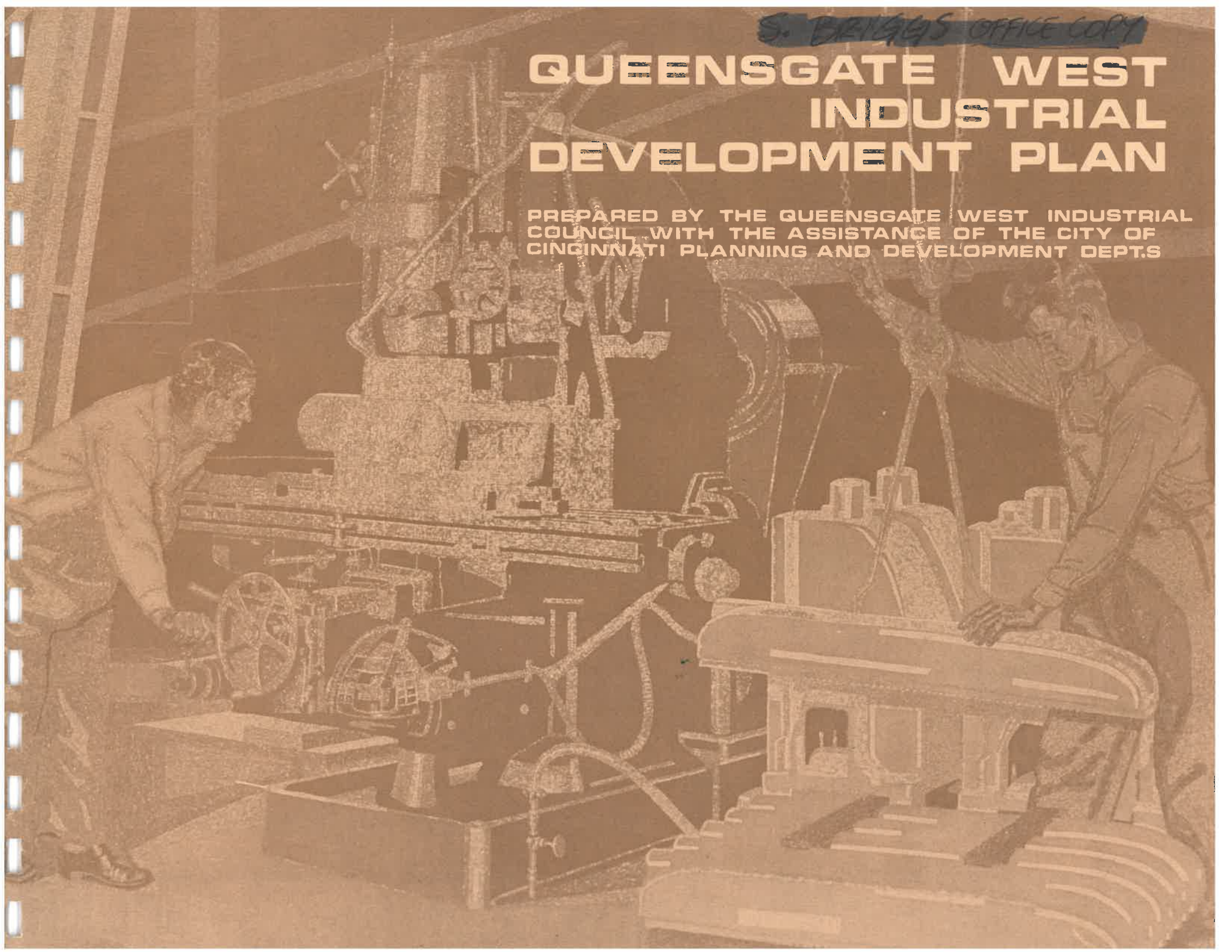


S. BRUNN'S OFFICE COPY

QUEENSGATE WEST INDUSTRIAL DEVELOPMENT PLAN

PREPARED BY THE QUEENSGATE WEST INDUSTRIAL
COUNCIL WITH THE ASSISTANCE OF THE CITY OF
CINCINNATI PLANNING AND DEVELOPMENT DEPT.S





PREFACE

The document is divided into three sections. Part 1 (Chapters 1-4) provides background information to introduce the Queensgate West Industrial Cluster and summarizes major problems and issues. Part 3 (Chapters 9-11) presents existing conditions data and other technical information used to formulate the development plan.

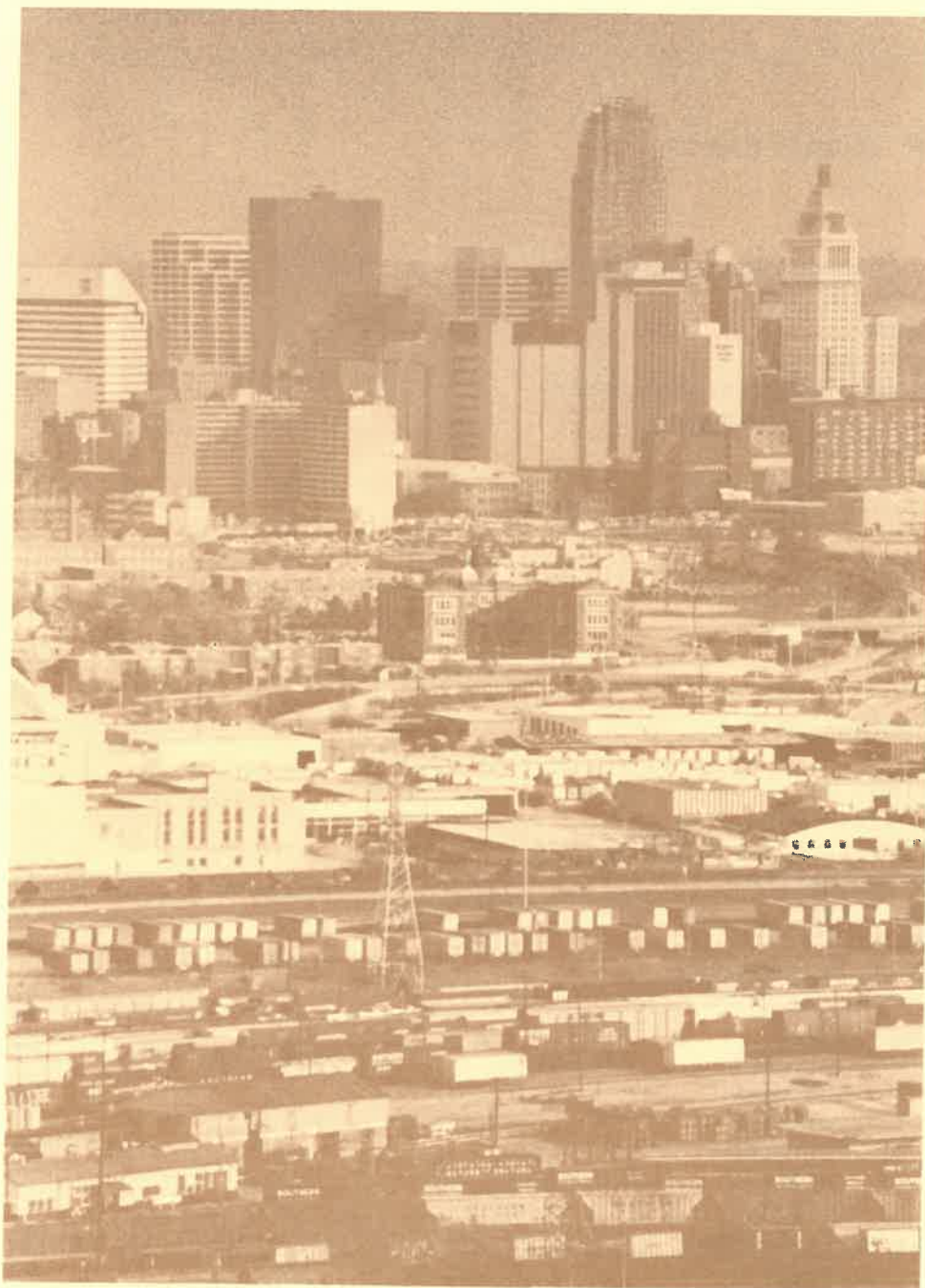
Part 2 (Chapters 5-8) contains the crux of the plan. Chapter Five presents the goals and objectives for industrial development upon which the plan is based. The recommendations for general infrastructure improvements in Chapter Six provide a framework of support for the key development projects proposed in Chapter Seven. A strategy for plan implementation concludes Part 2.

The overriding goal of this development plan is to enhance the industrial character of the Queensgate West Industrial Cluster. This plan recognizes that one of the greatest resources we have available is the collective effort and mutual commitment of private industry and the City of Cincinnati to the promotion of overall economic development.

This document represents the culmination of two years of planning activities for Queensgate West in Lower Price Hill, the pilot project of the City's Industrial Cluster Planning Program. The Program is based on the concept of a public-private partnership for industrial preservation and economic development. This concept requires the broad-based

support of area industrialists as demonstrated through the formation and growth of the Queensgate West Industrial Council (QWIC).

QWIC has been intimately involved in planning activities from the beginning of this project. The plan has been designed so that lead responsibility for its implementation rests solely with QWIC. Adoption of this plan by the public and private sector interests does not unilaterally bind them to the actions proposed in this plan. Rather, this plan ought to be used to guide investment and stimulate joint development efforts between private industry and the public sector.



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FOREWARD

Under Chapter 725 of the Cincinnati Municipal Code, it was found that "blighted, deteriorating and deteriorated areas" exist within the City which "contribute to the spread of disease and crime...constitute an economic and social liability; and impair...the sound growth of the community". It was further determined that such conditions could not be improved by the means available to the private sector alone. For this reason, Chapter 725 authorizes the City to expend funds in the elimination of blight and deterioration and, toward that end, to acquire private property.

In order to expend funds for the acquisition of property, the City must first prepare an Urban Renewal Plan, which defines the area or areas in which blight and deterioration are present, states reasons for which the area under consideration may be considered blighted or deteriorating, and proposes a course of action for the redevelopment and/or rehabilitation of that area. Upon the acceptance of the Plan by City Council, the area is formally declared an "Urban Renewal Area", and the City Manager is empowered to carry out the activities recommended in the Plan. Within Chapter 725 an Urban

Renewal Area "shall mean a blighted or deteriorating area which is appropriate for redevelopment or rehabilitation as defined in paragraph (a) of Section 725-1-4".

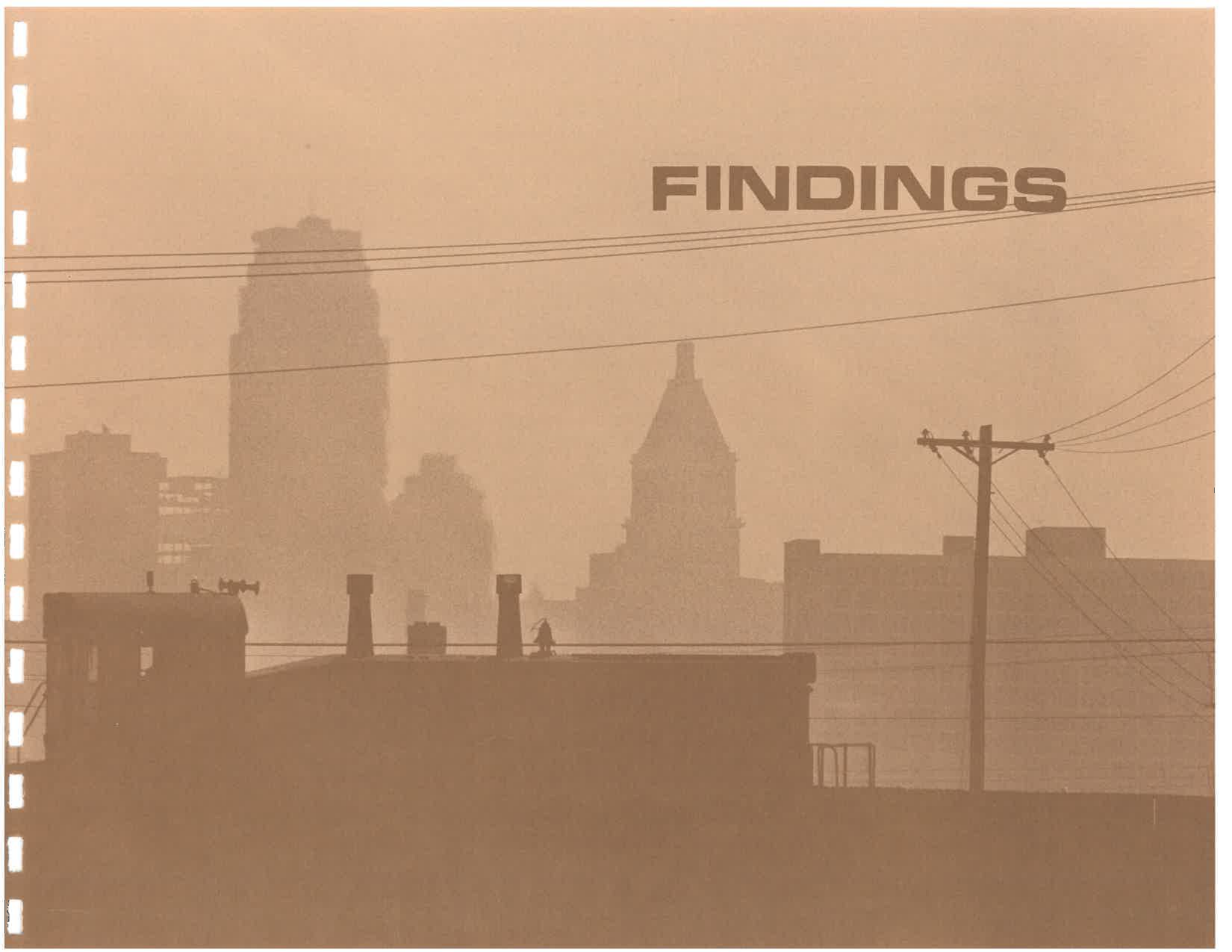
The City of Cincinnati, for the purposes of this particular plan, therefore, declares that the Queensgate West (Lower Price Hill) industrial cluster, as defined by the boundary description, P.--, is an Urban Renewal Area. Within the Queensgate West industrial cluster, there exist blighted areas in which a majority of structures are detrimental to the public health, safety, morals, and general welfare by reason of age, obsolescence, dilapidation, overcrowding, faulty arrangement, mixture of incompatible land uses, a lack of ventilation or sanitary facilities or any combination of these factors. Within the Queensgate West Industrial Cluster there also exist deteriorating areas which, because of incompatible land uses, non-conforming uses, lack of adequate parking facilities, faulty street arrangement, high turnover in residential or commercial occupancy, lack of maintenance and repair of buildings, or any combination thereof, are detrimental to the public health, safety, morals, and general

welfare, and which will deteriorate, or are in danger of deteriorating, into blighted areas.

Through the adoption of this Urban Renewal Plan by City Council, the City Manager is authorized to expend public funds in the acquisition of any property within the area defined as the Urban Renewal Area as is necessary for the implementation of this Urban Renewal Plan.

Further, the Queensgate West Industrial Development (Urban Renewal) Plan is consistent with the policies and recommendations outlined in the City of Cincinnati Coordinated City Plan, and the City has established a feasible method for the relocation of any families, individuals or businesses that shall be displaced from the area by any federally funded public development action.

FINDINGS

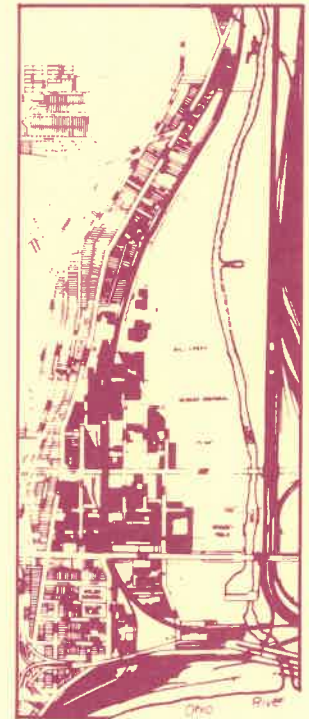


BACKGROUND

Throughout its history, Cincinnati industry has seen economic shifts as modes of transportation, production technology, energy sources, and other things have changed. The city's industrial roots lie in the pork packing plants, breweries, and machine tool shops of the last century.

Now diverse, Cincinnati's economic base is making a transition from manufacturing to service industries.

In undergoing these changes, the industrial base, while old, remains sound and solid.



**QUEENSGATE WEST
INDUSTRIAL
DEVELOPMENT PLAN**

DIVERSIFICATION

Since the 1950's the City has been in a state of transition as manufacturing employment has declined and employment in service industries has increased. Between 1958 and 1972, manufacturing employment declined by approximately 8,000 jobs while service sector jobs increased by 7,000 jobs.

Government employment has increased throughout the period. As of 1976, the City's economy was diverse, with 37% of total earnings and 32% of employment derived from manufacturing, compared with a nationwide average of 27%. Wholesale and retail trade accounted for 18% of earnings and 22% of total employment, while the service sector consisted of 15% of earnings and 16% of employment. While the continual growth in local unemployment is due largely to national policy, the gap between manufacturing job losses and service industry increases has also con-

tributed to the City's unemployment rate.

In the same period, manufacturing jobs declined in the remainder of the Cincinnati SMSA (outside Cincinnati) while service industries indicated consistent growth.

Cincinnati's continuing transition from a manufacturing to a service-oriented industrial complex is influenced by the following forces:

1. Transition from an industrial to a post-industrial society, characterized by a decrease in manufacturing's share of the total economy.
2. Federal and state policies encouraging growth in areas other than the midwest, stimulating growth in areas such as the sunbelt.
3. The growth in assembly line manufacturing versus the job shop, resulting in demand for large land areas not available in central cities.
4. Federal and local tax policies which promote decentralization through encouragement of suburban single family living. FHA and VA policies have not strongly encouraged in-city home ownership relative to suburban development.

5. The increased attractiveness of locating in the sunbelt versus the Midwest, due to lessened energy requirements attributable to climatic differences.

6. Countrywide population movement and cheap labor in the South and West versus the Midwest.

7. Lack of investment in existing plant and equipment, causing technological obsolescence.

In 1977, the Cincinnati City Planning Commission and the City's Office of Employment undertook an extensive in-person survey of 380 manufacturing firms located in the City of Cincinnati. The survey included manufacturing firms of all types and sizes. The survey findings¹ are summarized below:

1. A tabulation of all firms surveyed clearly identifies the diverse nature of the City's complex.

¹Observations taken from Survey of Manufacturing Firms in Cincinnati, Roger Schmenner, 1977.

Today, the complex is anchored by printing and publishing operations, fabricated metal products, and machinery producers.

2. Two thirds of the firms interviewed are locally owned and 51% of those interviewed own the building in which they do business.
3. The following items were identified as the most important assets offered by an in-city location:

% of
Firms Responding

Proximity to business services	95%
Local utilities	87%
Transportation facilities	79%
Proximity to material suppliers	76%
Proximity to bulk customers	69%

4. In the last 5-10 years 74% of the firms interviewed reported a positive rate of growth while only 6% reported a decline in growth.
5. While a large proportion of firms would consider investment

in equipment or plant modernization, a greater proportion (25% of those interviewed) prefer to build a new building.

6. With respect to locational stability, 41% of those firms interviewed have immediate development plans. Another 40% of those interviewed plan to expand in their current location, forming a relatively stable base of manufacturing firms.
7. The most predominant problem identified was a lack of on-site expansion space. The non-availability of skilled labor was also cited as a major problem.
8. Provision of tax incentives and suitable expansion space were cited as the two most important types of assistance that should be provided by the City to help industry remain in the area.

In summary, the City of Cincinnati exhibits a relatively stable but aging industrial base. In recent time, its composition has shifted from manufacturing to service industries.

Figure 1 describes the composition of changes in employment for Ohio and Southwestern Ohio from 1960 to 1970. It shows a significant lag in both manufacturing and service industry growth for Southern Ohio versus that of the U.S. as a whole. Later sta-

tistics for the City of Cincinnati specifically identify critical unemployment. As Figure 2 indicates, such job losses have resulted principally from plant "deaths" in the City consisting of branch plant closings, business failures, and moves out of the Southern Ohio area.



FIGURE 1: Employment Changes in Cincinnati, 1960-1970.

Region	Industry Group*	1960 Employment	1970 Employment	% Change in Employment	
U. S.	A	5,208,558	3,471,276	-33.35	* A = Agriculture, forestry fishing, and mining activities
	B	18,229,404	19,837,208	8.82	B = Manufacturing
	C	42,934,687	55,242,850	28.67	C = Services including transportation, communication construction, trade, finance, government, professional & recreational activities.
Totals		66,372,649	78,551,334	18.35	
Ohio	A	154,402	104,685	-32.20	
	B	1,345,679	1,447,586	7.57	
	C	2,021,683	2,532,004	25.24	
Totals		3,541,782	4,084,275	15.97	
Southwest Ohio**	A	8,782	6,276	-28.54	**The Southwest Ohio Region consists of Butler, Warren, Clinton, Hamilton, and Clermont Counties.
	B	172,733	179,672	4.02	
	C	271,666	330,191	21.54	
Totals		453,181	516,139	13.89	

FIGURE 2 Net Employment Changes, 1971-1975, in the Cincinnati Area by Category

	1975 Manufacturing Employment	1971-1975 Employment Change	Employment Changes Attributable to the Following		
			Plants Moving Within Area During Period	Plants which have remained stationary	Plant Births Less Plant Deaths
City of Cincinnati	61,768	-5,715	-1,627	-202	-3,886
Cincinnati SMSA	151,081	-3,629	+ 883	+490	-5,002

INDUSTRIAL CLUSTER PLANNING PROJECT

Cincinnati is a mature industrial city with a declining employment base. Such circumstances often make an area unattractive for new industries, and it becomes essential that existing industries are retained in order to maintain the city's employment base.

The Industrial Cluster Planning Project is an effort to do just that. This approach focuses on geographic concentrations of industry to identify mutual problems. Planning and problem solutions are accomplished through the cooperation of various government departments and the industrialists themselves.



**QUEENSGATE WEST
INDUSTRIAL
DEVELOPMENT PLAN**

EARLY DEVELOPMENT

As with many cities, the Civil War marked a significant point in Cincinnati's industrial history. Prior to the Civil War, Cincinnati was principally the pork packing capital of the west and midwest. After the Civil War, the railroads began major expansion to the north and west. Railroad expansion resulted in the decline of river traffic and rapid growth in western and northern cities such as St. Louis and Chicago. Cities like Cincinnati suffered a substantial decline in certain industries as the western frontier was opened up. By 1873, the City of Cincinnati packed only 600,000 hogs while Chicago packed over 1½ million.

In an effort to stimulate a lagging economy, Cincinnati merchants began holding annual industrial expositions to "advertise" the City's products. The first exposition was held in 1870 and the last in 1888. The Cincinnati exposition in conjunction with the opening of the Southern Railway in 1880 breathed new life into Cincinnati's floundering economy. The late 1800's was a time of intense competition among cities like Cincinnati and Louisville to get rail access to sou-

thern markets. Such competition produced the Louisville and Nashville Railroad as Louisville's link to the south. The opening of the Southern Railway was Cincinnati's answer to the competition.

While the total output of Cincinnati goods began to increase rapidly after 1880, the transition of Cincinnati industry became visible as "old bellwethers" suffered downturns. By 1890, only 271,000 hogs were packed in Cincinnati. Out of this process of shifting markets and changing modes of transportation, two industries emerged as focal points of Cincinnati industry and have endured into today's time.

In 1851, the City of Cincinnati had 21 breweries. Although the City has not sustained this number of breweries, they occupy a central position in the City's industrial base.

The success of the "Floating soap" which was introduced in 1879 sent Procter and Gamble to preeminence in the field of soap making. It was at this time that Procter and Gamble assumed its pivotal role in Cincinnati's economy. Although Ivorydale (built in 1885) is located outside the City of Cincinnati, it marked a strong commitment which has endured over time.

The City's machine tool industry

had its beginning prior to the Civil War. In the 1890's, however, the industry began to flourish with the advent of LeBlond Machine Tool Company, Cincinnati Milling Machine Company, and others. The coming of the automobile and of World War I made Cincinnati the nation's machine tool center.

Since its early days, Cincinnati's industry has become increasingly diversified. Unlike many of its eastern and northern counterparts, Cincinnati has avoided the pitfalls of a one-industry town. In recent years, location changes by major industries have severely cut into the well-being of many cities. Single-industry cities such as Detroit with its auto industry, or Pittsburgh or Cleveland with their steel have found changes in industry locations most damaging. It is the gradual diversification of Cincinnati's industry that has produced the economic stability the City enjoys today.

RATIONALE

As indicated in the preceding information, Cincinnati, like many of America's older industrial cities, is faced with the problem of a declining employment base. These cities have had an increasingly difficult time competing with new suburban industrial developments to attract either new industry or provide an attractive opportunity for existing industry to expand. The difficulty of land acquisition, of access and goods movement, of environmental quality regulations, and of the delays often found in working with an established city bureaucracy are but a few of the problems that contribute to making older industrial areas unattractive for new industrial investment.

The consequences for a city like Cincinnati are severe. A primary part of the City's general operating revenues depends upon an income tax levy on people who work within the City. Declining employment rolls consequently mean less tax revenues. The cycle continues with the City, faced with growing operating deficits, having to cut back on services to industrial, commer-

cial, and residential areas. Consequently, the central city becomes even less desirable as a place for industrial investment.

The maintenance of a stable employment base is critical to arresting the cycle of a declining tax base, consequent declines in City Services, and further abandonment of the central City to only the very poor.

In the broadest of generalities, employment base rests upon either maintaining existing industries within the City or attracting new firms to the City. Cincinnati over the past ten years has taken bold steps in creating new industrial areas to attract industry to the City. The Liberty-Dalton and Eastwood projects alone have resulted in over 146 acres of new industrially developed land providing a large number of new jobs for the City. Although this initiative continues, testimony of numerous experts of industrial and economic development suggests that the ability of central cities to attract new industry will be increasingly difficult, and competition with suburban areas severe.

Logically, it becomes increasingly important for the City to maintain its existing employment resources by addressing the problems of its older industrial communities.

These areas represent a significant tax and employment base. They also represent a sizable investment both in terms of the capital outlay by individual companies and the public investment for necessary service infrastructures. These industrial communities represent the "bird in the hand" that must be examined, nurtured, and revitalized.

The City of Cincinnati recently completed its "Overall Economic Development Plan." This plan outlined the problems and opportunities facing the city and set out goals, objectives, and strategies for overcoming these problems. One of its first stated goals was as follows:

"Promote growth and stability among existing commercial and industrial establishments and attract new commercial industrial establishments to this area."

This goal was followed with the objective:

"To retain existing firms, attract new business to the City of Cincinnati, and assist both existing and new businesses in their growth and expansion."

In the nine strategies suggested for achieving the stated goals there is specific reference to the

mechanism which anchors the Industrial Areas project:

"Establish mechanisms for effective and efficient communication among individual establishments and government for the purposes of planning and problem detection."

The Industrial Areas project is a distinct response to the above goal and objective. The program represents a balance in the City's efforts to strengthen its industrial base. The project is specifically structured to directly involve industrial operators in the destiny of their immediate environment and consequently in the City where they operate.

PLANNING PROCESS

The planning process utilized in each of the City's eleven industrial concentrations is relatively uniform and is especially geared to working with industrialists. (See Figure 3).

Each industrial area's planning project revolves around a council consisting of industrialists in the project area. After identifying general boundaries and conducting preliminary reconnaissance of key industrial problems in the area, the process of forming an industrial council begins through the solicitation of each industry within the cluster. A commitment to participate by a substantial portion of area industrialists must be secured to ensure the program's success.

The Industrial Council serves as the forum for problem definition and plan development. Upon formation and adoption of by-laws and a constitution, the Industrial Council should establish a specific planning area boundary and set out a planning schedule.

The City Team involves five agencies or divisions who work in coordination to assist each Indus-

trial Council in formulating and executing an Industrial Development Plan. The following agencies or divisions comprise the team:

Department of Development-- Ultimate responsibility for project execution.

City Planning Department-- Responsible to the Department of Development for actual planning work and for staff coordination in each Industrial area.

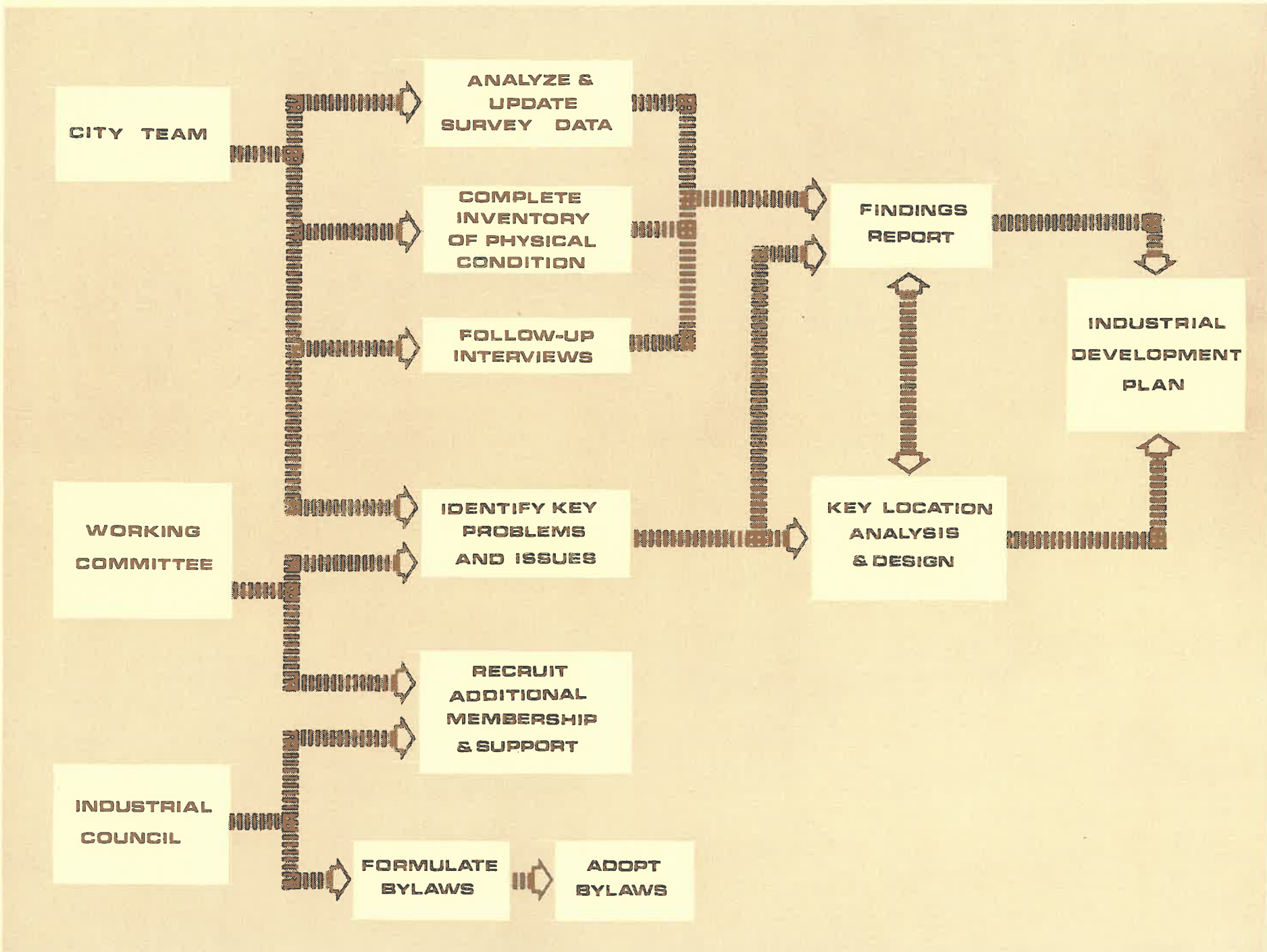
Community Assistance Division-- Responsible for liaison between the residential community and the Industrial Council in each Industrial area.

