
LAND USE



HAMILTON, OHIO
COMPREHENSIVE PLAN



LAND USE

LONG-TERM GOAL:

Preserve and enhance Hamilton’s role as a major regional employment, population, cultural, recreational, and educational center through land development policies that encourage a diverse range of opportunities for housing, jobs, acquisition of goods and services, entertainment, and recreation for people of all ages, races, religious affiliations, national origins, and gender in an urban setting.

INTRODUCTION:

Perhaps the most important elements of comprehensive planning involve guiding land use, population growth, and urban/economic development. This document will serve as Hamilton’s land use roadmap for the next 20 years. The Land Use Plan is not static but must recognize current trends and changes in the local and regional economy that will impact the future of the region and the City of Hamilton. The Land Use Plan, goals and policies defined in this section establish much of the framework for the City of Hamilton to be a Sustainable/Regional Hub in the Cincinnati - Dayton Metroplex through smart growth concepts contained within this Comprehensive Plan.

The following is a list of policy and planning tools referred to as Smart Growth to build sustainable communities:

- Build new neighborhoods in a compact form
- Connect street systems that are designed to balance auto, pedestrian, and bicycle movement
- Maintain and enhance existing infrastructure
- Actively pursue redevelopment, including infill residential development
- Encourage mixed-use development, preferably near transit service
- Connect open spaces, parks, and trails into a system
- Vigorously protect sensitive habitat and watershed land
- Build mixed-density and mixed-income housing
- Recognize traditional downtowns and urban neighborhoods as being a critical anchor for the economic and community vitality of a region
- Promote stable neighborhood schools as a focal point for all adults, children, civic groups, and businesses
- Establish predictability in the development process; development projects that enhance the economy, the community, and the environment receive expedited approval. (Fleissig and Jacobsen p.4)

“In general, the concept of smart growth addresses three inter-related problems: the density of development; the spatial separation of land use; and the lack of transportation mode choice.” (OKI, Strategic Regional Policy Plan p.104)

The City of Hamilton’s Comprehensive Plan is designed to follow these Smart Growth tools to create a sustainable community through its land use policies and objectives. In conjunction with the above listed Smart Growth Tools, the City of Hamilton’s Comprehensive Plan and Land Use Section will include key components of the Ohio-Kentucky-Indiana (OKI) Regional Council of Governments Strategic Regional Policy Plan to support key land use policies. (These strategic policies will be italicized throughout the Land Use text.)

The update of the City of Hamilton's Comprehensive Plan merges concepts with the newly adopted (OKI) Regional Council of Governments' Strategic Regional Policy Plan. This regional policy plan, adopted in early 2005, lays the framework for a regional convergence of coordinated, comprehensive planning by all 190 member jurisdictions of OKI. OKI *"is an association of local governments, business organizations, and communication groups committed to development collaborative strategies, plans and programs to improve the quality of life and economic vitality of the tri-state region that includes Butler, Clermont, Hamilton and Warren Counties in southwest Ohio; Boone, Campbell and Kenton Counties in northern Kentucky; and Dearborn County in southwest Indiana. OKI is also the federally-designated Metropolitan Planning Organization (MPO) for transportation planning, and is the tri-state's only multi-purpose regional entity that is in a position to plan for and coordinate intergovernmental solutions to growth-related problems."* (OKI, Strategic Regional Policy Plan p.5) The City of Hamilton currently sits in the center of the newly denoted Cincinnati-Dayton "Metroplex" formerly the Cincinnati-Hamilton Consolidated Metropolitan Statistical Area. The viability of the overall region has an immediate impact on the individual jurisdictions that make up the region. Increasingly, people, jobs, goods and services routinely flow throughout the various jurisdictions that make up the OKI region and the larger Metroplex. *"Residents of the OKI region live their lives at the scale of the region – moving through multiple jurisdictions several times a day to work, shop, play or seek entertainment. For that reason, the fate of any individual community is inherently connected to the fate of the region."* (OKI, Strategic Regional Policy Plan p.6)

This approach is necessary to ensure the sustainability of the City of Hamilton and the region as well. *"According to the probable scenario through the year 2020, the region can expect population and economic growth exceeding that projected for most other regions in Ohio, Kentucky, and Indiana. The majority of residential and commercial development will continue outside of the urban cores or already developed areas in the eight-county region. Traffic congestion will increase as population grows and more people travel between work and home and travel farther distances. Undeveloped land will continue to be consumed at a rate disproportionate to population growth. If current trends continue, by 2020 nearly ten percent of the region's currently undeveloped land will be consumed to accommodate the projected growth in population. The concentration of poverty in urban areas will continue."* (OKI, Strategic Regional Policy Plan p.12) With this probable scenario, the region, indeed the City of Hamilton, should embark on a policy of encouraging more development and redevelopment within established areas through its land use policies.

OKI developed the Strategic Regional Policy Plan because as the MPO they are the only regional agency set up to plan and coordinate intergovernmental solutions to transportation issues that typically transcend jurisdictional boundaries and to disseminate federal transportation dollars.

The City of Hamilton, like other cities and jurisdictions within the region, makes land use and transportation decisions at the local level, however, better coordination between local land use decisions and regional transportation planning will lead to more efficient use of taxpayer dollars for future transportation improvements. Most importantly, the coordination could make the region more competitive on the global economic stage as the competition for retaining existing and attracting new jobs reaches around the world.

