

A large, stylized graphic on the left side of the page features a circular arrow pointing clockwise. The arrow is composed of several overlapping, semi-transparent shapes in shades of blue, grey, and green. The background is a light blue sky with a white horizon line, and a green landscape is visible at the bottom. The overall design is modern and clean.

# **PLAN** CINCINNATI

a comprehensive plan for the future

**Land Use**  
**Existing Conditions Report Supplement**  
**October 14, 2010**



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# Purpose

To our Working Group Members, and others interested in Plan Cincinnati:

This document is the second in a series of Existing Conditions Reports for Plan Cincinnati.

The information in this document is provided to give basic background information that is appropriate for use by the **Land Use** Working Group.

On September 2, 2010, we released the first Existing Conditions report, which was appropriate for use by all 12 Working Groups. This document is a supplement to that report, and others will be released that will focus on information and data that is needed for each Working Group.

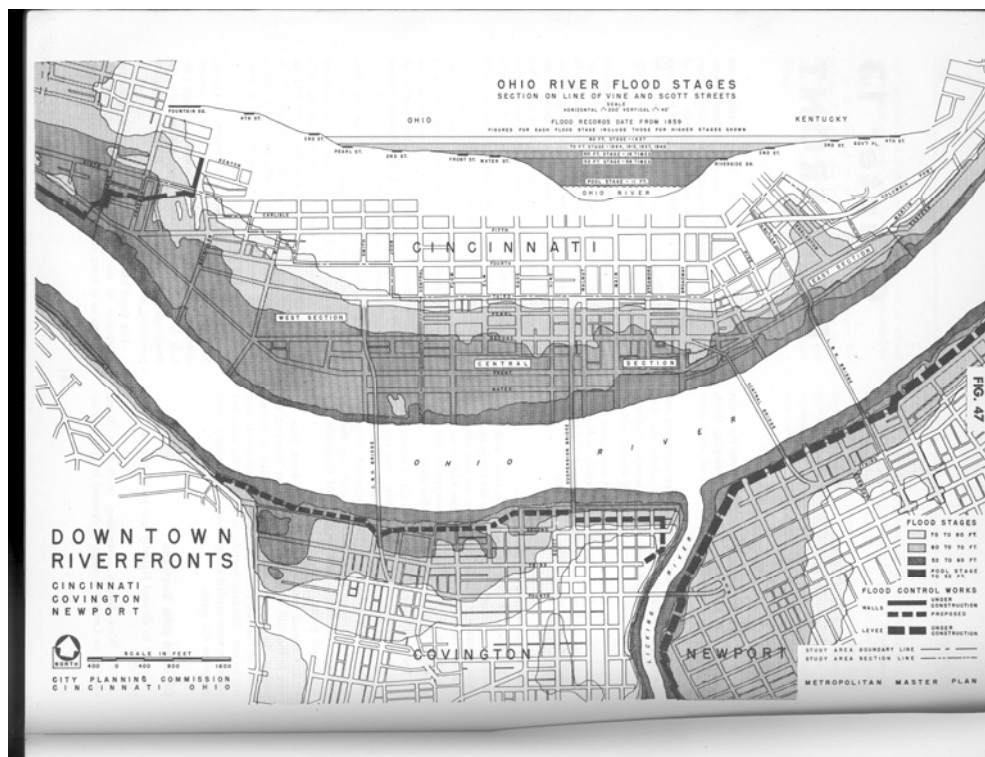
All of the information and data provided is based not only on what was requested by individual Working Groups, but also the information that Planning Staff felt was necessary to provide so that

Working Group members were armed with the background necessary to make good decisions. For that reason, not all pieces of information or data requested will be contained in these documents, and not everything contained was requested by a Working Group.

All Existing Conditions Reports released will be available to the public on our website: [www.plancincinnati.org](http://www.plancincinnati.org) and we encourage you to review all of the Reports, not only those that pertain to your particular Working Group.

The maps in this and future documents may be scaled to fit the document, and are not appropriate for detailed viewing. For this reason, all maps will be available in their original size on our website.

Thank you for your participation in Plan Cincinnati! We hope you enjoy this process of learning more about our City.



Source: Cincinnati Metropolitan Master Plan (1948)



# Land Use in Past Comprehensive Plans

Cincinnati holds a prestigious position in the history of Planning in our nation. In 1925, Cincinnati was the first city in the United States to have a Comprehensive Plan approved by a City Council. Since that time, there have been only two other Comprehensive Plans - in 1948 and in 1980.

The following is an analysis of how each of these plans addresses Transportation.

## **Official Plan of the City of Cincinnati (1925)**

The 1925 Comprehensive Plan was a very general plan, with visionary ideas. The scope of the plan aimed to coordinate with the region's needs, not only the needs of the City. Citizen involvement was stressed very heavily; the plan suggested including citizen groups, contests with prizes, exhibits of the plan in libraries and museums, and even cartoons about the plan to be deployed in the newspaper.

In 1925, Cincinnati property owners had little protection against harmful effects of neighboring properties. Buildings were towering over neighbors and projecting in front of neighbors, billboards popped up sporadically in neighborhoods, and property quality and value was suffering throughout the city. It became apparent that zoning was a necessity. Extensive research was conducted to decide how the zoning should be prepared, using population projections and coordinating the efforts with every other aspect of the Master Plan so that nothing would conflict. The Zoning Ordinance was approved and carried out in 1924, however the 1925 plan includes a number of potential improvements to it.

## **Cincinnati Metropolitan Master Plan (1948)**

The scope of the 1948 plan is the whole Metropolitan Area (defined in the plan as urbanized portions of Hamilton County in Ohio, and Kenton and Campbell counties in Kentucky). This plan aims to assess the existing conditions of all of these areas, and then, through intergovernmental cooperation, address the needs of the community to ensure healthful living conditions and the highest degree of economic well-being possible.

To accomplish this goal, the plan acts as a guide, showing relationships between different aspects of the community, and it estimates conditions that will exist in the future. In doing this, the plan realizes goals that may be set very short-term, or for ten years in the future.

The 1948 plan touched lightly on zoning, mainly stating that the Cincinnati Zoning Ordinance needed modernization. According to the plan, zoning must encourage development along main roads and corridors. Also, new zoning should discourage conflicting uses, and uses that would be affected by flooding in flood prone areas. Legislation to solve the problem of the elimination of certain existing non-conforming uses should be given consideration, and the zoning regulations of the political subdivisions of the area should be coordinated as well.

## **The Coordinated City Plan: Volumes I and II (1980)**

The four primary objects of the Plan are to: plan to produce with our available limited assets; plan to develop the assets of a mature city; plan to conserve and rehabilitate in order to avoid costly replacement; and, plan to improve the quality of the physical environment rather than expand the quantity of physical facilities. During this plan's development, Cincinnati was facing decreased revenue. Because of this, redevelopment and seeking new sources of revenue became themes of the plan. This makes the plan seem like more of an analysis of existing conditions than anything else.

In 1948, the plan forecasted a rise in population and employment, and increases in development. In 1980, population was not projected to grow, and the City's revenue was no increasing. On top of that, the demand for services was increasing. Because long-range trends and conditions are impossible to predict accurately, the 1980 Coordinated Plan focuses on many short-range projects geared towards the realities of funding.

The second volume of the 1980 plan outlines "Strategies for Comprehensive Land Use." These strategies are structured around three basic

concepts. The first is that the physical setting of Cincinnati is that of a well-developed city with an established and easily recognizable urban form. The “form” of Cincinnati being that the residential areas are generally on the hilltops, the non-residential uses are generally in the valley corridors, and the two are separated by undeveloped hillside. The second concept characterizes Cincinnati as a “mature city” with a declining or stabilized population, limited tax revenue, and increasing demands for public services. This means that planners must look at the priorities of the city as a whole and recognize the economic constraints that shape its development. The third concept is that the plan is a process and a set of documents. The process follows a method whereby the plan map recommendations incorporate on a continuing basis all proposals adopted by City Council and all proposals from other sources that conform to the strategies and policies.

