LAND REUSE PLAN FOR THE COLERAIN CONNECTOR

More than just a convenient way of getting to another place, the "Colerain Connector" land should become a *destination* in and of itself.

City Planning Department
Elizabeth A. Blume, AICP, Director
City of Cincinnati
November, 2000

Land Reuse Plan for the Colerain Connector

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Executive Summary

Colerain Connector refers to a parcel of land comprising approximately 90 acres extending from Colerain Avenue northeast to Hamilton Avenue, and running parallel to Virginia Avenue and Kirby Road. Originally designed to be a segment of a larger project to be called the *Colerain Modified Expressway*, the Connector was intended to facilitate traffic for vehicles entering or exiting I-74 and to provide easy access to communities in northern Hamilton County.

The land in question is located totally within the northern sector of the community of Northside. Northside residents have historically opposed construction of the Connector. They resent the fact that over a hundred homes were demolished to make way for the roadway. They object to a huge earth "mound" at the intersection of Colerain and Virginia Avenues and West Fork Road, intended to serve as a base for a ramp from the Interstate. And they resent having prime community land used for a roadway, which will not be of benefit to the community in which it is located.

Although the more ambitious Colerain Modified Expressway was declared to be not needed in the early 1980's and taken off the "Journal" of the Director of the Ohio Department of Transportation (dejournalized), the "Connector" project has remained in State ownership awaiting the availability of funds for construction. Recently, however, projected traffic volumes have failed to materialize, and State authorities have questioned the need for a Colerain Connector at all.

Residents of Northside, upon learning that the project might not proceed, immediately organized the *Coalition Against the Colerain Connector (CACC)* with the intention of gathering data, considering alternative land uses and influencing public opinion to reject the Connector. They were successful in gaining unanimous support from Cincinnati City Council to petition the State of Ohio to dejournalize the project and consider turning the land over to the City.

To strengthen their position, City Council members directed City staff to work with residents of Northside, as well as the two contiguous communities of College Hill and Mt. Airy to develop a *Land Reuse Plan* and a plan for *Transportation System Management (TSM)* to make the existing roadways bordering the study site safer and more efficient.

The resulting Plan, detailed in this document, calls for a balanced combination of housing development, recreation, parking, and parks -- all within the context of an area comprised primarily of natural greenspace. When fully implemented, greenspace will continue to be the dominant land use. Task Force members and Northside Community Council members have voiced their support for the Plan, and intend respectfully to petition the State of Ohio to take the Colerain Connector off the list of possible roadway projects to be considered for future development and turn the land over to the City of Cincinnati for redevelopment.

All three affected communities also voted their support for the proposed improvements to the existing roads linking Hamilton Avenue, Colerain Avenue and
I-74 (the TSM component referred to above). The proposed modifications and improvements are also described in this document.

COLERAIN CONNECTOR
Site Plan Location
Prepared by Cincinnati City Planning Department
Cincinnati, OH
October, 2000
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N
Map A
COLLEGE HILL
MOUNT AIRY
Colerain Connector
NORTHSIDE
74

Background

Impact of the Proposed Colerain Connector

Between the years 1964 and 1975 numerous properties in the Northside community were purchased and the buildings on them demolished by the State of Ohio Department of Transportation (ODOT) for the purpose of constructing a roadway to be known as the Colerain Connector. The "Connector" was intended to serve as a limited access parkway connecting I-74 with Hamilton/Ashtree Avenues. Initially, it was to feed off of the proposed Colerain Modified Expressway, which was to connect I-74 and the Cross County Highway (now the Ronald Reagan Highway), and to run roughly parallel to Colerain Avenue.

In 1984 ODOT determined that a need no longer existed for the Colerain Modified Expressway and undertook to have it *dejournalized*, thus officially terminating the project. The Colerain Connector project, however, remains on the books, although funds for its construction have never been made available.

The Northside community has historically opposed construction of the Connector, which they believe will negatively impact their neighborhood and disrupt the quality of life of residents in the immediate area. In 1998 a group of residents, many of whom lived close to the Connector land, organized *Coalition Against the Colerain Connector (CACC),* with the express mission of working to persuade ODOT to dejournalize the land and deed it to the City of Cincinnati.

City Council, on May 5, 1999, in part at the urging of CACC, unanimously adopted Resolution 0054-1999:

> *"Acknowledging that the City Council does not intend to aid in the construction of a proposed highway from the interchange of I-74 at Colerain Avenue northeast to the intersection of Kirby Road and Ashtree Road, and requesting that the Ohio Department of Transportation remove any land required from the project from the Director's journal."*

On May 19, 1999, Mayor Qualls and Councilmembers Cissell, Portune, Tarbell and Winburn submitted the following motion :

> *"…that the administration initiate a community based planning process for the property that is no longer needed for the proposed Colerain Connector. The planning process also will address, but not be limited to the following: 1. Property adjacent to the City and State owned property that also has remained undeveloped because of the possible highway; 2. New market rate owner occupied housing; 3. Indoor and outdoor recreation facilities; 4. Greenspace; 5. Potential as a site forCiTiRAMA™, and; 6. A timeline for implementation. The City will involve property owners, residents, and all community groups in the planning process. We further move that the administration report on the amount Council needs to allocate to support the planning process, and the action the City needs to pursue to obtain the State land."*

That motion also was passed unanimously.

Community Response

As might be expected, the Northside community response to the City Council action was enthusiastically positive. The response from College Hill residents was divided. Many College Hill business owners and some residents favored building the Connector. On the other hand, other residents felt the roadway would be intrusive and detract from the hillside views. The residents in the latter group supported Northside in its efforts to persuade the State of Ohio to dejournalize the land, and even obtained a petition containing 119 signatures in support of dejournalization.

Mt. Airy, the third community adjoining the Connector property, also showed a division of opinion as to the proposed disposition of the land. Northsiders petitioning residents of Raeburn Drive, which is immediately north of the study area, obtained 24 signatures of residents favoring dejournalization. Several Northside residents who had actively sought support from a wide segment of Mt. Airy residents in other sections of the community, agreed that there seemed to be four, almost equally divided responses to the issue:

Build, Don't build, Undecided, Don't care.

In the face of such diversity of opinion, the newly elected President of the Mt. Airy Civic Association, John Price, declined to take a position on the subject. He did, however, serve on the Colerain Connector Planning Task Force, and appointed other Mt. Airy representatives to serve as well.

Community Involvement in the Planning Process

As noted in the Resolution adopted by members of City Council, the City Planning Department was charged with obtaining community input into designing a **Plan for Reuse** of the Connector land. Also included was a directive to develop a system of **Transportation System Management (TSM)**, to be led by the Department of Transportation and Engineering. TSM is a means of improving the existing roadways and making them safer and more convenient to use. All three community organizations agreed to participate in the TSM process.

With regard to a Plan for Reuse of the State and City owned land, Jim Bodmer, then President of College Hill Forum, recommended that Northside, as the community in which the land is located, should be the sole community to vote on a Land Reuse Plan. Task Force representatives from Mt. Airy supported that recommendation.

For that reason, the Plan for Reuse is primarily concerned with the recommendations approved by a vote of the Northside Community Council.

The Community of Northside

The Northside community, geographically located north of the community of Clifton and south of Mt. Airy and College Hill, is one of the most diverse neighborhoods in Cincinnati. The last two decades have witnessed an in-migration of new residents, who,

for the most part, have blended harmoniously with long-time inhabitants. Northside's affordable housing stock and convenient location has attracted rehabbers, younger adults, and persons seeking a non-traditional living environment.

