FRAMEWORK PLAN REPORT FOR SOUTH CUMMINSVILLE AND NORTHSIDE

South Cumminsville and Northside


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Vision Statement

The proposal for Northside and South Cumminsville utilizes and expands upon the assets of each neighborhood. There is a great urban opportunity to enhance accessibility and connectivity between and to both neighborhoods. One way of achieving this is through improved transportation tactics. The proposed framework plan incorporates the addition of a roundabout at the current six-way intersection connecting Hamilton Avenue, Old Ludlow Avenue, South Ludlow Avenue, Hoffner Street, and Spring Grove Avenue. Additionally due to many economic, social, and environment issues it becomes increasingly important to address other modes of transportation. To respond to this demand, the framework plan addresses expanding the existing recreational bike path along Millcreek as well as a network of on street bike paths. Implementation strategies for public transportation include creating a transit bus hub located on Old Spring Grove Avenue. This strategy will direct bus traffic off of Hamilton Avenue, aid in reducing traffic congestion, and encourage pedestrian use and walkability. In regards to a pedestrian friendly community, the framework plan incorporates parking bump outs along Hamilton Avenue, which will remove some on street parking while simultaneously slowing traffic. The strategy for a more pedestrian friendly Spring Grove Avenue creates a mixed-use development as a method for reconnecting Millcreek and the new bike path to Northside and providing a diverse housing stock.

One of the assets of Northside is a strong business district, which could be strengthened by expanding blocks of retail beyond Hamilton Avenue, as well as infill development in vacant or abandoned lots. Currently, South Cumminssville does not have a central, identifiable business district. As the framework suggests, this could be improved with the addition of a grocery store. A grocery store is a necessary service that is currently needed by both Northside and South Cumminsville. The grocery store would draw new industry and residences to the area. Maintaining each neighborhood’s
unique character and identity is important to the community residents and stakeholders. Thus, the framework **plan addresses wayfinding with the addition of new gateways and signage.** Millcreek River and the surrounding green space has the potential to be a staple of both communities, however, it needs to be improved by first expanding the recreational bike path that already exists, increasing green space, and providing non-vehicular connections between Northside and South Cumminsville. As suggested in the framework plan, Wesleyan Cemetery could develop into a recreational space in Northside. South Cumminsville could benefit from additional parks and public spaces.

**History and Background of Study Areas**

Since around 1790 residents have settled in and around the Northside/South Cumminsville area, along two original Indian trails--renamed Clair's Trace (Hamilton Avenue) and Wayne's Trace (Spring Grove Avenue) (History 1).

However, “It was not till the 1820s and the introduction of the Miami-Erie Canal that a real population started to develop. Growth continued with the installation of the CH&D (Cincinnati, Hamilton and Dayton) railroad. [Furthermore], Cumminsville started to gain a reputation as a place where Cincinnatians could get away from the city” (History 1).

The Census of 1870 stated that Germans accounted for nearly half of the residents of Cumminsville (History 1). Cumminsville was annexed by the City of Cincinnati in 1873 and experienced steady population growth up into the 1920s (History 1). This population growth supported a collection of “high quality shops, merchants, and manufacturing, and Cumminsville continued to be a place for Cincinnatians to escape to. At one point, the business area called Knowlton's Corner was one of the busiest commercial areas in Cincinnati” (History 1). Furthermore, the boom continued due to the surge of industry after World War II (History 1). However, the automobile curbed the boom; for instance:

“Where people had once escaped to the suburbs of Cumminsville, they now left there for more rural neighborhoods and villages. As the demand for housing declined in Northside, so did property values. The overall income level of the residents of Northside dropped and therefore they could no longer support the merchants who had once populated the business district. By the 1960s most of the industry that had been in Northside had finally left.” (History 1).

During this time, “Construction of I-74 began in 1958 in Indiana and was completed with its terminal connection to I-75 in Cincinnati in 1974” (Interstate 2). The final mile of Interstate 74 pierces through the once unified Cumminsville (today South Cumminsville and Northside). The deck of Interstate is elevated due to the threats of flood, most recently the flood of 1937 (Interstate 1). These elevated decks have disjointed several roads that used to connect South Cumminsville and Northside;
therefore, accessibility is severely thwarted between the two neighborhoods, and especially into Northside.

Even though in the 1980s “Northside began to experience resurgence in popularity [and] its undervalued home prices and central location appealed to a large group of first time home buyers,” South Cumminsville declined due to the massive barrier that Interstate 74 was (History 1). Today, the two neighborhoods are significantly different. For instance:

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<thead>
<tr>
<th></th>
<th>South Cumminsville</th>
<th>Northside</th>
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<tbody>
<tr>
<td>Area (sq. miles)</td>
<td>0.558</td>
<td>2.765</td>
</tr>
<tr>
<td>Population</td>
<td>1796</td>
<td>9244</td>
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<tr>
<td>Pop Density (per sq. mile)</td>
<td>3217</td>
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<tr>
<td>Median Age</td>
<td>19.4 years</td>
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<tr>
<td>Percent Below Poverty</td>
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(Source: “Northside” and “South Cumminsville”)  

Furthermore, the residents in Northside are nearly half Caucasian (majority) and forty percent African American; whereas, in South Cumminsville, the residents are predominantly African American (Source: “Northside” and “South Cumminsville”).

The two neighborhoods are significantly different. This proposal, based on stakeholder’s desires to retain South Cumminsville and Northside as a separate but supporting neighborhoods, will provide increased accessibility into the neighborhoods.

*Interesting Facts (History 1):*

- **Cumminsville** - David Cummins was one of the original settlers of Cumminsville. He ran a tannery and later, served as a judge in Indiana. He is also one of the people who stakes out the claim as being the first born of Cincinnati.
- **William P Dooley Bypass** - William P. Dooley was the civil engineer who proposed the bypass.
- **Hamilton Avenue** - Alexander Hamilton was not a resident; he was Secretary of the Treasury when the road was developed.
- **Hoffner Street & Park** - Jacob Hoffner was a businessman and landowner in Cumminsville.
- **Ludlow Avenue** - Israel Ludlow was the original surveyor of the lands of southwest Ohio. He was an original settler of Cumminsville.

**Goals, Strategies and Actions**

**Economic Development:**

Goals:

- Increase jobs and retail opportunities for community members;
- Provide “missing” services to neighborhoods.
- Provide South Cumminsville with its own neighborhood business district.
Provide opportunities for a mixed use live/work neighborhood.

