

# East End Garden District Plan



DRAFT

Acknowledgments.....4

Introduction.....5

Existing Conditions.....9

Vision.....16

Community Gathering Space.....17

Parking & Traffic Flow.....21

Land Use & Zoning.....25

    Zoning Recommendations.....28

    Future Land Use Map.....29

Implementation.....31



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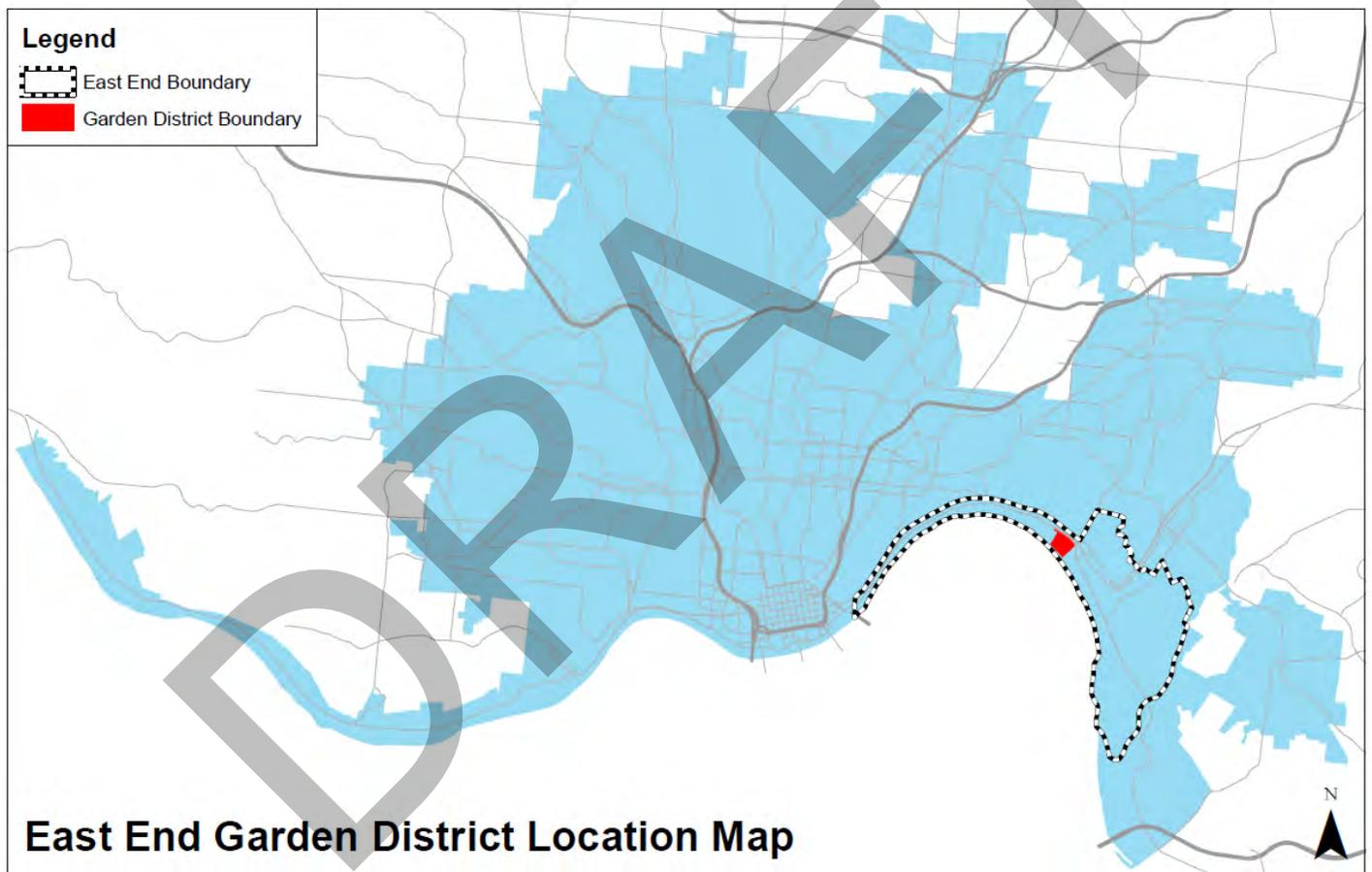
All photos taken by James Weaver unless otherwise noted.



# Introduction

The East End neighborhood of Cincinnati is a long narrow corridor extending 8 miles along Riverside Drive (and Eastern Avenue) which is also a federal truck route.

The East End Area is bounded on the west by a line extending from Columbia Parkway due south to the Ohio River that transects the point where Riverside Drive begins. The northern boundary is the center line of Columbia Parkway beginning at this western boundary extending to Delta Avenue, then north along the center line of Delta Avenue to Kroger Avenue, then easterly to the intersection of Eastern Avenue and Wortman Avenue south to the mouth of the Little Miami River at the Ohio River, which is the southern boundary of The East End Area.



The East End Garden District is a unique 48+ acre sub-area of the East End situated between Schmidt Field recreation area and Riverview Academy, a Cincinnati Public School. The Garden District is characterized as a pedestrian scale 19th and early 20th century residential neighborhood with a street and alley system some of which are surfaced with brick pavers. The older, existing structures and vacant lots are barely out of the Ohio River floodwaters. Reoccurring flooding led to the demolition of many buildings, some with FEMA funds. Others need maintenance, while several vacant lots became urban gardens through the City's Urban Agriculture program that draw interest from throughout the region.



In early 2013, several of the East End Area Council members formed a planning committee that sought to explore infill opportunities to help repopulate the area. This was concurrent with renewed interest and traffic to the area, especially after the success of a new and popular restaurant.

The planning committee formed a draft vision, met with City staff members and engaged the University of Cincinnati Community Design Center to study land use, development trends, and infill housing options for the area.

With the information from the various studies in hand, the East End planning group broke up into three sub-committees:

- Community Gathering Space
- Parking & Traffic Flow
- Land Use & Zoning

The expanded groups worked independently developing specific recommendations to share with the East End planning group. The three sub-committees met on May 6, 2015 at Riverview Academy and presented their recommendations to one another, residents, invited officials, business community members, and selected specialists. Following the presentation, group work confirmed ideas presented as well as collected additional input.

The recommendations underwent further examination by a Steering Committee made up of members of all three groups in order to consolidate ideas (similar ideas were shared by each group) to present at a final public meeting.

The following table represents a timeline of those meetings, which is what formed the basis for this document.



Clockwise from top left: University of Cincinnati Students presenting their ideas at an open house; a concept for infill housing on stilts; the East End Garden District Study, which was created by University of Cincinnati planning students as part of the Niehoff Studio.



Summer 2012	Lila Rasoulia, a graduate student under the direction of Frank Russell (Professor and Director of the Niehoff Studio Center of Urban Design at the University of Cincinnati), created a study of the Garden District area. Kathy Schwab of LISC (Local Initiatives Support Corporation) provided funding for this work. The study was a descriptive report of the East End including demographics, development trends, current land use, transportation, and other important factors. The report was shared with the East End Community Council.
Summer 2013	Ad hoc working group began in 2013 to discuss how we might envision the future of the Garden District and encourage development. Key contributors were Michael Bolan, Barb Lichenstein, Melisse May, Nick Motz, Merrie Stillpass. Joe Corcoran was invited to provide input as a lead gardener. The intent was to provide high level input and support to the work of the Niehoff Center.
Winter 2013	Lila Rasoulia continued her work with an in-depth housing study that was considered foundation for future planning. The report was shared with the East End Community Council.
Winter 2014	Joe Sandmann (Project Assistant) under the supervision of Kelly Gregg (Project Manager) and Direction of Frank Russell created a report on a series of concepts for the Garden District and took into consideration input from key stakeholders and previous studies. The East End Community was invited to review the presentation at the Niehoff Center and provide input.
Winter 2015	The East End Area Council and interested individuals sponsored an architecture competition to identify housing concepts for the Garden District, specifically flood resistant infill housing. Frank Russell and the Niehoff Center hosted the competition which was also a credited course of study. The submissions were judged by community and East End experts in design, development, and engineering. Four Entries chosen for merit recognition. The winning entry received a \$1500 cash prize and the runner up received a \$500 cash prize.
Winter 2015	Garden District Planning with the Community began with a community-wide review (over 40 people in attendance) for input. As a follow up, three working committees (Land Use, Parking and Flow, and Community Space) and advisory board of community experts were formed to incorporate the feedback and create specific plans for further community engagement.
Spring/Summer 2016	A Steering Committee was created from members of the three working groups to draft a copy of the East End Garden District Plan, using the work generated by the three working groups as a guide. These ideas were presented to the community on August 16, 2016 where input was gathered to finalize the Plan.
Fall 2016	<b>EEAC, CPC, CC approvals, etc.</b>