POLICIES STRATEGIES AND ACTIONS

Overall Objectives:

Section 1.1

- A. The Comprehensive Plan Land Use Section for the City of Hamilton serves as a guide for the promotion of high quality and livable built environments that will promote and enhance the City of Hamilton's image by integrating land use planning, transportation, public facilities, housing, education, economic development, and the environment.
- B. Ensure that the City of Hamilton's Land Use Plan is consistent with the OKI Strategic Regional Policy Plan.
- C. *"Land is one of the most important resources in the OKI region. The effective and efficient use of land is key to ensuring the quality of life and long-term health and vitality of our communities. Land experiences tremendous changes in response to human activities. The term "land use" usually refers to the way in which, and the purposes for which, humans employ the land and its resources."* (OKI, Strategic Regional Policy Plan p.94)
- D. The City of Hamilton's most important land development policy is to guide growth and development in ways that maximize the distribution of public services that people desire and need without wasting resources.

Future Land Use Map

Section 1.2

OBJECTIVES

- A. The Future Land Use Map will serve as a specific guide to and a detailed description of the locations and types of future land use and zoning that should be encouraged, promoted and allowed in the City of Hamilton. A Future Land Use Map should be prepared for all public and privately owned land located within the City of Hamilton.
- B. Reconcile differences/discrepancies between the City of Hamilton's Official Zoning Map and the Future Land Use Map.
- C. *"Local government comprehensive plans will guide the adoption and amendment of local zoning regulations."* (OKI, Strategic Regional Policy Plan p.97)
- D. The Future Land Use Map, related plan elements and strategies, should promote moderate population growth within the City of Hamilton by providing a mix of future land use opportunities that will attract replacement and additional households into newly developed and redeveloping areas.
- E. To create a Future Land Use Map that implements a sustainable community, the City of Hamilton should encourage land use patterns that promote multi-modal travel and efficient uses of land, conservation of natural resources, and the efficient distribution of public facilities and services.
- F. Through the Future Land Use Map, the City of Hamilton will foster land uses that are well planned, include necessary public facilities and services, provide for multimodal transportation options, accommodate a variety of quality housing types and exhibit a sense of identity.

STRATEGIES

In order to meet the objectives outlined in the Comprehensive Plan's Future Land Use Section, the following strategies should be pursued by the City of Hamilton:

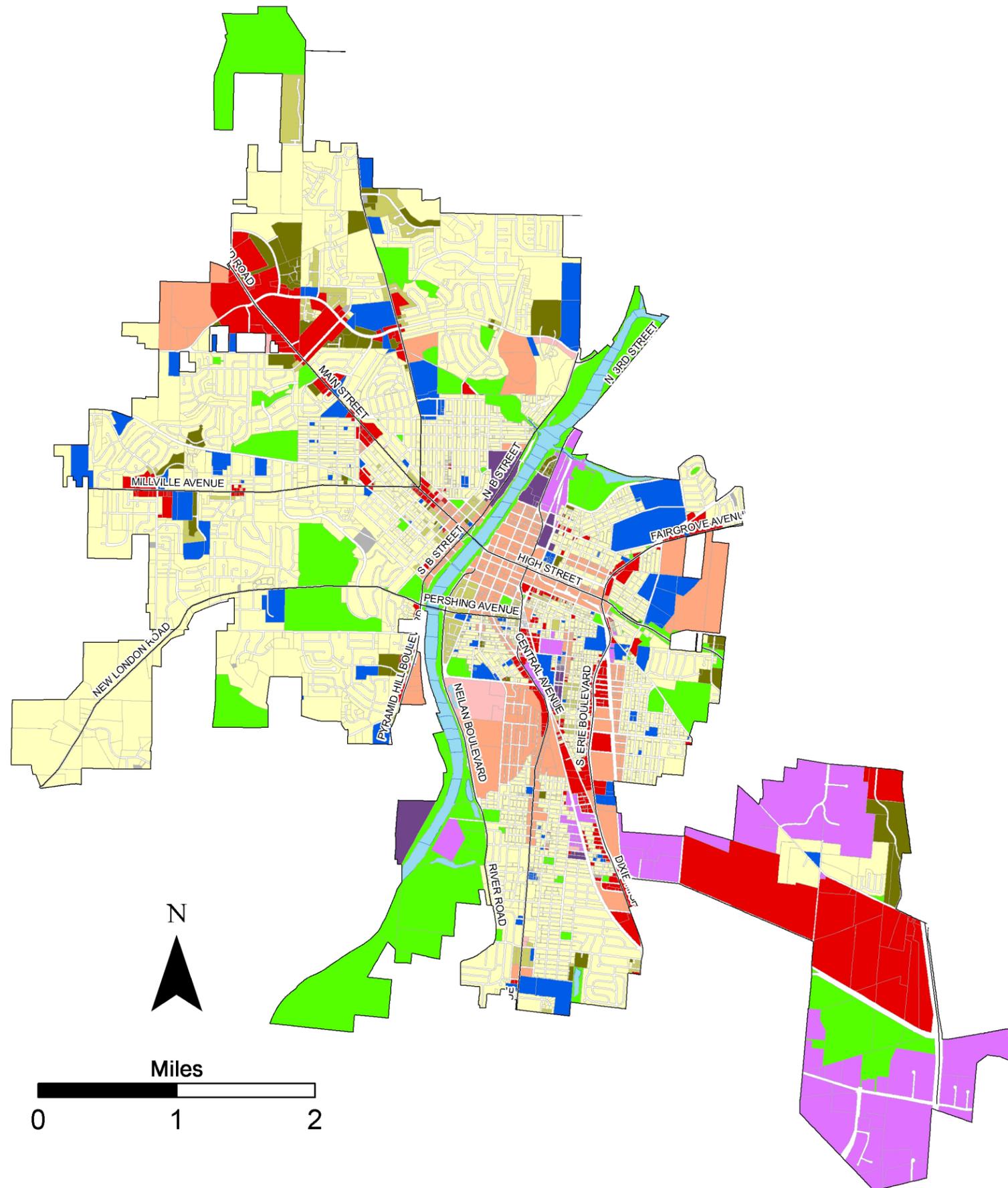
- The Future Land Use Map is not the same as the City's Zoning Map, which is a reflection of the regulations and districts that have been officially and previously adopted by the Planning Commission and City Council to govern actual land use. The Future Land Use Map demonstrates the patterns of future development that will best accomplish the purposes of the various land use policies and strategies adopted by and contained in this Comprehensive Plan.
- To ensure the optimum use of land a city's zoning map and future land use map should coincide with each other.
- Research planning and development trends related to land use in other jurisdictions and locations to determine their suitability for application in the City of Hamilton.

