

Urban Design Plan and Development Guidelines

Liberty-Dalton Sub Area of the
Neighborhood Development Program
(Queensgate North)

Neighborhood Development Program
Urban Renewal Plan
Appendix ND 401-J
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URBAN DESIGN PLAN
LIBERTY-DALTON SUB AREA OF THE NEIGHBORHOOD
DEVELOPMENT PROGRAM
(QUEENSGATE NORTH)

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I Boundary Description

Beginning at a point of intersection of the extension of the south line of Kenner Street and the east line of Western Avenue; thence west along the south line of Kenner Street to the east line of McLean Street (vacated); thence north along the east line of former McLean Street to the south line of Bank Street; thence west 100 feet along the south line of Bank Street to a point; thence north along a line parallel to former McLean Street to the westerly line of Western Avenue; thence northwest along the westerly line of Western Avenue approximately 450 feet to a point; thence north approximately 570 feet to the south line of Harrison Avenue; thence north approximately 40 feet to the north line of Harrison Avenue at its terminus point; thence north approximately 400 feet to the south line of the ramp from Western Hills Viaduct to the I-75 Expressway; thence eastwardly along the south line of the aforementioned ramp to the east line of Spring Grove Avenue; thence south along the east line of Spring Grove Avenue to the center line of Bank Street; thence southeastwardly along the westerly line of right of way of I-75 Expressway on an irregular line to the intersection with the east line of Western Avenue; thence southeasterly and south following the east line of Western Avenue to a point of the extension of the south line of Kenner Street and the place of beginning.

II Plan Objectives

- A. Fundamental and Operating Objectives applicable to the Liberty Dalton Sub-Area as well as all other sub-areas within the Neighborhood Development Program are enumerated in Section B of the Neighborhood Development Program Urban Renewal Plan and are incorporated into this Design Plan by reference thereto.
- B. Specific Objectives which are included in the Urban Renewal Plan for the Millcreek Corridor: LBD and QIN Subareas are as follows:
- (a) To support and enhance the status of the existing Queensgate Industrial area as the prime inner city location for modern non-nuisance industrial and service uses, by continuing and extending present development activities to the north (along the western edge of the Mill Creek Expressway).
 - (b) To attract new industry capable of generating employment for the surrounding existing residential areas and enhancing the market for new residential development in these areas, as well as contributing to the economic and tax base of the city as a whole.
 - (c) To stimulate the rehabilitation of industries to remain to a level compatible with new development, and to assure their continued productive activities and growth in the area.
 - (d) To provide an efficient north-south truck route serving industry in the Mill Creek Corridor and effectively interlinking with the interstate highway system.

- (e) To explore the potential for future major industrial or trade related developments through the possible use of air space over areas located immediately to the west of the subareas.
- (f) To accomplish the above through a process of predominant clearance of blighted and obsolete uses incompatible with the above objectives, including the removal of all residential uses.

III General Land Use Plan

- A. The attached Land Use Plan shows the following:
 - 1. Boundary of area.
 - 2. Thoroughfares and street rights-of-way.
 - 3. Existing or proposed public use and existing or proposed private uses including industrial, office or industrial and commercial.
- B. Specific land uses allowable and those prohibited are included in Section C of the Development Guidelines which is incorporated into the Urban Design Plan and attached hereto.

IV Project Proposals

- A. Land Acquisition

As indicated in the objectives, the area is basically a clearance and redevelopment area. All buildings and property with the exception of those buildings and property shown on the Land Use Plan "to remain" will be acquired. Two properties are indicated as "Existing -- May Remain;" acquisition status to be determined as redevelopment progresses.
- B. Clearance of all buildings acquired will be accomplished and the site rough graded to meet existing grades. The exception to this may be the rehabilitation of two historic structures should viable reuse developers be found.
- C. Public Improvements including but not limited to the following will be constructed:
 - 1. Streets, sidewalks, and curbs
 - 2. Sewers; sanitary and storm
 - 3. Water mains
 - 4. Street trees
 - 5. Utility lines, electric and telephone, (by the Utility Companies) will be placed underground on all interior streets and along old Western Avenue - New Dalton Street between West Liberty Street and Bank Street.