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# Existing Conditions

The East End Garden District is approximately 48 acres in size and contains the area south of Riverside Drive to the river, west of Delta Avenue, and east of Watson Street. The District is between Riverview East Academy and Schmidt Sports Complex, which contains four softball fields, a small playground, and a boat launch. Turkey Ridge Park sits along the river at the southern portion of the District, which contains a softball field, a soccer/football field and basketball courts. The Ohio River Trail also meanders through the park, which connects Lunken Airport to Schmidt Sports Complex.

## Land Use

The commercial corridor along Riverside Drive contains several businesses that serve the East End and the surrounding community. There are several vacant parcels and buildings along Riverside Drive that are ripe for redevelopment. With proper planning, the existing businesses could serve as a catalyst for the future success of the District for future office, retail, and residential development within the corridor.

The Garden District contains approximately 182 residents, according to the 2010 Census. Most of the homes in the District were built in the late 1800s to early 1900s with small front yards and large front porches. The age and condition of some of these homes along with the close proximity to the 100 year flood plain means that when a home is demolished south of Wool Street, none have been replaced yet. There are several large gardens throughout the District intermixed with the residential areas. There is also a large garden between Wenner Street and Setchell Street.

The southern and western portions of the District are used primarily for recreation. The Ohio River Trail passes along the southern portion of the district through Turkey Ridge Recreation Area, which contains an athletic field, a softball field, and basketball courts. Another soccer field is located between Watson and Wenner Streets.

## Zoning

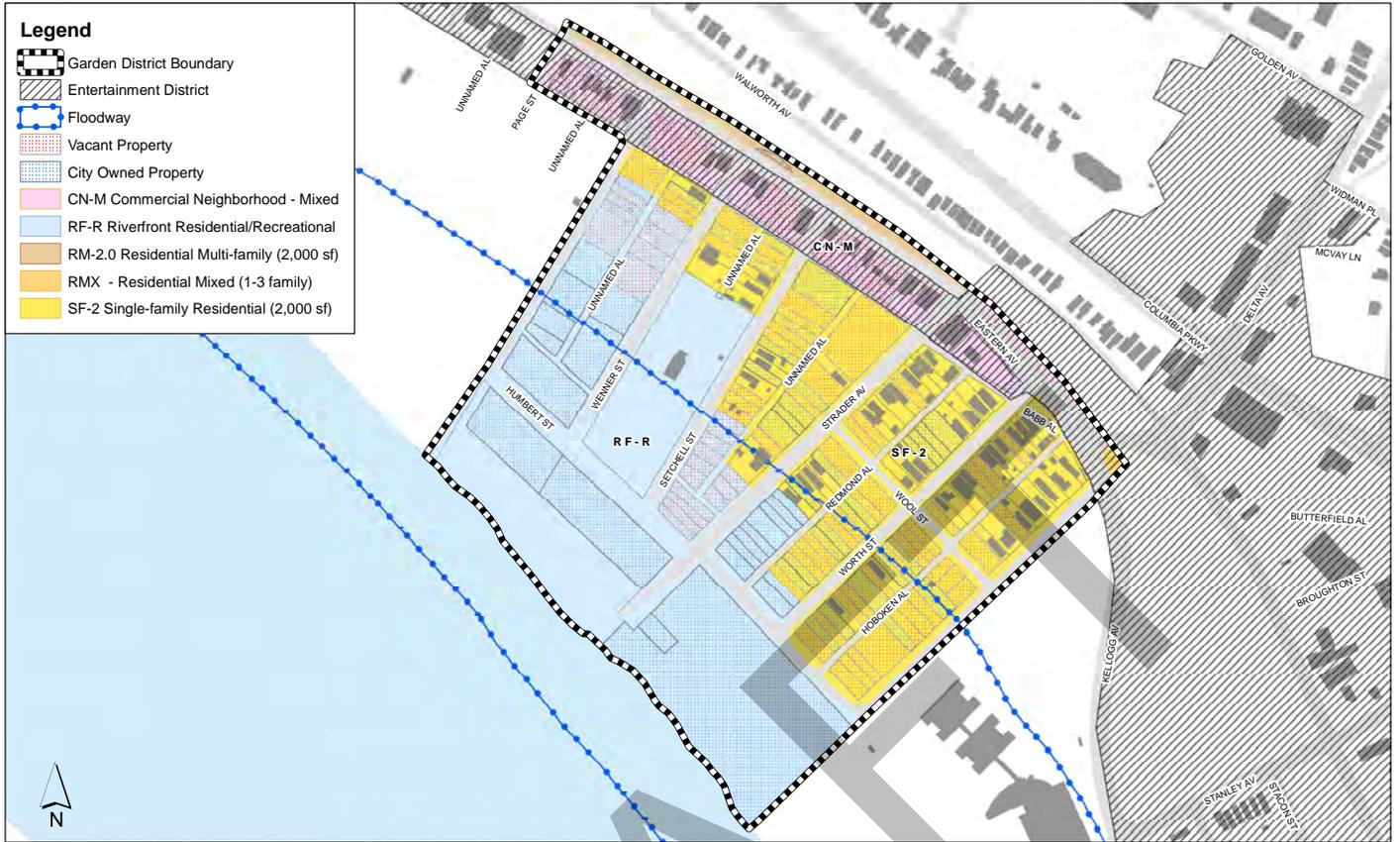
The properties fronting Riverside Drive that are west of Worth Street are zoned Commercial Neighborhood - Mixed. This commercial district is intended to “identify, create, maintain and enhance mixed-use neighborhood commercial centers that reflect smaller-scale, pedestrian-oriented development with continuous street frontage and a mix of commercial and residential uses.” The commercial district is part of a larger Community Entertainment District, which allows additional liquor licenses within its boundaries that otherwise would be prohibited due to the maximum number permitted.

Most of the residential and garden properties are zoned SF-2, which is a high density single-family zoning district. Most property south of Wool Street is in the 100 year flood plain, so traditional single-family development cannot occur here. A good portion of the land in this area is zoned SF-2.

The southern portion of the District is zoned Riverfront Residential/Recreational. This purpose of this zoning district is to “mix residential uses into current public and semi-public land uses and to enhance the stability and revitalization of adjoining neighborhoods.” This district allows a wide variety of recreational and residential uses, but does not allow parking lots as a primary use.







Existing Zoning



Existing Land Use



## Community Gathering Space

The Ohio River Trail and Turkey Ridge Recreation area span the southern part of the District. The open field at the SW corner of Strader Avenue and Babb Alley acts as a community gathering space in the warmer months, but is privately owned. There are also several community gardens sprinkled throughout the district. Due to the flood plain and the City of Cincinnati owning several vacant lots and “paper” alleys that are shown on maps but do not physically exist, there are several opportunities to connect these community spaces.