Division of Architecture and Urban Design-- Responsible to the City Planning Department for urban design work.

Department of Research, Evaluation, and Budget-- Responsible for project budgeting.

The team convenes at periodic intervals to assure coordination among City Departments.

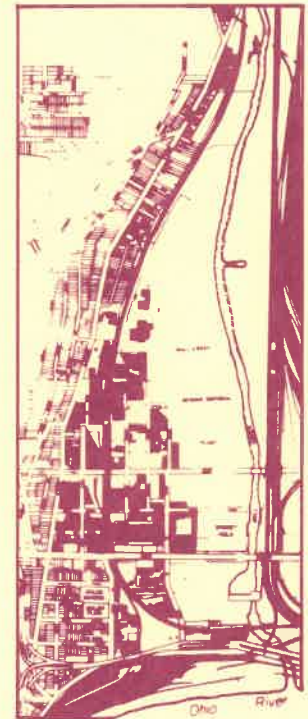
After the establishment of the Industrial Council in a project area, the City working team begins a planning process involving a strong partnership between the City and private industry.



QUEENSGATE WEST INDUSTRIAL CLUSTER

The numerous metal treating and production plants in Queensgate West are remnants of the area's foundry and carriage making heritage. The cluster now has more than forty companies, most of which are long term inhabitants of Queensgate West.

In 1977, representatives of the industries formed the Queensgate West Industrial Council. This body is largely responsible for the Development Plan and its implementation.



**QUEENSGATE WEST
INDUSTRIAL
DEVELOPMENT PLAN**

HISTORY & DEVELOPMENT

Through the early 19th Century, Price Hill remained a vast expanse of woodlands. In 1807, a successful merchant named Evans Price invested his fortune in the hill country west of the Cincinnati Basin. His son, Reese, built the Price homestead over the bridge of the hill at W. 8th and Mt. Hope Avenue. To encourage others to establish estates atop the hill, he managed a brickyard and sawmill on the west bank of the Mill Creek. A number of small cabins were built around the mill, and in 1821, he laid the area off as a town called Prospect Village. Eventually the entire hillside area became known as Prospect Hill.

By the time Prospect Village was founded, the steamboat had linked Cincinnati and New Orleans so that the Ohio River could be traveled upstream in less than a month. River trade greatly boosted Cincinnati commerce, and the steamboat itself was important to Cincinnati's industrial development. New steamboats had to be built and old ones repaired. Further, nearby coal and iron deposits fostered industries to complement the shipyards. Foundries, machine

shops, and machine tool shops sprang up, establishing Cincinnati's tradition in metal working.

A further stimulus to growth was the completion of the W. 8th Street viaduct in 1893. Until then, the Mill Creek deterred rapid growth and development in Price Hill. It had been spanned by a number of bridges which were frequently washed away. The original viaduct, $\frac{1}{2}$ mile long and 48 feet wide, was made possible by the Price Hill and Western Hills Improvement Associations, who lobbied in Columbus for funding. No longer cut off from the Cincinnati basin area, Price Hill began experiencing increased growth.

It was not just industries which developed between the Mill Creek and the hillsides. William Price, builder of the Incline, was a teetotaler and banned all liquor from the incline and the top of the hill. This not only contributed to the accident-free record of the incline, but also led to the establishment of many bars and saloons at the base of the hill.

Price Hill industries continued to grow and diversify. By the mid-1920's, the area boasted machine shops, a produce company, furniture and carriage makers, millworks, lumber yards, and foundries. In 1928, the incline switched to electric motor power.

A year later the original viaduct was replaced with the one which stands today. The incline remained in service until 1943, when the WSAI radio tower began operating.

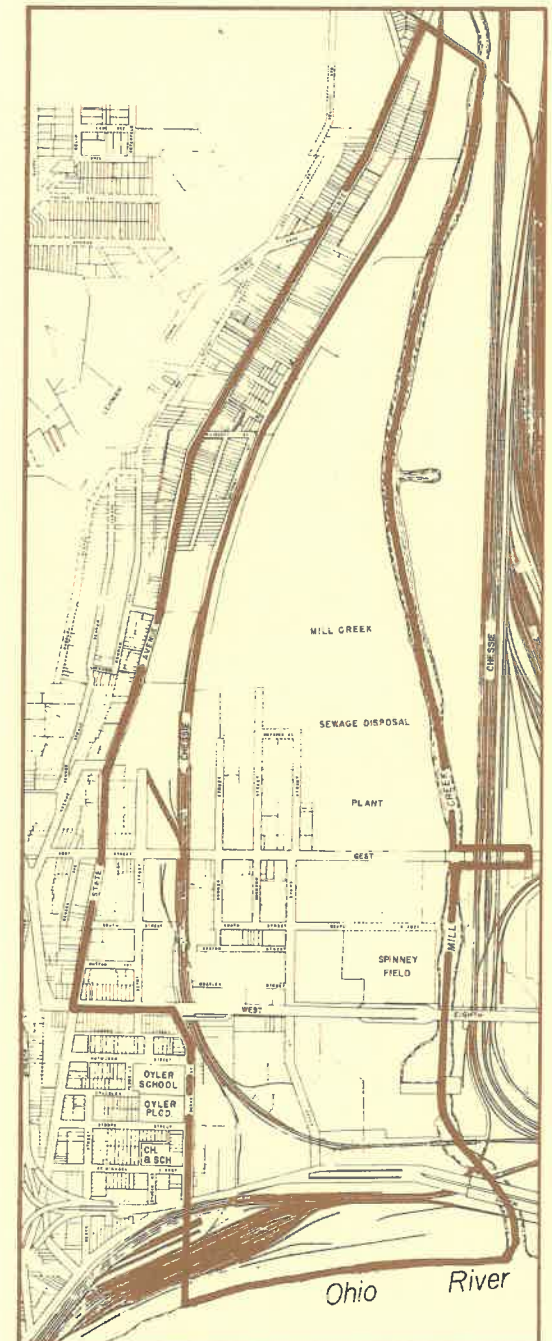
After the end of World War II, Lower Price Hill attracted metal treating plants and metal product factories. One of the area's biggest assets was its central Cincinnati location, close to many major suppliers and bulk customers. Construction of the interstate highway system further bolstered the locale's appeal. Heavy manufacturing plants were anxious to locate on sites with the excellent freeway access Lower Price Hill offered, and they have proliferated through the 1970's.

Now, Lower Price Hill has a much higher than average proportion of fabricated metal plants compared to other industrial areas in Cincinnati. Most of the companies were founded in Lower Price Hill and never left. Over 85% of them have been there more than 20 years. The area has been industrial for years and will probably continue to be so.

AREA BOUNDARY

Beginning at a point, said point being the intersection of the centerlines of State Avenue and W. 8th Street, thence moving eastwardly a distance of 388 feet to the western right of way line of Burns Street, thence moving southwardly along said right of way to a point, said point being the intersection of the western right of way line of Burns Street and centerline of River Road, thence moving southwardly, 695 feet to the southern property line of Auditor's parcel #150-3-43, thence eastwardly along said parcel and parcels #141-6-7 and 141-6-8 to a point, said point being the southern property line of Auditor's parcel #141-6-8 at its intersection with the centerline of the Mill Creek; thence moving northwardly along said centerline to a point, said point being the centerline of the Mill Creek at its intersection with the southern right of way line of Gest Street, thence moving eastwardly 592 feet to the northeast corner of Auditor's parcel #150-9-16, thence northwardly 60 feet to the northern right of way line of Gest Street; thence moving westwardly 596 feet to a point, said point being the said right

of way line at its intersection with the centerline of the Mill Creek, thence moving northwardly along said centerline to its intersection with the centerline of the Harrison Avenue Viaduct, thence, moving westwardly to a point, said point being the intersection of the Harrison Avenue Viaduct and the centerline of State Avenue, thence moving southwardly along said centerline to its intersection at the centerline of W. 8th Street, and the point of beginning.



INDUSTRIAL RESIDENTS

There are 49 firms in the Queensgate West Industrial Cluster, collectively employing approximately 2,700 people. The firms range in size from 1 to 800 workers. Kroger Company is the area's largest employer, and Lawson has over 300 workers. Most of the firms are much smaller, however. The relatively few large employers bring the average number of workers per firm up to 52, while the median company size is only 25 employees. (See map #1.)

80% of the companies are owned by local corporations, partnerships, or individuals. A fourth of them are headquarters for multi-plant operations. Over the last 5-10 years, three quarters of the firms report growth, while only 10% had a decline. This is consistent with City-wide figures.

Metal working and metal product manufacturing is the predominant type of industry in the area. 27% of the firms produce fabricated metal products, while another 10% each are non-electrical machinery producers, special trade contractors, foundries, or printing companies. Also in the area are a number of heating and

air conditioning companies and industrial suppliers. Uses like these, though not strictly manufacturing, are permitted within M-2 and M-3 zoned districts. Their operations in no way detract from the industrial character of the area. Medium to heavy manufacturing uses are integrated well with the lighter industries in Queensgate West.

QWIC

On June 13, 1979, the Constitution and By-Laws of the Queensgate West Industrial Council were accepted and adopted by the general membership of the organization.

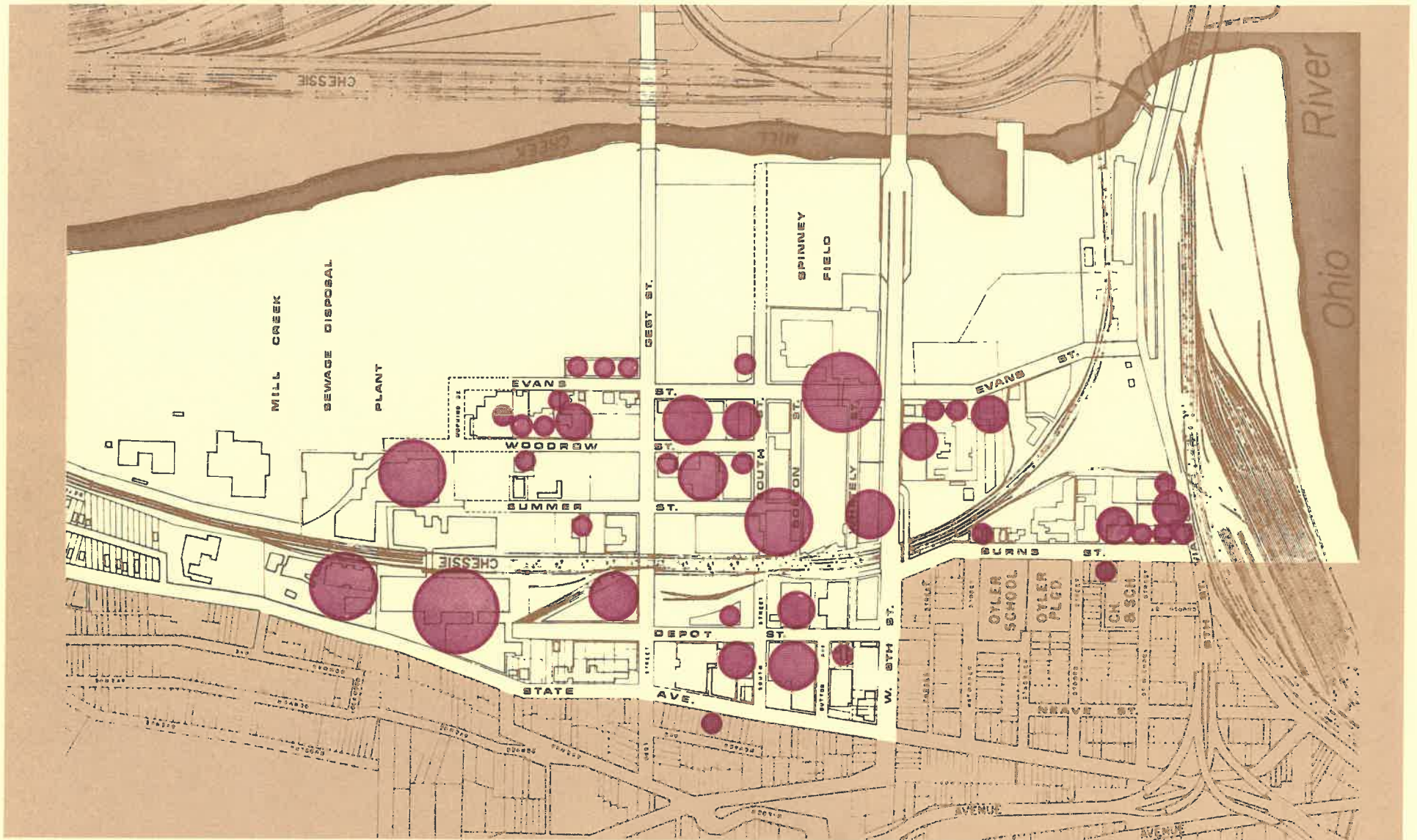
The Queensgate West Executive Committee consists of five officers with concurrent one-year terms. General membership in the organization is open to any corporation, partnership, or proprietorship within the Queensgate West area boundary.

Religious, educational, or civic organizations are also eligible for honorary membership.

According to its by-laws, the Queensgate West Industrial Council has two primary objectives:

To upgrade and advance the industrial community by unified action for solving mutual problems relating to vandalism, parking, traffic, beautification, and community/neighborhood relations.

To promote an effective working relationship with the City of Cincinnati.

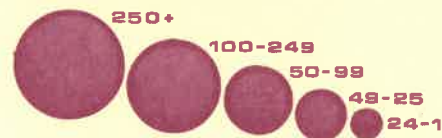


**QUEENSGATE
WEST
INDUSTRIAL
DEVELOPMENT PLAN**

MAP 1

CINCINNATI CITY
PLANNING COMMISSION

**COMPANY SIZE
BY NUMBER OF EMPLOYEES**



SCALE IN FEET
0 400 800

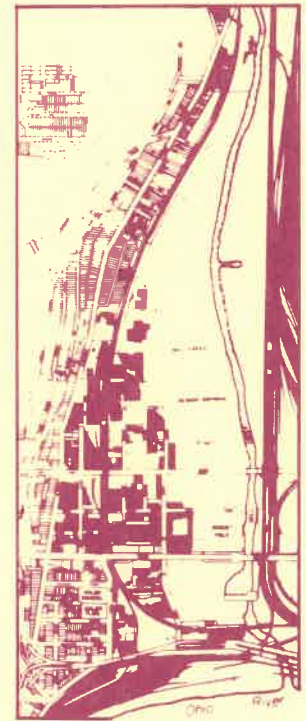


JANUARY 1981

ISSUES

With its origin in the mid-1800's, Queensgate West was built to accomodate older production methods, methods of transportation, and labor conditions. The aging physical plant, including privately owned properties and public thoroughfares, combined with changes in modern technology, have produced the numerous issues which represent the focus of this plan.

Major issues relate to problems of inadequate parking and poor truck circulation. The area lacks space for industrial expansion, and vandalism recurs. In remedying these and other issues, the industrialists intend to enhance the image of Queensgate West both functionally and visually.



**QUEENSGATE WEST
INDUSTRIAL
DEVELOPMENT PLAN**

PARKING

Queensgate West was built in a time when the majority of workers walked to work from the surrounding neighborhood. Accordingly, considerations of off-street parking were generally overlooked and structures were built to cover most or all of the sites on which they were built.

With the advent of the automobile and shifting population trends away from the old bedroom communities, a substantial number of the 2,700 workers in Queensgate West use their own cars to travel to work. This has caused nearly intolerable parking congestion in the area. In addition to parking on both sides of most streets, employees park in illegal on-street areas, on sidewalks, and in other areas such as abandoned rail rights of way. At minimum, Queensgate West industries need 380 parking spaces to relieve the area of on-street parking. Map #2 describes those areas where the greatest parking deficiencies exist.

CIRCULATION

The Queensgate West vehicular circulation system is characterized by distinctly identifiable internal and external street systems. The external street system moves high speed traffic past the area on elevated viaducts via West 8th Street, West 6th Street, and River Road. This through-street system is connected to the Queensgate West internal street system by State Avenue, which intersects each of the three thoroughfares. The internal street system for Queensgate West consists of old narrow streets which service its industry. Most of the internal streets in Queensgate West have pavement widths of 30 feet and must accommodate parking on both sides of the street, as well as two-way traffic movement. To complicate this problem, many of the internal streets which service QGW industry are dead end streets, which in effect doubles the amount of congestion which would normally occur on a through street.

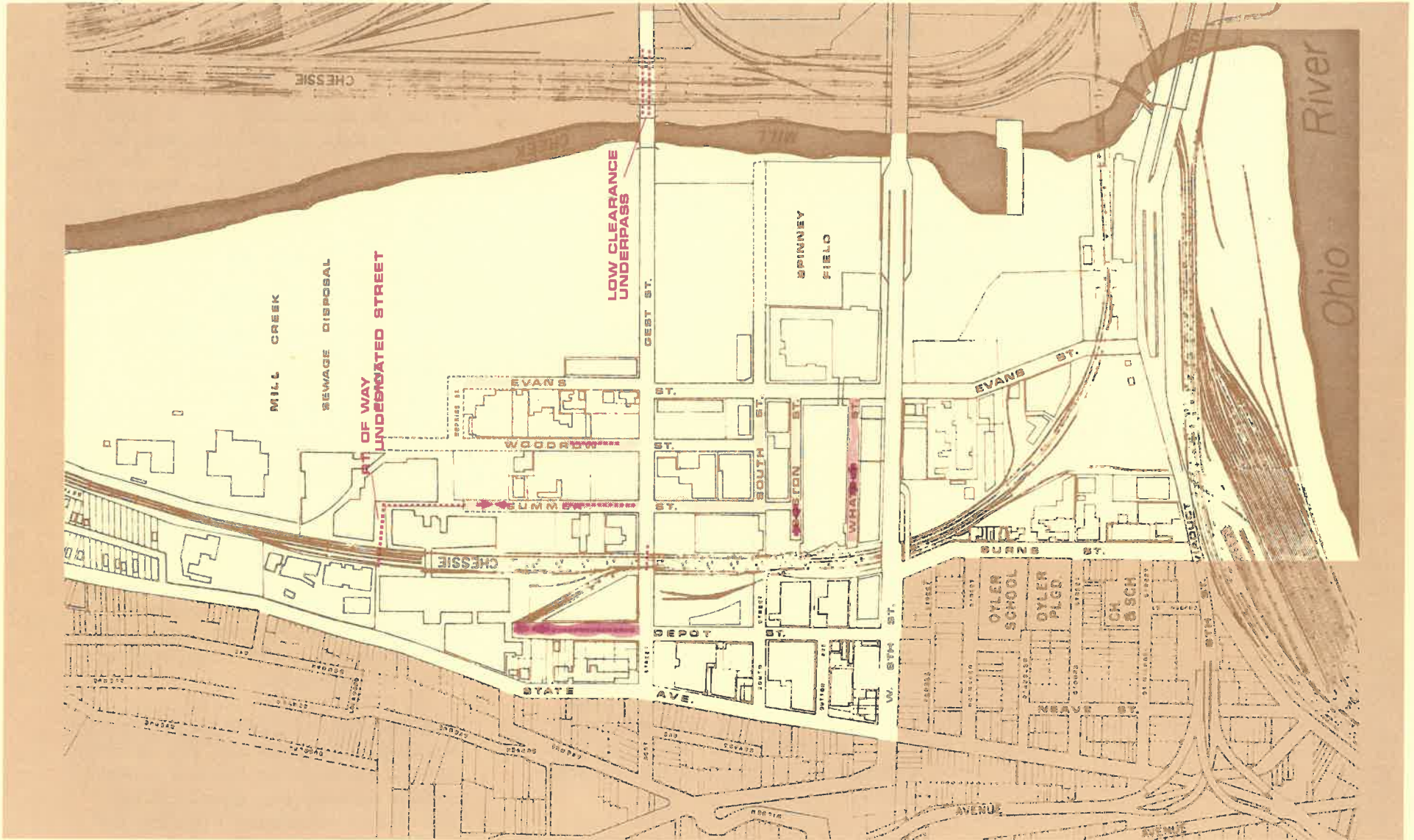
The age of the street system in Queensgate West, coupled with heavy truck usage and City cut-backs in capital improvements, have resulted in a general state

of disrepair. As indicated on Map #2, certain locations are experiencing extreme circulation problems due to the absence of street repair and maintenance.

The lack of adequate curbs and sidewalks give rise to other street condition problems in the area. The lack of curbs means that water runoff is not tied into the storm sewer system resulting in standing water which deteriorates pavement and speeds the rate of street deterioration. The absence of sidewalks means that on-street parking may extend onto private property, causing problems of utility pole damage, private property damage, and special liabilities to building owners.

Traffic control poses another problem. Traffic signals have been located in high traffic locations. However, changes such





**QUEENSGATE
WEST
INDUSTRIAL
DEVELOPMENT PLAN
MAP 2**

CINCINNATI CITY
PLANNING COMMISSION

**CIRCULATION
CONGESTION RESULTING
FROM:**
 TRUCK LOADING
 ILLEGAL PARKING
 ONE WAY STREETS
 POOR ROAD COND.



SCALE IN FEET
 0 400 800



JANUARY 1981

as one-way street extensions and connections may be established to relieve congestion. Additional signals may also be needed to assist in solving access to certain sections of Queensgate West from River Road.

EXPANSION SPACE

A substantial majority of Queensgate West firms intend to remain in the area, and over half of them wish to expand operations at their current location. Five firms have indicated serious thought about relocating within the next two to three years.

The main reason for leaving the area is the lack of available space for expansion. Companies were asked if there was anything the City could do to encourage them to remain. The reply was typically to provide suitable space for industrial expansion.

Developable land is scarce in Queensgate West, with nearly two-thirds of the area's 253 acres controlled by the Metropolitan Sewer District and the Chessie Railroad System. Some of their landholdings are available to industrial use, but only through short term lease arrangements.

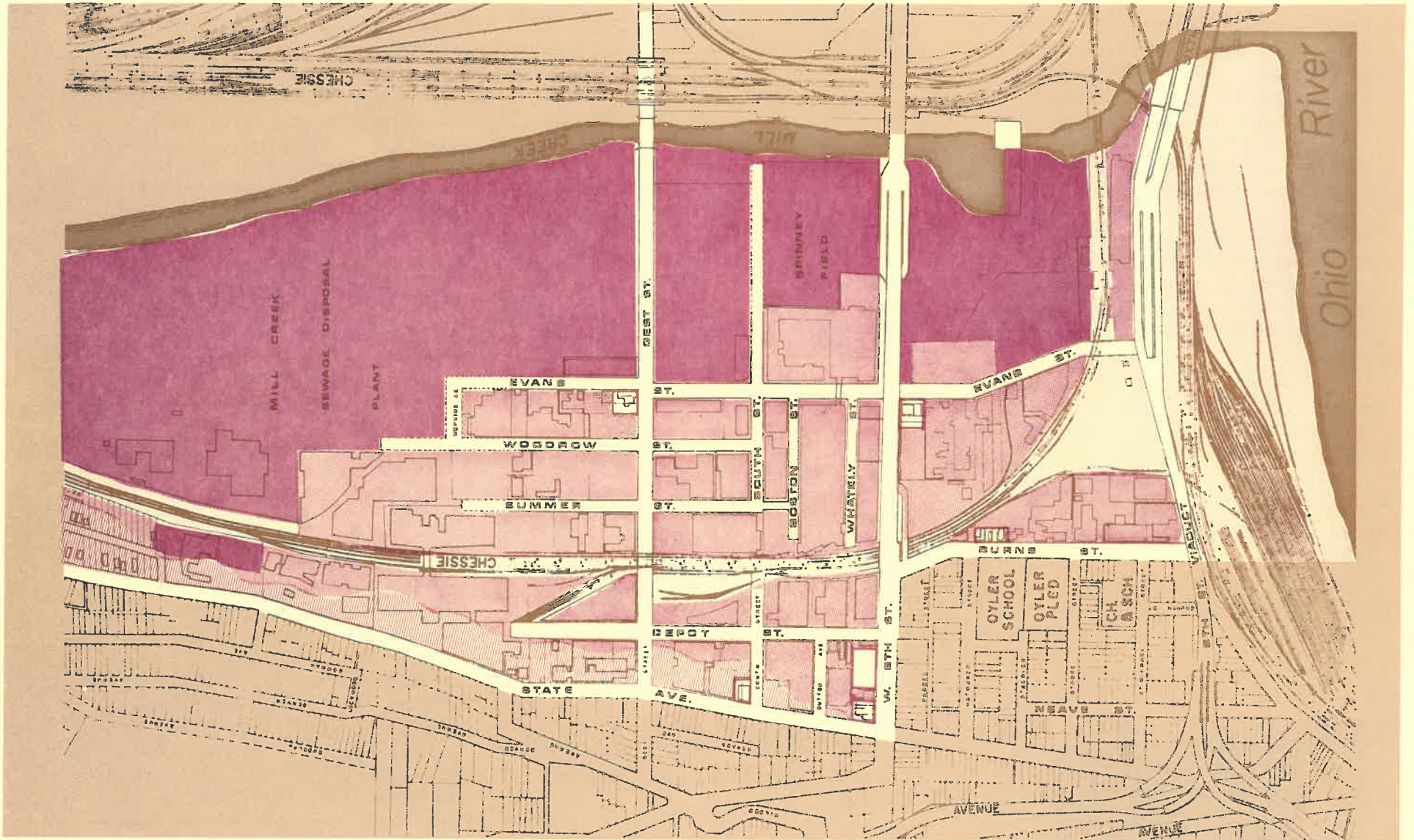
Over half the land owned by private industry is already covered by structures and most of the remaining land is used for off-street parking. Where sufficient parking is available on-street, buildings generally

extend from lot line to lot line, leaving virtually no room to expand.

Reuse of structures which have been vacated poses problems in adaptation, since many of the facilities are obsolete. Most of the buildings were not designed to accommodate delivery by trailer trucks. Finally, the upper floors of many buildings do not lend themselves to the heavy nature of most of the companies, who operate best in single (or at most two) story plants.

Topographic constraints also preclude the development of a number of industrially zoned parcels. A steep hillside drops off to the east of State Avenue, making that northern portion of Queensgate West inappropriate for even medium industry. To the south, below the W. 8th Street floodwall, the danger of flooding makes the land unattractive to industry.

Regulations of the National Flood Insurance Program and the Environmental Protection Agency directly affect industrial development. The Flood Insurance Program requires all construction in the floodplain to be floodproofed against a 100-year flood. EPA requirements for emissions offsets and water and waste treatment increase the demand for land on which to erect facilities.



**QUEENSGATE
WEST
INDUSTRIAL
DEVELOPMENT PLAN**

MAP 3

CINCINNATI CITY
PLANNING COMMISSION

CONSTRAINTS ON EXPANSION

- NON-CONFORMING
LAND USE
- STEEP SLOPES
- PUBLIC
RAILROADS
- INDUSTRIAL



SCALE IN FEET
0 400 800



JANUARY 1961

Despite these constraints, there does exist some potential for development. Land beneath the W. 8th and W. 6th Street viaducts is not currently used. Both have possibilities for surface uses, such as parking or outdoor storage.

With developable land so scarce, it is essential that land uses are allocated in such a way as to utilize available land as intensively and effectively as possible.



CRIME

In the early and mid 1970's, the incidence of burglary and larceny in Lower Price Hill was high and increasing. There was much concern among Queensgate West Industries regarding crime in the area. The Com-Sec Method of police patrolling was introduced in 1975, and since 1976 the number of criminal offenses has begun to diminish.

Criminal activity occurs most frequently along the western edge of the industrial cluster where it abuts the residential and commercial sections of Lower Price Hill. In 1978, there were almost as many offenses committed in the residential area southwest of W. 8th and Burns Streets as in the entire Queensgate West industrial cluster.

Within Queensgate West, crimes against property happen more than twice as often as crimes against person.

Vandalism is a major concern of the industrial residents, and may be attributed to a number of factors. Queensgate West lies adjacent to a densely populated residential community with high concentrations of youths and of

female-headed households. The neighborhood has high degrees of unemployment and transiency. Community facilities, deficient in equipment and size, do not meet the needs of the residents. Thus it appears that the high crime rate is symptomatic of deeper-seated social problems.

Physical qualities of the industrial cluster encourage vandalism. Many parts of Queensgate West are insufficiently lighted. This promotes the perception of the area as being unsafe. Abandoned railroad cars behind Metal Treating on Burns Street attract vandals and provide a means of access to private industrial property.

Individually, companies have taken measures to improve security on their own premises. Kroger significantly reduced the vandalism in its parking lots by adding guards and video surveillance monitors. Fences, locks, spotlights, and alarms have been used successfully by other firms as deterrents to crime. Ensuring the safety of people and property in Queensgate West remains an important concern of the industrial community.

IMAGE

The prevailing characteristic of the majority of Cincinnati's aging industrial clusters is poor visual image. This is generally the result of many factors, including incompatible land uses, deteriorating public services, deteriorating buildings, lack of efficient circulation paths, lack of strong boundaries, and lack of strong, identifiable activity nodes.

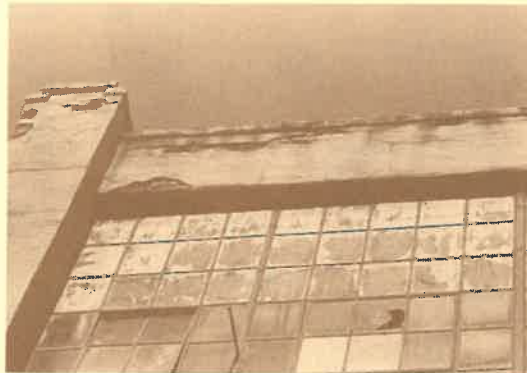
The result of an area's poor visual image is often the inability to attract quality laborers and clerical workers, and concomitant with that, an inability to attract new and financially healthy firms to the area. This condition represents an acute problem to Queensgate West.