The plan suggests rezoning in neighborhoods to assist in revitalization efforts. These rezoning efforts are proposed to conform residential densities to existing land use patterns or revitalization goals, to protect sensitive environmental areas such as hillsides, to concentrate business district activity and protect from intrusion into residential areas, to provide areas for expansion and retention of the City’s industrial base, to provide for new development sites in accord with recommendations in the community plan, and to assist business district stabilization by providing urban design controls.

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The third concept is that the plan is a process and a set of documents. The process follows a method whereby the plan map recommendations incorporate on a continuing basis all proposals adopted by City Council and all proposals from other sources that conform to the strategies and policies.

### **Industrial Land Use**

Between 1954 and 1972, Cincinnati lost 23% of its manufacturing jobs and 6% of wholesale trade jobs. The primary cause of this was the inability of the City to attract new industry or to assist smaller industries. The City’s diversification in industry and the Industrial Cluster Planning Program are the only reasons that it was able to remain economically stable. The goal for Industrial Land Use in Volume II is to promote economic development by planning for the retention and expansion of existing industry and the development of new industrial land use. Cincinnati also produced the “Overall Economic Development Plan” (OEDP). This plan is essentially a comprehensive economic plan. The Industrial Cluster Planning Program was supported alongside of the OEDP, and together these plans were geared to stabilize the City’s existing industrial base through the formation of industrial councils and the preparation of industrial development plans.

### **Commercial Land Use**

Between 1960 and 1970, commercial land use in Cincinnati increased by 68% (1,021 acres). Commercial land use then experienced a 2% decrease in the following four years, but then remained stable until 1980. It was predicted that by 1985, 80% of the job increases would be in service-related industries. The goal in the 1980 plan for commercial land use was to promote economic development and stabilize communities by planning for the retention, revitalization, and in some cases the expansion of commercial land uses. Well-developed commercial land uses serve as “focal points” of neighborhoods, acting as stabilizers in these neighborhoods. The majority of the City’s retail trade activity was concentrated in

the CBD and the surrounding NBD's. Selected service uses were mainly in the CBD, and they were relatively stable as 92% of the office space was occupied. The plan for the future commercial land uses were divided into short-range and long-range categories. Short-range recommendations were mostly vacant and either committed, being negotiated or suitable and available for commercial development. The long-range recommendations, because of terrain, poor access, or conflicting uses, offered limited development. If the plans were to be carried out by the year 2000, Cincinnati would have experienced a 15% increase in commercial land uses.

### **Residential Land Use**

Between 1948 and 1974, residential development increased by 38% to 18,500 acres. There was also a population decrease from 504,000 in 1950 to 383,000 in 1980, which was attributed to out-migration from the City of middle and upper income working age residents. Similarly to the overall Industrial Land Use goal, the Residential Land Use goal is to promote the stability of communities by planning for new residential land use as well as for the retention and rehabilitation of existing residential land use. The out-migration led to a reduced density of dwelling units in the City. This was viewed as a positive influence toward stabilizing communities. The Residential Land Use Plan looks at where new development can occur, and also where existing residential uses should be retained. 33,000 dwelling units could be accommodated by the 3,560 vacant acres zoned residential, but because of constraints such as construction costs and availability of utilities, the number of dwelling units likely to be built is much less.

### **Park and Recreation Land Use**

Cincinnati has always had an impressive park system. A 1977 study found that the ratio of 15 acres per 1,000 population was acceptable, and Cincinnati had achieved that ratio. The demand for parks continued to rise, but the City decided to first place emphasis on the maintenance of existing facilities. Parks and recreation facilities are not

only used to enhance the livability of areas, but they also help stabilize an area, and in many cases they can promote economic development. This is the goal for the Parks and Recreation Land Use. From 1948 to 1980, the park system had increased by 65% in terms of facilities, and 19% in terms of acreage. Semi-public and private facilities, as well as the undeveloped land on Cincinnati's hillsides supplement public parks. It is vital that these lands are protected and managed correctly for preservation services. The plan for the Park and Recreation Land Use offers an 8% increase in park and recreation areas, and stresses the maintenance of these areas. With the help of federal and private sources, the plan also recommends the development of 58 sites (528 acres) that would provide 17 park areas, 32 recreation areas, and 9 preservation areas.

### **Public and Semi-Public Land Use**

As the highway system in and around Cincinnati expanded, five railroad freight yards were abandoned, and technology was beginning to effect public and semi-public land uses. Interstate highway construction not only displaced residents, but created new commercial and industrial land uses. New parking garages and lots were also constructed. Utilities also saw changes as a result of technology. The MSD enlarged three sewage plants, Water Works facilities expanded, and one of the City's incinerators was replaced by one waste landfill in the City and three outside of the City. Public safety also consolidated four fire stations to two to increase response times. The decrease in population led to the decrease in enrollment, resulting in the closing of several schools. The goal of the Public and Semi-Public Land Use section is to provide residents with efficiently and well maintained facilities that support the delivery of services in the areas of health, education, transportation, public safety, utilities and other public and semi-public activities. The public facilities provided by the City must be maintained to ensure quality service to all citizens. Consolidation was also deemed important (where appropriate) to improve efficiency of services.



# Land Use and Zoning in Cincinnati

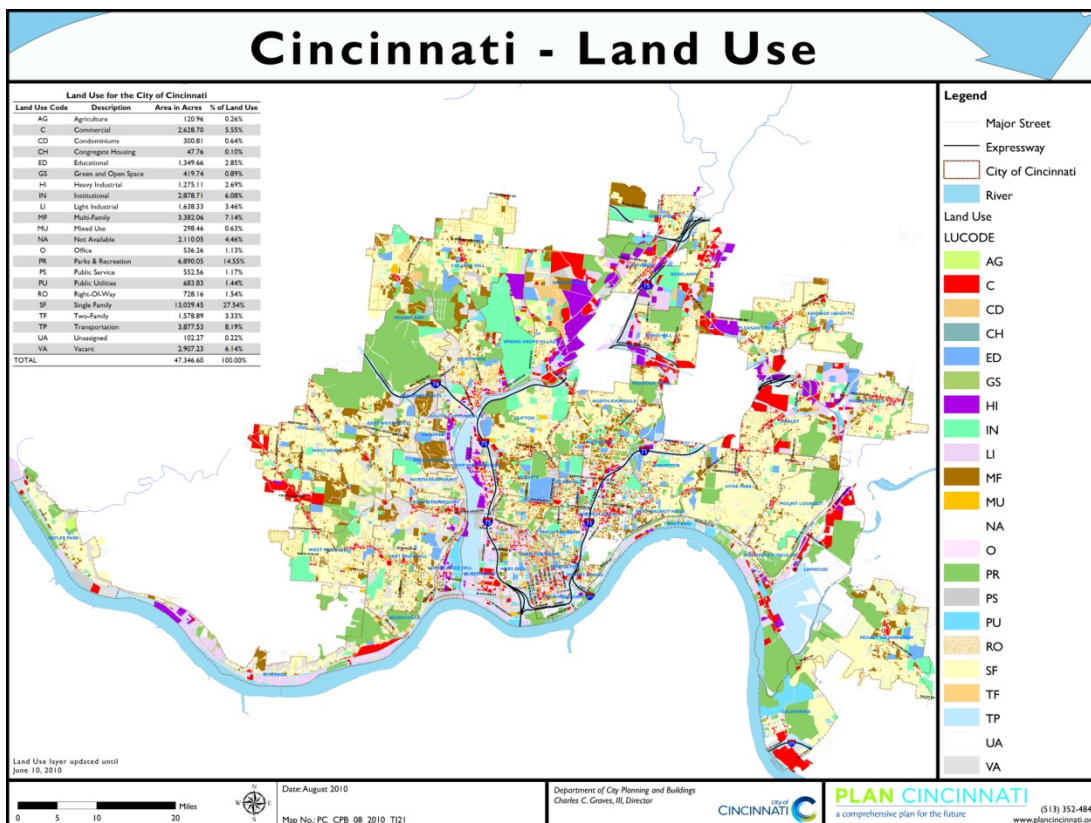
One of the basic tenets of any Comprehensive Plan is the land use map that illustrates recommendations proposed for the future. Future zoning recommendations, as well as funding decisions, are guided by that land use map, which in turn impacts every other element in a Plan.