## Traffic Flow

Every street within the Garden District is currently two-way. There are traffic signals at Delta Avenue and Wenner Street. Babb Alley receives more traffic than was originally intended due to the success of the commercial district. With the exception of Strader Avenue, every street in this area has only 28-29 feet of pavement or less, which only allows one direction of travel at a time if cars are parking on both sides of the street. In the western portion of the district (west of Strader Avenue), Setchell Street and Wenner Street are dead ends, so vehicles attempting to turn left onto Riverside Drive on streets without a traffic signal can cause backups if they don't exit at Wenner Street.

## Parking

There are approximately 584 total parking spaces within the District. With the exception of a few small parking lots within the commercial corridor, most parking for the gardens, residents and businesses are found on the street. There are two larger parking lots on the outskirts of the district that are rarely used for the district. Many homes in the District do not have driveways, so residents must park on the street. When the commercial district gets busy, street parking is usually available but often times residents have to walk several blocks from their vehicle to their home. As the commercial district becomes more vibrant, there may be a need for additional parking spaces, as well as dedicated off-street parking spaces near the commercial district to help attract new businesses.



Residents are resorting to homemade signs and placing cones in front of their homes to ensure that they have a close place to park.

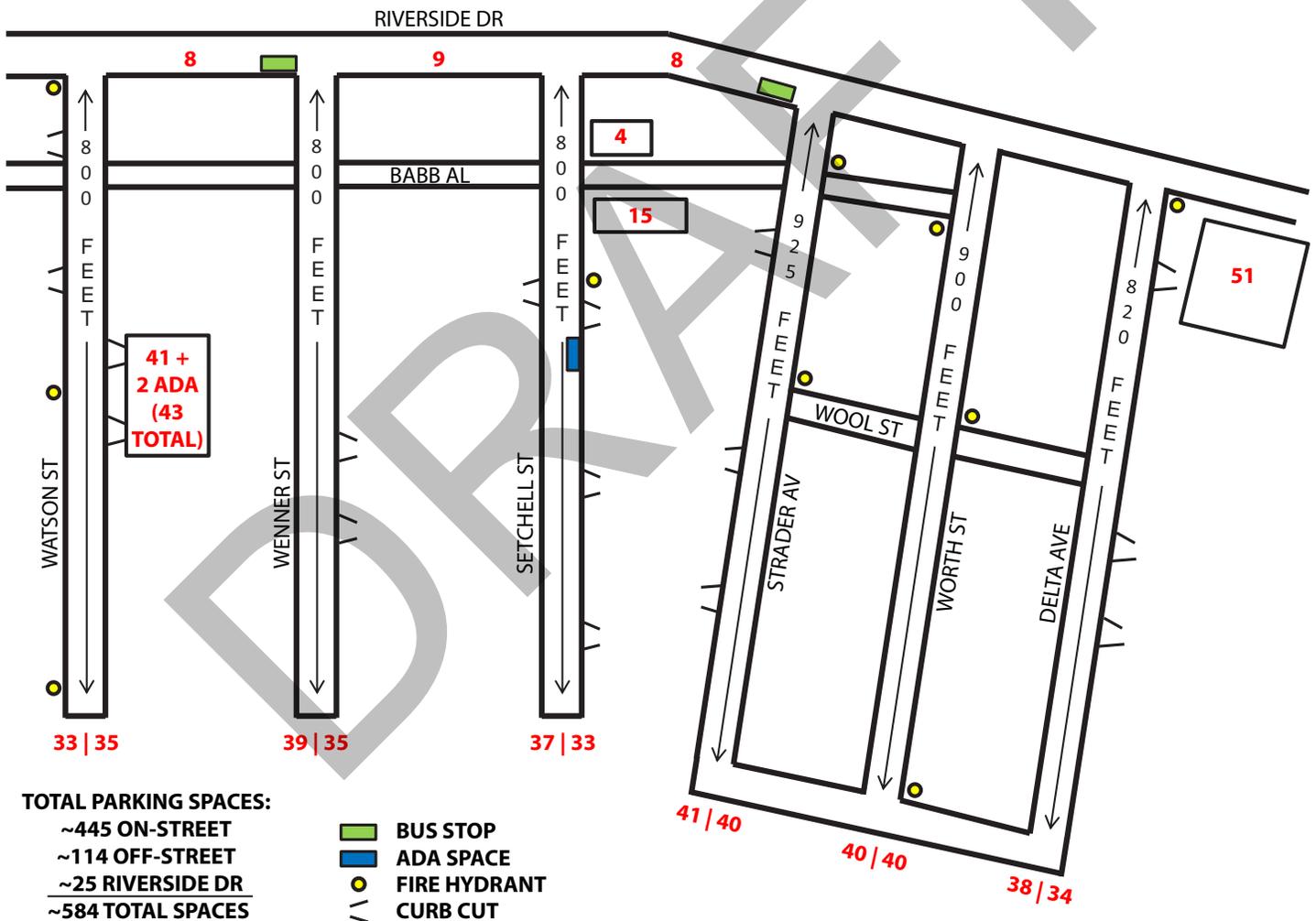




An under-utilized auxiliary parking lot located off of Delta Avenue that serves Riverview East Academy school during weekdays.



An under-utilized auxiliary parking lot located off of Watson Street.



The above map is an estimate of current available parking spaces within the Garden District. The map assumes that one vehicle space is 20 feet long for street parking purposes, not including areas where parking is not permitted due to curb cuts or fire hydrants. The red numbers at the end of each street show the approximate number of parking spaces permitted on each side of the street.



Current Conditions					Scenario 1: Residential & existing uses remain but vacant buildings are developed into Eating & Drinking Establishments. No exemptions.		
Address (Riverside Dr.)	Vacant Lot SF	First Floor GFA	Current Use	Parking Needed	Proposed Use	First Floor GFA (est.)	Parking Needed
3129		1,157	Residential	1	Residential	1,157	1
3131	1,917	0	Vacant Land	0	Vacant Land	0	0
3135	2,396	0	Vacant Land	0	Vacant Land	0	0
3137		917	Salon	3 (0 if exempt)	Salon	917	3
3141		1,100	Residential	1	Residential	1,100	1
3143	4,138	1,116	Residential	1	Residential	1,116	1
3145	2,500	2,500	Vacant Land	0	Vacant Land	0	0
3147 & 3151		2,863	Residential	2	Residential	2,863	2
3201-3219	16,000	0	Vacant Land	0	Vacant Land	0	0
3223		1,176	Residential	1	Residential	1,176	1
3227		1,647	Residential	4	Residential	1,647	4
3229		2,236	Residential	2	Residential	2,236	2
3235		1,082	Residential	1	Residential	1,082	1
3237-3243	8,100	0	Vacant Land	0	Vacant Land	0	0
3247	2,016	0	Vacant Land	0	Vacant Land	0	0
3251		2,359	Office	5 (0 if exempt)	Office	2,359	5
3301		1,148	Residential	2	Residential	1,148	2
3305-3307	3,150	0	Vacant Land	0	Vacant Land	0	0
3309		784	Residential	1	Residential	784	1
3311	2,500	0	Vacant Land	0	Vacant Land	0	0
3313-3323		2,367	Eating & Drinking	15 (2 if exempt)	Eating & Drinking	7,353	15
3327		2,077	Vacant Building	0	Eating & Drinking	2,077	13
3333		2,846	Vacant Building	0	Eating & Drinking	2,846	18
3401		4,833	Fire Station	19	Fire Station	4,833	19
3405		1,460	Vehicle Sales	3 (0 if exempt)	Vehicle Sales	1,460	3
<b>TOTAL:</b>	<b>42,717</b>	<b>31,168</b>	<b>All</b>	<b>61 (37 if exempt)</b>	<b>All</b>	<b>36,154</b>	<b>92</b>

This chart shows the existing conditions and four potential scenarios for future development along with parking demand based on the requirements of the Zoning Code. Scenario 4 is the “worst case scenario” for required parking, as eating and drinking establishments require the most parking of any potential use. Although there are several vacant buildings in the commercial district, there is a potential that future demand for these commercial uses could total 368 spaces. Although there are exceptions written into the current Code, a lack of off-street public parking could be hindering potential business development in these locations.