ACTIONS

- A. The Future Land Use Map should be used to reconcile the differences between the existing zoning designation, the current use of the property and the proposed future use of all public and privately owned property within the City of Hamilton.
- B. Initiate the rezoning process to reconcile the differences between the current Zoning Map and the current Future Land Use Map. The Future Land Use Map should serve as the basis for all future zoning and land development decisions. Future zoning/re-zoning should serve as one of the chief implementation tools of this Comprehensive Plan.
- C. Amend the City of Hamilton's Zoning Code and Subdivision regulations to promote/require the type of future land uses envisioned in this Comprehensive Plan.

Future Land Use Map

Figure 1.2



Legend

- City Boundary
- Main Streets
- Commercial
- Heavy Industry
- Institutional
- Light Industry
- Mixed Use
- Multi Family (5+ Units)
- Office
- Open Space/Recreation
- Public
- Single Family
- Urban Residential (1-4+ Units)
- Vacant
- Water

Date: 01.01.2008

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Mixed Use Development, Redevelopment and Infill Development

Section 1.3

OBJECTIVES

- A. The Future Land Use Map and related plan elements and strategies should promote population growth within Hamilton by providing for mixed use development, redevelopment and infill development that will attract additional households, businesses and civic uses that will create a sustainable environment for current and future generations.

STRATEGIES

In order to meet the objectives outlined in the Comprehensive Plan's Future Land Use Section, the following strategies should be pursued by the City of Hamilton:

- The following are concepts that address the objectives above. This includes accommodating infill development of higher density, single and multi-family units mixed with service, retail and office in selected areas of the community. Establish these mixed use development areas in locations that can best put mass transit and the pedestrian first in its design with the automobile being secondary. These mixed use development areas located throughout the community should consist of four different types; Neighborhood Centers, Urban Core, Commercial Zones, and the University/Technology Zone.
- *“Local governments will use the goals, objectives, and policies of their comprehensive plan to encourage mixed use, transit-friendly development, where appropriate.”* (OKI, Strategic Regional Policy Plan p.64)

ACTIONS

- A. Mixed Use Zoning Overlays should be developed to accommodate the different types of mixed uses specified in the Strategies Section above.
- B. *“The goals, objectives, and policies of local comprehensive plans will lead to the revision of zoning ordinances to allow mixed-use development, where appropriate.”* (OKI, Strategic Regional Policy Plan p.85)
- C. A Mixed Use Zoning District should be developed for other areas of the community where mixed use would be desired and that a zoning overlay would not suffice.
- D. Designate or address areas of the community where mixed use overlays or zoning districts would be appropriate.

Mixed Use Development Types

NEIGHBORHOOD CENTERS:

Mixed use areas that are designed to service the immediate surrounding neighborhood and/or to attract consumers from the city/region to businesses that are unique and small in nature.



URBAN CORE:

Mixed use in the downtown and riverfront that is designed to be on all scales and incorporate office, commercial, cultural, and residential into one fabric, creating a 24/7 downtown environment.



COMMERCIAL ZONES:

Mixed use areas located in more suburban settings and intended to infuse both large and small retail, office, commercial and/or residential into one site or development.



UNIVERSITY/TECHNOLOGY ZONE:

Mixed use area designed to allow the creation of a stimulating academic and research environment that is supported by commercial, residential, office, light industrial and educational facilities in one interconnected community.



Special Districts

Section 1.4

OBJECTIVES

- A. The City of Hamilton should continue to exercise zoning control over the established historic districts, conservation districts, and the downtown overlay districts to ensure that future land development and redevelopment will be conducive to the vitality of the overall district and will not detract from the qualities unique to each district.
- B. The City of Hamilton should encourage the revitalization/redevelopment of corridors, neighborhoods, and business nodes that appear to be showing signs of economic disinvestment through the creation of special districts.