In 1990 the U. S. Census reported a 20% non-white population in Northside. It is expected, however, that the 2000 Census will reveal an increase in that percentage as new African American households move into the community. Diversity can also be found in the range of incomes of community residents. Despite the steady increase in middle income households, Northside is one of the poorer neighborhoods in Cincinnati with a 25% poverty rate in 1990. The new middle income residents, coupled with the improved national economy, may result in a slight upward shift of those figures in 2000.

A more detailed demographic analysis of the community is contained in the Appendix of this report.

Northside is an active community with a wide range of organizations designed to address neighborhood concerns. In addition to a strong *Northside Community Council*, there are block clubs and block watch groups; religious/charitable organizations, a strong business association, and environmental/green space organizations.

While these organizations have differing fields of interest and varying priorities, they are united in their concern for improving the quality of life in Northside, and in their opposition to construction of the Colerain Connector. In July of 1998, residents from many of the diverse community organizations united to form the *Coalition Against the Colerain Connector (CACC),* which ultimately has led to preparation of this report.

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The following sections of this document describe:

- The planning process followed in carrying out the directives of City Council,
- The recommendations for reuse of the land presently being held for Colerain Connector use,
- The recommendations for Transportation System Management to make the existing roadways safer and more efficient, and
- The preliminary strategy for implementing the Plan.

Planning Process

Participants

In keeping with the directive of City Council, a Planning Task Force was established by the City Planning Director in December of 1999. Task Force membership consisted of representatives from the three communities most directly affected by planning for the study area. The following organizations were represented by one or more persons:

- Northside Community Council
- College Hill Forum
- Mt. Airy Town Council
- Northside Business Association
- College Hill Business Association
- College Hill Urban Redevelopment Corporation
- Citizens Against the Colerain Connector
- Neighborhood Action Committee of West Fork and Colerain (Northside)
- Northside Green Space
- Meryton Place Association.

The Ohio Department of Transportation was represented at all meetings by the District Eight Environmental and Planning Engineer.

City offices participating in the process included:

- City Planning Department
- Department of Transportation and Engineering
- Cincinnati Park Board
- Cincinnati Recreation Commission
- Department of Public Services
- Department of Neighborhood Services

Meetings

A chronology of meetings of the Planning Task Force and the three community organizations is included in the Appendix to this document.

Task Force members agreed on a process for planning at the initial Planning Task Force meeting on December 14, 1999. At that time the representatives from both College Hill and Mt. Airy agreed that their community's greatest concern, if the land is dejournalized, is to assure that the redesign of the existing roadway is as efficient as possible. For that reason, the Task Force recommended that all three communities should have an opportunity to vote on Transportation System Management recommendations.

With regard to planning for reuse of the Connector Land, Task Force members agreed that the Northside representatives should participate in developing land use recommendations, and Northside Community Council members would be the only citizens with a vote on the final Land Reuse Plan.

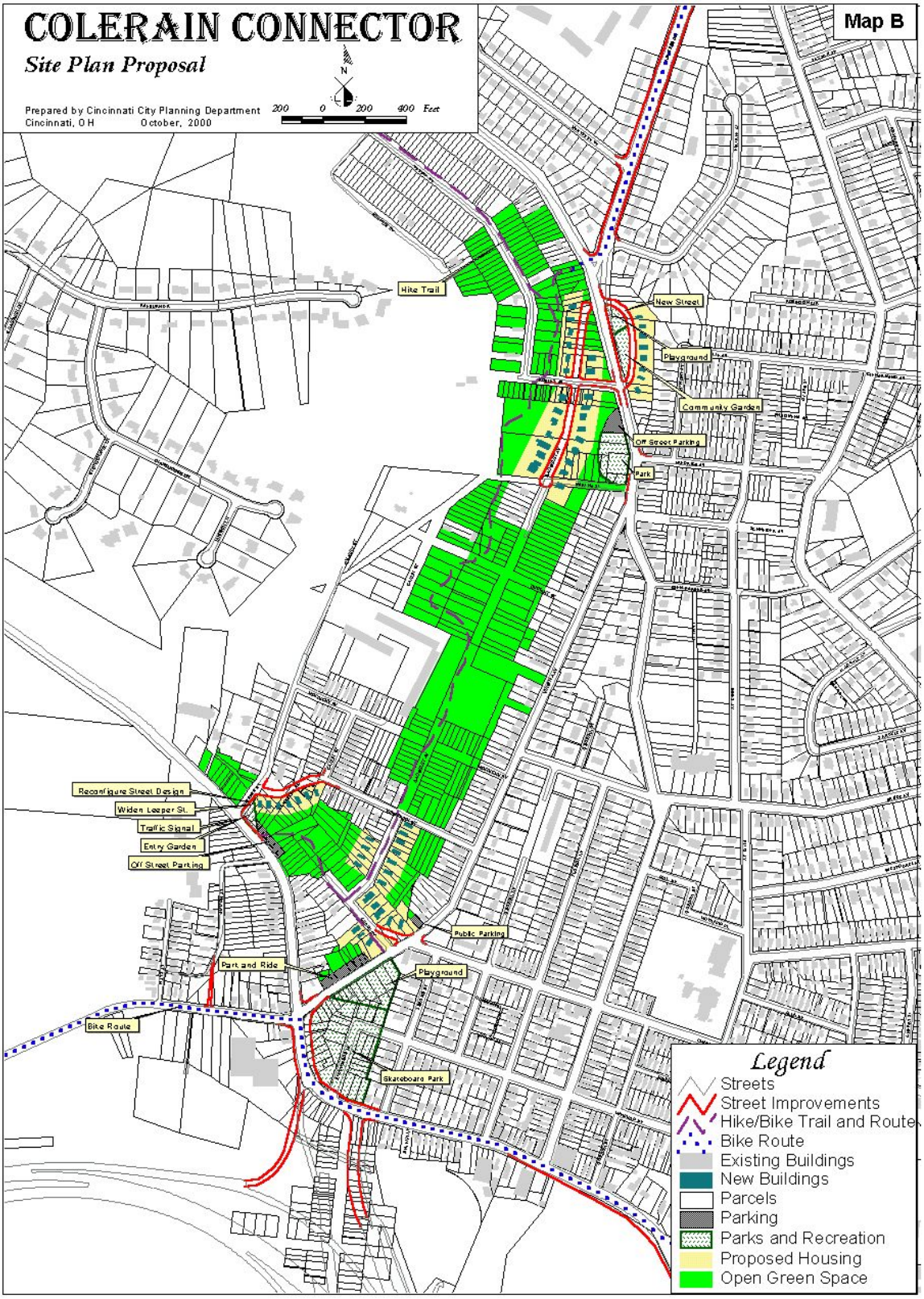
During the month of May, 2000, at meetings of the communities of College Hill, Mt. Airy and Northside, the TSM recommendations described in detail in the Transportation

System Management section of this document were presented and approved by all three Community Councils.

The Planning Task Force reviewed numerous proposals for land reuse, some prepared by staff and others by community sub groups. As the *Colerain Connector Chronology* (included as an Appendix in this document) indicates, three Task Force meetings were devoted to considering proposals and designing revisions.

Three meetings of the Northside Community Council, in May, June and July, were devoted to considering alternatives and seeking to find a mutually agreed upon consensus land use plan. The process was well documented by community and citywide media. Included in the Appendix are several articles that are representative of outreach efforts to provide information to the larger community.

At its meeting on July 17, 2000, the Northside Community Council adopted by a decisive majority the Land Reuse Plan that is discussed in the next section.