Scenario 2: Residential & existing uses remain but some vacant buildings and lots are developed into Eating & Drinking Establishments. Vacant parcels are developed with 40-foot rear yard setbacks. No exemptions.			Scenario 3: Residential & existing uses remain but ALL vacant buildings and lots are developed into Eating & Drinking Establishments. Vacant parcels are developed with 40-foot rear yard setbacks. No exemptions.			Scenario 4: All parcels are Eating & Drinking Establishments; vacant parcels are built with a 40-foot rear yard setback. No exemptions.		
Proposed Use	First Floor GFA (est.)	Parking Needed	Proposed Use	First Floor GFA (est.)	Parking Needed	Proposed Use	First Floor GFA (est.)	Parking Needed
Residential	1,157	1	Residential	1,157	1	Eating & Drinking	1,157	8
Vacant Land	0	0	Eating & Drinking	1,500	10	Eating & Drinking	1,500	10
Vacant Land	0	0	Eating & Drinking	1,260	8	Eating & Drinking	1,260	8
Salon	917	3	Salon	917	3	Eating & Drinking	917	6
Residential	1,100	1	Residential	1,100	1	Eating & Drinking	1,100	7
Residential	1,116	1	Residential	1,116	1	Eating & Drinking	1,116	7
Vacant Land	0	0	Eating & Drinking	1,500	10	Eating & Drinking	1,500	10
Residential	2,863	2	Residential	2,863	2	Eating & Drinking	2,863	19
Vacant Land	0	0	Eating & Drinking	9,600	64	Eating & Drinking	9,600	64
Residential	1,176	1	Residential	1,176	1	Eating & Drinking	1,176	8
Residential	1,647	4	Residential	1,647	4	Eating & Drinking	1,647	11
Residential	2,236	2	Residential	2,236	2	Eating & Drinking	2,236	15
Residential	1,082	1	Residential	1,082	1	Eating & Drinking	1,082	7
Eating & Drinking	4,860	32	Eating & Drinking	4,860	32	Eating & Drinking	4,860	32
Eating & Drinking	1,680	11	Eating & Drinking	1,680	11	Eating & Drinking	1,680	11
Office	2,359	5	Office	2,359	5	Eating & Drinking	2,359	16
Residential	1,148	2	Residential	1,148	2	Eating & Drinking	1,148	8
Eating & Drinking	2,180	15	Eating & Drinking	2,180	15	Eating & Drinking	2,180	15
Residential	784	1	Residential	784	1	Eating & Drinking	784	5
Eating & Drinking	1,500	10	Eating & Drinking	1,500	10	Eating & Drinking	1,500	10
Eating & Drinking	7,353	15	Eating & Drinking	7,353	15	Eating & Drinking	7,353	15
Eating & Drinking	2,077	13	Eating & Drinking	2,077	13	Eating & Drinking	2,077	14
Eating & Drinking	2,846	18	Eating & Drinking	2,846	18	Eating & Drinking	2,846	19
Fire Station	4,833	19	Fire Station	4,833	19	Eating & Drinking	4,833	32
Car Lot	1,460	3	Car Lot	1,460	3	Eating & Drinking	1,460	10
<b>All</b>	<b>46,374</b>	<b>160</b>	<b>All</b>	<b>60,234</b>	<b>253</b>	<b>All</b>	<b>60,234</b>	<b>368</b>

Minimum Requirements of the Cincinnati Zoning Code	
Exempt: First 2,000 square feet of gross floor area of existing commercial uses	
Eating & Drinking Establishments	1 per 150 SF
Residential	1 per unit
Office	1 per 400 SF
Retail	1 per 250 SF
Vehicle Sales	1 per 400 SF
Public Safety	1 per 250 SF



# Vision

The vision of this Plan is to make the East End Garden District an inclusive, green bedroom community surrounded by opportunities to recreate, shop, and celebrate.





## Goal 1: Develop a passive recreational space in the southern part of the District

There are a number of city-owned lots bordering Redmond Alley where it intersects with Humbert St. This area is relatively flat and is open with large shade trees. It is near existing soccer fields, abuts the bike trail and is near the river. This area is ideal for the development of a public gathering space. It is shaded, flat, away from street noise and likely not developable due to its proximity to the river.

### Strategy 1: Work with the City to lease or acquire the land in this area

#### *Short-Range (1-3 years)*

- Create a master plan for the area to identify planned locations for amenities within the floodplain.
- Work with the City to fully assemble land in the floodplain by acquiring or facilitating a swap of developable city-owned lots with property owners who own land in the floodplain to create new residential homes.
- Identify a funding source to manage/maintain this property.

#### *Mid-Range (3-5 years)*

- Acquire the property and begin construction

### Strategy 2: Create a permanent community space that contains a stage for performances, along with open space that can host farmers markets, festivals, beer gardens, picnic tables, etc.

#### *Short-Range (1-3 years)*

- Identify which amenities would be a good fit for the area and where
- Identify a funding source/start raising money for the project and identify partners that could organize events and help operate these amenities
- Test out temporary stages for public events

#### *Mid-Range (3-5 years)*

- Finish construction of these facilities and operate these events

#### *Long-Range (5+ years)*

- Review existing programming and facility capacity to see what improvements are needed

### Strategy 3: Develop a campground with access to the river for canoes/kayaks, perhaps in conjunction with a marina.

#### *Short-Range (1-3 years)*

- Partner with Schmidt Field to create wayfinding elements to the Garden District
- Secure funding to construct any additional infrastructure and purchase equipment
- Partner with the City to manage the campground

#### *Mid-Range (3-5 years)*

- Review operations to ensure that resources are adequate

#### *Long-Range (5+ years)*

- Partner with other livery operators in the area to plan events



## Goal 2: Increase connectivity throughout the Garden District

The Garden District has a diverse mix of uses of interest to visitors. Although parking can be an issue in some areas, the District appears to have enough parking spaces for visitors, but additional parking is on the perimeter, which would require visitors to “park and walk” to their destination.

### Strategy 1: Incorporate a network of green trails to connect the district

#### *Short-Range (1-3 years)*

- Identify alleys, paper streets and publicly owned lands that could be used to connect the commercial area, gardens, recreational areas and existing parking on the perimeter of the District
- Obtain permission from the City to create trails through these areas
- Create adequate wayfinding signage so that visitors know where to go, and feel safe, comfortable and welcome

#### *Mid-Range (3-5 years)*

- Create walking pathways using organic materials that are lined with perennials, edible plantings etc, that use solar/green lighting along the ground to illuminate the walking paths in the evening
- Connect these paths to the existing bikeway and maintain connections for the proposed OASIS bike trail

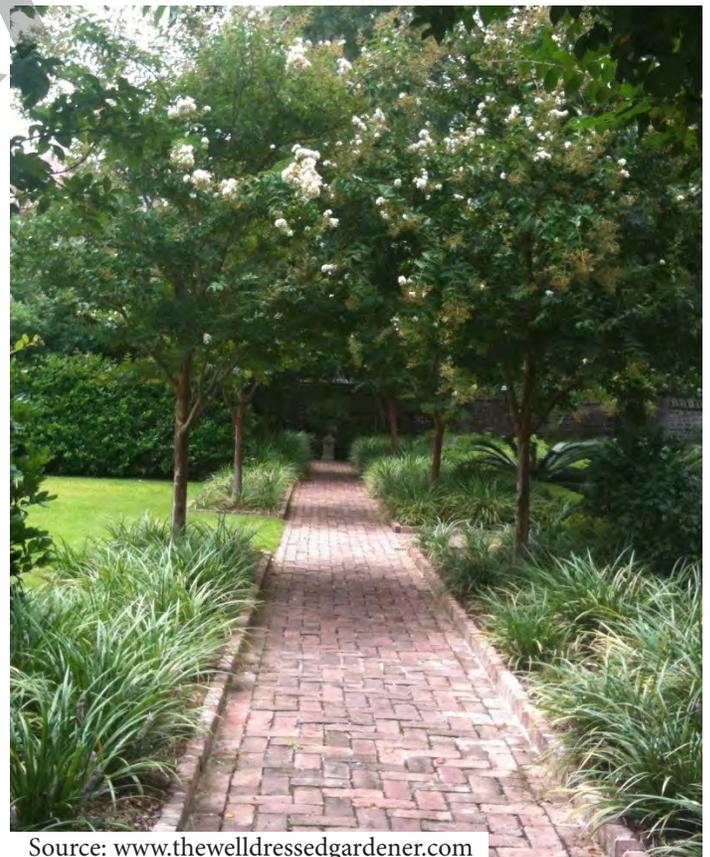
#### *Long-Range (5+ years)*

- Develop pedestrian promenades and linear plazas where appropriate, including Babb Alley and existing streets or alleys closer to the river



Top: The existing Schmidt Boat Ramp and Ballfields building could be expanded to include additional amenities such as kayak sales and rentals and camping amenities.

