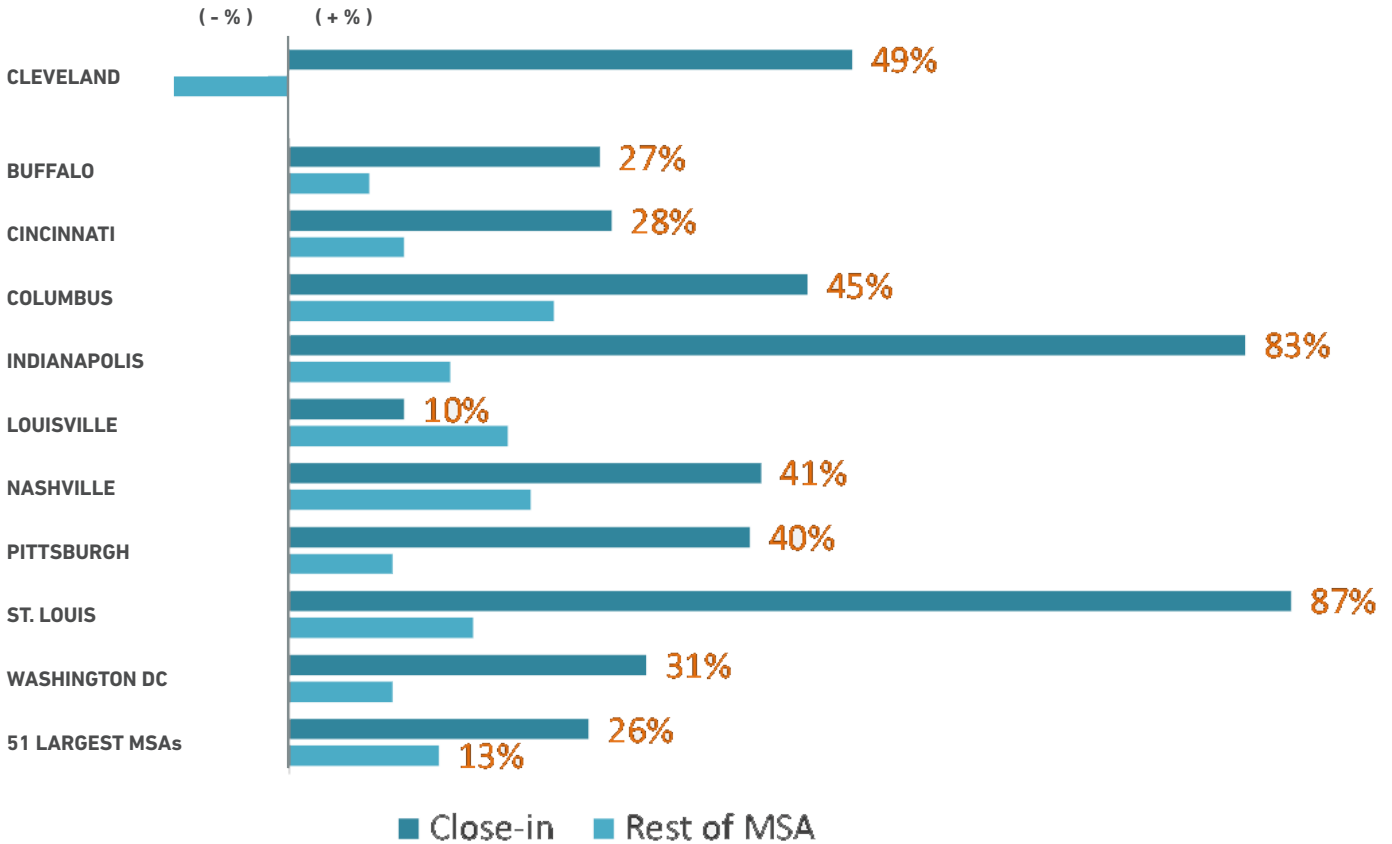
66% prefer attached or small lot housing*



3,700% increase in web-base electronic sales[†]

[#] Martha Farnsworth Riche
^{*} If it puts them closer to work, mix of uses, etc. National Association of Realtors
[†] 1999-2010 Census

The world is **REORDERING ITSELF** economically and socially.



GROWTH OF YOUNG PROFESSIONALS IN CLOSE-IN NEIGHBORHOODS (25-34 Year Old with a Four Year Degree)

WHO IS LIVING IN WALNUT HILLS

The primary tool for collecting socio-economic and demographic data is ESRI Business Analyst that relies on user-generated overlays and groupings of Census Tract geographies. These factors were taken into account for three Walnut Hills sub areas: North, Southwest and Southeast.

Understanding how each neighborhood subarea “ranks” on a series of socio-economic indicators gives a high-level view of the strengths and challenges of the marketability and economic positioning of Walnut Hills. The three subareas all lost close to 20 percent of their population from 2000 to 2010, far outpacing population loss for the city (10 percent). However, since 2010, the subareas have somewhat stabilized, even as Southwest continues to lose population. The socio-economic challenges and opportunity disparities are apparent when comparing median household income and education levels across the three market areas.

Residents in the Southeast have higher incomes and education levels and lower rates of unemployment compared to the city as a whole. Given the average household size, more singles and couples with no children exist here compared to the other market areas, city, and region.

The North sub area has concentrated poverty with a median household income of \$13,000, lower than a full-time worker earning minimum wage. The unemployment rate is over 20 percent, which can be attributed to the low education levels—more than half of households do not have a high school degree and only five percent have a bachelor’s degree or higher. Access to public transportation is also very critical for North residents since less than half of households have access to a vehicle.

The Southwest sub area has more favorable socio-economic characteristics compared to the North, but still has lower income and educational levels compared to the city as a whole. Given the higher concentration of single-family homes, household sizes are larger and there is a much higher proportion of households with children.

HOUSING CHARACTERISTICS

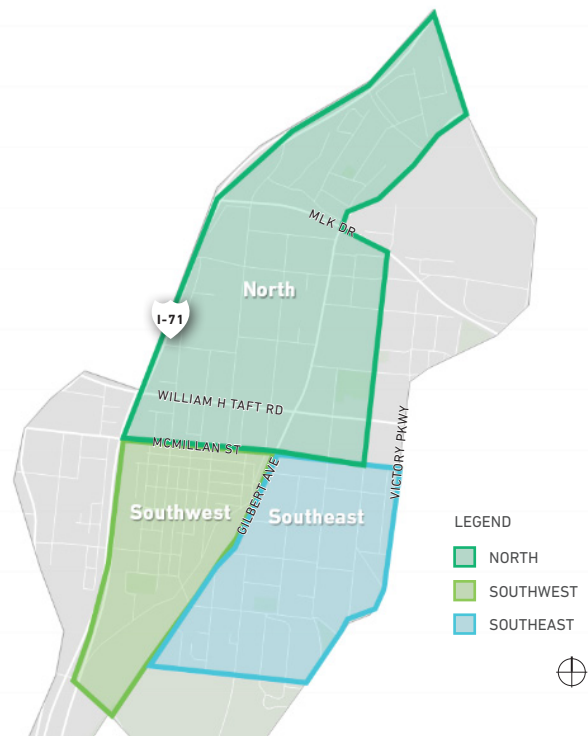
Median home values in the North and Southwest are significantly lower than the citywide median, while median home values in Southeast are higher than the city and region. Given the very low household incomes in the North, it also has a very high proportion of renters (89 percent of all households). The proportion of owners and renters in Southeast and Southwest are comparable to the city. The housing stock in terms of units per structure in Southeast is quite diverse with a healthy mix of single-family homes and

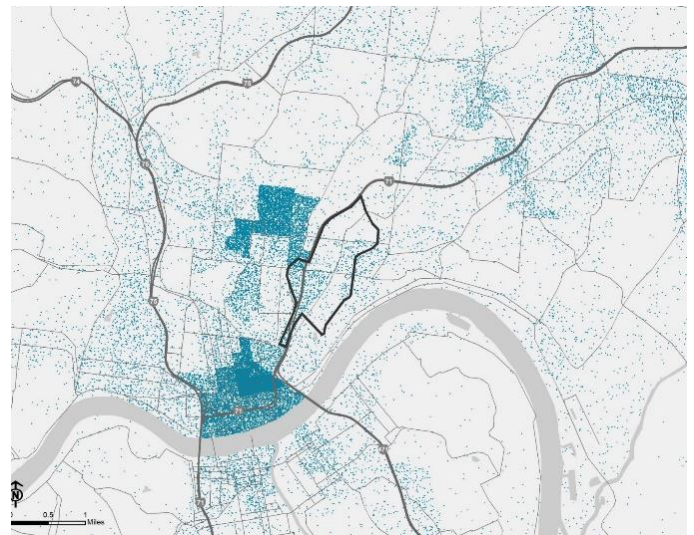
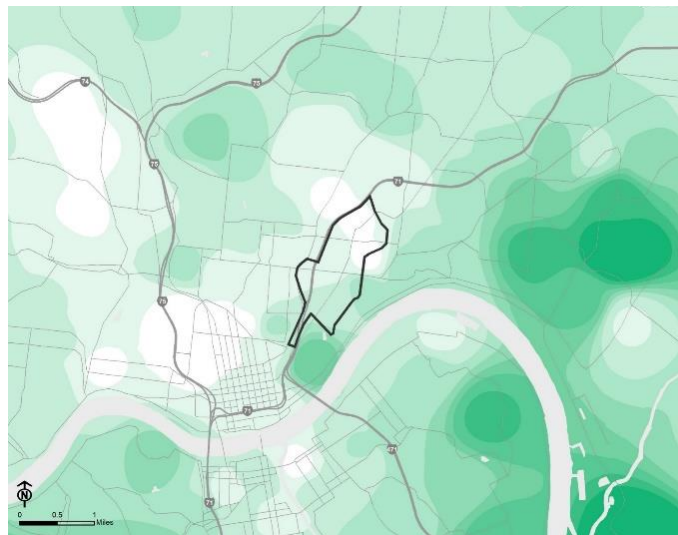
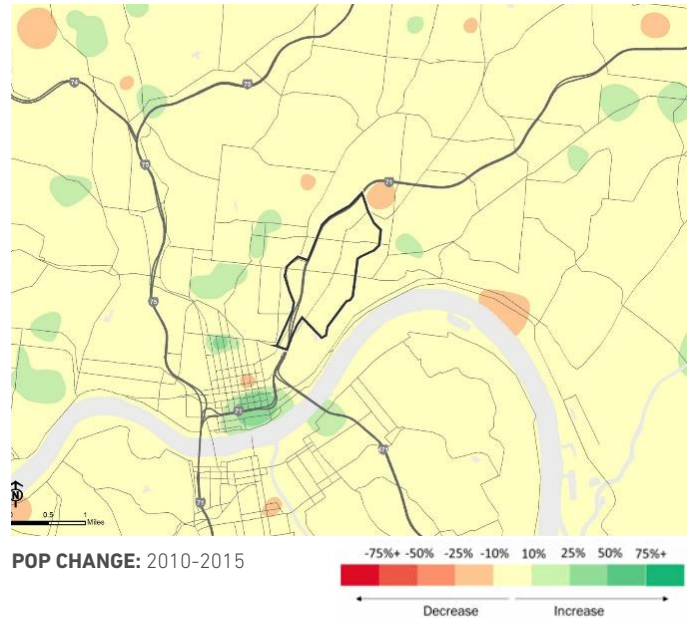
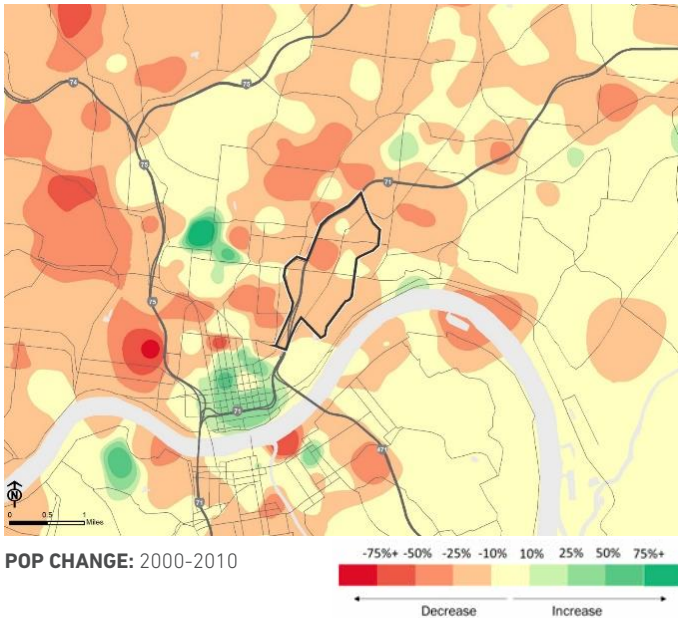
varying sizes of multi-family structures. North primarily consists of medium and higher density multi-family housing, while Southwest consists of single-family homes and lower-density multi-family.

Vacancy is an issue across all three subareas with rates higher than the city. Though high vacancy is a sign of weak market characteristics, the high vacancy rate also provides an opportunity for reinvestment that avoids displacement of existing residents. Based on American Community Survey and ESRI estimates, there are around 500 vacant units in the North, 100 vacant units in the Southwest, and 350 vacant units in the Southeast for a total of 950 units. Across the entire Walnut Hills neighborhood that includes portions west of Interstate 71, there are approximately 1,200 vacant units, of which, approximately 450 are offline (likely abandoned or uninhabitable).

HOUSING VALUES

For owner-occupied housing, there is a stark contrast in values between North, Southwest, and Southeast—more than two-thirds of owner-occupied housing in North (67 percent) and Southwest (76 percent) have median values below \$100,000. Though this indicates some level of affordability for lower-income households, many of these structures have deferred maintenance issues that existing owners cannot afford to repair, or, given the limited marketability in some areas of the neighborhood, there is little incentive or access to home re-habilitation products. The Southeast, on the other hand, has a much more abundant stock of middle-income housing with half of its owner-occupied units valued between \$150,000 and \$300,000.





	North	Southwest	Southeast	Cincinnati	MSA
Population Change 2000-2010	-19%	-22%	18%	-10%	6%
Population Change 2000-2010	3%	-5%	0%	1%	2%
Median Household Income	\$13,000	\$22,000	\$44,000	\$33,000	\$55,000
% without High School Degree	56%	38%	25%	27%	12%
% with at least Bachelor's	5%	8%	55%	31%	32%
Unemployment Rate	21%	10%	2%	5%	4%
Average Household Size	1.9	2.6	1.6	2.1	2.5
Household with Children	26%	38%	11%	25%	33%
% Households with Vehicle	43%	70%	79%	78%	92%

HOUSING

Over half of renter households can only afford rents of \$500 or less per month, suggesting that many of these households are living in subsidized properties and/or substandard housing. Most of these households are concentrated in the North and Southwest subareas, although the Southeast sub area also has a relatively high concentration of very-low income households.

Despite the socio-economic challenges in the North and Southwest subareas, housing values in Walnut Hills, as a whole, have increased at a faster rate (16 percent, from 2011 to 2015) than the city and region in the last few years indicating growing demand.

The proportion of renter-occupied households in Southwest and Southeast is comparable to the city as a whole, but the rate of rentership is higher in the North subarea, at just under 90 percent. Urban neighborhoods like Walnut Hills should have a healthy mix of owner- and renter-occupied housing, but there is need to increase the proportion of owner-occupied housing in the North subarea.

Rents are generally lower in Walnut Hills compared to other competitive neighborhoods, although rents vary dramatically between the North, Southwest, and Southeast sub areas.

Newer market rate apartments in other competitive neighborhoods are achieving rents around \$1.50 per square foot, with some reaching \$1.75 per square foot for smaller one-bedroom and studio units. Rents for older multi-family properties or single-family homes vary depending on neighborhood and quality. Rents for these types of properties are generally below \$1.00 per square foot in Walnut Hills and are generally between \$1.00 and \$1.50 in the other competitive neighborhoods.

Although there is a large proportion of deeply subsidized housing in Walnut Hills, much of the market rate housing is still affordable since it is substandard. The owners of these properties often cannot generate enough rental income, or personal income, for proper maintenance. Additionally, given the weak market conditions in the North and Southwest subareas, it is not economically viable to rehabilitate many of the existing vacant structures.

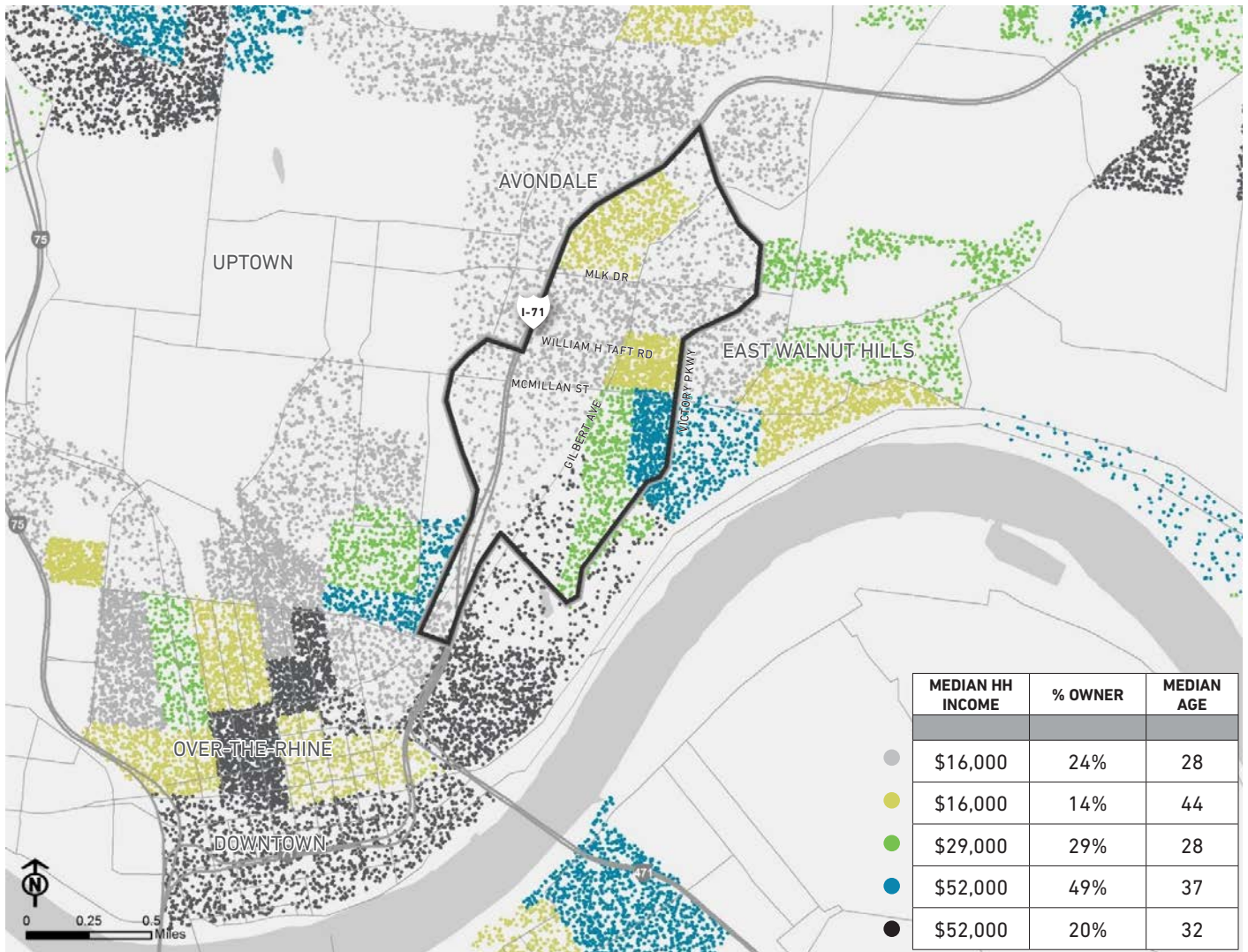
Walnut Hills is home to many of the young urban professional market segments found in other competitive neighborhoods including Northside, Over-The-Rhine, Clifton, and Oakley. There could be opportunities to attract more of these types of households to Walnut Hills if the neighborhood con-

tinues to improve marketability and offer the types of housing that are attractive to these groups. These groups tend to have higher incomes and can afford newly constructed (or rehabilitated) market rate construction.

Walnut Hills is also home to a large proportion of very low-income households emphasizing the need for targeted affordable housing strategies that should include quality affordable housing development and paths to ownership programs.

Walnut Hills, as a whole, has higher rates of unemployment, lower educational attainment, and lower incomes compared to many revitalizing neighborhoods that have had strong population growth in the last five years, including Over-The-Rhine, Northside, and East Walnut Hills. One should not be able to distinguish an affordable or low income home from a market rate home.

Given the cost of construction and increasing housing demand, new construction will likely not be affordable to many existing residents without subsidy.



	North	Southwest	Southeast	Cincinnati	MSA
Median Home Value	\$79,000	\$73,000	\$183,000	\$136,000	\$170,000
% Renter	89%	65%	68%	64%	35%
Total Housing Units	1,836	307	1,590	163,175	929,755
Single Family	55%	53%	29%	43%	68%
Smaller Multi-Family (2-9 units)	44%	54%	37%	31%	15%
Large Multi-Family (10+ units)	40%	0%	33%	26%	12%
% Vacant	27%	32%	22%	16%	9%
Vacant Units	500	100	350	26,110	26,470

AFFORDABLE HOUSING

According to the U.S. Department of Housing and Urban Development (HUD), Cincinnati Metropolitan Housing Authority, and Ohio Housing Finance Agency, there are around 1,100 subsidized housing units in Walnut Hills concentrated in a mere 15 properties. Most all of these units are deeply subsidized (Section 8 or Public Housing) with no minimum income restrictions. This represents just under 24 percent of total housing units [1,103 / 4,628] in Walnut Hills. About 27 percent of these occupied subsidized units are age-restricted.

Between the three subareas, almost half of the renter households can only afford units of less than \$500 per month indicating that many of these units are either subsidized or substandard. The North subarea has the highest demand for these units; however, despite its relative prosperity, Southeast also has a large number of lower income households. Between the three subareas, of renter households that can afford rents of \$1,000 or more, almost 72 percent are located in the Southeast subarea.