Before considering a City's future land use map, it is essential to have an understanding of its current land use patterns and zoning regulations.

The City of Cincinnati's existing land use patterns are closely aligned with the current Zoning designations. When the Zoning Code was revised between 2000 and 2004, the current zoning was applied and based upon the land use present at that time. This was done because there was no current master plan for the City that could be used to base the rezoning on other than existing land use patterns.

## Land Use

The bulk of Cincinnati's land area is in use, with nearly 40% of Cincinnati's land area used for residential purposes. The second largest use in Cincinnati is parks and recreation, which encompasses approximately 15% of Cincinnati's land area. Only 7% of the land area is used for commercial or office uses, and just 6% for industrial purposes (heavy and light industrial). Institutions, such as schools, hospitals, and churches occupy about 9% of the City's land area. Less than 4,000 acres, or 7% of the City, is used for agriculture, or is vacant land or open space. The remainder of the City's acreage (12%) is used for public services such as utilities or road right-of-way.



The table below shows the total acreage of all land uses in the City of Cincinnati as well as the total percentage of all acreage. It is important to note that the City's land use data is parcel-based. Because some areas of the City are not parceled, 7% (3,596.90 acres) of the total area of the City is not included in the land use analysis. Specifically,

the *Right-of-Way* and *Transportation* land use designations are disproportionately affected by the 7% error. This is because most of the 3,596.57 acres would fall under those two designations. However, the percentages of every land use distinction are affected by this deficiency.

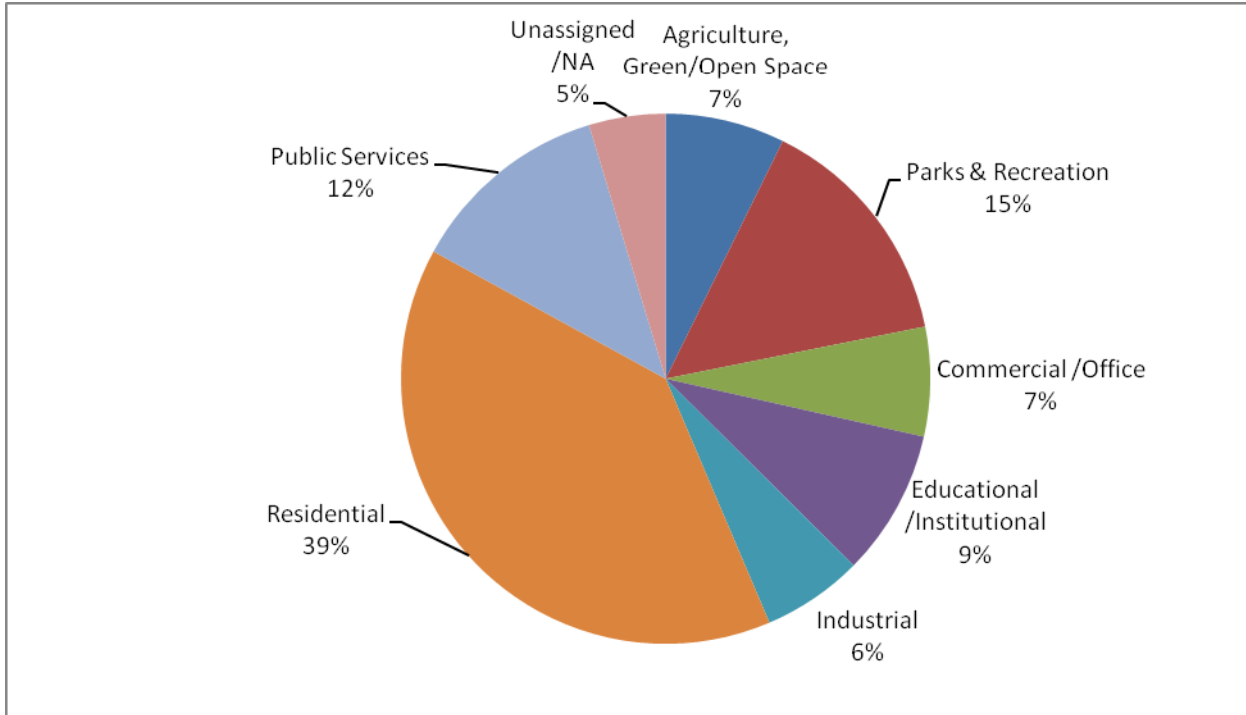
### Land Use for all Cincinnati Neighborhoods

| LAND USE             | TOTAL ACRES      | % OF TOTAL ACREAGE |
|----------------------|------------------|--------------------|
| Agriculture          | 120.96           | 0.26%              |
| Commercial           | 2,628.70         | 5.55%              |
| Condominiums         | 300.88           | 0.64%              |
| Congregate Housing   | 47.76            | 0.10%              |
| Educational          | 1,349.66         | 2.85%              |
| Green and Open Space | 419.74           | 0.89%              |
| Heavy Industrial     | 1,275.11         | 2.69%              |
| Institutional        | 2,878.71         | 6.08%              |
| Light Industrial     | 1,638.33         | 3.46%              |
| Multi-Family         | 3,382.06         | 7.14%              |
| Mixed Use            | 298.46           | 0.63%              |
| Office               | 536.26           | 1.13%              |
| Parks & Recreation   | 6,890.05         | 14.55%             |
| Public Service       | 552.56           | 1.17%              |
| Public Utilities     | 683.83           | 1.44%              |
| Right-Of-Way         | 728.16           | 1.54%              |
| Single Family        | 13,039.45        | 27.54%             |
| Transportation       | 3,877.53         | 8.19%              |
| Two-Family           | 1,578.89         | 3.33%              |
| Vacant               | 2,907.23         | 6.14%              |
| Unassigned           | 102.27           | 0.22%              |
| Not Available        | 2,110.05         | 4.46%              |
| <b>TOTAL</b>         | <b>47,346.67</b> | <b>100.0%</b>      |

Data Current as of August, 2010

The Land Use categories can be defined as follows:

|                      |   |
|----------------------|---|
| Agriculture          | Production and harvesting of crops for food, animal feed, and raw materials   |
| Commercial           | Distribution of finished goods, including retail shops and restaurants  |
| Condominiums         | Residential, where units are owned individually, and where hallways or grounds are shared among residents within the association of ownership   |
| Congregate Housing   | Housing for groups of residents who do not constitute a family, but who are related through a common interest, such as reintegration, rehabilitation, or communal living                            |
| Educational          | Schools, including elementary and high schools, colleges and universities, and trade or technical schools   |
| Green and Open Space | Preservation of the natural environment, to contrast with the built environment, provide variety within the city, and buffer disparate land uses  |
| Heavy Industrial     | Production and extraction of raw materials, handling of hazardous materials and solid waste   |
| Institutional        | Organizations that provide services to the community, including government administration, health services and hospitals, homeless shelters and food banks  |
| Light Industrial     | Storage and manufacturing of materials that are not hazardous, including textiles, food, and some finished goods  |
| Multi-family         | Housing consisting of three or more units   |
| Office               | Space for administrative work or other professional services, including health service offices for dentists, physicians, and opticians  |
| Parks and Recreation | Parks and recreation facilities that are maintained and designated for active or passive recreation, including programming for cultural and civic events  |
| Public Service       | Federal, State, or Municipally-owned; used for provision of services to the public. May include government buildings and ancillary parcels not used for park/recreation, utilities or right-of-way. |
| Public Utilities     | Basic services including water treatment and sewage, communication infrastructure, and the production and transportation of gas and electricity   |
| Right-of-Way         | Local Transportation network, including sidewalks, roads, alleys, plazas, and squares   |
| Single Family        | Housing provided in individual units that are in separate structures  |
| Transportation       | Regional Transportation network (highways, airports, bus stations)  |
| Two Family           | Housing consisting of exactly two units   |
| Vacant               | Land that is underutilized or not utilized, but has the potential under current restrictions to be developed  |
| Unassigned           | Land that could be designated as any one of the available land uses, but has not been designated  |
| Not Available        | Land for which the use is not currently reported  |



**Zoning**

A Zoning Code is a tool used by government administrations to regulate the form of the built environment and use of land. There are various types of zoning regulations. Euclidean Zoning provides limited flexibility regarding use, but it mainly segregates land uses into specific geographic districts. Cincinnati currently employs this traditional form of zoning.