**Strategies:**

- Maintain Northside neighborhood business district with infill development and new businesses in vacant store-fronts to strengthen Hamilton Avenue as a pedestrian friendly business core.
- Determine what buildings are in need of improvement, need façade improvements, or could support infill development.
- Develop complimentary businesses, services, and amenities that would not detract from the viability of the Hamilton Avenue corridor, but strengthen it.
- Reuse industrial centers as studio/gallery and office space, while infilling along the corridor for more job opportunities.
- Develop needed businesses in South Cumminsville to encourage future development along Beekman Street.

**Actions:**

- Focus on the area surrounding the proposed roundabout, the stretch between Blue Rock Road and the roundabout, and any other vacant areas along Northside’s Neighborhood Business District.
- Provide South Cumminsville with a supermarket, which would provide needed services to both South Cumminsville and Northside.
- Develop small retail area near supermarket with basic needs stores, such as a pharmacy, post office, bakery, or café.
- Develop a small retail area near the transit hub with (deli/bakery, café, bookstore, etc). Develop American Can Factory site with a microbrewery and other mixed use spaces to provide additional evening destinations. Include art gallery/studio space in underutilized industrial space.
- Link area to the Mill Creek Bike Path, and include viable green space.
- Use development of “food” locations to strengthen neighborhoods for a social sense of community and an increased economic value of surrounding homes and businesses.

**Neighborhood Redevelopment:**

**Goals:**

- Maintain the character of Northside, shown in Figure 1, by keeping up with housing and renovations as needed.
Generally, Northside’s housing stock is well kept and appealing, which does not lead to much need for renovation, except for some mixed use developments.

Provide an area of interest immediately surrounding the location of the new transit hub to be located on Spring Grove.

Improve South Cumminsville’s housing stock by creating multi-family housing and mixed use developments.

Strategies:

- The character of Northside is unique and should be maintained through the residents and the existing housing and businesses.
- Create an Eastern Gateway that is representative of the character and viability of Northside.
- Focus on what is positive in South Cumminsville and draw on the character of the area to create an opportunity for improvements.
- Consider multi-family housing in the area, preferably near the proposed supermarket. Retaining young people is of importance to community stakeholders, and since South Cumminsville is comprised mostly of home-owners, they are interested in some more affordable housing.

Actions:

- Encourage mixed use development near the transit hub. The proposed renovations to the American Can building could certainly act as a catalyst and base for the surrounding area.
- There will be a grocery store and some supporting commercial development moved into the South Cumminsville neighborhood. A well-planned and executed commercial development will have a positive effect on the surrounding neighborhood and create the desire to improve the existing housing.
- Since the residents would really like some multi-family housing in the area, and the undeveloped space behind the proposed grocery store seems like a suitable place, provide apartments or other affordable housing in South Cumminsville.

Environment Improvements:

Goals:
Build upon the natural beauty and potential of Mill Creek as an attraction. Reduce storm water flow into the combined sewers, which would also help with the stench that sometimes exists near Mill Creek.

Expand upon local parks in South Cumminsville and promote the community as ‘green.’

Create better buffer zones in areas of changing scale.

Strategies:

- Explore expansion or renovation of green space along Mill Creek.
- Retain storm water and recycle it for use as grey water or filter the water into the ground rather than the combined sewer systems.
- Consider using environmentally friendly materials.
- Explore underutilized industrial areas that could be converted into parks or green space.
- Place new parks near the proposed and existing bike path if possible.

Actions:

- Utilize Salway Park as a node for recreational biking along Mill Creek.
- Clean up the banks of Mill Creek by removing the chain link fence, install more landscaping, bury the unsightly pipe crossing the creek, and expand the green space near Dane Avenue and Spring Grove Avenue into underutilized industrial space nearby.
- Demolish the (soon-to-be) abandoned onramp for I-74 and create green space.
- In South Cumminsville, expand Hille Playground into the underutilized industrial space nearby. Connect this park with the bike trail.
- Utilize the undeveloped space behind the proposed supermarket as another park in South Cumminsville. This could be considered an extension of the nearby Wayne Playground, which is a well-kept, large playground adjacent to the Garfield Commons.
- Provide amenities such as shelters, bathrooms and fountains that do not exist yet in the parks.
- Use pervious pavements where possible and storage/re-use methods where practical to mitigate the effects of excessive storm water in the area. The bike paths and large surface parking lots are ideal locations for this.
- Create tree lined streets to give a buffer between heavy industrial zones and commercial/residential zones. These areas exist in Northside along Dane Avenue and in South Cumminsville along the major roads of Beekman, Dreman and Elmore. Surface parking lots should also install more tree filled islands and other green buffers.

Transportation:

Goals:

- Give Northside and South Cumminsville access to each other’s resources while maintaining their separate identities.
Public transportation and pedestrian oriented development are two components that can bring a sense of urbanity to Northside. Public transportation plays an important role in the growth and economy of the community. It is key to developing more sustainable communities achieved through the triple bottom line: economic, ecological, and social.

- Improve the six way intersection at the bottom of the Ludlow Bridge
- Improve the image of each community when traveling through and give multiple modes of such travel. Give residents and visitors alike access to public transportation or ‘greener’ modes of travel, such as walking or biking.
- Make Northside more accessible for the region around and including Cincinnati State College.

**Strategies:**

- Determine what drastic changes may be required and which existing plans could be expanded upon in terms of travel.
- Provide infrastructure to aid the insufficient public transportation passenger waiting areas.
- Place a focus on biking for a purpose as opposed to biking for recreation.
- Remove some traffic from Hamilton Avenue to make it more pedestrian and biker friendly.
- Examine the best possible routes for on street bike lanes and explore the option of widening the Ludlow Avenue bridge in order to accommodate more pedestrians and bikers from nearby areas.

**Actions:**

- Install a roundabout at the six way intersection at the bottom of the Ludlow bridge entering Northside.
- Reroute bus lines off of Hamilton Ave, which is a congested area, and create a bus hub on Spring Grove Avenue.
- Remove some of the on-street parking on Hamilton Avenue and replace with expanded sidewalks. These sidewalks would serve the businesses, provide more green, and reduce the speed of through traffic.
- Expand upon the existing bike path along Mill Creek, stretching it into South Cumminsville.
- Allow for easier access to and from the bike path for residents.
Expand bike routes into the surrounding neighborhoods so as to make biking an acceptable mode of transportation and not just a recreational activity. Emphasize the sharing of the road with bikers and make separate bike lanes where feasible.