COLERAIN CONNECTOR
Site Plan Proposal
Prepared by Cincinnati City Planning Department
Cincinnati, OH October, 2000
200 0 200 400 Feet
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Map B
Hike Trail
New Street
Playground
Community Garden
Off Street Parking
Park
Reconfigure Street Design
Widen Leeper St.
Traffic Signal
Entry Garden
Off Street Parking
Public Parking
Park and Ride
Playground
Bike Route
Skateboard Park
Legend
Streets
Street Improvements
Hike/Bike Trail and Route
Bike Route
Existing Buildings
New Buildings
Parcels
Parking
Parks and Recreation
Proposed Housing
Open Green Space

Land Use Plan

Land Ownership

The study area for this plan encompasses approximately ninety (90) acres of land, the majority of which is owned by the State of Ohio, with another 15% owned by the City of Cincinnati. (*Map C*) In addition, the Plan takes into consideration a portion of the Northside community adjacent to the publicly owned property (Ammon Avenue and the west side of Colerain Avenue) which could be affected by proposed changes in roadway patterns.

Topography and Zoning

Much of the study area land is characterized by slopes and uneven surface, making development of housing both geotechnically challenging and costly. (*Map D*) While it is impossible to avoid developing on sloping terrain in the area, the Land Reuse Plan concentrates new housing development on sections of land that are relatively level.

Map E displays the existing zone districts, which comprise the study area. The majority of the area is zoned R-4, which is a low density, multi-family zone classification allowing a minimum of 5000 square feet lots. There is one section in the Plan with R-3 (two family) zoning. That is found in the vicinity of Hayes and Ammon Avenues.

Other zone classifications can be found in the vicinity of the intersection of Colerain/West Fork/Virginia where there are B-1 (neighborhood business) and B-4 (general business) zones. The small commercial area at the intersection of Kirby and Virginia, is zoned B-2 (community business).

The City Planning Department is currently in the process of rewriting the Cincinnati Zoning Code, which will result in an entirely different pattern of zone classifications. The target date for completion is **2001. Prior to implementing the recommendations of this Plan, the study area should be carefully reviewed to consider the possibility of replacing the existing multi-family zone category with one that restricts development to lower density single-family or two-family use.**

The Elements of the Plan

The proposed plan for the reuse of the Colerain Connector land consists of a balanced combination of open space, new housing, parks and recreation sites and off-street parking. *Map B* illustrates the complete plan as approved by the Colerain Connector Planning Task Force and the Northside Community Council.

The following section contains a detailed analysis of land use recommendations according to the sector in which they are located.

> *Illustrations accompanying the narrative are meant to serve as examples, and are not intended to dictate the design of the final product.*

Sector A: "The Mound"

The Mound refers to the area at the southeast intersection of Colerain and Virginia Avenues formed from fill dirt obtained from the construction of I-74. The original intent was to use the Mound in constructing a ramp to the Colerain Connector, which, if the land is dejournalized, will no longer be needed. Aside from being a visual affront to community residents, it forms a security hazard by providing a place for illegal activity to occur out of the vision of passersby on the adjacent streets and sidewalks.

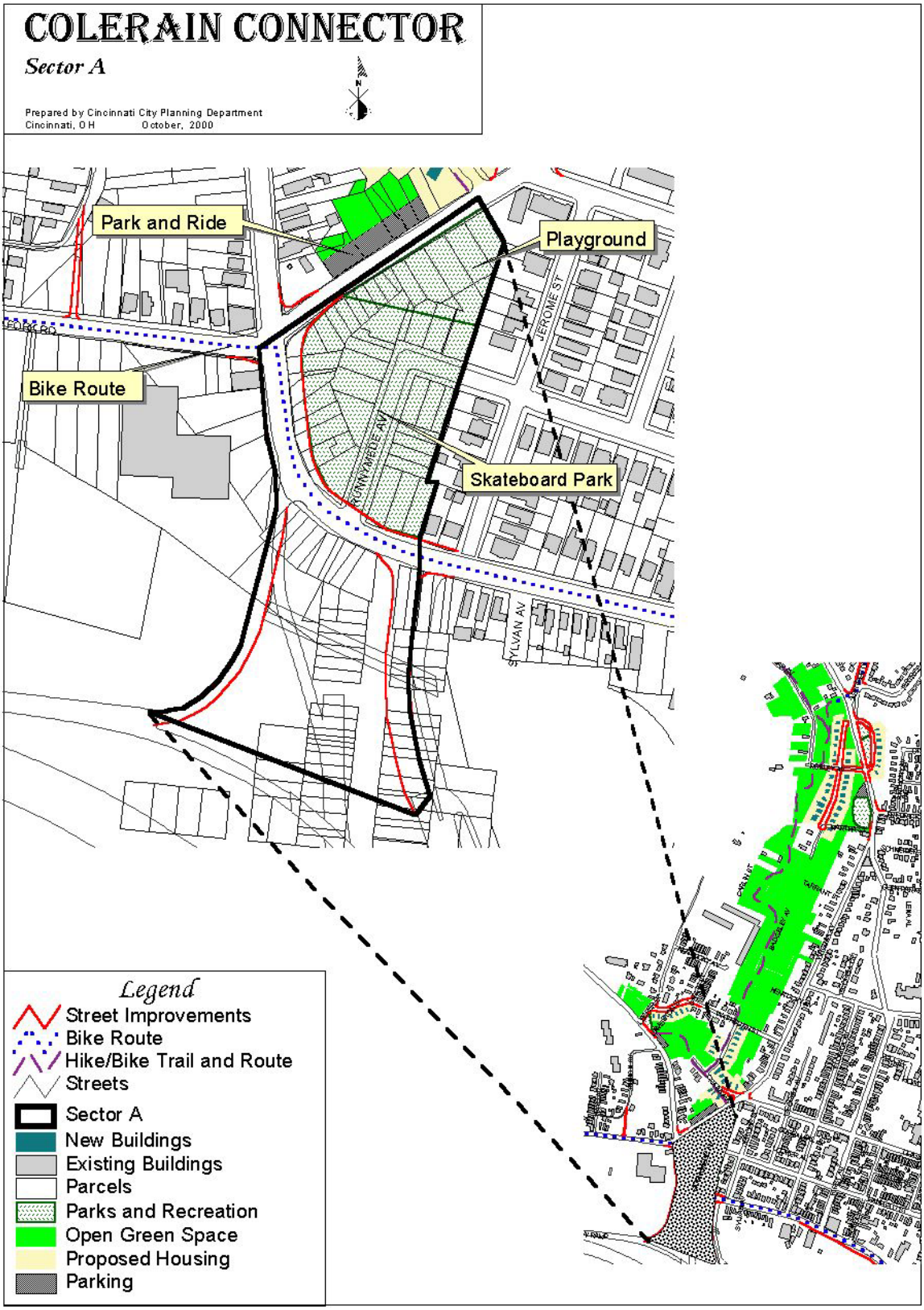
The Plan calls for removing the fill dirt and substituting recreation uses. (The fill could be put to good use in Sector C of this Plan to level the site where Badgeley Street will be extended for new housing). The recreation uses are:

- **Active recreation**, shown on the Plan map as a skateboard park, could also be developed as tennis courts or basketball hoops, depending on resident preference and feasibility of design.

Skateboard Parks are gaining in popularity. This one, under construction in Colorado, boasts creative design and safety features. As in this case, youth frequently help raise funds for construction.

- A **Tot Lot** or other play area for small children.

The Jergens Playground in Northside is a tribute to community intiative in partnership with the City of Cincinnati.