**Base Zoning Districts**

The following is an explanation of the Base Zoning Districts in Cincinnati’s Zoning Code. The list begins with the least intensive zones, moving then to zones that allow for more intensive uses or more specialized uses. The complete zoning code can be found in Chapter 1400 of the City’s Municipal Code, available online at: <http://www.cincinnati-oh.gov/council/pages/-3667-/>

**Single-family Residential Districts**

**SF-20 - Single-family Residential**

Large-lot single-family housing at very low densities found in suburban residential districts. The minimum lot size is 20,000 square feet.

**SF-10 - Single-family**

Single-family housing at low densities. The minimum lot size is 10,000 square feet.

**SF-6 - Single-family**

Medium-density, single-family housing. The minimum lot size is 6,000 square feet.

**SF-4 - Single-family**

Moderately high density single-family housing. The minimum lot size is 4,000 square feet.

**SF-2 - Single-family**

High-density, small lot, single-family developments. The minimum lot size is 2,000 square feet.

**Multi-family Residential Districts**

**RMX - Residential Mixed**

A mix of lot sizes and house types at moderate intensities (one to three dwelling units). Existing multi-family buildings of four or more units are acknowledged but new construction is not permitted. The minimum land area for every dwelling unit is 2,000 square feet.

**RM-2.0 - Residential Multi-family**

A medium density mix of residential housing predominantly duplexes and multi-family on lots that have already been platted. The scale of buildings is generally similar to a large single-family home on a small lot. Where land is assembled, the same scale should be maintained. The minimum land area for every dwelling unit is 2,000 square feet.

**RM-1.2 - Residential Multi-family**

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.

**RM-0.7 - Residential Multi-family**

The most intense residential district, which consists of tall multi-family or condominium structures. The character is 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.

***Office Districts***

**OL - Office Limited**

Offices, research and development facilities and limited commercial uses in a low intensity manner. Mixed-use developments with residential uses are also allowed.

**OG - Office General**

Offices and research and development facilities in a large-scale or campus-like environment. Offices, small-scale government offices and facilities, banks and other financial institutions and supporting non-office uses—business services and personal services—are allowed. Mixed-use developments with residential uses are also allowed.

***Commercial Districts***

**CN - Commercial Neighborhood**

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. Typical uses include retail, services, housing, office, open space,

eating and drinking establishments and smaller-scale public and recreation and entertainment uses. Future development must be of a pedestrian-oriented commercial or mixed-use nature, serving the immediate neighborhood.

**CC - Commercial Community**

To identify, create, maintain and enhance areas suitable for a wide variety of commercial and institutional uses along major transportation corridors and in shopping districts or centers. Although these centers may reflect elements of both pedestrian- and auto-oriented development, they typically accommodate larger-scale retail and commercial service uses, such as auto-related businesses and recreation and entertainment, as well as a variety of public and semi-public uses. Future development must reflect a complementary and compatible mix of uses, and may include residential uses.

**CG - Commercial General**

To maintain, support and create areas of the City that serve as region-drawing centers of activity. These areas should reflect a mix of commercial, office, recreation and entertainment and arts uses that reflect the regional importance of the area.

**Community Character**

*Pedestrian.* This district designation is 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. Design standards will reinforce this character and require treatments that provide an interesting pedestrian environment. This designation may apply to some areas where a few auto-oriented uses exist, but where restoring the pedestrian character is specified in a community plan or other documentation approved by the Planning Commission.

*Mixed.* This district designation is 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.

*Auto-oriented.* This district designation is intended for areas that provide for easy automobile access. Large buildings are located on the site with parking

in front. Out lots associated with shopping centers often contain auto-oriented businesses. Performance standards are intended to mitigate the impact of the parking lots and buffer adjacent residential areas.

### **Urban Mix District**

#### UM - Urban Mix

Provide a balance of uses and amenities fostering a vital economic, livable and cultural area and enhance its urban, aesthetic qualities. Preserve, create and enhance pedestrian-oriented streets to encourage retail, entertainment, residential and office vitality and improve the quality of life for district residents, visitors and workers.

### **Downtown Development District**

#### DD - Downtown Development

Establish appropriate standards for the review of proposals for new development and redevelopment.

*Subdistrict A—Downtown Core.* To encourage, support and enhance the downtown area as a high-density, mixed-use urban center of regional importance and a center for business, communications, office, government, retail and entertainment. Subdistrict A allows a mix of large-scale offices, convention facilities and hotels, commercial, high-rise residential, public, recreation and entertainment uses.

*Subdistrict B—Downtown Residential.* To create, maintain and enhance areas for residential developments that will complement and support the downtown core. Residential developments may be either as a sole use or as a mixed use and achieved through the adaptive reuse of historic structures or new construction. Subdistrict B also permits loft residences and offices.

*Subdistrict C—Downtown Support.* To maintain and enhance the Downtown Development District by providing sites for offices, residential, commercial and public and semi-public uses essential for the livelihood of businesses and neighborhoods located in Cincinnati and residents living in the downtown area. Subdistrict C permits a mix of professional

and governmental offices, residential, commercial, public, semi-public and limited industrial uses.

*Subdistrict D—Riverfront.* To enhance the downtown area by providing sites for commercial recreation, hotel, retail and office space and housing in an urban neighborhood along the Riverfront.

### **Manufacturing Districts**

#### Manufacturing Agricultural (MA)

To create, preserve and enhance areas that are appropriate for single-family residential, agricultural, farming, low impact manufacturing and supporting commercial uses. Low impact manufacturing and supporting commercial uses may be permitted provided they meet specific performance standards and are buffered from residential uses.

#### Manufacturing Limited (ML)

To create, preserve and enhance areas that are appropriate for a range of low-impact manufacturing activities and supporting commercial uses. High-impact manufacturing uses may be permitted, provided they meet specific performance standards and are buffered from residential areas. Loft dwelling units may be permitted in this district and any commercial uses should be located along major transportation corridors.

#### Manufacturing General (MG)

To create, preserve and enhance areas that are appropriate for a wide variety of supporting and related commercial and manufacturing establishments that may have the potential to generate off-site impacts. Future development will accommodate heavy industrial and manufacturing uses, transportation facilities, warehousing and distribution and similar and related supporting uses. These uses typically require sites with good transportation access. Uses that may inhibit industrial development are prohibited.

#### Manufacturing Exclusive (ME)

To recognize and preserve areas that are intended exclusively for the location of manufacturing establishments. Future development will accommodate heavy industrial and manufacturing uses. These uses typically require sites with good

transportation access. Uses that may inhibit or compete with industrial development are prohibited.

**Riverfront Districts**

**Riverfront Residential/Recreational (RF-R)**

To optimize the scenic beauty of the riverfront while mixing residential uses into current public and semi-public land uses and to enhance the stability and revitalization of adjoining neighborhoods.

**Riverfront Commercial (RF-C)**

To provide sites for commercial and manufacturing uses that require river access and to provide a buffer between the high intensity RF-M riverfront industrial and the more mixed-use RF-R areas, while providing needed services for both areas and protecting adjoining residential neighborhoods, public parks and recreation facilities from the effects of more intense commercial and industrial uses.

**Riverfront Manufacturing (RF-M)**

To provide sites for heavy industrial uses that require river access, maintain the economic vitality of the industrial riverfront and minimize any adverse impacts resulting from such activity on residential, park, recreation and commercial recreation facilities.