Widen the Ludlow Ave Bridge, along the east side where the sidewalk exists. This would create more shared space for bikers and pedestrians and would provide a larger buffer between the high trafficked road and sidewalk users.

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**Rationale**

**Economic**

Northside and South Cumminsville lack a neighborhood grocery store. Figure 2 displays the lack of nearby grocery stores. Stakeholder input placed high value on having an accessible, nearby, high-quality neighborhood supermarket. To make this service available to both neighborhoods, the store is located at the intersection of Beekman Street and Dreman Avenue, an intersection that is central to South Cumminsville and equally accessible to
Northside residents. The two neighborhoods want to maintain separate identities, however, Elmore Street could be transformed through streetscapes and trees to become more pedestrian friendly and create a stronger link between the two neighborhoods to make the sharing of central services more feasible.

Placing a supermarket in a low-income area is beneficial to the residents for a number of reasons. Supermarkets, as compared with small grocery stores or convenience stores provide: lower food prices, a broad range of products and the possibility to buy fresh and healthful food (leading to a healthier lifestyle), food and related products in one store, and food in the residents’ immediate surroundings (reducing transportation costs). Supermarkets play an important role in economic development because they generate tax revenue, create jobs, revitalize vacant lots, and attract other shops and investments to the area (Pongracz). Socially, spaces are created for casual meeting with the surrounding small-scale retail and wider pedestrian sidewalk zones. Ideas are presented in the rendering in Figure 3 to show the potential for designing this building as an environmental asset to the community, serving as an example in green building practices. Similar to Coles supermarket in Australia, the landscape of the parking lot can be designed as a green forecourt to the store with plantings that filter and store storm water into the city’s storm water system and for use in toilet flushing (Baumgart). Considerations in energy reduction can also be attained through use of skylights, selection in materials, and alternative energy methods.

The supermarket thus becomes a catalyst for South Cumminsville future development. Residents of South Cumminsville talked about the lack of young people settling in the neighborhood. A supermarket with surrounding retail would be a draw for a younger population. Proposed additional development is shown in Figure 4. With the establishment of a strong core neighborhood business district, a range in housing options would be supported by the commercial center. New townhouses, apartments, and additional retail could be expanded along Beekman Avenue, increasing diversity of uses and ages residing within the neighborhood. The available greenfields and brownfields can be considered an asset to South Cumminsville because they are opportunities for new development without displacing current residents. A tax credit is available to companies that create at least
25 jobs in Cincinnati under the Job Creation Income Tax Credit (City of Cincinnati). A supermarket would certainly be entitled to this tax credit. The Grow Cincinnati Loan Program provides some funding to small businesses that create jobs, provide low-moderate income area benefits, and prevent or eliminate slum and blight (City of Cincinnati). Additional retail outlets in South Cumminsville would likely be considered for this funding.

Residents of Northside are fairly content with their neighborhood business district. However, it could be enhanced through filling the empty storefronts, infilling new structures on vacant lots, increasing operating hours of establishments, and improving signage and wayfinding devices. Well-designed infill development will fit in with the existing character or a neighborhood. Potential funding is available for such projects through the Neighborhood Business District Improvement Project and the Neighborhood Business District Support Fund (City of Cincinnati). These programs work to strengthen NBDs with projects that stabilize, maintain or revitalize. Minimal funding is also available for streetscape, landscaping, or safety projects. Adequate infrastructure, supporting land uses, as well as accessibility make infill a sensible solution for business district improvements. This will also provide a variety of options for a neighborhood that would not otherwise be considered. Ultimately, good infill development will be successful in “knitting” together the urban fabric of a neighborhood. Due to the lack of a highway exit from I-75 into Northside, business owners feel their restaurants and stores lack accessibility, negatively affecting their profits and use by citizens. A stronger, more pedestrian friendly core with street trees and curb extensions to slow traffic will positively enhance the environment, social scene, and economic profitability of the neighborhood. Community Land Trusts and Housing Trust Funds are local community programs designed to prevent gentrification. Communities buy land and lease it to residents. While residents own the houses, the CLT or HTF would permanently own the land and keep housing affordable for lower income residents. Northside is an ideal community for these programs since the diverse residential population and mixed income are critical to the identity of the area.

Current industrial uses in both neighborhoods need to be maintained as distinct zones. Areas where industry is mixed with other uses will be transferred to new locations to make residential and commercial streets more desirable. Areas where industrial zones are adjacent to these uses will be buffered through trees and other “green” environmental interventions. Industry is important to maintain as it provides jobs and income for the communities.

Neighborhood Redevelopment:
The business district is often considered the heart of a neighborhood. It is important to maintain the vitality of a neighborhood business district to encourage further development and improvement in the area. Northside is an area known for its business district, particularly the unique small businesses that one cannot find in other parts of the city. Although these businesses are full of character, there are elements of the business district that are lacking. An improvement of these areas, specifically through infill development, could improve the overall feel of the neighborhood businesses district and open up opportunities for other forms of improvement. Both Northside and South Cumminsville could benefit from Cincinnati’s Technical Assistance Program, which provides consulting and other technical assistance to recipients or potential applicants of the city’s Small Business Loan programs and Neighborhood Business District programs (City of Cincinnati).

While the residents of Northside tend to be happy with their business district along Hamilton Avenue, there is the opportunity to create another area that would serve to complement the existing Hamilton Ave corridor. With the addition of a transportation hub to the area along Spring Grove Avenue, development will also follow in the area surrounding it. The inclusion of the transit hub shows the commitment of the City to the area and given the high bus traffic flowing through the area there is not a shortage of ridership. By centralizing the location of transit, a mixed-use development must be created in the surrounding area to encourage ridership and provide an economically viable and attractive community.

The development of the area surrounding the transit hub could act as an outcrop of Northside’s business district, and hopefully become assimilated into it eventually. The benefits of expanding the business district this much are many: tax revenue, additional jobs, luring even more development (both commercial and residential), encouraged pedestrian activity, improved gateway image, and better connections to the bike path and public transportation can be made. This area could help to encourage extended business hours for the Northside neighborhood business district and could be utilized by members of Cincinnati State, who currently have very limited options.