COLERAIN CONNECTOR
Sector A
Prepared by Cincinnati City Planning Department
Cincinnati, OH October, 2000
Park and Ride
Playground
Bike Route
Skateboard Park
JEROME ST
KONNYMEDE AV
SYLVAN AV
Legend
Street Improvements
Bike Route
Hike/Bike Trail and Route
Streets
Sector A
New Buildings
Existing Buildings
Parcels
Parks and Recreation
Open Green Space
Proposed Housing
Parking

Sector B: Colerain, West Fork, Virginia, Chase, Washburn

Residential

This primarily residential sector contains a wide variety of homes, the majority of which are single-family structures. These will not be affected by dejournalization. The area also contains the potential for twenty-six additional new housing units. With its convenience to public transportation, the area is especially appropriate for smaller units that would appeal to elders. A stated priority of many Planning Task Force members was to encourage development in the area with elders in mind, although new housing would not be restricted to any one market.

The twenty-six units proposed are a conservative estimate of the number of houses that could be developed in the sector. If topographic challenges are resolved, it is possible to develop additional units in a later implementation phase.

Clusters of units are proposed as follows:

- Colerain/Lambston/Leeper area (7 units)
- Virginia/Chase area (8 units)
- Badgeley leading off of Chase (11 units)

Housing styles in the sector can vary from traditional to contemporary. The figure on the left could blend well with the existing housing in the neighborhood and would be appropriate for elders or small families. The house on the right, located in Clifton, is an example of the type of architecture, which would be enhanced by the woodsy setting around Chase and Badgeley

Parks/Gardens

An "entry garden" is proposed at the intersection of Leeper Street and Colerain Avenue. The garden would be maintained by a committee of the Neighborhood Action Committee of West Fork and Colerain under contract with the appropriate City department, and would serve as the northern "gateway" to the community.

An example of a community garden. This one is in downtown Cincinnati

Parking

- A "Park and Ride" lot is proposed on the northwest side of Virginia between Colerain Avenue and the reconfigured Chase Avenue. In addition to accommodating drivers who will take advantage of public transportation, it can serve some residents on Colerain who currently park in the curb lane in front of their home.
- A small lot is proposed north of the reconfigured Chase Avenue with entry off of Virginia. The lot can serve residents of the existing housing on Virginia who must presently park on the street.
- A parking area is proposed adjacent to and immediately south of the entry garden at Colerain and Leeper. The proposed traffic signal at Leeper would be a convenience and safety factor for residents on the west side of Colerain who also may wish to park on the new lot.

Off-street parking areas can be "screened" with plantings or fences to be more aesthetically pleasing

Recreation

- A Hike/Bike Trail is proposed, which will extend the entire length of the study area. The south trailhead is proposed for Colerain Avenue, either adjacent to the entry garden or leading from the proposed parking lot if it is approved. Access to the trail can be from the existing bike trail in Mt. Airy Forest (crossing at the proposed Leeper Street traffic signal).

  The trail would also be accessible from the existing bike route on West Fork Road using the signalized cross walks at the West Fork/Colerain/Virginia intersection.

  The Plan as drawn shows a trail route that extends through the green space adjoining the proposed Colerain parking lot to Chase Avenue and north on Badgeley. That route may be redrawn to avoid residential streets if residents so request and if it is feasible to do so.

Traffic Improvements

The Plan indicates two possible street reconfigurations, both of which are subject to community approval.

- Eliminate access to Colerain Avenue from Lambston Avenue and reconfigure the west end of Lambston to arch northward to merge with Leeper Street, forming one exit point at the proposed traffic signal on Colerain Avenue. This proposal eliminates the confusion of two streets situated in close proximity - a confusing and potentially unsafe situation, and forms an undisturbed area for the garden and parking site.

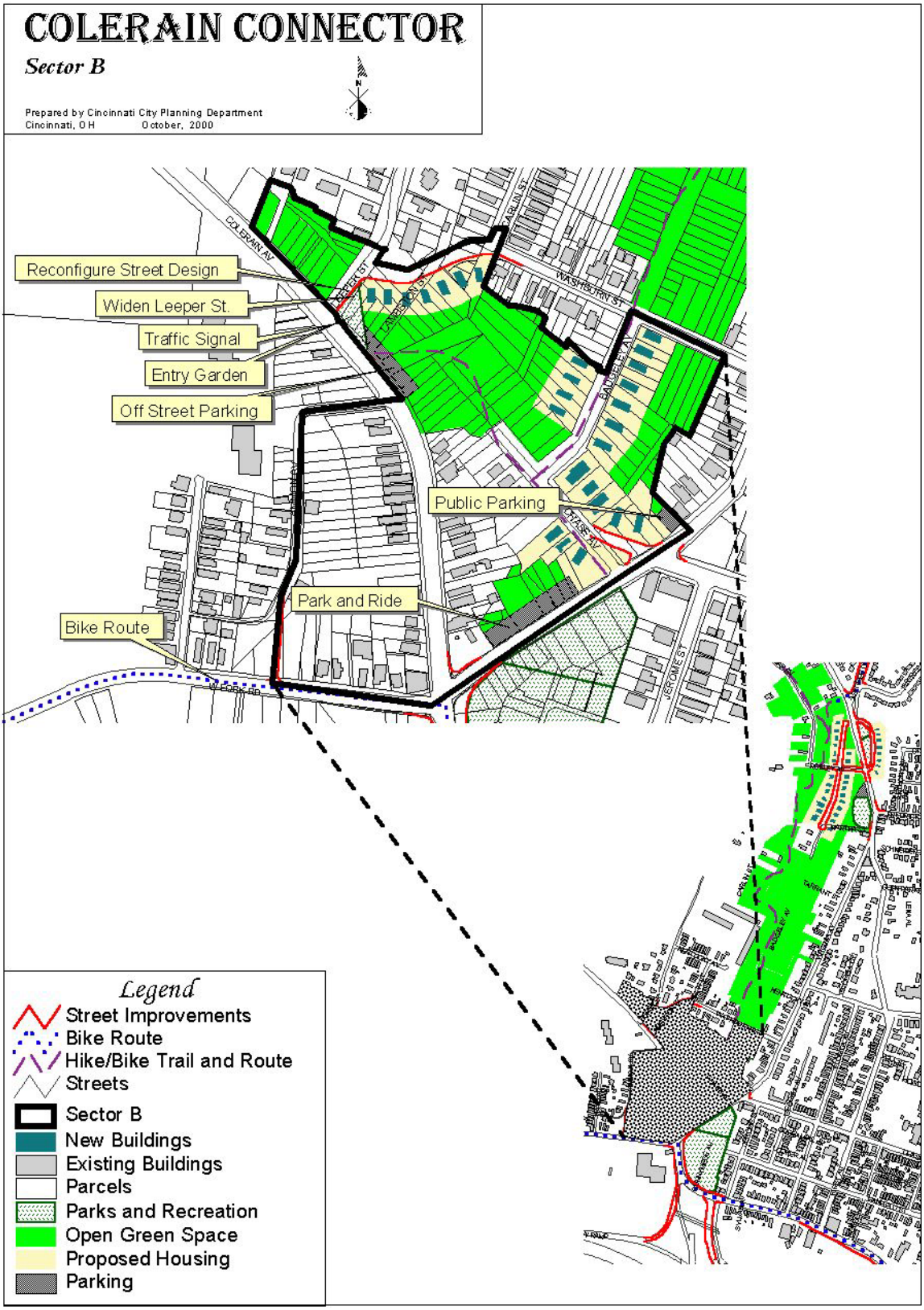
  If there is strong resident opposition, this proposal can be eliminated, in which case the housing and parking areas shown on the Plan can be relocated to conform to the existing street arrangement.

- Leeper Street traffic signal. Installing a traffic signal at this location will relieve a potentially dangerous situation for residents or bikers wishing to cross Colerain for parking or to access the proposed Hike/Bike trail. It will also offer an additional means of regulating traffic on Colerain Avenue.

- Widen Leeper Street in order to provide greater circulation convenience for residents.