Queensgate West's image is characterized by inefficient circulation paths, deteriorated public conditions, deteriorated buildings, and incompatible land uses.

In contrast to these negative elements, Queensgate West is gifted with exceptionally strong boundaries and strongly identifiable activity nodes at 8th Street and State Avenue and Gest Street

and State Avenue.

The principal function of this plan will be to achieve a) more uniform land use, especially in the northern sections of Queensgate West; b) improve access and circulation patterns; c) street-scaping and other capital improvements; and d) the facilitation of building improvements. The following Image Map describes the general image strengthening process to be achieved through this plan.



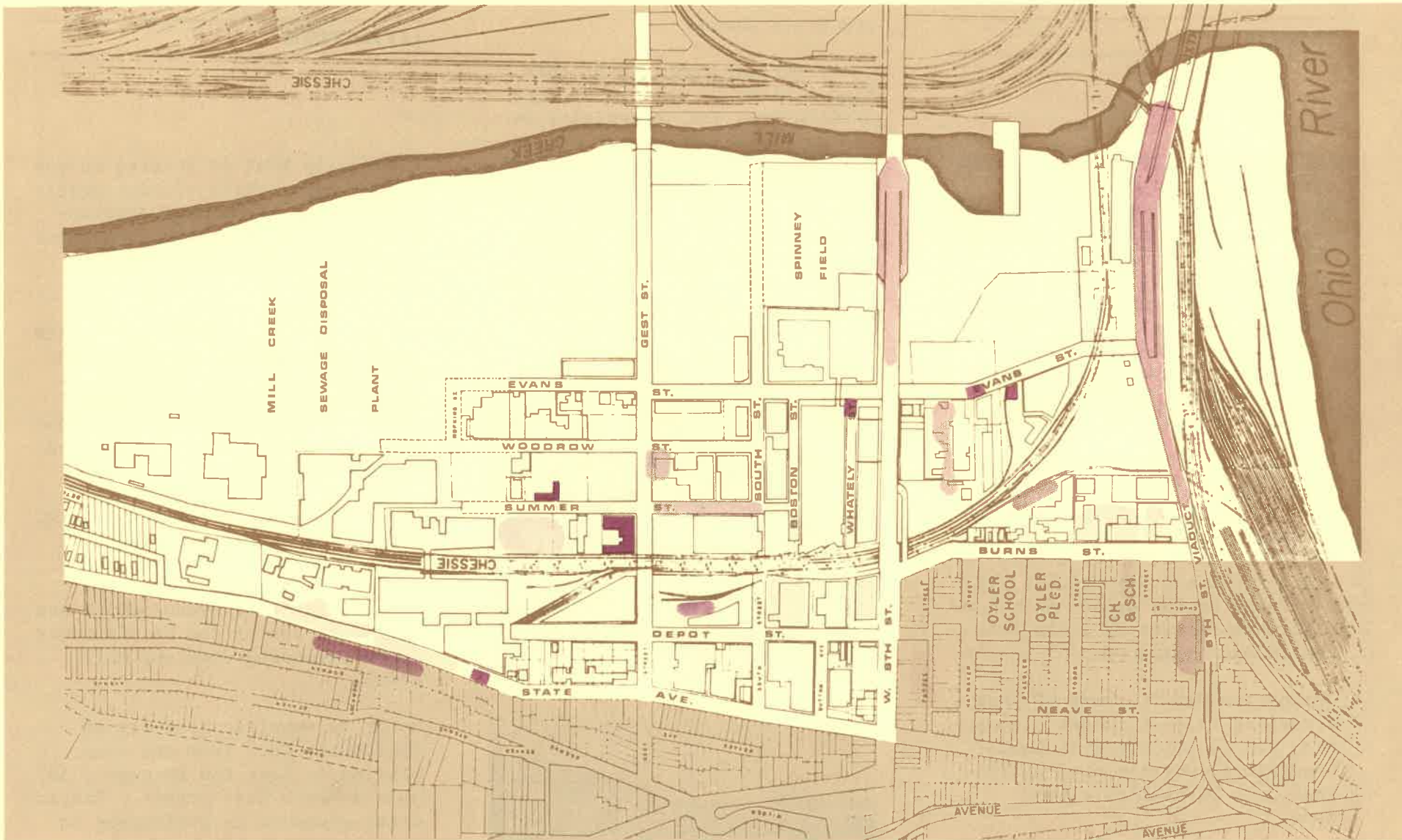
UTILITIES

Queensgate West is located in one of the older parts of Cincinnati. Most of the structural development and the infrastructure which supports it was built prior to the 1940's.

In the case of utility lines, age is not necessarily equated with obsolescence. All the major transmission lines still meet service standards, and the industries all rated utility services as satisfactory.

Electricity is the primary energy source for Queensgate West. It reaches the area via overhead distribution lines along Gest Street and State Avenue which are linked to one of the City's tower lines extending down the Mill Creek.

Water is supplied directly to Queensgate West from the main station in East End through a 36" main beneath Gest Street. Static water pressure is sufficient to meet the needs of the existing industries, but the adequacy of the supply system should be re-evaluated if a new industry with a higher demand for water locates in the area.



**QUEENSGATE
WEST
INDUSTRIAL
DEVELOPMENT PLAN**

MAP 4

CINCINNATI CITY
PLANNING COMMISSION

IMAGE
BUILDINGS IN
POOR CONDITION
CRIME
VISUAL BLIGHT
SEWER PROBLEMS



SCALE IN FEET
0 400 800



JANUARY 1981

Sewers in Queensgate West carry both storm and sanitary waste. Although in most areas the capacity of the pipes meets the theoretical flow, industries have identified three locations where sewer surcharge occurs. Two are in the vicinity of Evans and W. 8th Streets and the third is on State Avenue in front of Kroger.

The viability of an industrial area depends on adequate, dependable energy and utility service. The lines and mains must not be permitted to deteriorate. Further, the condition of the underground utilities system should be assessed and necessary improvement made prior to any surface treatment which is to occur. From a functional and economic standpoint, disruption of normal activities should be held to a minimum as public improvements are being made.

LABOR

Queensgate West firms employ about 25% skilled, 30% semi-skilled, and 45% unskilled workers. Most of the labor force is drawn from the neighboring communities of Price Hill, Fairmount, and Cumminsville.

Firms are generally satisfied with the labor supply, but some have indicated a shortage of skilled workers. There is also some concern about low productivity among workers, particularly as it relates to the cost of labor.

Most of the industries employ unionized workers. Labor/Management relations are good; only one company claimed to have had problems with unions.

Although most of the firms have very good records of employee retention, many report problems with absenteeism. These frequent and unpredictable absences cause many of the industries to rely heavily on marginal, temporary spot laborers. Female employees are often difficult to attract to Queensgate West. Firms attribute this to the general perception of the area as being unsafe, especially after dark. They believe

that increasing security and upgrading the image of Queensgate West are important in order to retain and attract additional female workers.



DEVELOPMENT PLAN

A sepia-toned photograph showing a large steel truss bridge spanning a wide river. In the foreground, a concrete wall runs across the frame, with a rectangular sign mounted on it. The sign contains the text 'WORKING TODAY FOR A BETTER TOMORROW' in bold, italicized, sans-serif capital letters. The background features a river, trees, and a utility tower on the right side.

***WORKING TODAY
FOR A
BETTER TOMORROW***

GOALS

The overriding goal of this development plan is to maintain and enhance the industrial character of the Queensgate West Industrial Cluster. In order to achieve that goal, specific objectives of efficiency and effectiveness in industrial operations must be met. The objectives pertain to issues as identified and prioritized by the Queensgate West Industrial Council. These goals and objectives provide the basis for the development policies which follow in Chapter 6.



**QUEENSGATE WEST
INDUSTRIAL
DEVELOPMENT PLAN**

1. MAINTAIN AND ENHANCE THE INDUSTRIAL CHARACTER OF THE QUEENSGATE WEST INDUSTRIAL CLUSTER

- 1.1 Encourage existing industries to remain.
- 1.2 Facilitate industrial expansion where possible within the cluster area.
- 1.3 Recognize Queensgate West as an industrial corridor as described in the Coordinated City Plan in which industrial land uses have priority over residential and other non-industrial land use.
- 1.4 Emphasize the boundary of the industrial cluster by developing a transitional buffer element between industrial and adjacent residential and commercial uses.

In general, most firms are satisfied with Queensgate West as a place to conduct operations. The most outstanding attribute of the area is good freeway access. The second most desirable quality of the area is its centrality with respect to the Greater Cincinnati Area. A number of firms also cite as an asset their proximity to suppliers and bulk customers. Accommodating the needs of the existing industrial residents

is the overriding goal in the Queensgate West industrial development plan.

The Price Hill Community Plan proposed a number of policies to build the image and form of the Lower Price Hill Community of which Queensgate West is a part. The plan states explicitly that the line should be held on any further industrial encroachment in Lower Price Hill.

The goal of the Land Use Plan should be to reinforce the land use pattern which existing development has precipitated and to encourage further definition of a strong and homogeneous industrial land use district within the larger Price Hill community. A strict delineation of the industrial district should be drawn at State Avenue, W. 8th Street, and Burns Street.

Note: While the above policies stress the transition from a mixed use industrial area to a homogenous industrial area within Queensgate West, the sometimes conflicting needs of existing residents must be addressed in order to minimize hardships upon existing residents. This plan recommends a policy of attrition to prevent the displacement of

residents from the neighborhood.

In the case of owner occupied residential properties, transition would occur after the death of the owner-occupant, unless the owner chooses to sell his property for a fair and reasonable amount.

In the case of renter-occupied

properties, the removal of tenants would be discouraged until suitable alternative units become available elsewhere in the neighborhood, preferably through the rehabilitation or vacant units within the neighborhood.

In the case of currently vacant residential property, there is no need to wait for conversion to industrial use.

2. PROMOTE THE QUEENSGATE WEST INDUSTRIAL COUNCIL AS THE KEY FORCE IN EFFECTING INDUSTRIAL DEVELOPMENT IMPROVEMENTS IN THE AREA

- 2.1 Encourage active membership in QWIC by all industries in the area.
- 2.2 Regard responsibility for implementing the Queensgate West Industrial Development Plan as resting with the Queensgate West Industrial Council.
- 2.3 Promote cooperative effort among industries towards solving mutual problems through the use of private resources.
- 2.4 Promote cooperation between QWIC and the Lower Price Hill Community Council.
- 2.5 Encourage positive relations between industries and Lower Price Hill residents and merchants.
- 2.6 Maintain a good working relationship between QWIC and City government.
- 2.7 Use QWIC to assist individual industries in effectively dealing with municipal agencies and departments.

The Queensgate West Industrial Development Plan is a blueprint for the future of the area. It is the culmination of the planning effort of the Queensgate West Industrial Council with the assistance of City agencies.

Realization of the plan's goals and objectives depends on the degree to which the Industrial Council is committed to the implementation of the plan's development policies. The implementation function in turn depends on full representation and

active membership on the part of Queensgate West industries and coordination of the activities of the Industrial Council with those of the City and Community Council.

3. PROVIDE SUFFICIENT PARKING FOR INDUSTRIAL EMPLOYEES AND VISITORS

- 3.1 Eliminate on-street parking which interferes with truck circulation.
- 3.2 Develop additional off-street parking to compensate for all on-street spaces which are eliminated to accommodate truck traffic.
- 3.3 Develop additional off-street parking to accommodate all vehicles which currently park illegally or an inconvenient distance from their destination.
- 3.4 Minimize the conflict between parking and industrial expansion.
- 3.5 In developing off-street parking, minimize the use of land which could be developed for industrial purposes.
- 3.6 Develop a system of surface parking lots, a shuttle service parking scheme or a multi-story parking structure in such a way as to relieve parking congestion and circulation problems and to release strategic locations for plant expansion and consolidation.
- 3.7 Develop adequate pedestrian rights-of-way to support new pedestrian traffic patterns resulting from the parking plan.

Adequate facilities for parking stands out as a primary concern of Queensgate West industries. Nearly half of the firms expressed a need for additional off-street parking. Most of them are substantially under capacity, needing more than 20 spaces each to meet their needs. The industries want at least 360 addition-

al parking spaces.

The parking problem is difficult to resolve because of the trade-offs for space which must be made. On-street parking leaves more land available for industrial use, but it conflicts with truck circulation. Off-street parking permits more free traffic flow,

but it reduces the amount of space available for industrial expansion.

The industries feel that expansion space is necessary but that good truck circulation is essential. The parking plan will reflect this.

4. FACILITATE TRUCK CIRCULATION TO ALL INDUSTRIAL ACCESS POINTS

- 4.1 Eliminate on-street parking within 30 feet of all corners.
- 4.2 Permit on-street parking only where it would not interfere with the flow of truck traffic.
- 4.3 Provide street maintenance and improvements as needed to maintain all truck routes on public and private rights-of-way in good condition.
- 4.4 Encourage improvements of arterial access to Queensgate West.
- 4.5 Review the condition of all underground utilities and make any necessary repairs prior to the construction of any surface capital improvements.
- 4.6 Develop adequate separation of pedestrian and vehicular traffic.

Truck circulation is the paramount concern of Queensgate West industries, since trucking is the primary mode of transportation, far ahead of rail and piggyback. Dead-end streets like Depot, Boston and Whately bottleneck regularly, and this causes problems not only in delayed shipping and receiving, but also in obstructed traffic for neighboring companies.

Queensgate West firms rated transportation facilities slightly lower than did the rest of the firms in Cincinnati. Despite excellent freeway access, companies complained of circulation problems for their trucks

within the industrial cluster.

This they attribute to the poor condition of streets, especially Depot, Summer and Woodrow, and to the on-street parking which constricts traffic flow and contributes to congestion.

According to the firms in the area, there are two areas with critical truck circulation problems. One is on Depot Street north of Gest Street, where the combined activities of Kroger, Hill & Griffith and Consolidated Metal Products generate between 80 and 90 truck shipments per day. The second area is south of Gest Street along Evans, Woodrow, Boston and Whately Streets, where

approximately 60 trucks per day are routed.

Firms report that their trucks suffer from abuse. The ruts and potholes make maneuvering difficult and take a toll on shock absorbers and suspension. They also report that at least one or two trucks a month are arrested by the low clearance on Gest St. despite the sign and warnings from their dispatchers.

Queensgate West industries agree that, in general, the quality and capacity of their internal street system is inadequate to carry the truck movement and automobile traffic in the area.

5. PROVIDE SPACE FOR INDUSTRIAL EXPANSION

- 5.1 Encourage productive industrial use of vacant land and buildings.
- 5.2 Use vacant railroad right-of-way to its maximum capabilities.
- 5.3 Use under-utilized land available only through short-term lease for parking or storage facilities.
- 5.4 Consolidate industrial operations where possible when such consolidation would result in more efficient utilization of land.
- 5.5 Give industrial uses priority over non-conforming, incompatible land uses.
- 5.6 Minimize the use of industrially zoned land for non-industrial functions, but encourage maintenance, rehabilitation or establishment of existing or new commercial restaurant facilities which would service Queensgate West.
- 5.7 Eliminate non-conforming land uses which adversely affect surrounding industry.
- 5.8 Facilitate the orderly transition of incompatible land uses to uses which promote industrial development.
- 5.9 As property becomes available for sale or lease, encourage owners to refer information to QWIC in order to allow existing industries right of first refusal.
- 5.10 Encourage modernization and rehabilitation of obsolete structures which have the potential for re-use by industry.
- 5.11 Encourage vertical growth where possible.

Most of the plants in Queensgate West are job shops, producing many different kinds of products in short production runs with substantial work-in-progress inventories. A third of the firms have composite operations, involving fewer kinds of products and longer production runs.

Nearly all the firms have made some changes in their production processes in the last decade.

Most of these changes have been in the form of newer or additional equipment. There is also a trend toward more self-contained plants.

Most of the industries find their buildings in satisfactory condition and do not contemplate any major improvements. However, the firms in Queensgate West have significantly less space available for expansion than do firms

in other areas of the City. Over half the firms indicated that they have no space at all on which to expand operations. Like most other Cincinnati firms, construction of new buildings for expansion is the most frequently desired modernization to be made. Since 1970, 42% of the companies have expanded their sites, and over 40% have expansion plans for the future.

6. REDUCE THE AMOUNT OF VANDALISM

- 6.1 Increase public and private security measures in areas having a high incidence of vandalism.
- 6.2 Increase the level of lighting to discourage vandals in both public and private areas.
- 6.3 Especially encourage high intensity street lighting in high traffic locations.
- 6.4 Encourage cooperative private sector crime prevention activities.

Before 1977, firms report a severe problem with vandalism, but since that time many firms report that vandalism has subsided. Situations where vandalism remains a problem are concentrated along the western edge of the industrial cluster adjacent to Lower Price Hill's residential and neighborhood

business districts.

Firms in the southern portion of Queensgate West report such incidents as breaking and entering, stealing office equipment, slitting tires and stealing gasoline from parked cars, and neighbors throwing trash on the company's property.

Some abandoned railroad cars behind Metal Treating contribute to the problem by attracting vandals. Further north along State Avenue lamps and windows have repeatedly been broken, property has been littered, cars broken into, and lawns and shrubbery destroyed.

7. IMPROVE THE PHYSICAL APPEARANCE OF THE AREA IN ORDER TO ENHANCE THE IMAGE OF QUEENSGATE WEST
 - 7.1 Encourage exterior building improvements especially in high visibility areas.
 - 7.2 Establish design guidelines for building and facade treatment to promote coordinate exterior plant renovations.
 - 7.3 Clean up litter and trash on both public and privately owned property.
 - 7.4 Encourage repair of streets, sidewalks and curbs as needed to maintain them in good condition.
 - 7.5 Develop a system of lighting in inadequately illuminated areas, whether publicly or privately owned, to enhance the area's visual quality.
 - 7.6 Reduce visual blight by screening from view unsightly areas, buildings or operations.
 - 7.7 Use tree planting as a device to enhance the image of Queensgate West.
 - 7.8 Encourage maintenance of public and private property, both on-site and off-site.
 - 7.9 Exempt all properties in Queensgate West from the requirement of Historic Conservation Legislation except in those cases where designation is requested by the owner.

An area's image is determined in large part by its physical appearance. Poor visual quality detracts from the overall character of an area as people transfer their negative visual perceptions to other aspects of an area such as safety, working conditions, productivity and profitability. It is important to maintain a positive image in order to avoid the undesirable impacts associated with a negative image.

Industries themselves complain of

the trash and litter in Queensgate West. Lunchtime debris is common in the vicinity of Lou Wieland's Cafe on Gest Street and along Woodrow and Summer Streets. Residents of the building on West 8th Street repeatedly litter Paragon Paper's property. Dumping is a problem under both the 8th and 6th St. viaducts. Barrels stored in disarray contribute to the visual blight in various locations. On State Avenue across from Kroger two semi-demolished

buildings have been left in rubble. Firms in the area point to health hazards as well as the unsightliness of such a situation.

The companies in Queensgate West recognize the value of operating in an area with a positive image and visual amenities. Through this industrial development plan they intend to enhance the image of their neighborhood as a good place to work and conduct business.

8. ENSURE THAT THE INFRASTRUCTURE NEEDED TO SUPPORT INDUSTRIAL ACTIVITIES IN QUEENSGATE WEST IS MAINTAINED IN GOOD CONDITION

- 8.1 Encourage cooperation between public and quasi-public bodies and private industry to assure that the energy and utility requirements of industries continued to be met.
- 8.2 Encourage maintenance and upgrading of utility, energy and sewer structures necessary to satisfy increases in demand which may arise due to new or expansion of existing industrial facilities.
- 8.3 Require a coordinated report of the condition of all underground lines lying beneath proposed surface repairs and improvements.
- 8.4 Make no long range surface repairs or improvements until any recommended repairs or improvements to underground lines have been completed and the lines certified in good condition.

Queensgate West firms indicated general satisfaction with the adequacy of local utilities. Gas and electric service has been sufficient in meeting past and current demands, and flow tests indicate that water pressure is more than adequate for

all locations in Queensgate West.

As already demonstrated, however, streets and sidewalks are in a general state of disrepair, and several sections of sewer need maintenance. When problems like

these have arisen, firms report a poor City response with necessary repair services.

The industries need the infrastructure maintained so they may continue to operate optimally.

9. MAINTAIN AN ADEQUATE LABOR SUPPLY

- 9.1 Develop training programs as needed to produce skilled labor as needed by Queensgate West industries.
- 9.2 Develop incentive as needed to reduce the amount of absenteeism.
- 9.3 Encourage industries to recruit employees from the Lower Price Hill community.
- 9.4 Encourage the use of Manpower, Santa Maria and other neighborhood referral services to assist industries in securing an adequate work force.

Three-quarters of the 2900 people employed in Queensgate West are semi-skilled and unskilled laborers. Workers in these categories are common in the neighboring residential communities; consequently many

firms regard the proximity to the labor supply one of Queensgate West's best assets.

There have been problems attracting and retaining skilled laborers, however. Low levels of

productivity and chronic absenteeism are common complaints. Queensgate West industries want to ensure their continued success by maintaining an adequate, appropriate and dependable supply of labor.

10. PROMOTE EFFORTS TO ENHANCE THE QUALITY OF ENVIRONMENT

- 10.1 Identify appropriate government and local agencies, programs and funding sources to assist industries in complying with Environmental Protection Agency regulations.
- 10.2 Encourage cooperation between industries which would promote mutual compliance solutions.
- 10.3 Encourage QWIC's participation in the development and review process of local environmental standards which will affect local industries.

The Environmental Protection Agency already regulates the emissions of solid and liquid wastes of a number of Queensgate West industries and the Metropolitan Sewer District. MSD anticipates the possibility of EPA requiring tertiary treatment of wastewater, a process which would necessitate an additional plant being built on their property south of Gest Street.

As environmental standards become more stringent, EPA regulations become more rigorous. Compliance requires large investments of capital and land. Queensgate West industries are concerned that the quality of the environment is maintained at a high level and that industries in the area have available whatever assistance is necessary for them to continue operating and meet EPA require-

ments.

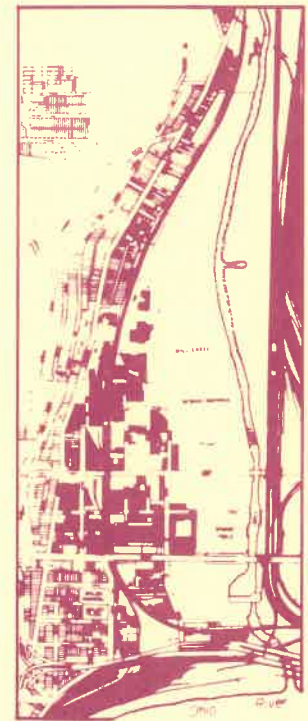
Controls to regulate environmental quality are imposed at State and local levels as well. Often these controls respond to a broader range of environmental issues, including such things as noise and visual pollution. As local concern mounts, it is important that industries provide input to the process which will establish local standards for a quality environment.

GENERAL INFRASTRUCTURE IMPROVEMENTS

Despite the diversity of industrial operations in Queensgate West, there are a number of problem issues that confront all the businesses in the area. This chapter addresses these issues and proposes general infrastructure improvements which will create a framework of support for more specific development projects presented in Chapter Seven.

Primary responsibility for implementing these proposals rests with the Queensgate West Industrial Council. The public improvements which are recommended are to be regarded as trade-offs for similar private sector reinvestment activities.

Note: All costs included in the text are estimates based on second quarter 1980 figures.



**QUEENSGATE WEST
INDUSTRIAL
DEVELOPMENT PLAN**

ON-STREET LIGHTING

An upgrading of on-street lighting is recommended to alleviate several problem situations common to the area; specifically, the improvement is to increase the safety of pedestrian and vehicular movement, discourage crime and vandalism, and present a positive visual image of the area as a secure place in which to work and operate a business.

The increasing of on-street illumination may be implemented by two means: the replacement of existing lights with high-output lights, or the installation of additional fixtures. Either way, the cost of any improvement in excess of existing standards is assessed to the abutting property owners at an estimated cost of \$.65 per frontage foot \pm \$.05 per yr. for operating costs. The street lighting improvement requires the petition and consent of a majority of the property owners on the street.

*

All cost estimates based on 2nd Quarter 1980 figures, as determined by the City of Cincinnati.

Financial assistance for the initial costs of lighting improvements is available to eligible parties; such monies are administered by the Department of Housing and Urban Development.

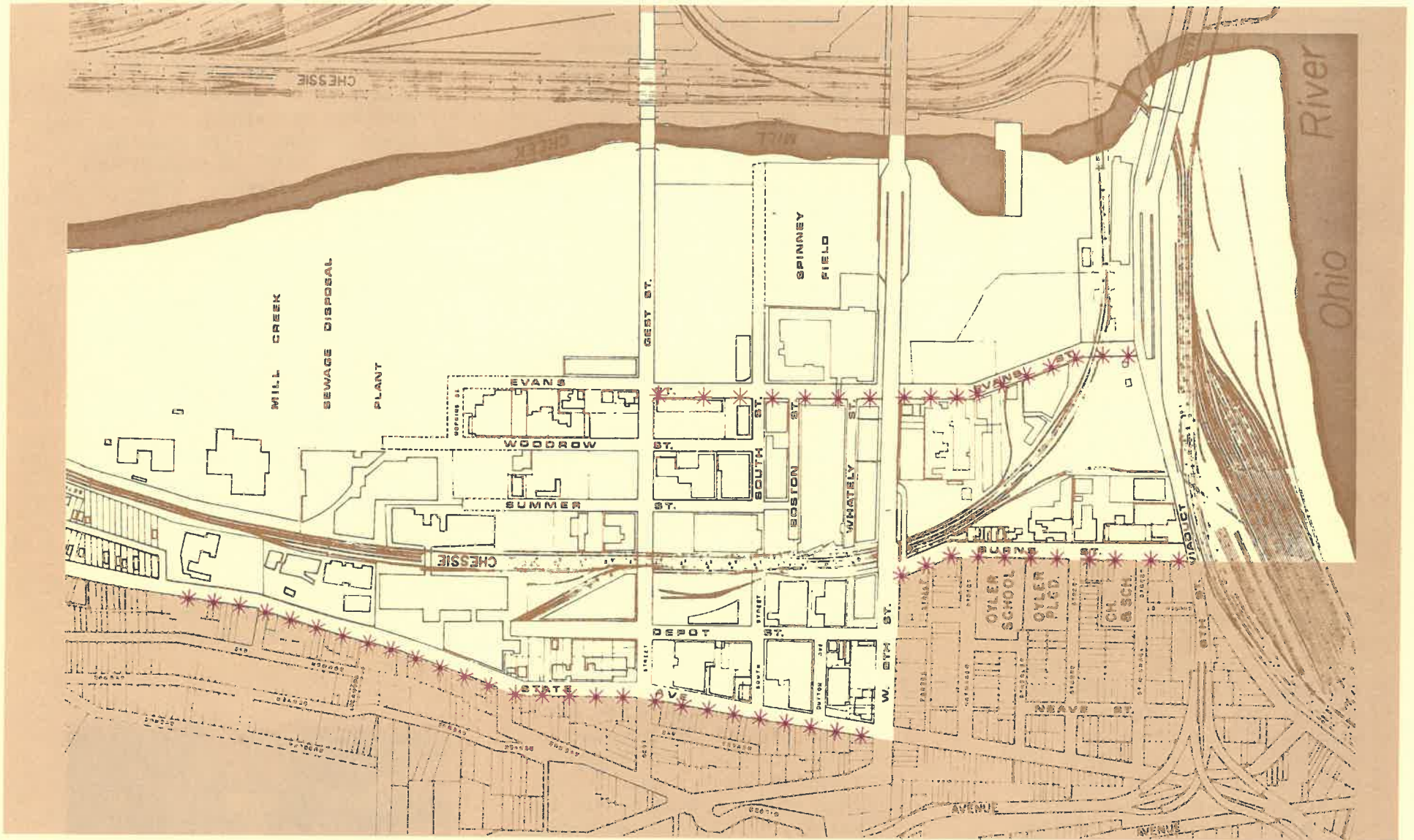
The project is divided into five areas, each with distinct problem characteristics. They are given below in order of highest priority as determined by the Queensgate West Industrial Council.

- 1) State Avenue - W. 8th to Gest St.: a high crime, high volume traffic location.
- 2) Gest Street - From State Ave. to the eastern MSD property; a high volume traffic location.
- 3) Evans Street - From Gest to River Road; a high volume traffic area, also recommended for street and landscaping improvements.
- 4) State Avenue - North of Gest to Hill & Griffith property line; a somewhat blighted, high volume, high crime location.
- 5) Burns Street - From W. 8th to River Road; a high crime area.

Street lighting should be upgraded on other streets as necessary throughout Queensgate

West so that the entire area is well illuminated.

On-street lighting improvements should be supplemented by the upgrading of off-street lighting on privately owned property. This increase in private lighting would complement the security inspection program (p. 52), as it is specifically intended to discourage vandalism. Members of the Police Department's Crime Prevention Unit, upon inspection of the sites and facilities, can advise industries on property lighting.



**QUEENSGATE
WEST
INDUSTRIAL
DEVELOPMENT PLAN**

MAP 5

**CINCINNATI CITY
PLANNING COMMISSION**

**AREAS RECOMMENDED FOR
INCREASED STREET LIGHTING**

SCALE IN FEET
0 400 800



JANUARY 1981

STREET TREES

The installation of street trees is intended to address two problems that recur throughout Queensgate West. The first is the negative visual image that the area presents, and the resultant negative attitudes that businesses clients and residents hold toward the area. The planting of street trees would provide a visual amenity for the area users, cooling shade in summer, a buffer to street noise and increased property values. The second problem issue that street trees addresses is poor industrial/residential relations. Plantings on State Avenue and Burns Street would reinforce the boundary between conflicting residential and industrial land uses. Furthermore the Lower Price Hill Community Council has initiated its own program of tree planting throughout the residential district of Lower Price Hill and on State Avenue between Burns and Dutton Streets. A similar program initiated by the business community would both display a concrete commitment toward upgrading the area and improve relations with adjacent residents.

To ensure successful tree growth and retention, actual improvements require planting no less than 2½" to 3½" caliper trees, optimally spaced 30 feet on center on both sides of each street. Saw cuts into sidewalks, gratings and standard tree guards, and a one-year guarantee are included in an estimated cost of \$250.00 per tree. Initial and maintenance costs may be assumed either by individual businesses, by a non-profit industrial development corporation or by the Queensgate West Industrial Council. Alternatively, an industrial council or development corporation may apply for Community Development (CD) funds (see page 92) to underwrite initial tree-planting costs.