The residents of South Cumminsville have voiced desire for multi-family housing. South Cumminsville is comprised mostly of home-owners and they want to find a way to keep young people in the area or give young people wanting to move into the area affordable housing. The area behind the proposed supermarket is undeveloped and could potentially include an apartment complex. This is a prime location because of its proximity to the supermarket and other proposed development across the sleep. The apartments would be located at Beekman Street and Dreman Avenue, which are two of the main roads in the neighborhood. Across the street, and perhaps connected in the same plot, is Wayne Playground, which is a large park. This would be perfect for young families.

Environment Improvements:
Mill Creek has much potential to be a scenic waterway. Salway Park is proof that others recognize this and would like to build upon the creek. Salway Park offers many uses, including a parking lot. This park could act as a node for recreational biking. Other proposed parks along the way could also act as nodes along the path. The expansion and emphasis of a bike path along the creek could do much for the utility and value of the creek. If the creek were better utilized, solving some of the combined sewer overflow issues would become a priority. Stormwater management strategies could be employed that would be multi-faceted in their benefits. Utilizing pervious pavements wherever possible, such as the bike path or surface parking lots, and considering a water collection system would be optimal ways to accomplish this. The odor emitting from the creek would be solved and the surrounding communities would be more “green.” Northside residents have been known to be progressive, and this is one way for them to express that. Rain water could be utilized in various ways, such as as grey water for toilets or showers of nearby housing, or as an irrigation contribution. South Cumminsville could do the same thing and expand upon an identity as a natural and green community. Expanding the bike path into South Cumminsville and developing parks and green space along the creek would encourage recreational biking.

The scale of buildings in both communities is discontinuous at times. Tree lined streets are proposed to mitigate this. The trees would act as a buffer and transition from industrial to residential or commercial. The areas considered are: Dane Avenue near Mill Creek and the major roads in South Cumminsville of Beekman, Elmore and Dreman. There are large industrial buildings close to the street with residential houses across the street. Surface lots can also be unsightly, so green development is encouraged. Tree filled islands or hedge rows of bushes are simple ideas for fixes.

South Cumminsville does not have much in terms of attracting people to the area. A supermarket would help for nearby residents, as would making the neighborhood into a “green” community with the addition of many parks. South Cumminsville has a fair amount of underutilized space, including some undeveloped space, which Northside does not have. Connecting the bike path to these parks would encourage connectivity and help to develop an identity for South Cumminsville. Changing industrial space into green space would clean up the area and give it a more pleasant and welcoming feel to both residents and visitors. The Strategic Program for Urban Redevelopment (SPUR) is designed to return vacant, contaminated, or underutilized land to productive uses that benefit the city by creating jobs, increasing taxes or enhancing public health. The Clean Ohio Fund is meant to preserve green space, improve outdoor recreation, and revitalize communities (City of Cincinnati). Both of these programs are available for funding of projects proposed here. There are proposed plans to abandon the I-74 onramp located in
South Cumminsville, so this space would be well served as either a park or undeveloped green space. The existing ramp would have to be demolished first, though.

Wayne Playground, seen in Figure 6, is well kept playground with much to offer. Expanding the bike path to go near the playground would encourage use. The space behind the proposed supermarket, across the street, could be used as an extension of Wayne Playground. This would make the area one of the largest in the surrounding region and could handle a high capacity. The supermarket would encourage its use by acting as an unofficial advertisement; people would learn of the park’s existence by coming to the store.

Transportation:

The six way intersection in Northside—where Hoffner, Spring Grove, Hamilton, Ludlow, Old Ludlow converge—is essentially the gateway into Northside. However, entering from the Ludlow Avenue Bridge, no markers currently delineate the entrance into Northside. The six way intersection is confusing, unattractive, and bears a significant amount of traffic. The intersection currently has restrictions in times that motorists can turn in certain directions. South Cumminsville is optimally accessed with a left hand turn onto Spring Grove from Ludlow, a maneuver that is limited. Backups during peak hours (primarily rush hours from 7-9am and 4-6pm) occur frequently. A new design is needed at the six-way intersection to not only alleviate the traffic problem, but to form a gateway into the community of Northside and link Northside and South Cumminsville.

Issues of connectivity, appearance, and function can be addressed by creating a roundabout at this intersection. This will be a cohesive traffic improvement to the area while creating connectivity to South Cumminsville. Roundabouts are still a novel
approach to traffic calming, especially in the Cincinnati area, but they have seen widespread success in Europe and Australia. Their popularity in the U.S. is rising though. Since 1990, “the number of modern roundabouts in the USA has jumped to around 2,000” (Baranowski).

There are many benefits associated with a roundabout that this proposal hopes to take advantage of. Compared to traditional traffic control methods, roundabouts have shown increased traffic capacity, reduced numbers of accidents as well as severity of accidents, and are aesthetically pleasing. The center island common to roundabouts yields many possibilities for a unique landmark for a city. Safety is improved by eliminating the possibility of head-on or side-impact ‘T-Bone’ accidents. In a 2007 study on roundabout safety, “the reduction in accidents for roundabout sites was in the range of 60 to 70 percent” of the number of accidents at intersections that were replaced with a roundabout (Flannery and Datta). Traffic speeds are reduced in a roundabout and traffic is deflected by the center island, usually increasing driver alertness. The National Cooperative Highway Research Program states that a “substantial reduction in injury accidents has been the primary reason for the great success of modern roundabouts in France and in Germany. [Furthermore], the fact that drivers do not have to wait as long at roundabouts as at signalized intersections makes the roundabout friendlier to both the driver and to the environment. The reduced amount of paved areas, as well as the reduction in noise and air pollutant emissions, is also cited in the European literature as advantages for roundabouts. Field measurements in Sweden showed reductions in pollutant emissions and fuel consumption in the range of 21 to 29 percent” (Jacquemart). Although the roundabout seems like only a traffic-related issue, numerous other aspects are affected.

Currently, Northside is the second largest transportation hub in the city of Cincinnati, however the neighborhood lacks adequate infrastructure to accommodate this interchange. A bus transit hub needs to be developed in order for the neighborhood to progress. The Stakeholder’s input placed high value on providing the neighborhood with adequate and attractive infrastructure to accommodate increased bus ridership. To provide this necessary service to the neighborhood, the transit hub is located on Spring Grove Avenue. This location was chosen due to its accessibility to all bus routes currently traveling to and through Northside. As shown in Figure 7, situating the bus transit hub at a location off of Hamilton Avenue was intended to redirect bus traffic off of Hamilton Avenue, thus aiding in reducing the high traffic congestion that currently exists on Hamilton Avenue.