**Parks and Recreation District**

**Parks and Recreation (PR)**

The purpose of this district is to preserve, protect and enhance a system of public parks, parkways, greenspace, and recreation areas; and, preserve natural and scenic areas, and protect sensitive natural resource areas.

**Institutional-Residential Districts**

**Institutional-Residential (IR)**

Provide appropriate zoning for major institutions and support services that will allow for continuation and expansion without adverse impacts on adjacent residential neighborhoods.

**Planned Development District**

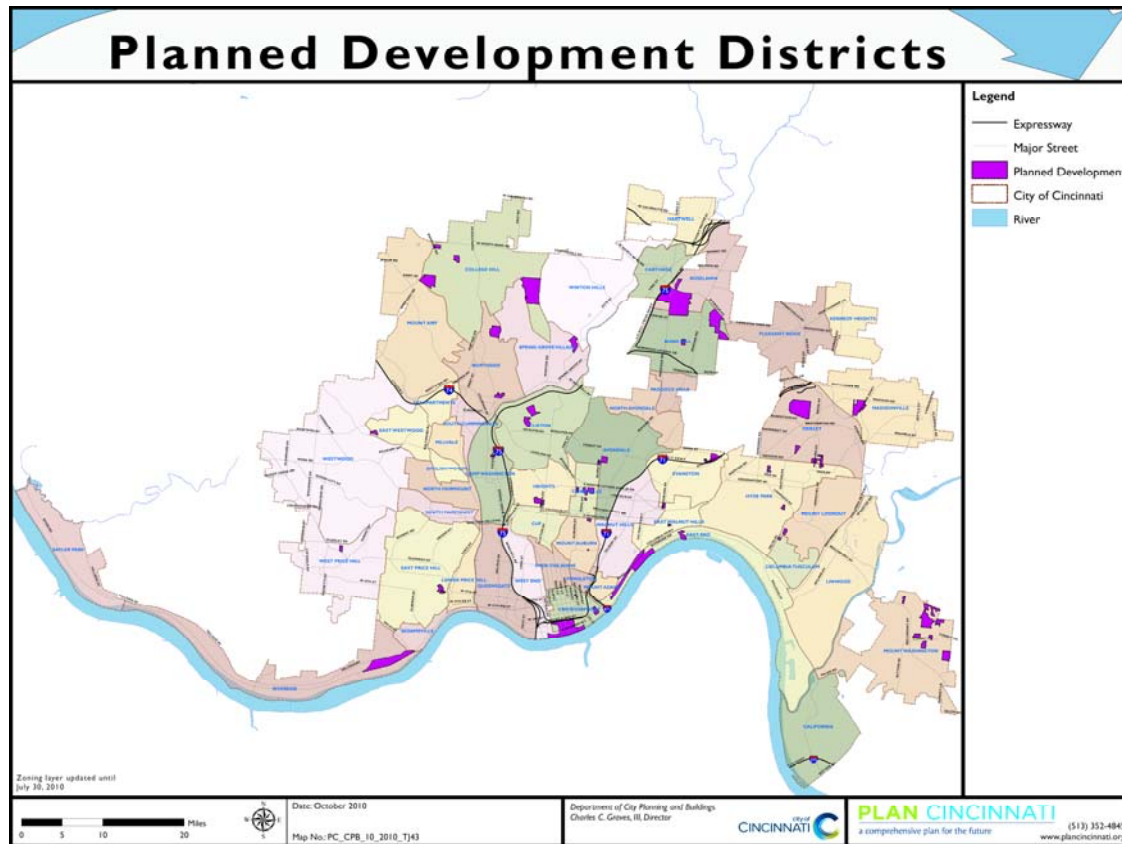
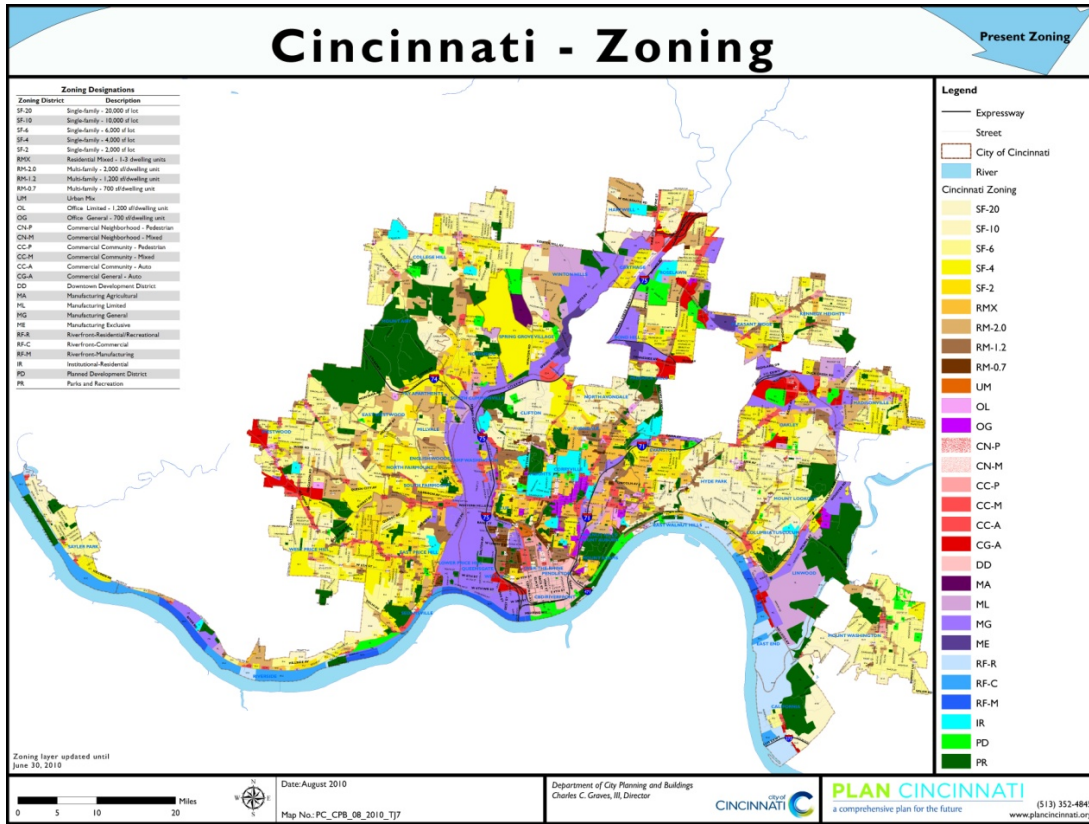
**Planned Development (PD)**

The purpose of the Planned Development District is to establish a procedure for the development of land in order to allow for a more efficient and economic development of property than ordinarily permitted by conventional zoning and subdivision regulations.

**Percentage of Zone Types**

Nearly 40% of the City’s land area is made up of Residential uses, but more than 60% of the land area of the City is zoned for Residential uses. About 14% of the City’s land area is zoned for manufacturing uses; about 12% is zoned for public Parks and Recreation; and about 10% is zoned for the total of Commercial and Office uses.