- Extend Ammon Avenue to allow direct access to West Fork Road. As with the above proposal, if there is strong resident disapproval, the existing configuration can remain. The proposal would require crossing through an area maintained by the Recreation Commission. In its present form, it is necessary to use a driveway-sized roadway to get from Ammon to Hayes and subsequently to West Fork - almost impassible if vehicles are going in opposite directions.

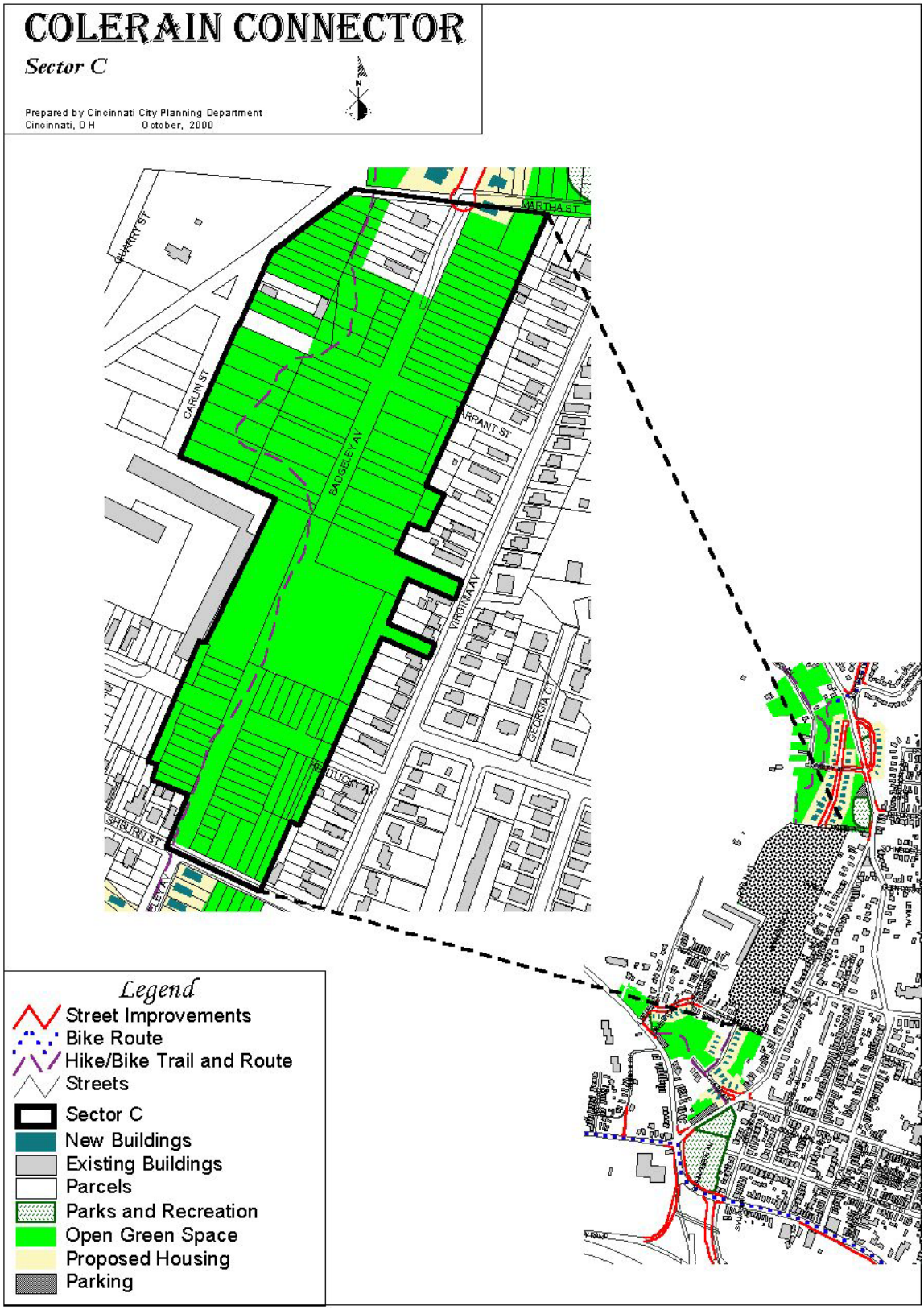
Note. The Ammon/Hayes area is not owned by the State of Ohio, but is included in the study area because it impacts other Plan sites that are State-owned.


COLERAIN CONNECTOR
Sector B
Prepared by Cincinnati City Planning Department
Cincinnati, OH October, 2000
Reconfigure Street Design
Widen Leeper St.
Traffic Signal
Entry Garden
Off Street Parking
Public Parking
Park and Ride
Bike Route
COLERAIN AV
LEEPER ST
WASHBURN ST
JEROME ST
Legend
Street Improvements
Bike Route
Hike/Bike Trail and Route
Streets
Sector B
New Buildings
Existing Buildings
Parcels
Parks and Recreation
Open Green Space
Proposed Housing
Parking

Sector C: Washburn Street to Martha Street

The Plan recommends leaving this entire sector in its present condition as green space with the exception of the few existing housing units, and the continuation of the Hike/Bike Trail.

This Hike/Bike Trail is in Zanesville, Ohio. Its surface would be appropriate in both the greenspace and developed areas of the Colerain Connector land.


COLERAIN CONNECTOR
Sector C
Prepared by Cincinnati City Planning Department
Cincinnati, OH October, 2000
MARTHA ST
QUARRY ST
CARLIN ST
BADGELEY AV
ARRANT ST
VIRGINIA AV
GEORGIA CT
KENTUCKY AV
ASHBURN ST
Legend
Street Improvements
Bike Route
Hike/Bike Trail and Route
Streets
Sector C
New Buildings
Existing Buildings
Parcels
Parks and Recreation
Open Green Space
Proposed Housing
Parking

Sector D: West side of Kirby Road from Martha Street to the north end of the study area.

Residential

- A total of 24 single-family dwelling units are proposed in this area. The Plan map shows the homes facing on a new extension of Badgeley Street; however, the exact configuration of the units may vary to conform to the existing topography and developer recommendation. The segment of the population to which the housing will be marketed will be determined by market demand, proposals received, and City of Cincinnati and community priorities. This sector might be appropriate for a Greater Cincinnati Home Builders Association (GCHBA) *CiTiRAMA* ™ development, as proposed by some Task Force members. (*CiTiRAMA*™ is a registered trademark of the GCHBA, which, in partnership with the City of Cincinnati, builds new housing developments in various locations throughout Cincinnati and stresses the advantages of in-town living.)

A combination of greenspace, park, and convenient location makes this sector appropriate for a variety of market rate housing styles. The density proposed is the same as that on Westmoreland Avenue in Northside, which has long been regarded as a desirable residential street within the community.