The proposed tree plantings could occur in five areas, listed below in order of prioritization by Queensgate West industries:

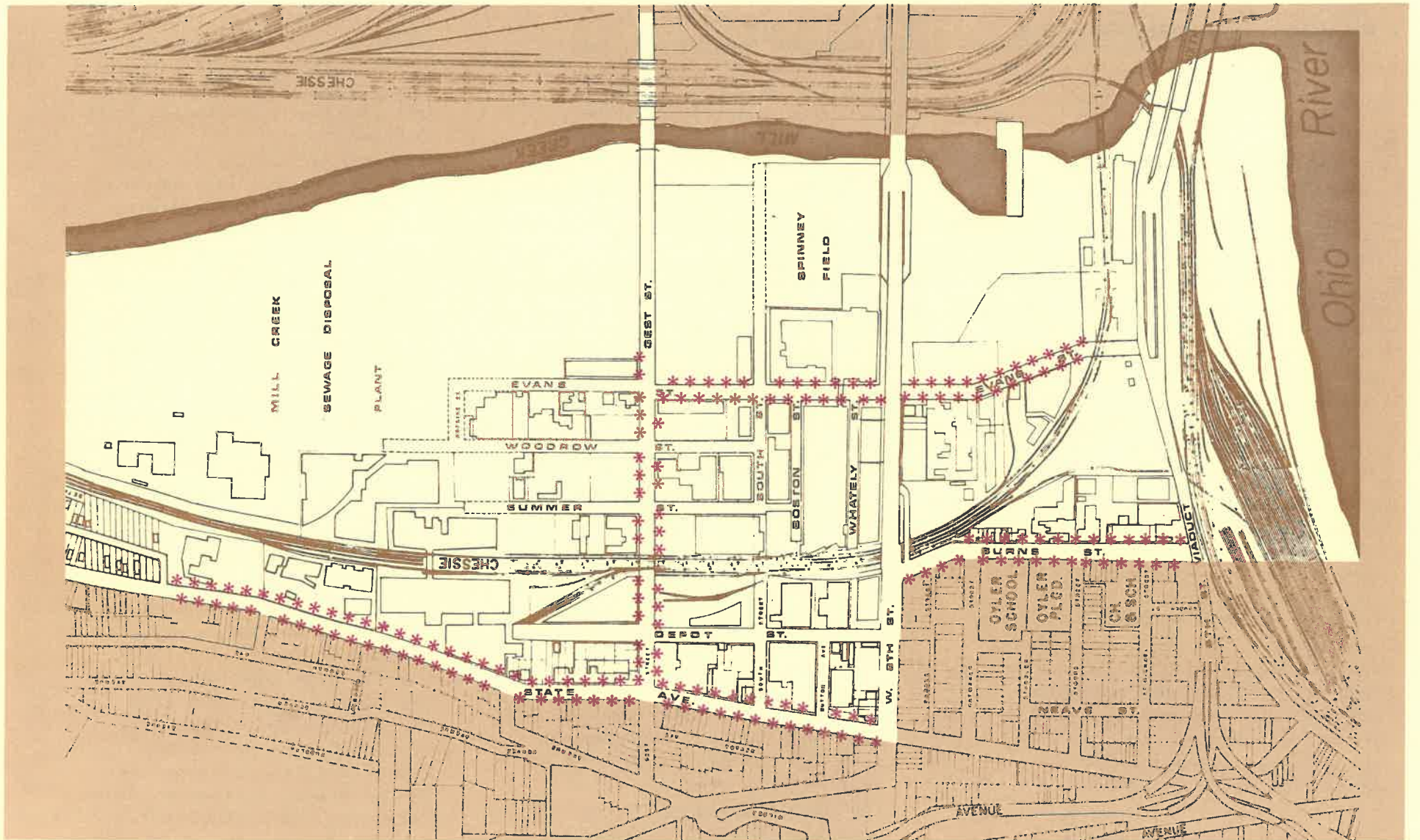
- 1) Gest Street - From State Ave. to the western MSD boundary. A high traffic, high visibility area.
- 2) State Avenue - From W. 8th to Gest St. A high volume thoroughfare, separating residential and industrial land uses, and target area for LPHCC tree plantings.
- 3) State Avenue - North of Gest. A high volume traffic area

separating residential and industrial land uses, and target area for LPHCC tree plantings at the W. 8th St. Business District.

- 4) Evans Street - From Gest St. to River Road. A high volume connecting street. Tree planting should be phased with lighting improvements and street resurfacing.
- 5) Burns Street - From W.8th to River Road. A boundary between residential and industrial land uses, and target area for LPHCC tree plantings.

Industries are encouraged to landscape their own properties in conjunction with the street tree planting effort. Lawn grooming and the planting and pruning of bushes and trees on private sites would complement this tree planting project and are also recommended in the building and site improvements listed.





**QUEENSGATE
WEST
INDUSTRIAL
DEVELOPMENT PLAN
MAP 6**

CINCINNATI CITY
PLANNING COMMISSION

**PROPOSED STREET TREE
PLANTING LOCATIONS**

SCALE IN FEET
0 400 800



JANUARY 1981

STREET IMPROVEMENTS

As mentioned previously, the street system in Queensgate West is badly deteriorated in many areas. As a direct consequence, the transportation of manufactured goods, truck and automobile wear, and visual image are adversely affected. Circulation problems are further aggravated by the frequent use of on-street parking, increasing the congestion on Queensgate West's already overtaxed internal street system.

The purpose of the general street improvement plan, therefore, is twofold: first, to upgrade street conditions within the area, reducing roadway related damaged to vehicles, and projecting a more positive visual image, thereby increasing property values; and secondly, to relocate on-street parking to off-street locations so as to relieve congestion and expedite shipping operations.

The roadway improvements proposed for Queensgate West involve either street resurfacing or reconstruction. Resurfacing is recommended on those streets whose curbs and gutters, sewer inlets, manholes and subsurface

base are in generally sound condition and require only surface repaving. Reconstruction is proposed on those streets in very poor condition. This would require removal of the existing street, regrading, installation of new curbs, gutters, sidewalks, sewer inlets and manholes, and paving.

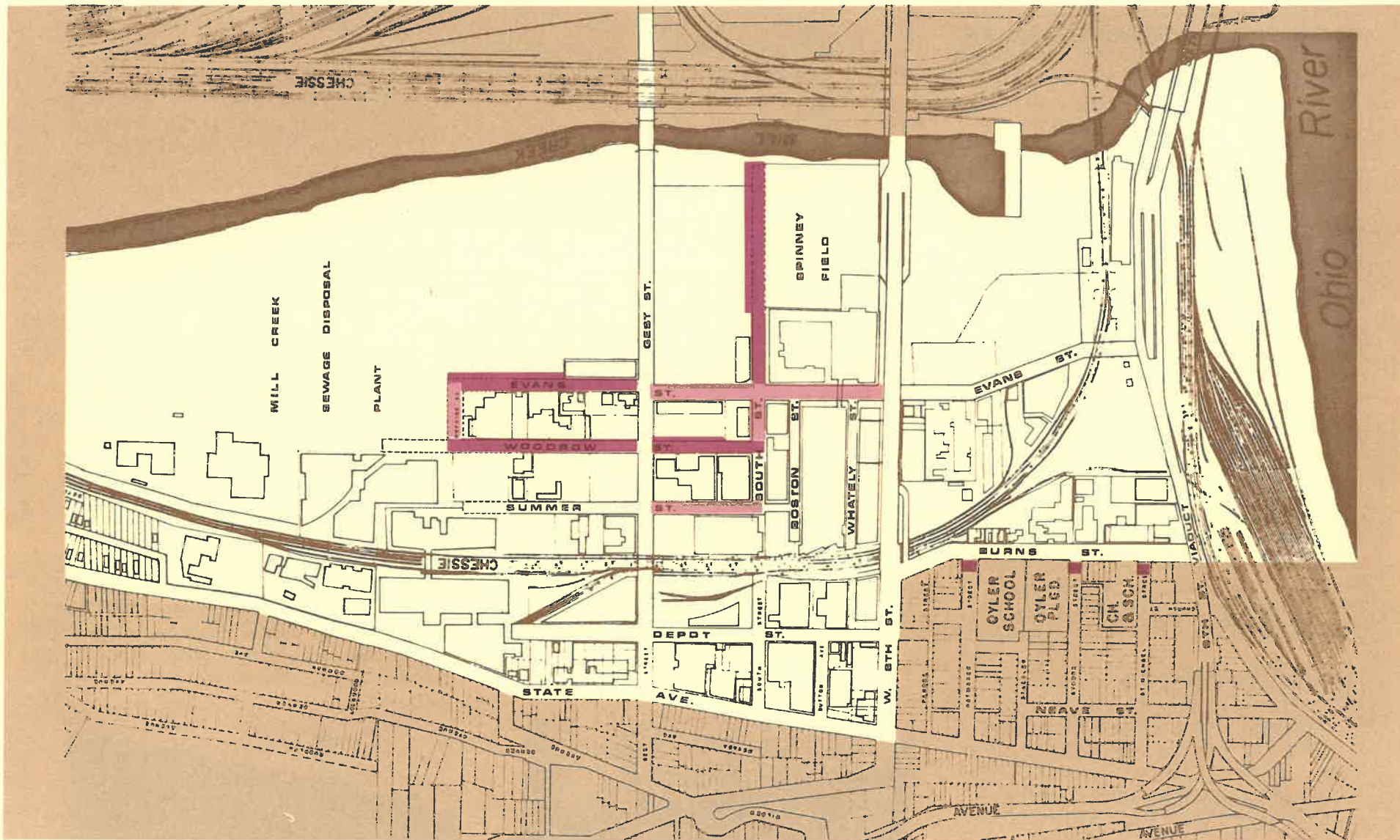
The following streets are recommended for repaving:
Evans Street from Gest to the W. 8th Viaduct (\$15,040)
Summer St. south of Gest St. (\$7,200.00)
South St. from Woodrow to Evans (\$3,040.00)
Implementation responsibility for resurfacing streets is in the public sector.

Those streets recommended for reconstruction are listed below as prioritized by the Queensgate West Industrial Council:

- 1) Evans St. north of Gest.
In addition to reconstruction, the plan recommends acquisition of a 10 foot easement from MSD beyond the eastern right-of-way of Evans from the Ostrov Building to the northern terminus of Evans. Improvements include fence setback, landfill and paving to permit formalized 90° head-in parking for 43 cars.
- 2) Woodrow St. south of Gest.
In addition to reconstruc-

tion, design plans recommend widening the street 8 feet to the eastern right-of-way for formal off-street parallel parking. (Estimated cost, \$30,400)

- 3) Woodrow St. north of Gest.
Recommended reconstruction from Gest St. to northern terminus.
- 4) South Street east of Evans, to the Mill Creek. In addition to street reconstruction, design plans recommend widening South St. fifteen feet north of the northern right-of-way line for 500 feet from the eastern terminus. With formal 90° parking, this area would accommodate 106 cars.
- 5) Hatmaker, Storrs, St. Michael Streets cul-de-sacs. This project involves barricading the eastern termini of these residential streets and widening their eastern ends to the north and south rights-of-way to form "T" cul-de-sacs. This improvement aims at separating conflicting industrial and residential land uses and preventing truck traffic generated by Burns Street businesses from entering the residential neighborhood. The estimated costs for all three cul-de-sacs is \$65,000.



**QUEENSGATE
WEST
INDUSTRIAL
DEVELOPMENT PLAN**

MAP 7

CINCINNATI CITY
PLANNING COMMISSION

**RECOMMENDED STREET
IMPROVEMENTS**
RESURFACING
RECONSTRUCTION



SCALE IN FEET
0 400 800



JANUARY 1981

PROPERTY IMPROVEMENTS

Queensgate West has many buildings and unimproved properties which need considerable upgrading. Building and site treatment generally falls into two categories, major improvements and continuing maintenance care.

The building survey found in the appendix rates properties by three conditions: good, fair, or poor. This plan focuses specifically on the fair and poor buildings and recommends architectural and landscaping improvements. The following list indicates the general intent of the various recommended improvements but may not address specific needs for all buildings within the area.

Types of Improvements

1. Masonry-Chemically clean and seal or scrape and paint.
2. Paint Trim-includes cornices, window frames and sash, all doors and frames, lintels, string coursings, foundations, downspouts, etc.
3. Gutters and Downspouts-repair or replace as required.

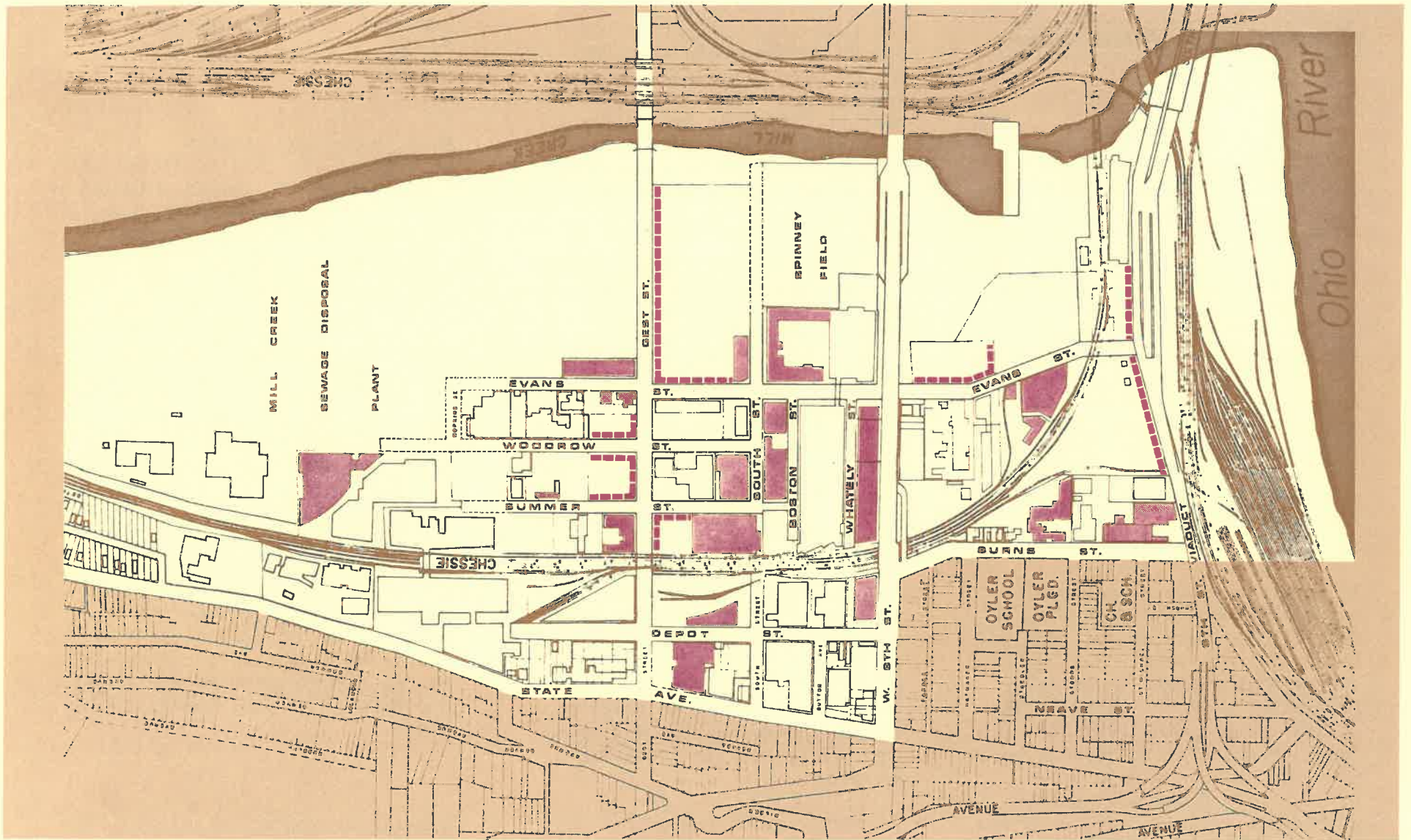
4. Signage-improve graphics, logo and placement of signage in relationship to architectural features of building.
5. Entrance-Improve appearance of main entrance to increase recognition and visual appeal.
6. Lighting-increased on-site lighting will improve appearance and security.
7. Landscaping-control weeds and ground cover area. Provide landscaping in highly visible areas (i.e. front entrance, exposed foundations, etc.)
8. Paving- replace or repair concrete and asphalt paving in parking areas and sidewalks.
9. Litter Control-this is not a physical improvement; however, it is a maintenance item which can greatly improve

appearances.

10. Visual Screens
In several high visibility sites throughout the area, outdoor industrial operations and storage yards contribute to Queensgate's overall blighted appearance. In such cases, visual screening by means of fences and/or vegetation is strongly recommended.

Continued maintenance of properties in good condition is encouraged. Overall, the recommended building and site improvements and maintenance would enhance property values in Queensgate West. Improvements to private property ought to be regarded as tradeoffs for public improvements on abutting property. Such private improvements will be perceived by the City as a demonstration of commitment to reinvestment by area industries and can help stimulate a response with public reinvestment and support.





**QUEENSGATE
WEST
INDUSTRIAL
DEVELOPMENT PLAN
MAP 8**

CINCINNATI CITY
PLANNING COMMISSION

BUILDING CONDITION
 BUILDINGS IN FAIR AND
 POOR CONDITION 
 VISUAL SCREENS 

SCALE IN FEET

 0 400 800



JANUARY 1981

SUPPORTIVE PROGRAMS

Security Inspection Program

The security inspection program is intended to reduce crime and vandalism in the Queensgate West Industrial District by cooperative efforts between area industrialists and the Cincinnati Police Department. The protection of private property by locks, alarms and surveillance systems is probably the easiest system available for crime control. Although such devices are currently available, they are often not used or are used improperly.

To facilitate the strengthening of private security measures, the Police Department may be involved in an advisory role. The emphasis of this project is on crime prevention methods, rather than on law enforcement after the fact. Members of the Police Department are trained in crime prevention and may make surveys of industrial buildings, much the same way as fire inspections are part of a fire prevention program. The Police can evaluate the security measures already taken and recommend measures to make the property more secure. It is the responsibility of

the individual industries to set up appointments with the Police Department for security inspections. For this service, contact the Crime Prevention Unit at District 3 Headquarters, 352-3937. The City is responsible for sending the Police representative to make the requested inspections. The industries will be responsible for installing any security devices the Crime Prevention Unit recommends.

The impact of this program will be a reduction of crime and vandalism in Queensgate West and an enhanced relationship between area industrialists and the Police Department.

Private Security Patrol

After upgrading individual private security measures, a group of industries through Q.W.I.C. may hire a private security guard to patrol Queensgate West. There are a number of private security services in Cincinnati that specialize in industrial security.

It would be the responsibility of Q.W.I.C. to contact and hire such a service for the collective benefit of Queensgate West industries. Participation in a private patrol program would complement the strengthening of individual security measures by

providing a highly visible indication of crime prevention activities.

Fire Inspection Program

Because of the good condition of its water supply system, Cincinnati has been given the highest fire insurance rating. Firms are encouraged to further protect their property through fire prevention by taking advantage of the Cincinnati Fire Department's special inspection program.

At no cost to the private industry, the Fire Department will inspect facilities and recommend measures to reduce the hazard of fire. The Queensgate West Industrial Council should promote participation of all area industries in a collective inspection program for fire prevention. Requests for special inspection should be directed to the Chief of the Cincinnati Fire Division, 430 Central Avenue, Cincinnati, 45202.

Labor Recruitment

Many firms in Queensgate West have expressed the need for a dependable, low-cost, skilled labor supply. Many of the projects recommended in this plan could be accomplished using short-term unskilled labor. It is

therefore recommended that Queensgate West Industrial Council use, whenever possible, the resources available through the City's Employment and Training Division and through various local employment referral services.

The Employment and Training Division, in compliance with the U.S. Department of Labor's CETA program, operates a number of job development programs for youth and adults. Participants are recruited through agencies such as the Community Action Commission, Citizens Committee on Youth and the Board of Education. The program offers skill training, on-the-job training, job readiness training, and basic education; additional programs offer specialized training for ex-offenders, the handicapped, and young persons.

A recent development in the CETA program is Title VII, which authorizes private sector involvement. Several Queensgate West industries have already benefited from the placement of CETA trained employees. One firm serves as representative of small business on the Private Industry Council, a newly formed intermediary between government and local business to help CETA become more responsive to the employment and training needs of Cincinnati's industries.

Santa Maria Community Services, 2112 St. Michael Street, provides placement services for participants in local Manpower, CCY, Youth Services Bureau, Youth Incentive Entitlement Pilot Project and other employment programs. Santa Maria also operates a neighborhood referral service and maintains files of persons seeking employment in the Lower Price Hill area.

Work activities for youth have included building repair, weatherization, environmental clean-up, parking lot attendance and entry level clerical positions. Older youth and adult CETA participants have received training in accounting, clerical, drafting, electrical services, air conditioning/heating, machine trades, maintenance mechanics, refrigeration and welding.

Industries are recommended to notify Santa Maria Neighborhood Services of position vacancies. Santa Maria will post positions, screen and refer applicants to the companies. Firms are encouraged to selectively recruit employees from the surrounding neighborhoods.

Mutual benefits can be gained from increased private sector participation in the employment programs. Industries have the opportunity to develop a higher skilled labor force, in some cases with partial government wage subsidies. Utilization

of area youth for community improvement projects capitalizes on a ready, ample source of low cost labor to projects which may otherwise be rather costly to accomplish. Possibly most important, Queensgate West's collective demonstration of confidence in and encouragement of employment of the disadvantaged will go a long way towards enhancing relations between Queensgate West industries and residents of Lower Price Hill.

Neighborhood Clean-Up

Much of Queensgate West's poor visual image is attributable to the trash and litter in the area. The most heavily littered spots occur where employees lunch or take breaks.

The plan recommends that trash receptacles be placed in the following locations:

West 8th and State Avenue
Burns Street across from
Oyler School
Evans Street below W. 8th
Street Viaduct
Gest and Evans Streets

Regular trash collection from these locations would be the responsibility of the Queensgate West Industrial Council or Development Corporation.

The City operates a program called Cincinnati Clean Communities, through the Division of Community Assistance, 352-4913. The purpose of the program is to stimulate positive action to eliminate

problem litter. The program has been highly successful and is especially geared towards the participation of community oriented groups. As part of an ongoing effort to make Queensgate West a cleaner and more attractive place to conduct business, the Industrial Council should participate in Cincinnati Clean Communities' program. The program often enlists the aid of youth and neighborhood residents and would be a valuable activity to help promote good relations between the industries and the residential community of Lower Price Hill.



Noise Pollution

Queensgate West industries should begin to consider possible adverse impacts of noise which might be generated from their operations. In the event that local government begins to draft noise pollution legislation, QWIC should actively participate in the development of the legislation to advocate the position of local industrialists. QWIC should be the channel through which the collective interests of Queensgate West industries are represented during the formulation of any local anti-noise pollution legislation which may arise.

Pollution Compliance, Legislation and Information Liason

The function of the liaison would be to maintain a directory of the most current information sources for environmental and pollution issues of concern to industries. Such issues include existing and pending pollution control legislation, methods by which E.P.A. Regulations can be met, and possible financial assistance for compliance measures.

A member of Q.W.I.C. or the Q.W.I.C. Working Committee will serve as pollution information liaison. This person would serve as a connection between Queensgate West industries, the E.P.A. and any other pertinent agencies

in order to keep industrialists aware of pending legislation that may affect them, and to facilitate compliance whenever possible. The information liaison would be required to donate his time to compile and update the necessary information.

It will be the responsibility of the information liaison to direct inquiries from industries regarding pollution related matters to the appropriate agency. The liaison will also be responsible for staying up-to-date on pending Environmental Quality Legislation which may affect Queensgate West industries.

The city's Department of Development would assist the liaison in establishing a base of pertinent information sources and contacts for obtaining future information regarding pollution-related affairs. The Department also offers assistance to industry in developing means of financing pollution control equipment needed for EPA compliance.

This program will enable industries in Queensgate West to have input into future pollution legislation and to have a ready source of current and accurate information through the liaison.



Project Ride-Share

As previously mentioned, Queensgate West industries face severe problems in the lack of parking spaces and the existence of street congestion. One remedy for this situation is the Ride-Sharing project. The Ohio-Kentucky-Indiana Regional Council of Governments, located at 426 East Fourth Street, is currently implementing a coordination project in regard to car and van pooling. Ride sharing is not a new mode of transportation, but it is a special mode which increases the productivity of existing transportation to worksite facilities without extensive capital investment or business relocations.

The benefits for employers include a geographically broader labor market, reduced parking, and employee punctuality. Ride sharing benefits the users by decreasing the problems and costs of commuting. Ride sharing benefits the public by reducing energy use, traffic congestion, and air pollution. Project Ride-Share is a coordination effort by O.K.I. to help companies set up a car pool or van pool within their companies. O.K.I.'s services include survey techniques, car pool information, recommendations on routes and assistance in marketing the idea to employees.

In the case of smaller companies, O.K.I. is encouraging cooperation among several companies to increase efficiency. The Queensgate West Industrial Council provides an optimum forum for this type of coordination. Each firm completes the survey phase of the project to find the degree of employee support as well as residence location. Then the Council can begin to act on items such as shift schedules and route planning to facilitate inter-company coordination.

If fully implemented, the Ride-Share Project would not only increase amenities on-site, but also enhance the public's perception of the industrial cluster as an environmentally conscious group of companies. In trade for a small amount of organizational work, the QWIC can gain benefits for itself, for its employees, and for its surrounding residential neighbors through the Ride-Share Program.

Energy Recovery

As the local economic climate shifts from that of a growth economy to an economy of greater efficiency, all means of maximizing returns on expenditures must be considered. One concept that produces greater efficiency is that of conversion of waste to energy. In the Queensgate West Industrial Cluster many

types of reusable by-products are created. As conversion technologies develop, the Queensgate West Industrial Council will find it advantageous to join in a cooperative effort to put these technologies to work within the cluster.

One example of energy recovery which is currently being used is heat regeneration. In this process, heat from a heat intensive operation is reused to create steam which can be used to power another manufacturing operation. Other methods of energy recovery include solid waste combustion and by-product recycling. Because of the varied types of manufacturing in Queensgate West, these and other methods of energy recovery should be explored to determine which offers the greatest potential for implementation.

The Department of Development is able to channel questions and information to the responsible government agencies (E.P.A., D.O.E.); thus the Department of Development can act as an ombudsman for the Queensgate West Industrial Council in communicating with appropriate State and Federal agencies.

The plan recommends an open dialogue among industries and between industries and government to plan future energy recovery

operations. Since capital expenditures for such a project can be quite high, a public-private partnership will be required for full project implementation.

The Queensgate West Industrial Council would be the coordinating body for a study to determine where mutual market relationships may occur in energy recovery. Where situations are observed in which a by-product trade-off can be made, the Council can set directions for specific energy recovery activities.

If energy recovery is used by Queensgate West as a functioning operation of the Council, the Queensgate West Industries would then be perceived as energy conscious, and efficient as well as innovative. The Queensgate West Industries themselves profit from the project by saving on energy expenditures. Discoveries about potential inter-industry advantages through energy recovery can only be made through dialogue. This dialogue should be fostered by the QWIC.

Shared Space Program

Many industries in Queensgate West face severe shortages in parking, storage, warehousing and office facilities. In cases where other industries have an excess amount of any of those facilities, a potential for shared usage sites and facilities exists. QWIC should function as a forum for industrialists to exchange information about their space needs or underutilized facilities. At the monthly meetings, any industry which has either a shortage or excess of space should make it known to the Council so that shared space relationships can be arranged.

Shared space relationships can benefit all industries involved. Rents received for shared facilities can help to offset maintenance costs of otherwise underutilized property. The company which uses the site may avoid capital expenditures for improvements or relocation.

A program of space sharing will promote communication among the industries. This serves to strengthen the basic tenets of QWIC as an organization for cooperative industrial activity.

Historic Preservation

Many of the structures in the Queensgate West-Lower Price Hill areas were built in the mid-1800's. Due to their age and architectural significance, many of these buildings are considered valuable and worthy of preservation.

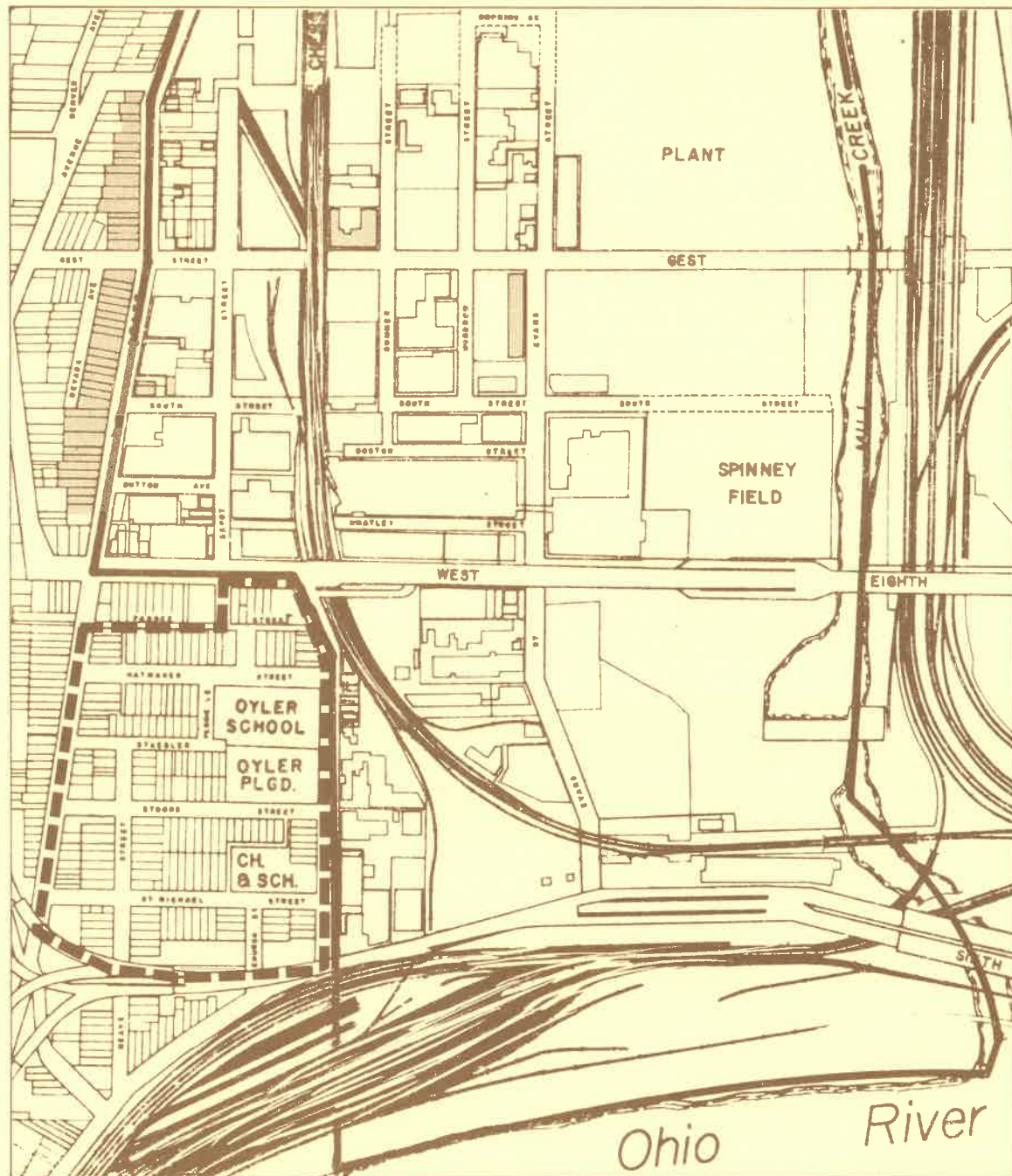
Industrialists are concerned that they will encounter opposition in the event of a need to tear down or remodel existing buildings they may own. As long as private funding sources are used, however, there is no need for concern. The only situation where the Government could intervene would occur when federal funds were going to be used to demolish or alter a property on, or eligible for, the National Register of Historic Places. In Queensgate West, no buildings are now on the National Register but some could possibly be in the future.