STRATEGIES

In order to meet the objectives outlined in the Comprehensive Plan's Future Land Use Section, the following strategies should be pursued by the City of Hamilton:

- Working with established committees such as the Zoning Subcommittee of the Vision Commission, from time to time, the City of Hamilton should consider the effectiveness of special district regulations in light of changing economic conditions and development patterns to identify amendments if necessary.
- The City of Hamilton should explore the creation of special districts for specific geographic areas as a means to achieve the economic, physical and social revitalization of commercial corridors, neighborhoods, and business nodes.
- The City of Hamilton should capitalize on its unique urban qualities including architecture, and physical design to create special districts for future revitalization.



An example of an historic mixed use building

ACTIONS

- A. Through regular or special meetings of the Historic Design Review Board, Planning Commission, and Vision Commission, areas and land uses that are identified as suitable for conservation/preservation/redevelopment or revitalization because of their unique characteristics should be further investigated for inclusion as areas worthy of Special District status.
- B. Initiate commercial corridor, neighborhood, and business node studies to identify areas of the community suitable for Special District plans.
- C. The City of Hamilton should implement these Special District plans to achieve an overall goal of redevelopment and revitalization of the specified geographic areas.

Multimodal Transportation

Section 1.5

OBJECTIVES

- A. The Future Land Use Map in conjunction with the Thoroughfare Plan should create areas that are designed to allow for the integration of housing, businesses, and public facilities that can be accessed by multiple transportation options.
- B. *“In 2020, communities throughout the region will have areas that are developed with higher concentrations of housing, businesses, and activities to better utilize land resources and support public transit.”* (OKI, Strategic Regional Policy Plan p.18)

STRATEGIES

In order to meet the objectives outlined in the Comprehensive Plan’s Future Land Use Section, the following strategies should be pursued by the City of Hamilton:

- Establish Citywide priorities with regard to transportation improvements that direct growth to the appropriate land use areas that can maximize the return on investments.
 - *“By 2012, transportation funding priority will be given to projects consistent with comprehensive plans that encourage the use of arterial and collector roadways for local trips.”* (OKI, Strategic Regional Policy Plan p.33)
 - In order to conserve energy, minimize road construction, and keep vehicle miles traveled below the area average, the city should focus its land use patterns to capture multiple transportation options including mass transit, bicycle, and pedestrian travel.
- *“Automobile-oriented development leads to traffic congestion, reduced pedestrian safety, and rising costs for commuters. Residents of compact, mixed- use development have shorter trips to grocery and hardware stores, healthcare, restaurants, and jobs. They can more easily travel by foot or bicycle. Compact development, which is more feasibly served by transit, also relieves many residents of the high cost of personal automobile ownership. Proximity of businesses helps maintain a thriving local economy and keep sales tax revenue in the region.”* (OKI, Strategic Regional Policy Plan p.108)

ACTIONS

- A. Appropriate land use that allows required density to support multiple forms of transportation should be a priority of the City of Hamilton and supported by appropriate transportation funding.
- B. Develop a Thoroughfare Plan that addresses transportation needs for the automobile, bicycle and pedestrian. The Thoroughfare Plan should also be designed to coincide with the City of Hamilton’s Future Land Use Map.



An example of a multimodal transportation system

Public Facilities and Services

Section 1.6

OBJECTIVES

- A. Coordinate land use planning with all public facilities and services in order to maximize the investment to gain the greatest return to the community.
 - B. *“In 2020, public facilities and services will be well coordinated and determined prior to land development and redevelopment. Such public facilities and services will include transportation, water, sewer, parks and storm water management systems.”* (OKI, Strategic Regional Policy Plan p.18)
- In order to conserve energy, minimize road construction, and keep vehicle miles of travel below the area average, the City should engage in the following practices:
 - Promote mixed use projects
 - Redesign its street network as necessary
 - Discourage new projects that leap-frog open, undeveloped land
 - *“By 2012, new development will be guided toward areas of the region where centers of population and employment already exist, and where public facilities and services, roadways and other infrastructure have been expanded or are planned for expansion as outlined in local comprehensive plans.”* (OKI, Strategic Regional Policy Plan p.104)

STRATEGIES

In order to meet the objectives outlined in the Comprehensive Plan’s Future Land Use Section, the following strategies should be pursued by the City of Hamilton:

- Manage growth in areas not presently developed by establishing levels of service for public facilities that determine where new development will occur.
 - *“Local comprehensive plans will encourage compact, transit-friendly, pedestrian-oriented development and redevelopment, where appropriate, in an effort to minimize the per-unit cost of public facilities and services.”* (OKI, Strategic Regional Policy Plan p.109)
 - Strengthen existing development regulations to provide for more compact development that will lower energy costs by reducing the number and length of vehicular trips traveled. This will help reduce the necessity to extend public services into environmentally sensitive lands, and make it easier to provide and support public transportation.
 - *“Low-density residential growth usually costs communities much more than it returns in tax revenues, thereby weakening the tax base and treasuries of local communities.”* (OKI, Strategic Regional Policy Plan p.100)
- A. Develop criteria (formulas) that determine the most efficient uses of land (related to the delivery of public services and facilities) that will maximize the return on investment, thus creating the most financially sustainable community possible for the future.
 - B. Develop a Capital Improvements Plan (CIP) for all public facilities and services and coordinate the CIP with the City of Hamilton’s Future Land Use Map.