Right: A stock image of what a pedestrian path through the existing paper alleys or City-owned parcels could look like. If new development occurs, these paths should be wide enough to accommodate residential traffic to access rear garages.



Source: [www.thewelldressedgardener.com](http://www.thewelldressedgardener.com)



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# Parking & Traffic Flow

Maintaining the residential character of the Garden District is paramount. The buildings in the commercial district do not have enough off-street parking, so customers and employees must park on the street. Although walking a few blocks to work or an entertainment destination is not a deal-breaker, many of the neighborhood's residential buildings do not have off-street parking. When on-street parking demand rises, it can be difficult for residents to find a parking spot near their home, which may deter new residents from moving in. There are approximately 100 off-street parking spaces within the District, not including off-street residential parking, but most of these spaces are on the outskirts of the district and are not widely known to visitors.

When the Garden District begins to grow, there will be an even greater need for parking close to the business district in order to meet zoning and ADA requirements. Creating permanent parking solutions without sacrificing the desired building form is one of the most important issues for this area.

The Garden District has seven streets that intersect with Riverside Drive, but only two of them have traffic signals. Every street in the District, even the alleys, are two-way, which can cause traffic jams at peak hours. It is essential that the East End neighborhood works with the City's Department of Transportation & Engineering to come up with and implement solutions to increase parking opportunities within the right-of-way and to help direct traffic to exit the District at certain locations to help avoid backups in the future.



Above: Strader Avenue as a one-way with angled parking with bike path to connect to auxiliary parking lots. There would need to be a plan in place to accommodate traffic flow during potential flood occurrences to allow for two-way traffic.

Source: University of Cincinnati Community Design Center

Right: The potential is there to add parallel or angled parking north of Babb Alley west of Setchell Street to serve existing and future commercial businesses.



Above: An MSD project cleared this lot on the corner of Delta Avenue and Humbert Street, which would be perfect for an auxiliary parking lot using pervious materials.



## **Goal 1: Reorganize traffic flow in this area to alleviate congestion and maximize parking opportunities**

All streets within the district have a 50 foot right-of-way, with Strader Avenue being the exception with a 66 foot right-of-way. Most streets have cars parked on both sides and are only wide enough to accommodate vehicular travel in one direction at a time. Although recommendations are made below, the East End would like for a traffic study in this area to determine optimal traffic flow.

### **Strategy 1: Focus traffic east of Strader Avenue to exit the district from Delta Avenue**

#### *Short-Range (1-3 years)*

- Work with the City's Department of Transportation & Engineering to make Strader Avenue a one-way street heading south from Babb Alley to the river
- Work with the City's Department of Transportation & Engineering to adjust the timing of the traffic signal, if necessary, at Delta Avenue and Riverside Drive

### **Strategy 2: Focus traffic west of Strader Avenue to exit the district at Wenner Street**

#### *Short-Range (1-3 years)*

- Work with the City's Department of Transportation & Engineering to make Babb Alley one-way heading west from Strader Avenue to the dead-end at St. Peters Street
- Work with the City's Department of Transportation & Engineering to adjust the timing of the traffic signal, if necessary, at Wenner Street and Riverside Drive

## **Goal 2: Incorporate wayfinding elements into the District to direct visitors to amenities and parking**

Wayfinding is an important element that makes visitors feel comfortable and oriented through signage and other graphic or digital communication to direct visitors to a specific location. This can include directional or historical signage for the commercial district, the river, and parking facilities. There are a few small, underutilized parking lots on the outskirts of the District, along with opportunities for other new parking areas.

### **Strategy 1: Create a uniform branding package for the District**

#### *Short-Range (1-3 years)*

- Come up with common graphical elements and colors that encompass the Garden District
- Install directional signage throughout the district, showing trails, locations of public parking, etc.

### **Strategy 2: Delineate on-street parking spaces with striping to show where it is appropriate to park**

#### *Short-Range (1-3 years)*

- Work with the Department of Transportation & Engineering to erect proper signage and striping to delineate and make clear the area's flow, parking lot areas, on-street parking areas, and points of ingress/egress
- Erect signage on all other streets making clear where parking is available, and whether street is dead-end or pass-thru



## Goal 3: Ensure that everyone in the Garden District has a place to park

Many homes in the Garden District do not have off-street parking. During busy times, residents often place cones on the street in front of their homes or have signs stating “residential parking only”. If commercial and recreational activity increase in this area, parking spaces may be at a premium.

### Strategy 1: Create new parking opportunities

#### *Short-Range (1-3 years)*

- Inventory the parking demands for existing and desired businesses and study if shared parking is feasible (i.e. an office needs parking during the day and wouldn't need parking in the evenings, while a restaurant has higher demand in the evenings)
- If Strader Avenue is made one-way, work with the city to create angled parking on one side of the street to maximize the number of spots from Babb Alley down to river. This could potentially increase the number of parking spaces 140-160%
- Market and enhance the parking assets that exist east and west of the district

#### *Mid-Range (3-5 years)*

- Work with the City to create an overflow parking lot with pervious pavers in the flood way along the bike trail
- Work with the city to acquire right-of-way on the south side of Babb Alley to create new, angled parking
- Continue to explore any additional private or public parking areas that could be incorporated into future residential/commercial development as it naturally occurs

#### *Long-Range (5+ years)*

- Continue to maintain public parking lots
- Review the parking demand to determine if more capacity is needed

### Strategy 2: Explore a residential parking permit program for the District

#### *Short-Range (1-3 years)*

- Study where the boundaries of the residential parking program should be
- Conduct an education and signature campaign by current residents on all streets
- Apply for City of Cincinnati Residential Parking Permit program for entire area

### Strategy 3: Encourage alternative transportation options

#### *Short-Range (1-3 years)*

- Work with METRO to enhance the bus stop locations on Riverside Drive to encourage using public transportation
- Incorporate a Red Bike station in the District to make use of the bike lanes on Riverside Drive and also for the Ohio River Bike Trail
- Encourage the use of trails to connect the bike trails, gardens, and bus stops in the commercial district





An example of how Babb Alley could look as one-way with angled parking. Babb Alley is only 15' wide, so parking on private property would be needed to complete this. There is already 90 degree parking on the SE corner of Babb Alley and Setchell Street, and the City owns the lot on the SW corner. Agreements would have to be made for the other portions to allow for angled parking here.



An example of a Red Bike station, which could be used to connect the Garden District with the existing bike trail and downtown Cincinnati.



An example of pervious pavers that could be used as a parking lot in the flood way to serve the proposed kayak marina and campground, while providing overflow parking for the commercial businesses.