V Legal Basis For Property Acquisition

Under Chapter 725 of the Cincinnati Municipal Code it was found that "blighted, deteriorating, and deteriorated areas" exist within the City which "contribute to the spread of disease and crime, . . .; constitute an economic and social liability; and impair . . . the sound growth of the community." It was also found that this blight and deterioration could not be controlled by private enterprise alone. In order to remedy this situation Chapter 725 authorized the City to expend funds to eliminate blight and deterioration and -- towards this end -- to acquire private property.

In order to expend funds for urban renewal the City must first prepare an urban renewal plan which defines the area which is blighted or deteriorating, states the reasons for defining the areas of blighted or deteriorating, and recommends a certain course of action to redevelop or rehabilitate the area. When City Council approves the plan, thereby declaring the subject area to be an "Urban Renewal Area," the City administration is formally authorized to carry out the activities recommended in the plan.

Under Chapter 725 of the Cincinnati Municipal Code an Urban Renewal Area "shall mean a blighted or deteriorating area which is appropriate for redevelopment or rehabilitation as defined in paragraph (a) of Section 725 - 1-U." The City of Cincinnati, for the purposes of this particular plan, therefore, declares that the Liberty Dalton Sub Area of the Neighborhood Development Program, more particularly defined in the Boundary Description (Section I) is an Urban Renewal Area. Within the Liberty Dalton Sub Area of the NDP, there exist blighted areas in which a majority of the structures are detrimental to the public health, safety, morals, and general welfare, by reason of age, obsolescence, dilapidation, overcrowding, faulty arrangement, mixture of incompatible land uses, a lack of ventilation or sanitary facilities or any combination of these factors, or there exist deteriorating areas which because of incompatible land uses, non-conforming uses, lack of adequate parking facilities, faulty street arrangement, inadequate community facilities, increased density of population without commensurate increase in new residential buildings and community facilities, high turnover in residential or commercial occupancy, lack of maintenance and repair of buildings, or any combination thereof are detrimental to the public health, safety, morals, and general welfare, and which will deteriorate, or are in danger of deteriorating, into blighted areas. Through the adoption of this Urban Design (Urban Renewal) Plan by City Council, the City Manager is authorized to acquire any property in the area defined in the Urban Design Area, the acquisition of which is necessary in carrying out the Urban Renewal Plan.

Further, the Liberty Dalton Sub Area of the NDP Urban Design (Urban Renewal) Plan conforms to the Master Plan for the development of the City. The City has established a feasible method for the relocation of any families, individuals, or businesses that shall be displaced from the area by any federally or locally funded public development action. The Urban Renewal Plan for the project area will afford maximum opportunity consistent with the sound needs of the locality as a whole for the redevelopment or rehabilitation of the project area by private enterprise.

VI Redeveloper(s)' Obligation

- A. In the sale or lease of properties acquired for redevelopment, the City of Cincinnati will, in its contracts and deeds or other instruments, include such requirements needed to obligate the purchasers and their successors to:

1. Devote the parcel owned by them to and only to the uses specified in the Urban Design Plan.
2. Diligently prosecute the construction of the improvements agreed upon in the disposition contract and to begin and complete such improvements within a reasonable time as determined in the contract.
3. Make no change in such improvements after completion of their construction that are not in conformity with this Plan.
4. Not discriminate upon the basis of race, color, creed, sex or national origin in the sale, lease, or rental or in the use or occupancy of the property or any improvements erected or to be erected thereon, or any part thereof. (This obligation is to be effective without limitation as to time, regardless of any termination date provided with respect to any other provision of this Plan).
5. Not to assign contract rights or to resell or otherwise transfer the land or interest therein purchased by them, prior to the completion of the improvements thereon without the approval of the City of Cincinnati, and except on basis satisfactory in or with respect to such land.

VII Development Guidelines are attached and made a part of the Urban Design Plan.

Note: Any reference to the "Department of Development" in the above or attached documents refers to the "Department of Economic Development."