Current legislation attempts to protect valuable structures through positive economic steps. Possibilities for 10% tax credits, accelerated depreciation provisions, and other assistance are detailed in the Tax Reform Act of 1976 and the Revenue Act of 1978. A few incentives require that the building be listed on the National Register, so in some cases it is advantageous to nominate properties for placement on the Register. Certain existing residential structures along the eastern side of State Avenue could be used for office and light industrial use and may also qualify for the above incentives.

The Historic Preservation map indicates those buildings considered potentially eligible for National Register. If any of these structures are being considered for acquisition or remodeling, the City Planning Commission's Historic Conservation or Industrial Planning staff should be consulted to determine whether the incentives mentioned above will apply.

HISTORIC PRESERVATION

SIGNIFICANT BUILDINGS 
SIGNIFICANT DISTRICTS 



KEY TREATMENT AREAS

The Queensgate West Industrial Cluster consists of six development zones based principally on topographical or man made separation. The unique character of the individual zones warrants separate recommendations for the type of development and mode of implementation appropriate for each.

The implementation of these projects requires a joint private/public commitment between those private industries directly affected by the improvement and the public sector. It should be noted that while some projects may be localized in nature, they may have impacts in other parts of Queensgate West or may depend on the implementation of other projects to be completely effective. When such a situation occurs, the synchronization and phasing of project activities becomes especially important.



**QUEENSGATE WEST
INDUSTRIAL
DEVELOPMENT PLAN**

ZONE 1 - POLICIES

This zone comprises the northernmost portion of the industrial cluster. It is bounded by the MSD facility on the south, State Avenue on the west, the Mill Creek on the east, and Harrison Avenue on the north.

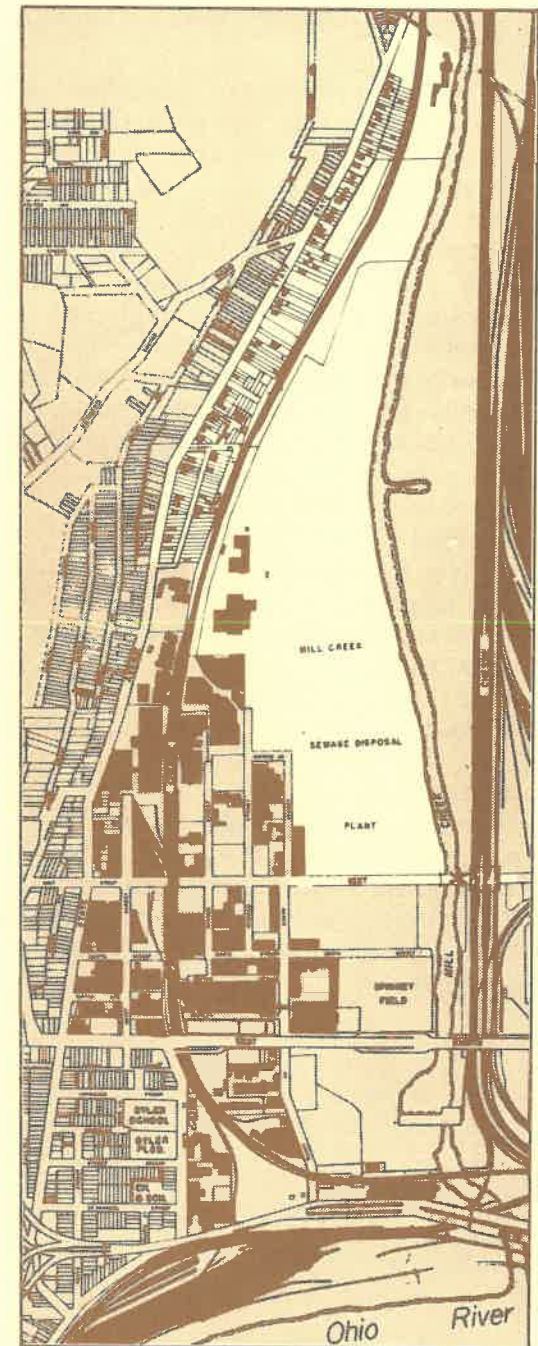
This zone consists principally of vacant land owned by the Metropolitan Sewer District, under-

used rail right-of-way, and residential structures. There are some commercial establishments mixed with the residences fronting on State Avenue. Most of the structures are in fair or poor condition.

The zone's only industry is located on property leased from Chessie Railroad.

Although the entire area is zoned M-2, the steeply sloping hillside east of State Avenue makes the land unsuitable for medium or heavy industrial development.

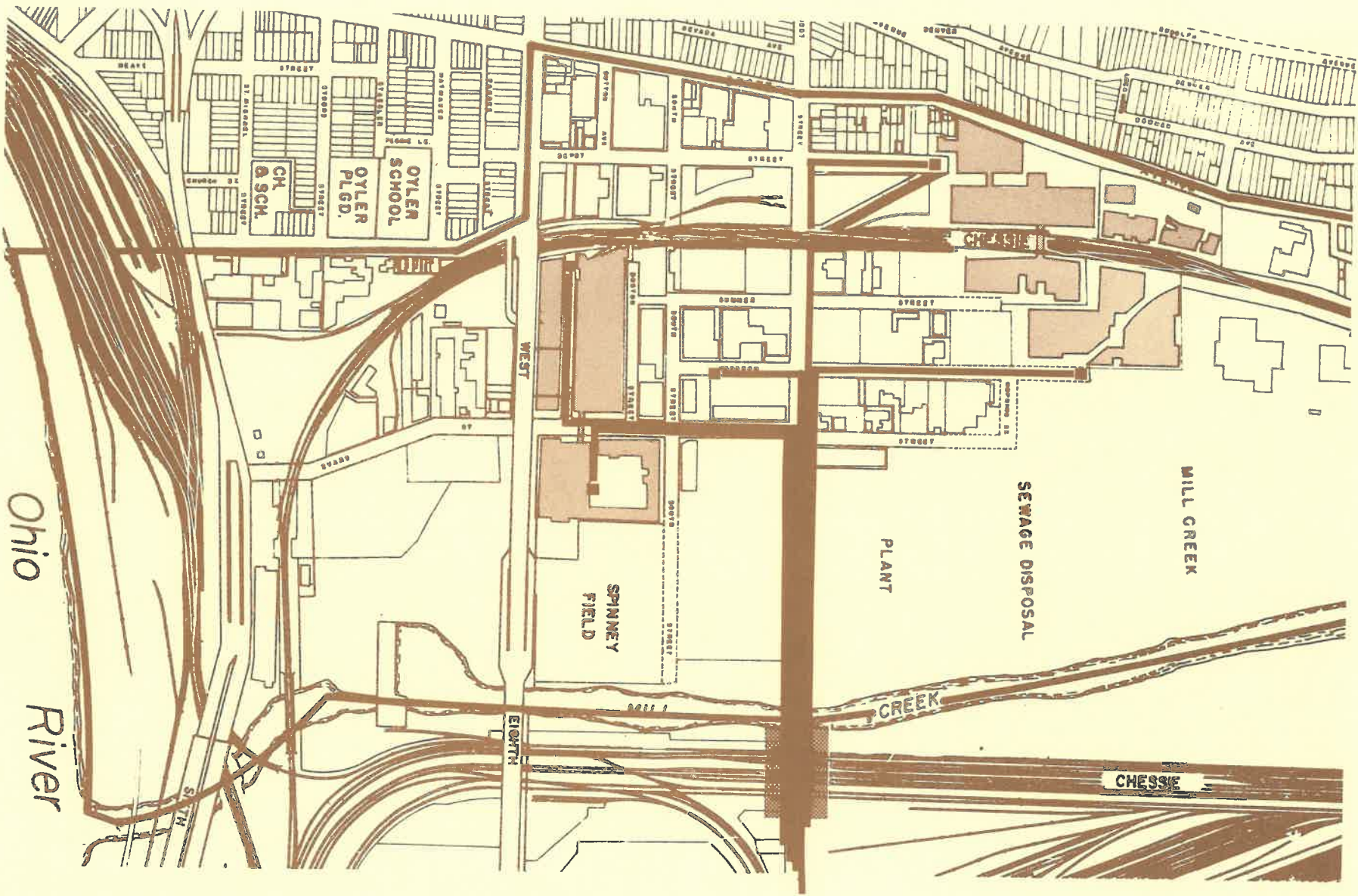
1. Due to constraints of topography, the Mill Creek floodway, and existing residential development, new heavy industrial development in this zone should be discouraged.
2. As residential properties are removed from the housing stock through attrition, the land use should be converted to office, commercial, or light industrial.
3. M-2 zoning should be revised to a category which more accurately reflects the type of development which is appropriate for this zone.
4. New office, commercial, or light industrial developments must provide sufficient off-street parking to accommodate employee and client vehicles and service requirements.
5. All new office, commercial, or light industrial development must be accompanied by streetscaping to provide separation from surrounding residential properties.



Gest St. Railroad Overpass
Improvement

The most problematic circulation problem cited by area industrialists is the low clearance rail overpass on Gest St., immediately west of the Mill Creek. With a vertical clearance of only 12'6", the overpass cannot accommodate the newer high bed trucks now in common use. Consequently, direct and convenient access to local, state, and interstate routes is impaired. The proposed improvement would require lowering the existing roadbed at the overpass, relocating major utility lines below the roadway, and rerouting the existing traffic on Gest during construction. A feasibility study of this project was initiated during the planning process and results are anticipated by the end of 1981. If the results of the study indicate project feasibility, all efforts should be made toward implementation, as the area industrialists have cited it as their highest priority.





GEST ST. UNDERPASS
IMPROVEMENT SITE
MAJOR USERS

ZONE 2 - POLICIES

This zone lies directly southwest of Zone I. It is bounded by the MSD property on the north and east, State Avenue on the west, and Gest Street on the south.

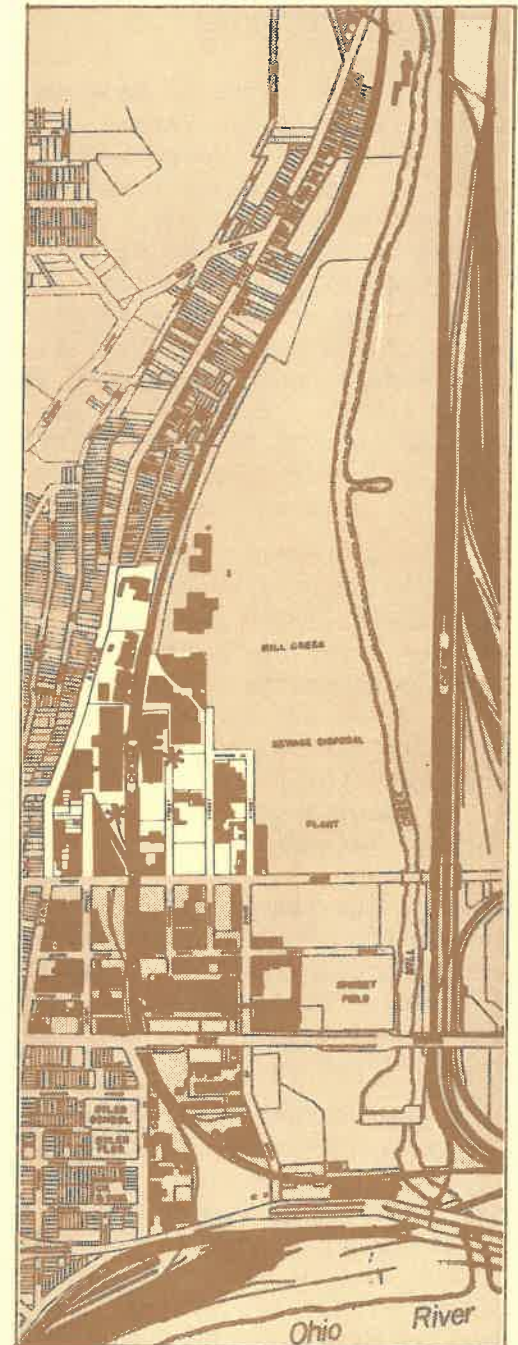
The land use is almost entirely industrial except for some marginal housing on State Avenue. These residential properties are in very poor condition and detract from the character of the area both visually and functionally. The Coordinated City Plan recognizes that in industrial

1. Production, storage, and parking areas for individual industries should be centralized wherever possible.
2. Residential properties should be removed to provide space for industrial expansion, assuming appropriate relocation assistance is provided by owners.
3. A formalized through circulation system should be developed to relieve congestion caused by truck loading bottlenecks
4. Streets should be widened where possible to facilitate truck circulation.

corridors such as Queensgate West, industrial uses have priority. The CCP recommends that "new industrial uses should be located where they would reasonably replace blighted residential uses and be part of a logical expansion of an industrial area."

Zone II is anchored by active major industries including Kroger, Kiechler, Hill & Griffith, and Consolidated Metal. The activities of these industries in such close proximity produce major problems of circulation, parking, and operational inefficiency.

The land use is almost entirely industrial except for some marginal housing on State Avenue.



SUMMER ST. EXTENSION

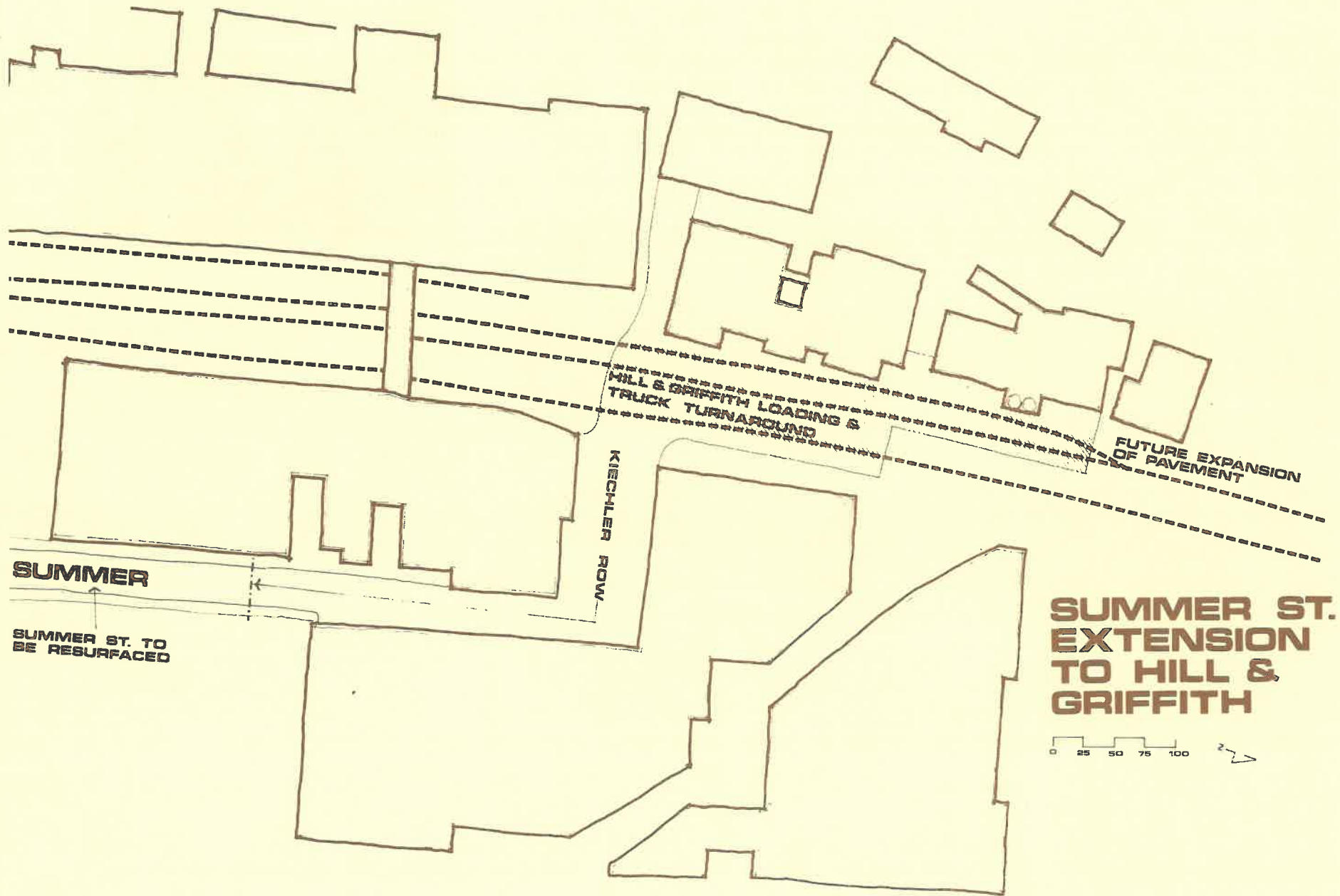
Summer Street north of Gest is in poor condition. Parked on both sides, it is congested and firms at its northern terminus suffer from poor access. There exists no formal crossing to Hill and Griffiths' loading docks west of the tracks, and Kiechler's trucks must use the railroad tracks for a turnaround for their trucks. There is no access to the V.I.P. Pizza structures on their lower east side north of Hill and Griffith.

This project calls for private acquisition of easement rights from the railroad and construction of a pad on the tracks for truck maneuvering. Estimated cost of the pad is \$20,000. The Kiechler parking lot, through which all the trucks pass, ought to be resurfaced. The project further recommends private construction of a right-of-way just west of the tracks along Hill and Griffiths' loading docks and north through the V.I.P. Pizza property. Estimated cost for construction of a macadam road is \$5.50 per square yard.

This improvement would improve access and increase efficiency of trucking operations at the northern end of Summer Street. By providing access to the base of the slope rising westward to State Avenue, the project makes further development of the hill-

side feasible. The project supports the increased truck traffic anticipated on Summer Street by facilitating unimpeded traffic flow. With the improved access and street conditions, property values would appreciate.





SUMMER

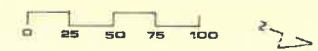
SUMMER ST. TO
BE RESURFACED

KIECHLER ROW

HILL & GRIFFITH LOADING &
TRUCK TURNAROUND

FUTURE EXPANSION
OF PAVEMENT

**SUMMER ST.
EXTENSION
TO HILL &
GRIFFITH**



KROGER CONNECTING STREET

This project responds to problems of traffic congestion on Depot and Gest Streets caused primarily by the large volume of truck traffic generated by Kroger Company. The problem is compounded by the on-street parking which occurs on both sides of Depot Street north of Gest. The resulting congestion spills over into adjacent streets and interferes with many other industrial operations, making it an issue of great concern to Queensgate West businesses.

The project would prohibit on-street parking on the east side of Depot Street north of Gest to provide an additional lane of traffic to accommodate truck staging which occurs on the street. Off-street parking could be provided on State Avenue through a removal of peak hour parking restrictions on both sides of the street. Other off-street parking should be made available on the current team track location on the Summer Street barrel storage site.

A through route for Kroger's trucks would be formalized by construction of a private crossing over the railroad tracks between Kroger's truck loading area and automobile parking lot.

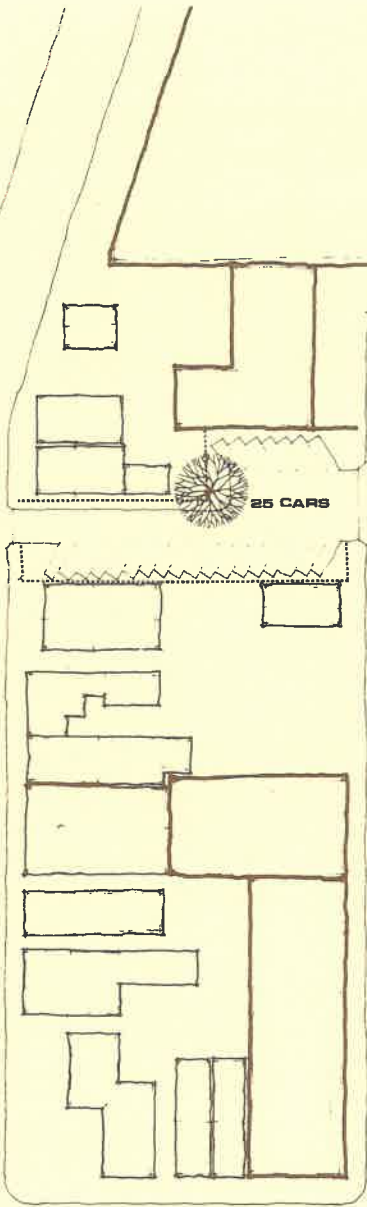
All Kroger's trucks would be routed north on Depot, east into the loading area, across the tracks, and south on Summer to Gest Street. The estimated cost for construction of the crossing and acquiring easement rights from the railroad is \$72,500 and would be a private responsibility.

Depot Street could be resurfaced. This is the responsibility of the public sector and would cost an estimated \$38,000. Additionally, the City may be called in to initiate eminent domain proceedings, should land acquisition represent an insurmountable problem within the private sector.

The project would benefit area industries by eliminating traffic congestion on Depot and reducing congestion on Gest and adjacent streets. The improvements would provide safer off-street parking and more convenient on-street parking. Truck loading and staging operations would benefit from increased efficiency. These benefits would have the combined effect of increasing property values.

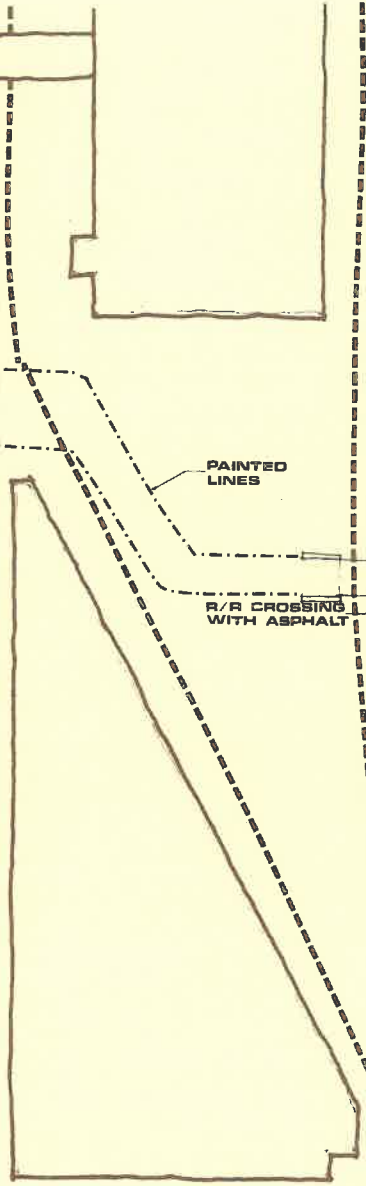


STATE



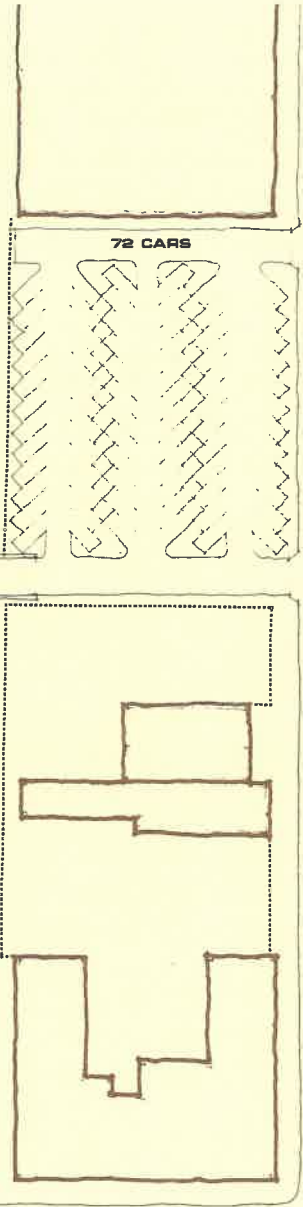
DEPOT

ELIMINATE PARKING FOR TRUCK STAGING



GEST

72 CARS



SUMMER

**KROGER
CONNECTION
BETWEEN
DEPOT &
SUMMER**

0 25 50 75 100



WOODROW

ZONE 3 - POLICIES

This zone comprises the central section of Queensgate West. It is bounded by Gast Street on the north, the Mill Creek on the east, W. 8th Street on the south, and State Ave. on the west.

Because it is bounded by the two principal arteries bringing traffic to or through Queensgate West, this zone is largely responsible for the area's image. It abuts the 8th and State NBD and has a few commercial establishments on its western edge. The eastern portion of this zone is also nonindustrial; the land

is leased from Hamilton County for the City's impounding lot and for the Bengals' practice field.

Industrial uses predominate, nonetheless. Structures are generally in very good condition, and several have undergone recent modernizations. The zone includes large firms such as Hutch Sporting Goods, Queen City Barrel, Lawson, Adam Wuest, and Central Carton.

The zone has limited potential for industrial expansion except through private lease negotiations with Chessie or Hamilton County. The area is afflicted with poor truck access, deteriorating streets, litter, and major circulation problems.

1. Streets should be widened and resurfaced to facilitate truck circulation.
2. A formalized through circulation system should be developed to eliminate truck bottlenecks on dead-end streets.
3. The Eighth and State area should be regarded as a high visibility area.
4. Planning for this zone should be synchronized with any Eighth and State Neighborhood Business District development activities which might occur.
5. An alternative site for the impounding lot should be found and its current site converted to industrial use.



IMPOUNDING LOT REUSE

Due to the scarcity of developable land in Queensgate West, land uses which cause property to be underutilized should be reduced to a minimum. This design proposal recommends relocating the Gest Street impounding lot to a site outside Queensgate West and replacing it with a more intensive industrial use.

Because the property is currently owned by the MSD and may be required by MSD for expansion of sewage treatment facilities, extensive capital improvements to the site are inadvisable. Only short-term surface industrial uses, such as automobile or truck parking, truck staging, or barrel storage, are recommended.

The estimated cost for improving a site of equal size for use as an impounding lot is \$200,000 and includes grading, drainage, surfacing, fencing, and lighting.

Relocation of the lot would be carried out by the public sector upon initiation of the project by the Queensgate West Industrial Council.

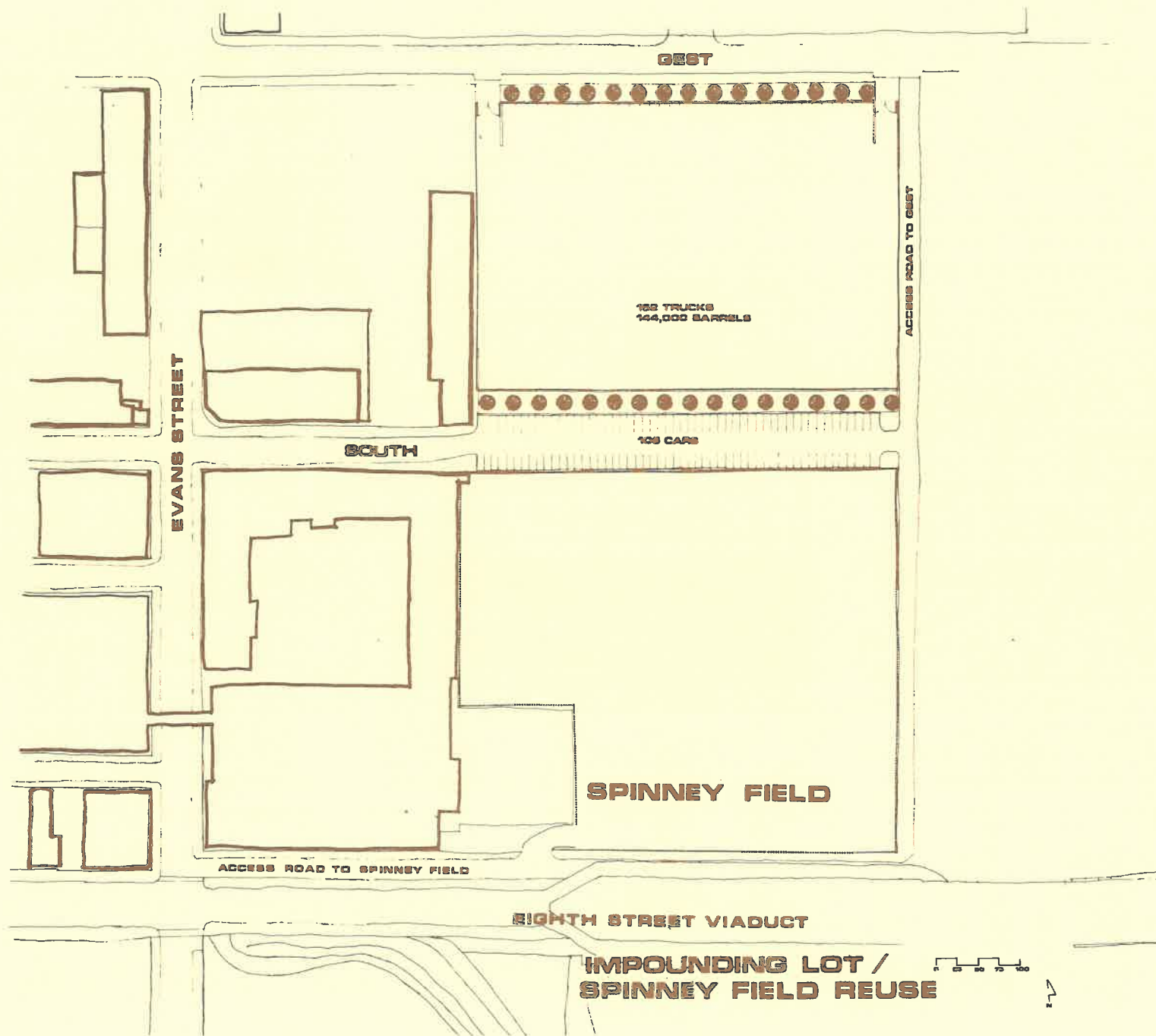
Reuse of the impounding lot should be considered in conjunction with the widening and improving of the eastern end of South Street to provide parking. Should the impounding lot remain where it is, it should be screened from view to eliminate its visually blighting influence.