ACTIONS

OBJECTIVES

- A. *“Housing should be seen in the context of a community’s (and the region’s) use of land, its transportation system, its natural systems, its other public facilities and services, its education facilities, recreation and open space, intergovernmental coordination, and most important, capital budgeting.”* (OKI, Strategic Regional Policy Plan p.61)
 - B. An adequate supply of housing with a wide range of characteristics must be available to meet the diverse needs, desires and financial capabilities of present and future City of Hamilton households.
 - C. The City of Hamilton should improve programs and regulations that ensure safe and secure built environments. The preservation of the existing housing stock and the improvements of current neighborhoods should be a priority of the community.
 - D. Encourage, in appropriate areas, the adaptive reuse of existing non-residential buildings for residential use.
 - E. Encourage mixed use development that includes residential uses in areas such as the Downtown and Riverfront, Main Street or similar business districts.
- Encourage and promote new residential developments in various locations that feature mixed use, single family and multi family developments that maximize the current infrastructure of roads, schools and public facilities. This will help the citizen’s of the City of Hamilton to realize the greatest return on investments.
 - *“Local comprehensive plans and zoning regulations will enable diverse and affordable rental and homeownership opportunities (such as garage apartments, granny flats, mixed residential/office/ commercial structures, and multi-family buildings) where appropriate.”* (OKI, Strategic Regional Policy Plan p.66)

ACTIONS

- A. Develop a list of public amenities and design elements that the community desires in future development that will add value to the city and its neighborhoods for present and future generations. This list can then be adopted as the criteria for new development that takes place in the community.
- B. Coordinate with the schools, public works, planning department, city utilities and other appropriate institutions to determine the best locations for future residential and mixed use projects to maximize current infrastructure. Reflect this coordinated effort through the City’s Future Land Use Map and Zoning Map.

STRATEGIES

In order to meet the objectives outlined in the Comprehensive Plan’s Future Land Use Section, the following strategies should be pursued by the City of Hamilton:

- Explore the creation of a density bonus system for medium and high-density residential and mixed use developments that incorporate greater than required public amenities; these amenities may include but are not limited to parks, open space, pedestrian ways, greenway corridors, and amenities that lower energy consumption.

Education and Schools

Section 1.8

OBJECTIVES

- A. The City of Hamilton should partner/coordinate with the Hamilton City School District to ensure that all schools and facilities are interconnected with neighborhoods to facilitate pedestrian accessibility, promote walking among the student population, to reduce bus transportation costs, and vehicular traffic.
- B. The City of Hamilton and the Hamilton City School District should work together to promote joint/shared uses of recreation facilities and programs by integrating school facilities, park facilities and the surrounding neighborhoods through appropriate land use and site planning.
- C. *“Local governments will consolidate public facilities and services to achieve economies of scale where feasible, or establish equitable inter-local agreements to provide for more efficient delivery of public facilities and services.”* (OKI, Strategic Regional Policy Plan p.99)
- D. To create an array of economically viable land uses, the City of Hamilton should partner/coordinate with Miami University Hamilton on the future development and expansion of the campus to create a mixed use, academic, research, and business focused development area. Supporting commercial, residential, office, light industrial and educational land uses will promote one interconnected, viable community.

STRATEGIES

In order to meet the objectives outlined in the Comprehensive Plan’s Future Land Use Section, the following strategies should be pursued by the City of Hamilton:

- Identify locations throughout the City of Hamilton where sidewalks do not exist, or are in need of repair, in order to facilitate pedestrian movement between neighborhoods, schools, and public facilities.
- Properly executed intergovernmental cooperation can reduce operating and maintenance costs where government entities share overlapping service areas.
- Pursue recommendations found in the 2005 Parks and Recreation Master Plan regarding partnerships between the City, schools, and other entities for public recreational opportunities.

ACTIONS

- A. The City of Hamilton in conjunction with the Hamilton City School District should annually program funds for enhancing pedestrian accessibility between complimentary land uses such as school facilities and residential areas.
- B. Undertake a study of University Commerce Park, Vora Technology Park, Miami University Hamilton, and the nearby Riverfront, in coordination with the future South Hamilton Crossing to direct and encourage land uses and development in accordance with the Future Land Use Map.
- C. Create a mixed used overlay zoning district to facilitate the development of the University/Technology Zone Mixed Use area.

