

Appendix 4

Multi-jurisdiction Plans

Government and Non-government

Western Hamilton County Collaborative Plan 1999

The Western Hamilton County Collaborative Plan is the result of a three-year planning process with extensive citizen participation. Beginning in April, 1996, the planning process encompassed the development of 4 alternative scenarios (including the “trend”) for the future development and growth of the 6 townships, 1 city and 3 villages that make up Western Hamilton County.

The planning groups finally adopted a “Preferred Scenario” for the area, and it is this scenario that forms the basis of the Western Hamilton County Collaborative Plan. The aim of the Plan is to provide a framework for healthy growth and economic development with equal emphasis on preserving the west side's rural legacy. The Plan is based on an effort to develop regional agreement on issues such as utility expansion, land use, transportation improvements, and environmental protection.

On April 1st, 1999, the Hamilton County Regional Planning Commission adopted the WHCCP. On July 1st, 1999, the Board of County Commissioners gave their support to the Plan, and approved implementation of a recommended “action strategy” enabling the Regional Planning Commission to review capital improvement plans and advise the County Commissioners whether or not proposals for (for example) water and sewer extensions, are in compliance with the provisions of the Plan. The new task now is to work with the Western Hamilton County communities to see how the Plan's provisions fit them individually, and what adjustments need to be made.

Eastern Corridor Land Use Vision Plan 2002

The Eastern Corridor project is evaluating long-term transportation solutions necessary to meet growing usage patterns in the region extending from downtown Cincinnati and eastern Hamilton County to western Clermont County. Covering nearly 200 square miles in parts of Hamilton and Clermont Counties in Ohio and parts of Campbell County in Kentucky, the project area extends east from the Cincinnati Business District to Milford, Batavia and Amelia, and into Northern Kentucky along I-275 and I-471. Although the initial planning phases included improvements to be made in the Northern Kentucky region of the Eastern Corridor area, all planned improvements now focus on Ohio.

By 2020, it's expected that almost 200,000 people will call some section of the Corridor home. Employment projections estimate that by 2020 87,000 people will work in the Eastern Corridor. Transportation system improvements must be made now to meet these increasing growth patterns. The Eastern Corridor project takes a unique approach by analyzing current and future land use along with possible transportation improvements. This "land use visioning" looks at existing patterns of land use and, through examining land capability, environmental concerns, planned transportation improvements, market conditions and public input, determines a desired "template" for future land use in the Eastern Corridor.

Community Revitalization Initiative Strategic Plan 2004

In order to address the opportunities and challenges facing our older suburban communities, the Hamilton County Planning Partnership and Regional Planning Commission launched the Community Revitalization Initiative. This is an effort to bring together policymakers, community leaders, and administrative professionals from 25 of Hamilton County's jurisdictions to develop a strategic plan for our First Suburbs. The plan describes an overall vision and six goals for revitalizing older communities, fourteen redevelopment strategies, and eight objective data indicators for measuring progress and achievement.

OKI/MVRPC North-South Transportation Initiative 2004

The North South Transportation Initiative is a comprehensive evaluation of the transportation needs within the major north/south transportation artery that spans nearly 100 miles from Northern Kentucky, through Cincinnati and Dayton to the Miami County line. The North South transportation corridor that is being studied includes the major cities of Cincinnati, Middletown and Dayton as well as seven (7) counties, 22 other cities, six villages and 14 townships. Principle elements of this corridor include Interstate 75 (I-75) and its adjacent north/south railroad lines. This transportation artery has served as a major link in the country's commerce. It has carried people and goods throughout the Greater Cincinnati and Miami Valley regions and across the country since the late 1950s.

Today, I-75 and the parallel railroads are among the nation's busiest for the movement of people and goods. I-75 is among the busiest trucking routes in North America with truck traffic approaching 6 billion miles annually according to Federal Highway Administration estimates. More than 250 freight trains per day pass through or have destinations within the study area.