SPINNEY FIELD REUSE

A second major block of underutilized land lies adjacent to the 8th Street viaduct at what is now Spinney Field. The design plan recommends that this property be put to industrial use, in accordance with the policies of eliminating non-conforming land uses within the industrial area, and utilizing land to the fullest extent.

Spinney Field is currently owned by the City of Cincinnati, and leased on a 30 year basis to the Cincinnati Bengals professional football team. Unless the ball club relocates prior to the expiration of the lease, the earliest possible availability of the property for industrial use would be in 1998. At this time, the Plan recommends that the property be made available for industrial development.



QUEEN CITY BARREL CONSOLIDATION

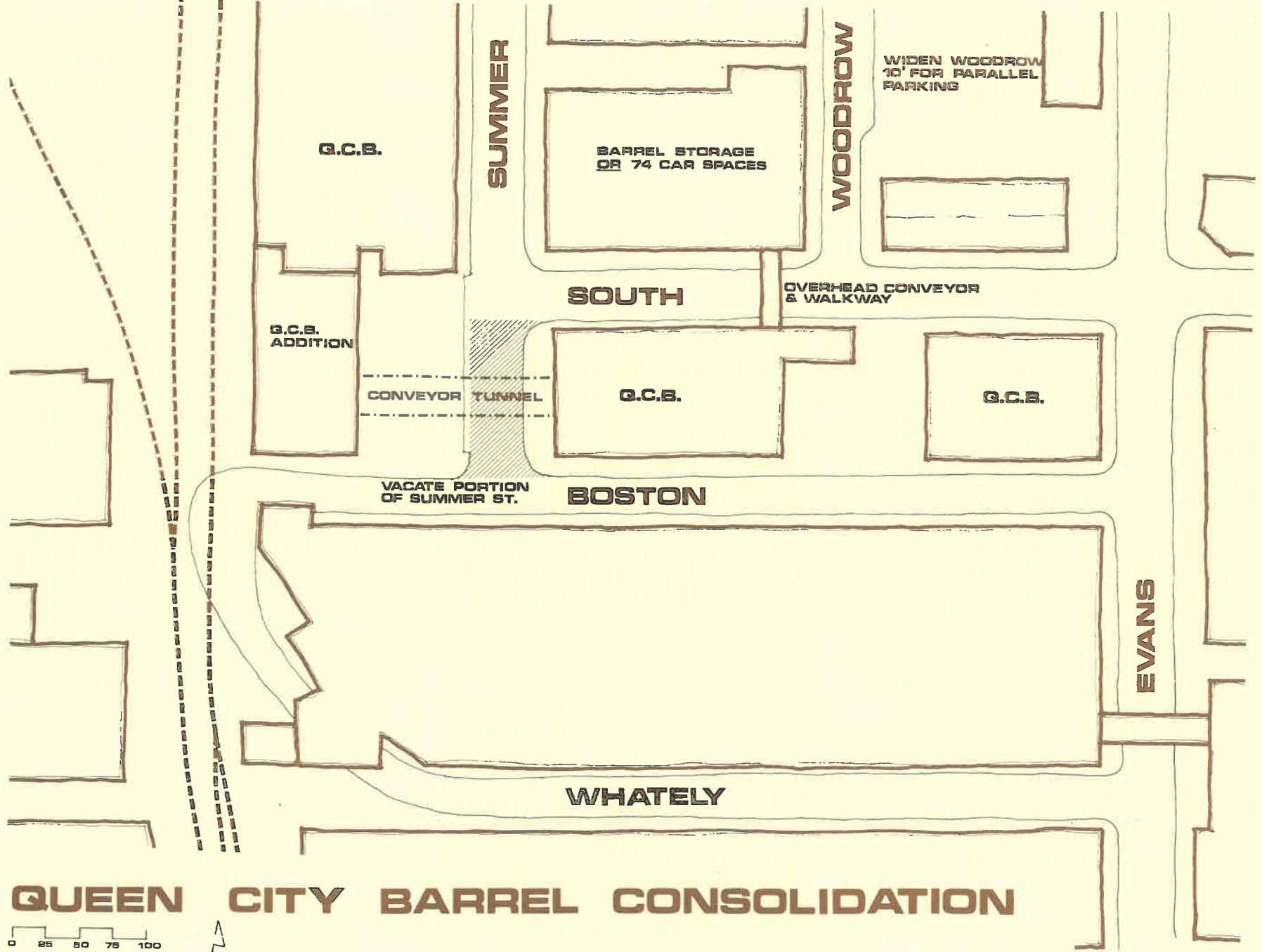
Queen City Barrel maintains a substantial inventory of empty drums at various locations throughout Queensgate West and represents an extensive rather than intensive use of industrial land. Because land is sorely needed for industrial expansion and parking, and because the drums contribute to the area's visual blight, industries consider the consolidation of barrel storage operations a high priority issue.

This project would involve acquisition of the Midwest Feather building on South Street immediately north of Queen City Barrel's offices. A conveyorized storage system would be constructed inside the building, and all of the drums currently stored outside would be relocated into the structure. The vacated outdoor sites would be made available to Queensgate West industries for plant expansion and/or parking. To complement this streamlining of operations, the public sector could provide street improvements on Summer Street south of Gest and on South Street between Summer and Woodrow. If deemed advisable, South Street could be vacated between Summer and Woodrow as parking for Queen City Barrel employees. Alternatively, street parking may be made available at the east-

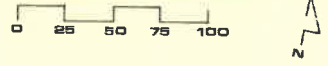
ern terminus of South Street (See related project). Estimated cost of the public street improvements is \$47,200. This project would require a significant capital investment, but result in numerous positive benefits throughout Queensgate West. For this reason the City may become involved in property acquisition, in order to facilitate implementation.

Queensgate West areas would benefit from the availability of a number of decentralized sites to use for expansion or parking as prescribed in other projects. Unsightly barrels would be contained in a building and truck traffic would be reduced. Drum storage would be made more efficient, and pollution precautions necessary for outdoor drum storage would be avoided. Land in the area would be used more intensively and effectively. The net effect would increase property values and enhance the image of the area while supporting a viable neighborhood industry.





QUEEN CITY BARREL CONSOLIDATION

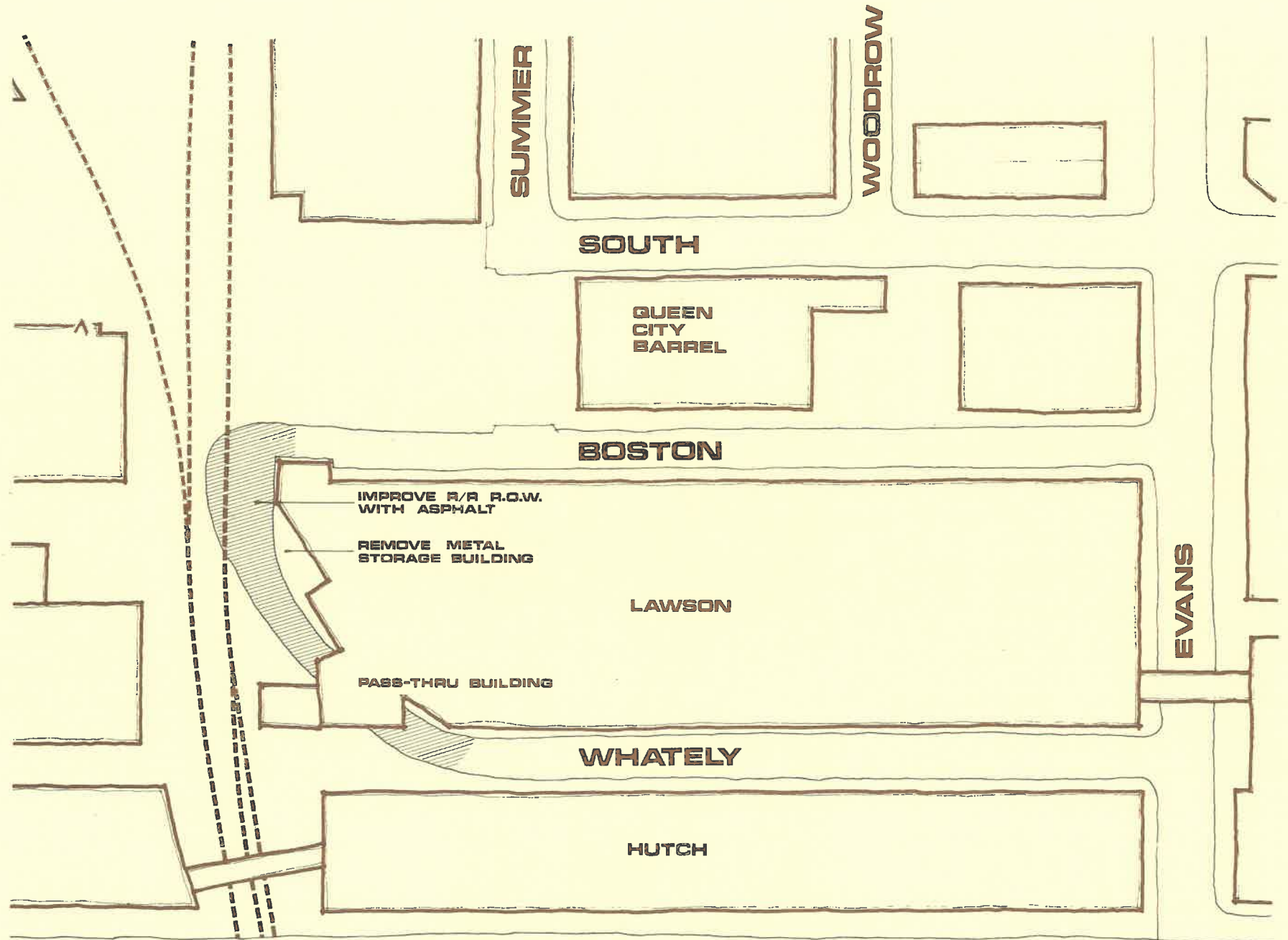


BOSTON/WHATELY CONNECTING STREET

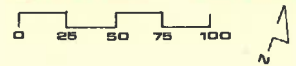
A major point of congestion occurs in the central portion of Queensgate West, on Boston and Whately Streets; insufficient road width for truck maneuvering, poor road conditions and the lack of through circulation are all contributing factors to traffic congestion and its resulting operational inefficiency. Further, this problem is not restricted to these two streets, but also affects Evans Street, where trucks often use the intersections for truck turnarounds. In order to alleviate this problem situation, the design plan recommends the establishment of a connecting street at the western termini of Boston and Whately. This would permit one-way through circulation westward on Boston and eastward on Whately Streets, providing essentially one free lane for truck circulation in addition to that lane used for shipping operations. The actual improvements involved would require the acquisition of the western end of Boston from the adjacent businesses; removal of a steel storage shed on the western face of the building located at 801 Evans Street; and approval of an easement parallel to the railroad tracks between Boston and Whately, and construction of the connecting street. Additional improvements on Boston and Whately are recommended,

including street reconstruction and the improvement of truck docking areas on Whately. Estimated costs for these improvements include \$12,000 for building demolition and \$127,960 for new road construction. Street rehabilitation for the full lengths of Boston and Whately would require \$9,600 and \$8,000 respectively, and would be assumed by public agencies.





THE BOSTON - WHATELY CONNECTING STREET



ZONE 4 - POLICIES

This zone lies in the southeastern portion of Queensgate West. It is bounded on the east by Mill Creek, on the north by W. 8th Street viaduct, on the west by the Chessie Railroad line, and on the south by River Road and the W. 6th Street viaduct.

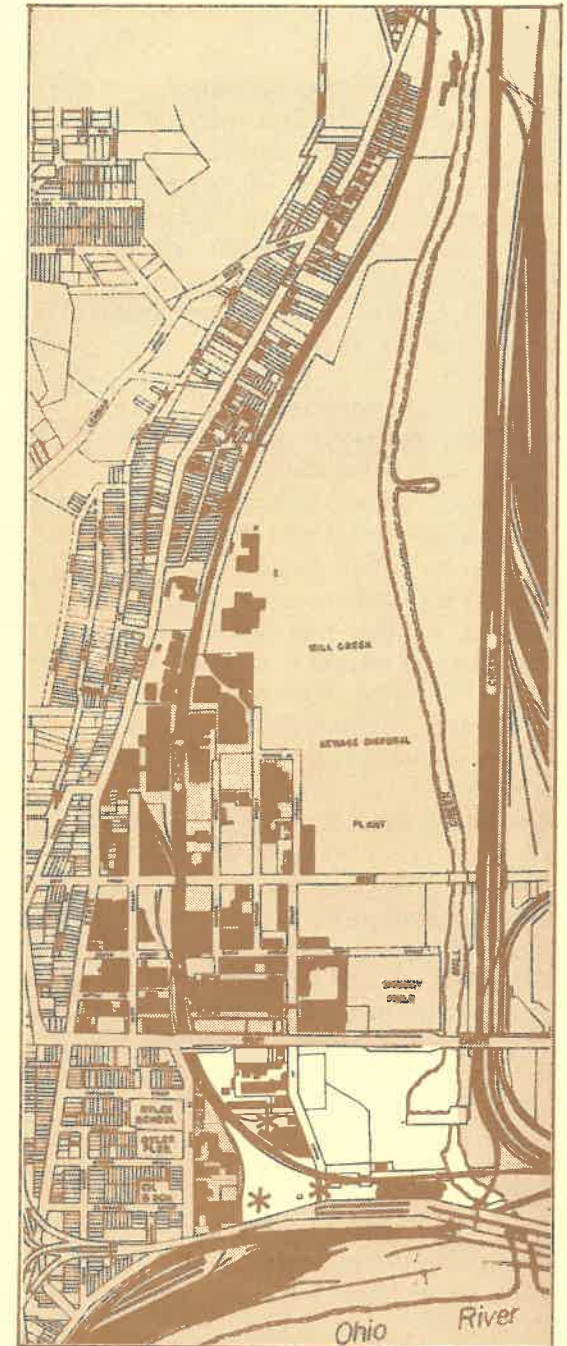
The eastern half of this zone is controlled by the City and used for the Mill Creek Barrier Dam and Spinney Playground. There are some marginal residential

uses in the structures below the 8th Street viaduct, and the corner cafe services workers in the area.

Several of the industrial buildings are unoccupied, and all lie in the floodway fringe of the Ohio River. Paragon Paper is the principal active firm in the area, which also has extensive outdoor industrial operations.

This zone has relatively poor access to the regional transportation system, and has a dangerous intersection at Evans Street and River Road. Litter has been a problem beneath both viaducts.

1. Reuse of existing vacant buildings should be encouraged.
2. Existing buildings should be flood-proofed against a 100-year flood.
3. New industrial development should be constructed with flood-proofing to protect against a 100-year flood.
4. Non-conforming residential uses should be converted to industrial use to achieve continuity of land use, assuming that owners can provide appropriate relocation assistance.

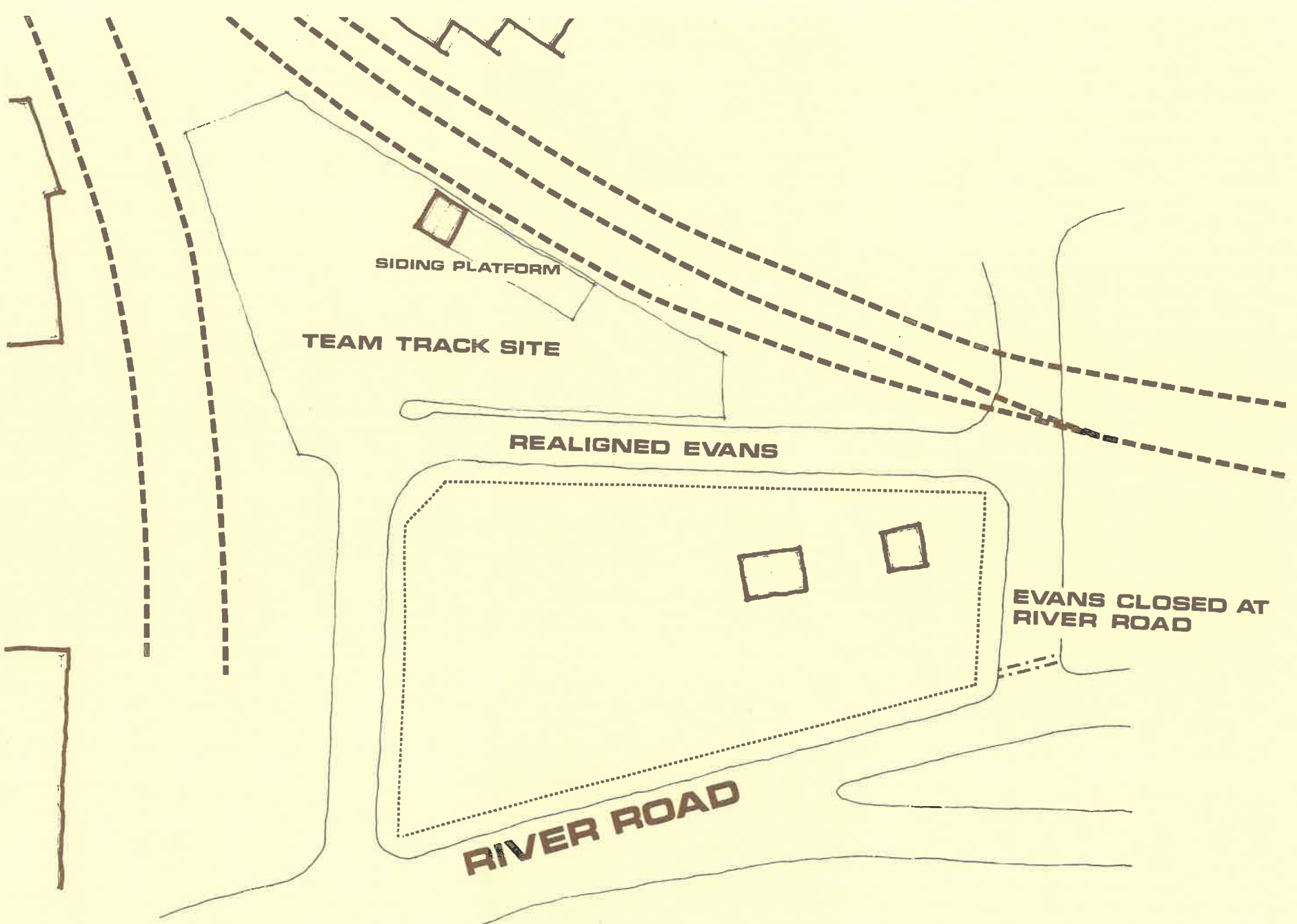


EVANS ST. REALIGNMENT

A second frequently cited circulation problem occurs at the intersection of River Rd. and Evans Street; high speed westbound traffic on the 6th St. down ramp combined with poor visibility from Evans Street inhibits safe and easy access onto River Road.



The design proposal for this project requires rerouting Evans approximately 108 yds. westward immediately below the rail crossing, thence south to River Road. A four-way vehicle-actuated stop signal at the new intersection would then permit access to River Road at Burns St. The proposed relocation of Evans would also generate a relocation site for the railroad team track, currently located on Gest St. between Depot and Summer. Estimated costs for the project are \$194,940.00 for new road construction and \$55,000.00 for signalization, and would require public resources for implementation.



SIDING PLATFORM

TEAM TRACK SITE

REALIGNED EVANS

RIVER ROAD

EVANS CLOSED AT RIVER ROAD

MIDWEST FEATHER/OHIO KNIFE
CONSOLIDATION

Another area of underutilized land are the parcels at 611 and 521 Evans Street, currently owned by the Midwest Feather and Ohio Knife Companies. Two large multi-story brick structures occupy most of the site, and the buildings are in poor condition.

The plan recommends acquisition of both properties for consolidation into an 83,000 square foot (1.9 acre) development site. The buildings may be rehabilitated for continued industrial use or demolished for new facility construction. Since it abuts a rail spur, the site is well suited for industrial uses requiring direct rail access. In lieu of new building construction, the cleared site would also be appropriate for car or truck parking.

Estimated costs for property acquisition are \$250,000 for the Ohio Knife property and \$150,000 for the Midwest Feather property. The cost of demolishing both structures is estimated at \$30,000.

Property acquisition and consolidation may be undertaken entirely by private interests, either by an individual firm or by a non-profit industrial development corporation. Alternatively, the public sector could acquire and

consolidate the property for resale to private business.

In implementing this project, consideration ought to be given to the proposed realignment of Evans Street and possible team track relocation.

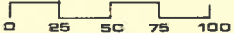


EXISTING BARREL
STORAGE - 112 CARS

655 EVANS

OHIO KNIFE / MIDWEST FEATHER CONSOLIDATION

SCHEMATIC DEVELOPMENT
SITE - 40,000 S.F. BUILDING
OR 49 TRUCK SPACES
OR 197 CAR SPACES



EVANS

29 CARS

SIDING PLATFORM

TEAM TRACK SITE

REALINED EVANS

ZONE 5 - POLICIES

This zone lies directly west of Zone IV. It consists of the firms located on the east side of Burns Street. Its eastern boundary is the Chessie Railroad line.

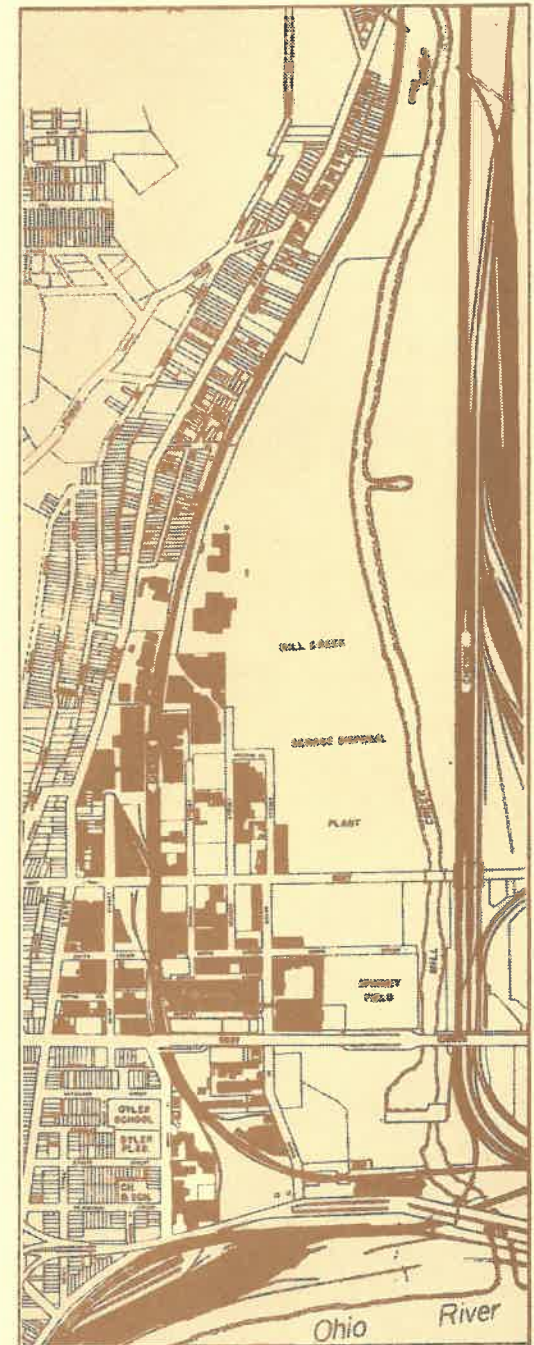
There are five residential prop-

1. Improvements in this zone should promote a harmonious relationship between industrial and residential uses.
2. Structures which have been built in the floodplain should be flood-proofed against a 100-year flood.

While no key treatment projects have been developed within this area, general infrastructure improvements include increased on-street lighting and tree plantings. Additionally, the closing and construction of cul-de-sacs at the eastern termini of Hatmaker, Storrs, and St. Michael's Streets has been recommended; this is intended to eliminate truck traffic generated by the businesses on Burns from the residential neighborhood to the west.

erties on Burns Street. These houses and the industrial properties are well maintained in good condition.

The zone derives unique character because it lies adjacent to residential Lower Price Hill and Oyler School. This has restricted the space available for industrial operations. The area has circulation and access problems and a dangerous intersection at Burns Street and River Road.



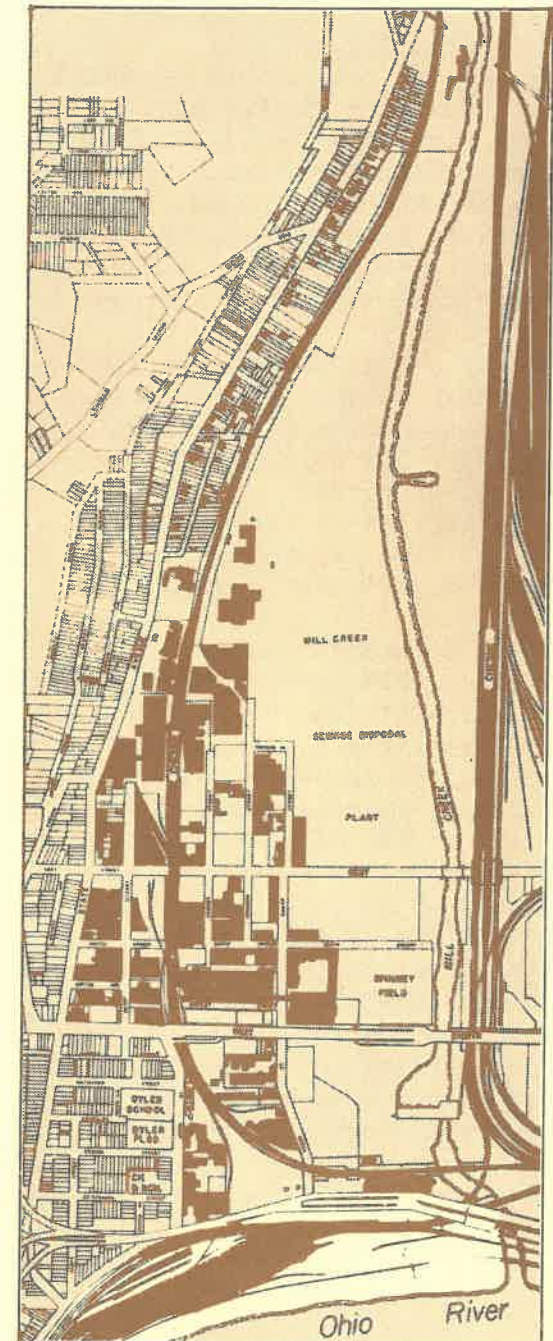
ZONE 6 - POLICIES

This is the southernmost zone in Queensgate West, consisting of the land between River Road and the Ohio River. All of it is owned by the Chessie Railroad and

most of it is unutilized.

Because the land lies in the Ohio River floodplain and is subject to frequent flooding, Zone VI is unsuitable for most kinds of development. This plan would refer all potential uses to the guidelines established in the National Flood Insurance Program and Cincinnati's Riverfront Plan.

1. Other than surface storage, parking, or other uses permitted under National Flood Insurance guidelines, industrial development should not be encouraged in this zone.
2. All land uses should follow the recommendations of the Riverfront Plan and conform to the requirements of the National Flood Insurance Program



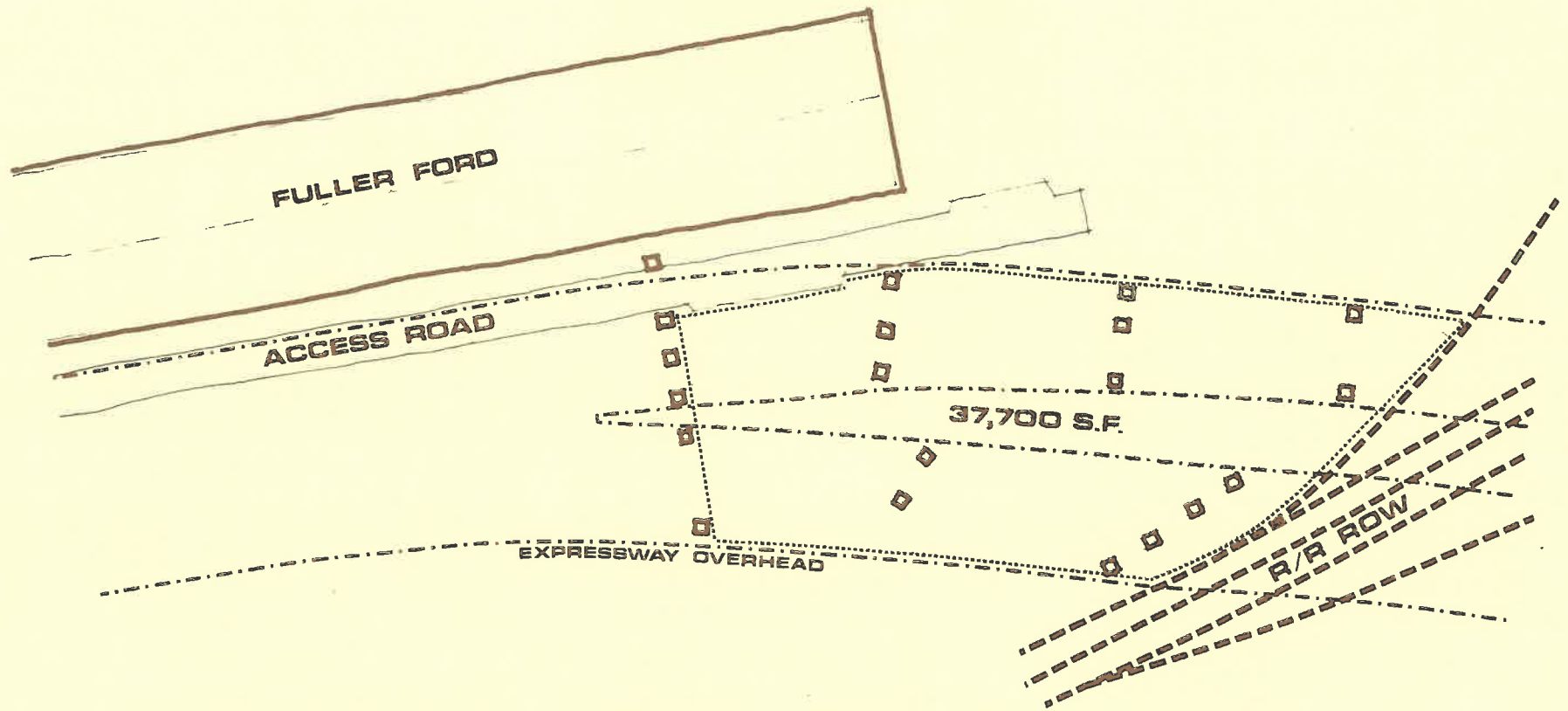
UTILIZATION OF LAND BELOW
THE 6th STREET VIADUCT

Because of constraints imposed by the proximity of this land to the Ohio River and its flood plain, opportunities for development below the 6th Street viaduct are severely limited. However, this property is suitable for use as short-term parking or storage.