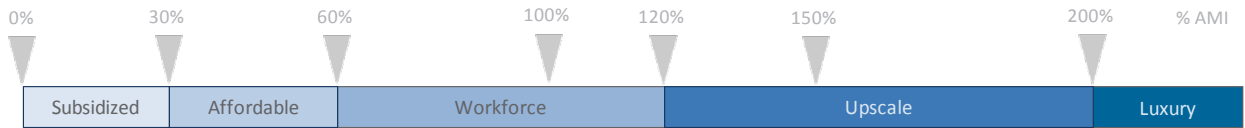
Excluding very low-income households from the for-sale market analysis (those with a household income of less than \$15,000 annually), the Southeast subarea has the largest proportion of owner-occupied units across a wide range of affordability levels. Given the relatively strong socio-economic conditions in this subarea, the majority of households can afford units between \$240,000 and \$310,000. Given the lower median household incomes and low homeownership rates in the North and Southwest subareas, very few households can own a home at any price.

There is not an “ideal” proportion of affordable/subsidized units serving an urban community like Walnut Hills. However, with approximately 24 percent of its housing units that are subsidized, most of which are project-based Section 8 subsidies reserved for very low-income households (earning at or below 30 percent of Area Median Income), Walnut Hills has more than its fair share. This very high proportion of deeply subsidized units has contributed to concentrations of poverty, which over the years has limited neighborhood marketability and positive social outcomes. At the same time, given that around half of existing residents in Walnut Hills can only afford rental units for less than \$500 per month, this housing stock is still necessary to ensure that these households have an opportunity to remain in the community.

Moving forward, it is critical that Walnut Hills diversify its housing stock to accommodate a much broader range of household income levels. Identifying specific affordable housing goals is challenging, since development/redevelopment is dependent on the availability of funding (such as LIHTC, HOME, and other subsidies) or resources through housing organizations like Habitat for Humanity, but the neighborhood is in need of broadening the stock of “affordable housing” (households earning between 30 and 60 percent of AMI) and “workforce housing” (households earning between 60 and 120 percent of AMI). Existing residents with household income within these levels are the most at risk of being priced out of the neighborhood, and thus, the development of housing serving low- to moderate-income households is critical for maintaining economic diversity.

KEY TAKEAWAYS:

- + **Walnut Hills has divergent housing market characteristics depending on location in the neighborhood**
- + **Vacancy is an issue with rates higher than the city**
- + **There is a need and opportunity to attract new residents with market rate development**
- + **There is a need to expand and diversify affordable housing stock**
- + **Future housing strategies should aim to retain existing residents with incentivized development**



RETAIL

The retail market in Walnut Hills anchored at Peebles Corner can be made to serve a number of distinct customer profiles: 1) existing residents of the Walnut Hills neighborhood that span a wide range of income levels, 2) new residents moving to the neighborhood, 3) commuter market who currently drive through or take public transportation in the neighborhood, and 4) lunch and dinner crowd from nearby employment centers. Based on consumer preferences and market demand, these are very distinct groups with unique needs—residents support retail serving their daily needs such as grocery stores, dry cleaners, pharmacies, and apparel, while commuters, daily workforce and visitors tend to support destination retail such as bars, restaurants, cafes, galleries, and boutique stores.

There is a significant amount of retail leakage from residents living in Walnut Hills and the retail market area. In other words, residents have to shop outside of the market area to satisfy demand.

Residents of Walnut Hills and retail market area have total estimated consumer demand of \$191 million with local retailers satisfying \$105 million of this demand. This results in a total demand gap of \$86 million, which could support approximately 270,000 square feet of retail space. This presents significant market opportunities for Walnut Hills to capture a greater portion of this demand gap.

Currently, there is a demand gap of \$1.3 million of grocery store demand that could support roughly 4,000 square feet. The loss of the Kroger would increase this to roughly 35,000 square feet. In addition, there is over 70,000 square feet of less competitive grocery space in the market. Taken in total, a new competitive opportunity could emerge for a higher quality grocer to enter the market, and occupy 40,000 to 60,000 square feet.

The retail market area has an oversupply of restaurants and bars. In other words, residents alone cannot sustain them and the area must continue to attract visitors or new residents to support/expand these uses.

Consumer preference data for retail market area residents shows the diversity of households and types of retail that they would support—residents have a stronger-than-average preference for organic foods, but at the same, a stronger-than-average preference for fast food.

The strong preference for organic food opens the opportunity for a local health food store, green grocery or new vision for the existing Kroger site. At the same time, given the number of low-income households with limited disposable

income, there is still a need for affordable fast food options in the neighborhood.

The very low market preference for home improvements and pet stores is somewhat attributed to the higher proportion of renters in the market area since these types of stores tend to be favored by homeowners.

Based on current household buying power, every 100 households living in the North subarea can support 3,400 square feet of retail, while every 100 households living the Southeast subarea can support 9,100 square feet of retail.

There are just under 10,000 workers (part- and full-time) in Walnut Hills and an additional 24,000 workers when considering the areas within a roughly five-minute drive of Peebles Corner. Their spending on coffee, lunch, and other daily needs supports approximately 100,000 square feet of retail. An improved retail environment in Walnut Hills could allow for the capture of a greater portion of this demand.

Recent listings show that retail spaces in more established retail environments around Walnut Hills are leasing for between \$15.50 and \$19.00 per square foot. Initial lease rates in an emerging Walnut Hills retail district likely need to be lower in order to be competitive.

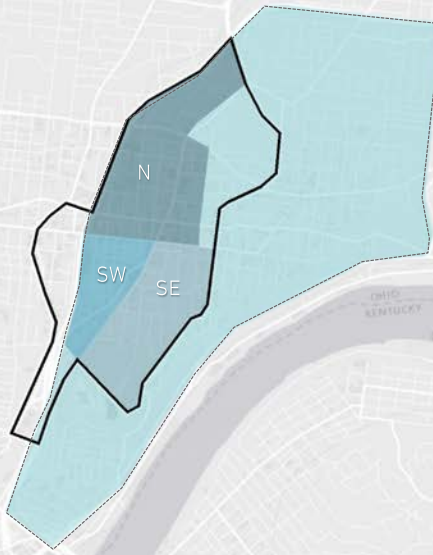
A follow up to this plan is to conduct a detailed retail space survey that identifies move-in-ready vs. obsolete retail space for Peebles Corner and the Lincoln Avenue Corridor. By analyzing the availability of space, a better understanding of how much demand Walnut Hills could capture would be made clearer.

Every 100 households supports:

8,200 sq/ft of retail

Demand from 750 new households could support:

60,000 sq/ft of retail



	Annual Retail Demand	Total Households	Demand per Household	Sq. Ft. of Retail Supported per 100 Households*
Total Retail Study Area	\$239,400,000	8,328	\$28,700	8,200
Southeast	\$39,100,000	1,233	\$31,700	9,100
Southwest	\$3,700,000	208	\$17,700	5,100
North	\$16,000,000	1,344	\$11,900	3,400
Remaining Areas	\$180,600,000	5,543	\$32,600	9,300

KEY TAKEAWAYS:

- + **There is significant retail leakage**
- + **The demand gap for grocery stores will grow significantly with the potential loss of Kroger**
- + **There are opportunities to expand/enhance the retail environment with new residents and the attraction of local workforce**
- + **Retail must serve a diverse range of household types, affordability levels and preferences**
- + **Some existing retail space may be better suited for other commercial uses**



OFFICE

Based on job growth projections in the Cincinnati MSA and the industry averages on the square footage of real estate per employee by occupation category, the region will have an estimated net increase in demand for 1.4 million square feet of office space over the next 10 years. Of this demand, 708,000 square feet will be from conventional office tenants, 653,000 square feet from medical office tenants, and around 45,000 square feet for civic/government uses.

Though Downtown only accounts for around 31 percent of total Class A office space in the region with 7.8 million square feet, it captured over 50 percent of the region's net absorption of Class A space in 2015. At the end of 2015, vacancy in Class A space in the areas surrounding Downtown ("CBD Periphery"), which includes the southern portion of Walnut Hills, had a net loss of 33,000 square feet. Midtown (Colliers 4Q 2015), with 1.9 million square feet of Class A space had a year-to-date absorption of 136,000 square feet.

With total regional vacancy of Class A office space at around 15 percent, a large portion of this added office demand could be absorbed by the 3.8 million square feet of available space, which limits demand for larger-scale office construction.

The new MLK interchange does open development potential for new office development in the areas to the north given the visibility from Interstate 71 and improved vehicular accessibility. There are examples of successful "suburban

style" office developments in urban areas, including the former Baldwin Building just west of Eden Park; however, given the relatively soft office market and large supply of available Class A space throughout the region, including Downtown and Midtown, market opportunities for larger-scale office development in Walnut Hills are limited.

Based on the latest available employment growth projections for the Cincinnati MSA, there will be demand for approximately 1.4 million square feet of "net new" office space over the next 10 years.

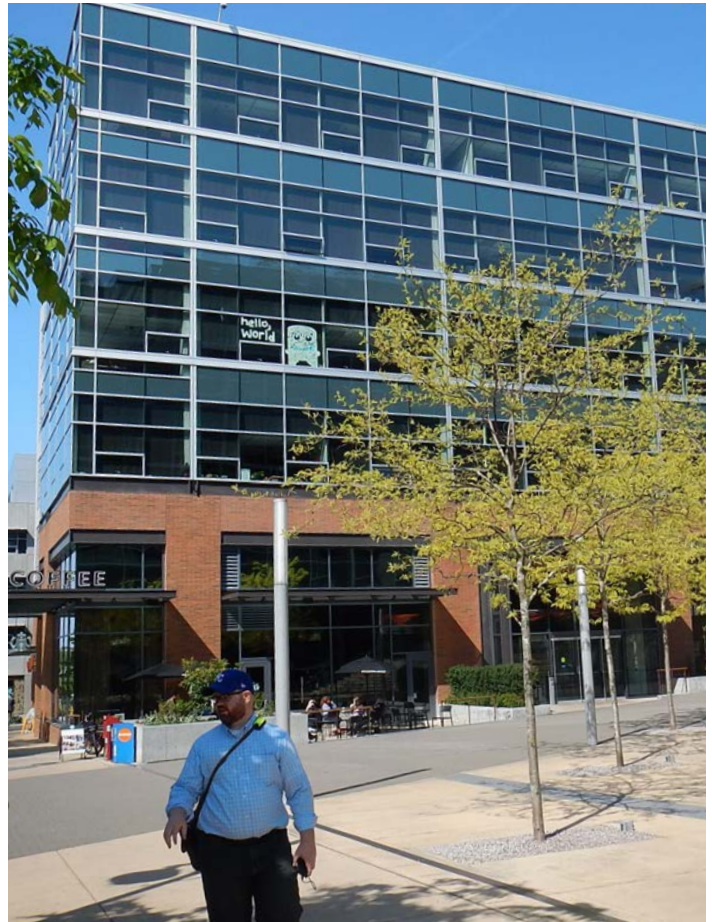
Similar to many Midwestern cities, the market for Class A office space is relatively weak. With total regional vacancy of Class A office space at around 15 percent, a large portion of this projected office demand could be absorbed by the 3.8 million square feet of available space, which reduces demand for larger-scale office construction.

Case study analysis indicates that, despite the soft office market, an employment-centric development may be possible at the new MLK interchange. Such a development would likely target institutional and owner-occupied/single user tenants who seek the convenience of greater highway access and visibility than a downtown location generally provides. This potential opportunity would require significant vetting and outreach with the community, since residential development is present in the area.

KEY TAKEAWAYS:

- + **Limited feasibility for large-scale office development in the near term**
- + **Commercial tenants can improve vibrancy of district**
- + **Focus on attracting creative industries to occupy existing commercial space**

	DOWNTOWN	CBD PERIPHERY/ MIDTOWN	REST OF REGION
CLASS A VACANCY	13%	17%	16%
CLASS A SPACE (SF)	7.8M	3.0M	14.0M
TOTAL VACANCY	13%	17%	17%
TOTAL SPACE (SF)	18.4M	8.8M	36.2M



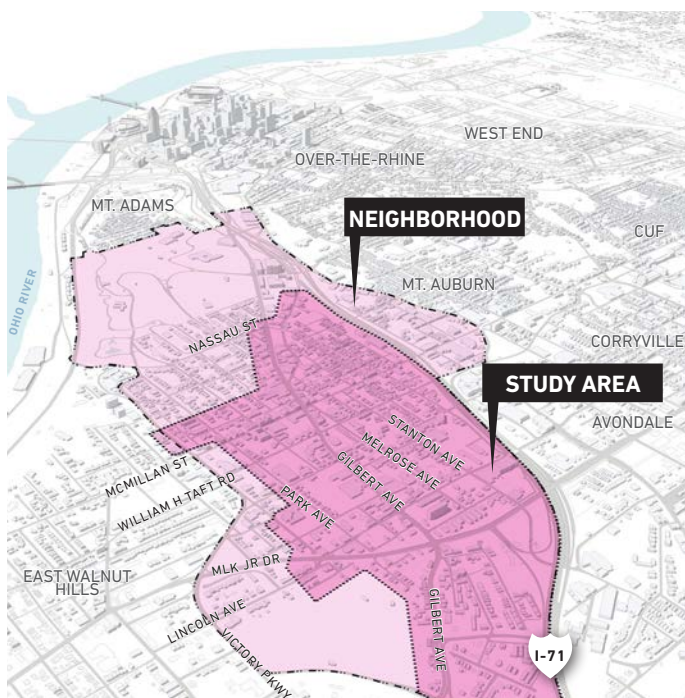
SECTION 3 ACTION ITEMS

OVERVIEW

Building on the intelligence gathered from the community and real estate market research, the Reinvestment Plan recommends organizing development efforts over the next ten years along four primary action items:

- + **Invest** in people, homes and places
- + **Strengthen** connections
- + **Prioritize** public realm improvements
- + **Focus** development resources in three places

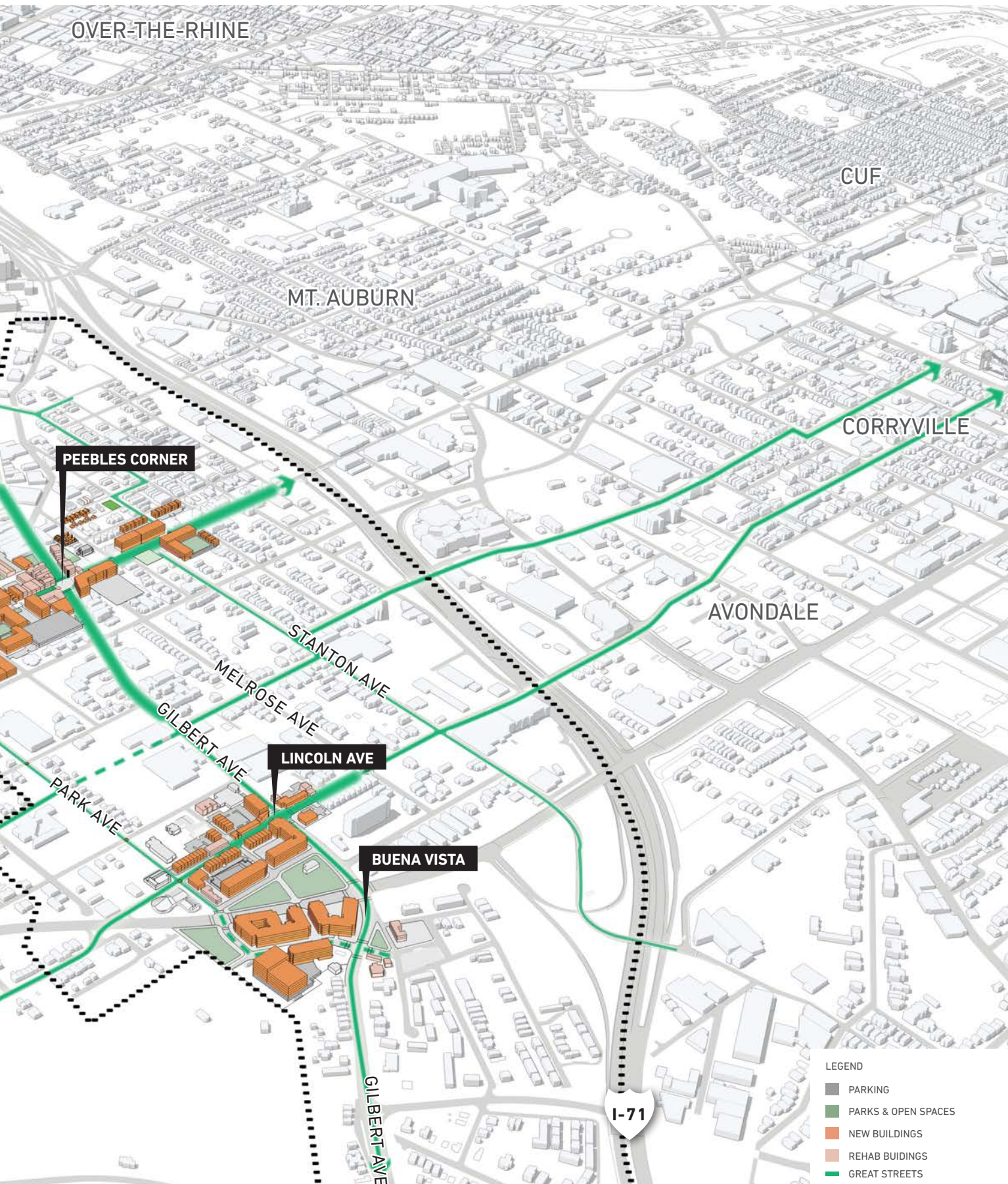
As a companion to this Plan, an interactive, “live” Work Plan will provide the neighborhood and its partners a detailed description and prioritization of each initiative. Committees will be formed to implement each of the initiatives. In most cases, partners such as the City of Cincinnati will need to be engaged for further refinement and prioritization. Each year, the action items will be evaluated in more detail, reviewed for progress, and a game plan with responsibilities for the following year will be established to ensure ongoing progress toward these goals.



Study Area



5-10 Years Development Vision



OVER-THE-RHINE

CUF

MT. AUBURN

CORRYVILLE

PEEBLES CORNER

AVONDALE

STANTON AVE

MELROSE AVE

LINCOLN AVE

BUENA VISTA

GILBERT AVE

PARK AVE

GILBERT AVE

I-71

- LEGEND
- PARKING
 - PARKS & OPEN SPACES
 - NEW BUILDINGS
 - REHAB BUIDINGS
 - GREAT STREETS



INVEST IN PEOPLE, PLACES AND HOMES

For the majority of the neighborhood's study area, a nuanced approach to reinvestment is necessary. Smart policy is required to support this approach. Areas of primary concern are the residential streets southwest of Peebles Corner, the area between McMillan and Martin Luther King, Jr. Drive and the area north of MLK that sits between Gilbert Avenue and the interstate. Another concern is overlaid on areas most directly related to the existing Interstate 71 corridor and the soon-to-be-opened interchange at MLK.

UPDATE THE ZONING MAP TO SUPPORT THE NEIGHBORHOOD AND THE REINVESTMENT PLAN

The neighborhood has frontage along Interstate 71. The interstate has been, in addition to a divider, a sound and visual nuisance for many residential properties. However, that same frontage, which is expanding due to the new MLK interchange, is an opportunity for commercial uses. These uses, if properly related to the neighborhood, can provide jobs and services while also buffering the nuisance of the interstate. The transition between these commercial uses and the neighborhood is important.

The existing frontage along the interstate corridor features businesses and light industrial properties that are valuable to the neighborhood. These should remain and/or intensify in their land use so long as the relationship to the neighborhood is well managed through the enclosure of working yards, parking and storage; the stepping down of height and bulk from the interstate scale to that of the neighborhood; noise restrictions befitting of a neighborhood; and, where possible, transitions to occur at back of lots rather than across streets so that an existing house isn't looking at a large blank wall or similar out-of-scale transition.

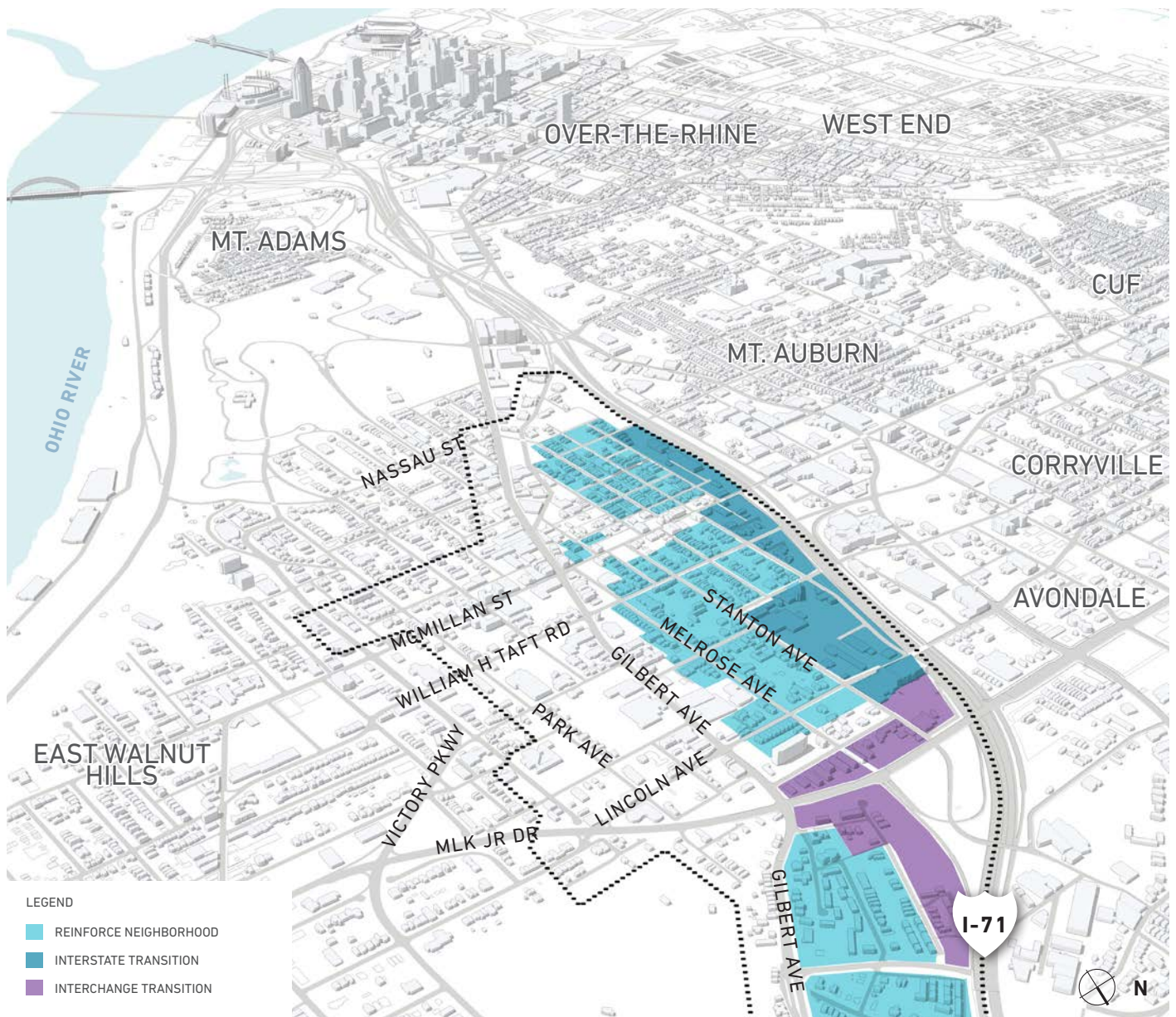
Interstate interchanges typically drive an automobile-oriented development pattern out of scale with most neighborhoods. At the MLK interchange, much care will need to be given at the transition from the MLK frontage to residential areas at and south of Beecher Street and north of Altoona Street. The City has indicated no desire to provide site access at the MLK interchange to parcels south of MLK. However, this should continue to be evaluated in the context of development proposals to achieve the best outcome for overall circulation and access even if that access does not continue south of Beecher at Melrose. Future land use policy should focus on permitting midscale office, hospitality, com-

mercial, and residential uses that address streets while restricting large lot, low density uses such as drive-thrus or gas stations. To minimize the travel impact to surrounding streets and the tendency to over demolish sites for parking lots, parking maximums for these parcels (as opposed to minimums) should be explored in tandem with a low cost residential permit program. See the next section for more specific zoning recommendations.

