

INITIAL REPORT OF THE
REGIONAL PLANNING COMMISSION

HAMILTON COUNTY
OHIO

NINETEEN THIRTY-ONE

Initial Report
OF THE
Regional Planning Commission
Hamilton County, Ohio

Prepared by
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MEMBERSHIP OF REGIONAL PLANNING COMMISSION

County

SAMUEL ACH, 1931
CLIFFORD BROWN, 1929-1931
JACOB KROLLMAN, 1929-1930
CHARLES H. URBAN, 1929-1931

Cheviot

CLIFFORD H. HAY, 1929-1931
CLIFFORD A. KOPP, 1929-1930
ROBERT G. ROTHE, 1930-1931

Cincinnati

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C. A. DYKSTRA, 1930-1931
C. O. SHERRILL, 1929-1930

Deer Park

GEORGE STEMAN, 1929-1931
EDWARD WAGNER, 1929-1931

Glendale

WILLIAM KITE JR., 1930-1931
ROBERT MITCHELL, 1929-1930
RALPH F. ROGAN, 1929-1931

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JOHN CARROLL, 1929-1931
DR. W. H. KUHLMAN, 1930-1931
THOMAS P. PIERCE, 1929-1930

Madeira

JAMES TELFORD, 1931
OSCAR FOURNIER, 1931

Milford

DR. A. C. CHRISTOPHER, 1930-1931
H. H. HILL, 1929-1930
R. R. RIEHLE, 1929-1931

Mt. Healthy

CARSON HOY, 1929-1931
THOMAS M. TAYLOR, 1930-1931

North College Hill

WILLIAM HOLMES, 1929-1931
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Norwood

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Reading

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HENRY A. NUNLIST, 1929-1931

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H. A. LLOYD, 1929-1931
DR. O. T. ROBERTSON, 1929-1931

Wyoming

ROBERT ANDERSON, 1929-1931
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FOREWORD



THE Regional Planning Commission of Hamilton County was organized on March 21, 1929, in accordance with the provisions of Section 4366-13 of the General Laws of Ohio, as enacted April 17, 1923, providing for regional and county planning commissions. It began to function actively on July 1, 1929.

The need for regional planning arises from the unorganized, unrelated growth of regional areas due to the lack of any general plan and to the lack of cooperation among various political subdivisions in the solution of common problems.

The purpose of establishing the Regional Planning Commission was to create an agency that would coordinate the physical improvements undertaken by the numerous local subdivisions in accordance with comprehensive plans to be prepared by such commission for the entire region, thus to promote the harmonious and integrated development thereof. The need for such plans and such coordination has long been felt by many persons. Various highway and sewer projects, questions of water supply, the long-delayed Duck Creek Parkway improvement, furnished ample demonstration of such need.

Besides Cincinnati there are twenty-four cities and villages in the county. Twelve of these had planning commissions in 1929. There was no agency to harmonize the plans and improvements of these twenty-five communities with one another and with some plan for the development of the unincorporated area of the county. It became more manifest daily that the solution of problems and the carrying out of improvements in which several political subdivisions had a common interest would be very difficult, and that there would be no way of preventing the repetition of mistakes and misfits in community building, unless the development of the unspoiled, urbanizing or rural areas be guided by carefully prepared, comprehensive plans for the entire Region.

Foregoing at this time the inclusion of Campbell and Kenton Counties in Kentucky, because of lack of legal authority, although realizing that these are, in part at least, within the limits of the Region as a logical planning unit, the geographical boundaries of the Region were established as those of Hamilton County. The County contains 407 square miles and had a population of 589,356 in April, 1930, according to the United States Census Bureau.

Out of a total of twenty-five cities and villages in the county, fifteen* are at present represented on the Regional Planning Commission, including Cincinnati and including the entire unincorporated area of the county. The latter is represented by the three County Commissioners, and each municipality by two members; the City Manager and the Chairman of the City Planning Commission in the case of Cincinnati, and the Mayor and one member of the Planning Commission in the case of most of the other municipalities. It may thus be seen that through the composition of its

*Madeira's Planning Commission has been appointed since the completion of Plate I.

membership the Regional Planning Commission is in theoretical contact with the planning and administrative authorities of practically the entire county, 98.4 per cent of the county area having representation on the Commission.

The Regional Planning Commission of Hamilton County is an official organization. It is being financed by public funds. Its expenses are pro rated among the constituent municipalities and the county on the basis of their proportionate area. By far the largest share of its expenses is, of course, borne by the County (\$15,565 for 1931), followed by the City of Cincinnati (\$3,575); individual villages contributing modest amounts, the smallest being that of the Village of Harrison (\$15).

In addition to the major activities of the Regional Planning Commission during the first two years of its operation, described in the following pages, members of the Commission and of the staff have carried on a considerable amount of educational and promotional work. They have appeared before municipal councils and planning commissions and addressed civic and business organizations in the several communities on subjects related to the Commission's work, to disseminate information on regional planning and to arouse interest therein. The appointment of at least one municipal planning commission and the maintaining of interest on the part of several others, is directly due to such efforts.

The Regional Planning Commission is fully aware of the fact that the success of its work will not be measured so much by the quality of the plans it is preparing, as by the extent of the application of these plans. Also that the success of its work, aside from well-conceived, thorough and practical plans, will depend largely on the interest and support of an enlightened and forward-looking citizenry. It will rest with the citizens of Hamilton County whether they are to allow the unregulated growth of the past to continue with its dangers to the economic and social wellbeing of present and future generations, or whether they are ready to lend their support to the laying of the foundation of a healthier, happier, more prosperous community life by planning systematically for the future.

Clas H. Urban

Chairman

July, 1931

REGIONAL PLANNING COMMISSION
 THREE COUNTY COMMISSIONERS
 TWO APPOINTEES FROM EACH OF FOURTEEN
 CITY PLANNING COMMISSIONS

POWERS AND DUTIES

- 1 - MAKE PLANS OF THE REGION SHOWING RECOMMENDATIONS FOR SYSTEMS OF TRANSPORTATION · HIGHWAYS · RECREATION · WATER SUPPLY · SEWAGE DISPOSAL AND OTHER PUBLIC IMPROVEMENTS WHICH AFFECT THE DEVELOPMENT OF THE REGION AS A WHOLE OR MORE THAN ONE POLITICAL SUBDIVISION
- 2 - CERTIFY TO THE COUNTY AUDITOR PORTIONS OF THE PLAN OFFICIALLY ADOPTED BY THE VARIOUS POLITICAL SUBDIVISIONS

STAFF



ORGANIZATION CHART
 REGIONAL PLANNING COMMISSION
 HAMILTON COUNTY · OHIO
 NINETEEN THIRTY-ONE

Plate I

ACTIVITIES AND PROGRAM OF THE REGIONAL PLANNING COMMISSION

COMPOSITE ELEMENTS OF THE COMPREHENSIVE REGIONAL PLAN

The principal elements of a comprehensive Regional Plan for the Hamilton County Region may be stated as follows:

Subdivision Control
Plan of Thoroughfares
Recreational Facilities (Parks, Reservations, Parkways)
Zoning, Housing
Schools
Transit (Electric Railway Lines, Bus Lines)
Transportation (Waterways, Railroads, Aviation)
Community Centers
Sewerage and Sewage Disposal
Water Supply
Refuse and Garbage Disposal.

In the above enumeration of the composite elements of the Regional Plan the order of enumeration designates approximately the order in which these will likely be studied by the Regional Planning Commission.

SUBDIVISIONS

The intensive activity in land subdivision development throughout the region during recent years save the last is a matter of common knowledge. A very large part of this has taken place in unincorporated territory, both within the three-mile belt where the Cincinnati City Planning Commission controls the layout of subdivisions, and beyond this belt where there was no platting control. However, there was no systematic control in any of the unincorporated area over the street and sanitary improvements, which should be provided in these subdivisions as a part of the initial development, so as to insure a satisfactory standard of sanitation and housing. The type of subdivisions which have grown up during recent years near Lockland, and the somewhat older settlements south of Madisonville and north of College Hill, should not be permitted to spread over the region, and the physical, health and social problems created by land subdivisions of this type should be guarded against.

Land subdivision developments of this sort are dangerous to proper community growth to the developers of subdivisions of approved types, as well as to the prospective home owner. The experience of other populous regions, as well as our own, has demonstrated that aside from the sanitary and social problems latent in the type of subdivision developments under discussion, these seriously obstruct the systematic growth of the region, interfere with the orderly development of public facilities and utilities, and are invariably the cause of increased cost of public services. In addition, such subdivisions severely handicap the developer who does the "right thing" and frequently entice the poor man, for whose benefit they are supposedly provided, into financial difficulties, because of his gullibility and ignorance of the fact that a piece of ground marked by four stakes is not all that is required to make a home site.

While the region around Cincinnati has been more fortunate perhaps than other metropolitan regions in respect to subdivision developments of this sort, it would be a mistake to believe that this practice of marking up farm land with a truck-load of stakes and some street name signs is a matter of the past. Very recently we had proof to the contrary in the form of a rather extensive subdivision. Fortunately, this had not advanced very far before the promoters were obliged to change to a more satisfactory policy.

Because of the great importance of this problem and of combating through public control such practices, so as to obtain, on the one hand, the appropriate layout of streets and lots in harmony with a general plan of the region, and on the other hand, a minimum standard of initial sanitary and street improvements, the devising of suitable means for establishing subdivision control throughout the region was the first of the studies undertaken by the Regional Planning Commission. The results of this study and the accomplishments of the Commission in this direction to date, are presented in the chapter on Subdivision Control.

HIGHWAYS AND THOROUGHFARES

Since highways form the basic framework for comprehensive planning, a thorough study of existing highway conditions was appropriately placed near the top of the Commission's program of work.

In the course of such study the various centers of activity, either actual or potential, are identified and the direction and volume of traffic between these centers determined. On the basis of such surveys, prognostications are made of probable future growth of traffic and its requirements, with full consideration throughout the region of such controlling factors as population growth and distribution, the growth and distribution of industry and business and of automobile registration. Founded on the studies partially enumerated in the foregoing, a framework of connecting arteries is laid out, using existing dedications where advisable and adjusted to topography, property lines and improvements in such a way that the best alignments, the best grades and the safest intersections are produced.

Intelligent control of land subdivisions requires that there should exist at the earliest possible time a comprehensive, carefully thought out and scientifically designed Thoroughfare Plan for the entire region. It is scarcely possible to say whether or not the streets in a certain proposed subdivision are properly laid out and of adequate width unless their relationship to the major circulation system of the region is definitely known. This is of even greater importance in regional planning than in city planning, since it is mostly in the outlying, unbuilt areas that the augmenting of the thoroughfare system may be obtained by proper subdivision control.