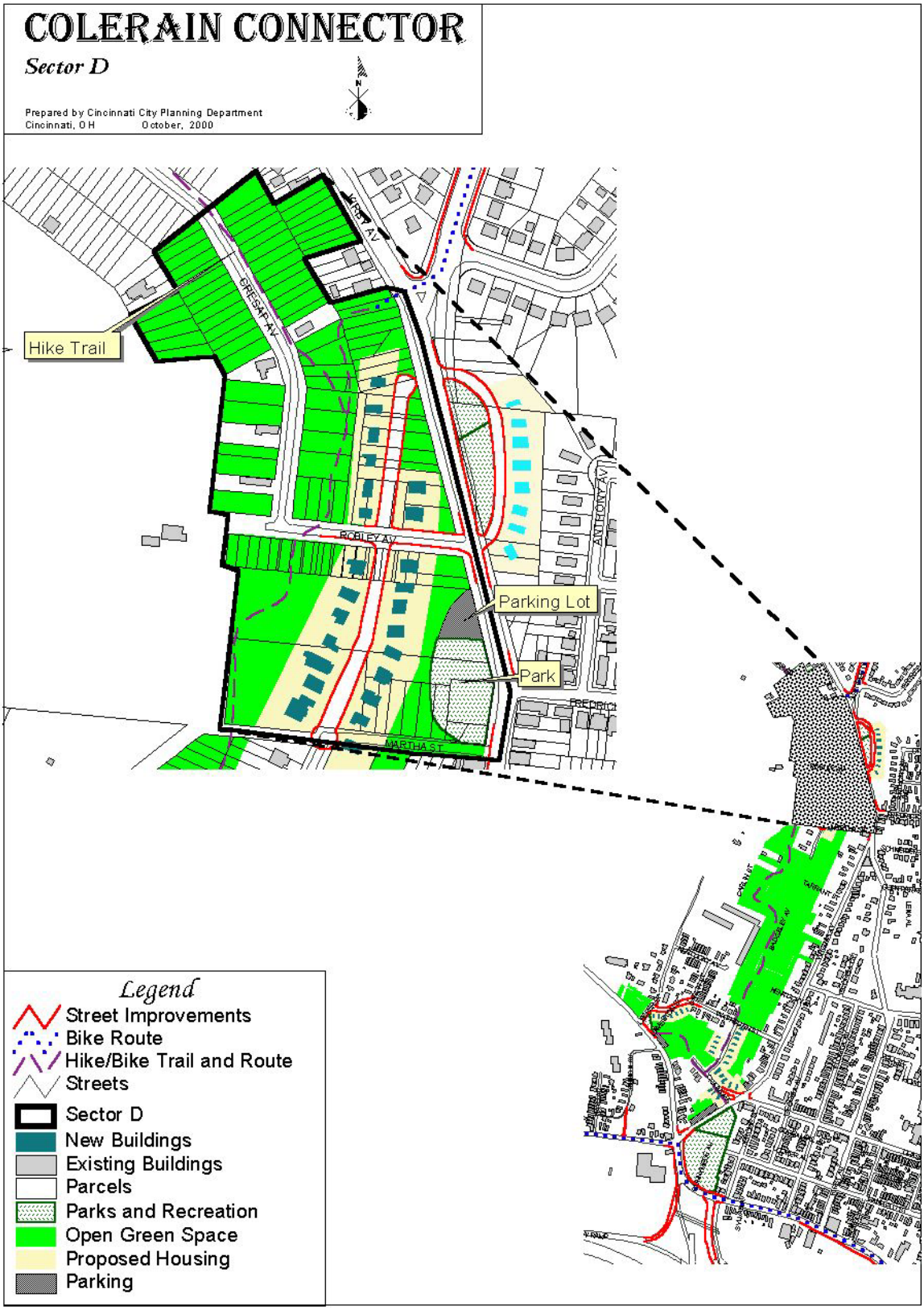
Park

- A "passive" park is proposed adjacent to Kirby Road. Furnishings and amenities could consist of a combination of park benches, gardens, drinking fountain and others. The park would serve as an environmental enhancement to the new homes to be constructed in the sector, but would be for general use. A small parking area to serve park patrons can be incorporated into the site design.

These views of Annwood and Owl's Nest Parks in Cincinnati suggest design features that could enhance the Colerain Connector land for residents and visitors.

Recreation:

- The Hike/Bike Trail continues through most of this sector, until it reaches the spot where Kirby turns northward toward College Hill and Ashtree Avenue leads in a northeasterly direction toward Hamilton Avenue. At that point, the trail following Kirby to the north is proposed exclusively for hiking, due to the steep incline of the hill. The bicycle trail is proposed to cross Kirby and follow Ashtree to Hamilton Avenue where riders could proceed south and eventually follow Spring Grove Avenue to a proposed Mill Creek Hike/Bike Trail.


COLERAIN CONNECTOR
Sector D
Prepared by Cincinnati City Planning Department
Cincinnati, OH October, 2000
Hike Trail
GRESAP AV
ROBLEY AV
ANTHONY AV
Parking Lot
Park
MARTHA ST
Legend
Street Improvements
Bike Route
Hike/Bike Trail and Route
Streets
Sector D
New Buildings
Existing Buildings
Parcels
Parks and Recreation
Open Green Space
Proposed Housing
Parking

Sector E: East Side of Kirby Road

Residential:

- Eight single-family homes are proposed for this area. No specific market is proposed, but its strategic location makes it appropriate for housing to serve a variety of income levels and tastes. A new street would be constructed to provide convenient north/south access from Kirby Road to the residential units, and to separate the garden/recreation area from the housing.

These housing styles would complement existing housing in the area, and could be adapted to a variety of income levels.

Garden:

- A **community garden** adjacent to Kirby Road is proposed in front of the new housing. As with the entry garden on Colerain, design and maintenance of the site will require a contract between residents and the City department holding the land.

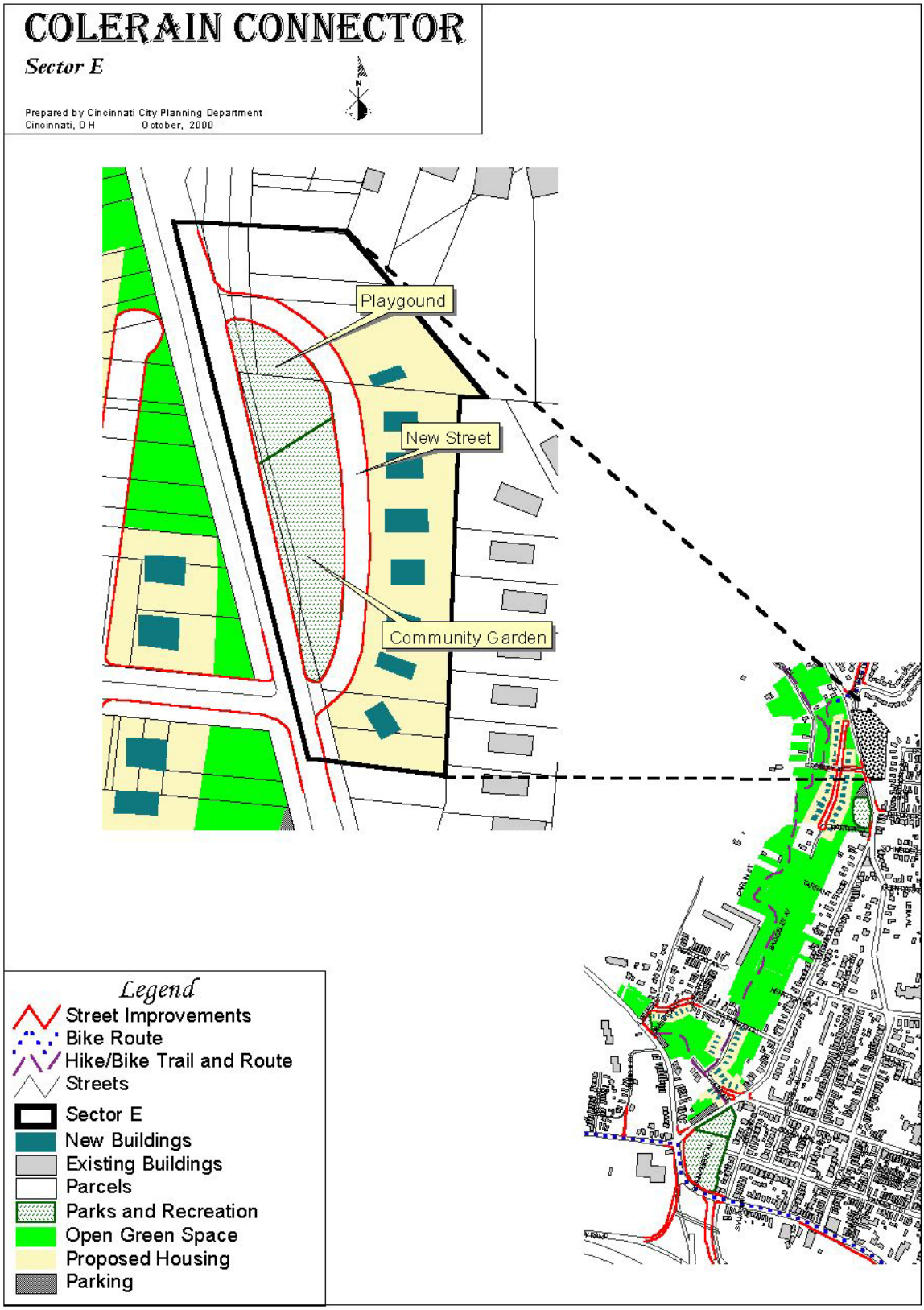
Another Cincinnati community garden. While such gardens require a commitment on the part of the community to develop and maintain them, they enhance the livability and attractiveness of the surrounding area.