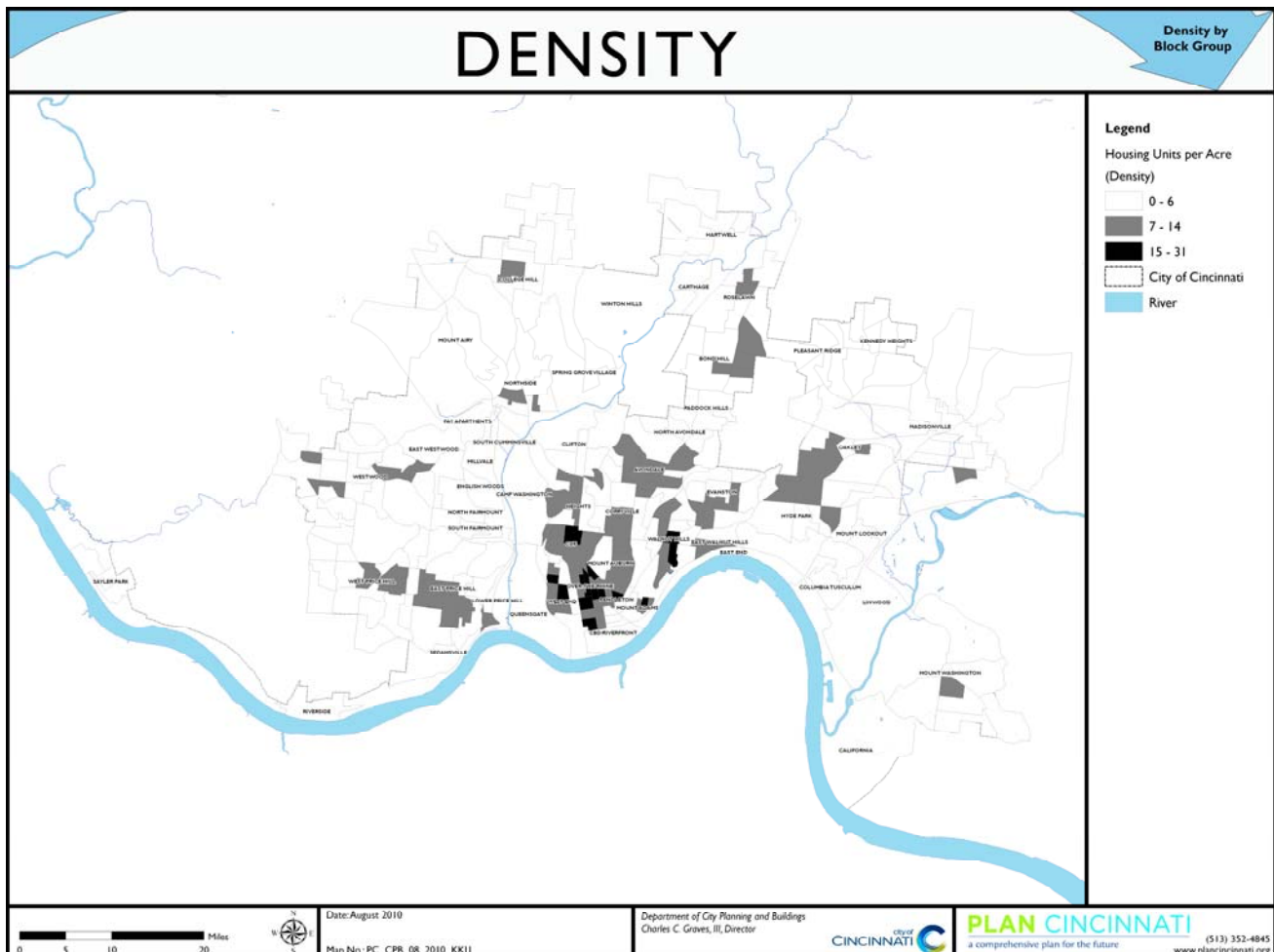
| <b>Zone Type</b>    | <b>Acres</b> | <b>%</b> |
|---------------------|--------------|----------|
| Commercial          | 3923.305     | 7.70%    |
| Residential         | 30846.00     | 60.52%   |
| Manufacturing       | 7142.578     | 14.01%   |
| Office              | 1145.367     | 2.25%    |
| Institutional       | 956.778      | 1.88%    |
| Planned Development | 895.097      | 1.76%    |
| Parks & Rec         | 6033.002     | 11.84%   |
| Urban Mix           | 29.371       | 0.06%    |
|                     | 50971.5      | 100.00%  |



# Existing Density

Density patterns throughout the City are relatively low, with only 0.8 percent of the City having a density sufficient to support frequent bus service that can be categorized as having a high multi-modal potential (15 dwelling units per acre (du/acre) or greater) and 10.5 percent able to support intermediate bus service (7-8 du/acre), light rail (9-10 du/acre), or rapid transit (12-15 du/acre).

| Density Level<br>(In Units per Acre) | Service  |
|--------------------------------------|--|
| 4-6                                  | Minimal bus service (approx. 1 bus/hour), subsidized marginal multimodal potential |
| 7-8                                  | Intermediate bus service (30 minute headway)                                       |
| 9-10                                 | Light Rail (5 min. peak headway) and feeder buses                                  |
| 12                                   | Rapid transit (5 min. peak headway)  |
| 15                                   | Frequent bus service (120/day), high multimodal potential                          |



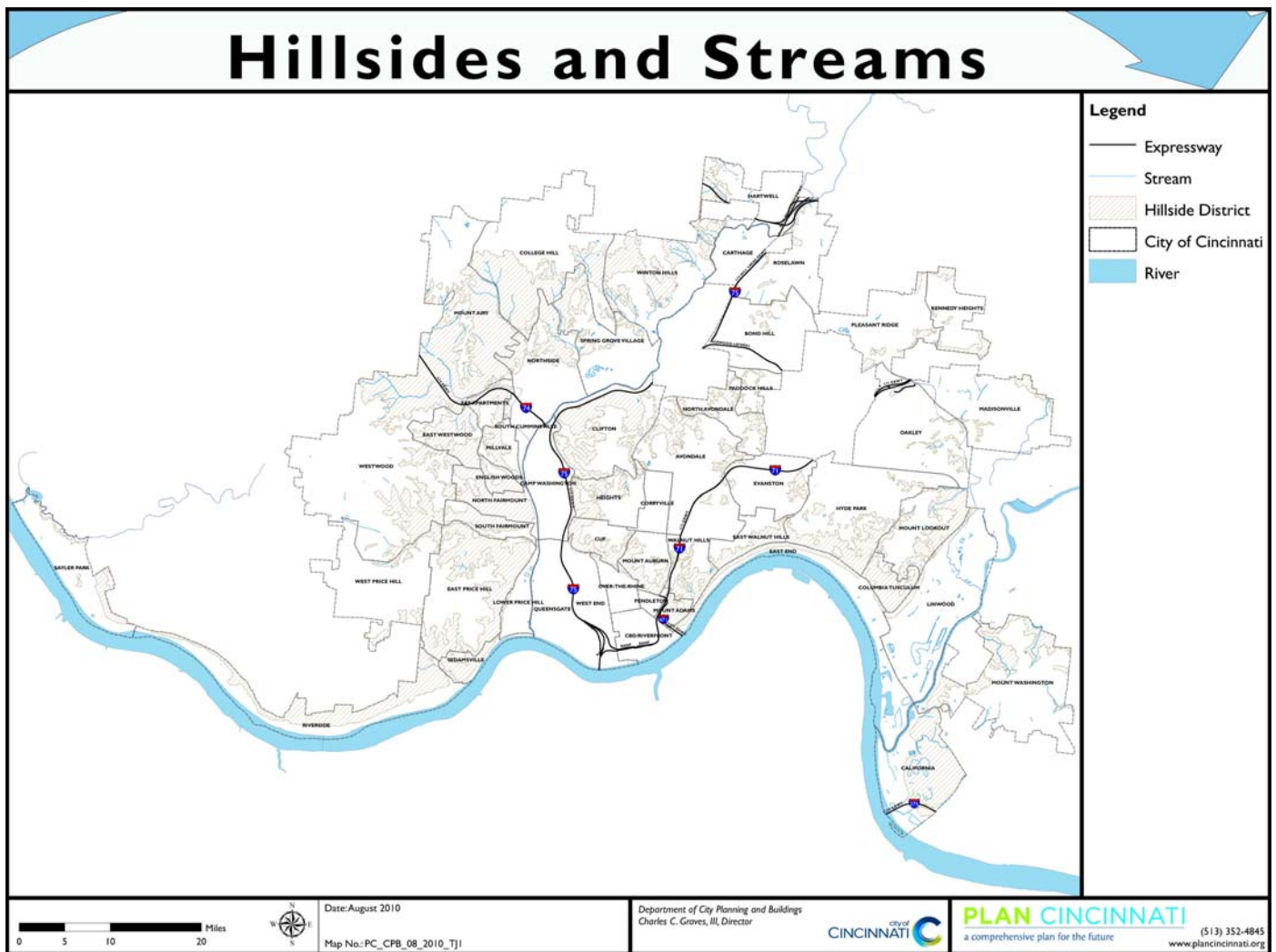
## Topography

Cincinnati's hillsides make our City unique, but can also make development precarious due to the natural instability of hillsides. Cincinnati regulates development on hillsides that have a higher potential for landslide. These regulations are found in the Hillside Overlay District of the Cincinnati Zoning Code (See Chapter 1433 – Hillside Overlay Districts).