Furthermore, it appears that the preparation of a comprehensive Regional Thoroughfare Plan is important and urgent for somewhat different reasons. It has been estimated that at least five million dollars will be spent for street improvements in Hamilton County during 1931. Probably the larger portion of the street work represented by this expenditure will be on major traffic streets closely related to the circulatory system of the region. The coordination of these highway improvements in accordance with a comprehensive Thoroughfare Plan is of utmost importance and is pressing for attention.

For these reasons the lack of adequate maps, previously alluded to, was not permitted to interfere with preliminary studies on the comprehensive plan of thorough-

fares and highways. From the data and information gathered in the field during the field survey previously described, and with the aid of such topographic and other maps as are available, the preliminary study of a thoroughfare plan shown on Plate V was developed by the Commission to serve as a guide in passing upon subdivisions and in the study of current highway projects.

COUNTY PARKS AND PARKWAYS

The development of a comprehensive plan for regional recreational areas is the third item on the Commission's program. This is intended to serve as a basis for the acquisition of large county parks and parkways by the recently established Hamilton County Regional Park District. This plan, too, must necessarily be founded on a thoroughgoing qualitative and quantitative study of the region and its recreational requirements.

In spite of the abundance of attractive grounds in the region, it is manifest that certain of these are particularly suitable for public recreation by reason of their physical features and location. The same physical features, such as attractive scenery and beautiful trees also attract a certain type of private development, consequently, unless these grounds are secured early, there is danger of losing out to private enterprise. Parkway or boulevards bordered by informally landscaped strips, should also be mentioned in this connection, since these should lead from one park or reservation to another, thus linking the various recreational areas into a recreational system.

The urgency of preventing further encroachments on the right-of-ways of such potential parkways and boulevards as Duck Creek Road and the Miami and Erie Canal Route, prompted the Regional Planning Commission to develop detailed plans for these two projects, including provisions for various recreation areas adjacent thereto, as well as plans for appropriate landscaping and for other uses of the abutting and adjacent properties. These plans are shown on Plates IX and XI. The progress made toward the carrying out of these plans is reported in the text relating to each plan.

Aside from the detailed studies of these two parkway projects, the staff of the Regional Planning Commission developed, and the Commission has now under consideration, the Tentative Plan of Large Parks, Boulevards and Parkways shown on Plate VII. This represents a comprehensive, although tentative, scheme for establishing throughout the county appropriately distributed large parks of the reservation type, to be acquired over a long period of years. It also projects a system of parkways and boulevards which are to tie together the proposed parks into a county recreational system and are intended to preserve many of the attractive creek beds, valleys and scenic drives for public enjoyment, to provide attractive routes for pleasure driving, and are also intended to serve as new traffic arteries for passenger vehicles, thereby relieving congestion on the highways of the region.

ZONING

The need for zoning in the County is well recognized. Of the twenty-five municipalities, eleven have zoning ordinances in effect and in at least two others ordinances are now being developed. Over 87 per cent. of the County's population now lives in zoned communities. However, only about 20 per cent. of the area of the county is zoned and no part of the unincorporated territory is subject to any similar regulations. The protection by zoning of the latter is just as necessary and important, if

not more so, as that of urban areas. It has been mentioned in connection with subdivision control that most of the new building development is taking place in the unincorporated area of the county. To these urbanizing districts zoning would be of great benefit.

Unfortunately the present statutes do not authorize the zoning of the unincorporated area. The Regional Planning Commission endorsed Senate Bill No. 14 before the last session of the General Assembly, which would have given authority to the County Commissioners to adopt zoning regulations, with the advisory assistance of the Regional Planning Commission. The bill, which had the endorsement of the Ohio Association of Real Estate Boards and other organizations, was passed by the Senate with only one dissenting vote, but was unfortunately tabled by the House, because of rush of business at the last day's session. To secure the full benefits of regional planning for Hamilton County it is highly important that well-organized and vigorous effort be made at the next session of the General Assembly to obtain the passage of a county zoning bill.

Although without authority to zone the unincorporated territory, the Regional Planning Commission must of course consider in all its studies the appropriate and probable use of various parts of the region. Obviously, rational plans for thoroughfares, for recreational areas and for transit facilities, cannot be prepared without some general plan of the location of industrial, commercial and residential areas. Furthermore, the Regional Planning Commission is the logical agency for the coordination of the zoning plans of the various municipalities in the region. Besides Cincinnati, where the original zoning ordinance of 1924 is being revised at present, Norwood, St. Bernard, Reading, Wyoming, Glendale, Madeira, Mt. Healthy, Silverton, North College Hill and Deer Park have zoning plans in effect, while in Lockland and Milford similar plans are now being prepared.

There is always the possibility of conflict along municipal boundaries, between the zoning plans of adjoining municipalities or with the proper development of the adjoining unincorporated territory. It is important that the zoning plans of the several municipalities be brought into harmony to insure a well-balanced and coordinated development and as uniform a standard of zoning requirements as possible throughout the region.

Zoning, to be good, should be regional in its scope. Without considering the relationship of residential areas to industrial and commercial areas in the central cities or in satellite industrial communities, there cannot be obtained a well-balanced zoning plan. The selection of suitable standards of zoning requirements; the proper balancing and distribution of areas to be set aside for residential, business and industrial sections throughout the region,—all based on studies of the growth of the region, past, present and future,—are functions properly within the scope of work of the Regional Planning Commission.

Without discussing at this time the other elements of the Comprehensive Regional Plan enumerated at the outset (as the Commission has not advanced to their study as yet), it has been sufficiently demonstrated, it is believed, that the Regional Planning Commission of Hamilton County is engaged in an undertaking of very broad scope and of great importance to every section and community in the county.

It may have been noted from this brief exposition that the work of the Regional Planning Commission is a combination of administrative practice with the systematic

development of a Comprehensive Regional Plan. Special studies are being made constantly of such urgent projects as Duck Creek Parkway, Miami and Erie Boulevard and various current major projects, without waiting for the completion of the Comprehensive Plan. Advice and assistance are being rendered to the communities in the county in the solution of local problems related to the Regional Plan. This method of functioning is particularly fortunate, since it allows the application of regional planning principles to problems as they arise and while the Comprehensive Plan is in process of development.

BASE MAPS

A reliable topographic map is an indispensable pre-requisite for developing practical plans for a region of such rugged topography as that of Hamilton County. Such maps must be of sufficiently large scale to permit the calculating of highway grades and the approximate determination of the location and extent of improvements, so that the regional studies may be accurately interpreted and directly used by the administrative departments in preparing construction plans. Unfortunately a map of this sort was not available.

The Regional Planning Commission, therefore, began very early in its work the preparation of a topographic map of Hamilton County at the scale of 2,000 feet to the inch. Photographic enlargements of the United States Geological Survey Maps were used for compiling this map. Every section has been brought up to date by checking in the field. Changes in the location of public buildings or grounds were sketched, and the width and type of street improvements and other culture noted. A measure of the magnitude of the work of checking the entire county in this manner is indicated by the fact that the engineer doing this work traveled approximately 10,000 miles in about six months. The changes noted in the field were next verified by reference to the County records. Up-to-date information with respect to railroads was plotted from the railroad right-of-way maps. A complete list of schools and other public properties was also used.

The program for the preparation of this map has been so arranged that prints made at various stages of the original tracing will furnish base maps of various types, corresponding to the several regional studies to be presented thereon. Thus the first stage will show only corporation lines, railroads, principal traffic streets, public properties, but no contours. The next stage will have 100-foot contours added. In its final stage, the map will show, in addition to information previously mentioned, secondary streets and 20-foot contours. The first and second stages of this map have been completed.

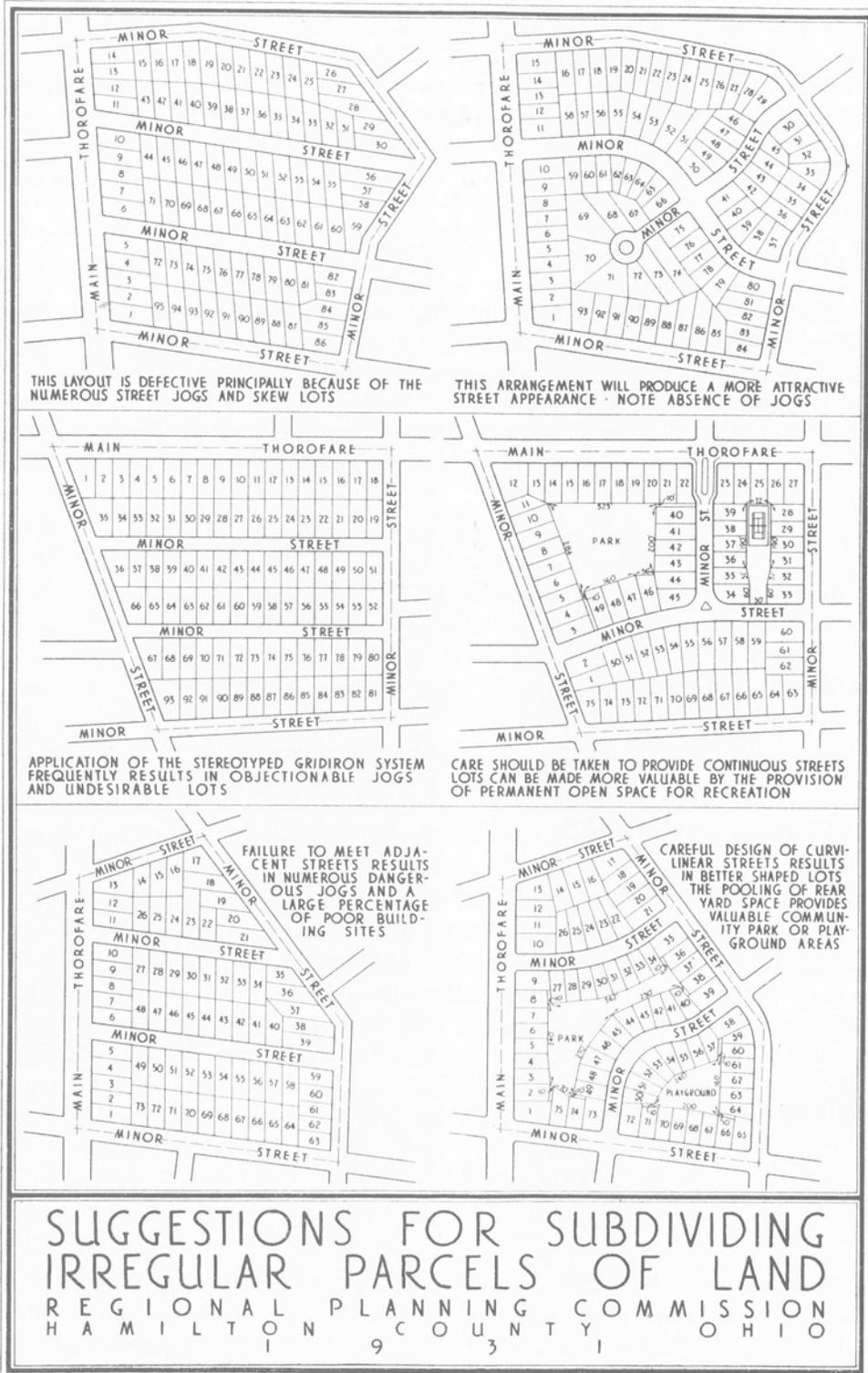


Plate II

SUBDIVISION CONTROL

The region develops by means of land subdivisions. These all but permanently determine the physical structure of neighborhoods and have a lasting effect on living conditions therein. Collectively these land subdivisions are shaping the physical conditions upon which largely depends the social and economic welfare of the region. For these reasons there is no more important activity in regional planning than the direction and control of subdivisions.