CREATE A NEIGHBORHOOD TOOLKIT

For the neighborhood streets that are largely residential and institutional west of Gilbert Avenue, a suite of resources and development tools should be made available to home owners and invested property owners that allow each to invest in their property as areas around them develop in parallel. This will allow those who wish to stay in the neighborhood to do so, those aging and wishing to stay in their home the ability to remain, empty lots to develop and the quality and safety of the neighborhood overall to improve. The toolkit may include such resources and policies (see Market Analysis for descriptions) as:

- + Tenant Equity
- + Cooperative Housing
- + Co-Op Land Trust
- + Tax Credit for Rehab - LIHTC or HTC
- + Land Banking/Acquisition for Future Development
- + Tax Abatement for Residents
- + Maintain Small Lot Single-Family Infill Development
- + Neighborhood Stabilization
- + Crime Prevention and Problem Properties
- + Resident Facade Improvements Program
- + Design Guidelines
- + Historic Preservation Tax Credits and Incentives
- + Proactive Code Enforcement/Occupancy Permit Program



WHERE GOOD POLICY MATTERS Significant portions of the neighborhood need supportive policy infrastructure and land use regulations to ensure strong and equitable investment in the neighborhood while managing the transitions to edges at the large-scale interstate and the interchange.



MIDSCALE DEVELOPMENT Walnut Hills is poised to attract midscale uses that want to be connected to an active neighborhood.



SCALE TRANSITIONS The interstate fronting development should transition to that of the 3 story neighborhood.



USE BULK TO SHIELD INTERSTATE Well designed existing and new structures can help block noise and views from the interstate.

STRENGTHEN CONNECTIONS

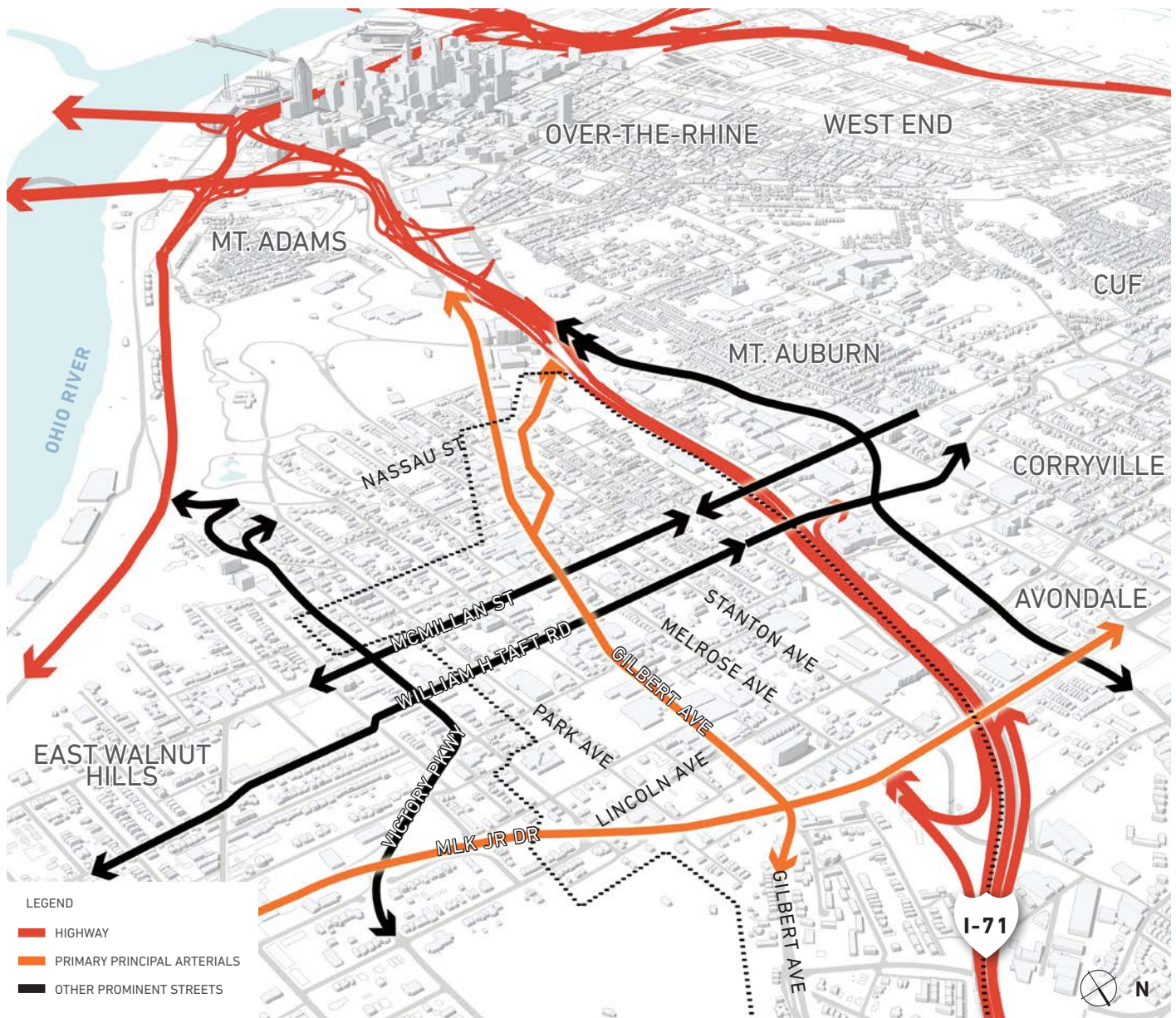
For better or worse, **Walnut Hills has always been impacted by infrastructure choices.** The neighborhood, just two miles northeast of downtown, was one of the city's first streetcar neighborhoods. This technology drove an urban, walkable form that connected residents to Cincinnati's downtown and riverfront economy. Over the last 125 years, the City followed the nation in moving from transit to personal automobiles. Infrastructure investments first reacted to, and later reinforced, the trend.

Walnut Hills has been disproportionately affected by the consequences of these decisions. Beginning in the 1920s one of the main thoroughfares through the neighborhood, Gilbert Avenue, became the western terminus of US Route 22 that connected Cincinnati east to Pittsburgh and all the way to New Jersey. Once a street that bound the neighborhood together along the streetcar alignment, US Route 22 became a barrier dividing the neighborhood. With the Federal Aid Highway Act of 1956, Interstate 71 was built just west of US Route 22, creating another north-south divider in the neighborhood. In the 1980s, the neighborhood was divided again across its midsection with the construction of Martin Luther King, Jr. Drive. MLK eventually became a high-speed arterial and, together with I-71's transformation of McMillan and Taft Avenues into efficient one-way couplets, Walnut Hills changed from a vibrant neighborhood to a throughway between the affluent suburbs and job centers downtown and Uptown. Arterials were transformed from vibrant streets with on-street parking and street-facing retail to streets given over to peak hour throughput with limited on-street parking and uncomfortable pedestrian accommodations. Most recently, Martin Luther King, Jr. Drive was widened again in association with a new Interstate 71 interchange that is scheduled to be opened in early 2017. These actions have yielded a neighborhood that is one of the city's lowest income, most economically segregated, highest crime, and most plagued with vacancy.

The impacts of these decisions locally, and with the broader implications of a single-mode transportation system now clear, the neighborhood has begun to make the case for a new infrastructure standard. This new standard recognizes the importance of walkability (both by choice and necessity, the neighborhood has one of the region's lowest car ownership levels), reconnects it internally, and links the neighborhood via bikeways and transit to opportunities, employment, wealth, health, and recreation that exist nearby. The first stage of this transformation was the two-waying of McMillan and Taft Avenues in 2012 and a modest streetscape improvement that is currently underway.

STREETS FOR TRANSPORTATION AND PEOPLE

This plan has identified infrastructure as one of the primary barriers to realizing the neighborhood's potential. A primary goal is to build on recent accomplishments and to once again make Walnut Hills one of the city's most walkable, bikeable, and connected neighborhoods. The neighborhood knows that street design shapes the form of development around it and the safety and vitality of the street itself. It sees the strategic remaking of key streets as one of its best bets in improving the neighborhood's health, safety, economic development, and upward mobility. Central to this advocacy is overcoming the barrier created by US Route 22 (Gilbert Avenue). After nearly a hundred years as a federal route that now carries barely 15,000 cars a day, its breadth, average travel speeds, and lack of "eyes on the street" have made it unsafe, inadequately cared for, and not conducive to any other activity beyond getting cars through the neighborhood as frictionless and as fast as possible. This road can once again become a true urban, walkable street. It need not be a divider and can be a prominent unifier. It can work not just as a multi-modal transportation corridor, but as a public space that supports street-oriented development, the local economy and improves the neighborhood's quality of life.



PRIMARY CIRCULATION ROUTES TODAY The neighborhood is in large part defined by the high speed arterials that surround and cut through it.



Gilbert Avenue



Lincoln Avenue



East McMillan Street

ACTION ITEM 2: STRENGTHEN CONNECTIONS

STRENGTHEN INTERNAL CIRCULATION AND CONNECTIONS TO THE CITY

The Walnut Hills Area Council, its Business Group and its Re-development Foundation hope to work in partnership with the City of Cincinnati and others to reestablish and prioritize the future of its neighborhood streets as the centerpiece of a healthy, diverse neighborhood. The below principles will help change Walnut Hills from a “through” neighborhood back to a “to” neighborhood.

STREET PRINCIPLES

- + Prioritize human safety and cost ahead of automotive speed and volume.
- + Distribute traffic and provide multiple ways into and out of the neighborhood to overcome the barriers to nearby wealth, health, employment, education, and recreation opportunities created by Gilbert Avenue, Interstate 71, and Martin Luther King, Jr. Drive.
- + Develop streets that are conducive to walking, biking, transit, and development.
- + Accept periodic peak hour congestion in exchange for more human-scaled streets, slower automobile travel speeds and better economic performance.
- + Establish the ability to quickly prototype design solutions with community-led pilot street projects.

The neighborhood benefits from a mostly intact street grid. The plan has identified several key “surgical” fixes to this grid that will improve the quality of life and support existing and future development.

NORTH/SOUTH IMPROVEMENTS

Gilbert Avenue is the primary north/south route through the neighborhood but it currently only serves cars well. To better connect the neighborhood and provide multi-modal choices to all residents, the plan recommends transforming Gilbert to augment vehicle lanes with dedicated bike lanes or a cycle track to connect the neighborhood to the Wasson Way bike trail, improved and more regular cross walks, and full-time on-street parking. This will not only help the neighborhood’s mobility and bridge the socioeconomic divide that the current street creates, but create a great public space unto itself, spurring investment in properties that ad-

dress it. The more choices motorists are given for how to move around, the less congested any one street will need to be. As such, the other north/south fix is the opening of Park Avenue to MLK at a new, signalized intersection and on to Gilbert where another new intersection may be located. A Melrose Avenue connection to MLK was explored but not supported by the City. However, this connection should be vetted in conjunction with development proposals for the adjacent properties. In any case, both Park and Melrose should explore traffic calming measures such as intersection islands. A similar approach should also be explored along Nassau Street.

EAST/WEST IMPROVEMENTS

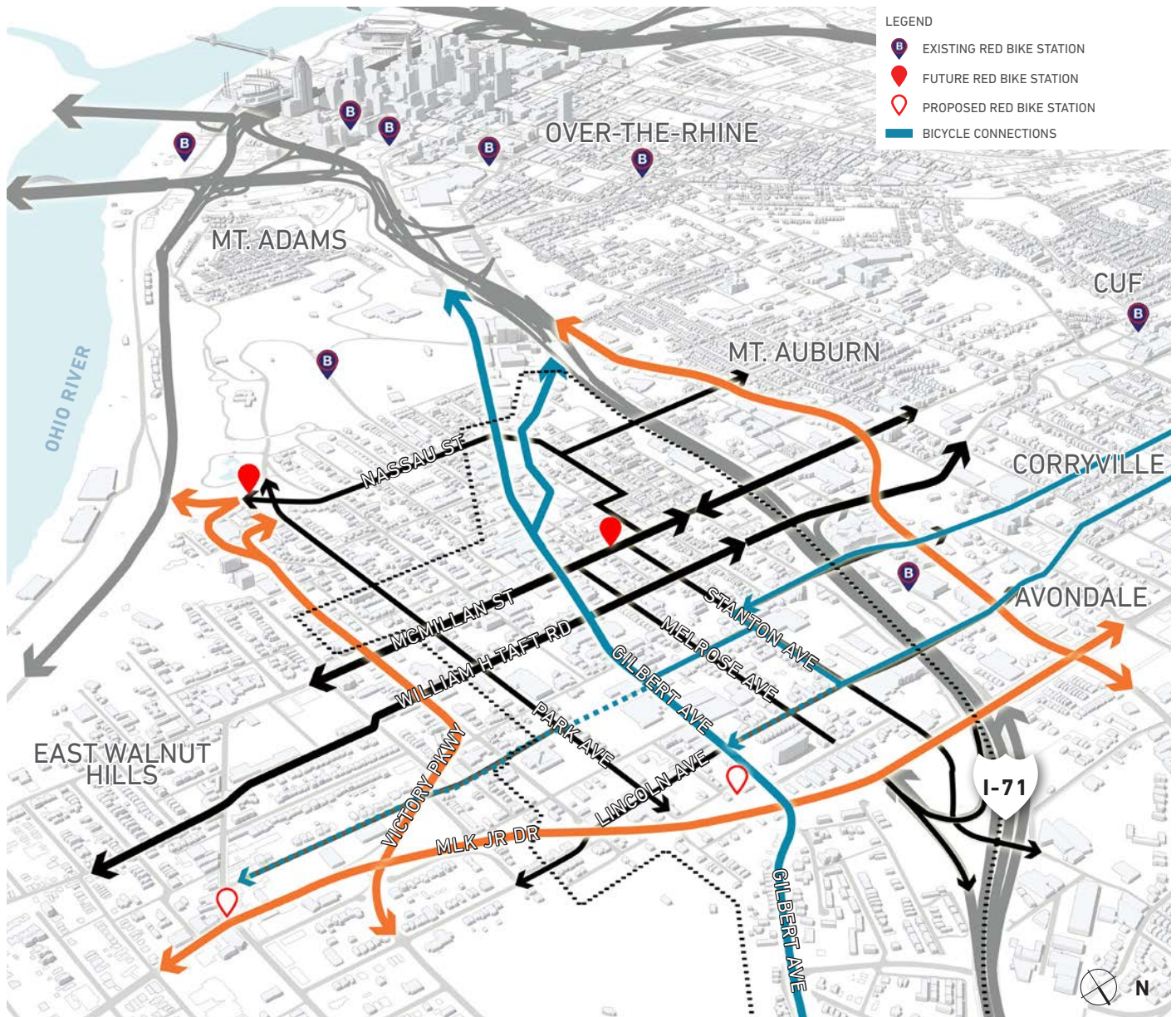
East McMillan is the heart of the business district and remains a primary east/west corridor for the neighborhood. It was modestly improved by the 2012 two-way and efforts with the City should continue to make on-street parking permanent. Doing so has proven positive impacts for businesses, travel speeds, safety and convenience. This will complement the City’s streetscaping work being completed on the street.

Lincoln Avenue and Oak Street provide the best opportunity for a safe and pleasurable walk or bike ride between the wealthier neighborhoods east of Walnut Hills, the neighborhood itself and the institutions in Uptown. This would be improved greatly by the installation of a segment of Oak through a portion of the Cadillac site that would connect DeSales corner directly to the center of Walnut Hills. The streets should be restored with functioning sidewalks, healthy planting strips, on-street parking, and a one-way pair of dedicated bike lanes or sharrows.

These investments will complement the expansion of Cincy Red Bike to the neighborhood in the next 2-3 years.



BIKE LANES Dedicated bike lanes could provide safe, well defined routes along Oak and Lincoln between the neighborhood and the University of Cincinnati.



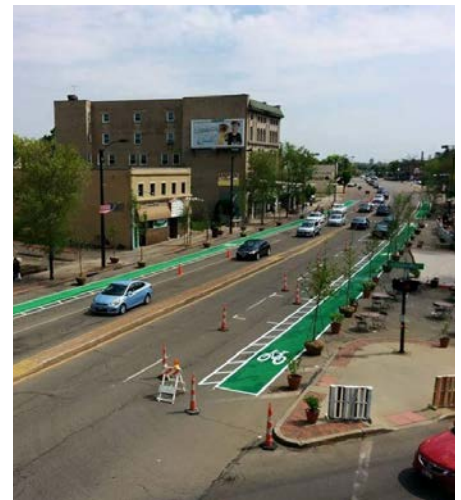
STRENGTHENED CONNECTIONS The neighborhood will benefit from surgical fixes to the street grid north/south along Gilbert Avenue and east/west along Oak Street and Lincoln Avenue. These surgical fixes can restore or improve walkability, enable safe bicycle traffic and spur economic development.



CYCLE TRACKS A dedicated cycle track provides safe bicycling options for all abilities.



SAFE CROSSWALKS Well-designed and well-marked crosswalks temper traffic speeds and ensure safe crossings at intersections.



COMMUNITY-LED PILOT PROJECTS Prior to finalizing designs, the City can work with the neighborhood to prototype street design solutions.

ACTION ITEM 2: STRENGTHEN CONNECTIONS

OFFER PREMIUM MOBILITY SERVICES

Walnut Hills is one of Cincinnati's most transit rich neighborhoods. This has been of great benefit to the many of those who live in the neighborhood and cannot own a private automobile by circumstance. As transportation preferences shift away from the car, it is also proving to be a marketing advantage of the neighborhood that one might live car free or car lite by choice.

Walnut Hills was one of the city's first transit-oriented developments. Transit can, again, provide the impetus for development. To achieve this, however, transit service will have to be upgraded along primary routes, such as those connecting the neighborhood to downtown and Uptown. Walnut Hills has a number of competitors to attract the transit-by-choice market. Over-the-Rhine will have the streetcar connecting it to the riverfront, Uptown enjoys MetroPlus service, and many of the neighborhoods in the city have express routes for peak times. A premium MetroPlus service that connects Xavier University to downtown along Gilbert Avenue would provide more frequent service on upgraded vehicles. This route would also better connect the neighborhood internally, helping bridge the MLK divide with frequent, limited stop service. An early investment such as this could be the precursor to increased transit investments such as Bus Rapid Transit (BRT) or streetcar technologies in the future.

UPGRADE BUS STOPS

METRO is also in the process of upgrading seven bus stops in the neighborhood, an effort that could potentially also offer a premium level of service for riders. This investment coupled with the service upgrade along Gilbert would provide immediate value for residents, employers and students. Principles to consider when locating and improving bus stops include:

- + Focus stop investments along Gilbert, paired with premium service offerings.
- + Keeping stops to the street side of the sidewalk, preferably on a bumpout close to the arriving transit vehicle and visible from the street.
- + In locations that experience regular, heavy wait times, bus stops should not be located immediately adjacent to ground floor retail, particularly outdoor dining.
- + Realtime arrival and departure information.
- + Pair bus stops with clearly marked crosswalks

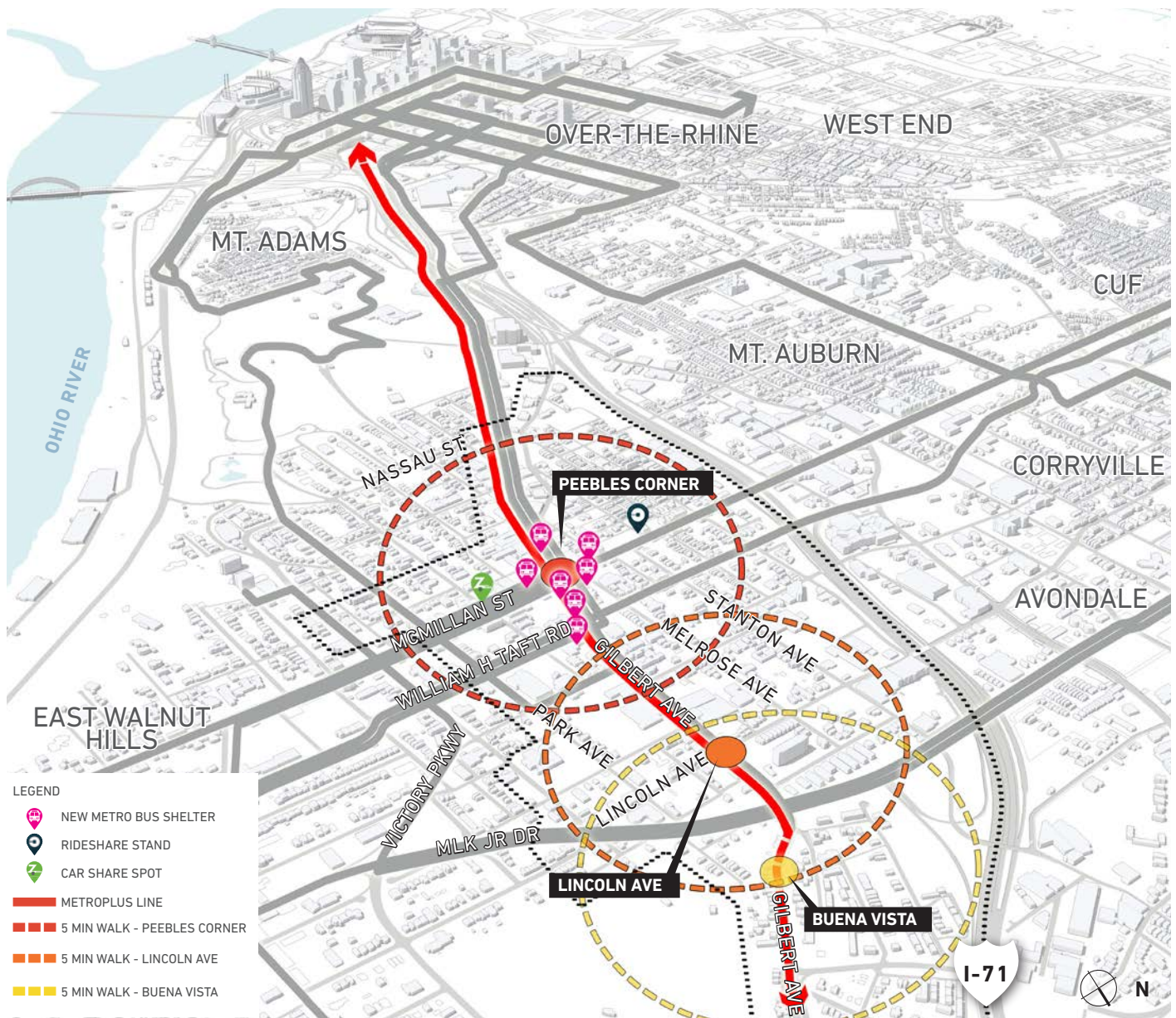


METROPLUS A MetroPlus route that connects Xavier to downtown along Gilbert can provide high frequency, limited stop service to the neighborhood.