OBJECTIVES

- A. The City should promote and adopt a variety of programs to conserve and protect environmental resources, especially through education, land use controls, and cooperative agreements with other governmental jurisdictions.
 - B. As part of the Tree City USA Program, the City should increase tree planting along all streets and public spaces; the City should also enforce regulations that require property developers to plant trees and other types of suitable vegetation.
- Landscaping renews business districts. Greening of business districts increases community pride and positive perception of an area, drawing customers to the businesses.
 - Proper landscaping reduces soil erosion. A dense cover of plants and mulch holds soil in place, keeping sediment out of lakes, streams, storm drains, and roads; and reducing flooding, mud slides, and dust storms.
 - Plants improve air quality. One tree can remove 26 pounds of carbon dioxide from the atmosphere annually, equaling 11,000 miles of car emissions. Landscape plants, including shrubs and turf, remove smoke, dust, and other pollutants from the air. One study showed that 1 acre of trees has the ability to remove 13 tons of particles and gases annually.” (The Value of Landscaping)

STRATEGIES

In order to meet the objectives outlined in the Comprehensive Plan’s Future Land Use Section, the following strategies should be pursued by the City of Hamilton:

- The City in conjunction with its future land use policies should continue to work with developers to secure and preserve green space, open space and natural environments as part of the development process.
“The value of the environment to the community is economically and socially based. Some of these are as follows:
 - Landscaping is one of the most cost effective tools for improving and sustaining the quality of life, whether in the city, the suburbs, or the country.
 - Landscaping increases property market value. The Wall Street Journal reported that landscape investments are recovered fully, and sometimes doubled, by the increased home value.
 - Good landscaping increases community appeal - Parks and street trees have been found to be second only to education in residents’ perceived value of municipal services offered.

ACTIONS

- A. Develop Land Use Policies that are most conducive in helping the citizens of Hamilton maximize and protect the environmental resources of the community.
- B. Determine the most appropriate format to protect wetlands within the City’s limits, based on the State of Ohio (ODNR) wetland maps.
- C. Develop land use regulations and guidelines which promote the health, safety, welfare and economic viability of the City of Hamilton through improving its environment.

Economic Development

Section 1.10

OBJECTIVES

- A. The City should promote and encourage appropriate land usage that allow existing businesses to remain and thrive in Hamilton and should actively create a cooperative regulatory climate that will attract new and diverse businesses to Hamilton.

STRATEGIES

In order to meet the objectives outlined in the Comprehensive Plan's Future Land Use Section, the following strategies should be pursued by the City of Hamilton:

- Expand the role of established business districts in Hamilton. Mixed land uses, including residential, should be encouraged in those centers through appropriate mixed use strategies.
- Incorporate existing information and reports into a City-wide Business District Positioning Plan that would include the systematic redevelopment, as required, of every business district and business-industrial park in Hamilton:
 - Individual identities and niches would be established or strengthened for each district
 - Mixed uses would be permitted and encouraged when appropriate
 - Pedestrian and bicycle links to adjacent neighborhoods, other business districts, and attractions would be provided
 - Parks and public open space would form critical elements of the redevelopment efforts
 - Signage, graphics, street furniture, landscaping and lighting at key entry/focal points would be improved
 - City-sponsored incentives would be created and implemented to encourage increased public-private partnerships

- Focus on Downtown as the key to Hamilton's identity by creating, in conjunction with the existing Special Improvement District (SID), a Downtown Development District and Revitalization Plan.
- Update existing Master Plans to re-develop and revitalize the Main Street, Route 4, German Village, Rossville, Dayton Lane, the Lindenwald Business District, and other districts/areas as deemed appropriate.
- Prepare and implement, through the Economic Development Department, a Brownfields Redevelopment Plan that addresses the challenges of adaptive reuse of those sites.
- *"Brownfield redevelopment is the identification, clean up, and reuse of contaminated properties, which benefits the environment, public interest, and the economy."* (OKI, Strategic Regional Policy Plan p.105)
- *"Local governments will identify and plan for commercial and industrial reuse of brownfield sites in their comprehensive plans."* (OKI, Strategic Regional Policy Plan p.107)
- Redevelop University Commerce Park with retail, office, residential, mixed use, and light industrial through the designation of appropriate land uses as identified in the City of Hamilton's Future Land Use Map. Utilize land use planning techniques to establish a positive job to housing ratio in a 3-5 mile area surrounding the University Commerce Park.

ACTIONS

- A. Quantify the value of each item from the list of public amenities that is created from section 1.6 (A) action list.
- B. Coordinate all brownfield sites with the City's Future Land Use Map to ensure the optimum redevelopment potential of each site.

Intergovernmental Cooperation

Section 1.11

OBJECTIVES

- A. The City of Hamilton should seek coordination and notification of land use and development projects with abutting jurisdictions and expect the same in return. *“There is little coordination among public facilities and service planning, transportation planning, and land use planning.”* (OKI, Strategic Regional Policy Plan p.45)
- B. The City of Hamilton should continue to play a major role in the larger, expanding, interdependent OKI Region and continue its participation in local and regional organizations concerned with land use, transportation and regional issues. *“Local governments will work together to ensure that the timing and location of proposed development and transportation projects in one community do not adversely affect neighboring communities.”* (OKI, Strategic Regional Policy Plan p.99)

STRATEGIES

In order to meet the objectives outlined in the Comprehensive Plan’s Future Land Use Section, the following strategies should be pursued by the City of Hamilton:

- The City of Hamilton should continue to participate in regional organizations such as the OKI Regional Council of Governments, Butler County Transportation Improvement District, Butler County Land Use Coordinating Committee, Hamilton City School District, the Ohio Department of Transportation, and any other appropriate organizations, regarding land use and transportation issues that transcend jurisdictional boundaries.
- The City of Hamilton’s leadership in intergovernmental cooperation is vital to local and regional cooperation, given that Butler County alone contains twenty seven local government jurisdictions of which six directly abut the City of Hamilton.