With the promoting of the harmonious and healthful development of the region as its general objective, subdivision control is employed, firstly, to produce desirable conditions in the subdivisions themselves from the standpoint of health, safety and convenience, and, secondly, to obtain the provision in the original layout of each subdivision of those public facilities necessary for the proper functioning of the region. The first requires the setting up and the enforcement of certain desirable minimum standards with respect to the alignment, width and grade of streets, the size and orientation of lots and the installation of the essential street and sanitary improvements, and the second, the coordination of the layout of each subdivision with general plans for the development of the region, particularly the Thoroughfare Plan.

The Subdivision Rules prepared by the Regional Planning Commission and now in effect in 96.7 per cent. of the area of the county may be found in Appendix B (page 27).

The Regional Planning Commission has no approving authority over land subdivisions. As in all other matters it is acting as a planning and advisory body. Consequently, after developing Subdivision Rules, to make them effective it was necessary to have them adopted by the authorities vested with the power of approving land subdivisions, namely the planning commissions of cities and villages, the village councils (in the absence of planning commissions) and the County Commissioners.

Under the Subdivision Rules the powers of approval or disapproval rest exclusively in one or the other of the above authorities. The advisory services of the Regional Planning Commission, provided for by said Rules, insure proper coordination with the general plan of the region, while the control and supervision by the administrative departments of the municipalities and of the County, also provided for, secures the installation of a satisfactory standard of improvements.

The advisory services rendered by the Regional Planning Commission are not limited to the mere checking of subdivision layouts against the rules and standards of design stipulated by the Subdivision Rules. The Commission aims to improve the quality of layouts by making a separate study of each plat submitted. By developing examples of advanced practices in design, it hopes to lead the average subdivider away from the stereotyped gridiron plan, to teach him the advantages of fitting the layout to the topography of the tract, to demonstrate the utilitarian and esthetic advantages of other approved principles of design, and that he can obtain as great and possibly greater return from his venture by proper design as from cutting up the tract into the maximum number of lots possible. Three such examples are shown in Plate II.

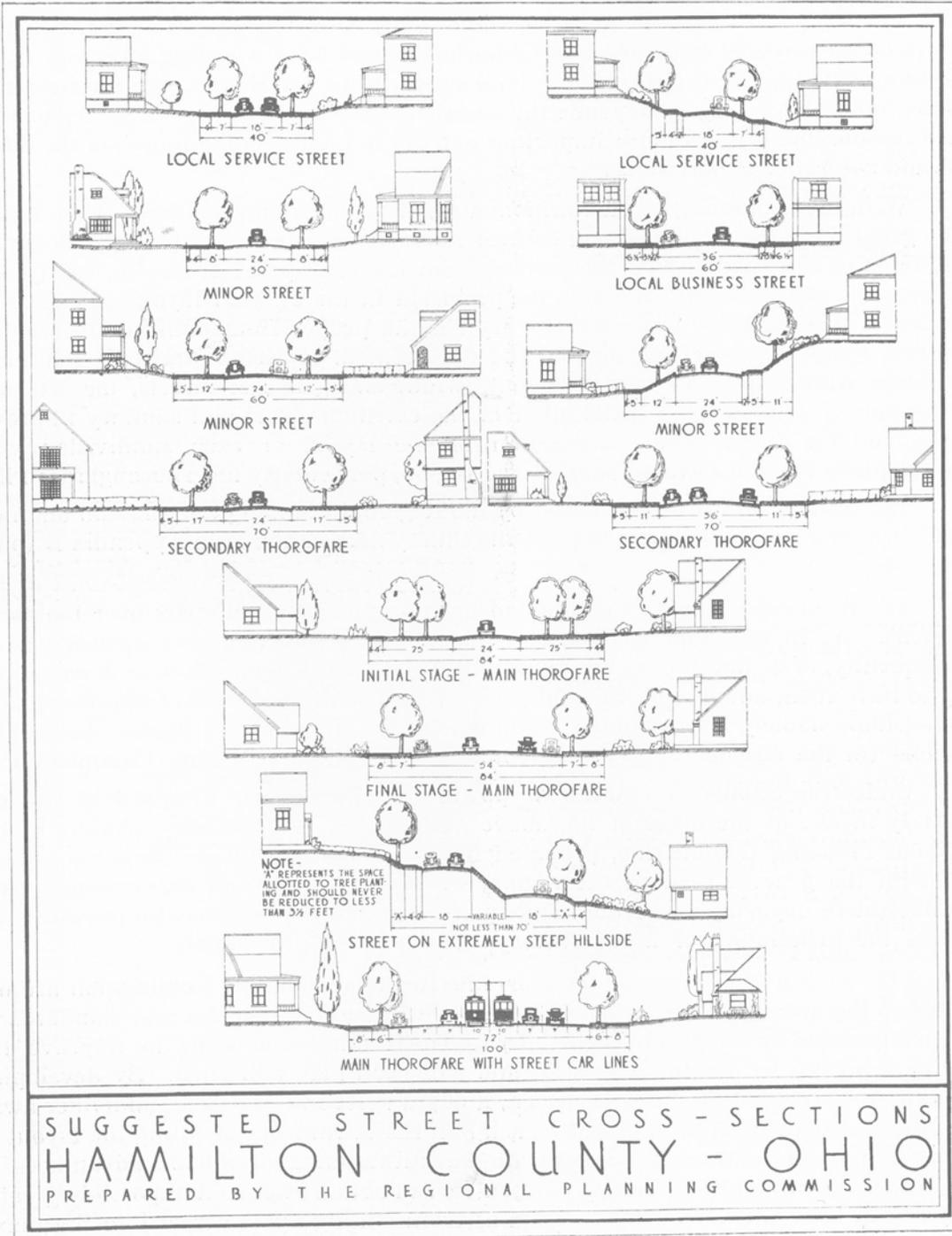


Plate III



Adequate visibility, generous space for the development of street trees, good orientation of lots and the absence of poles and wires all add to the value and good appearance of this street.

An unfortunate jog in early subdivision practice produces a dangerous intersection and necessitates the installation of a greater number of utility poles.



The unwise orientation of lots with side lot lines not at right angles to street lines produces a peculiarly unattractive street vista.

The selection and correct location of good street trees soon tend to produce tangible value on any residential street.



A TENTATIVE PLAN OF MAJOR THOROUGHFARES

The Tentative Plan of Major Thoroughfares shown in Plate V represents the first approximation of a comprehensive thoroughfare plan which is to guide the systematic development of thoroughfares and highways throughout the Region, to provide for the safe and convenient circulation of traffic. The tentative plan in Plate V is as yet only a qualitative plan, in that it shows only the general location of the proposed major thoroughfares, but does not designate the width of the right-of-ways to be acquired or the roadway widths to be provided ultimately. After the nature and volume of traffic has been determined by means of a traffic survey, prognostications of the probable future increase of traffic, based upon the findings of such survey, will be developed.

As may be noted, the major thoroughfare system is to be made up of existing thoroughfares properly widened, straightened, connected or extended to form a continuous and coordinated circulatory system for street traffic reaching every section of the Region.

From the standpoint of structural organization the Tentative Plan of Major Thoroughfares in Plate V is composed of 18 primary and six secondary diagonal thoroughfares, and of two primary and three secondary circumferential or counter-diagonal thoroughfares. The function of the diagonal thoroughfare is to connect outlying sections of the region with the central section; and that of the circumferential to inter-connect the different sections of the region with one another and to provide for the interchange of traffic between the several diagonal thoroughfares, thus making it unnecessary for traffic approaching over one thoroughfare to work its way into the central section before it can proceed out another.

Although the irregular and in some sections even rugged topography of the region required much elasticity in the application of theoretical principles, an attempt was made to locate the principal diagonal thoroughfares approximately two miles apart and to provide for a secondary diagonal thoroughfare between each two principal diagonals. The five proposed circumferential thoroughfares are from one mile to two and one-half miles apart, the distance between them increasing with the distance from the center of the region. This increasing distance between circumferentials, together with the naturally increasing spread between the radials, divides the region into irregular areas of increasingly greater size surrounded by major thoroughfares. Such a pattern conforms to the well established principle that both traffic and population decreases in a geometric ratio with the distance from the center of the community.

It has already been stated that the width of the proposed thoroughfares has not as yet been established. However, for the purpose of interpreting the principal and secondary thoroughfares shown on the tentative plan, the former may, in general, be assumed to be six-lane thoroughfares, and the latter four-lane thoroughfares. There are few that will not require roadway or right-of-way widening, or both.

In developing the Tentative Plan of Major Thoroughfares, use was made whenever possible of two methods found by experience to be effective for obviating or combating traffic congestion. The first of these, the by-passing of intensively developed sections, found its broadest application in the location of circumferential thoroughfares, already alluded to. Whenever conditions permitted, the centers of

smaller communities and the concentration points of local traffic were by-passed in the laying out of all major thoroughfares. The second method employed consisted of "forking" the diagonal thoroughfares toward the center of the region, so as to provide two or more independent entrances for the traffic approaching over each of such thoroughfares. The purpose of such an arrangement is to distribute traffic among as many of the major streets of the central city as it is possible to connect with the highways of the surrounding region.

The United States Geographical Survey's topographic maps were used as a basis in the design of the tentative plan. The feasibility of various proposals, from the standpoint of grades, was tested with as much accuracy as these maps permit. The field notes gathered during the mapping survey of 1929 were constantly utilized. A very comprehensive study of thoroughfares, both in the office and in the field, by the Cincinnati City Planning Commission, extending approximately five miles beyond the Cincinnati city limits, has been found of very great value in the preparation of this plan. Many of its recommendations have been incorporated either in their entirety or with but minor modifications.