The plan has recommended conceptual locations for the bus stops to complement the development activity likely to occur in the next five to ten years. More detailed locations and designs for the stops will need to be determined as part of the implementation of this plan.

SUPPORT COMPLEMENTARY SERVICES

The neighborhood should also consider providing marked rideshare and mobility service pick up spots throughout the neighborhood. Partnerships with Uber and Lyft can help determine where these investments are best made. Similarly, the neighborhood should work with ZipCar to determine the feasibility of locating their service in the neighborhood.



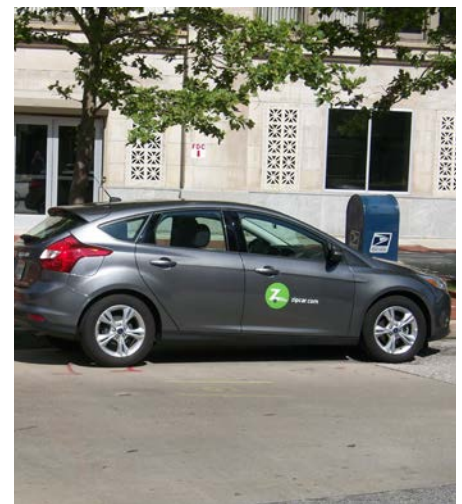
MOBILITY INVESTMENTS A multi-faceted approach to upgrading mobility services such as transit and ridersharing greatly improves residents' ability to meet their daily needs, get to work and explore the city whether one does not own a car by choice or circumstance.



BUS STOP BEST PRACTICE A bus stop paired with bike racks and out away from buildings improves experience and calms traffic.



BUS STOP PLACEMAKING Bus stops are an excellent place to showcase the unique DNA of a neighborhood.



COMPLEMENTARY MOBILITY SERVICES Services such as ZipCar, Uber and Lyft provide an important level of service to a connected neighborhood.

PRIORITIZE PUBLIC REALM INVESTMENTS

Walnut Hills has a deep-rooted ethic around gardens and public spaces. The neighborhood's most prominent park space is Eden Park on the southern end of the neighborhood. The German Cemetery to the north is another significant green space. Walnut Hills has numerous community gardens, has opened Green Man Park and has enlisted the creativity of the neighborhood to remake places like Five Points Alley and the St. James Pocket Park.

WHAT TO DO WITH EXISTING SPACES AND NEW PARKS AND OPEN SPACE

This year, Five Points transitioned from a temporary space to a permanent one. It will be owned and managed by the WHRF as a traditional park space and programmed with uses by a variety of parties, including the retailers on or near the space. As development occurs around it, great care should be taken to form and activate its edges. St. James Pocket Park will also continue as an active space and increased attention should be paid to its future use as development occurs around it. The space will continue to exist but might evolve in its form and function to accommodate a greater number of uses and movement. Similarly, Green Man Park and the streets that surround it should be invested in as development occurs around it to ensure that it remains lively, accessible and well maintained. Several of the community gardens will also likely remain as they have become signatures to the neighborhood. Others will likely transition to become developed as a house or another use.

Five new spaces are proposed over the next ten years:

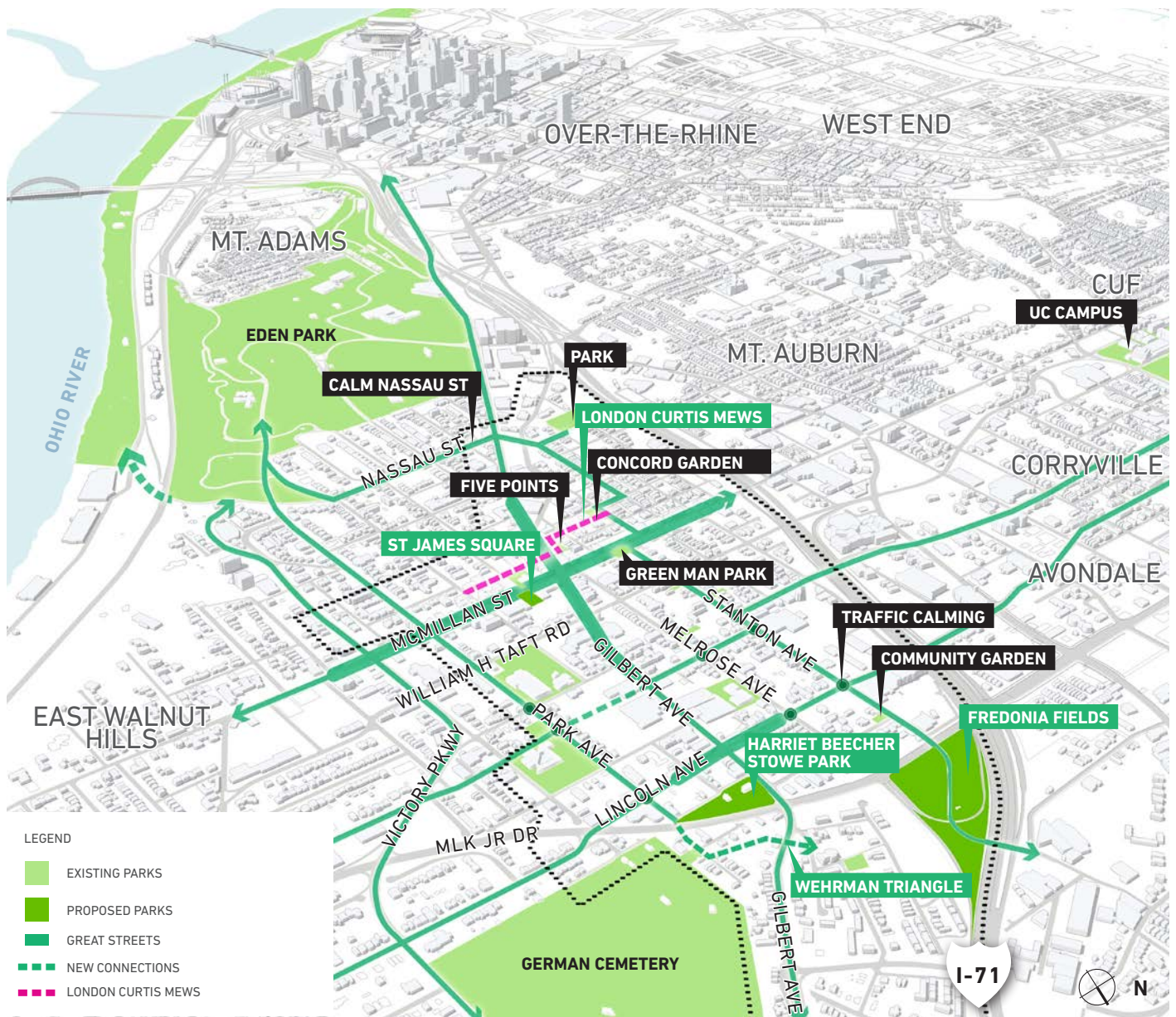
- + **St. James Square** In the short term the space in front of Kroger should become a space that works for cars but is much friendlier to people and the gathering that has long occurred in this space. Over time, this space can become formalized as redevelopment of the block occurs.
 - + **Wehrman Triangle** The new intersection at Gilbert Avenue north of MLK creates a new civic green that can be the central open space for the district that will grow on both sides of Gilbert.
 - + **Fredonia Fields** The new interchange at MLK created an enormous amount of unusable, leftover space. As part of the branding of and welcoming to the neighborhood, this space may be recaptured as a naturalized and landscaped passive green space.
- Not in the neighborhood, but playing an outsized role, is the coming of the Wasson Way Bike Trail, just north of the neighborhood. Every effort should be made to connect the heart of neighborhood through streets and open space directly to Wasson Way.

CREATE LIVABLE STREETS

The neighborhood is active in ensuring streets are clean and have made recent efforts to introduce landscape in key areas. But there are many streets and this work taxes the neighborhood's capacity. The plan recommends key streets to focus active management, landscaping, and activation through bike racks, parklets, sharrows and resurfacing resources in conjunction with the City's repaving program. At key intersections, the plan recommends introducing intersection islands where additional landscape can add beauty and traffic calming to neighborhood streets.

OFFER CONNECTED SPACES

Key public spaces, such as Five Points, should offer free public WiFi for residents and guests to come and be connected to each other and the web.



PARKS AND OPEN SPACE PRIORITIES Several streets and public spaces are priorities to serve the current community and as a complement to concurrent development.



STREET ACTIVATION The neighborhood can make streets safer and more enjoyable with targeted investments such as parklets.



PARKS WITH DEVELOPMENT As development grows, strategic locations for new public spaces have been identified that can be shared by all.



CONNECTED SPACES Free public WiFi can help draw people to a space and offer them a way to stay connected to each other and the web.

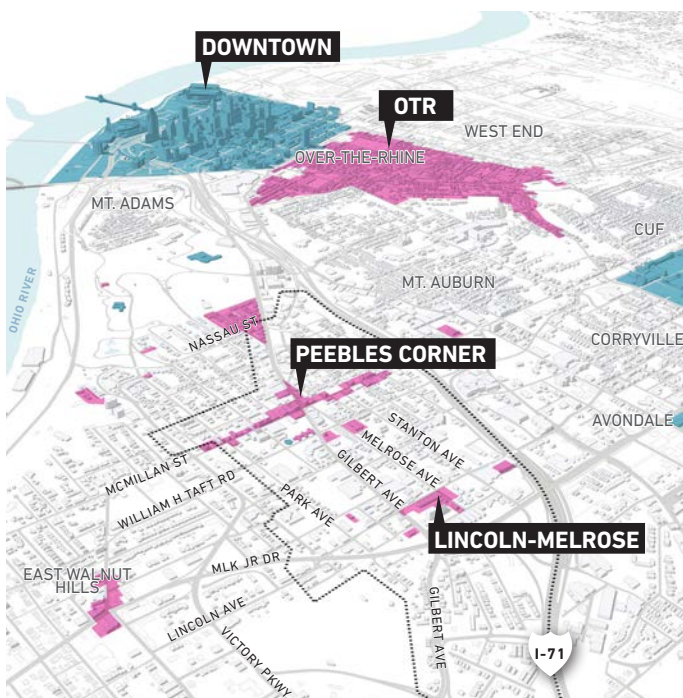
FOCUS DEVELOPMENT RESOURCES IN THREE PLACES

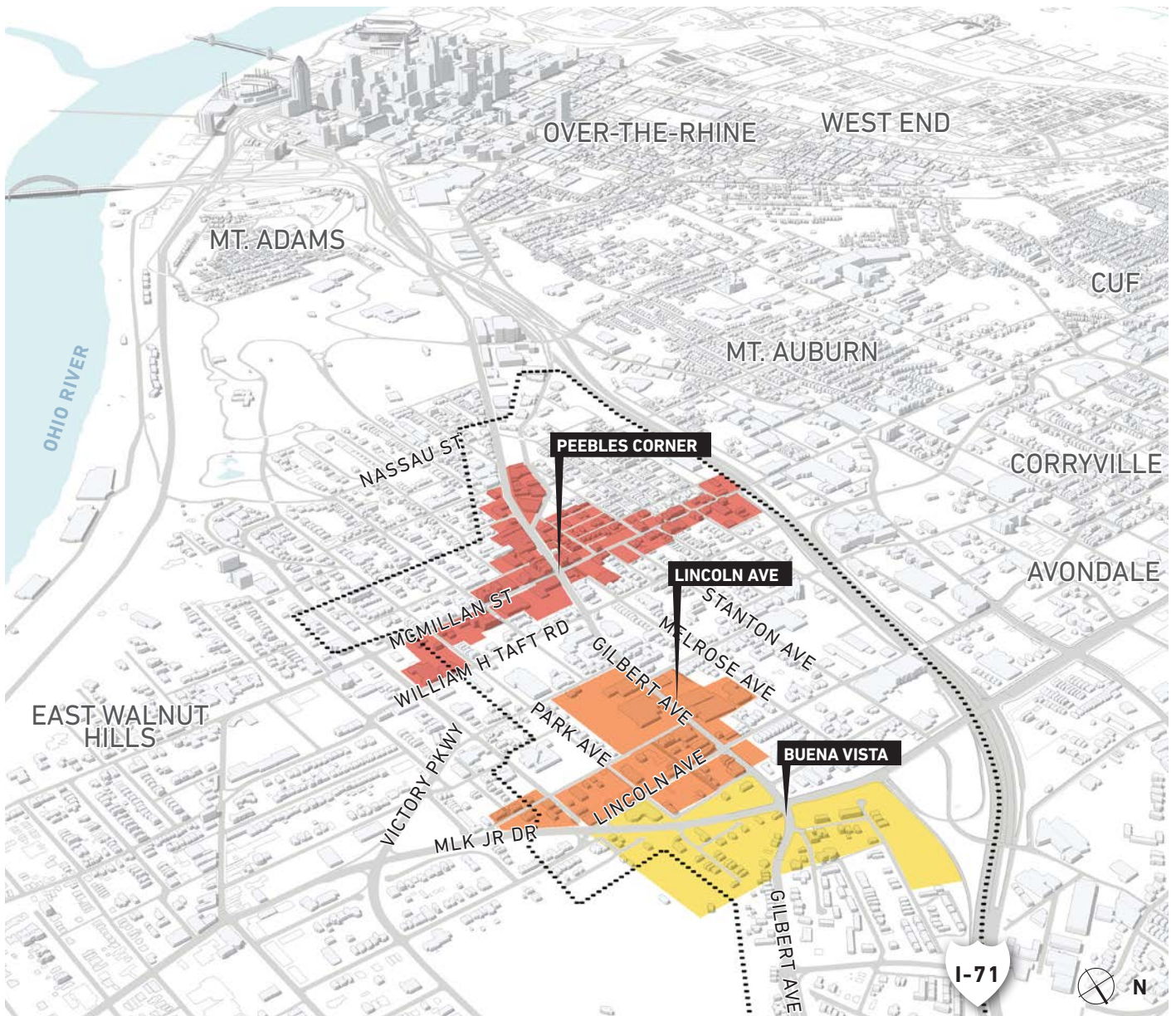
Walnut Hills is well located amongst a number of major regional centers such as Downtown Cincinnati, Uptown, Xavier University and some of the region's wealthiest neighborhoods. It is also not far from booming neighborhoods such as Over-the-Rhine or emerging retail cores such as DeSales Corner.

With these locational advantages, there is significant development occurring in and around the neighborhood as well. The Uptown neighborhoods are actively marketing sites adjacent to the new interchange; DeSales Corner is experiencing growth with its commercial core and the development of the Anthem Site; and redevelopment in the southern part of the Baldwin Building and Windsor Flats is underway. Several sites within the neighborhood have recently seen development. Most notable is the opening of Trevarren Flats along East McMillan Street.

The Reinvestment Plan has as its focus a 10 year development horizon. The Plan has identified three targeted investment areas that will likely see development within that timeframe: Peebles Corner, Lincoln Avenue and Buena Vista. They each have known market demand and potential land capacity for larger-scale mixed-use development that can satisfy pent up demand for residential, retail and other commercial uses. These areas also have the most visibility and potential for catalyzing additional development throughout Walnut Hills. Focusing limited reinvestment funds on the marketability and "curb appeal" of a few focused areas provide better return on investment than spreading dollars too thinly over the entire study area.

New development should either restore existing buildings or ensure that new construction interprets the scale, proportion, craftsmanship, and durability of the neighborhood's walkable, human-scaled historic fabric.





TARGETED DEVELOPMENT AREAS Peebles Corner (red), Lincoln Avenue (orange) and Buena Vista (yellow) are three areas to focus development resources.



Peebles Corner



Lincoln Avenue



Buena Vista

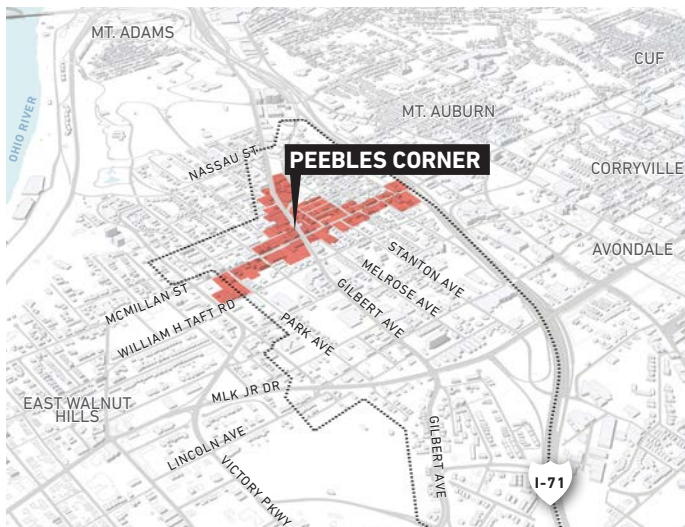
PEEBLES CORNER

EXISTING CONDITIONS

Peebles Corner for the purposes of this study is centered on East McMillan Street between Victory Parkway and I-71. It extends north and south approximately a block and a half in each direction. It is a mix of commercial and residential uses ranging from mid-rise to single family detached houses. The area is on the National Register of Historic Places, has a TIF overlay and is a Form-Based Code district. It is the heart of the neighborhood and has historically been the primary development focus of the Walnut Hills Redevelopment Foundation.

THE OPPORTUNITY

Continued investments in this area are intended to build upon previous revitalization efforts that include streetscaping along East McMillan, Trevarren Flats, the future Paramount Building redevelopment, Fireside Pizza, and Five Points Alley. This area has the most visibility and pedestrian activity and future investment should continue to enhance the retail environment and parking access and increase the number of higher-density residential units. Residential development should include a mix of rehab and new construction in mixed-use and residential buildings.



PEEBLES CORNER Existing Conditions



PEEBLES CORNER

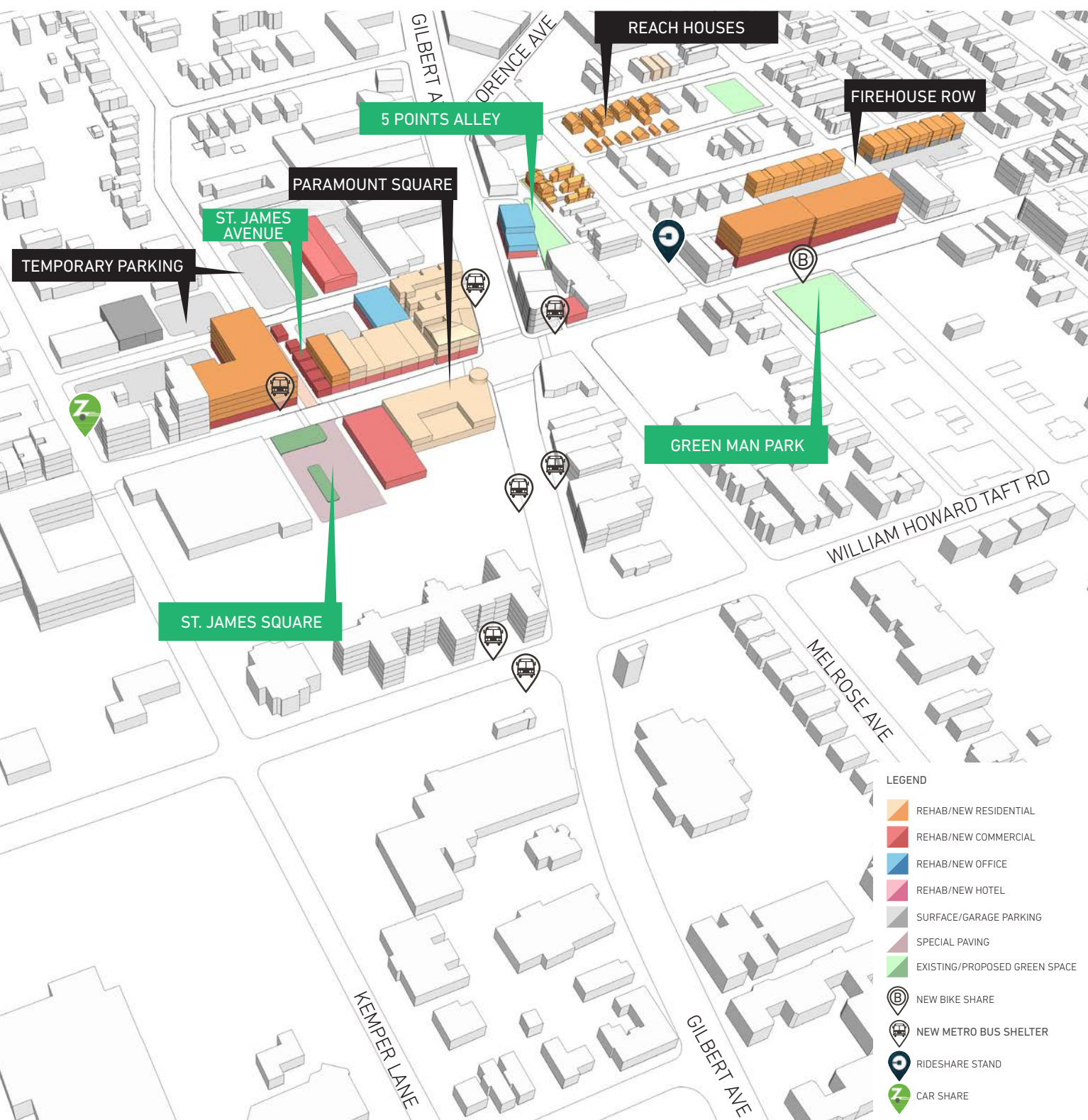
0-2 YEARS

The next 24 months of development at Peebles Corner will maintain the momentum created by Trevarren Flats, Five Points, and the awarding of significant historic tax credits. Key initiatives include:

- + **Paramount Square** The Model Group and WHRF will complete the revitalization of several buildings here in 2017 and 2018. This will include a mix of affordable housing, possibly the Scholar House, market-rate housing, office, retail, and off-street parking. St. James Pocket Park will be converted into a shared drive that can provide access to parking off Curtis but also be used for market events. Temporary parking lots will be created off Curtis and a garage building may be acquired for premium parking or future commercial use. The garage on the 900 block of Curtis will become an active retail or light industrial use. In addition to the Paramount Buildings, the CVS facade will be improved and the parking lot in front of the Kroger reprogrammed as St. James Square (see the Public Realm Improvements). A retail-focused web strategy should be developed in tandem with the retail development.
- + **Five Points Alley** Gomez will be opening fall of 2016 and the Public Comfort Station in 2017. New multi-purpose garages will be built fronting the alley to support small offices, light manufacturing, retail, or other types of maker spaces.
- + **REACH Single Family House Development** The Port of Greater Cincinnati Development Authority will begin building new single family homes along Copelen and Morgan Streets in the fall of 2016.
- + **Firehouse Row** A mix of market-rate apartments and ground-floor retail will be developed along McMillan and Wayne Streets in 2017.