Figure 8: Existing Bus Routes and Bus Hub
Providing Northside with a transit bus hub and additional supporting bus stops is beneficial in many ways. Currently, Spring Grove Avenue and Spring Grove Avenue are showing signs of dilapidation and abandonment. Providing Northside with a transit bus hub on Spring Grove Avenue will enable the neighborhood to use “market forces to increase densities near the station, where most services are located, thus creating a more efficient sub center and minimizing sprawl” (Transit Oriented Development). The design will support a pedestrian friendly environment, new housing options, and dense urban life.

According to the guidelines of Transit Oriented Development, the transit bus hub will provide many benefits to the neighborhood and residents alike such as: greater mobility and ease of moving around, reduced traffic congestion on Hamilton Avenue, increased foot traffic for local businesses, reduced pollution, less expensive than building roads, ability to maintain economic competitiveness, and higher property values to name a few (Transit Oriented Development). The transit bus hub will serve as a public space addressing the complex movement and interchanges that occur between passengers, buses, pedestrians, bicyclists, etc. It will break the conventional typology of a transit center by creating a public place serving as a social mediation between hub and neighborhood. It will appropriately respond to the access and use of bicycles, rollerblades, scooters, etc.

Presently, there is a significant trend associated with transit-oriented development creating new growth in urban areas across the world. Transit oriented development provides for “the creation of compact, walkable communities centered around high quality” (Transit Oriented Development) transportation systems. Typically, TOD refers to train systems, however the transit bus hub is a small step in the right direction for Northside, and it can be speculated that the transit bus hub will serve as a
fundamental element leading the future of development in Northside. As shown in Figure 9, the transit bus hub would become the second major bus transit hub in Cincinnati. The largest transportation hub in Cincinnati is downtown on Fifth Street.

The vision of the Northside transit bus hub is to provide a network of transit hubs throughout Cincinnati. Residents and business owners of Northside want to attract new residents and businesses to the neighborhood. A transit bus hub has the potential to provide new mixed-use infrastructure, mixed income housing, and offices along the Spring Grove Avenue corridor. The goal is for the transit bus hub to provide a forward thinking mentality encouraging the built infrastructure of other modes of public transportation to follow.

With increasing fuel costs and the negative environmental and social implications of the dependency on the personal automobile, alternatives to the personal automobile are crucial in maintaining the health and well being of those living in the region. The Queen City-South Mill Creek Greenway Trail is currently planned in the Bicycle Master Plan of the City of Cincinnati. The trail “is a major component of the City of Cincinnati's Mill Creek Greenway Trail Program that seeks to improve the health of the degraded river and to revitalize neighborhoods and communities within the river corridor” (City of Cincinnati). The proposed bike trail will span 3.4 miles along the river from Mitchell Avenue and the Queen City Shopping Center to the Mill Creek Road Bridge in South Cumminsville (City of Cincinnati). The trail will employ green technology and eco-friendly construction methods; porous paving materials and trail furnishings from recycled materials will be used in the trail (City of Cincinnati). Currently, Phase 1 of the trail is under construction, connecting Salway Park in Spring Grove Village and the Dooley By-pass and Ludlow Avenue in Northside.

A renovated and expanded bike path will leave a positive impact on an area. First, there is the idea of connectivity. Currently, the bike path is not very large and with an extension, the path would not only connect to different parts of the neighborhood, but would also create connectivity throughout the city. There is also the idea of transportation vs. recreation. Many know a bike path as being something fun and recreational, but a bike path also provides alternative means of transportation. It would support a lower carbon footprint and create a healthier neighborhood.

Driving down Hamilton Avenue to enter Northside, the bridge is an important gateway into the neighborhood. This is a bridge primarily used by cars, with a small raised sidewalk on one side of the bridge. Creating improvements to the bridge will increase pedestrian traffic and the aesthetic quality of the neighborhood. A wider bridge will increase connectivity while making the bridge more inviting to pedestrians and potential customers for local businesses.
Framework Plan Proposal

Northside is a thriving neighborhood with a progressive and diverse population. The neighborhood business district, lining Hamilton Avenue, is strong but not without fault. Businesses close early and the district is regulated to a short span on Hamilton. Improvements are recommended in a number of ways. Proper infill development and façade restoration, shown in Figure 10, in the existing district will strengthen the core. Growth is also recommended. The American Can building has extensive renovation plans in the works. Upon completion, the former factory will contain 93 market-rate apartments and 30,000 square feet of commercial space. There will also be a new 20,000 square foot office building, and 13,000 square feet of retail on the adjacent Myron Johnson property. The project will also be LEED certified (Building Cincinnati). This is obviously a large extension of the business district and introduces a lot of mixed use development to the area. Additional mixed use development is proposed past the American Can Factory Square. The area to the east and to the south contains some underutilized industrial and commercial space, which could be consolidated and/or moved. The expansion should spread east to Dane Avenue, where it would intersect with proposed green space near the Mill Creek bike path. South of Blue Rock, the mixed use development would spread to Mill Creek as well. This area also contains an important proposal that would greatly aid the mixed use development: a transit hub.

Currently, Northside is the second largest transportation hub in the city of Cincinnati, however the neighborhood lacks adequate infrastructure to accommodate this interchange. A proposed transit hub, shown in Figure 11, would centralize bus...
routes and allow public transportation to be a viable means of travel. Located on Spring Grove Avenue, northeast of the six-way intersection, its proximity to the bike path, Northside’s business district, and the proposed mixed use developments would greatly increase its value and practicality. The hub’s location is designed to remove traffic off of Hamilton Avenue and, namely, to keep buses off of the road while loading and unloading. A design fitting for Northside’s character is crucial and it must be integrated with existing infrastructure and proposed improvements.

Hamilton Avenue acts as a through road for many commuters. Business owners have complained of the speed that cars travel while passing through. The sidewalks are also very narrow in the business district, thanks largely to the copious on-street parking along the road. Since side street parking is plentiful, and in an effort to accommodate the businesses in the corridor, it is proposed that some of the on street parking be removed and replaced with bump outs in the sidewalk. This would allow for outdoor café areas and opportunities for extra trees or greenspace. Proposed bump out locations are shown in Figure 12. Narrowing the streets would hopefully result in more drivers taking alternative routes, therefore relieving some congestion, and slowing down traffic for pedestrian safety and friendliness.