TABLE A
ACREAGE
OF
LARGE PARKS AND RESERVATIONS
UNDER
PROPOSED TENTATIVE PLAN "A"

<i>EXISTING</i>		<i>ACRES</i>
1	Alms Park	74
2	Ault Park	230
3	Avon Fields	114
4	Burnet Woods	116
5	Caldwell Park	200
6	Columbia (or Fort Miami) Park	114
7	Eden Park	187
8	Kroger Hills	85
9	Mt. Airy Forest	1,243
10	Mt. Echo Park	73
 <i>PROPOSED</i>		
11	Caldwell—addition to	410
12	Camp Dennison Park	370
13	Cooper Creek Park	500
14	Dry Run Reservation	770
15	Dunlap Reservation	1,120
16	Elstun Park	460
17	Harrison Memorial Park	50
18	Indian Hill Park	60
19	Kroger Hills—addition to	450
20	Miamitown Reservation	2,080
21	Mt. Airy Forest—addition to	340
22	New Burlington Park	190
23	Polk Run Park	490
24	Rapid Run Park	440
25	Whitewater Reservation	1,560

A TENTATIVE PLAN OF LARGE PARKS, BOULEVARDS AND PARKWAYS

The purpose of establishing large county parks is to satisfy the innate desire for recreation in the open air among attractive, natural surroundings. For children and during the years of adolescence such play and recreation is an all important requirement for proper physical and mental development. For adults it is needed to relieve the mental and physical strain concomitant with the increasingly intensified working and living conditions in the modern industrial community.

It is a proven fact that wholesome play acts as a preventive of juvenile delinquency. For adults recreation in the open air provides one of the best means for the use of leisure time for physical and mental regeneration. Recreational facilities of this type are now commonly regarded as one of the essential facilities in a large, modern, urban community from the standpoint of health as well as from a social and economic standpoint.

A Tentative Plan of Large Parks, Boulevards and Parkways, prepared by the Regional Planning Commission, is presented in Plate VII. It shows the existing large parks under the jurisdiction of the Cincinnati Board of Park Commissioners, which, by reason of their location, size and other physical properties, may be considered as having the character of county parks; the tentative location and extent of proposed county parks; and a system of connecting parkways and boulevards. The aggregate area of county parks shown on the plan amounts to 10,932 acres, of which 1,642 are in the existing large parks. There are approximately 200 miles of parkways and boulevards shown on the plan. The acreage of each of the existing large parks and the approximate acreage recommended for each of the proposed county parks is given in Table A. (page 17).

The Tentative Plan in Plate VII was developed with the aid of the United States Geological Survey Maps as a basis, from information and data related to the problem and collected for this purpose. Familiarity with physical conditions throughout the county was supplemented by a reconnaissance survey, during which the entire county was searched for tracts with good trees, interesting topography and attractive views and of sufficiently extensive area to meet the size requirements of outlying large parks. The work during this reconnaissance survey included:

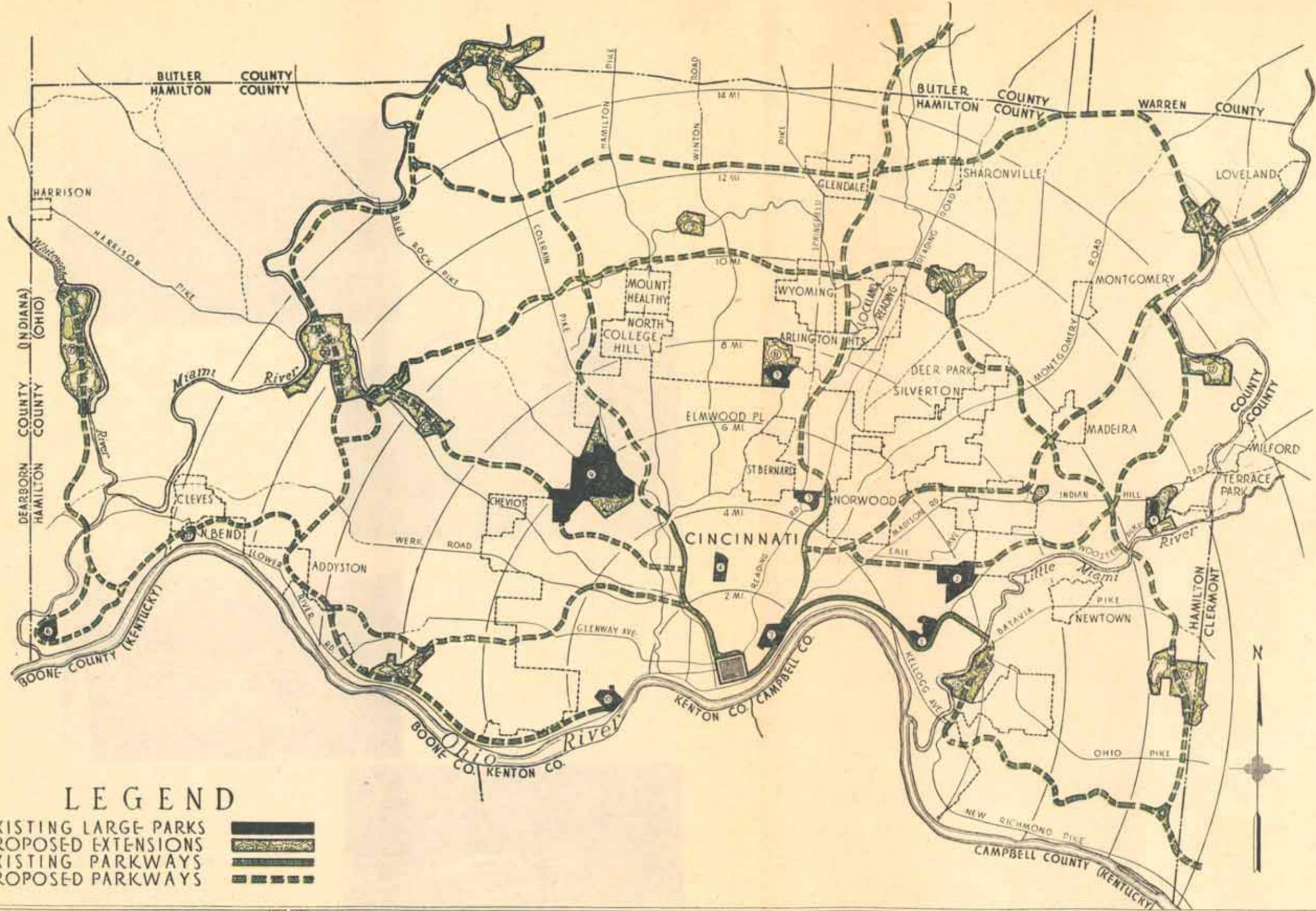
The checking of each area shown on the office study and the searching for alternative locations.

The checking of each area as to the specific types of recreational facilities desired. The delineation of each area after field observations.

The recording of additional areas outstandingly desirable for recreational purposes other than large parks.

The checking of each parkway route as to alignment, grades and attractiveness of surroundings.

The Park Plan Committee of the Regional Planning Commission spent several days during the spring of 1931 inspecting the areas proposed in this study.



LEGEND

EXISTING LARGE PARKS	
PROPOSED EXTENSIONS	
EXISTING PARKWAYS	
PROPOSED PARKWAYS	

PREPARED BY THE
**REGIONAL PLANNING
 COMMISSION**
 MYRON D. DOWNS · ENGINEER
 LADISLAS SEGOE · CONSULTANT

A TENTATIVE PLAN
 SHOWING EXISTING & PROPOSED
 LARGE PARKS · PARKWAYS & BOULEVARDS
 HAMILTON COUNTY · OHIO · 1931

PLAN "A"
 DRAWN TO THE SCALE OF
 ONE INCH EQUALS 5208 FEET



These natural beauties should be preserved for the public as a park system is developed.

Plate VI

The acquisition, improvement and operation of the county parks and parkways is the function of the recently established Hamilton County Regional Park District Commission. The Tentative Plan of Large Parks, Boulevards and Parkways, when perfected, is to be placed in the hands of this body to aid in the selection of park areas that will be in harmony with other features of the Comprehensive Regional Plan and integrated with the probable future development of the county.

Within the proposed large parks, which may contain from 100 to 2,000 acres, there is ample opportunity to provide facilities for recreation of all sorts, such as golf courses, baseball diamonds, football fields, bridle paths, nature trails, picnic grounds, bathing beaches and camp sites. The number and size of such facilities naturally will depend on the size, topography and other physical features of each area.

Boulevards and parkways should be provided to give access to the various larger park units, also to provide for pleasure driving, hiking and horseback riding. They were located near the banks of rivers and through the valleys of streams whenever possible, routes that are eminently desirable for such purpose and where sufficient property may still be acquired at reasonable cost on either side of the road proper to give it the character of an elongated park. The reclaiming of areas that otherwise might become waste lands or dumps would be accomplished also by selecting locations of the above types for boulevards and parkways.

The tentative plan in Plate VII is the first of a series of plans for a system of large parks, boulevards and parkways for the Hamilton County Region. Alternative plans are in the process of development.