ACTIONS

- A. The City of Hamilton should work to create a meeting structure with neighboring jurisdictions and other governmental units that impact the community at large. This will allow for continuous exchange of information, ideas, and opportunities that will further develop and enhance these relationships.

Fiscal Responsibility

Section 1.12

OBJECTIVES

- A. The City of Hamilton should discourage land use patterns that create long-term financial liabilities for the city.
- B. *“Low-density developments, and the isolation of residential, work place, and shopping uses increases the per-unit cost of public facilities, taxes or user fees, and the level of income needed to obtain housing.”* (OKI, Strategic Regional Policy Plan p.107)
- C. The City of Hamilton should consider land uses that create long term financial benefits for the city and that positively impact the lives of city residents.
- D. The City of Hamilton should discourage the use of public funds for capital improvements that have the secondary impact of promoting land uses detrimental to the financial health of the City of Hamilton.
- E. *“Ill-timed extension of water, sewer, and road facilities and services may expedite sprawling, inefficient development.”* (OKI, Strategic Regional Policy Plan p.38)
- F. The City of Hamilton should consider annexation requests from interested property owners.

STRATEGIES

In order to meet the objectives outlined in the Comprehensive Plan’s Future Land Use Section, the following strategies should be pursued by the City of Hamilton:

- *“In 2020, decisions on land development, redevelopment, and improvements to public facilities and services will be made with a clear understanding of their fiscal impacts to individual communities and the region. The cost of development will be allocated among those who benefit, with consideration of the fiscal impacts to existing residents.”* (OKI, Strategic Regional Policy Plan p.19)
- The City of Hamilton should consider the long-term fiscal impacts of land use decisions, especially when considering deviations from the Future Land Use Map.
- The City of Hamilton should consider the long-term impacts of capital improvements that promote future land uses and transportation issues that are potentially detrimental to the fiscal health of the city.
- The public costs generally associated with new development as identified by OKI are as follows:
 - *“Any costs necessary to extend public facilities and services (water, sewer, roads) to new development from the developed portion of a jurisdiction.”*
 - *“Cost to expand drinking water and wastewater treatment plant capacity.”*
 - *“Costs for solid waste disposal.”*
 - *“Additional operation and maintenance costs for public facilities and services.”*
 - *“Additional operation and maintenance costs for transit service.”*
 - *“Additional operation costs for police and fire protection.”*
 - *“Cost of new, expanded or rehabilitated school facilities.”* (OKI, Strategic Regional Policy Plan p.99)

- When considering annexation requests, The City of Hamilton should also consider state annexation law and existing agreements with other interested parties.
- Annexations should be considered with a clear understanding of the potential fiscal impacts to the City and the availability of public services. The cost of annexation should consider the fiscal impacts on existing residents.
- Proposed annexations should be discussed with the affected jurisdiction and a mutually agreed upon proposal should be developed prior to the request being considered by the Planning Commission and City Council.

ACTIONS

- A. The City of Hamilton in conjunction with OKI should research and develop formulas to quantify the public costs associated with new development as identified above.
- B. The City of Hamilton should evaluate land use and development proposals with a standardized model for calculating the public costs associated with new development.
- C. The City of Hamilton should evaluate the impacts of capital improvements that may promote future land uses and transportation issues that are potentially detrimental to the long-term fiscal health of the city.
- D. The City of Hamilton should study and implement, if practical, impact fees/development impact fees as a way of addressing public costs associated with new development. *“By 2008, OKI will provide a model for calculating the public costs associated with new development, for use throughout the region.”* (OKI, Strategic Regional Policy Plan p.102)
- E. The City of Hamilton should evaluate annexations and their potential for future development with a standardized model for calculating the public costs associated with new development and the availability of public services. *“By 2008, OKI will provide a model for calculating the public costs associated with new development, for use throughout the region.”* (OKI, Strategic Regional Policy Plan p. 102)

ACTION STEPS

Future Land Use Map:

- A. The Future Land Use Map should be used to reconcile the differences between the existing zoning designation, the current use of the property and the proposed future use of all public and privately owned property within the City of Hamilton.
- B. Initiate the rezoning process to reconcile the differences between the current Zoning Map and the current Future Land Use Map. The Future Land Use Map should serve as the basis for all future zoning and land development decisions. Future zoning/re-zoning should serve as one of the chief implementation tools of this Comprehensive Plan.
- C. Amend the City of Hamilton's Zoning Code and Subdivision regulations to promote/require the type of future land uses envisioned in this Comprehensive Plan.

Mixed Use Development, Redevelopment and Infill Development:

- A. Mixed Use Zoning Overlays should be developed to accommodate the different types of mixed uses specified in the Strategies Section above.
- B. *"The goals, objectives, and policies of local comprehensive plans will lead to the revision of zoning ordinances to allow mixed-use development, where appropriate."* (OKI, Strategic Regional Policy Plan p.85)
- C. A Mixed Use Zoning District should be developed for other areas of the community where mixed use would be desired and that a zoning overlay would not suffice.
- D. Designate or address areas of the community where mixed use overlays or zoning districts would be appropriate.