OKI 2030 Regional Transportation Plan Update 2004

The OKI 2030 Regional Transportation Plan 2004 Update serves as a blueprint for transportation projects in our region through the year 2030. It addresses current and future needs created by growth and development. At the same time, it responds to Federal Highway Administration and Clean Air Act requirements to mitigate congestion, and to address air quality and other environmental, social and financial issues. In order to continue to address local needs, this plan is updated every three years. As the region grows, increased pressure will be placed on our transportation system. By preparing a transportation plan for the year 2030, OKI is working to plan the solutions today for the challenges of tomorrow.

The OKI 2030 Regional Transportation Plan 2004 Update is a comprehensive, balanced and coordinated plan for the region and will serve as a guide for policy boards and implementing agencies that make transportation investments and service decisions. As the OKI Land Use Commission and the OKI Board of Trustees continue to consider the issues of regional development patterns and ways to enhance existing communities, changes may be needed to ensure that transportation investments support those objectives. The OKI Land Use Commission has been studying the transportation-land use connection, including land use patterns and growth trends. Currently, the Commission is working on policies that will produce more cost-effective land uses, more mobility choices and adequate infrastructure.

Cincinnati Water Works Water Distribution System Master Plan 1999

The Water Distribution System Master Plan report has been prepared to provide Cincinnati Water Works (CWW) with a long-range plan for improvement and expansion of CWW's water distribution system. The Master Plan also included an evaluation of improvements for CWW's water transmission main system. The recommended improvements will serve as a basis for the design, construction, and financing of facilities to meet CWW's anticipated population growth expansion and commercial development. The recommended system improvements will be required during the study period to provide an adequate and dependable supply of water to existing and future customers. The study period for this plan is from 1995 through 2020. Existing and projected populations, historic water use, and metered water sales were used to estimate water use for Base Year 1995 and Design Years 2010 and 2020.

OKI Land Use Commission Regional Policy Plan

The Commission on Land Use was provided for in OKI's Year 2010 Regional Transportation Plan. Its main task is to identify linkages between land use and transportation, and develop a transportation-sensitive regional land use plan. The 2010 Plan was attempting to address the federal guidelines in the transportation planning process. One of those factors is the effects of transportation policy on land use and development.

OKI's Board of Trustees recognized that the land use - transportation connection is very complex, involving such issues as natural resources, economic development, water and sewer infrastructure, social issues and fiscal policies. Because of that complexity, the Board of Trustees elected to sit as the land use commission. The OKI Land Use Commission outlined a process that will present the big picture of where this region is today, where the region wants to be at some future date, and how to get there - a strategic approach.

Linking Our Communities - Light Rail Transit for the I-71 Corridor 1999

The Ohio-Kentucky-Indiana (OKI) Regional Council of Governments is proposing to design and construct a 43-mile Light Rail Transit (LRT) line in a corridor extending north from the Cincinnati/Northern Kentucky International Airport and Florence, Kentucky to the City of Mason, Ohio. The proposed alignment will use an existing right-of-way along a portion of Interstate 71 as well as a former Conrail Railroad right-of-way and active right-of-way of the Indiana and Ohio (I&O) Railroad, owned by the Southwest Ohio Regional Transit Authority (SORTA).

Potential benefits of light rail transit in the I-71 corridor include improved air quality, decreased need for highway widening, time savings, energy savings, improved access to jobs across the county, economic development opportunities, and improved access to special events and cultural amenities.

MetroMoves Plan 2001

Whether a nation, a region, or a city, economic success depends on a viable transportation system. Even in an age of e-mail and e-commerce, people and goods still have to be transported from one place to another—for work, shopping, visiting, and enjoying all the cultural amenities available in a multicultural society. As vibrant as Cincinnati is, the city would not last long—nor grow and thrive— without a successful transportation system. Only a public transit system—one dynamic enough to not only serve the transit-dependent but to attract non-traditional transit riders and even lure a few drivers away from their cars—can maintain the viability of a city's transportation network.