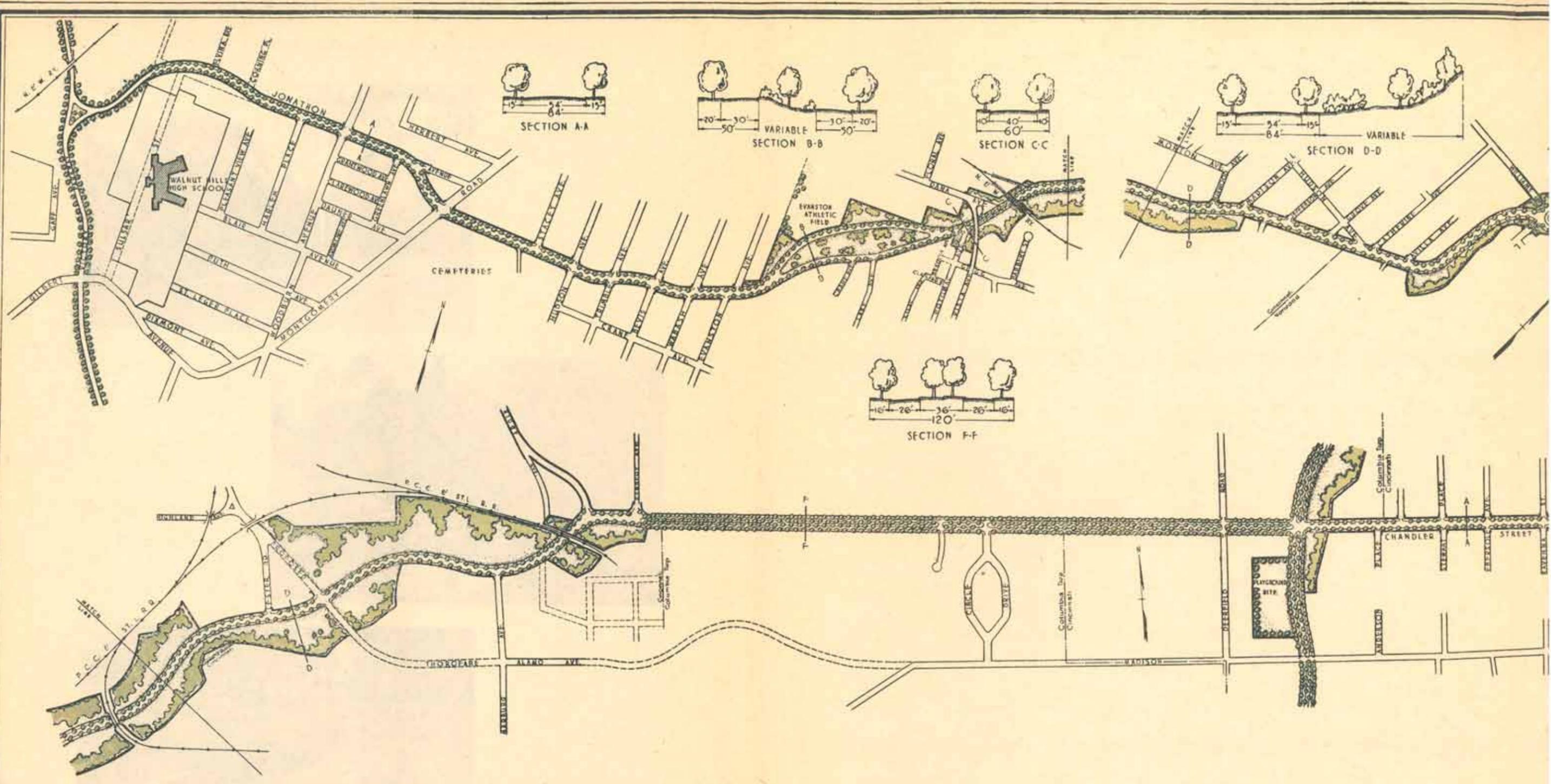


DUCK CREEK PARKWAY

Lack of progress, prior to the establishment of the Regional Planning Commission, on this project, the need for which has been keenly felt and quite generally recognized for a number of years, offers a good illustration of the type of projects that require the support of the Regional Planning Commission as a planning and coordinating agency.

Being situated partially in the City of Cincinnati, partially in the City of Norwood and partially in the County territory, any progress on the Duck Creek Parkway project required that the two cities and the County cooperate, first, in developing a single harmonious plan for the entire improvement, and, second, that each of the above three subdivisions carry out its part of such plan. Although the need and the urgency of action was recognized by the authorities and attempts made to get the project under way by cooperative action, such has never progressed beyond the stage of preliminary conversations. For obvious reasons it was difficult to make progress with a project of such magnitude without the leadership and coordinating efforts of some authority which enjoyed the confidence of the three local subdivisions involved.

The general plan for the Duck Creek Parkway improvement shown in Plate VIII was prepared by the Regional Planning Commission soon after its organization,



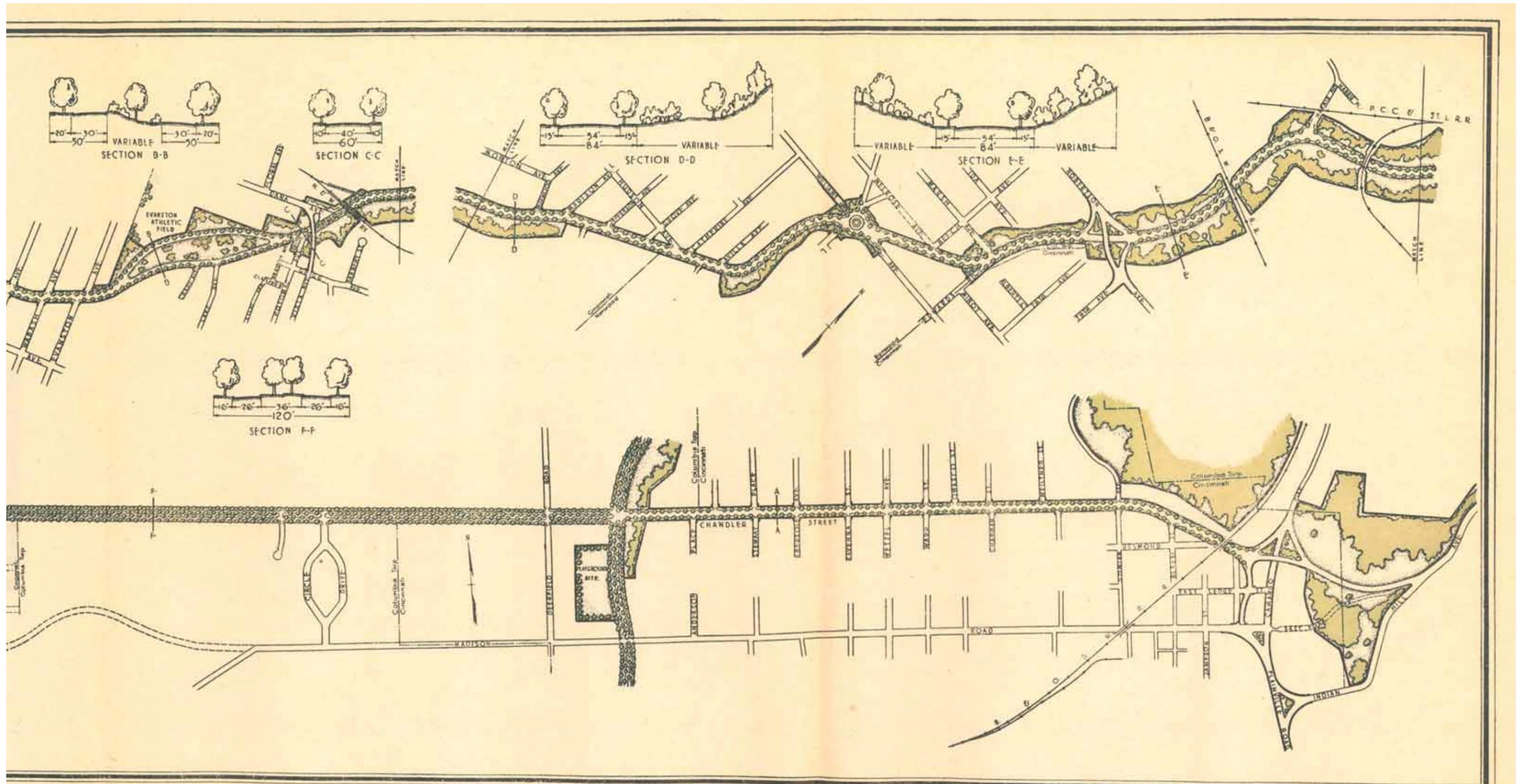
M. D. Downs
Engineer &
Secretary

L. Seape
Consultant

APPROVED
OCT. 17, 1929

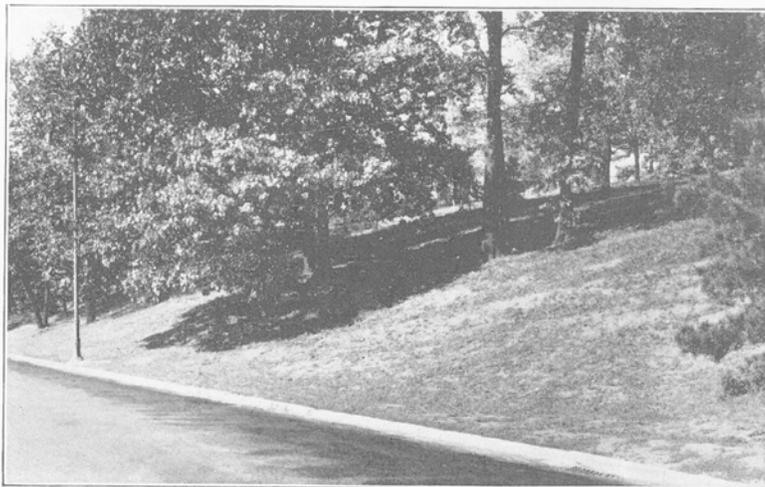
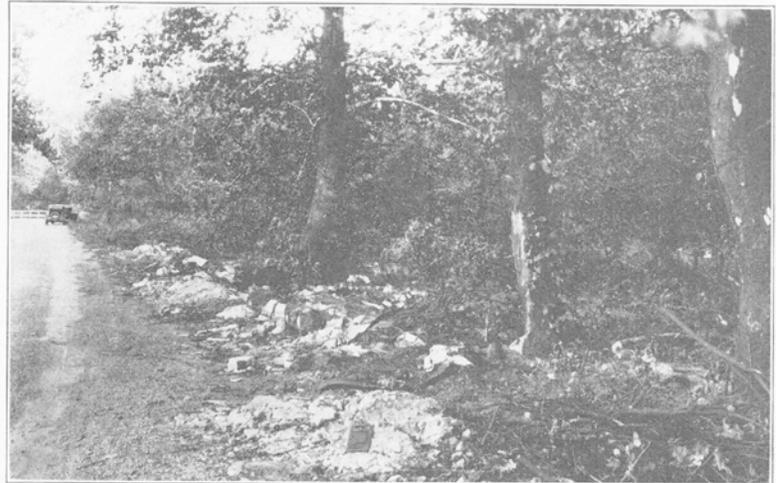
Chas. Urban
Chairman

PROPOSED DEVELOPMENT
DUCK CREEK PARKWAY
HAMILTON COUNTY - OH



PROPOSED DEVELOPMENT OF
CREEK PARKWAY
 MILTON COUNTY - OHIO

REGIONAL PLANNING
 COMMISSION
 SCALE IN FEET
 0 500 1000 1500 2000 2500
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DUCK CREEK PARKWAY, 1930