In hillside areas, the existence of a 20 percent slope, in combination with the KOPE geologic instability, is evidence of a condition of natural critical instability and development under conventional regulations may lead to landslides or

excessive soil erosion. "KOPE formation" means the shale bedrock that is overlaid by colluvium soils (soil material, rock fragments or both, moved by creep, slide or local wash deposited on or at the base of hillside slopes). The colluvium forms a deposit that is thin on the steeper, higher slopes and gradually becomes thicker near the bottom of the hill. Landslides may occur in the colluvium, because the colluvium is derived from the weathering of bedrock. The additional regulations of the Hillside District are needed to respect the contours and views of the hills for all equally, not for the sole benefit of a few individuals.

Presently, approximately 13,362 acres, or about 26% of the City, are in the Hillside District.

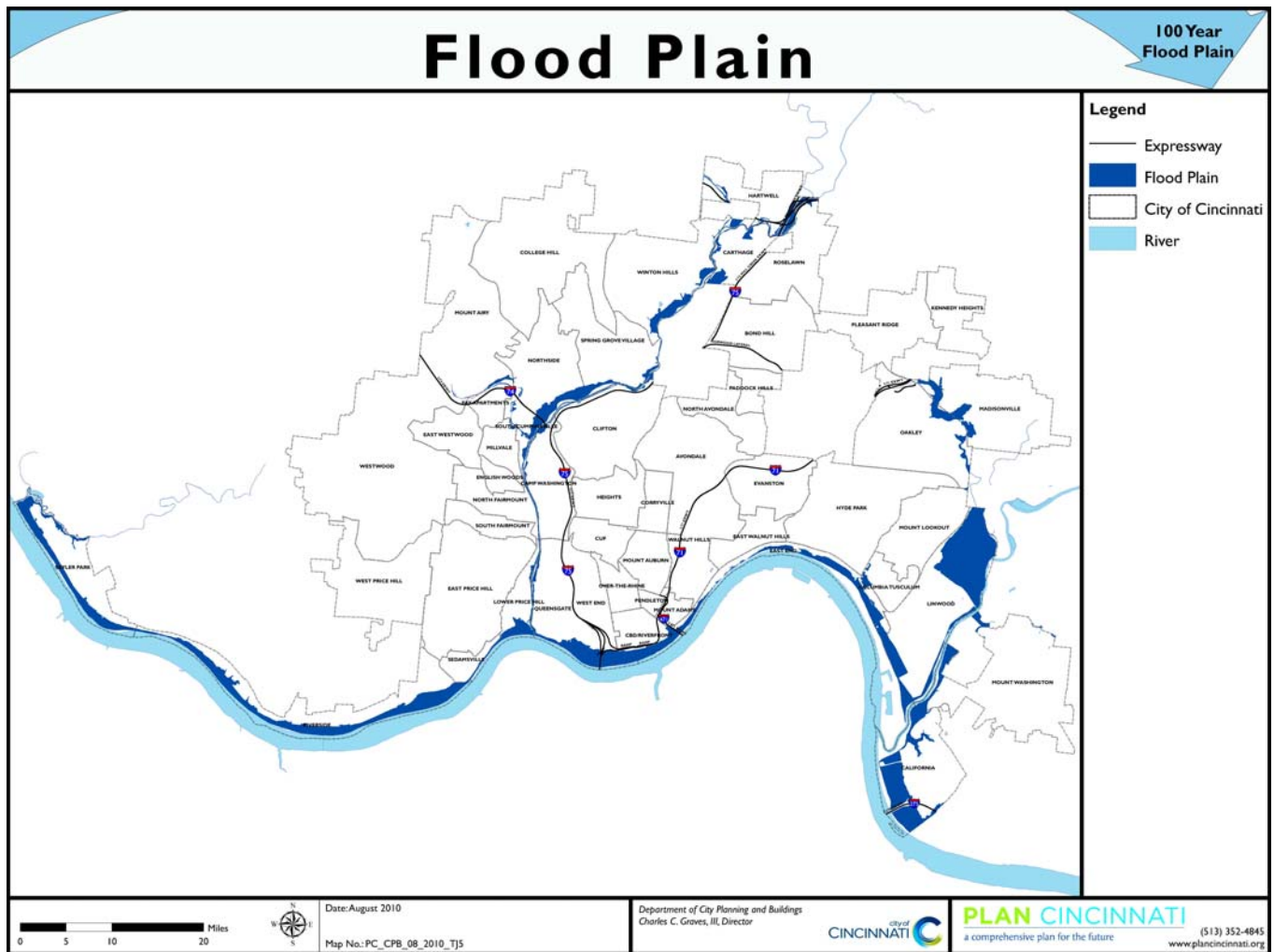


## Flood Plain (or Flood Zones)

Flood zones are geographic areas that the Federal Environmental Management Agency (FEMA) has defined according to varying levels of flood risk. These zones are depicted on a community's Flood Insurance Rate Map (FIRM) or Flood Hazard Boundary Map. Each zone reflects the severity or type of flooding in the area.

Parts of Cincinnati are considered to be in Moderate to Low Risk flood zones. FEMA's maps

designate areas of low flood hazard (areas where flooding has a 0.2% chance of being exceeded in any given year; formerly referred to as a 500-year flood zone) and areas of moderate flood hazard (areas where flooding has a 1% chance of being exceeded in any given year; formerly referred to as a 100-year flood zone). Chapter 1109 of the Cincinnati Municipal Code contains the "Flood Damage Reduction" regulations to maintain the City's compliance with the National Flood Insurance Program (NFIP).





# Future Growth and Sustainability

## Traditional Land Use Theory

The traditional land use theory defines the land consuming activities and their competition for space in an urban environment. Those activities are households, firms, and retail establishments, each with a particular requirement for space and access to jobs, schools, and markets. The theory functions as a model describing the interaction between each of the activities in the urban environment. The theory as model explains that people in different income classes compete for residential land, and when considering city employment, locate in concentric rings within the city and generally densities decline going away from the employment center. The residents trade longer commutes and higher transportation costs for added space and amenities. In this ideal, all members of a household class or income bracket behave similarly. The model suggests the place of employment determines the place of residence. The resident population requires “services”, therefore, place of service employment is determined by the resident population. The service employees require housing in relation to their place of work and so on. Schools and infrastructure are services that are factored into the model composition.

## Traditional Zoning vs. Form-Based Code

Traditional Zoning or “Euclidean zoning” began the practice of separating “incompatible” land uses leading to a near universal segregation of each primary land use type from others that is characterized by residential uses in one area, commercial in another, and industrial in another becoming commonplace throughout the country. Form-Based Codes, on the other hand, are vision based and prescriptive, requiring that all development work together, and not be separated, to create a place envisioned by the community. Form-Based Codes are based on spatial organizing principles that identify and reinforce an urban hierarchy. Form-Based Codes regulate the details that are important for walk able, human-scaled neighborhoods, focusing on urban form while also addressing land use, such as isolating noxious uses

similar to manufacturing facilities and have provisions for nonconforming uses and affordable housing.

## Subdivision Guidelines

In general, Subdivision is the process for creating more than one smaller lot from one larger lot. The Rules and Regulations outline the process for subdivision including the required documentation and approval of appropriate government bodies. These processes are intended to ensure a unified pattern of development for an attractive, economical, and durable neighborhood. Subdivision is also limited by the Zoning Code, which identifies a minimum lot size for each zoning district.

