

INTRODUCTION

This report presents a general plan to guide the growth of Hamilton County over the next three decades or until 1990. Three decades ago, in 1930, county population was 589,000. In 1960, it was 864,000. By 1990, a population of 1,300,000 is anticipated. With our increasing per-capita use of the land for urban purposes, we are likely to urbanize completely the entire 414 square miles of the county by 1990.

There is no longer a line between the "city" and the "county". At least there is no such line in southwestern Ohio as we go through the second half of the Twentieth Century. The automobile has erased it. To speak of city planning alone is to "fiddle while Rome burns" as the great new urban community emerges from the countryside miles from the old "city". To speak of county planning alone is to ignore the vast impact of the rebuilding of the central core through concurrent processes, of renewal and expressway construction.

The fact that the parts have begun to scatter so widely does not change the relationship; a knowledge of the whole is still essential to the understanding of a part.

The pattern of the community, the relationship of its residential, commercial, industrial, institutional, and public land uses and the facilities and services that support them is created by countless individuals, corporations, and public agencies operating over a long period of time. Most buildings erected today will be with us in 2025 if the experience of the past is any criterion, and, except for the expensive surgery of urban renewal, the subdivision street pattern laid down today may be with us in the year 2225. The county government and 33 of its municipalities control land use (through zoning) to some degree, yet some 20 percent of the county area lacks even this most rudimentary of land use controls.

In order to create a good community, one that is well-arranged, efficient and orderly, each part - each city and the county - must operate with adequate knowledge of the area as a whole. We cannot build a great metropolis without benefit of adequate facts and without any guide or objective for our actions except for the exigencies of the day. This is especially true in an area like this, with many separate political entities and a site which, though endowed with great natural beauty, imposes such severe topographic obstacles as to demand the most careful planning, coordination and control.

The Cincinnati area has had a distinguished history in planning, Cincinnati being one of the first large cities to adopt a city plan in 1925. Virtually all of the other municipalities in the county have planning activities, as does the county. Yet all have been fragmentary approaches, looking at the part and not the whole. The previous attempt at a metropolitan plan completed in Cincinnati in 1948 has been of great value as a pioneering effort yet has become obsolete - more from lack of acceptance than from lack of vision.

True, the fragmentary approach is also inherent in the present plan. Hamilton County is but a part of the metropolitan area, and there is a real need for regional planning to encompass the entire metropolitan area, as contemplated in the new regional development and transportation study. Regional planning, moreover, is impractical without vigorous planning on the county level.

The present Master Plan, including all of Hamilton County - both within and beyond municipal limits - consists of an extensive land use survey, an appraisal of recent land use trends, a land use plan showing the optimum arrangement of those areas estimated to be needed for the 1990 population of 1,300,000 persons, a revised thoroughfare plan and plans for the system of parks and schools needed to serve the future population. A Master Plan for Sanitary Sewer System related to the land use plan was completed in 1963, and a study of storm drainage is underway in 1964. These plans will provide the basis for intelligent judgment on the many small-lot subdivision, shopping centers, office buildings, residential developments and other projects springing up over the county and on the freeways, schools and other facilities and services.

The Ohio-Kentucky-Indiana Regional Development and Transportation Plan encompassing Hamilton and eight surrounding counties on both sides of the Ohio River is expected to be prepared over the next three years. This will provide the basis for region-wide planning in the future, affording an overall development plan for the entire Cincinnati region, based on region-wide studies of its growth and economy, resources and conditions, and potentialities and prospects. The Ohio-Kentucky-Indiana study will include a land use plan for the entire region, along with the schools, parks, utilities and other facilities needed to serve it, and a long-range plan for the development of highways, mass transportation and other modes of transport. It is anticipated that the plans will be reviewed and adopted at least every five years, thereby

establishing regional planning on a continuing basis.

The factual information supplied and basic conclusions reached in both the Master Plan and the Ohio-Kentucky-Indiana study should be of immediate usefulness to the many public agencies and the thousands of individuals who are engaged today in building the metropolis of tomorrow. By coordination and collaboration in all these activities, the whole Cincinnati region can take best advantage of its fine setting and its resources and opportunities in molding this future metropolis.