Plate IX

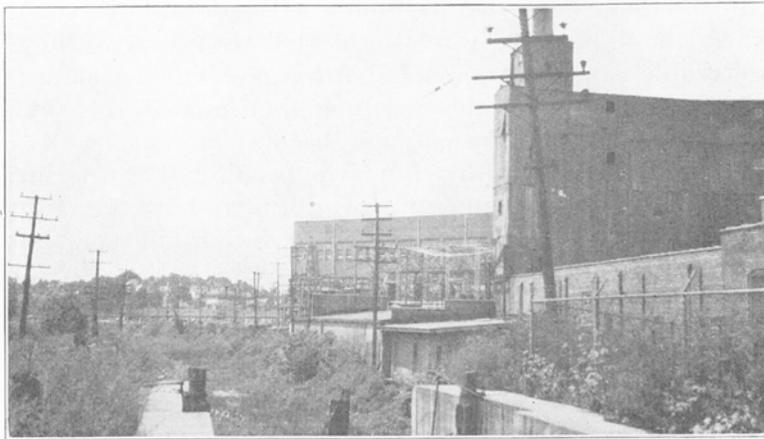
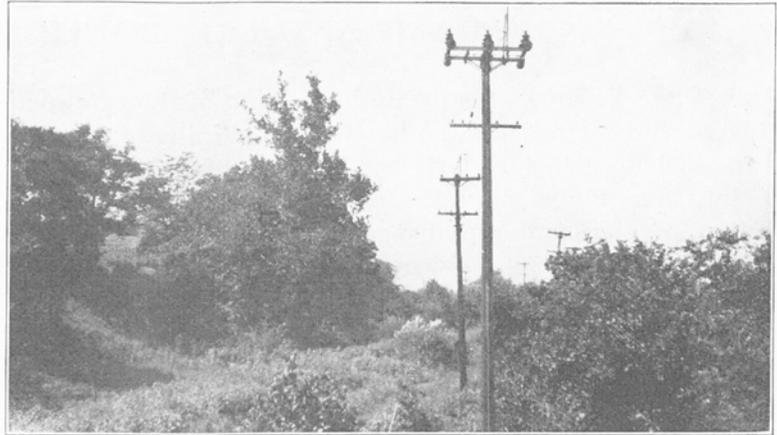
as it was considered pressing to find some means to prevent further encroachments on the right-of-way needed for this improvement and the further despoliation of the valley of Duck Creek in general. From a point on Victory Parkway approximately 400 feet southeast of the Norfolk & Western Railway overhead structure, its westerly terminus, to Indian Hill Road just east of Madisonville, its easterly terminus, the parkway as projected would be slightly over seven miles long, of which 3.5 miles would be located in Cincinnati, 2.1 miles in Norwood and 1.4 miles in County territory. As the three local subdivisions all have representation on the Regional Planning Commission, the approval of the general plan by the City Planning Commissions of the two cities and by the County Commissioners was readily obtained. Based on detailed engineering surveys of the entire route, recently completed by the Highway Department of the City of Cincinnati in accordance with the agreement with the Regional Planning Commission, the latter is at present perfecting the construction drawings for this improvement including the exact delineation of the properties to be acquired for landscaping and other appropriate treatment. As soon as these drawings have been completed and preliminary estimates of cost prepared, the plans will be submitted to the Councils of the City of Cincinnati and Norwood and to the County Commissioners for legislative action.

In accordance with a tentative agreement reached in 1929, the entire project is to be financed by the County Commissioners. It is hoped that it will be possible to make a start at least on this long needed improvement during the coming year.



Parkway in Cherokee Park, Louisville.

View north from Towne Avenue along old canal bed.



The canal passes the rear of several large industries just south of Lock Street, in Lockland.

Looking north along the canal lands from 66th Street.



VIEWS ALONG MIAMI AND ERIE CANAL LANDS TODAY

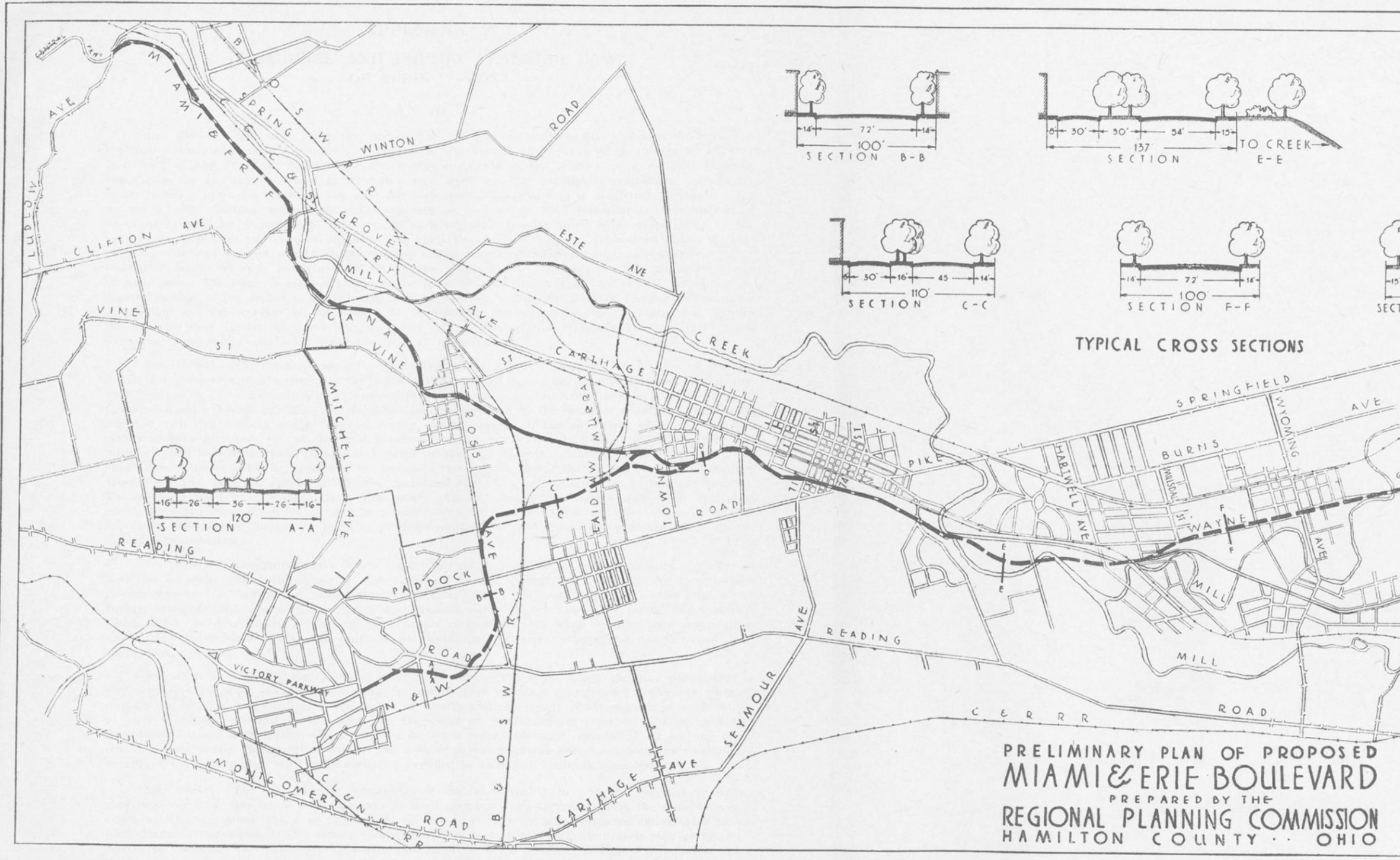
MIAMI AND ERIE BOULEVARD

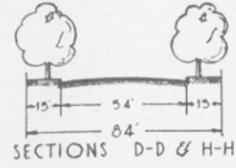
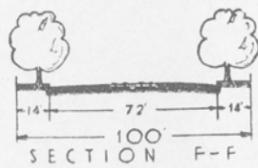
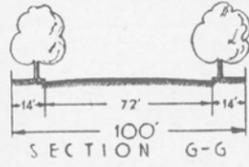
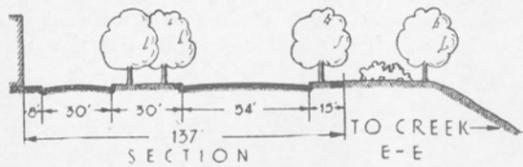
Plate XI shows the preliminary plan of the proposed Miami and Erie Boulevard. This represents a general plan for developing a boulevard somewhat over eleven miles in length to the northern limits of the county, partially over the right-of-way of the abandoned Miami and Erie Canal. It is to form the southernmost section of the contemplated state-wide improvement from Cincinnati to Toledo, largely over the right-of-way of the old canal. The northernmost section of this boulevard, between Toledo and Napoleon, a distance of forty-two miles, has already been completed as well as a part of the route through the City of Dayton. Other communities along the route have plans for developing their part of the project.

It will be noted that on the preliminary plan in Plate XI alternative routes are shown south of Towne Avenue, the one along the canal right-of-way and connecting with Central Parkway at Ludlow Avenue and the other with the present northern terminus of Victory Parkway at Reading Road and Sherman Avenue. After thorough studies, the latter route was selected by the Regional Planning Commission as preferable and recommended for immediate consideration, not alone because over three miles of the right-of-way of the Canal in this four mile section is already preempted by the Rapid Transit and because of construction difficulties along this route by reason of topography, but also because the adjacent properties do not lend themselves to such development as would be in harmony with the boulevard character of the improvement and which would benefit by such an improvement. For the two latter reasons the industrial districts in the City of Lockland were by-passed and the route placed on high and relatively unspoiled land north of Lockland. A connection was worked out between this boulevard improvement and U.S. Route No. 25 at Westchester, insuring the usefulness of this improvement independent of the completion of the Butler County portion of the state-wide project.