PEEBLES CORNER 0-2 Years Development Vision



PEEBLES CORNER

2-5 YEARS

When Paramount Square is completed, a significant piece of Peebles Corner will have been revitalized. New residents, companies, and retailers will drive additional development activity as other investment will be attracted to the energy and market created by the earlier work. Key initiatives for years 2 to 5 include:

- + **The Curtis Blocks** On what was initially temporary surface parking lots, a mix of market-rate for sale and multi-family rental may flank St. James Avenue. The former garage space may be used for a retail, office or light manufacturing space. The former automotive repair shop at the southwest corner of Gilbert and Curtis is an ideal location for a bar and/or food service that utilizes the front setback along Gilbert for a large patio or entertaining space.
- + **Public Parking Garage** Increased development of both historic buildings and former parking lots may require a mid-size public parking garage on the northern half of the Kroger lot. This garage will serve existing and future district commercial needs but may also serve future residential development on the Kroger site or for the Alexandra.
- + **Firehouse Row Phase II** A second side of Green Man Park will be developed in the completion of Firehouse Row. This mixed-use, mixed-income development transitions in scale from five stories along McMillan to three stories along Stanton and Hemlock. Options exist to retain the daycare and corner store or to include them in the redevelopment.



Example of the scale and potential character of Firehouse Row's second phase.



PEEBLES CORNER 2-5 Years Development Vision

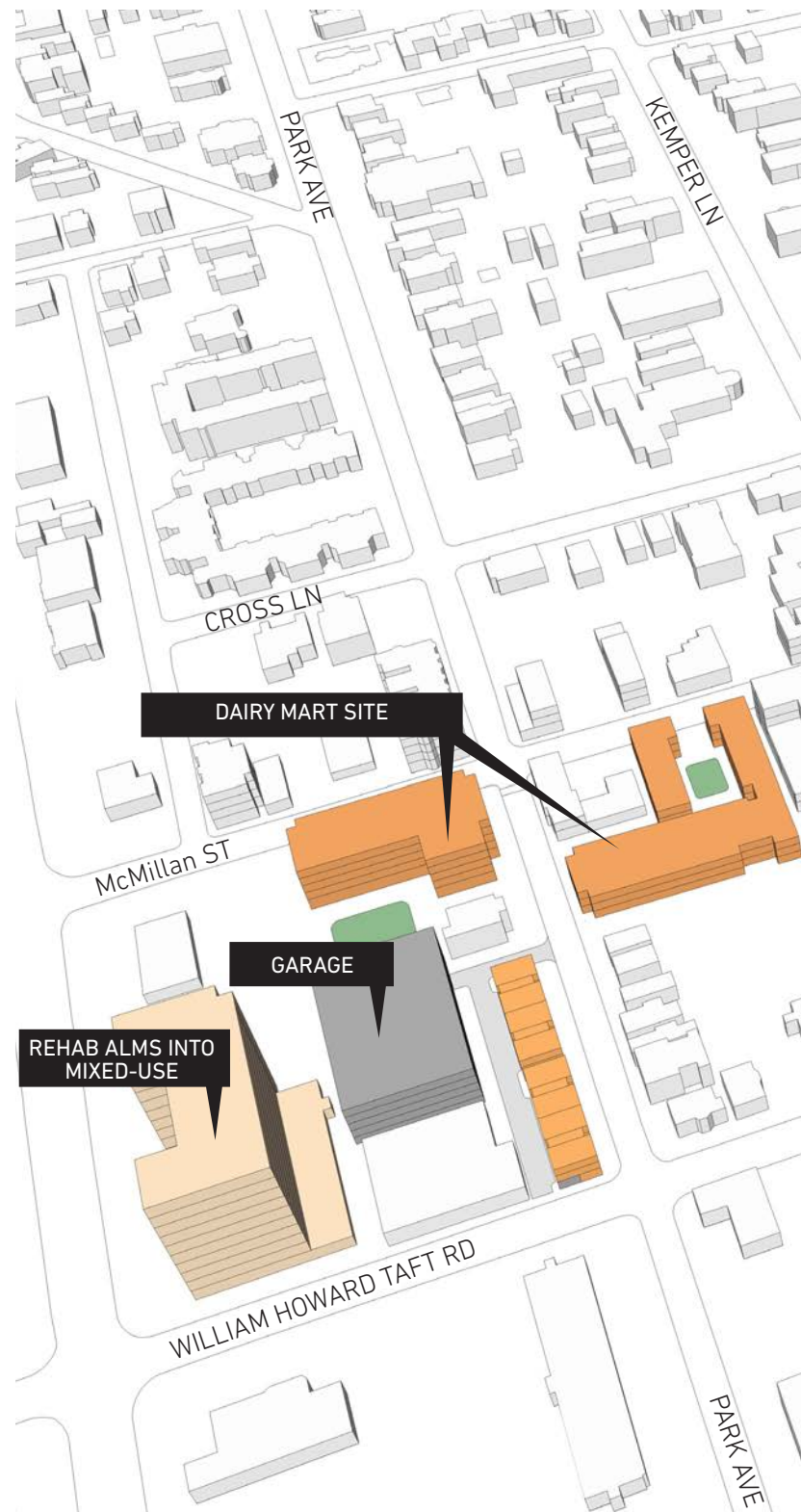


PEEBLES CORNER

5-10 YEARS

The redevelopment of all four sides of Peebles Corner is likely within the next ten years. As this occurs, pressure will grow to complete the transformation of the Alms and the redevelopment of the Dairy Mart Site. Key initiatives for years 5 to 10 include:

- + **Paramount Square Phase 4** PNC Bank prefers to stay in the neighborhood but does not have to own its own building on the northwest corner of Gilbert and McMillan. Similarly, the University of Cincinnati Distribution Center is not the highest and best use of that corner. Therefore, a new, mixed-use, mixed-income development on this site is likely feasible.
- + **Paramount Square Phase 5** The last corner of Peebles Corner is already in pre development. Within five years, it is likely that the remaining frontage along Gilbert and McMillan at the corner will be revitalized as well as a mix of retail, housing and small office or maker spaces.
- + **Dairy Mart Site** The Dairy Mart site includes parcels on both sides of Park Avenue. It is well suited to redevelop as a mixed-income housing development. One of the buildings should be considered as senior housing. Parking for this development should be developed in conjunction with the redevelopment of the Alms Apartments. This development assumes the successful relocation of Parkside Cafe.
- + **Alms Apartments Conversion** The Alms Apartments went into receivership in 2015. It is anticipated that it will have new ownership that will improve management, renovate the property, lower the density of housing units (relocating them elsewhere in the neighborhood) and introduce other uses such as office and social services. New parking will be constructed that can serve not only the Alms but surrounding development.



PEEBLES CORNER 5-10 Years Development Vision



PEEBLES CORNER

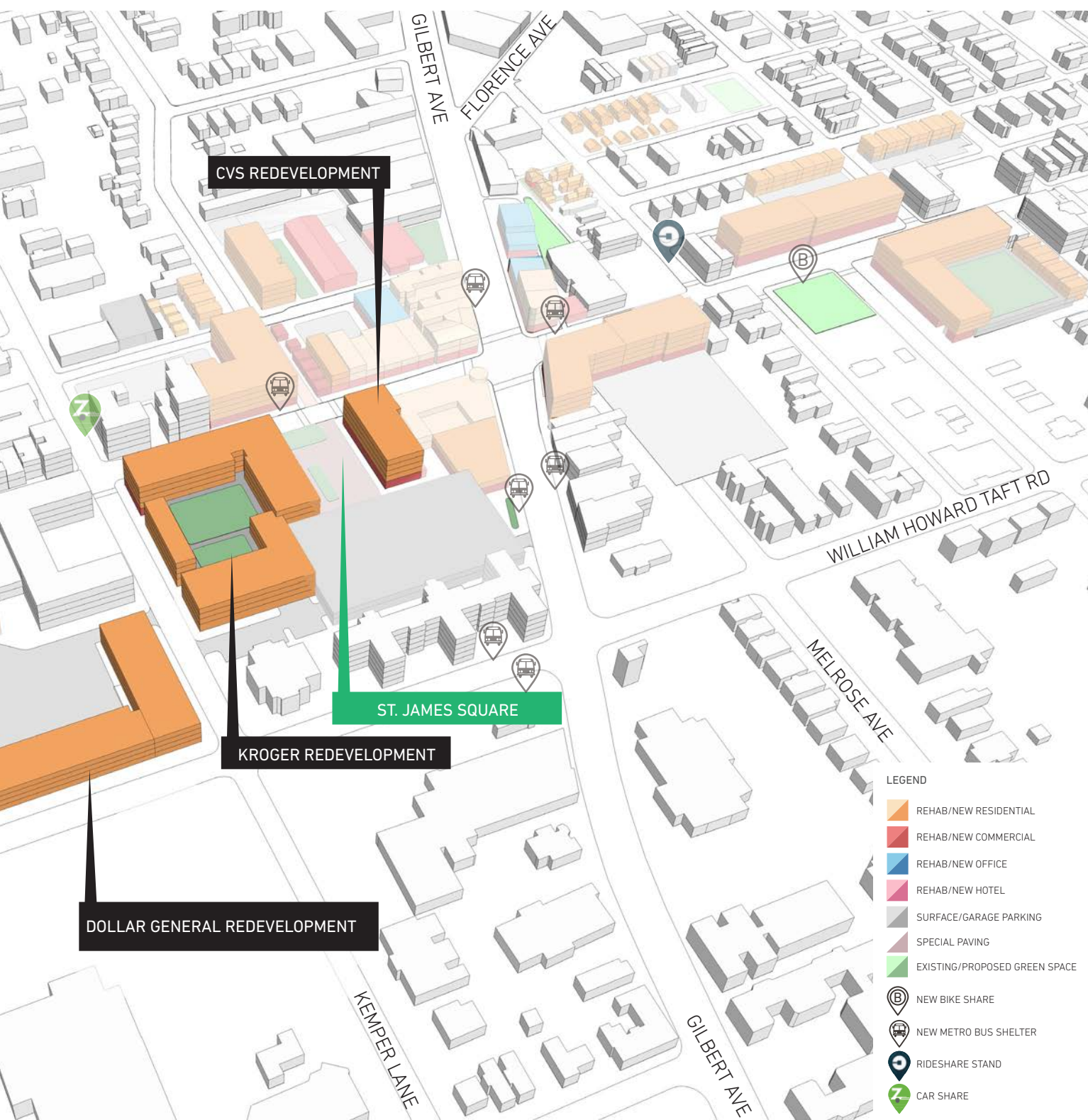
OPPORTUNITIES THAT ARE FURTHER AFIELD

The purpose of the Reinvestment Plan is to establish a strategy for the next 5 to 10 years. However, it is worth describing some potential sites that could redevelop shortly thereafter. Potential development initiatives may include:

- + **McDonald's Redevelopment** McDonald's occupies a prominent corner along McMillan. Today, there is little incentive for the site to redevelop but as the corridor densifies, the value of the site may warrant its redevelopment into a higher and more productive use. Its location is well suited for mixed-income or market rate multi-family housing.
- + **Dollar General Redevelopment** The Dollar General was the first building built in Walnut Hill's Form-Based Code. It also has become an almost immediate concern for the neighborhood. As the market features more income diversity, the need for this use may diminish and the value of the lot at the corner of Taft and Kemper may warrant a higher and better use such as multi-family housing.
- + **Kroger Redevelopment** Should the grocery building outlive its useful life, the corner site is well positioned to be a dense, mixed-use project that takes advantage of St. James Square, the parking garage constructed earlier, and the thriving activity of Paramount Square.
- + **CVS Redevelopment** The design life of CVS will likely not last beyond ten years. The premium created by St. James Square and in Peebles Corner will likely justify a redevelopment of the site as a mixed-use building.



PEEBLES CORNER Opportunities that are further afield



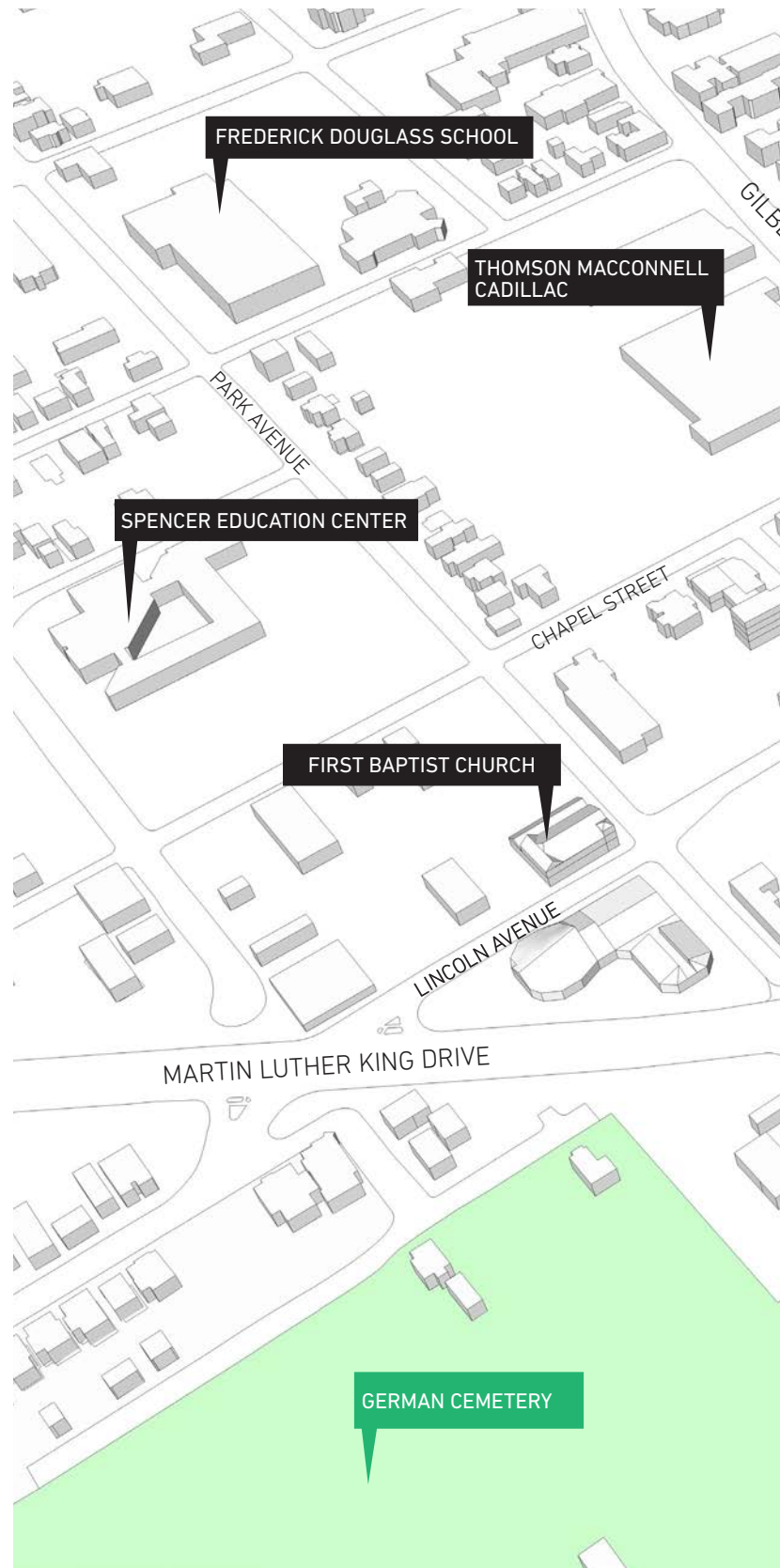
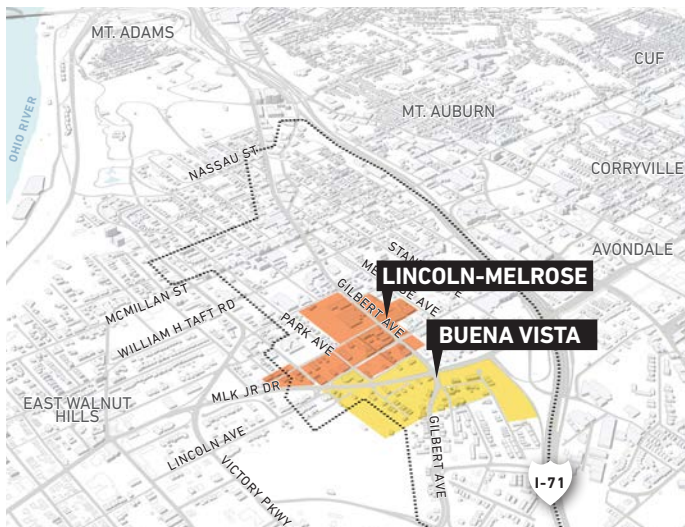
LINCOLN AVENUE AND BUENA VISTA PLACE

EXISTING CONDITIONS

The Lincoln Avenue and Buena Vista Place area is focused between Chapel and Altoona Streets and between Park and Stanton Avenues. Lincoln Avenue was the historic African American retail street for the City and the district includes the Manse Hotel that was a prominent African American hotel in an era that limited the number of places that people of color could stay. It is anchored by the Lincoln-Melrose Historic District. The Buena Vista Place area is loosely defined as the area north of MLK on either side of Gilbert. It has been cut off and largely abandoned or acquired by others as a result of the MLK expansion.

THE OPPORTUNITY

Given the excellent access to Uptown and new Interstate 71 interchange and a number of vacant parcels, this area may accommodate a wide range of higher-density development typologies including residential, mixed-use and commercial uses. This future development area should encourage and leverage the rehabilitation of existing retail space along Lincoln Avenue. The area surrounding Buena Vista Place north of Martin Luther King Jr. Drive also provides an opportunity for higher density mixed-use and commercial development. Similar to Lincoln Avenue, this area can also leverage the excellent accessibility and visibility off of MLK. The continued revitalization and development in Uptown along with the Interstate 71 interchange vastly increases the marketability of this site for mid-size commercial office and hotel development.