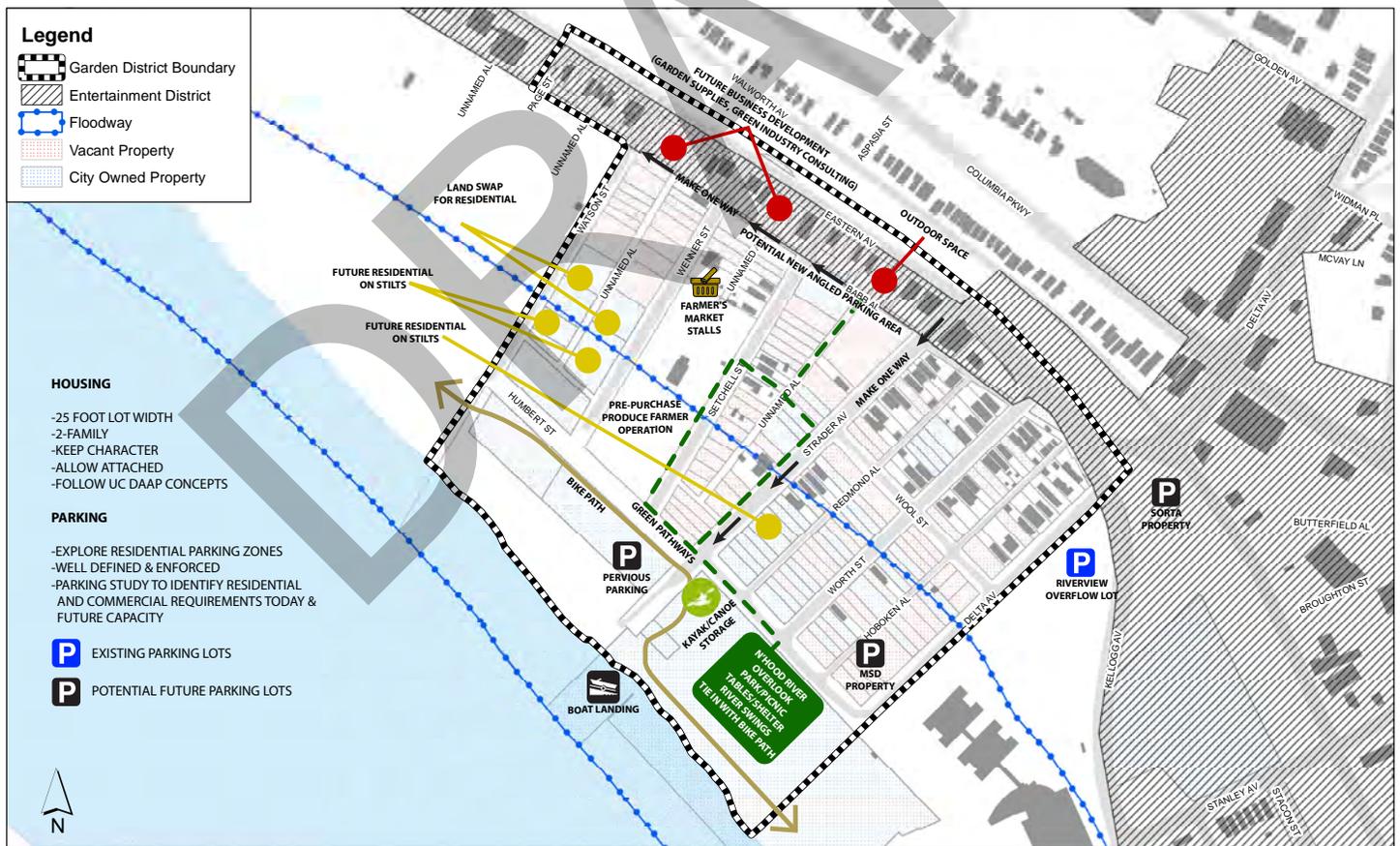


# Land Use & Zoning

The Land Use & Zoning working group focused on the future land uses of the Garden district. The group recommends focusing commercial development along Riverside Drive, recruiting businesses that tie into the concept of the Garden District, such as garden supplies and green industry initiatives mixed in with existing businesses. The land use working group recommends placing off-street parking south of Babb Alley to serve the commercial district and reduce the number of cars parking on the street.

The group recommends a mix of residential and garden uses in the middle of the District, with the potential for a seasonal farmer's market in the space between Setchell Street and Wenner Street. Land swaps with large property owners, including the City of Cincinnati are recommended in order to build infill housing. For areas within the flood plain, alternative building concepts such as homes on stilts are recommended to protect new development from flooding.

The lower third of the District is recommended for recreation, gardens and overflow parking. This includes enhancing the existing park along the bike trail, adding a kayak/canoe livery, and connecting the District with a series of green paths along City-owned lots and alleys. Flood mitigation strategies are recommended in this area to protect buildable land in the northern part of the District.



East End Garden District - Land Use & Zoning Working Group

The above map is transcribed from the work done by the Land Use & Zoning Working Group and is meant to be conceptual. This map was combined with other maps to form the Future Land Use Map on page 29.





## Goal 2: Create and maintain a strong commercial district

A strong commercial district will support the gardens, and will help to enhance the recreational and residential portions of the district, creating a destination.

### Strategy 1: Ensure the commercial district complements the residential character of the District

#### *Short-Range (1-3 years)*

- Implement recommended commercial zone changes
- Make sure existing property maintenance, noise and zoning laws are being followed.
- Work with the businesses along Riverside Drive to brainstorm methods to lessen impact on the residential community
- Study the boundaries of the East End Community Entertainment District and make recommendations to the boundary if necessary

### Strategy 2: Actively work to recruit new businesses that complement the District

#### *Short-Range (1-3 years)*

- Partner with real estate agents to attract and retain new businesses that will complement the vision of the Garden District
- Attract pop-up stores or food trucks to temporarily set up in vacant spaces
- Partner with redevelopment agencies such as the Port Authority to redevelop vacant storefronts or create new infill projects along Riverside Drive
- Organize internally or with surrounding neighborhoods to lay the groundwork for creating a Community Development Corporation

#### *Mid-Range (3-5 years)*

- Create a Community Development Corporation to redevelop vacant properties in the district and throughout the East End

#### *Long-Range (5+ years)*

- Continue to redevelop and maintain properties in the area
- Survey existing businesses to ensure that have the resources they need to succeed in their existing location



An example of vacant property for sale along Riverside Drive, along with storefronts that appear to be vacant.