DEVELOPMENT GUIDELINES
URBAN DESIGN PLAN
LIBERTY-DALTON SUB AREA OF NDP
(QUEENSGATE NORTH)

Liberty-Dalton sub area of NDP (Queensgate North) is an urban redevelopment area located on the western edge of the central basin area of Cincinnati, bounded by the Millcreek Expressway on the east, Union Terminal property on the south, the railroad property on the west and the Western Hills Viaduct on the north. Within this project area abandoned buildings and blighting influences have been or will be removed, and incompatible land uses have been or will be eliminated from the primarily industrial area. Specific parcels have been selected for acquisition, clearance, and preparation for resale. Public improvements in transportation, utilities and environmental amenities are being made to upgrade city services to the area. In the redevelopment of the project area, the primary objective is to increase the City's employment and economic tax base by attracting new industrial development. Encouragement will be given to existing industrial firms to remain in the area wherever possible. Redevelopment guidelines have been established to protect the investment of private developers in the project and to insure achievement of project goals and a high quality industrial environment.

A. Employment Density

Industrial, office and support facilities desiring to locate within Queensgate North should provide an employment density of at least 20 employees per acre of site. This is not intended to imply an overall average employment density for the area but rather is a specific guideline for each development parcel. Top priority in the disposition of redevelopment land will be given to industrial users who provide large numbers of jobs for unskilled and/or semi-skilled laborers; to those firms that offer on the job training and/or continuing education programs as part of their employee recruitment; and to expansion minded firms within the project area that meet the development guidelines. All of these firms should have "Affirmative Action" commitment with respect to employment hiring.

B. Land to Building Ratio

A minimum F.A.R. (Floor Area Ratio) guideline of .4 should be met by each redevelopment site proposal. This means that the total building floor area should equal or be greater than 40 percent of the site area. No maximum limits are established on building floor area, volume or height over and above zoning code requirements. The floor area of structured parking shall not be included in minimum F.A.R. calculations. In satisfying employment and building density guidelines, redevelopment projects may include planned expansion growth over a 15 year planning period. Documentations should be submitted to substantiate the amount of predicted industrial growth if the .4 guideline is not met initially.

C. Land Use/Orientation

1. The principal land use desired for the Queensgate North area shall be industrial as shown on the accompanying land use map. Office uses may be considered in lieu of industrial use for certain redevelopment parcels having high public exposure as shown on the land use plan.
2. Multi-occupancy redevelopment projects (either rental or condominium in nature) that provide space for several small industrial firms (or office uses) within a single building are encouraged as an efficient method of redevelopment.
3. Queensgate North is zoned M-3: Heavy manufacturing use. Proposed uses must adhere to the requirements of the Zoning Code for the City of Cincinnati. However, in order to assure that only non-objectionable high employment industrial uses locate in Queensgate North, more specific land use requirements shall be enforced to create the proper environment.

The list of prohibited industrial uses is as follows:

a. Manufacturing Uses

- (1) Concrete mixing plants
- (2) Railroad freight depots
- (3) Bulk storage stations for volatile oils
- (4) Railroad train yards
- (5) Coke ovens
- (6) Corrosive acid manufacture
- (7) Cement, lime, gypsum and plaster of paris manufacture
- (8) Distillation of bones
- (9) Fat rendering
- (10) Fertilizer manufacture
- (11) Garbage, or dead animal reduction or dumping
- (12) Glue or size manufacture
- (13) Metal reclamation from scrap
- (14) Metal waste salvage or junk yards
- (15) Smelting of ores
- (16) Petroleum refining
- (17) Stockyards
- (18) Meat slaughtering

b. Agriculture Uses

c. Recreation Uses

d. Churches

e. Residential

f. Institutional Uses

- (1) Public Schools
- (2) Homes

g. Automobile service and filling stations - except any currently in existence within the project area.

(Note: Non-Objectionable Use. Processes and equipment employed and goods

sold shall be limited to those which are not objectionable by reason of odor, dust, smoke, cinders, gas fumes, noise, vibration, radiation, refuse matter or water carried waste).