LINCOLN AVENUE AND BUENA VISTA PLACE Existing Conditions



YMCA

GIMINETTI BAKERY

LINCOLN-MELROSE

STOWE HOUSE

NEW INTERCHANGE

MT. ZION UNITED METHODIST CHURCH

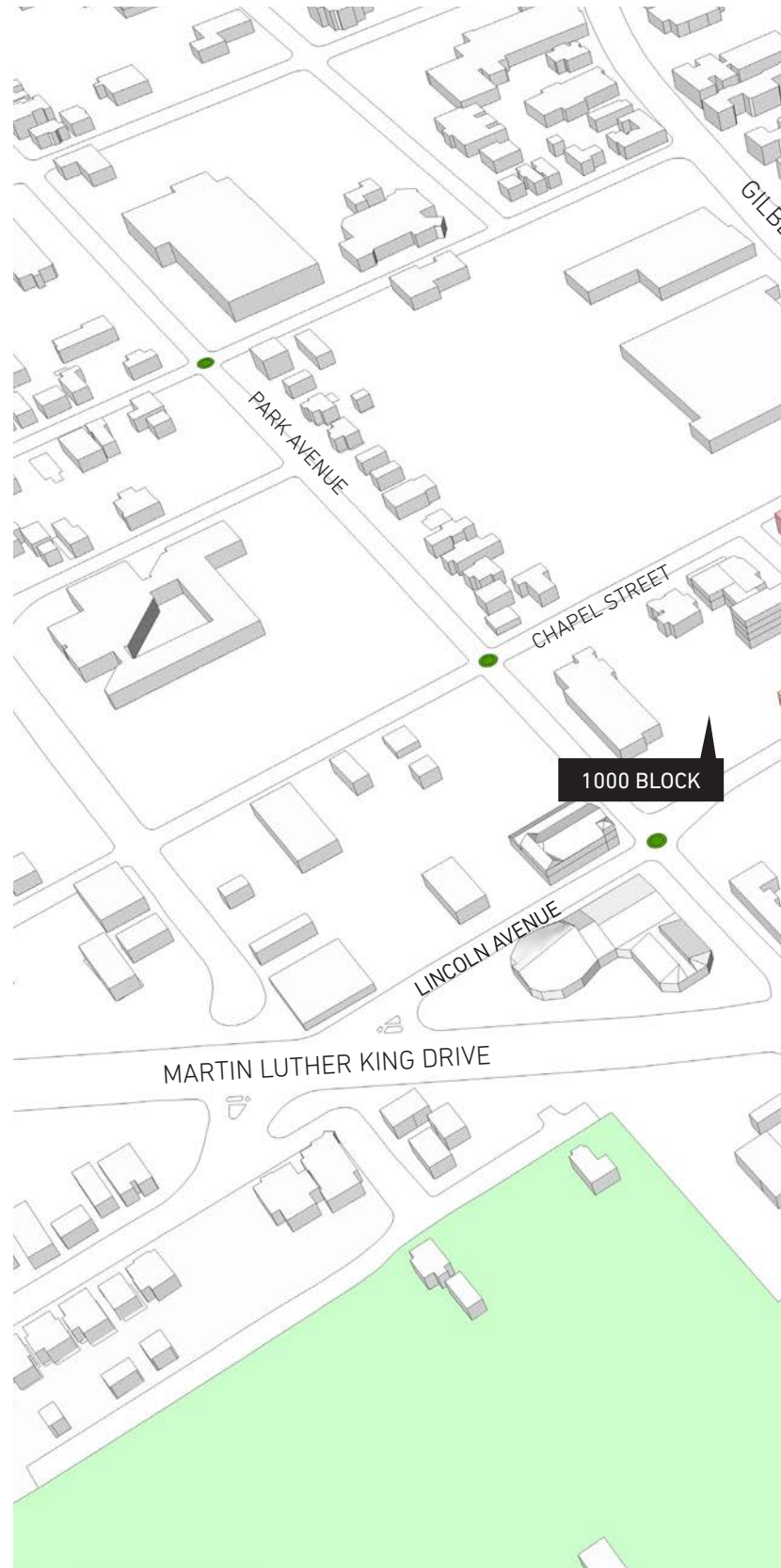


LINCOLN AVENUE AND BUENA VISTA PLACE

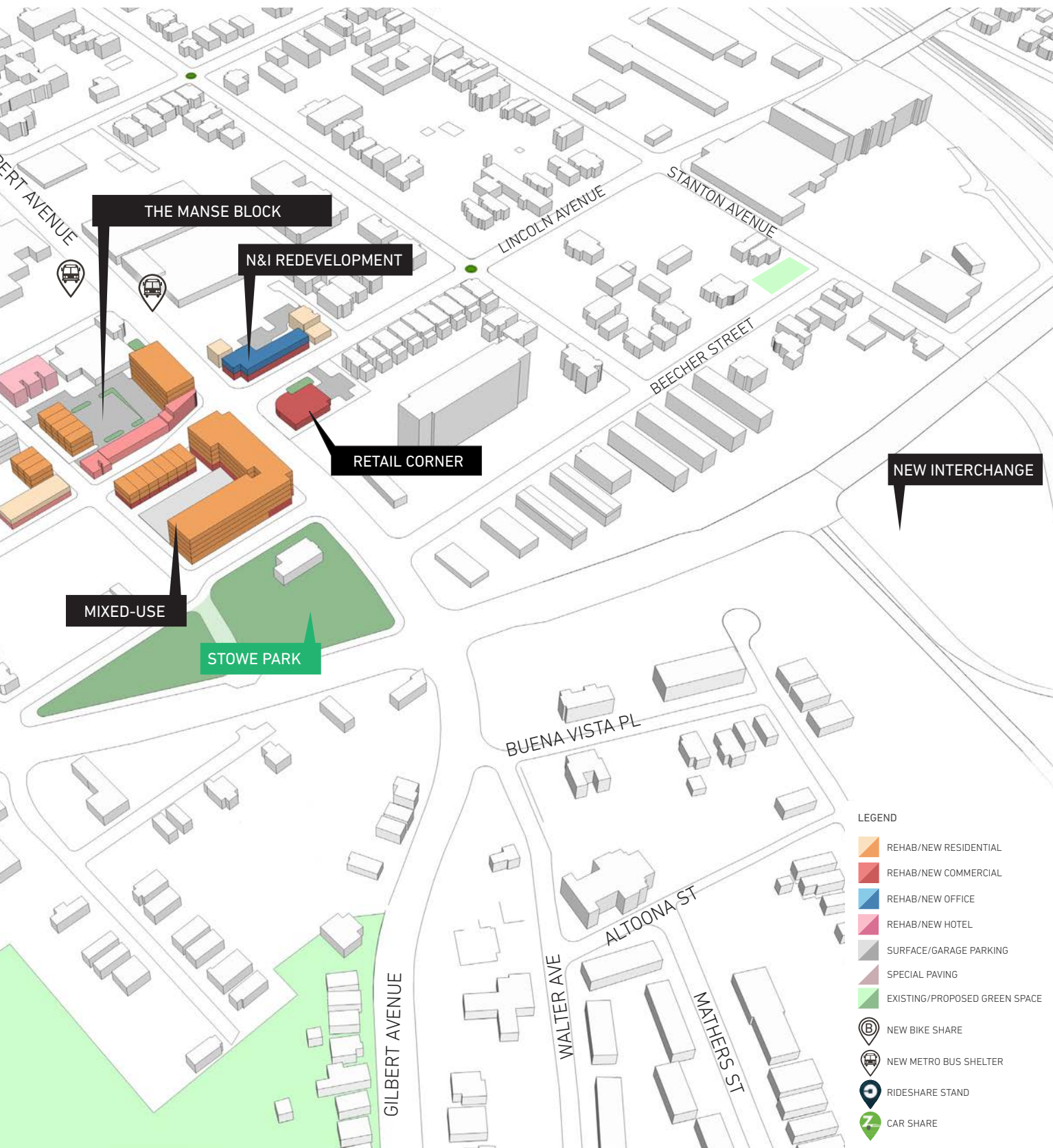
0-2 YEARS

The first phase of Lincoln Avenue's redevelopment focuses on rebuilding a prominent, controlled intersection at Lincoln Avenue and Gilbert Avenue with development at all four corners, fixing a well known crime and safety spot. It also leverages the reinvestment in Stowe Park that the institution and the State will be undertaking over the next couple years. Key initiatives include:

- + **N&I Redevelopment** This corner is one of the neighborhood's most dangerous. A successful retail-driven redevelopment of the N&I store on the corner and rehabbing of the garage and house structures that flank it, can provide a strong signal to the neighborhood and the real estate market that positive change is here.
- + **New Retail Corner** An unused leftover space that is fenced off from the community sits at the northwest corner of the intersection. This may be redeveloped as a small retail and patio space that complements the Lincoln-Melrose Historic District.
- + **Mixed-use Development** This corner has been consolidated under a single owner and can support market-rate residential, a small amount of retail and Live/Work units that complement the retail building south of Lincoln Avenue. Parking for this development may be on the same block and/or on the block to the east.
- + **The Manse Block** The historic and prominent nature of this property warrants a concerted effort to recruit an African American operator that can restore the building and provide a best-in-class boutique hotel experience. The block also has the Giminetti Bakery that can become another anchor. The existing one-story retail can transition to artisan and boutique retail, perhaps driven by neighborhood entrepreneurs and neighborhood services. Affordable residential units may also be developed on this block.
- + **1000 Block Rehab** This corner has an affordable housing building on it that can be rehabbed, eventually with office or retail restored to the ground floor.



LINCOLN AVENUE AND BUENA VISTA PLACE 0-2 Years Development Vision



LINCOLN AVENUE AND BUENA VISTA PLACE

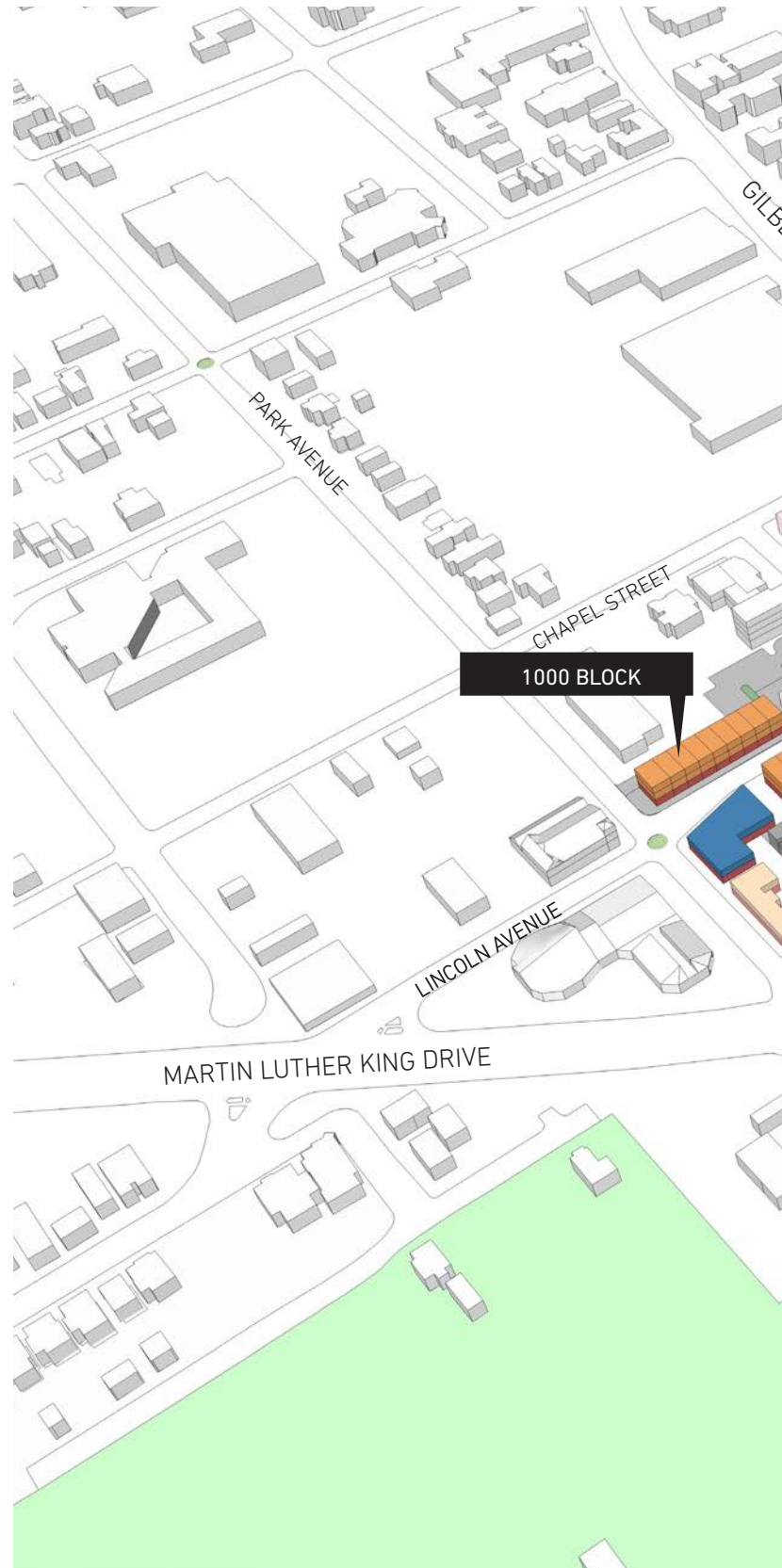
2-5 YEARS

If the first phases of development are successful, they will unlock incredible value for the interior blocks of the district. Initiatives here include two significant projects:

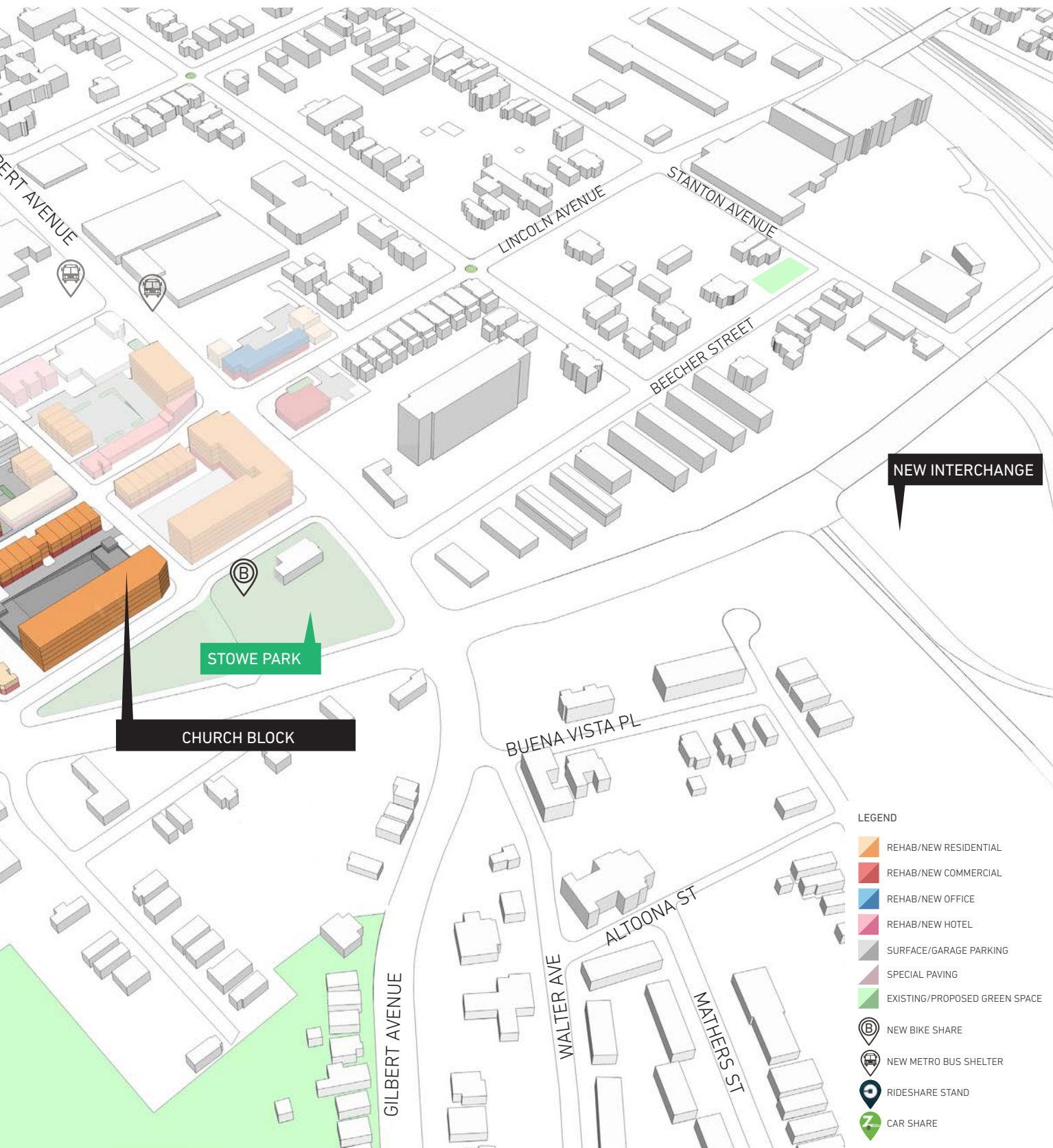
- + **1000 Block Phase II** The rest of this block's Lincoln Avenue frontage should be developed with Live/Work units that might be fully residential initially and evolve to include a mix of small retail and office spaces over time.
- + **Church Block Development** This block will replace the surface parking that supported the first phase with a small structured parking deck. Live/Work units area proposed along Lincoln Avenue with a small commercial building built at the corner of Park Avenue and Lincoln Avenue. The reinvestment in the small mixed-use building on the northeast corner of the block and a new mixed-income development may front Stowe Park.



LIVE/WORK UNITS A modern interpretation of live/work units



LINCOLN AVENUE AND BUENA VISTA PLACE 2-5 Years Development Vision



LINCOLN AVENUE AND BUENA VISTA PLACE

IN THE NEXT 5 YEARS: A NEW PARK/MLK/ GILBERT CONNECTION

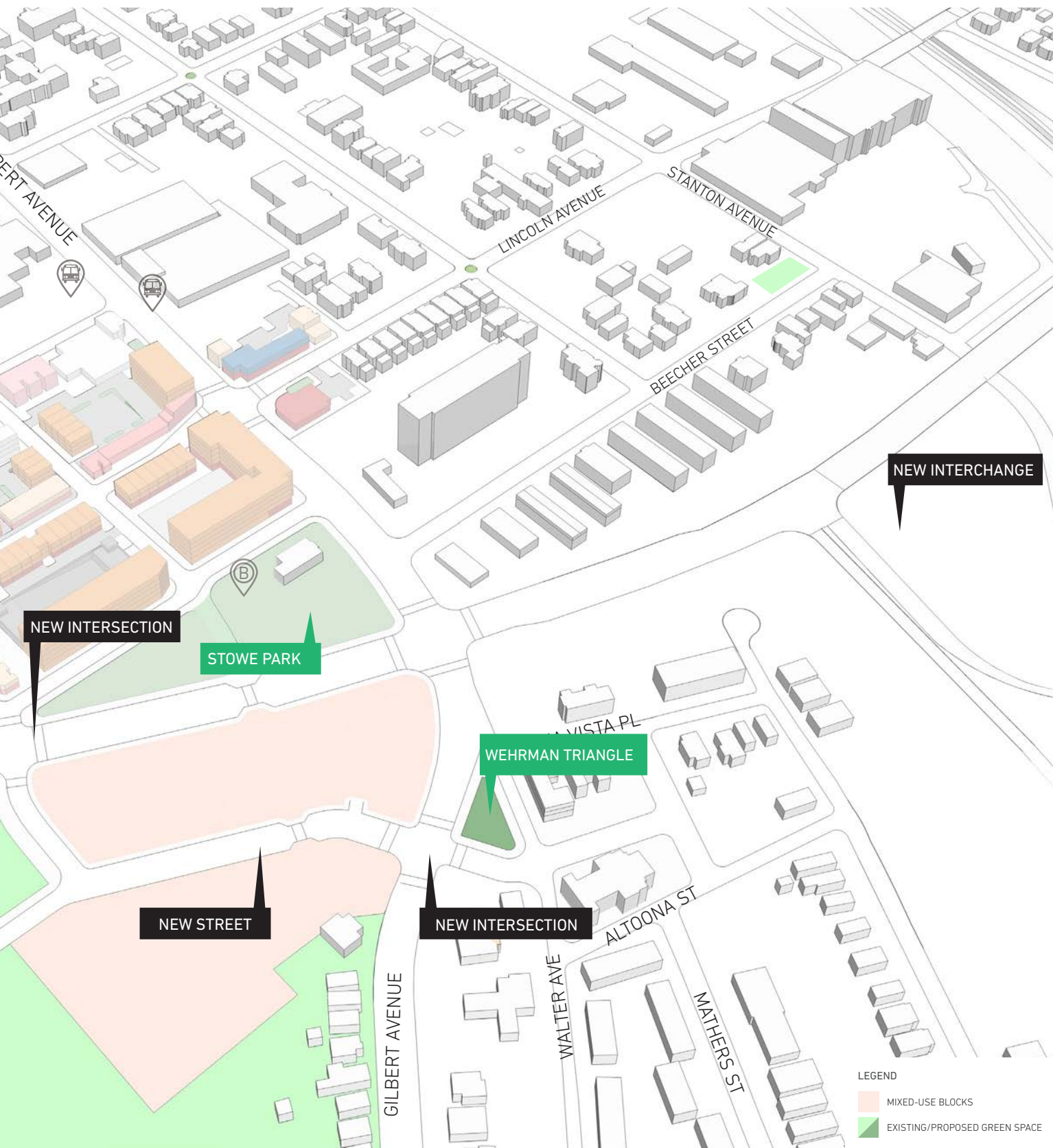
The corner and adjoining parcels at Gilbert Avenue and MLK have been significantly impacted over the long term by the arrival of MLK and, more recently, the opening of the new interchange at I-71. The closing of Park Avenue at MLK is hurting the viability of development and access in that area while pushing unnecessary traffic to Gilbert Avenue. An opportunity to dramatically address the confluence of a number of issues in this area exists through the creation of a new street that connects Park Avenue to Gilbert Avenue through the parcels at the northeast corner of Gilbert and MLK, just west of the German Cemetery.

The introduction of this new street should create a full movement, pedestrian friendly intersection at Park Avenue and MLK. It then should be routed and designed in such a way that avoids the significant grades and sets up the successful redevelopment of a walkable, mixed-use district. It may also provide the German Cemetery another point of access.

The new intersection at Gilbert will help address access issues created by the MLK interchange and provide a clear, safe intersection with Gilbert sufficiently spaced from the Gilbert and MLK intersection to the south. In addition to creating access, this new intersection forms a new public space labeled here as the Wehrman Triangle (named after one of the vacated streets impacted by the interchange). This space can provide a sense of arrival and link between old and new development, framed by some of the buildings that remain after the interchange clearing.



LINCOLN AVENUE AND BUENA VISTA PLACE A new connection



LEGEND
 MIXED-USE BLOCKS
 EXISTING/PROPOSED GREEN SPACE



LINCOLN AVENUE AND BUENA VISTA PLACE

5-10 YEARS

The success of the Lincoln Avenue district coupled with the visibility and availability of the corner of Gilbert and MLK will drive a significant redevelopment in new mixed-use development. These investments will go a long way toward leveraging new public goods such as safer streets, premium transit and neighborhood services. It also presents the best near-term possibility for attracting significant jobs to the east side of the interstate. Key initiatives include:

- + **Mixed-use District** Significant property acquisition is already underway in this quarter of the Gilbert/MLK intersection. This consolidated parcel is well suited for a significant jump in density given its proximity to open space, the potential for premium transit and Uptown. It may be driven by a dense mixed-income residential component and complemented by service retail, hospitality and employment uses. The development should front onto the new street, MLK, and Gilbert Avenue. The residential development may be developed atop parking to account for the grade and the commercial uses, similarly, can be above a naturally ventilated, below-grade garage to take advantage of the large “hole” in the northern half of the site. The employment center should be permitted to be build tall enough that it can be seen from Uptown above the residential buildings fronting MLK.
- + **Wehrman Triangle Development** As development occurs across the street, the resulting Wherman Triangle holds activation potential - both for development and as activated park space. An existing mixed-use building may be rehabbed to include additional residential or small offices above retail. Additional linear uses along the park’s north side may also be future opportunities if the property becomes available.