In another effort to divert through traffic off of Hamilton Avenue, a roundabout is proposed at the six way intersection of Ludlow, Spring Grove, Hamilton, Hoffner and Old Ludlow. This is a massive and disorganized intersection with limited access to certain maneuvers. A roundabout, as depicted in Figure 13, would give a clean and organized look, acting as a much needed gateway to Northside, while allowing better access to South Cumminsville and western neighborhoods. This would also be a fairly unique interchange in the Cincinnati area, adding to the identity of Northside. The buildings just north of the roundabout, on Hamilton Avenue, could have murals or better signage to help promote a gateway into Northside. Old Ludlow currently intersects Ludlow just south of the intersection and realignment is
proposed for better flow. Its intersection point is to be located more northeast and a whole realignment to the Dooley bypass is to follow. The existing White Castle would not make it through the realignment of Old Ludlow. Residents desire better signage and wayfinding in the community, so wayfinding signs are proposed to be spread throughout the business district and in the blocks nearby. With much mixed use development proposed, the signage would become even more pertinent. The proposed signage would include more denotations of shared bike paths as well.

The proposed Queen City South Mill Creek Hike and Bike Trail, will consist of on road bike lanes that connect with exiting streets, bus stops, and pedestrian sidewalks (City of Cincinnati). Five residential neighborhoods, two business districts, Salway Park, and the Wesleyan Cemetery will all be connected through the Queen City-South Mill Creek Greenway Trail. Recommendations for the current plan consist of the following: line the trail with a mix of uses to promote eyes on the trail for safety, accommodation for the bicyclists through easily navigable and safe streets, increase ridership on the trail by connecting the trail with surrounding uses as well as the neighborhoods of Northside and South Cumminssville, as well as the entire Cincinnati Region.

The trail, shown in yellow in Figure 14, should connect with Northside. On-road bike paths shall radiate from the Queen City South Mill Creek Hike up Blue Rock Road into the heart of Northside. Proposed sharrows, or shared lane markings on roads, are proposed on Fergus, Pullan, Pitts, Chase, and Colerain Avenue to Beekman. The trail should also connect with South Cumminssville. Sharrows are proposed to be on Colerain Avenue to Beekman Street and Elmore. These two sharrows would not only connect the bicycle trail to South Cumminssville, but South Cumminssville to Northside. The trail should also connect with the metropolitan region. The main way to do this is have the bike trail connect to the Metro Bus Station. The proposed bus station, located along Spring Grove, is near the proposed location of the bike trail and the on road Blue Rock Road proposed sharrow. Therefore, riders can bring their bike to Northside or ride their bike to the station and depart from Northside. The bicycle trail should utilize pervious pavements wherever practical to mitigate stormwater runoff into the sewer system. The connection of the path to Wesleyan Cemetery could spark additional renovations in the cemetery. This space is underutilized as a recreational area, so more paths for biking or walking, and more connections to main roads are proposed. The cemetery has a chain link fence most of the way around it and access is extremely limited in the current state.

The proposed bicycle network will also connect with Central Parkway through a proposed extension of the Ludlow Avenue Bridge to include space for a shared bike and pedestrian path. The bridge, which has no barrier between the sidewalk and road, is
currently only eight feet at its widest and only has a sidewalk on one side. ODOT recommends a 12 foot wide bicycle trail in urban areas (Ohio Department of Transportation). Since this is a shared use path, a total sidewalk width of 15 feet is proposed. This would be best accomplished as a 7 foot deck extension. Bridge capacities are not known, but a small extension to be used by bikes and pedestrians only would not add a large load to the current structure. A barrier between the sidewalk and traffic is also recommended, as vehicles travel close to the sidewalk and can reach high speeds at certain times of the day.

Mill Creek is to be expanded upon and properly utilized as a scenic asset. Pungent scents emit from the creek due to combined sewer overflows, which are addressed through various stormwater management strategies in the proposal. Salway Park, which is just outside the focus area, has numerous ball fields and open space, and is located along Mill Creek. An existing bikepath along Mill Creek is to be expanded and can utilize Salway Park as a node. South of Salway Park, a green expansion is proposed. This would include cleaning up the area along the creek and making it a better sight for users. There is a chain link fence along the creek and a large pipe visible above the water. The pipe should be buried, the fence removed and the landscaping upkept. Expansion of green space would include the area east of Dane and north of Spring Grove, where multiple buildings would be demolished for the park. Southwest of Spring Grove along the Eastern edge of the focus area would also become more parks.

South of Ludlow, across the bridge into Northside, underutilized industrial space would be changed into more parks, which would be along the expanded bike path. Across Interstate-74, where the on-ramp is being removed, additional green space would be created for South Cumminsville. This site would be easily accessible by the expanded bike path. Further south, south of Dreman, underutilized industrial space would again be used for parks and recreation. There is a baseball field along Mill Creek at the dead end of Roll Avenue where the aforementioned expanded park would connect. This park, Hille Playground, is well kept but not very accessible and is limited in its use. The expanded bike path, along with a larger park, would help the situation. The abandoning the aforementioned onramp, as well as the exit ramp from I-74 west to the Colerain and Powers intersection, leaves room for reconnecting local streets. Powers could be reconnected to itself through Colerain where it once was, before the exit ramp, and Dreman could be connected to Colerain or the Dooley Bypass, since it currently serves as a one-way to the I-74 onramp.

A supermarket is proposed in South Cumminsville, on the west side of Beekman Street and south of Dreman Avenue. Both neighborhoods in the focus area have need for a large grocery store. The proposed location gives both communities access to the store while promoting South Cumminsville. The store could take advantage of green building practices, including stormwater management. The large surface lot created by the store could be paved with pervious material to allow for drainage directly into the ground or could make use of a stormwater collection system that would utilize the water as an irrigation supply or as grey water for toilets. This would be a cost-to-benefit decision. Behind the store is unused, undeveloped land which could easily be converted into a nice park and multi-family housing, which South Cumminsville has expressed much interest in. Dreman is not especially busy West of Beekman and the proposed park would end in a tree-lined hillside. Across the street from the store, more development is proposed.
Central services that the neighborhoods are lacking could be built and a distinct business district would be identified. Some mixed use commercial and residential projects are recommended on the other side of Dreman Avenue, across from the supermarket and adjacent to Wayne Playground.

Buffers are proposed in areas where scale and scope of buildings change dramatically in short spans. Dane Avenue in Northside has industrial buildings on the east side of the street and residential homes on the other. It is proposed that the street be lined with trees to help with the sharp transition. In South Cumminssville, Beekman Street faces the same challenge. Elmore and Dreman also have similar circumstances. Lining all three streets with trees is recommended to give a more natural and friendly look to these areas. Surface parking lots in South Cumminsville are typically little more than an unfriendly lot, which is why more green is proposed. Tree filled islands or hedge rows could provide enough green to give a very friendly appearance.