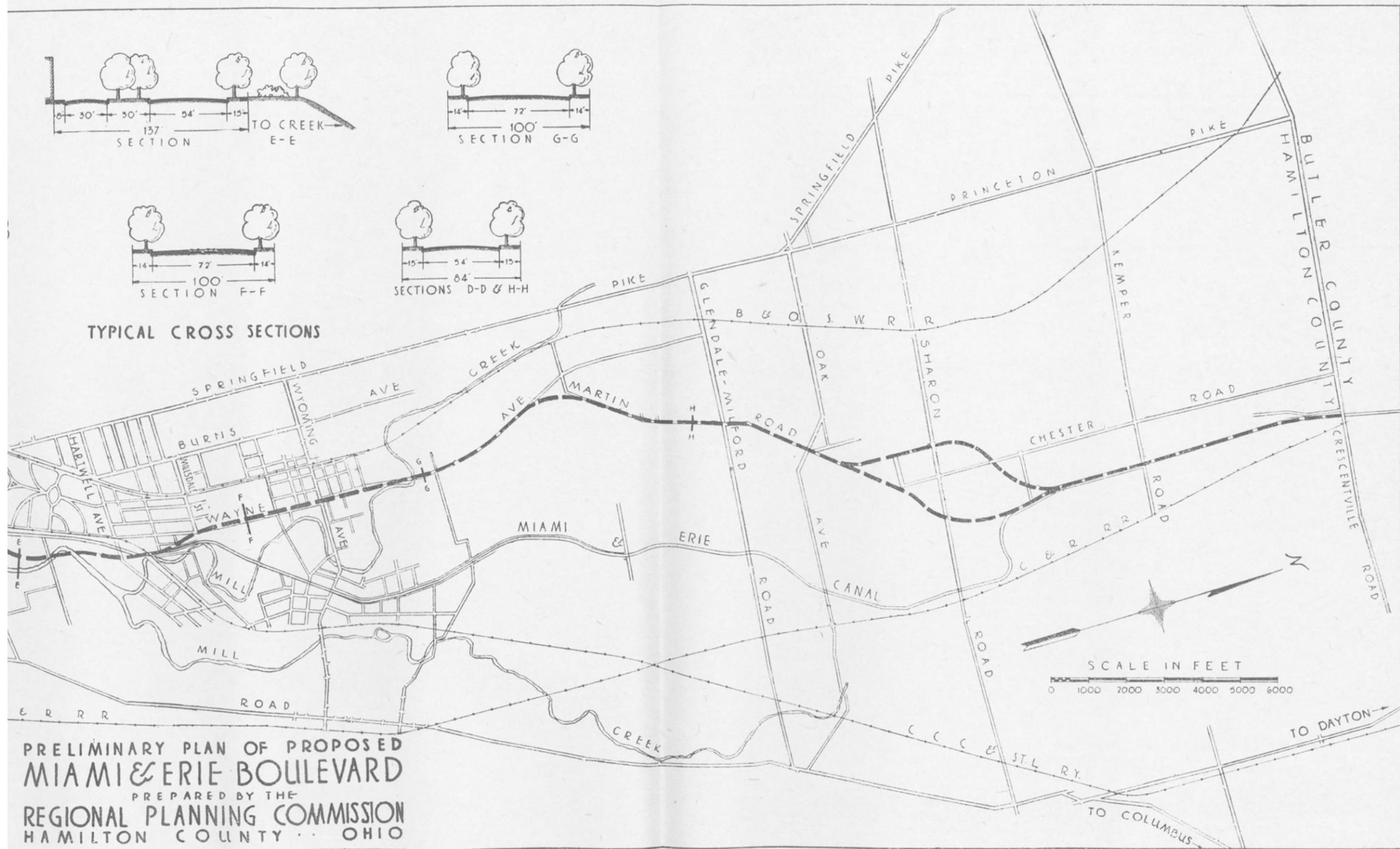
The preliminary general plan has been approved by the Regional Planning Commission and transmitted to the authorities of the local subdivisions affected for their approval.

PLATE XI — PRELIMINARY PLAN OF PROPOSED MIAMI AND ERIE BOULEVARD





TYPICAL CROSS SECTIONS



PRELIMINARY PLAN OF PROPOSED
MIAMI & ERIE BOULEVARD
 PREPARED BY THE
REGIONAL PLANNING COMMISSION
 HAMILTON COUNTY · OHIO

APPENDIX A
REGIONAL AND COUNTY PLANNING LAW
OF APRIL 17, 1923
AN ACT

Sec. 4366-13. The city planning commissions of any municipality or group of municipalities, and the county commissioners of any county or counties in which such municipality or group of municipalities is located or any adjoining county or counties may cooperate in the creation of a regional planning commission for any region defined as may be agreed upon by said planning commissions and county commissioners, exclusive, however, of any territory within the limits of a municipal corporation not having a city planning commission. The number of members of such commission, their method of appointment and the proportion of the costs of such regional planning to be borne respectively by the various municipalities and counties in the region shall be such as may be determined upon by said planning commissions and county commissioners. Such county commissioners and the councils or other legislative bodies of such municipalities are hereby authorized to appropriate their respective share of such costs. The sums so appropriated shall be paid into the treasury of the County in which the greater portion of the region is located and shall be paid out on the certificate of the regional planning commission and the warrant of the auditor of such County for the purposes herein authorized. Within the amounts thus agreed upon and duly approved said regional planning commission may employ such engineers, accountants and other employes as may be necessary.

Sec. 4366-14. The board of county commissioners of any county may and, on petition of the city planning commissions of a majority of the municipalities in such county having such planning commission, shall provide for the organization and maintenance of a county planning commission. Such planning commission shall consist of eight citizens of the county appointed by the board of county commissioners, together with the members of the board of county commissioners. If the population of any city in the county exceeds fifty per cent. of the total population of the county, then at least three of the appointive members shall be selected from persons nominated by the city planning commission of such city. The appointive members shall be appointed for terms of three years, except that of the eight members first appointed, three shall be appointed for two years and two shall be appointed for a term of one year. The members shall serve without pay. The county planning commission may employ such engineers, accountants and other employes as may be necessary. Their compensation and the expenses of the appointive members of the county planning commission shall be paid from appropriations made by the county commissioners.

Sec. 4366-15. The powers and duties respectively of a regional or county planning commission shall be to make plans and maps of the region or county respectively, showing the commission's recommendation for systems of transportation, highways, park and recreational facilities, the water supply, sewerage and sewage disposal, garbage disposal, civic centers and other public improvements which affect the development of the region or county respectively as a whole or more than one political unit within the region or county and which do not begin and terminate within the boundaries of any single municipality.

Sec. 4366-16. The regional planning commission of any region or county planning commission of any county, shall, after making the regional or county plan, certify a copy thereof to the city planning commission of each municipality of the region or county and the county commissioners of each county or part of county included in the plan. In the event of the subsequent creation of a city planning commission for any municipality within a county having a county planning commission, or for any municipality subsequently incorporated within the area of a region having a regional planning commission, a copy of the county plan shall be immediately certified to such city planning commission.

Sec. 4366-17. The city planning commission of any municipality to which a regional or county plan is so certified, may adopt such plan, and it shall thereupon and thereafter have the same force and effect within such municipality as is provided by law or charter for plans prepared and adopted by the local planning commission. The county commissioners of any county may adopt such plan so far as it relates to non-municipal territory. Thereafter no public building, roadway, bridge or viaduct or other public improvement or utility (whether publicly or privately owned), whose construction or location would constitute a departure from the plan, shall be constructed or authorized by the county commissioners except by unanimous vote. Such plan shall not designate the specific lots or parcels of land upon which said system, facilities, buildings and improvements are proposed to be placed, but only

the general site or location thereof. The effect of the adoption of such plan by the county commissioners shall cease as regards the location of any sewage or garbage disposal plant and no official action of the county commissioners shall be controlled thereby in such respect, unless the site shown on the plan as the location of such plant is purchased within six months after the adoption of such plan by the county commissioners, or unless proceedings for the appropriation of the necessary property are commenced within such period of six months and such property is then or thereafter appropriated in such proceedings.

Sec. 4366-18. The county surveyor of the county or counties for which any regional or county planning commission has been organized, shall give, within the scope of his resources and without interference with his regular duties, such assistance to the commission as may be requested by it.

Sec. 4366-19. Whenever a county or regional plan is adopted by a city planning commission or by the county commissioners, the fact of such adoption shall be certified by the adopting authority to the regional or county planning commission, as the case may be. Thereupon such regional or county planning commission shall deposit a copy of so much of such regional or county plan as is affected by such adoption in the office of the county recorder; but in case such plan shows a recommendation as to the location of a sewage or garbage disposal plant, such deposit shall not be made until after six months from and after the adoption of such plan, and when so deposited the copy of such plan shall also state the action or non-action of the appropriating authority with respect to the purchase or appropriation of property for such plant, as provided in section five of this Act.

APPENDIX B

RULES AND PROCEDURE TO GOVERN THE SUBDIVISION OF LAND AND THE APPROVAL OF SUBDIVISION PLANS WITHIN THE UNINCORPORATED AREA OF HAMILTON COUNTY

DEFINITION OF SUBDIVISION

For the purpose of these rules a land subdivision is defined as any change, resubdivision, or rearrangement in the boundary or division lines of a parcel of land or of a street.

TERRITORIAL LIMITS OF RULES AND JURISDICTION

The rules and procedure governing the subdivision of land set forth in the following paragraphs shall apply to all land subdivisions within the unincorporated area of Hamilton County.

In the case of a subdivision located within three miles of the corporate limits of any city having a city planning commission the approving authority shall be such city planning commission and in every other case it shall be the Board of County Commissioners.

In passing upon the layout of all such land subdivisions the approving authority will be assisted by the Regional Planning Commission acting in an advisory capacity.

PROCEDURE

The subdivider of any parcel of land located within the unincorporated area of Hamilton County should not proceed with any construction work on the subdivision which may affect the arrangement of streets, including grading, until he has obtained from the Board of County Commissioners of Hamilton County or from the city planning commission of the city having jurisdiction, whichever of these may be the approving authority, the tentative approval of the Preliminary Plat of the proposed subdivision.

The approving authority to which such Preliminary Plat has been submitted for tentative approval shall transmit six (6) blue prints of such plat to the Regional Planning Commission for its recommendations. The Regional Planning Commission's recommendations and suggestions relative to such Preliminary Plat shall be submitted in writing to the approving authority for its consideration. The Regional Planning Commission shall also transmit a print of such plat, together with a copy of its recommendations, to the County Surveyor, the County Sanitary Engineer and to the County Health Officer, and also, whenever the approving authority is the city planning commission of any city, to the Board of County Commissioners. The city planning commission of any city shall certify its action on the Preliminary Plat to the Board of County Commissioners and to the Regional Planning Commission and the Board of County Commissioners shall similarly certify such action to the Regional Planning Commission, whenever acting as the approving authority. (It is suggested that the subdivider consult with the office of the Regional Planning Commission and avail himself of the advice and assistance of said office, while the layout of the proposed subdivision is only in sketch form and before the Preliminary Plat is prepared for submission to the approving authority.)

Before the Board of County Commissioners or the city planning commission of any city, as the case may be, will approve the Final Plat of the proposed subdivision, the subdivider will be required to complete, in accordance with the Preliminary Plat tentatively approved and to the satisfaction of the Board of County Commissioners of Hamilton County, the street and sanitary improvements, and place on file with the said Board of County Commissioners the requisite petitions for such sanitary improvements as hereinafter stipulated. Provided, however, that the Final Plat of any portion of a larger subdivision, the Preliminary Plat of which has been tentatively approved, may be so submitted for final approval.

Before giving its final approval to the Final Plat of the proposed subdivision, the city planning commission of any city will require a certificate from the Board of County Commissioners of Hamilton County to the effect that the improvements have been completed to the satisfaction of said Board and that the petitions for improvements have been duly filed, as hereinafter required.