4. Areas designated for commercial use are primarily for existing businesses remaining. The area west of Dalton and south of Bank Street is the only redevelopment site for new commercial use.

D. Architectural Design

1. In concept building masses should be located close to street frontages on corner locations where possible with parking areas occupying the interior portions of the blocks. All buildings should be oriented to the primary right angled grid of the streets. Building fronts and entry points should be directly oriented to the adjacent access streets. The following is a list of access streets in Queensgate North ranked in descending order of importance:

- a. Dalton and Spring Grove Avenues
- b. Liberty Street
- c. Findlay Street
- d. Western Avenue

2. The Department of Development reserves the right of design review and approval of redevelopment plans and specifications.

3. The following architectural design guidelines have been established:

- a. Exterior brick masonry should be the primary building material throughout the Queensgate North area. However, the use of cut stone, split-face block, concrete, flush metal panels and glass may be allowed as an alternative exterior surface. The use of exterior concrete block should be minimized and used primarily as architectural features or on a rear surface or side surface where expansion is planned.

b. Exterior building materials should be of the same family of colors. The predominate colors should be dark warm earth and/or neutrals with supplemental or accent colors of bright, warm earth tones.

4. All buildings shall be designed by a registered architect or a registered professional engineer.

5. Where a phased building program is proposed, a total master plan for the site will be required.

E. Vehicular Circulation (Private)

1. Where site dimensions permit, all curb cuts for access drives should be a minimum of one hundred (100) feet from the intersection of any public rights-of-way lines.

The minimum distance between any two curb cuts should be fifty (50) feet. Use of common access drives can be used wherever practicable.

2. All access drives, parking and servicing areas shall be paved with with a dust free, bituminous material.

3. Recognizing that public transit service to the Queenstate North area is available, redevelopment projects need only provide off-street parking as required by the Zoning Code for the City of Cincinnati.

4. Off-street loading space shall be provided as required by the Zoning Code for the City of Cincinnati. All loading docks should be screened from public street rights-of-way.

F. Relationship to Public Transit

All redevelopment projects should provide a building entry which is oriented toward the public sidewalk and toward an adjacent bus stop (if one occurs along the parcel frontage).

G. Railroad Spur Service Where Possible

If a redevelopment project required railroad spur service, the private developer shall be responsible for the incurred costs of rail spur construction. The City will assist in securing the necessary right-of-way

access where possible.

H. Landscaping

1. Property owners shall be responsible for maintaining all landscaping installed on both their development parcel as well as any publicly installed street trees, and ground cover within the abutting rights-of-way.
2. All land area within the development parcel not paved shall be landscaped with appropriate trees, shrubs, and ground cover. Landscaping should be informal in character with a mixture of tree sizes and species (deciduous and coniferous; ornamental and shade trees) desired. (a list of recommended landscaping materials is available).
3. In addition to the above, landscaping should be provided within all large parking lots. The total landscape area should be separated into smaller specific areas which will be located within the parking lots to break up the expanse of pavement. Each separate landscape area should include at least one shade tree. These separate landscape areas should also be adequately planted with shrubs or ground cover. Care should be taken to protect landscaping areas from damage by vehicles through the use of curbs, low walls or other similar construction.
4. All parking areas should be buffered from public streets with landscaping material (trees and shrubs).
5. All loading dock area, and/or trash receptacles, shall be screened from public streets. Visual screening should be accomplished by brick walls, painted wood or metal screens or landscaped evergreen screens of sufficient height and density to block undesirable views.

6. All trees should be a minimum of ~~2 1/2"~~^{3"} to ~~2"~~^{2 1/2"} in caliper when planted on the the development sites.
7. Chain link fencing, if used, should be galvanized, aluminum or vinyl coated for ease of maintenance and landscaped with vines or hedges. Chain link which has wood, metal or plastic slats woven into the material will not be permitted. Along public rights-of way, the use of tubular steel picket fencing and gates is desired. Nonfencing should extend in front of the principle building or be erected between the building and an adjacent public street.