In the last few years, many urban areas have begun to focus on mobility and public transit issues. The aging population is growing rapidly and is already the largest single demographic group. As seniors stop driving, their need for alternative transportation will increase. With the passage of the Americans with Disabilities Act in 1990, the physically disabled to have the right to full access to public facilities, employment, transportation, government services, and telecommunications. Transit is not only included in the facilities that must be fully accessible, it becomes the main method for achieving accessibility. Those who are transit-dependent—such as those who are too young or too old to drive or too poor to afford an automobile—have the same access and mobility needs as drivers, but not the means to meet those needs without a public transit system.

Fair Housing Impediments Analysis: The City of Cincinnati and Hamilton County 1996

This report is part of a comprehensive program developed by the Department of Housing and Urban Development to assure that communities are meeting requirements “...to affirmatively further fair housing” as set forth in the Community Development Block Grant Program. The designated goal of the Analysis, which goes well beyond the review of past and present fair housing activities, is to identify impediments to fair housing and provide recommendations that can be used to ameliorate any fair housing impediments.

Fair housing is simply a guarantee that the City and County make to their current and future residents that they will be able to live where they want and can afford. Non-discrimination in all aspects of housing—buying, selling, renting, financing, insuring, developing, and regulating—is an established benefit to the City and County. Equality in housing is an essential building block for the foundation of any community.

Mill Creek Watershed Greenway Master Plan 1999

The focus of this plan is the entire riverine system within the Mill Creek watershed, the natural and human made systems, and the environmental and economic possibilities. This plan is most importantly a broad partnership among residents, government agencies, businesses, and industry to stop the decline of the Mill Creek and to implement an aggressive plan to transform it into a community asset. This will be accomplished by defining strategies for ecological restoration and improvement of the Mill Creek channel and tributaries.

The Report of the Riverfront Advisors Commission (The Banks) 1999

The Cincinnati Central Riverfront Master Plan is the result of a public participation planning process begun in October 1996. Hamilton County and the City of Cincinnati engaged Urban Design Associates to prepare a plan to give direction in two public policy areas: to site the two new stadiums for the Reds and the Bengals; and to develop an overall urban design framework for the development of the central riverfront which would capitalize on the major public investment in the stadiums and structured parking. A Riverfront Steering Committee made up of City and County elected officials and staff was formed as a joint policy board for the Central Riverfront Plan. Focus groups, interviews, and public meetings were held throughout the planning process.

A Concept Plan was published in April 1997 which identified three possible scenarios for the siting of the stadiums and the development of the riverfront. The preparation of a final Master Plan was delayed due to a November 1998 public referendum on the siting of the Reds Ballpark. Once the decision on the Reds Ballpark was made by the voters in favor of a riverfront site, Hamilton County and the City of Cincinnati in January 1999 appointed sixteen prominent citizens to the Riverfront Advisors

Commission who were charged to “recommend mixed usage for the Riverfront that guarantees public investment will create sustainable development on the site most valued by our community.” The result of that effort was The Banks, a September 1999 report from the Advisors which contained recommendations on land use, parking, finance, phasing, and developer selection for the Central Riverfront.

Hillside Protection Strategy for Greater Cincinnati 1991

This is Volume III of a comprehensive study of hillside development and projection in Hamilton County. The first two volumes concentrate on analysis of hillside issues. This document discusses precisely what sorts of measures are required to insure that development within hillside areas is appropriately sited, is visually compatible with the surrounding environment, and does not create landslide or other geological problems. The guidelines recommended in this document can be justified as essential components in a comprehensive program of hillside protection. The full set of guidelines discussed in the report has been extended to make it as comprehensive as possible. Some are more appropriate to a suburban than an urban setting. Some can be administered easily by a small community. Others are more suitable to larger jurisdictions with specialized professional staffs. Individual communities must examine the groups of guidelines in conjunction with their planning objectives and then work to enact those combinations which, taken together provide a comprehensive strategy for protecting the community’s hillsides.