LINCOLN AVENUE AND BUENA VISTA PLACE 5-10 Years Development Vision

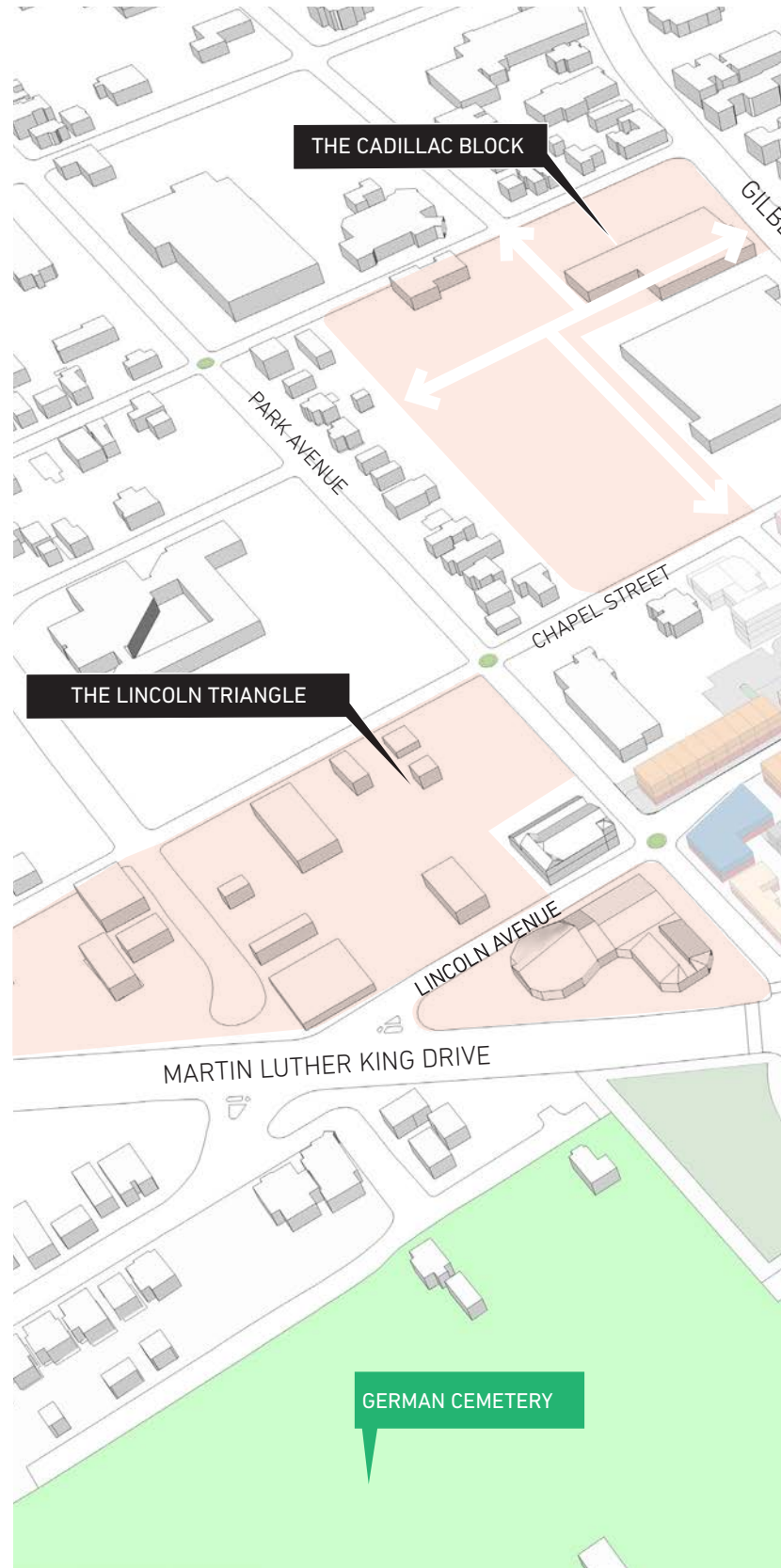


LINCOLN AVENUE AND BUENA VISTA PLACE

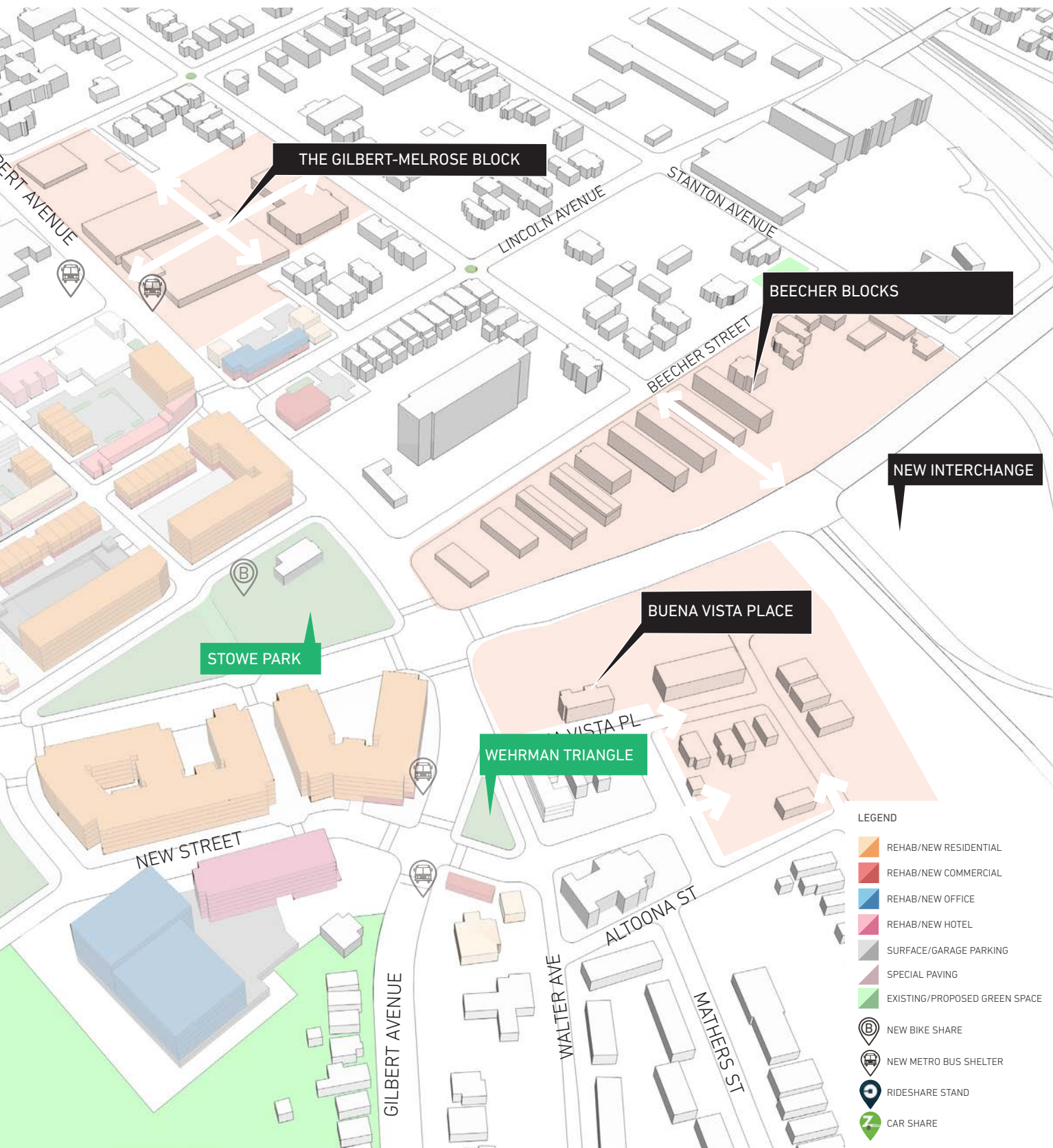
OPPORTUNITIES THAT ARE FURTHER AFIELD

The northern end of Walnut Hills will likely see the most dramatic change over the next ten years given its proximity to the MLK interchange, its adjacency to Uptown, and the quantity of acquired property under single ownership. These changes should integrate into the existing culture and character of Walnut Hills, specifically in the following areas that may see development activity:

- + **Buena Vista Place** A wide range of uses is possible at this location. New development will likely be employment focused, with a mix of light-industrial, distribution uses, office space and data services. Over time, residential, hospitality and retail services may also be desired. New development should address Wehrman Triangle, the Gilbert/MLK intersection and should transition in scale and intensity north to the neighborhood at Altoona.
- + **Beecher Blocks** The Beecher Blocks change dramatically as a result of the interchange. However, every care should be made to transition from the interstate scale of MLK to the residential scale of Beecher both in use and intensity. Beecher must not become the back alley for MLK fronting development. As such access should be studied off Stanton Avenue and at the I-71 intersection in concert with development. Residential and hospitality uses should be maintained along Beecher while a full mix of uses and heights may front onto MLK. Drive thrus and other strip development commonly associated with highways should not be permitted.
- + **The Gilbert-Melrose Block** Over time as Gilbert becomes more pleasant, increased development of large blocks like that of Easter Seals and YMCA may become attractive as mixed-use, mixed-income development.
- + **The Cadillac Block** Cadillac recently invested millions of dollars into their building and it can and should remain. However, as automobile retail trends evolve the remainder of the parcel has the opportunity to intensify with new development over time.
- + **The Lincoln Triangle** The success of the Lincoln Avenue District will spark the redevelopment of the area east to Ashland Park as a mix of residential types.



LINCOLN AVE AND BUENA VISTA Opportunities that are further afield



PEEBLES CORNER



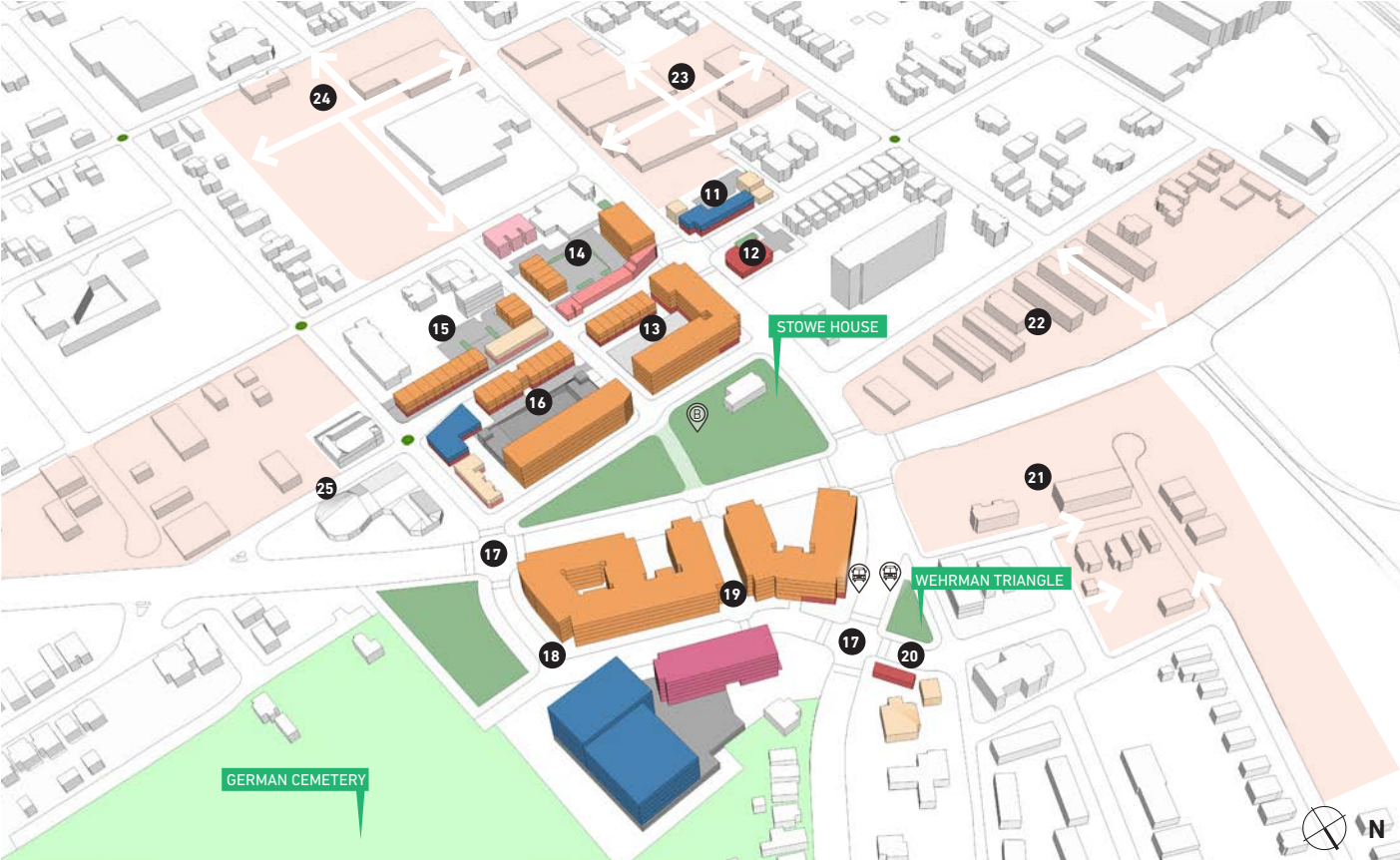
PEEBLES CORNER The Ten Year Plus Development Vision

1. PARAMOUNT SQUARE
2. REACH HOUSES
3. FIREHOUSE ROW
4. THE CURTIS BLOCK
5. DAIRY MART SITE
6. REHAB ALMS
7. DOLLAR GENERAL REDEVELOPMENT
8. CVS REDEVELOPMENT
9. KROGER REDEVELOPMENT
10. MCDONALDS REDEVELOPMENT

LEGEND

- REHAB/NEW RESIDENTIAL
- REHAB/NEW COMMERCIAL
- REHAB/NEW OFFICE
- REHAB/NEW HOTEL
- SURFACE/GARAGE PARKING
- EXISTING/PROPOSED GREEN SPACE
- B NEW BIKE SHARE
- M NEW METRO BUS SHELTER
- D RIDE SHARE STAND
- Z CAR SHARE

LINCOLN AVENUE AND BUENA VISTA PLACE



LINCOLN AVE AND BUENA VISTA The Ten Year Plus Development Vision

- 11. N&I REDEVELOPMENT
- 12. RETAIL CORNER
- 13. MIXED-USE
- 14. THE MANSE BLOCK
- 15. 1000 BLOCK
- 16. CHURCH BLOCK
- 17. NEW INTERSECTION
- 18. NEW STREET
- 19. MIXED-USE DISTRICT
- 20. WEHRMAN TRIANGLE DEVELOPMENT
- 21. BUENA VISTA PLACE
- 22. BEECHER BLOCKS
- 23. THE GILBERT-MELROSE BLOCK
- 24. THE CADILLAC BLOCK
- 25. THE LINCOLN TRIANGLE

LEGEND

- REHAB/NEW RESIDENTIAL
- REHAB/NEW COMMERCIAL
- REHAB/NEW OFFICE
- REHAB/NEW HOTEL
- SURFACE/GARAGE PARKING
- EXISTING/PROPOSED GREEN SPACE
- B NEW BIKE SHARE
- M NEW METRO BUS SHELTER
- RIDE SHARE STAND
- ↻ CAR SHARE

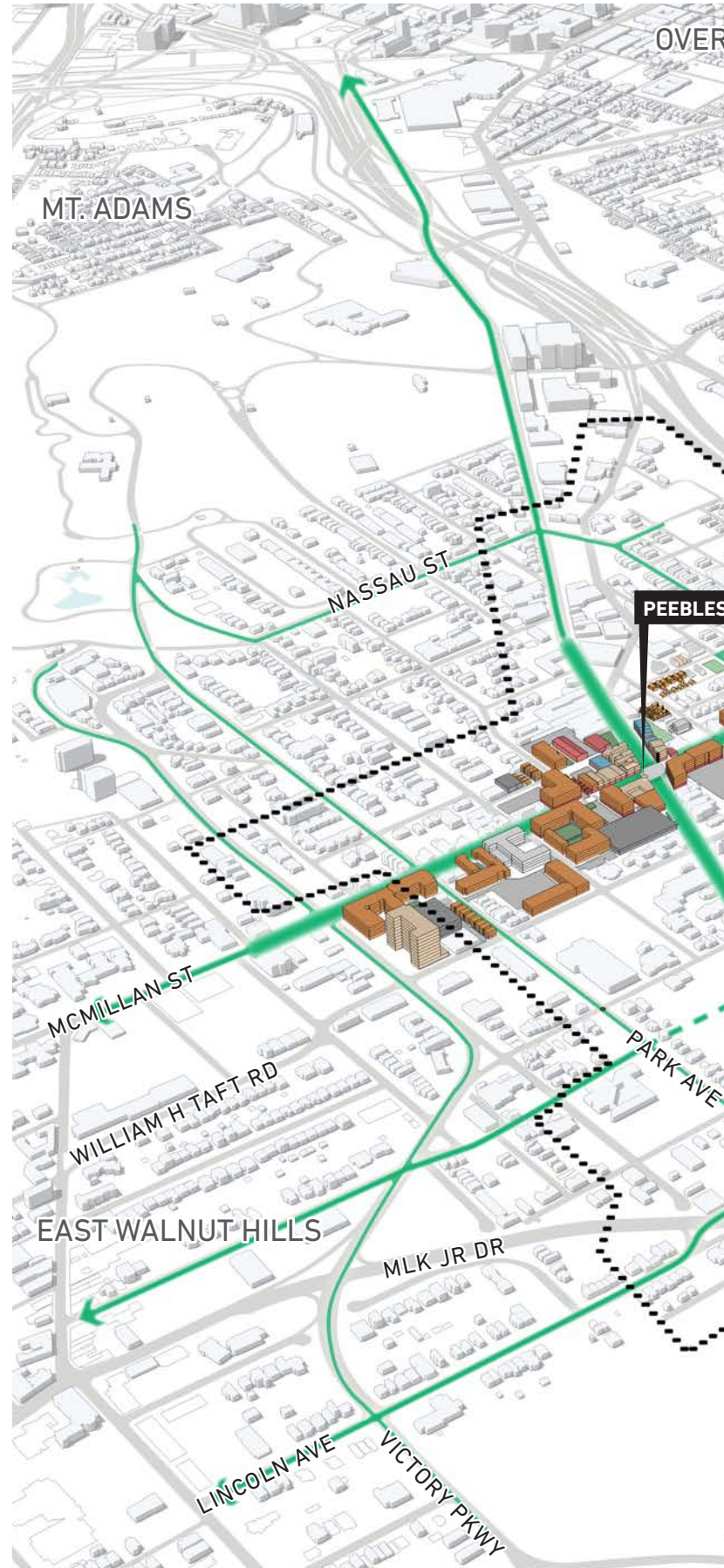
OVER TIME NOT OVERNIGHT

The reinvestment in Walnut Hills is a strategy built out of a dynamic mix of patience and impatience. It maintains patience to do the right thing for the neighborhood but is impatient in the tireless recruitment of investment, innovation and the celebration of a historic and diverse neighborhood.

In the next ten years, the neighborhood will no doubt see many changes that will make it a better version of itself. Its overt care and celebration of the people that make the neighborhood great is also what draws investment from outside the neighborhood. This will result in a neighborhood that will become, once again, one of the city's best centers of energy, inclusion, opportunity and resilience.

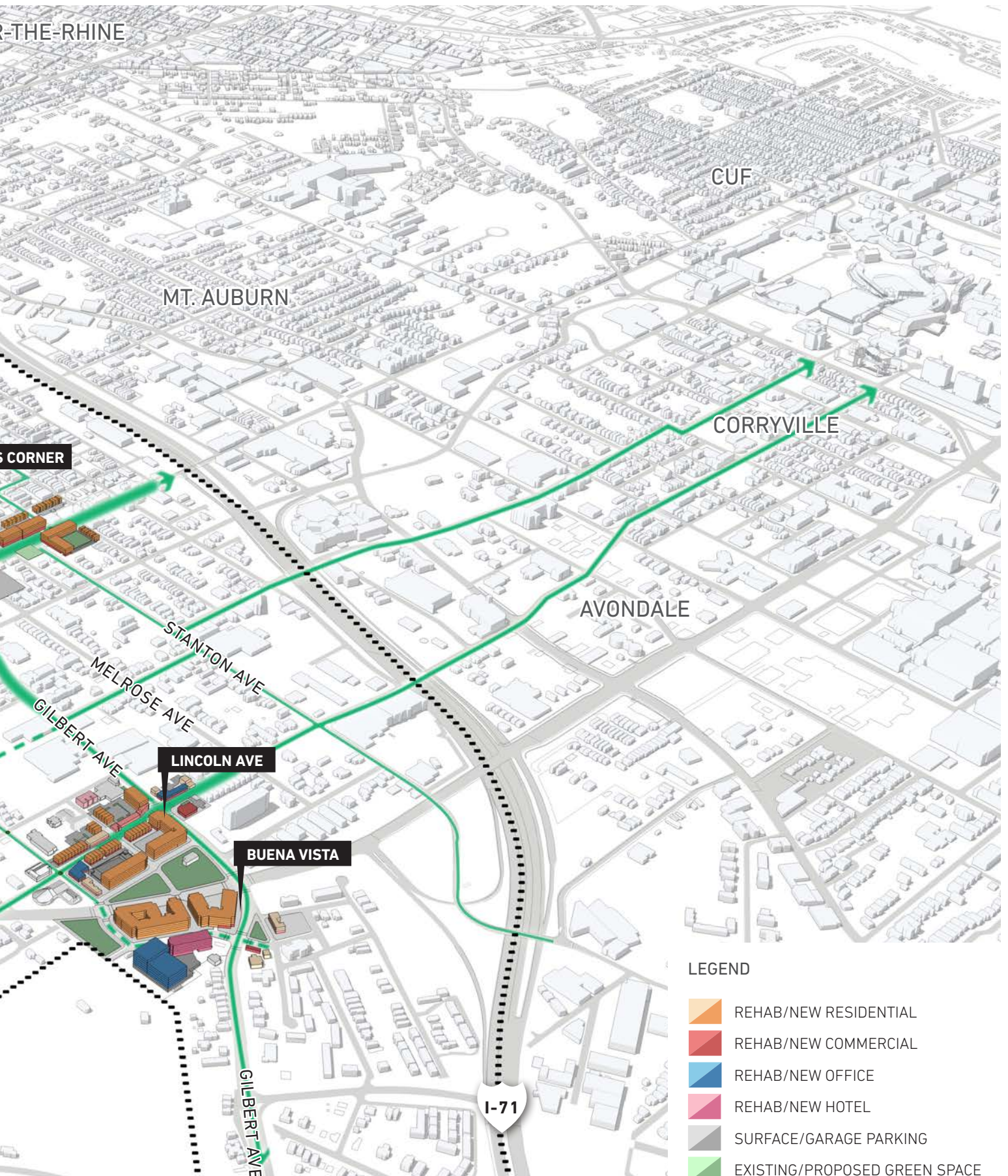
NEXT STEP: LAUNCH THE WORK PLAN

The Reinvestment Plan will be adopted by the Walnut Hills Area Council and by the City of Cincinnati Planning Commission and City Council. It will serve as not only a policy guide for those charged with prioritizing capital improvements and development investments in the neighborhood, but as a work plan for neighborhood leaders to program efforts year after year. It will ensure that the needs of the community are integrated into relevant aspects of development and provide the basis to continue the assessment of and conversation surrounding investment in the neighborhood.