Recreation:

- A **playground** for young children is recommended on property at the north end of the new housing.

This playground at Chase and Fergus in Northside is another example of community and City of Cincinnati partnering to meet a neighborhood need.

- The **Bike Trail**, which has separated from the Hike/Bike Trail (see previous section) becomes a "Bike Route" proceeding up Ashtree to Hamilton Avenue. (A bike route is situated on an *existing* street, which has been designated as appropriate for cycling, as opposed to a "special" route limited only to biking and hiking.)


COLERAIN CONNECTOR
Sector E
Prepared by Cincinnati City Planning Department
Cincinnati, OH October, 2000
N
Playgound
New Street
Community Garden
Legend
Street Improvements
Bike Route
Hike/Bike Trail and Route
Streets
Sector E
New Buildings
Existing Buildings
Parcels
Parks and Recreation
Open Green Space
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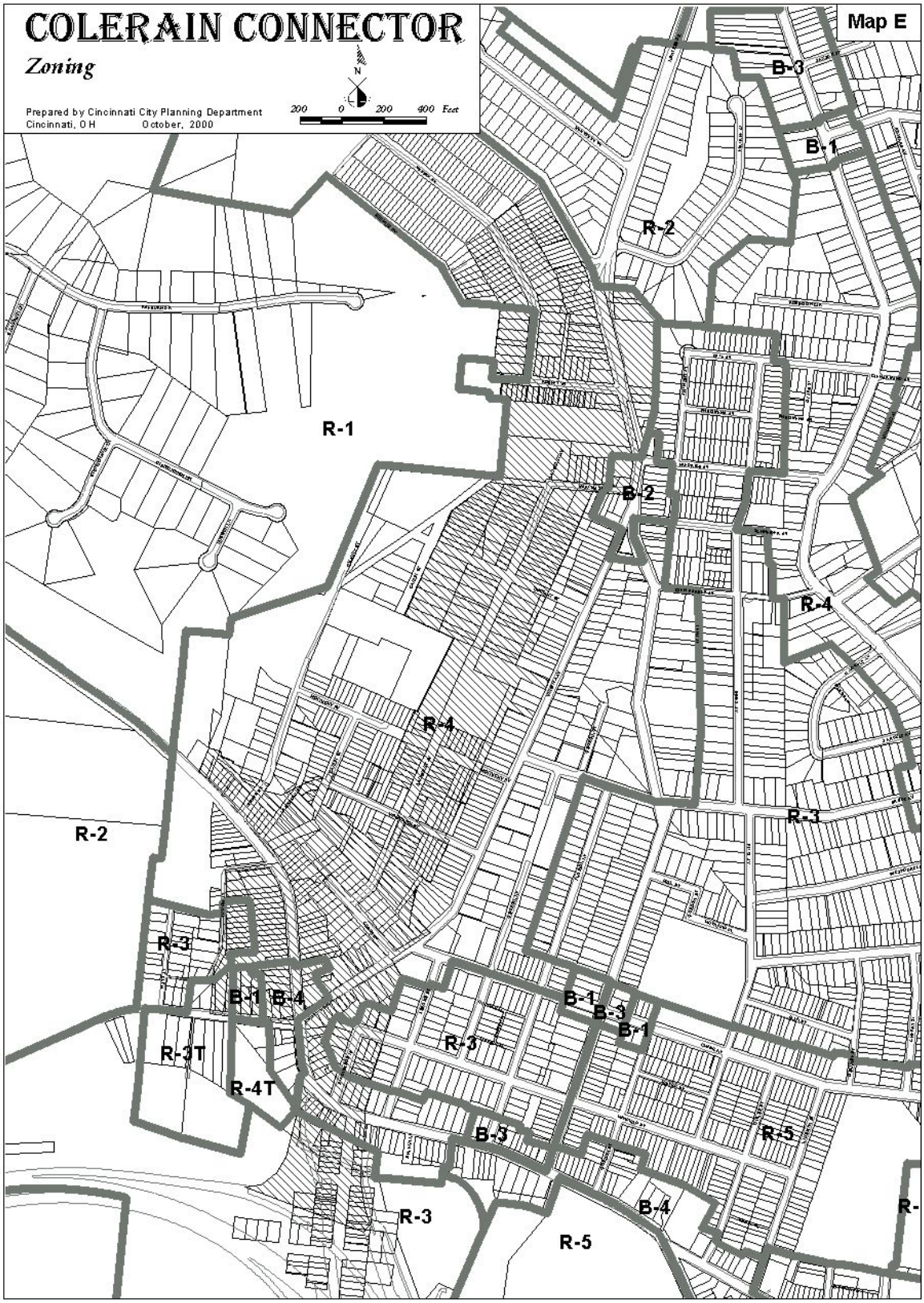
COLERAIN CONNECTOR
Property Ownership
Prepared by Cincinnati City Planning Department
Cincinnati, OH October, 2000
200 0 200 400 Feet
Map C
Legend
Streets
Existing Buildings
Parcels
State Owned Parcels
City Owned Parcels

COLERAIN CONNECTOR
Ten Foot Topography
Prepared by Cincinnati City Planning Department
Cincinnati, OH October, 2000
N
200 0 200 400 Feet
Map D


COLERAIN CONNECTOR
Zoning
Prepared by Cincinnati City Planning Department
Cincinnati, OH October, 2000
200 0 200 400 Feet
Map E
B-3
B-1
R-2
R-1
B-2
R-4
R-4
R-3
R-2
R-3
B-1
B-4
B-1
B-3
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Transportation System Management

Transportation System Management (TSM) is a process by which existing roadways are altered or reconfigured to assure greater safety and convenience for motorists and residents. The (TSM) alternatives contained in this Plan, are a combination of Community Council and City staff recommendations. The City staff reviewed TSM recommendations that were received from College Hill and Northside. No recommendations were received from Mt. Airy.

City staff concurred that all recommendations were reasonable and prioritized them based on safety and capacity issues. The list that follows, along with the segment maps for each proposal, contained as an appendix to this Plan, were presented to all three Community Councils in May, 2000. All three Councils voted their support for the alternatives. It should be noted that both College Hill and Mt. Airy stated their preference for the Colerain Connector to be constructed, but assuming that will not happen, they support the proposed TSM roadway improvements.

Funding to implement the construction of the alternatives will be sought from the Ohio Department of Transportation (ODOT), Federal Highway Administration (FHWA), The Ohio-Kentucky-Indiana Regional Council of Governments (OKI), the Ohio Public Works Commission (OPWC), and the capital budgets of Hamilton County and the City of Cincinnati. The funds will be used for engineering, right-of-way acquisition, and construction of the projects. The TSM alternatives will be constructed in phases according to their agreed upon priorities.