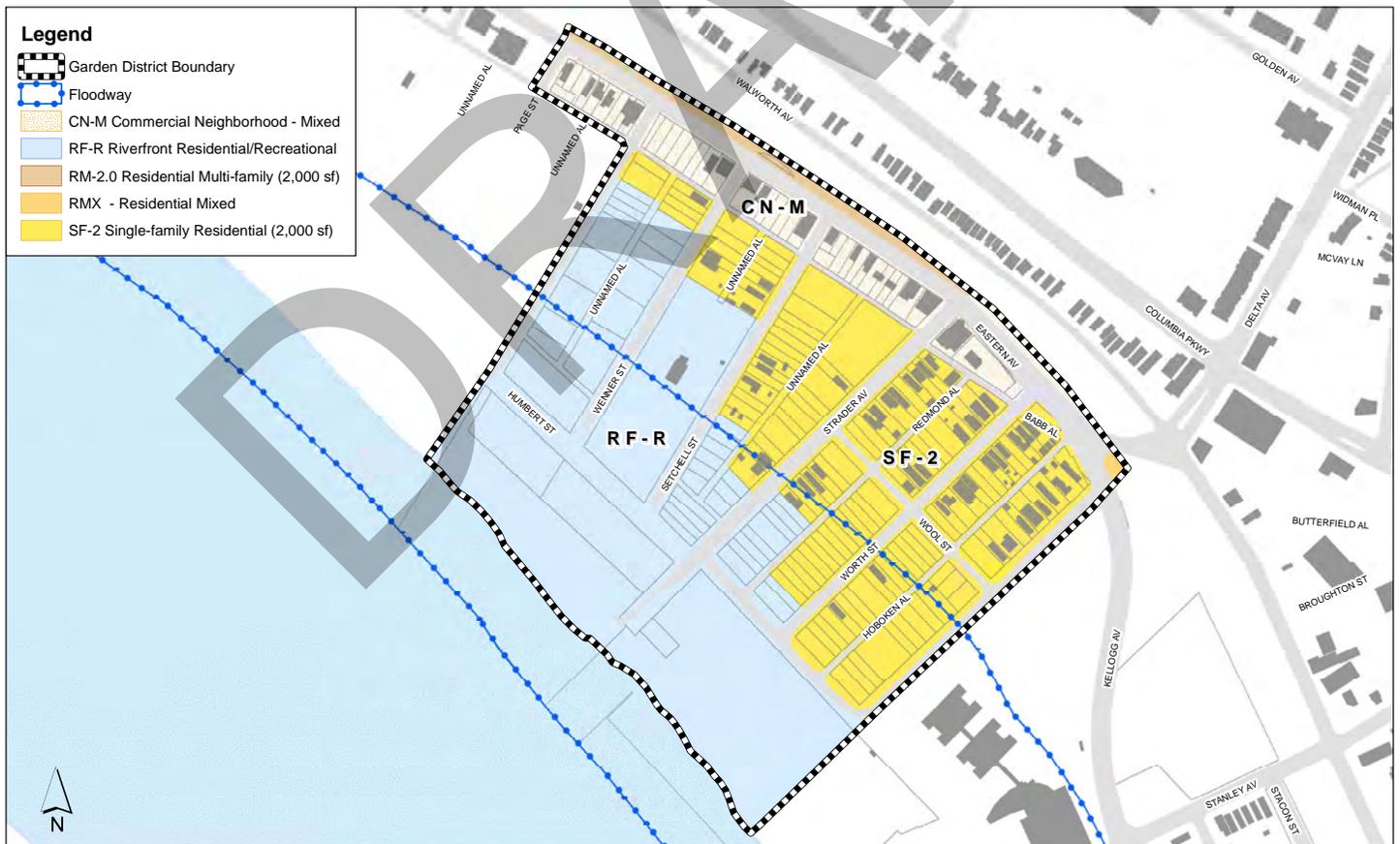
# Future Land Use Map

The Future Land Use Map shown on page 29 focuses on the desired land uses of the neighborhood under ideal conditions. This map is not meant to displace existing garden or residential uses. It simply suggests that the land closer to Riverside Drive is closest to being out of the 100 year floodplain, which means that development costs will be lower in this area and shows what this area could potentially look like under full buildout.

The vacant commercial land along Riverside Drive could initially be used for pop-up shops that could eventually transition into brick and mortar businesses. The “paper alleys” could be used for trails to connect the neighborhood to additional parking opportunities and eventually paved alleys for rear access to potential new residential uses, and utilizing the land in the floodway for garden and recreational uses, along with additional parking opportunities using pervious materials.

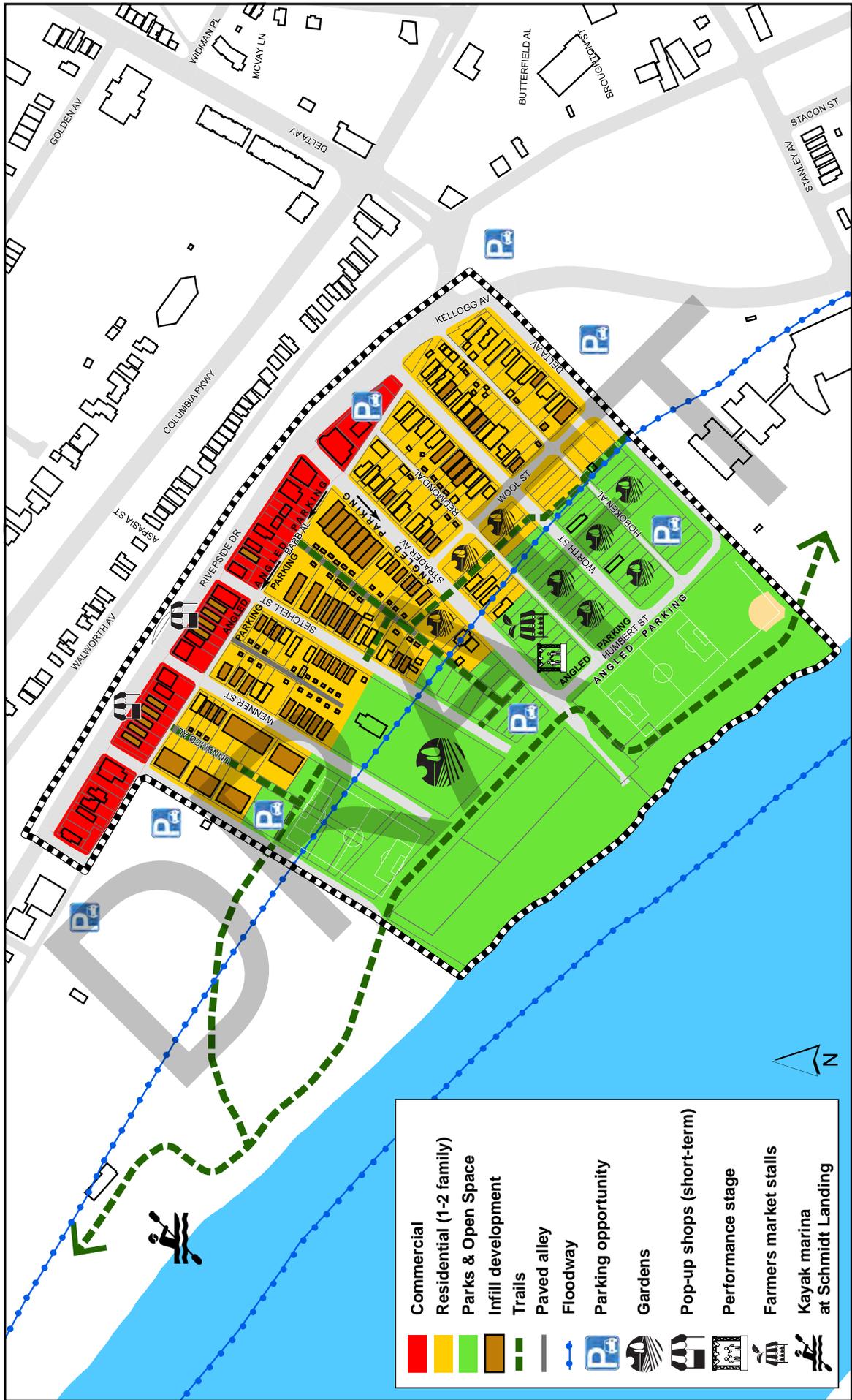
# Future Zoning Map

After a spirited debate, it was recommended to keep the zoning in the Garden District essentially the same. Although some new buildings in the SF-2 may run into height restrictions, keeping the existing building form (5 foot front setbacks, buildings close together on small lots) was determined to be more important. This Plan supports height variances using the Base Flood Elevation in SF-2 zoning districts, which will provide relief to the height restriction.



East End Garden District - Recommended Zoning Changes





	Commercial
	Residential (1-2 family)
	Parks & Open Space
	Infill development
	Trails
	Paved alley
	Floodway
	Parking opportunity
	Gardens
	Pop-up shops (short-term)
	Performance stage
	Farmer's market stalls
	Kayak marina at Schmidt Landing

East End Garden District - Future Land Use



Clockwise from top right: An existing City maintenance yard that could be moved elsewhere and used for parking; an example of a paper alley behind the businesses on Riverside Drive; looking north on Watson Street, which does not have residential on it and could be used for business district parking; City Flea at Washington Park as an example of a farmers market in the Garden District; an example of a temporary performance stage that could be brought in during the summer; the potential location of the farmers market and performance stage, located north of Humbert Street between Strader Avenue and Redmond Alley.