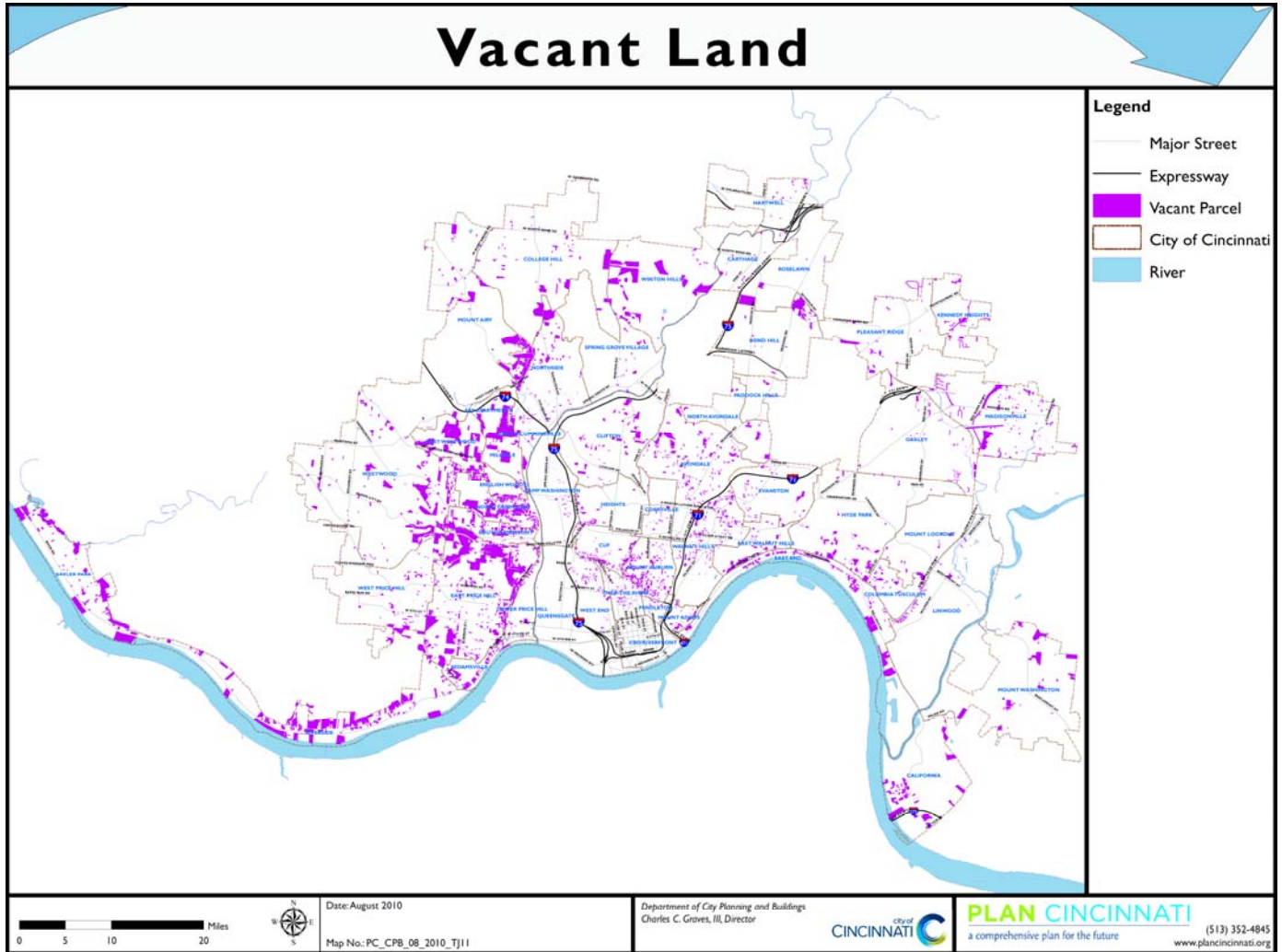
The following is the definition of “subdivision” provided in the Rules and Regulations of the Cincinnati City Planning Commission for the Subdivision of Land (the “Rules and Regulations”):

As defined in Section 711.01 of the Ohio Revised Code, Subdivision is: (a) the division of any parcel of land shown as a unit or as contiguous units on the last preceding tax roll, into two or more parcels, sites, or lots, any one of which is less than five acres for the purpose, whether immediate or future, of transfer of ownership, provided, however, that the division or partition of land into parcels of more than five acres not involving any new streets or easements of access, and the sale or exchange of parcels between adjoining lot owners, where such sale or exchange does not create additional building sites, shall be exempted; or (b) the improvement of one or more parcels of land for residential, commercial or industrial structures or groups of structures involving the divisions or allocation of land for the opening, widening or extension of any street or streets, except private streets serving industrial structures; the division or allocation of land as open spaces for common use by owners, occupants or lease holders or as easements for the extension and maintenance of public sewer, water, storm drainage or other public utilities.

## Vacant Land

Approximately 6% of the land area in the City of Cincinnati is vacant land. Vacant land does not include green and open space. Green and open space includes intentionally undeveloped land that is to be kept in a state of natural vegetation or as a

garden, while vacant land includes land currently without a building but where development could occur in construction was consistent with City regulations. Land with vacant buildings is not typically included in this classification; instead they are typically classified as the use of a building if it were occupied.



## Land Banking

Land Banking is typically used to retain some control over the future development of a particular land area. Some cities in states where land banking is permitted have been particularly aggressive in keeping suburban sprawl at bay, and use land banking to preserve green space, or to halt growth altogether. Land banking may also be used for cities and counties to exert control over how the land is developed, by controlling if it is zoned for commercial or residential use. They may also stipulate to future developers that some or all of the land be used for low-income housing or other type of specific development.

There is no current policy for Land Banking in Cincinnati.

### State policy

Ohio Governor Ted Strickland signed on April 7, 2010, Substitute House Bill 313 (Sub H.B. 313), giving land banking authority to 41 counties. The legislation allows counties with more than 60,000 residents to form and operate county-wide non-profit land banks, providing a comprehensive regional planning tool to address foreclosures, abandonment, and blight.

### County Land Reutilization Corporations

County Land Reutilization Corporations (CLRC), allow counties to issue bonds to buy properties' outstanding tax liens from the county treasurer. They could then acquire the properties with a clear title. Program funding would be replenished through penalties and interest on delinquent taxes and assessments, the resale of properties to qualified buyers, and loans, bonds, and grants.

To create a CLRP, each county's commissioner would be required to pass a resolution directing its formation. The county treasurer would then incorporate it and form a board, which would draft the rules of operation for approval by the commissioners.

Until the bill signed by Strickland on April 7, 2010, only Cuyahoga County has had the authority to have a county-wide land bank. Since its formation in April 2009, its land bank has acquired – or is in

the process of acquiring – more than 170 vacant properties.

Now, both Montgomery County (Dayton) and Lucas County (Toledo) are exploring the formation of CLRPs.

## Transportation Policies

The Department of Transportation and Engineering mission is planning, building, and managing a safe, efficient, and progressive transportation system that supports the environment, neighborhood vitality, and economic development. **Traffic Engineering** provides for the safe and efficient movement of vehicular and pedestrian traffic in public rights-of-way. This division provides design services for the City's traffic signal and street lighting systems. The agency also provides design services for street signs and pavement markings and coordinates traffic control for special events and construction projects.

### Parking

The City's Zoning Code regulates parking for all uses that are established, enlarged, extended, or moved. The Code regulates not only the number of parking spaces that must be provided, but also the location of parking. For instance, front yard parking is prohibited in certain residential districts. The number of parking spaces required is generally based on either the number of dwelling units (for a residential use), the number of classroom seats (for educational uses), the number of beds (for medical uses) or the square footage of the facility, for most other types of uses.

Public parking is also provided throughout the City. The City of Cincinnati maintains and manages:

- Approximately 1,800 single space parking meters downtown
- Approximately 3,900 single space parking meters in other parts of the city including neighborhood business districts
- Seven City-owned parking garages and five surface lots with approximately 4,900 parking spaces
- Twelve multi-space pay-and-display units