This plan recommends that the property be used as a potential relocation site for the metal salvage yard displaced by development activities at the intersection of Evans and River Roads. (See related project: Evans Street realignment.)

The components involved in effecting this project would require the acquisition of a lease for the property from the State of Ohio, the entity responsible for property located within the Right of Way of state routes; the removal of debris and garbage from the area; and the relocation of scrap metal operations currently located immediately north of River Road and west of Evans. Lease negotiations and relocation assistance could be provided by the public sector.



USEABLE AREA BELOW THE 6TH ST. EXPRESSWAY



IMPLEMENTATION STRATEGY

Successful implementation of the development projects which comprise this plan depends on the individual and collective commitment of Queensgate industrialists through the Queensgate West Industrial Council. Private sector actions will be augmented by public sector improvements as outlined in the following implementation strategy.

The Industrial Cluster Planning Program is based on the concept of a public-private partnership for joint action towards industrial development and solution of shared problems. Chapter 8 presents the strategy for plan implementation. It outlines the actors and their roles in the development program, various funding sources available and project phasing based on priorities established by the industries of Queensgate West.



**QUEENSGATE WEST
INDUSTRIAL
DEVELOPMENT PLAN**

JOINT PARTNERSHIP

Implementing the Queensgate West Industrial Development Plan requires a joint commitment of resources from the public and the private sectors. Alone, neither public nor private institutions can provide sufficient resources for the development projects, due to the prevailing inflationary economy, tight money market conditions, cuts in government program budgets, and high interest rates. Queensgate West industries, local lending institutions, and the local government must cooperate in leveraging sufficient public and private resources to accomplish this industrial development plan. Leveraging involves combining various private resources, federal and local funds, or several federal program resources. As development projects occur and funds are reinvested in Queensgate West, additional private investment will be attracted to the area and stimulate even more private and public development.

PRIVATE SECTOR

The Queensgate West Industrial Cluster represents a substantial base of private investment. Lending institutions have provided capital for industries to purchase land, buildings, and equipment. The industries pay wages which are recycled into the local economy by the more than 2700 people employed in the area. Revenues from industrial operations are also recycled in the form of rent, interest, and taxes.

Other manufacturing, wholesale/retail and service industries throughout Greater Cincinnati have an indirect investment in Queensgate West. Many supply to Queensgate West industries the raw materials and capital goods used in production. Others purchase the goods produced in the area. The Queensgate West Industrial Cluster is supported by and supportive of the larger local and business economy.

The goal of this development plan is to expand the base of private sector investment in Queensgate West. Some general recommendations call for investments from individual companies for such things as building improvements,

lighting assessments, and property maintenance. Certain key development projects require a commitment of resources from specific private interests in order to stimulate the appropriation of public resources for completion of the development activity.

Collective private industrial actions are facilitated through the vehicle of the Queensgate West Industrial Council. To complement and augment the Council's activities, this plan recommends formation of a non-profit industrial development corporation as described in Chapter 1702, Ohio Revised Code. Non-profit corporations have proved to be highly effective development tools, especially when used in conjunction with other non-profit or for-profit corporations or other specialized organizations and in projects which involve a coordination of public and private resources.

The authority of a non-profit corporation is prescribed in its articles of incorporation and includes the following powers: to accept property; to make donations; to acquire, use, lease, and dispose of property; to form or take control of other corporations; to become a member of another corporation; to borrow money,

issue bonds, and secure such obligations; to invest funds. An industrial development corporation would be responsible for the private sector portions of projects which are beyond the capacity of an individual firm. The development corporation would be involved in activities which affect all of Queensgate West and would be the principal private party in the major public/private development projects.

Various resources discussed later in this chapter have been developed specifically for use by such non-profit neighborhood development corporations. Moreover, as members of a non-profit development corporation, individual firms would become eligible for loan programs for which they would otherwise not qualify.

PUBLIC SECTOR

The public sector becomes involved in plan implementation on several levels, primarily through various departments and programs of the local government. During initial planning stages, a public-private communication channel was established which enabled the City to offer technical planning assistance through the Industrial Council to expedite development in the area. This working relationship will continue through the implementation phases of the plan.

The goal of the public sector is to provide the support necessary to retain industry in Queensgate West and thus contribute to the City's overall economic development. This involves three main objectives: to at least maintain and wherever possible increase the number of jobs in the area; to reduce unemployment; to strengthen the tax base.

In promoting economic development, the city government is typically relied upon to meet financing needs. This is so because most federal funds are awarded to the city who then administers them within the City's jurisdiction. This

development plan is the tool which enables the City to allocate resources to implement project recommendations, a process which is predicated on the demonstration of a similar commitment of private resources.

Financing assistance may be supplied in a number of ways. The City may write down land acquisition costs, grant interest subsidies or make available loans and loan guarantees where appropriate. The City may become party to subordinated loans or leases, and the State can issue industrial revenue bonds in order to provide capital for industrial development. A further financing tool, largely publicized but in fact only marginally influential in industrial development decisions, is the tax incentive which includes tax abatement.

Public incentives are possible in areas other than financial, however. The City may expedite industrial development by facilitating permit issuance, providing ombudsman services, and providing relocation and technical assistance. The City has the power of eminent domain and may exercise it in such endeavors as air right transfers, land swaps and land banking. Code enforcement, special zoning controls and public infrastructure improvements can be used to

complement and stimulate private investment.

In terms of labor and employment, the City is able to offer assistance in labor agreement negotiations. There exist many labor training programs and equal opportunity employment incentives. Through various programs at the local, state and federal level, hiring and wage subsidies can be made available to support industrial operators. Such incentives are used to stimulate employment by reducing the costs to the private sector of the labor factor of production.

RESOURCES

The private sector and the public sector each has unique resources at its disposal for implementing development projects. Private resources of individual firms may be used by the industries themselves for individual improvements to privately owned properties. Private resources may also be solicited for accomplishing projects undertaken by QWIC, or by a non-profit industrial development corporation.

Private resources for physical improvements may be generated in several ways. Industries may apply for funds from private lending institutions or may raise funds through sale of company stock or through sale and leaseback arrangements for their equipment. Pooling the resources of a number of industries is possible via an organization like an industrial development corporation.

City

An industrial development corporation may apply for public funds from the City's Community Development Fund for project overhead. Industries may, individually or as members of a non-profit development corporation, apply for

low cost loans for physical facility improvements and capital equipment purchases at low interest rates and long amortization periods from the Community Development Commercial-Industrial Revolving Loan Fund.

In order to obtain these funds, the firm or development corporation first discusses the proposed development project with the Department of Development to determine whether the project is appropriate for funding under CD program guidelines. If application is deemed appropriate, the corporation completes an application and sends it with other pertinent information to the CD review board. The review board reviews the loan application and makes the decision whether or not to approve a development loan. If approval is granted, negotiations for the amount of loan, interest rate and amortization period take place, and the loan is finalized.

Beginning in fiscal year 1980, public improvements in industrial neighborhoods may be funded through the CD Industrial Neighborhood Public Improvements Fund. This fund was created especially for the purpose of making necessary infrastructural improvements in industrial clusters which are part of the Industrial Cluster Planning Program. The fund provides re-

sources to pay for improvements to City service delivery systems which are required to encourage industrial expansion or which are needed to assist an industrial council in accomplishing a project which is beyond the means or authority of the council.

If an industrial plan which produces or retains a substantial number of jobs is undertaken as an urban renewal or redevelopment project, it may be eligible for tax increment financing, if the major development activity results in an increase in assessed property valuations and hence in higher taxes paid. Under the provisions of the Urban Renewal Retirement Funds (Ohio Revised Code), the City may issue bonds to finance redevelopment activities and then divert the increase in taxes accruing to the property improvements to repay the bonds. This program is designed to provide substantial amounts of front-end capital for necessary public improvements which make development projects feasible and attractive to private developers and lenders, while not diminishing the existing tax payments to the City.

A similar tax increment financing scheme for urban redevelopment may be used to exempt taxes on improvements declared to be a

public purpose on land to which the City retains title and lease to a private interest. Service payments in an amount equivalent to the tax which would have been charged are paid annually into an Urban Redevelopment Tax Increment Fund. Monies in this fund are used for purposes authorized at the time the fund is established. This program encourages redevelopment while reimbursing the City for its acquisition costs and allowing the City to retain title (and thus control) of the land.

Industries are encouraged to participate in the City's budgetary process to request that public improvements which support an industrial development plan are given high priority. Both the CD budget and the Capital Improvements Program (CIP) budget have funds which can be used for public works in industrial areas.

In the State of Ohio, there are a number of other forms of assistance for industry. The City's Department of Development is the local liaison to the Ohio Department of Economic Development and keeps a current record of available programs. This department is largely responsible for negotiating development arrangements between the public and private sectors.

The Development Department also offers guidance in the use of industrial revenue bonds for projects such as industrial plants, pollution control systems, office buildings, and warehouses. Proceeds from the bonds may be used for purchasing land or equipment, utility installation, engineering fees, landscaping, construction, and legal and financing fees.

Federal

There are principally three federal agencies which operate programs to promote industrial development. The Department of Housing and Urban Development (HUD), through its Urban Development Action Grant (UDAG) program, makes financing available which is otherwise unattainable for projects which create or retain major numbers of jobs. HUD is also the agency from which CD monies are administered. Neighborhood development corporations with self-help programs may be eligible for funding through HUD for planning and project implementation.

The Economic Development Administration (EDA) also stresses job retention and creation. EDA funds projects which are consistent with the City's Overall Economic Development Plan on a specific project by project basis. EDA especially favors programs which use public monies to leverage large amounts of private investment for industrial development. Most EDA assistance comes in the form of loan guarantees to conventional lenders for projects in excess of \$500,000.

The Small Business Administration (SBA) operates a guaranteed loan program for projects requiring less than \$500,000. Under this program, industries secure

loans from a conventional lender and SBA guarantees loan payback and may or may not subsidize the interest rate. In some cases, SBA augments the loan guarantee with a direct loan to the industry. These loans are only awarded to individual companies.

The City's Department of Development has been designated by HUD, EDA and SBA as having local authority to screen and package all loans made to business and industry in Cincinnati. Industries may, however, apply directly to the Federal Government for funding, loans and guarantees. The programs described above were in effect the time of this plan's adoption. Because programs change and may be expanded or revised, the Development Department should be contacted for the most current list of appropriate programs for plan implementation.

PRIORITIES

During the final stages of the planning process, Queensgate West industries individually ranked the alternative development projects in order of priority. Results were tabulated and projects were rated as either high, medium, or low priority according to their average ranking by industries. A descriptive summary of prioritization responses is included in the appendix.

The greatest consensus of opinion exists regarding the Gest Street underpass as the highest priority long term project. This project received more responses (29) and more first priority ranking (20) than did any other.

Among short term projects, the consolidation of Queen City Barrel and the Kroger truck connection were tied for highest priority. Such a response indicates that although these projects involve specific individual companies, the positive impacts associated with the projects are perceived as benefiting the Queensgate West industrial cluster as a whole.

KEY DEVELOPMENT PROJECTS

SHORT-TERM

<u>Priority*</u>	<u>Description</u>	<u>Mean Rank</u>	<u>No. Responses</u>
HIGH (tie)	Queen City Barrel Conso.	2.1	25
HIGH (tie)	Kroger Truck Crossing	2.1	27
MED.	Ohio Knife/Midwest Feather Conso.	3.1	23
LOW	Summer St. Extension North	3.2	22
LOW	Boston/Whately Conn.	3.6	21

LONG TERM

<u>Priority*</u>	<u>Description</u>	<u>Mean Rank</u>	<u>No. Responses</u>
HIGH	Gest Street Underpass	1.6	29
HIGH	Impounding Lot Relocation	2.2	25
MED.	Evans Street Realignment	2.6	23
LOW	Spinney Field Reuse	3.4	22

Range = 1.8

*Total range of means = 1.6 (Gest St. Underpass) to 3.9 (Burns St. Trees) Total range (2.3) divided into thirds to determine high (1.6-2.3), middle (2.4-3.10, and low (3.2-3.9) priority.

Industries generally agreed on the priority order for street tree locations and for street reconstruction. Gest Street is the most preferred location for trees, and Evans Street north of Gest is highest priority among streets needing reconstruction. There is substantially less agreement on priorities for upgrading street lighting, although State Avenue from W. 8th to Gest consistently ranked high. Responses indicate that the desirability for lighting upgrading is equally important throughout Queensgate West.

INFRASTRUCTURE IMPROVEMENTS

STREET TREES

<u>Priority*</u>	<u>Location</u>	<u>Mean Rank</u>	<u>No. Responses</u>
HIGH	Gest Street	2.1	29
MED.	State Ave., W. 8th to Gest	2.4	25
MED.	Evans Street	2.9	23
MED.	State Avenue, north of Gest	3.0	23
LOW	Burns Street	3.9	20
		Range = 1.9	

STREET LIGHTING

<u>Priority*</u>	<u>Location</u>	<u>Mean Rank</u>	<u>No. Responses</u>
HIGH	State Ave., W. 8th to Gest	2.3	24
MED.	Gest Street	2.5	23
MED.	Evans Street	2.7	23
MED.	State Ave., north of Gest	3.1	22
LOW	Burns Street	3.4	25
		Range = 1.1	

STREET RECONSTRUCTION

<u>Priority*</u>	<u>Location</u>	<u>Mean Rank</u>	<u>No. Responses</u>
HIGH	Evans St., north of Gest	2.0	27
MED.	Woodrow St., south of Gest	2.7	21
MED.	Woodrow St., north of Gest	2.8	21
LOW	South Street, east of Evans	3.2	21
LOW	Hatmaker, Storrs, St. Michael's Streets	3.7	19
		Range = 1.7	

PHASING

The projects comprising this plan vary in purpose, in nature, and in scope. The time frame required to accomplish individual projects includes the process of securing and coordinating necessary commitments of resources from appropriate private and public parties as well as the actual physical completion of the improvements.

General infrastructure improvements -street reconstruction, street trees, and street lighting - ought to be undertaken in order of priority as expressed by the Queensgate West industries. The projects may begin as soon as resources become available for implementation.

Key development projects fall into two categories. Five focal areas in Queensgate West are recommended for development projects which ought to be accomplished over a shorter period of time. All will involve a cooperative public-private effort and a smaller expenditure of resources than the long term projects. It is recommended that these projects be undertaken immediately in order of priority expressed by Queensgate

West industries.

Four key treatment areas have been identified as long term projects. This designation is attributable to the fact that due to high capital investments and the length of time required for implementation, these projects are not immediately realizable. Implementation efforts must recognize the inherent constraints while giving attention to the priorities attached to the projects.

The following tables present a summary of this physical development plan recommendations for Queensgate West. Projects are listed in order of priority expressed by the industries. In phasing development activities of the implementation process, consideration must be given to the following:

- ability to negotiate with key property owners
- willingness of pertinent parties to commit necessary resources
- nature of development projects being undertaken
- timing of related development projects
- location of related development projects
- time needed for construction.

Thorough coordination of the various projects, resources, and

organizations involved in implementation will be required to mesh development activities into a synchronous, effective effort. This will promote a more productive industrial development program in Queensgate West.

PROJECT	IMPROVEMENT COMPONENTS	COST ESTIMATES*	PRIMARY FUNDING
<u>Increased on-street lighting:</u>	Increase the number of light fixtures, or install high output lamps in existing fixtures.	Not yet determined.	Private assessment to property owner.
1. State, W. 8th-Gest			
2. Gest			
3. Evans			
4. State, No. of Gest			
5. Burns			
<u>Street Tree Plantings</u>	2½" to 3" caliper street trees planted 30' on center, both sides of the street.	\$250. per tree	Private
1. Gest	Requires saw cuts into sidewalks, planting, 36" square grates, standard tree guards, includes 1 yr. guarantee.	1. \$32,500.	
2. State, W. 8th-Gest		2. \$7,500.	
3. State, No. of Gest		3. \$25,000.	
4. Evans		4. \$60,000.	
5. Burns		5. \$20,000.	
<u>Street Reconstruction</u>	Removal of existing street, regrading, curbing, sewer inlet installation, paving		Public
1. Evans, No. of Gest		1. \$34,000.	
2. Woodrow, So. of Gest		2. \$30,400.	
3. Woodrow, No. of Gest			
4. South, East of Evans			
5. Cul-de-sacs		5. \$65,000.	

*Based on 2nd Quarter 1980 figures

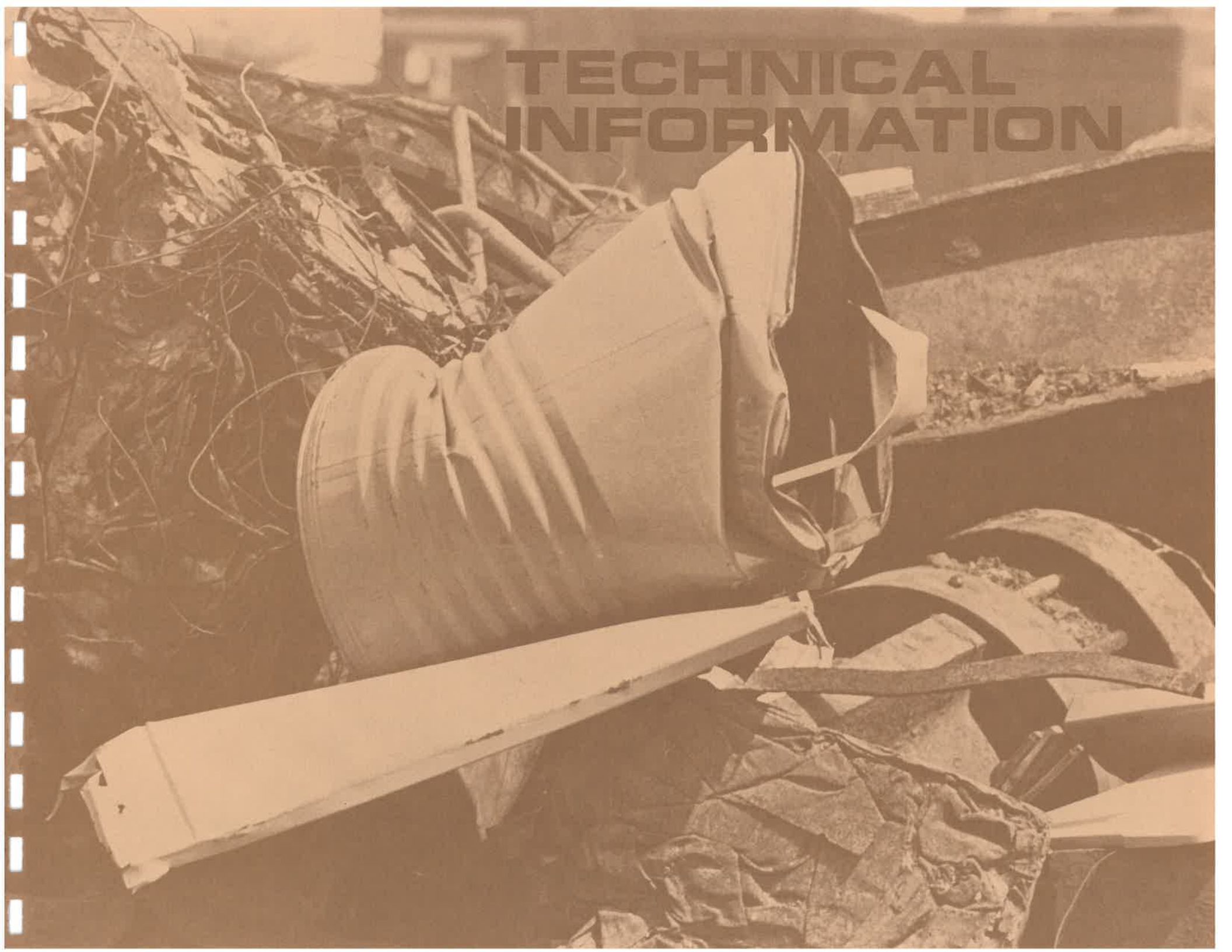
SHORT TERM PROJECTS

PROJECT	IMPLEMENTATION COMPONENTS	ESTIMATED COSTS	PRIMARY FUNDING
Connecting street-Kroger property to Summer Street	Eliminate on-street car parking at the eastern curb lane of Depot, and reuse for truck staging. Establish one way private connecting street between Kroger truck area to Summer Street across railroad property. Resurface Depot, Summer Sts.	Connecting St.: \$72,500.	Private
		Depot resurfacing \$38,800.	Public
		Summer resurfacing \$57,000.	Public
Queen City Barrel Consolidation	Acquire and convert Midwest Feather building on South Street to barrel storage. Relocate barrels at that site and use previous barrel storage sites for parking or industrial operations.	Improvements to barrel storage sites. \$56,150.	Private/Public
Summer Street extension to Hill and Griffith	Resurface Summer Street to its northern terminus. Construct a formal road from that point, across Keichler and railroad property westward to Hill & Griffith, thence north to the V.I.P. Pizza property. Improve Hill and Griffith truck-loading area; construct Keichler truck turnaround at the railroad tracks.	Summer Street reconstruction \$76.05 lin. ft.	Public
		Truck turnaround: \$20,000.	Private
Midwest Feather/Ohio Knife Consolidation	Acquire and consolidate Midwest Feather and Ohio Knife properties. Demolish or rehabilitate existing structures, and utilize for truck parking or industrial development.	Property acquisition: Ohio Knife: \$258,000. Midwest Feather: \$150,000.	Private
Boston/Whately connecting street	Requires removal of steel shed west of Lawson building; acquisition of property at the western terminus of Boston from Queen City Barrel; acquisition of easement parallel to the rail right-of-way; construction of new street; resurfacing of Boston and Whately.	Shed demolition \$12,000	Private
		Street construction. \$129,960.	Private
		Boston rehab. \$9,600.	Public
		Whately rehab. \$8,000.	Public

LONG TERM PROJECTS

PROJECT	IMPLEMENTATION COMPONENTS	ESTIMATED COST	PRIMARY FUNDING
Gest Street underpass	Closing and rerouting traffic on Gest; removal of existing street; lowering of roadbed and underground utilities; reconstruction of the street at a lower grade.	Pending results of study	Public
Impounding lot relocation	Relocation of long term impounded vehicles to a more appropriate site outside Queensgate West. Conversion of that site to an industrial use.	\$200,000	Public
Evans Street realignment	Rerouting of Evans, 108 yds. westward below the Evans St. RR crossing, thence south to River Rd; installation of vehicle actuated signals at the new intersection.	Road realignment \$194,940. Traffic signals \$55,000.	Public
Spinney Field reuse	Development of industrial site on Spinney Field, currently owned by the City, following termination of the Bengals' 30 yr. lease.	Variable	Public/Private

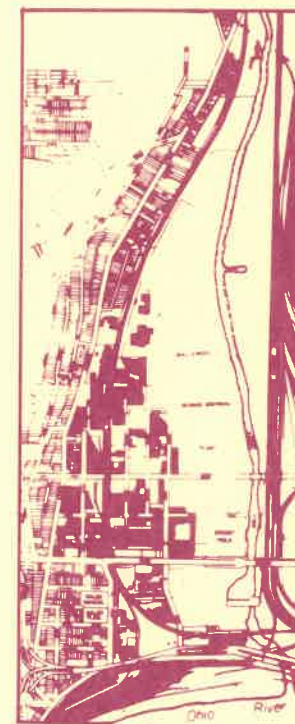
TECHNICAL INFORMATION



LAND AND STRUCTURES

Developable industrial land in Queensgate West is scarce. Limiting factors include steeply sloping topography, location in the Ohio River floodway, and ownership by Chessie Railroad and Hamilton County of more than half the land in the area.

Though many of the buildings are outdated, most remain in sound structural condition. Some have been put to adaptive reuse to accommodate the expansion needs of existing firms.



**QUEENSGATE WEST
INDUSTRIAL
DEVELOPMENT PLAN**

LAND USE

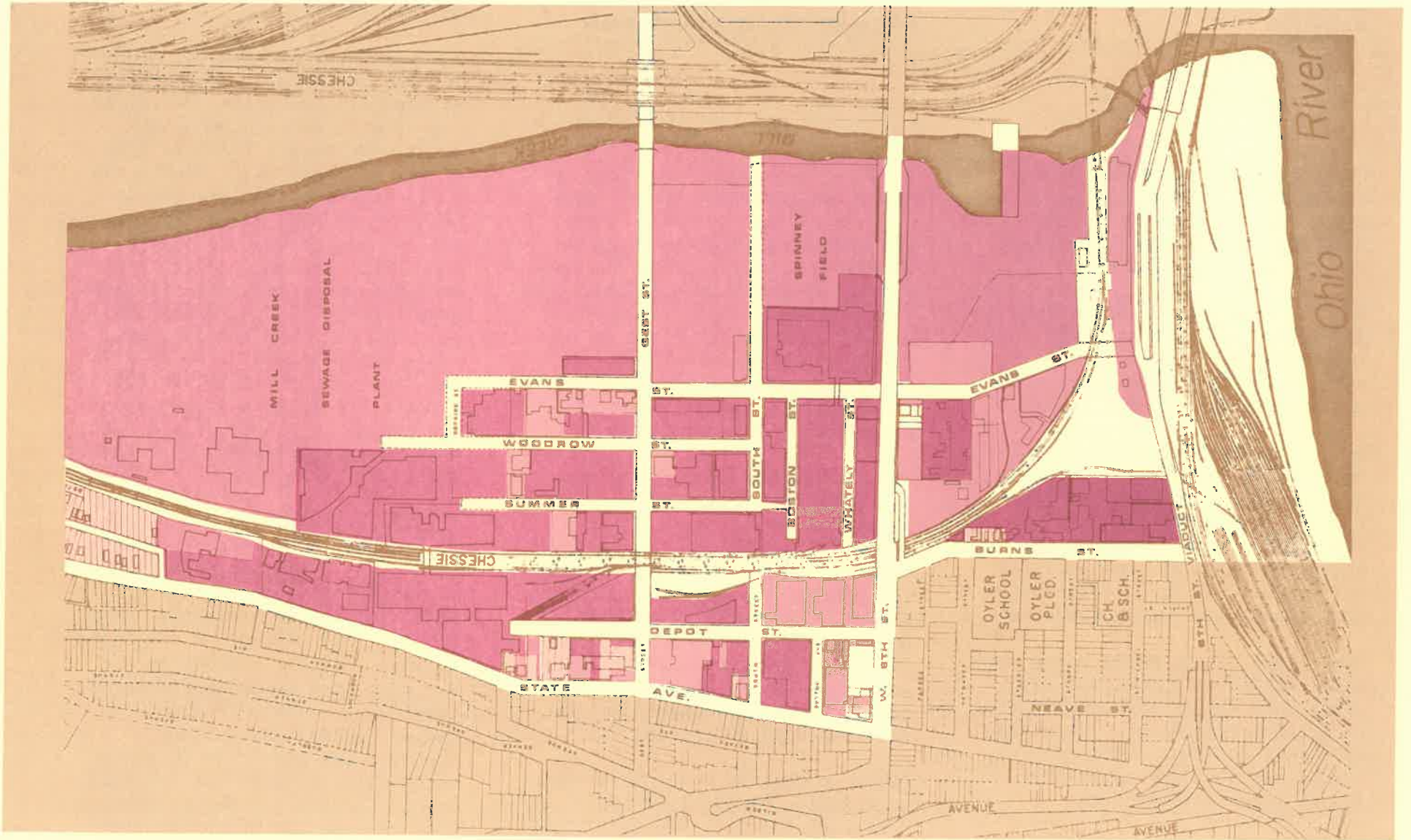
Queensgate West encompasses approximately 250 acres of land southeast of the steep hillside separating East and Lower Price Hill. (See Map # 9).

The most predominant land use in the area is public property owned by the Metropolitan Sewer District, consisting of 102.43 acres. Fabricated Metal Producers utilize 18.72 acres of ground, and railroad right-of-way covers 13.22 acres of ground. The area has a moderate amount of undeveloped land principally occupied by Metropolitan Sewer District.

Figure 4 describes the division of land uses in Queensgate West. Compared to the City-wide percentages, Queensgate West has a relatively small amount of residential land use within its boundaries, while approximately half its acreage consists of utilities. A disproportionately large amount of area is devoted to Fabricated Metal Production. The area has a substantial amount of wholesale trade and is well above the City average in food products.

Figure 4: LAND USE ACREAGES

<u>CODE</u>	<u>CATEGORY</u>	<u>ACRES</u>	<u>% OF TOTAL</u>
11	Household Units	12.37	4.8
21	Food & Food Products	7.70	3.0
25	Furniture & Fixtures	1.00	0.4
26	Paper & Allied Products	1.73	0.7
27	Printing & Publishing	0.92	0.4
28	Chemicals & Allied	4.00	1.5
32	Stone, Clay, & Glass	3.54	1.4
33	Primary Metals	0.90	0.4
34	Fabricated Metals	18.72	7.3
39	Miscellaneous Mfg.	0.58	0.2
41	Railroad R/W	41.22	16.2
42	Motor Vehicle Transportation	8.80	3.4
45	Street R/W	3.82	1.5
46	Automobile Parking	2.25	0.9
48	Utilities	92.46	36.5
49	Other-Transportation-Utilities	0.60	0.2
51	Wholesale Trade	7.60	3.0
52	Building Materials	4.12	1.6
54	Retail Food	0.32	0.1
55	Retail Auto or Boat Repair	0.17	0.1
58	Eating & Drinking	0.50	0.2
59	Other Retail Trade	0.25	0.1
63	Business Services	3.07	1.2
64	Repair Services	0.65	0.2
65	Professional Services	0.15	0.1
66	Construction Services	1.55	0.6
69	Miscellaneous Services	0.65	0.3
74	Recreation Activity	5.70	2.4
91	Undeveloped Land	26.91	10.6
94	Vacant Floor Area	0.98	0.4
TOTAL ACREAGE		253.23	100.0



**QUEENSGATE
WEST
INDUSTRIAL
DEVELOPMENT PLAN**

MAP 9

CINCINNATI CITY
PLANNING COMMISSION

LAND USE

**RESIDENTIAL
COMMERCIAL
PUBLIC
INDUSTRIAL**



SCALE IN FEET
0 400 800



JANUARY 1981

ZONING

Queensgate West is zoned exclusively for manufacturing uses under M-2, M-3, or RF-2. The most predominant manufacturing zone in the area is M-3.