A complete version of the Framework Poster is provided in the Appendix.

**Illustrative Examples**

The proposed bicycle network will connect with Central Parkway through a proposed extension of the Ludlow Avenue Bridge to include space for a bike path. It is important to understand the practicality of the extension of the bridge. Therefore, several case studies were explored.

In Portland, Oregon, construction is going on from March to December 2009 on the Morrison Bridge for a $1.9 million bridge expansion to create a shared, 15 foot wide path on the south side of the bridge (“Morrison” 1). The new bridge path will be an improvement from the former, five foot wide sidewalk. The project includes the following elements:

"Path: On the lift span the path surface will be panels of fiber reinforced polymer, which will be at the same level as traffic. In other locations the path will be on a raised concrete curb. Railing: On the lift span the shared path will be separated from the roadway by a two-foot tall concrete parapet wall topped with a one-foot metal pedestrian rail. Traffic Lanes: Six traffic lanes will continue to cross the bridge after the path is installed. The lanes will be narrowed from the current 13 to 11 feet. One of three lanes on the SW Alder St. ramp will be removed and replaced by a bike lane and new sidewalk” (City Of Portland, Oregon).

The bridge was funded by the Federal Highway Administration and Multnomah County. Also, the City of Portland provided funds to the bridge (City Of Portland, Oregon).

Another example of a bridge expansion includes the Benicia-Martinez Bridge in Oakland, CA. The $43.5 million renovation of the Benicia Bridge includes an additional
lane for southbound car and truck traffic, a new bike/pedestrian lane, and wide new shoulders (Cuff). The construction of the bridge began in January 2008 and will be completed in December 2009 (Cuff). According to Bern Smith, the East Bay trails coordinator for the Bay Area Ridge Council, “Opening the bike and pedestrian lane is a big deal for regional trails,” because the bridge renovation will link the “remaining gaps in a 50-mile regional trail route through the Carquinez Strait hills, over the Carquinez Bridge and along the shoreline of Solano County” (Cuff).

This project was obviously more expensive because of the additional space for a traffic lane, wider shoulders, and the bike path. The bridge proves important in restoring the link between the regional gaps.

For the Ludlow Avenue Bridge extension, the project will not include an extension for another lane of traffic, just a safer, wider pedestrian and bike path that could link the path with Central Parkway—leading to downtown.

The case study that was used for our inclusion of a supermarket in this area is in Gisborne, Australia. The supermarket is shown in Figure 15. Prior to the construction of the supermarket, residents of Gisborne were making 40% of their purchases in neighboring Sunbury. This was revenue being removed from the Gisborne economy, it also caused more driving, this causing the burning of more fossil fuels. A study was conducted to determine the feasibility of such a supermarket, and it was determined that contrary to the perception of supermarkets as an overbearing presence in the economic landscape of small towns, a new supermarket in Gisborne would provide a net gain of local jobs and keep more revenue in that community. One of the iconic traits of this supermarket is the location chosen for the site; it wasn’t in the peripheral Greenfield sites, it was however located in the centre of Gisborne. Instead of drawing activity away from the town centre it acts as a social and commercial infill.

One of the case studies examined for the roundabout that is being installed in the city of Northside is from New York City. It talks about the different benefits of a roundabout. Roundabouts reduced vehicular speeds of the traffic which also reduces the severity of accidents. They also eliminate left turns which are a primary cause of accidents. The efficiency with which they process traffic is greater than a signal. The
roundabout also allows for more streetscape and greenery to be installed. Last but not least, the traffic circle creates an attractive focal point for the neighborhood.

There are two primary case studies for the transit bus hub. The first is Government Square (Figure 16) located at Fifth and Walnut Street. A local architecture firm, MSA, designed the Government Square Transit Center to “address concerns about pedestrian and vehicular conflicts along the Fifth Street frontage, insufficient waiting area, traffic congestion around the facility, and poor accessibility for persons with disabilities (Michael Schuster Associates)” The transit center expanded to include both Walnut and Main Streets. The new design successfully creates an identifiable transit center, while providing for flexible bus routing. The design aims at serving as a public square, however, it does not successfully accomplish this most likely due to the allotted space provided.

The second case study looks at the Overlake Park-and-Ride bus TOD project located in Redmond, Washington about 25 minutes outside of Seattle (Figure 17). The Overlake Station was a pilot project for the King County Metro, and consists of “moderate-income rental housing, day care facility, and a park-and-ride/transit center into a single integrated use” (King County Department of Transportation). This project was completed through a joint effort between King County, King County Housing Authority, and a private developer. It was funded with tax-exempt financing and federal housing tax credits (King County Department of Transportation). The city also provides “subsidized bus passes as an incentive to take the bus and help reduce automobile congestion in the region” (King County Department of Transportation). Studies have shown that the residents currently living in this TOD have 0.6 vehicles per household suggesting that the transit center is effectively serving its purpose linking transit with housing.
The formal aspects of the project as well as the public element introduced into the transit hub took precedent from two projects. The first project is the High Line located in Chelsea, New York City designed by the architecture firm Diller + Scofidio. The High Line, shown in Figure 18, serves as Public Park built on an abandoned, elevated railroad. The rehabilitation project was successful due in part to its concept of “agri-itecture” or the combining of strategies and knowledge both from agriculture and architecture. The High Line implements the use of modular units of paving and plantings to allow for wild growth to take place between pavers (Diller Scofidio + Renfro). As well as serving as public space, it serves as an outdoor art gallery. Chelsea is a well-known arts district among other things, and the high line reflects this by commissioning installations by local artists.

The second project examines the formal aspects of the Memorial Gardens (Figure 19) at the Pentagon designed by KBAS Architects as a memorial to the victims of 9/11. The design establishes the memorial as a garden setting, thus creating a public place in itself. The materials were chosen as the basis of “contributing to an emphasis of life,” such as the use of a porous gravel material which allows the trees to grow without the use of protective grates (Arch Daily) There is “over 2, 100 linear feet of seating throughout the memorial” (Arch Daily).
BIBLIOGRAPHY


Appendix

Implementation plans with policy and possible funding strategies for the project proposals are attached.
The Illustrated Framework Plan is also attached.
Implementation Plan: Bringing a supermarket to South Cumminssville

Studies show that a lack of healthy, affordable foods has a direct impact on our health.