I. Utility Connections

1. All power and telephone service feed lines shall be underground and the transformers shall be located in vaults (either underground, within buildings, or totally screened from view by acceptable structural techniques and/or landscaping).

J. Signage

1. Signs Defined According to Type of Message Conveyed:
- a. Sign, Real Estate: A sign advertising the sale, rental or lease of the premises on which it is maintained.
 - b. Sign, Instructional: A sign conveying instructions with respect to the premises on which it is maintained, such as a sign designating the entrance to or exit from a parking area, a trespassing sign, a danger sign, or similar signs.
 - c. Sign, Professional: A sign indicating the name and occupation of a professional person or group of associated professional persons.
 - d. Sign, Identification: A sign indicating the name of a permitted use, the name or address of a building, or the name of the management thereof.
 - e. Sign, Nameplate: A sign indicating the name and address of an occupant.

- f. Sign, Announcement: A sign of temporary character indicating the names of persons associated with, or events conducted upon, the premises upon which the sign is maintained.
- g. Sign, Business: A sign directing attention to a business, commodity, or service conducted, sold or offered upon the same premises as those upon which the sign is maintained.
- h. Sign, Trademark: An identification sign portraying a symbol or trademark, with or without lettering, of a business or industry, and which symbol or trademark has been used on signs in other locations and in printed advertising.

2. The following signs will be permitted subject to Department of Development design review:

- a. Non-illuminated real estate signs, as permitted and regulated in R-1 District of the City of Cincinnati Zoning Code (Sec. 1003.2).
- b. Non-illuminated or indirect illuminated nameplate, professional, instructional and announcement signs, and regulated in the R-1 District Zoning Ordinance, City of Cincinnati (Sec. 1003.2).
- c. Identification Signs, Trademark Signs or Business Signs, exclusive of flashing signs, are subject to the following limitations;
 - (1) Signs shall be erected only as ground and wall signs.
 - (2) One (1) ground sign other than a trademark sign shall be permitted on the same premises for each street frontage, provided that:
 - (a) No such ground sign shall exceed a height of eight (8) feet above the grade.
 - (b) The area of such ground sign shall not exceed twenty (20) square feet, except that if such sign is located

more than twenty-five (25) feet from the bounding line of the premises at the street from which the sign face is visible, one (1) additional square foot may be added for each two (2) feet of average setback in excess of twenty-five (25) feet, provided that the total sign area shall not exceed one hundred (100) square feet.

(3) In addition to the ground sign permitted under subparagraph (b) above, one (1) trademark erected as a ground sign, shall be permitted on the same premises, provided that:

(a) No such trademark sign shall exceed a height of thirty (30) feet above the grade.

(b) The area of such trademark sign shall not exceed two-thirds ($2/3$) of a square foot for each foot of street frontage up to a maximum sign area of one hundred (100) square feet.

(4) Wall signs shall be permitted on the same premises, provided that:

(a) No sign erected on the exterior of a building shall extend outward more than eighteen (18) inches from such wall and not beyond the horizontal limits of such wall.

(b) No wall sign shall extend above the parapet or eave of a roof.

(c) The area in square feet of such wall signs shall not exceed two (2) times the horizontal dimension of the building wall to which they are attached up to a maximum sign area of one hundred and fifty (150) square feet per building, or shall not exceed 5% of the area of the facade to which the sign is attached, whichever is lesser.

3. Prohibited Devices:

- (1) No sign or its lighting shall move, flash, or make noise.
- (2) Colored lights and illuminated signs employing colors used in traffic signal lights are prohibited within one hundred (100) feet of any signalized intersection.
- (3) Any imitation of official traffic signs or signals and the use of such words as "stop," "look," "danger," "go slow," "caution," or "warning" are prohibited.
- (4) Fluorescent or day-glow colors in signs are prohibited.
- (5) Permanent, portable and temporary billboards are prohibited.

Any deviation or variance to these guidelines will not be permitted except with the written approval of the Director of the Department of Development and only upon the submission of complete detailed plans prior to initial approval of development of the property.