Special Districts:

- A. Through regular or special meetings of the Historic Design Review Board, Planning Commission, and Vision Commission, areas and land uses that are identified as suitable for conservation/preservation/redevelopment or revitalization because of their unique characteristics should be further investigated for inclusion as areas worthy of Special District status.
- B. Initiate commercial corridor, neighborhood, and business node studies to identify areas of the community suitable for Special District plans.
- C. The City of Hamilton should implement these Special District plans to achieve an overall goal of redevelopment and revitalization of the specified geographic areas.

Multimodal Transportation:

- A. Appropriate land use that allows required density to support multiple forms of transportation should be a priority of the City of Hamilton and supported by appropriate transportation funding.
- B. Develop a Thoroughfare Plan that addresses transportation needs for the automobile, bicycle and pedestrian. The Thoroughfare Plan should also be designed to coincide with the City of Hamilton's Future Land Use Map. *"In 2020, transportation choices will be available throughout the region, including public transit, automobiles, biking and walking, in a manner that optimizes accessibility, efficiency, mobility, and affordability."* (OKI, Strategic Regional Policy Plan p.18)

Public Facilities and Services:

- A. Develop criteria (formulas) that determine the most efficient uses of land (related to the delivery of public services and facilities) that will maximize the return on investment, thus creating the most financially sustainable community possible for the future. *"Compact, higher intensity, mixed-use, pedestrian-oriented development uses less land, and can cost 25% less for roads, 15% less for utilities, 5% less for housing, and 2% less for other fiscal impacts."* (OKI, Strategic Regional Policy Plan p.108)
- B. *"Compared to low-density developments, a compact area with comparable population size can be similarly served by fewer police stations, fire stations and schools."* (OKI, Strategic Regional Policy Plan p.108)
- C. Develop a Capital Improvements Plan (CIP) for all public facilities and services and coordinate the CIP with the City of Hamilton's Future Land Use Map.
- D. *"Without proper planning and analyses, the demand for public facilities and services can exceed their capacity more quickly than anticipated. The haphazard provision of public facilities is almost always more costly to taxpayers than if a planned capital improvements schedule were employed."* (OKI, Strategic Regional Policy Plan p.42)

Housing:

- A. Develop a list of public amenities and design elements that the community desires in future development that will add value to the city and its neighborhoods for present and future generations. This list can then be adopted as the criteria for new development that takes place in the community.
- B. Coordinate with the schools, public works, planning department, city utilities and other appropriate institutions to determine the best locations for future residential and mixed use projects to maximize current infrastructure. Reflect this coordinated effort through the City's Future Land Use Map and Zoning Map.
- C. *"Local comprehensive plans and zoning regulations will enable diverse and affordable rental and homeownership opportunities (such as garage apartments, granny flats, mixed residential/office/commercial structures, and multi-family buildings) where appropriate."* (OKI, Strategic Regional Policy Plan p.66)

ACTION STEPS CONTINUED

Educational and Schools:

- A. The City of Hamilton in conjunction with the Hamilton City School District should annually program funds for enhancing pedestrian accessibility between complimentary land uses such as school facilities and residential areas.
- B. Undertake a study of University Commerce Park, Vora Technology Park, Miami University Hamilton, and the nearby Riverfront, in coordination with the future South Hamilton Crossing to direct and encourage land uses and development in accordance with the Future Land Use Map.
- C. Create a mixed used overlay zoning district to facilitate the development of the University/Technology Zone Mixed Use area.

Environmental Quality:

- A. Develop Land Use Policies that are most conducive in helping the citizens of Hamilton maximize and protect the environmental resources of the community.
- B. Determine the most appropriate format to protect wetlands within the City's limits, based on the State of Ohio (ODNR) wetland maps.
- C. Develop land use regulations and guidelines which promote the health, safety, welfare and economic viability of the City of Hamilton through improving its environment.

Economic Development:

- A. Quantify the value of each item from the list of public amenities that is created from section 1.6 (A) action list.
- B. Coordinate all brownfield sites with the City's Future Land Use Map to ensure the optimum redevelopment potential of each site.

Intergovernmental Cooperation:

- A. The City of Hamilton should work to create a meeting structure with neighboring jurisdictions and other governmental units that impact the community at large. This will allow for continuous exchange of information, ideas, and opportunities that will further develop and enhance these relationships.

Fiscal Responsibility:

- A. The City of Hamilton in conjunction with OKI should research and develop formulas to quantify the public costs associated with new development as identified above.
- B. The City of Hamilton should evaluate land use and development proposals with a standardized model for calculating the public costs associated with new development.
- C. The City of Hamilton should evaluate the impacts of capital improvements that may promote future land uses and transportation issues that are potentially detrimental to the long-term fiscal health of the city.
- D. The City of Hamilton should study and implement, if practical, impact fees/development impact fees as a way of addressing public costs associated with new development. *“By 2008, OKI will provide a model for calculating the public costs associated with new development, for use throughout the region.”* (OKI, Strategic Regional Policy Plan p.102)
- E. The City of Hamilton should evaluate annexations and their potential for future development with a standardized model for calculating the public costs associated with new development and the availability of public services. *“By 2008, OKI will provide a model for calculating the public costs associated with new development, for use throughout the region.”* (OKI, Strategic Regional Policy Plan p. 102)

REFERENCES

Fleissig, Will and Jacobsen, Vickie. Smart Scorecard for Development Projects. The Congress for New Urbanism and U.S. Environmental Protection Agency, 2002.

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