The alternatives, referred to in the drawings as "Ratings" to designate their priority for construction, are summarized as follows:

#1a: West Fork/Colerain/Virginia intersection and roadway improvement.
#1b: Westbound I-74 exit ramp widening to provide an additional left turn lane.
#1c: Colerain Avenue parking lot for local residents.

#2a: Kirby/Virginia intersection improvement and parking lot for local residents.
#2b: Kirby Road between Martha and Ashtree Drive roadway widening to four lanes.

#3: Chase Avenue/Virginia Avenue intersection improvement.

#4 Colerain Avenue at Kirby Avenue and Blue Rock Road roadway widening for an exclusive left turn lane.

#5: Hamilton Avenue/Ashtree Drive intersection improvement to provide double right turn lane.

#6: Ashtree Drive roadway widening to five lanes.

#7: Lambston Street roadway improvement; or realignment to Leeper Street.

#8: Ammon Avenue roadway extension connecting to West Fork Road.

#9: I-74 westbound entrance ramp from Colerain Avenue.

As plans are developed for each alternative, community presentations will be held to involve the Community Councils in the detailed design of each individual improvement.

Implementation Strategy

In order to turn a "Concept Plan" into reality, it is necessary to consider the phasing and anticipated costs of designing and constructing projects. The following *Implementation Strategy* arrives at construction costs based on today's market. It also identifies potential sources of funding. The order in which items are listed in each category suggests a priority for implementation, though it is sufficiently flexible to respond to future needs and opportunities.

Development recommended in the Land Reuse Plan cannot proceed without the transfer of the land currently owned by the State of Ohio to the City of Cincinnati, or the direct sale to a developer. The Transportation System Management (TSM) proposals, however, do not depend on obtaining State land. The Board of the Northside Community Council has requested that $450,000 be included in the 2001-02 biennial budget for the City's portion of implementing the first two TSM priorities.

Implementation of the land reuse recommendations will most effectively be accomplished through a process of City-Community collaboration. The Northside Community Council, as the recognized community organization in Northside, may wish to form a *Colerain Connector Implementation Committee* for the purpose of:

- **working with City agencies to advocate for development,**
- **seeking alternative funding sources,**
- **assuring that the phasing of development projects is done in an optimal manner, and**
- **serving as a communication link between City officials and neighborhood residents**.

Program/Project	Scope	Implementation Sources	Cost Estimate
General			
1. Environmental Impact Study	Update 1994 Study	City of Cincinnati	$25,000
Infrastructure (excluding TSM improvements)			
1. Badgeley Street Phase 1. Chase Avenue to Washburn Street Phase 2. Martha Street to Kirby Road	Engineering studies and drawings. Acquire fill dirt for area in vicinity of Martha Street. Roadway construction, including curbs, sewers, sidewalk and fill.	City of Cincinnati Ohio Department of Transportation	$2 million
2. New street for Sector E	Engineering studies and drawings. Roadway construction, including curbs, sewers, and sidewalk.	City of Cincinnati Ohio Department of Transportation	$500,000
3. Hike/Bike Trail	Determine desired route of trail. Engineering studies and drawings. Construct trail.	Northside Community Council City of Cincinnati Ohio Department of Transportation	$1 million
4. Transportation System Management (TSM) Improvements described in text and shown in Appendix A	Parking Lots, Street Reconfiguration, Street Widening, Dedicated turn lanes, Traffic Signal Installation. Request for funding for Priorities 1 and 2 (described on page 16 of the Land Reuse Plan) submitted for consideration in 2001-02 City of Cincinnati budget.	*City of Cincinnati *Ohio Department of Transportation *Federal Highway Administration *Ohio Public Works Commission *OKI Regional Council of Governments	$7 Million (Does not include Priority 9, Entry to I-74). Total City contribu-tion for Priority 1 & 2 is $450,000.
Housing Development			
5. New infill housing Vicinity Leeper Street	Seven one or two-family units.	*City of Cincinnati *Private Developer	Cost to City: $8,000 to $15,000 per unit
6. New housing Vicinity Badgeley and Chase	Sixteen one or two-family units.	*City of Cincinnati *Private Developer	Cost to City:

			$15,000 to $25,000 per unit
7. New Housing Badgeley between Martha Street and Kirby Road	Twenty-three + one-family units	*City of Cincinnati *Private Developer	Cost to City: $50,000+ per unit
8. New Housing Sector E on the proposed new street east of Kirby Road	Eight one or two-family units	*City of Cincinnati *Private Developer	Cost to City: $8,000 to $15,000 per unit
Parks/Recreation			
9. Playground Virginia Ave. adjacent to active recreation on site of "The Mound"	*Poured safety surface. *Play units *Youth and toddler swings *Vinyl coated fence *Labor costs	*City of Cincinnati *Community Council (Grants)	Range of $100,000 to $190,000 depend-ing on size
10. Playground New development on east side of Kirby Road	See above	See above	See above
11. Active Recreation On site of "The Mound". The Plan recommends a **Skateboard Park.** Other active recreation could be substituted, in which case new cost estimates will be required.	Construct park using concrete surface and appropriate construction techniques for maximum durability. Cost estimate assumes a 10,000 sq. ft. park.	*City of Cincinnati *Community *Sponsoring organization, possibly involving youth in fund-raising.	$140,000 (Portable and steel-frame parks range from $25,000 to $35,000.)
12. Park Adjacent to new housing in Sector D on Kirby Road.	*Landscaping, *Benches, *Grills, *Drinking fountain, *Trash Receptacle	*City of Cincinnati *Possible involvement of residents in new subdivision	$75,000
13. Green Space Maintenance Throughout the study area, but particularly in Sector C between Washburn and Martha Road	*Maintain as open greenspace.	*City of Cincinnati	$15,000 annually

Northside Demographics

Total Population		10,527	15,728**
Total Households		4,388	6,441**
Population age 18 and under	2,996		
Population Age 65 and Over	1,276		
Female heads of household with children age 18 and under	565		
Male heads of household With children age 18 and under		98	
Race	White:	8,234 (86.5%)	56.2%**
	Non-White:	2,166 (22.8%)	42.6%**
Educational Attainment (Persons age 18 and over):			
Less than 9th grade		889	
High School graduate		1,978	
Some college		1,318	
Bachelor's degree	550		
Graduate or Professional degree		405	
Unemployment Rate		8.8%	
Median Household Income 1990)		$18,661	
Mean Household Income (2000)		$25,000**	
%Households w/ Incomes between $25,000 - $49,999	35.7%**		
Mean Family Income			
Married Couple With Children		$30,905	
Married Couple W/out Children		$33,865	
Female Householder W/ Children	$11,201		
Male Householder w/ Children		$19,924	
% Persons with Poverty Status			25.2%
% female-headed households with children with poverty status		75%	
Total Housing Units		4,662	
Owner Occupied			2,074 (48%)
Renter Occupied			2,282 (52%)
Vacancy Rate			306 (6.6%)
Units Built Before 1940			3,009 (64.5%)
Part One (Serious) Crime Statistics***		1996:	945
			1999: 732

Source:

* All figures from 1990 U.S. Census unless otherwise noted
** R.L. Polk Metro Guide, 2000)
*** Cincinnati Police Division

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Community Gardens - Civic Garden Center;
Skateboard Park - Rob Layton, Design Concepts, Lafayette, CO
Bike Trail - Zanesville, OH - Jim Coppock
Houses on Pages 8 and 13 - Internet Sites - Brian Feldman
All other photographs: Brian Feldman