5-10 YEARS DEVELOPMENT VISION

R-THE-RHINE



MT. AUBURN

CUF

CORRYVILLE

AVONDALE

S CORNER

LINCOLN AVE

BUENA VISTA







STANTON AVE
MELROSE AVE

GILBERT AVE

GILBERT AVE

I-71

LEGEND

-  REHAB/NEW RESIDENTIAL
-  REHAB/NEW COMMERCIAL
-  REHAB/NEW OFFICE
-  REHAB/NEW HOTEL
-  SURFACE/GARAGE PARKING
-  EXISTING/PROPOSED GREEN SPACE





© MKSK 2016



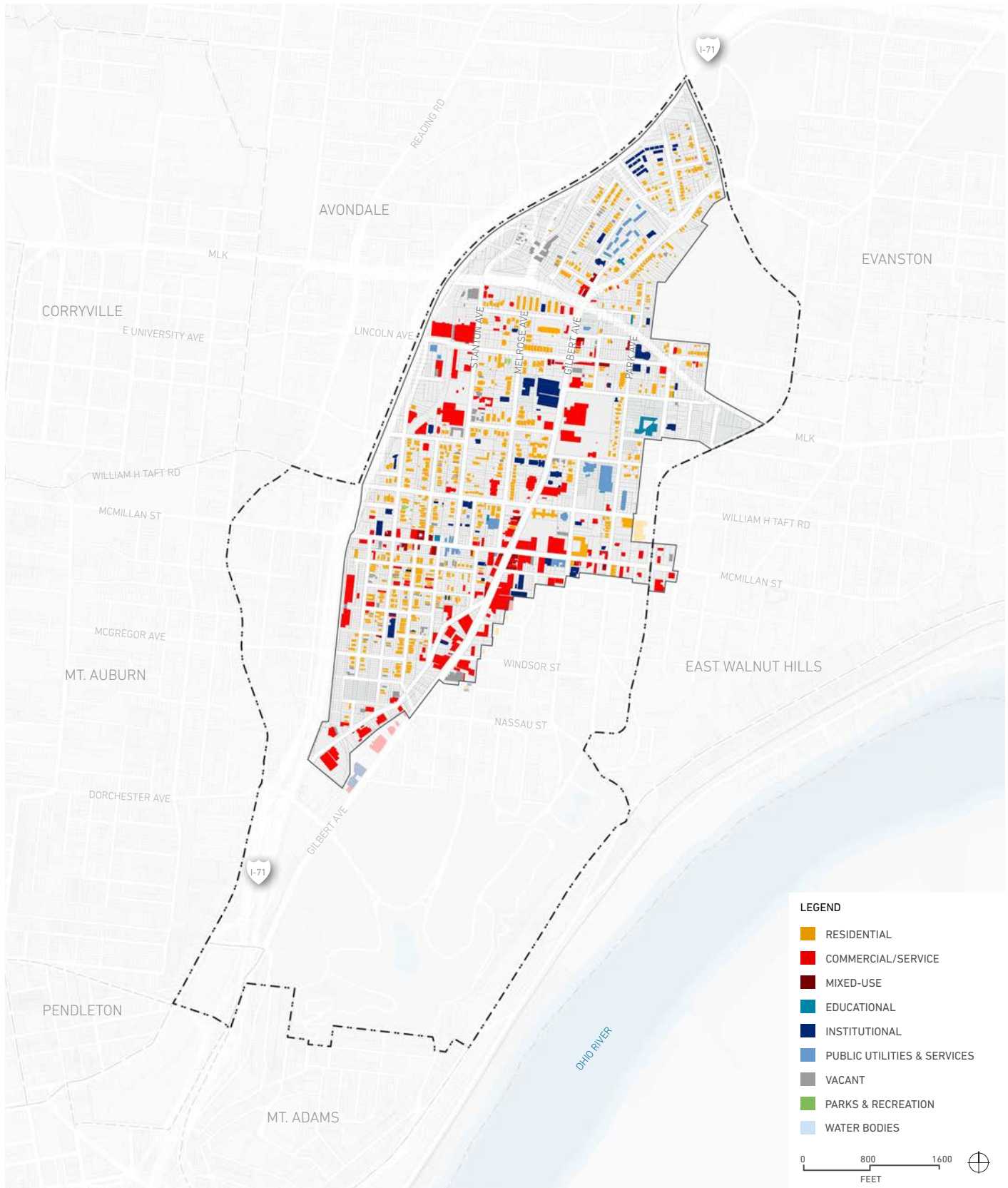
© MKSK 2016



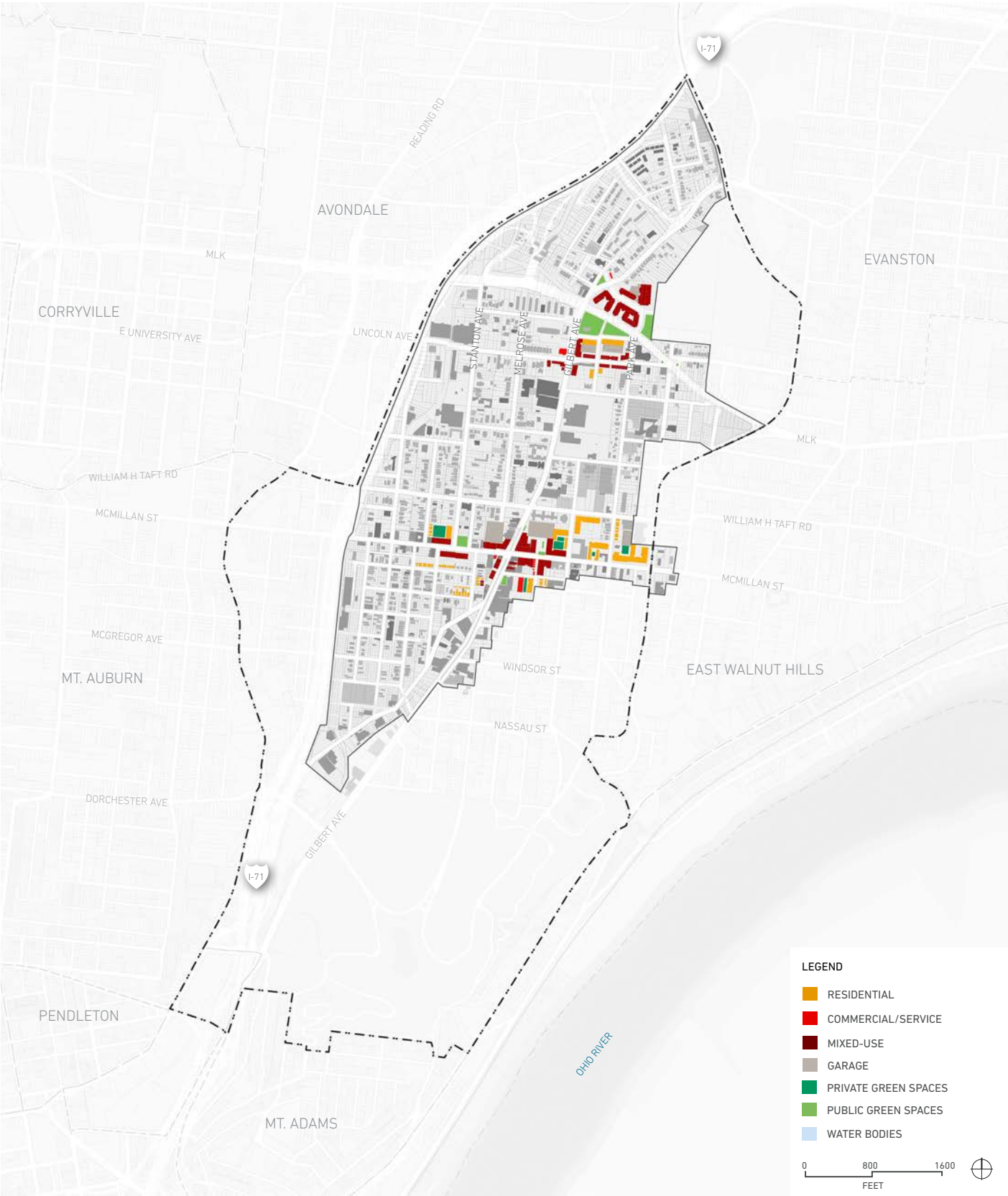
SECTION 4

LAND USE & ZONING

EXISTING LAND USES



PROPOSED 5-10 YEAR LAND USE CHANGES



EXISTING ZONING

CC-A - Commercial Community - Auto-oriented
Intended for areas that provide for easy automobile access. Large buildings are located on the site with parking in front.

CC-M - Commercial Community - Mixed
CN-M - Commercial Neighborhood - Mixed
Intended to provide for a mix of the pedestrian and auto-oriented development. Older, pedestrian-oriented buildings may be intermixed with newer, auto-oriented uses.

CC-P - Commercial Community - Pedestrian
CN-P - Neighborhood - Pedestrian
Intended for areas with a traditional urban character, where buildings are required to be built to the street or sidewalk line, to provide a close relationship between pedestrians and shops..

ML - Manufacturing Limited
Intended to create, preserve and enhance areas that are appropriate for a range of low-impact manufacturing activities and supporting commercial uses.

OG - Office General
Intended to provide sites for offices and research and development facilities in a large-scale or campus-like environment.

PR - Parks and Recreational
Intended to preserve, protect and enhance a system of public parks, parkways, greenspace, recreation areas, natural and scenic areas, and protect sensitive natural resource areas.

RMX - Residential Mixed
Intended to create, maintain and enhance areas of the city that have a mix of lot sizes and house types at moderate intensities (1-3 dwelling units). Existing buildings of four or more units are acknowledged but new construction is not permitted.

RM-0.7 - Multi-Family
Intended to be urban and should be used where high intensity residential is needed to provide a residential base for important commercial areas. The minimum land area for every dwelling unit is 700 square feet.

RM-1.2 - Multi-Family
Intended to provide for mixed residential uses at moderately high densities. This is an intense district with an urban character. The minimum land area for every dwelling unit is 1,200 square feet.

SF-4 - Single-Family Residential
Allows moderately high density single-family housing. The minimum lot size is 4,000 square feet.

T4N.SF - T4N Small Footprint
Intended to provide a variety of urban housing choices in medium-to-high density building types that support neighborhood retail/service uses near this zone.

T4N.SF-O - T4N Small Footprint - Open
Intended to provide a variety of urban housing choices in medium-to-high density building types that support neighborhood retail/service uses near this zone. The open sub-zone provides the same building form but allows for a more diverse mix of uses.

T4N.MF-O - T4N Medium Footprint - Open
Intended to provide a variety of housing choices, in medium-density building types, which support neighborhood-serving commercial adjacent to this zone. The open sub-zone provides the same building form but allows for a more diverse mix of uses.

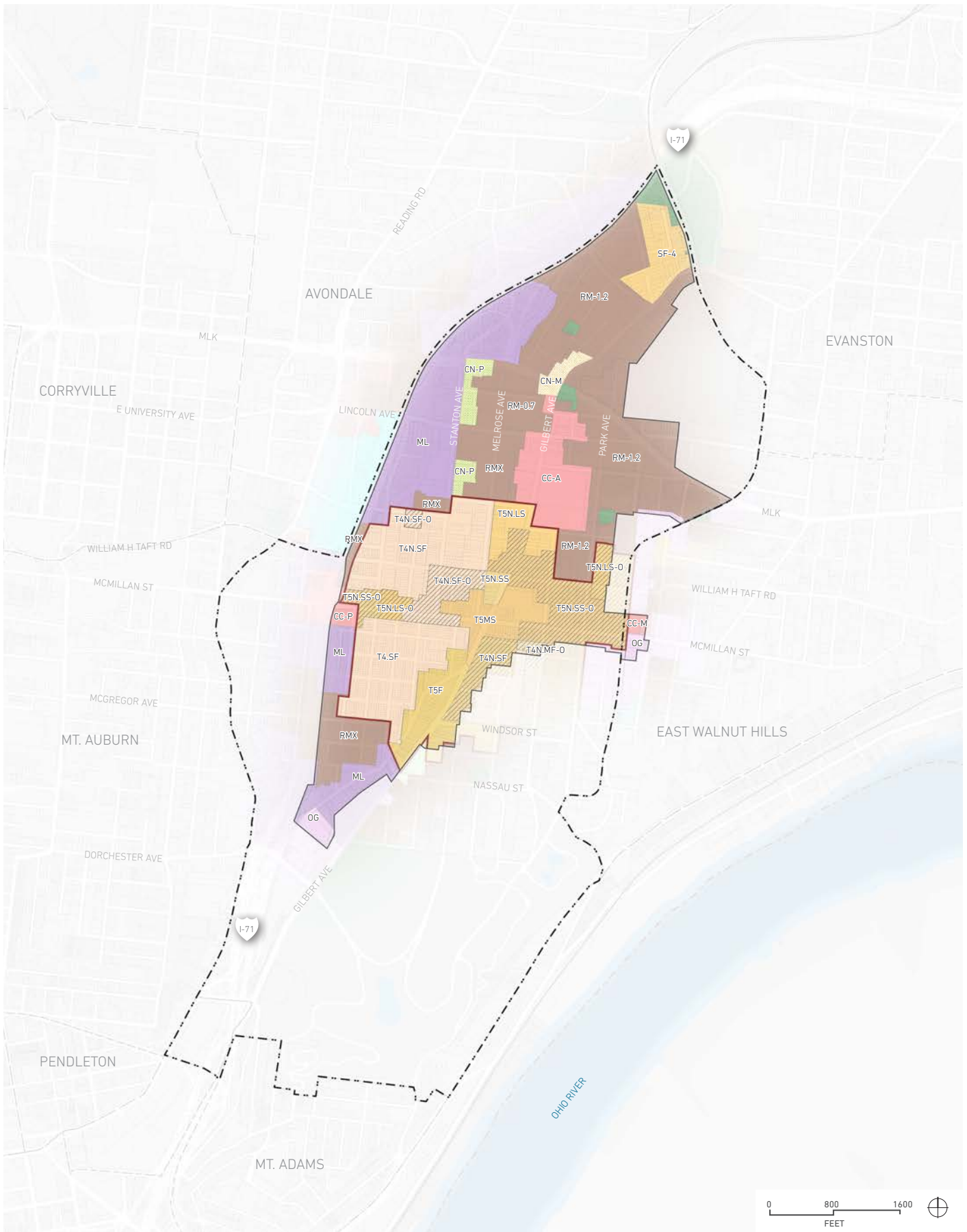
T5F - T5 Flex
Intended to provide an urban form that can accommodate a very diverse range of uses, including some light industrial to encourage revitalization and investment.

T5N.SS-O - T5N Small Setback - Open
Intended to provide a variety of urban housing choices, in small-to-medium footprint, medium-to-high density building types to support adjacent retail and service uses. The open sub-zone allows for a more diverse mix of uses.

T5N.LS-O - T5N Large Setback - Open
Intended to provide a variety of urban housing choices & medium-to-high density building types which support adjacent neighborhood-serving retail and service uses. The open sub-zone allows for a more diverse mix of uses.

T5N.LS - T5N Large Setback
Intended to provide a variety of urban housing choices & medium-to-high density building types which support adjacent neighborhood-serving retail and service uses.

T5MS - T5 Main Street
Intended to provide a focal point for neighborhoods that allows neighborhood serving retail, service, and residential uses in compact urban form.



EXISTING ZONING MAP Source: CAGIS

PROPOSED ZONE CHANGES

Over time, zoning will have to be modified and, in some cases, granted variances to realize the investment identified in the plan. However, it may not be prudent to conduct wide-spread zone changes at this time as doing so may artificially influence property values or produce results that deviate from the plan to the detriment of the neighborhood. Retaining the existing zoning allows for existing uses to remain and, when development occurs, to rezone with sufficient conditions in place to produce desired outcomes. Speculatively making too many changes disables the ability to exercise discretion in development.

Proposed zone changes, therefore, fall into three locations:

- + Districts that directly inhibit the market from pursuing the types of development supported by the neighborhood
- + Districts that directly encourage the type of development not supported by the neighborhood
- + Sites needing a zoning change where there are known developments by the Walnut Hills Redevelopment Foundation and its partners

STRATEGIC ZONE CHANGES

The most significant requested zone change is the change from CC-A to CC-P along Gilbert Avenue near the Lincoln Avenue corridor. This is crucial to allowing the market to organically connect the two areas of focus within the plan and allowing the types of uses proposed along the Lincoln Avenue corridor. Existing uses that wish to remain should be grandfathered and investment in the continued performance of those uses should not be subjected to conformity with the changed zoning.

Two site-specific changes to the Form-Based Code districts are also recommended to allow known development to occur. The first is along East McMillan where Firehouse Row is proposed to be a mixed-use development. The second site is along Curtis Street where a neighborhood-appropriate light industrial/retail use is proposed to reuse an existing structure.

FUTURE PLANNED DEVELOPMENTS

The properties around Martin Luther King, Jr. Drive will require a Planned Development to be created that demonstrates the proposed development's conformity with this plan. These sites will be collaboratively designed such that the uses, scale, character, servicing, and transitions to surrounding properties is adequately accommodated to meet the needs of the neighborhood.

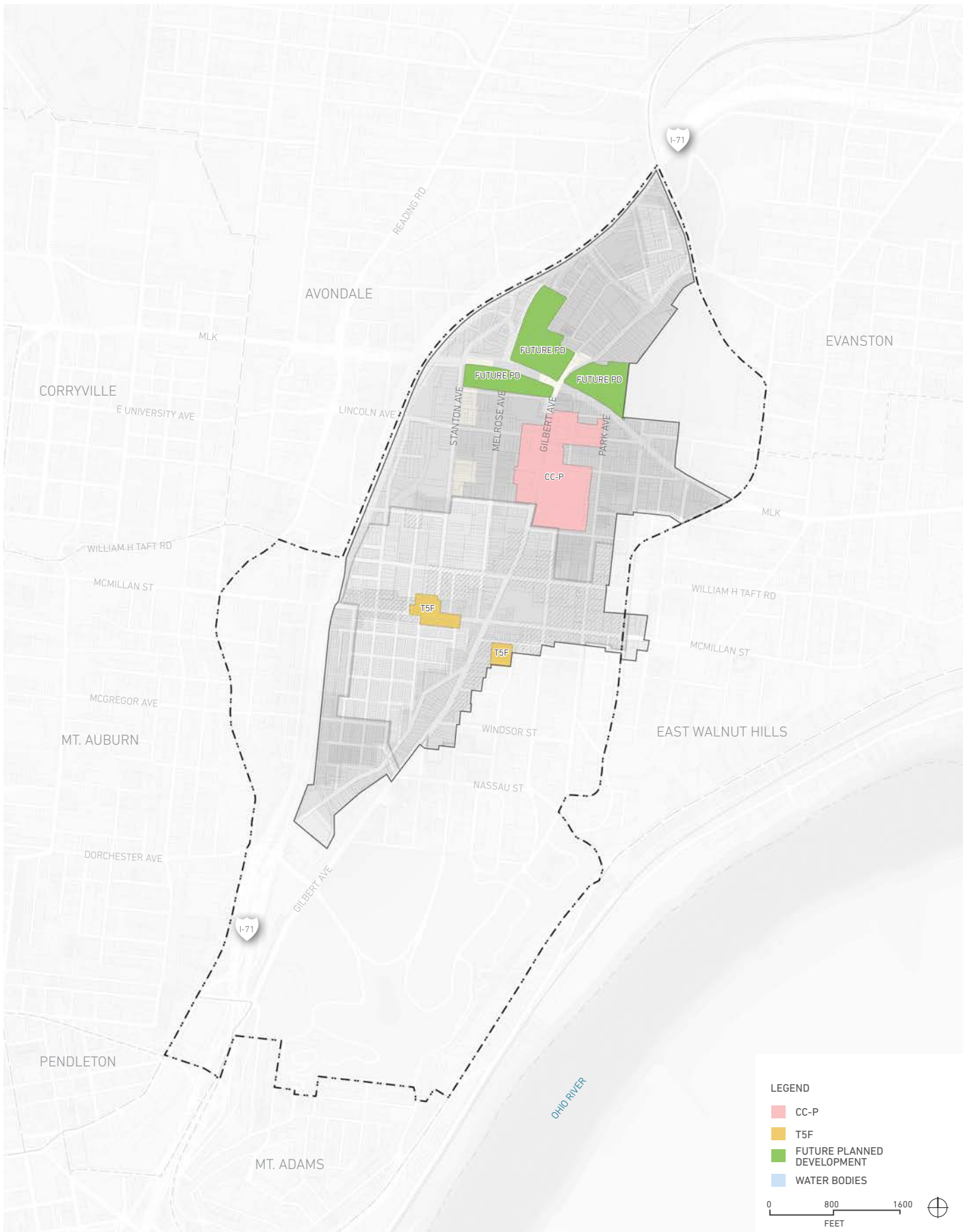
VARIANCES FROM ZONING

To ensure that proper investment in properties is allowed to proceed there are a number of specific zoning requirements that the neighborhood generally supports should the rezoning applicant wish to pursue. Uses that are currently not permitted or are limited include, but are not limited to, indoor/outdoor eating, drinking, and entertainment establishments; hotels; commercial meeting facilities; breweries, distilleries, and wineries; research and development facilities; small production facilities; recreation facilities; home occupation and office uses; laundries; offices; truck docks; live/work units; food markets; and general retail. Where these uses are restricted, the neighborhood will generally support a variance from such restrictions to support the goal of an active, vibrant, and economically flourishing neighborhood.

Other zoning criteria that the neighborhood generally supports a variance from include broader setbacks for people-oriented uses (for example, patios and terraces); rear setbacks in those locations where an adequate scale transition may be accomplished; change of use or non-conformities; building height along primary streets and public spaces; density and the number or size of residential units; and minimum off-street parking requirements.

OTHER ZONING CONSIDERATIONS

Page 42 of this plan includes general recommendations that should be considered as proposed rezonings are made.



PROPOSED ZONING MAP Source: CAGIS

MKSK