PRINCIPLES AND RULES FOR THE LAYOUT OF LAND SUBDIVISIONS

STREETS: As far as practicable, the street system shall be so designed that all proposed streets shall be in alignment with existing or platted streets in the adjoining territory and in general conformity with a plan for the most advantageous development of the entire neighborhood. The streets shall be extended to the boundaries of the tract to be subdivided, unless prevented by topography or other physical conditions, or unless, in the opinion of the approving authority such extension is not necessary or desirable for the coordination of the layout of the subdivision with the development of adjacent tracts. Dead-end streets will be approved only where necessitated by topography or other physical conditions, or where, in the opinion of the approving authority, they are appropriate for the type of development contemplated. Streets shall intersect one another as nearly at right angles as practicable.

Blocks shall not exceed twelve hundred (1200) feet in length and dead-end streets shall not be over six hundred (600) feet long, unless local topography or other physical conditions are such as to render these provisions impracticable. In blocks over nine hundred (900) feet long a crosswalk at least ten (10) feet wide shall be provided near the center and entirely across the block.

Main and secondary thoroughfares shall be of such width as may be determined by the Regional Planning Commission. The least width of minor streets shall be fifty (50) feet and that of local service streets, or of courts not over four hundred (400) feet in length, shall be forty (40) feet. Alleys, where provided, shall be at least twenty (20) feet wide.

The least width of roadways shall be as follows: (1) For local service streets and courts not over four hundred (400) feet in length, eighteen (18) feet. (2) For minor streets and thoroughfares, twenty-four (24) feet.

For the purpose of these rules, a local service street is defined as a street that serves exclusively the properties abutting thereon; a minor street is defined as a street which, in addition to serving the abutting properties, normally serves or would serve as a means of access to properties abutting on other streets; a thoroughfare is defined as a street of considerable continuity, which is or is intended to serve as a major traffic artery for intercommunication between districts, and is or may be designated as such on the thoroughfare plan of the Region.

The Regional Planning Commission will designate in the case of each subdivision the width of each proposed street in accordance with the above functional classification.

The grade of no street shall exceed ten (10) per cent, unless necessitated by exceptional topography; the grade of main or secondary thoroughfares shall not exceed seven (7) per cent. All changes of grade shall be connected by vertical curves of appropriate lengths.

The minimum radius of curvature for main and secondary thoroughfares shall be three hundred (300) feet on the center line, for minor streets one hundred (100) feet, and for local service streets fifty (50) feet. At the end of a dead-end street a turning circle with a minimum diameter of forty (40) feet on the center line shall be provided.

At the intersection of two or more streets or at alley intersections, the corners of property lines shall be rounded by a circular arc, the minimum radius of which shall be ten (10) feet. In business districts a chord may be substituted for the circular arc. Curb intersections shall be rounded by radii of at least twenty (20) feet. These minimum radii shall be increased when the smallest angle of intersection is less than sixty (60) degrees.

LOTS: Lots for residence purposes shall be at least forty (40) feet wide on the building line. No lot shall have an area less than required by the General Code of the State of Ohio. (When land is subdivided into parcels larger than normal lots, these shall be of such shape and dimensions as to render possible the resubdivision of any of such parcels into normal lots and streets in accordance with these rules.)

The side lot lines of lots so far as practicable shall be at right angles to the street line on which they face. Lots with double frontage shall be avoided.

OPEN SPACES OTHER THAN STREETS: Due consideration should be given to the allocation of suitable property for schools, parks and playgrounds to be dedicated or to be reserved for the

common use of all property owners within the subdivision by covenant in the deeds. It is deemed desirable that at least five (5) per cent of the net area of every plat, exclusive of streets, should be set aside as a play park. Where the tract contains less than forty acres, such reservation for open space should be combined, wherever possible, with similar reservations on adjoining tracts.

PRELIMINARY PLAT

Seven (7) blue prints of the Preliminary Plat of the proposed subdivision shall be submitted to the Board of County Commissioners or to the city planning commission of the city having jurisdiction, whichever of these may be the approving authority.

The horizontal scale of such plat shall be one hundred (100) feet or less to the inch and the vertical scale twenty (20) feet or less to the inch.

The Preliminary Plat shall clearly show:

- (a) The proposed name of the subdivision. (The proposed name of the subdivision shall not duplicate or too closely approximate the name of any other subdivision in Hamilton County.)
- (b) The tract number according to the indexes of the records of Hamilton County.
- (c) Names and addresses of the subdivider and of the engineer or surveyor.
- (d) Sufficient information to accurately locate the plat. (References to existing thoroughfares, plats, etc. may be used. If such do not exist within reasonable distance of the proposed subdivision, a vicinity plat on a small scale shall accompany the Preliminary Plat.)
- (e) The boundary lines of the tract to be subdivided, accurate in scale and bearing.
- (f) The lines and names of all existing or platted streets and other public ways adjacent or in connection with the tract. Other important features within two hundred (200) feet of the boundary lines, such as railroad lines, water courses, exceptional topography, etc., shall be shown.
- (g) The layout and names of proposed streets, alleys, easements and lots, and typical lot dimensions. (Proposed street names, except for co-terminous streets, shall not duplicate or too closely approximate existing street names in Hamilton County.)
- (h) Contours, wherever topography controls the layout.
- (i) Existing sewers, water mains, culverts and other underground structures within the tract and immediately adjacent thereto.
- (j) All parcels of land intended to be dedicated for public use or reserved in the deeds for the use of all property owners, with the purpose indicated.
- (k) The approximate profile of each street with tentative grades indicated.
- (l) The cross-sections of proposed streets showing width of roadways and location of sidewalks.
- (m) The plans and profiles of proposed sewers with grades and sizes indicated.
- (n) Zoning district boundary lines and set-back building lines under a building zone ordinance, if any, or when intended to establish by private restrictions. Set-back building lines in all instances where necessary for establishing under these regulations the width of an irregular lot.
- (o) North-point and scale. (Copies of any private restrictions to be included in the deeds should be attached to the Preliminary Plat.)

FINAL OR RECORD PLAT

The Final or Record Plat of the subdivision shall be submitted for final approval to the Board of County Commissioners or to the city planning commission of any city (whichever of those bodies may be the approving authority) in the form of the original tracing, in waterproof ink on tracing cloth, together with six (6) blue prints of same. Four (4) of these blue prints shall be transmitted by the city planning commission to the Board of County Commissioners and two (2) will be sent by either of the approving authorities to the Regional Planning Commission of Hamilton County for its recommendations.

The Final Plat shall be drawn at the scale of one (1) inch equals one hundred (100) feet, or less, and shall clearly show:

- (a) The boundary lines with accurate lengths and bearings. These boundaries shall be determined by an accurate survey in the field, which shall be balanced and closed. The exact location and the width along the property line of all existing or recorded streets, intersecting or paralleling the boundaries of the tract.
- (b) True bearings and distances to the nearest established street bounds or official monuments, which monuments shall be located or accurately described on the plat; section lines and any municipal, township or county lines. (These lines shall be accurately tied to the lines of the subdivision by courses and bearings.)
- (c) The exact layout including: (1) Street and alley lines; their names, bearings, angles of intersection and widths (including widths along the line of any obliquely intersecting street.) (2) The lengths of all arcs, radii, points of curvature and tangent bearings. (3) All easements or right-of-ways, when provided or owned by public services. (The limitations of the easement rights shall be definitely stated on the plat). (4) All lot lines with dimensions in feet and hundredths and with bearings and angles to street and alley lines. The system of lengths and courses shall be balanced so as to be consistent throughout and consistent with the courses and bearings of the tract boundary lines. All lots shall be numbered or lettered and all streets shall bear tentative names.
- (d) The accurate location and material of all monuments. (Permanent monuments of natural stone, concrete or iron pipe shall be placed at such critical points as will enable any skilled surveyor to correctly lay out any lot in the subdivision.)
- (e) The accurate outline of all property which is offered for dedication for public use, with the purpose indicated thereon, and of all property that may be reserved by covenant in the deed for the common use of the property owners in the subdivision.
- (f) Set-back building lines, if any.
- (g) Private restrictions, if any: (1) Boundaries of each type of use restriction. (2) Other private restrictions for each definitely restricted section of the subdivision.
- (h) Name of the subdivision and name or number of the larger subdivision or tract of which the tract now subdivided forms a part.
- (i) Names and addresses of the subdivider and of the engineer or surveyor.
- (j) North-point, scale and date.
- (k) Certification of any application filed with the Board of County Commissioners of Hamilton County for sewer and water extensions required under these regulations.
- (l) Certification by a competent civil engineer or surveyor to the effect that the plan represents a survey made by him and that all of the monuments shown thereon actually exist and their position is correctly shown.

IMPROVEMENTS

GENERAL: All improvements required under these rules shall be constructed in accordance with the specifications and under the supervision of the Board of County Commissioners of Hamilton County and to its satisfaction. The cost of such inspection is to be borne by the subdivider.

ROADWAYS AND SIDEWALKS: Roadways of bituminous macadam or concrete, constructed in accordance with specifications of the County Surveyor, are considered standard and will be approved. Sidewalks of concrete at least four (4) feet wide will be required.

WATER LINES: Where a public water main, in the opinion of the Board of County Commissioners of Hamilton County, is reasonably accessible, the subdivider shall connect with such water main and provide a water connection for each lot.

Where a public water main, in the opinion of said Board of Commissioners of Hamilton County, is not reasonably accessible, the subdivider shall place on file with such Board the prescribed form of petition for the installation of water mains to the full extent to which the entire subdivision is involved in such installation. The withdrawal of such petition will not be permitted. Certification to the effect that such petition has been duly filed with such Board shall be placed on the Final Plat and included in each deed.

SEWERS: Where a public sanitary sewer, in the opinion of the Board of Commissioners of Hamilton County, is reasonably accessible, the subdivided shall connect with such sanitary sewer and provide a house connection for each lot.

Where a public sanitary sewer, in the opinion of said Board of Commissioners of Hamilton County, is not reasonably accessible, but where the plans for the sanitary sewer system of the district in which the subdivision is located have been worked out by the County Sanitary Engineer, the subdivider shall lay out and construct a system of sanitary sewers in conformity with such plans for the district, even though a connection with an existing sewer main is not immediately possible. In such cases, and until such connection can be made with the sewer system of the district, the subdivider shall provide for the disposal of sanitary sewage by a type of community treatment plant, to be approved by the Commissioner of Health of Hamilton County.

In cases other than the above, the subdivider shall place on file with the Board of County Commissioners of Hamilton County the prescribed form of petition for the installation of sanitary sewers to the full extent to which the entire subdivision is involved in such installation. The withdrawal of such petition will not be permitted. Certification to the effect that such petition has been duly filed with such Board shall be placed on the Final Plat and included in each deed.

December 2, 1930.

Adopted by the

BOARD OF COUNTY COMMISSIONERS
of Hamilton County, Ohio.
Jacob Krollman,
Clifford Brown,
Charles H. Urban.

Similar rules are in effect in Cincinnati, Deer Park, North College Hill and Reading.