# Implementation

Implementation of the East End Garden District Plan will be monitored by the East End Area Council. The East End Area Council will create an Implementation Committee to advance recommendations in the plan and track progress of implementation. This committee should have representatives from the Area Council, along with property owners, residents, gardeners, and business owners within this area. This committee should work with City departments, private investors, property owners and residents to identify and seek funding opportunities and recruit volunteers to implement the plan recommendations. Any interested person should be eligible for inclusion on the Comprehensive Plan Implementation Committee.

Members of the three Working Groups, the Steering Committee, the East End Area Council, and interested residents filled out a survey ranking the strategies to decide which work is most important to focus energy and limited resources to implement first, followed by other items that would be amenities for the area, but can wait until resources become available.

The Implementation Committee will strive to implement the recommendations in this plan through a collaborative effort with all interested parties and stakeholders to see that the vision for the Garden District is realized in the years to come.



The Implementation Chart on the following pages will serve as a guide to implementation efforts. The City is willing to partner with the neighborhood, but many of the goals and strategies need to be championed by the neighborhood and neighborhood stakeholders. Certain types of improvement projects require private property-owner participation. The implementation of each strategy involves securing funding, coordinating with appropriate agencies, and making sure the final product is integrated with the surrounding community.

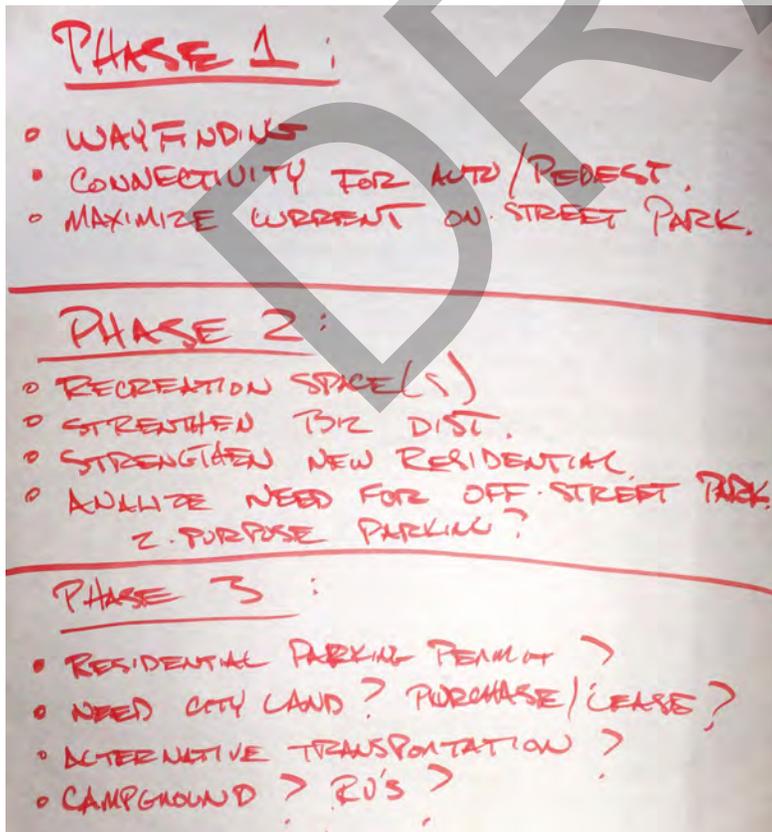


Implementation strategies were ranked by taking the averages from a survey where respondents were asked to rank strategies from Highest Priority (1) to Lowest Priority (5). The Steering Committee helped to determine if these strategies are short, medium, or long range priorities and also identified partners who will help to realize the Vision of this Plan.

**\* 1. Community Gathering Space - Please rank the following strategies:**

	Highest Priority	High Priority	Medium Priority	Low Priority	Lowest Priority
Develop a campground with access to the river for canoes/kayaks, perhaps in conjunction with a marina	<input type="radio"/>				
Incorporate a network of green pedestrian trails using alleys and gardens to connect the Garden District	<input type="radio"/>				
Create a permanent community space that contains a stage for performances, along with open space that can host farmers markets, festivals, beer gardens, picnic tables, etc.	<input type="radio"/>				
Partner with the City to acquire land in the floodway to assemble for passive recreational use	<input type="radio"/>				

A sample question from the Implementation Prioritization Survey ([www.surveymonkey.com](http://www.surveymonkey.com))



The Steering Committee initially grouped the general ideas into phases as to what should be accomplished immediately (Phase 1), what can wait (Phase 2), and what would be ideal but there are other more pressing issues that need to be accomplished first (Phase 3).

When filling out the survey, the highest priorities across all three goals by the Steering Committee was related to improved traffic flow, making sure zoning will not be a barrier to the goals of the District, and incorporating a network of trails to connect the Garden District internally and with nearby amenities.





### Community Gathering Space - Strategies

Strategy:	Highest Priority (1)	High Priority (2)	Medium Priority (3)	Low Priority (4)	Lowest Priority (5)	Rating Average	Response Count
Incorporate a network of green pedestrian trails using alleys and gardens to connect the Garden District	3	4	2	0	0	1.89	9
Partner with the City to acquire land in the floodway to assemble for passive recreational use	3	3	3	0	0	2.00	9
Create a permanent community space that contains a stage for performances, along with open space that can host farmers markets, festivals, beer gardens, picnic tables, etc.	2	4	2	1	0	2.22	9
Develop a campground with access to the river for canoes/kayaks, perhaps in conjunction with a marina	1	1	2	3	2	3.44	9

**Potential Partners:** City of Cincinnati Department of Transportation & Engineering, City of Cincinnati Department of Public Services, Cincinnati Recreation Commission, City of Cincinnati Office of Environmental Quality, Cincinnati Public Schools, Cincinnati Park Board, Turner Farms, Civic Garden Center, East End Area Council, local businesses, local gardening groups, and local property owners.

### Parking & Traffic Flow - Strategies

Strategy:	Highest Priority (1)	High Priority (2)	Medium Priority (3)	Low Priority (4)	Lowest Priority (5)	Rating Average	Response Count
Focus traffic east of Strader Avenue to exit the District from Delta Avenue	6	2	0	1	0	1.56	9
Focus traffic west of Strader Avenue to exit the district at Wenner Street	5	3	0	1	0	1.67	9
Create a uniform branding package for the District using common graphical elements and colors that encompass the Garden District	3	3	3	0	0	2.00	9
Delineate on-street parking spaces with striping to show where it is appropriate to park	4	2	2	1	0	2.00	9
Review the parking demand to determine if more capacity is needed	2	6	0	1	0	2.00	9
Encourage alternative transportation options	2	4	0	3	0	2.44	9
Explore a residential parking permit program for the District	1	1	3	4	0	3.11	9

**Potential Partners:** City of Cincinnati Department of Community & Economic Development, City of Cincinnati Department of Transportation & Engineering, City of Cincinnati Department of Public Services, East End Area Council, MERTO, Red Bike, local businesses, local gardening groups, and local property owners.



### Land Use & Zoning - Strategies:

Strategy:	Highest Priority (1)	High Priority (2)	Medium Priority (3)	Low Priority (4)	Lowest Priority (5)	Rating Average	Response Count
Ensure that zoning regulations mesh with the goals and objectives of the Garden District Plan	4	3	2	0	0	1.78	9
Maintain existing residential character and create design guidelines for new residential development	3	3	1	2	0	2.22	9
Develop a uniform position supporting variances related to height that are less than 35 feet tall measured from the base flood elevation	3	2	3	1	0	2.22	9
Actively work to recruit new businesses that complement the District	2	1	4	2	0	2.67	9
Work with the businesses along Riverside Drive to brainstorm methods to lessen impact on the residential community's right to quiet enjoyment	1	3	4	0	1	2.67	9

**Potential Partners:** City of Cincinnati Department of City Planning, City of Cincinnati Department of Buildings & Inspections, City of Cincinnati Department of Community and Economic Development, 3CDC, Cincinnati Port Authority, LISC, Niehoff Studio, East End Area Council, local businesses, developers, and local property owners