The Problem

<table>
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<th>Percentage</th>
<th>Description</th>
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<tr>
<td>30.5%</td>
<td>Children 10-17 who are overweight or obese</td>
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<td>23.6 mil.</td>
<td>Americans have diabetes</td>
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<tr>
<td>24%</td>
<td>Higher risk of diabetes if you live in an unhealthy food environment</td>
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<tr>
<td>3.3 mil.</td>
<td>Jobs lost since October 2008</td>
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Benefits:
- Selection, Quality, Price
- Jobs
- Community Economic Development
- Tax Revenue for Municipalities
- Physical Revitalization

Pennsylvania Success Story

<table>
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<th>Number</th>
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<td>68</td>
<td>New or Improved grocery stores in underserved communities</td>
</tr>
<tr>
<td>400,000</td>
<td>Residents with increased access to healthy food</td>
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<tr>
<td>3,700</td>
<td>Jobs created or retained</td>
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<tr>
<td>$540,000</td>
<td>Increase in local tax revenue from a single store in Philadelphia</td>
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Partnering with the Reinvestment Fund, the PA Fresh Food Financing Initiative, and by policy through The Food Trust, Philadelphia successfully established new or improved grocery stores, created jobs, increased revenue, and improved access to health food options.

The Food Trust- Supermarket Campaign

Goal: Improving access to supermarkets in underserved communities

Issue: Lack of access to healthy, affordable foods has a direct, measurable impact on our health.

Research has shown that the presence of grocery stores selling fresh fruits and vegetables in a community helps people maintain a healthy weight.

Solution: Through identification of economic development resources, active public/private partnerships, rigorous research and policy advocacy, the Food Trust has successfully addressed the lack of supermarket access in Pennsylvania, New York, Louisiana, and Illinois. With a grant from the Robert Woods Foundation, we will be expanding this campaign into 8 more states across the country over the next several years. Ohio could be next.

(As stated by www.thefoodtrust.org)

The Reinvestment Fund

Combining expert knowledge with innovation and determination, we identify the “point of impact” where capital can deliver its greatest financial and social return. Our investments in homes, schools, and businesses reclaim and transform neighborhoods—driving economic growth and improving lives.

(As stated by www.trfund.com)

Prevention and Wellness Funds

Recommendations for Funds:
1) Prioritize projects that target people and places that are most vulnerable by using community health and community development indicators to determine community assets and needs.
2) Prioritize projects that build leadership and workforce capacity.
3) Prioritize projects that will both provide immediate health benefits in the short-term as well as reduce chronic disease rates over the long term.

(A memo prepared by PolicyLink and Prevention Institute for President Obama’s Administration, April 2009)
Emma Scarmack
8/I-75-Northside/South Cumminsville Corridor

Implementation Plan: Bus Oriented TOD: Northside, Cincinnati

The planning, conception, execution and implementation of a bus oriented transit development program relies on a variety of stakeholders including transit agency, local government, private developers, residents, community groups, nonprofit developers, and state and federal government.¹ Mary Christopher author of the book Bus Transit Service in Land Development Planning, suggests that these transit agencies and community stakeholders employ a variety of strategies, which can be divided into three main categories:

1). Institutional Policies and Practices:

Institutional strategies are one way of integrating transit and land development. Comprehensive plans and other written policies is one such strategy as well as good communication networks with local government. Transit advocates help to provide education and relation with transit agencies to develop appropriate TOD programs. One of the most successful institutional practices is the development of transit agency development guidelines.

   a). Written Policies in Adopted Plans

   This is associated with developing a comprehensive community plan that incorporates the views of residents. The comprehensive plan can further be divided to address specific locations, corridors, or districts. The plan should not address transit as its own entity but emphasize the relationship between transit and supportive elements.²

   b). Develop Communication Networks

   Early participation and communication between stakeholders, local government, and planning agencies is beneficial in transit-oriented development.

   c). Transit Advocates

   Leadership is probably the most fundamental element affecting the integration of bus transit by initiating actions supportive of transit, while simultaneously providing a “transit supportive policy structure and process.”³

d) Transit Agency TOD Programs

Northside would be attempting to pursue a bus oriented TOD program.

2). Funding Strategies

Funding Strategies for integration of transit services can be provided through a number of sources. Financing such projects is often difficult and complex because these projects are a “partnership among public and private entities—each with a different financial objective and thus a different bottom line.” There are two primary types of funding needed: “funding to build the physical facilities in the development and funding to support the operation of desired bus service improvements.”

a). Private Partner Equity and Debt

Private developers and investors make “long term equity investments into TOD projects with the expectation of earning a financial return for their initial investment.” Approximately ten to twenty five percent of TOD financing comes from these private equity investors. The remaining funds needed for a TOD project often come from loans.

b). State and local funding

This funding is crucial for transit development and can include: bond financing, tax incremental financing, and housing incentive programs. Government agencies can provide incentives to investors such as tax credits, exemptions abatements and deferrals.

c). Tax increment financing

Tax incremental financing is an important tool used in most developments to provide funds for anti-displacement and provides affordable housing strategies.

d). Federal Funding

There are several federal programs that can aid in the funding of transit oriented development including: the U.S. Department of Housing and Urban Development, the Federal Transportation Administration, the U.S. Department of Treasury, and Fannie May and Freddie Mac.

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e). Income generated from project

The project itself can generate income itself through commercial and residential land lease and rent as well as other tax revenues.

3). Regulatory Tools

Advocates and community developers can use regulatory tools to make a strong case for bus oriented transit development. These strategies that promote and encourage the type of land use that can sustain transit. These tools are most beneficial when used to provide region with what it needs and desires rather than regulate against what is not needed or wanted.  

a). Zoning

Zoning and overlay zoning can be used to provide for transit service and land development. Planned development zones can help to “provide a process to bend rigid rules in order for better site design and land use patterns” that adhere to transit development.  

b). Form based zoning

Form based zoning, referencing the views of residents and community stakeholders, develops a preliminary plan that addresses the vision of the residents.

c). Controlled Growth

Controlled growth is an important measure in developing land that can be used for transit development by implementing capital investments and development regulations.

d). State mandated planning process

Mandated policies make it possible for transit planners and developers to be involved in the planning early in the design process. It relies heavily on the residents’ input and review to influence the proposal.

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9 Ibid, 34.
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Figure 20: Framework Plan