M-2: This zone permits intermediate industrial uses such as foundries, metal reclamation, metal refining or smelting, paper and paper board manufacturing.

M-3: This district is the least restrictive industrial zoning district allowing heavy manufacturing. This district permits stockyards, meat slaughtering, petroleum refining, and smelting of ferrous ores and metals using open hearths or rotary furnaces.

FR-2: This zoning designation permits commercial-industrial property uses within the context of the river environment. Permitted uses include river terminals, storage of building materials, grain, and other products.

Map 13 indicates the existing zoning boundaries in Queensgate.

PROPERTY OWNERSHIP

There is a critical shortage of space in Queensgate West. This poses a problem for those firms who wish to expand their operations. Although most of the companies expressed satisfaction with the Queensgate West location and did not want to leave, it is inevitable that some will be forced to relocate if their need for expansion space cannot be fulfilled in Queensgate West.

The accompanying map shows the landholdings of the major property owners in the area. In the course of expansions, firms like Kroger, Lawson, Queen City Barrel and Midwest Feather have acquired pieces of property throughout Queensgate West. The keen competition for whatever land becomes available has in many cases prevented efficient consolidation of industrial operations.

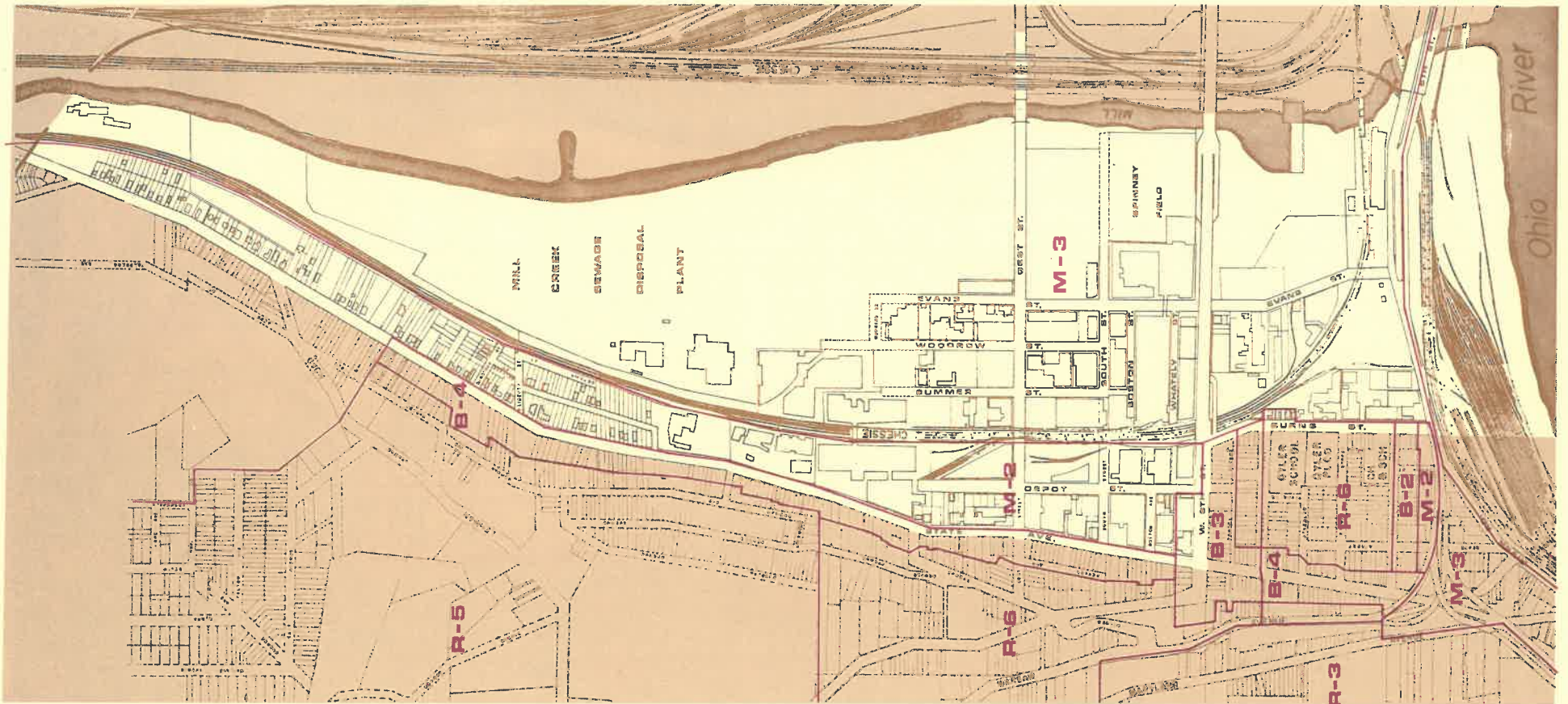
The Metropolitan Sewer District of Hamilton County owns 102.4 acres, or 39.7% of the total land in the study area. This includes the sewage treatment plant and grounds north of Gest Street, as well as the property south of Gest leased to Key G.M.C., the City of Cincinnati (impounding lot), and the Cincinnati Bengals

(Spinney Field).

Environmental protection regulations are growing increasingly stringent. Currently, M.S.D. is required to provide secondary sewage treatment, which it does on its main grounds. Should the E.P.A. require tertiary treatment, as it may in the 1980's, M.S.D. will provide it on its land south of Gest. Since the possibility of tertiary treatment requirements exists, M.S.D. will not sell its land holdings but rather leases them on an indefinite basis to the City and Key G.M.C. The Bengals have a 40-year lease on Spinney Field, and there is no indication that the lease will be broken.

The Chessie Railroad System owns 35.9 acres, or 13.9% of the total land area. This includes all railroad rights-of-way and rail yards located in the area. Like M.S.D., the railroad is unwilling to sell any of its property, but some land is available for leasing on a month-to-month basis. Levine and Co. has operated for more than 20 years on property leased from the railroad. Chessie stresses, however, that any uses proposed for its underutilized land must be geared for temporary use rather than permanence.

The following table illustrates the total acreage of the major property owners in Queensgate.



**QUEENSGATE
WEST**
INDUSTRIAL
DEVELOPMENT PLAN

MAP 10

CINCINNATI CITY
PLANNING COMMISSION

ZONING

R-RESIDENTIAL

- 3 TWO FAMILY
- 5 MULTI-FAMILY
MED. DENSITY
- 6 MULTI-FAMILY
HIGH DENSITY

B-BUSINESS

- 2 COMMUNITY
- 3 RET.-WHOLESALE
- 4 GENERAL

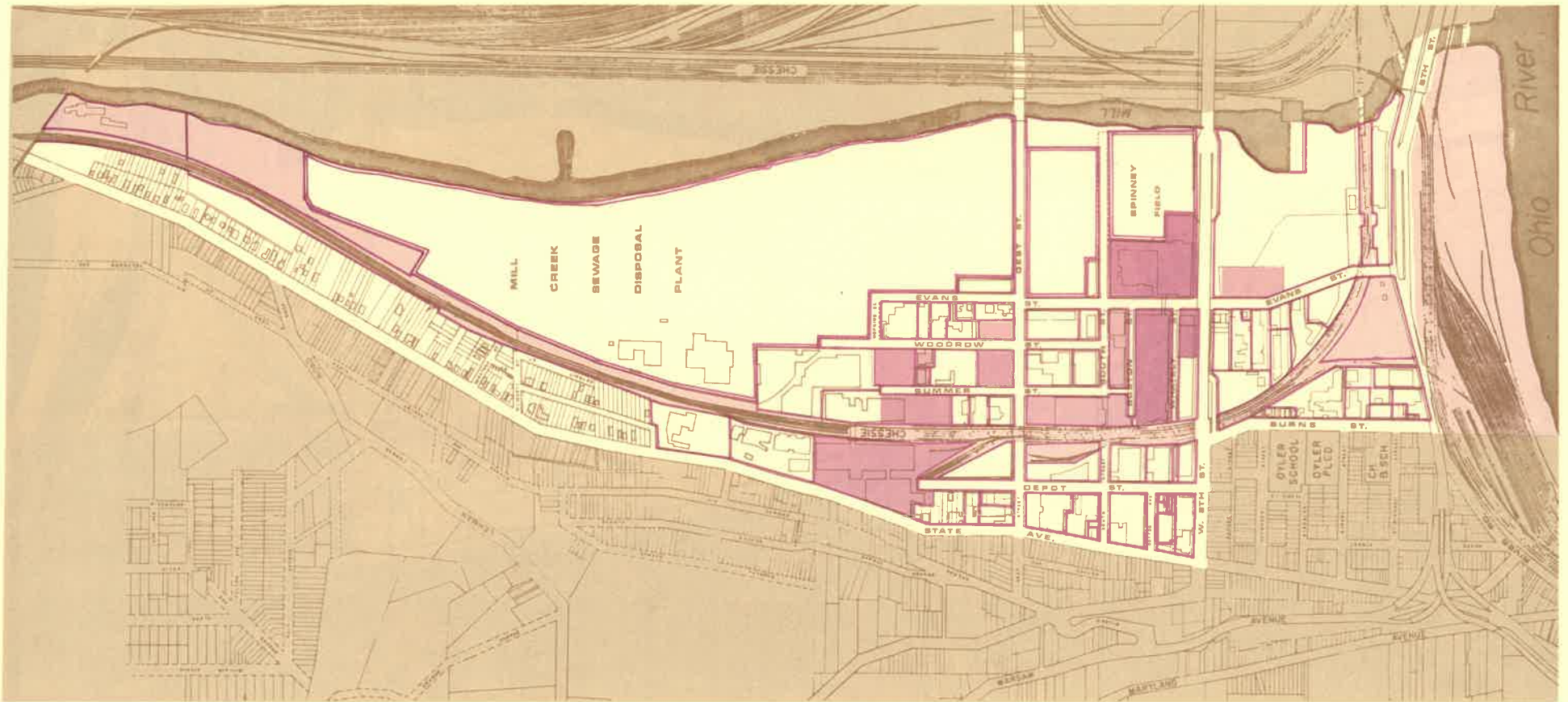
M-MFG.

- 2 INTERMEDIATE
- 3 HEAVY

JANUARY 1981

SCALE IN FEET





**QUEENSGATE
WEST**

INDUSTRIAL
DEVELOPMENT PLAN

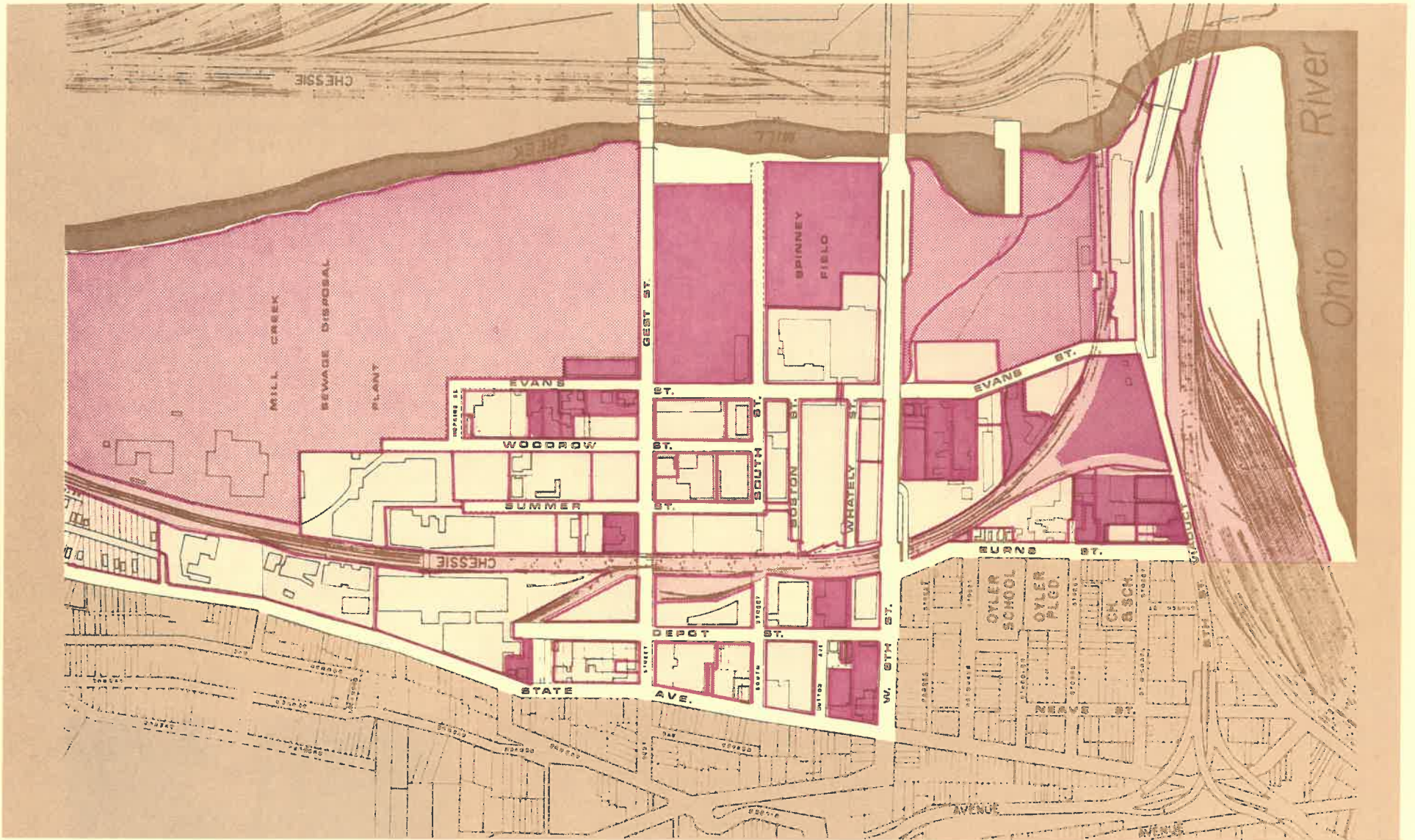
MAP 11

CINCINNATI CITY
PLANNING COMMISSION

**MAJOR
PROPERTY
OWNERS**

- CHESSIE SYSTEM 
- THE QUEEN CITY
BARREL CO. 
- KROGER CO. 
- LAWSON 
- CITY PROPERTY 





**QUEENSGATE
WEST
INDUSTRIAL
DEVELOPMENT PLAN**

MAP 12

CINCINNATI CITY
PLANNING COMMISSION

LAND OWNERSHIP

- OWNER OCCUPIED
- RENTER OCCUPIED
- RAIL OCCUPIED
- CITY OWNED



SCALE IN FEET
0 400 800



JANUARY 1961

West. (Total acreage includes buildings, grounds, and private parking lots). As indicated on the map, the percentage of owner-occupied property in Queensgate West is high. Well over half the firms own the property in which they conduct business; only 22% lease the land and/or structures. This is due to the fact that a great number of existing industries had successfully established themselves many years ago. Industrial transiency is not characteristic of Queensgate West.

SITE COVERAGE

Since more than half the land in Queensgate West is controlled by the Metropolitan Sewer District and the Chessie Railroad System, the remaining industrial land is used as intensively as possible.

Of the 57 total acres owned by private industry, 53% is covered by buildings and 13% is used for private on-site parking. 24% of the land is undevelopable due to the constraints of topography. This leaves only 9% of the land for outdoor operations such as storage, receiving, and shipping.

Maximum use is made of the limited amount of land available, with plant and parking the two competing interests for site space. Where sufficient off-site parking is available, buildings generally extend from lot line to lot line. Exceptions to this are found around Kroger and Hill & Griffith, where topography prevents any more development. Also, some industries like Queen City Barrel and Levine and Co. conduct operations out of doors. As a result, much of their property is left unimproved.

Two-thirds of the plants oper-

ate in single or two-story buildings, due to the heavy nature of the products being manufactured. Plant size ranges from 900 to 217,000 square feet. The mean plant size is 53,205 square feet, but the median is only 35,000 square feet. This indicates a greater proportion of smaller plants.

40% of the firms operate in only one structure, although companies like Hill and Griffith have as many as five structures on a site. Site area ranges from 900 to 217,800 square feet (5 acres). The average site size is 61,907 square feet, while the median site covers 79,580. This means that there are relatively more large sites than small ones. A contributing factor to this is the inclusion of on-site parking space on the gross site area figures.



BUILDING CONFIGURATION

Few of the industrial buildings in Queensgate West presently exist as they were originally constructed. The irregular shape of many of them resulted from a series of building additions which were stopgap measures to meet immediate space needs of growing companies.

When the first plants were built, there was ample space for expansion. As companies grew, they would build just enough additional plant to accommodate their new space needs. The more growth occurred, the more additions were made, so that what resulted were piecemeal structures like the Metal Treating and M&S Machine facilities on Burns Street.

More recently, plant expansion has happened by a process of absorption rather than extension. Instead of constructing new plant space, firms like Staubitz Sheet Metal and Consolidated Metal Products have purchased and converted adjacent buildings into part of their plant. The Consolidated building on the northwest corner of Gest and Depot, for instance, was formerly a firehouse.

Railroad service also affected building configuration. Structures built adjacent to railroad tracks were designed around the tracks for ease in shipping. The Kiechler building was penetrated by a diagonal rail spur at one time. The triangular shape of firms like Consolidated Metal, Midwest Feather and Ohio Knife arose from their plants abutting railroad property at a skewed angle. Other firms such as Kroger and Hutch Athletic Goods constructed buildings on both sides of the tracks connected by an overhead bridge.



BUILDING CONDITION

Queensgate West is an old industrial area. By the mid-1800's foundries, machine and machine tool shops were thriving there. Most of the existing structures date to the turn of the century. They are constructed of brick and have as many as five stories.

Despite their age, most of the buildings are in good condition. Foundations, walls, and windows are generally sound. When asked what type of repair their firm would like to make in its present building, nearly two-thirds of the businessmen responded, "None." Of those indicating that improvements were needed, the most commonly mentioned was roof repair.

Although the structures are in good condition, many of the older ones pose problems for industrial reuse today. Many were constructed with wooden joists, which makes the building insurance extremely expensive. In order to be able to insure and use these buildings, sprinkler systems would have to be installed on each floor. This increases the cost of reuse.

In addition to being fire hazards, the upper floors of many of the

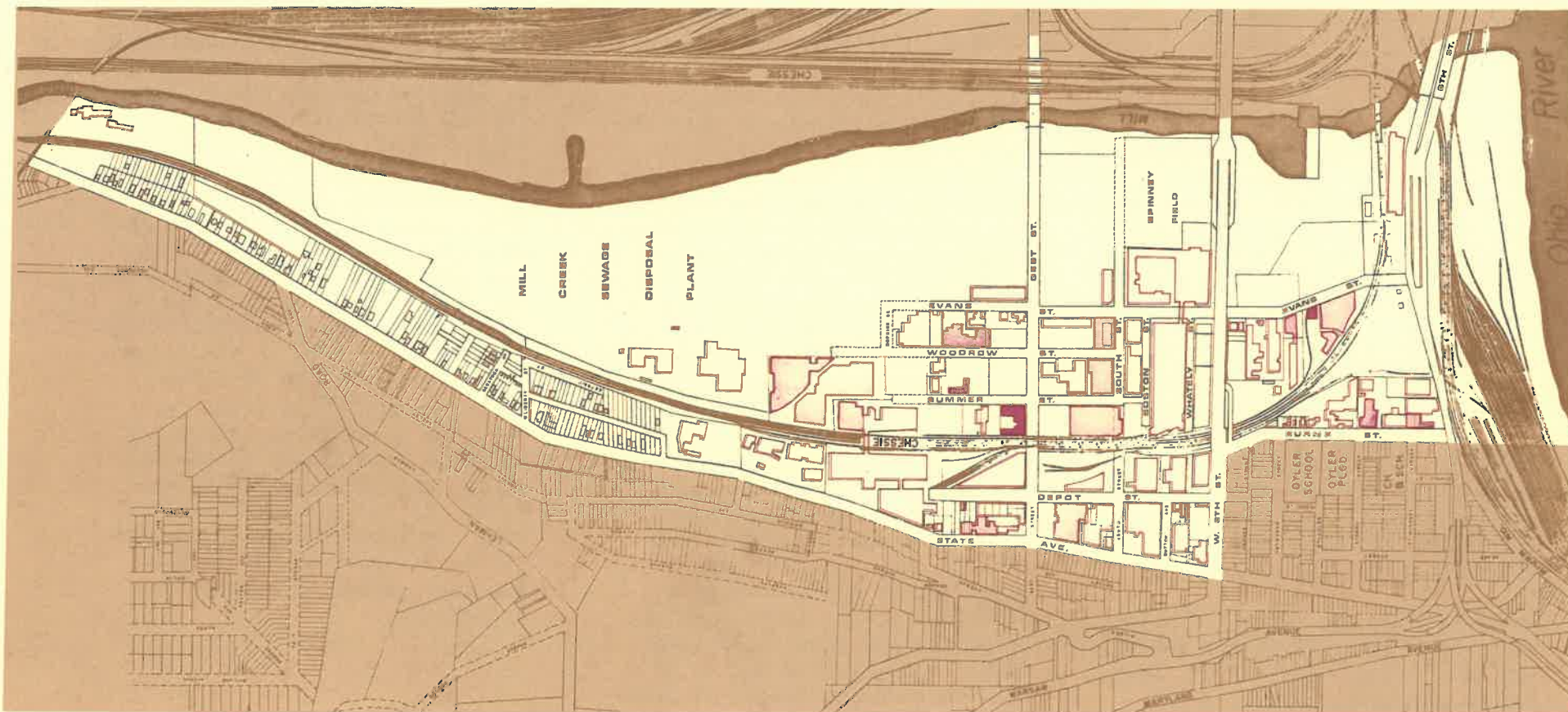
potentially reusable buildings were not designed to accommodate the heavy machinery used by most of the area's industries. Production methods were labor-intensive at the time the older plants were constructed, and consequently industrial facilities were multi-story. Now that machine labor has replaced manual labor, industries like those in Queensgate West require single-story plants in which to operate their business. The reuse of an older multi-story building, however sound, is often limited to only the lower floors.

The lower floors are not without

problems in adaptation, either. Trailer-trucks used by the Queensgate West industries for transporting materials and products did not exist at the turn of the century. The loading docks that were built were designed for shipping via horse-drawn carriage. As a result, the loading points on the older buildings are situated inappropriately in terms of height and street access to be effectively used for shipping via truck.

A summary of the building conditions inventory is presented in the appendix.





**QUEENSGATE
WEST**
INDUSTRIAL
DEVELOPMENT PLAN

MAP 13

CINCINNATI CITY
PLANNING COMMISSION

**BUILDING
CONDITIONS**

GOOD
FAIR
POOR



JANUARY 1931

SCALE IN FEET



FLOODPLAIN POLICIES

A substantial portion of Queensgate West is in the 100-year flood plain of the Ohio River. (See map # 14). This presents specific limitations on the use of public funds and imposes special building code constraints.

At present, building permits for structures in the flood plain are reviewed to assure that sites will be reasonably free from flooding. In areas prone to frequent flooding, new structures must be properly anchored with sufficient drainage facilities and back-up utility systems.

By late 1980, the City of Cincinnati will have revised its Building and Zoning Codes so that they are in compliance with Federal regulations for the regular phase of the National Flood Insurance Program. This program, established by the National Flood Insurance Act of 1968, enables property owners in flood prone areas of participating counties and cities to purchase flood insurance at lower rates through a federal subsidy.

The program applies to all new construction and expansion of existing facilities on land which

would be inundated by flooding up to the level of the 100 year flood - about a 69 foot river depth.

City codes currently reflect federal regulations for only the initial Emergency Phase of the program, which requires a review of all building permits issued for construction in the flood plain.

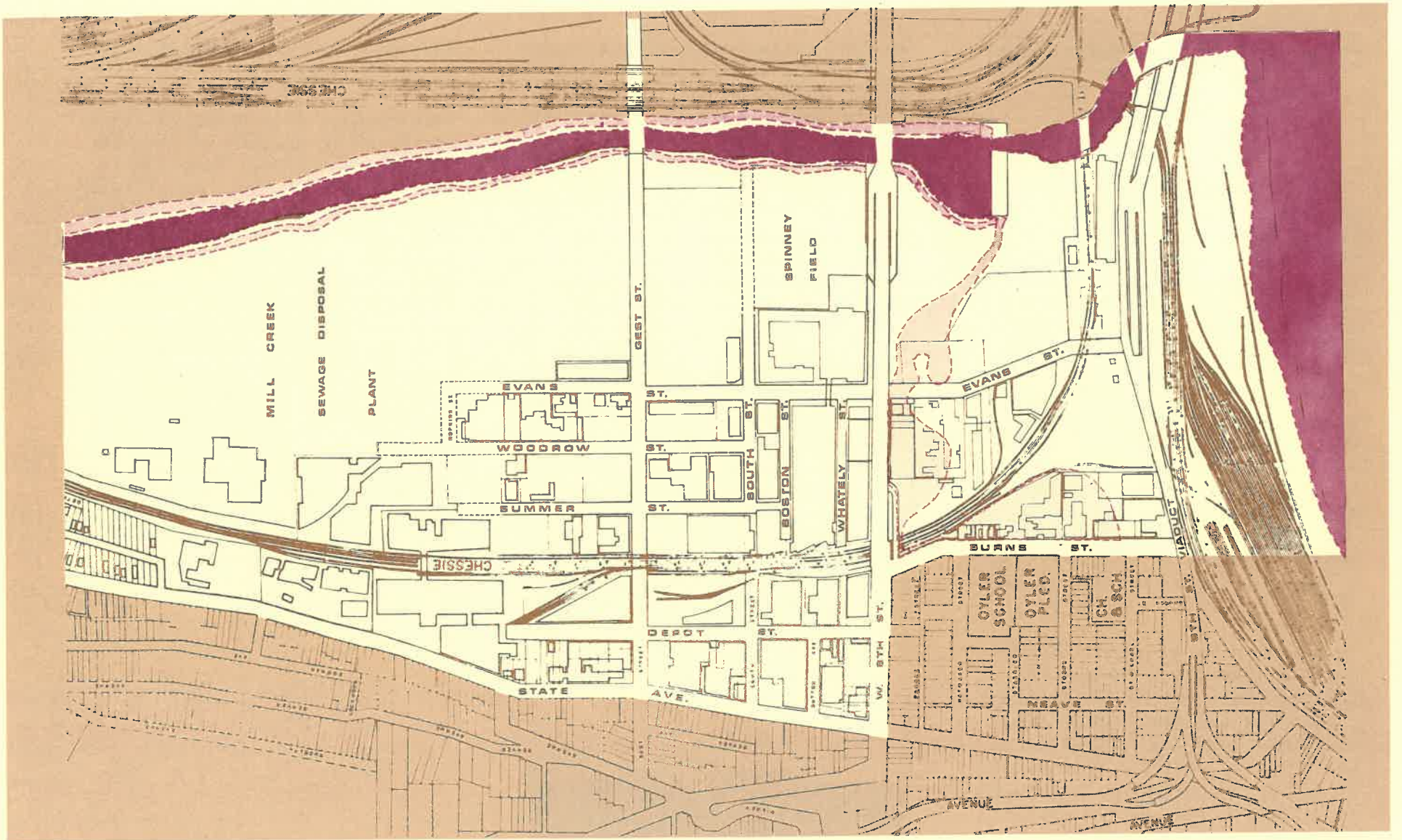
The City must, however, enter the next Regular phase of this program. That requires further revision of City codes so that basically in the "floodway," no new structures or filling are permitted which may interfere with the discharge of flood waters. In the "floodway fringe" new structures must be either completely above the 100 year flood level or, if non-residential structures, have their portions below the 100 year flood level to be flood-proofed and be able to withstand the impact of floating debris, etc. This regular phase then makes "second layer" insurance protection available for coverage to existing structures or for any coverage on new structures.

The City's continued participation in the program is necessary for the continued availability of subsidized flood insurance and federal disaster relief for flood floods or tornadoes. City participation also makes available

federally related financial assistance such as grants, loans, and mortgage loans from federally insured, regulated, supervised, or approved lending institutions for any properties in the flood hazard area.

Also affecting development in the floodplain area are the requirements of Executive Order 11988, Floodplain Management, signed May 24, 1977. This requires all executive agencies to protect the value and benefits of floodplains and to reduce risks of flood losses by not conducting, supporting, or allowing action located in floodplains unless it is the only practical alternative. If the agency determines that its actions must be located in the floodplain then it must minimize potential harm to the floodplain.





**QUEENSGATE
WEST
INDUSTRIAL
DEVELOPMENT PLAN
MAP 14**

CINCINNATI CITY
PLANNING COMMISSION

FLOOD ZONES

100 YR. FLOOD ZONE
500 YR. FLOOD ZONE



SCALE IN FEET
0 400 800



JANUARY 1981

MILL CREEK BARRIER DAM

The Mill Creek Barrier Dam was constructed by the Army Corps of Engineers in cooperation with the City of Cincinnati. The Dam protects land to the north from flooding up to an 80 foot river depth. The City agreed to maintain and operate all the works after completion (in 1948) in accordance with the regulations prescribed by the Secretary of War. These regulations state in part that, "No encroachment or trespass which will adversely affect the efficient operation or maintenance of the project works shall be permitted upon the rights of way for the protective facilities."

In a letter dated August 8, 1957, the City was instructed by the District Engineer to review proposals for all new construction abutting flood wall structures, and to grant approval only after it had been determined that such construction will not be detrimental to proper functioning of the flood wall project.

In compliance with these regulations, the City Engineer developed a tentative plan prohibiting all excavation in a control zone defined by setback lines located

60 feet on each side of the center line of the flood control structure. This plan was approved by the District Engineer, Louisville District, Corps of Engineers, with certain modifications.

The conditions defining the City's policy with respect to property acquired for the Mill Creek Barrier Dam are presented in the appendix to this plan.

In April of 1980, the Army Corps of Engineers expects to initiate construction for the Mill Creek Local Flood Protection Project. The project will channelize the Mill Creek as well as provide flood protection. Originally the Corps proposed that no work would be done on the lower reach of the Mill Creek, but during the planning process it was decided

that some partial channelization would be necessary.

Construction will begin with the northernmost section of the project between Kemper Road and I-275. The Corps plans to channelize 6,200 feet of the Mill Creek adjacent to Queensgate West from the Western Hills Viaduct south to Gest Street in 1988. This is the last reach of the creek to be channelized, and it will not have extensive impact on the Mill Creek. Flooding will be contained, and this area will be protected from a 50-year storm.

Some embankment treatment will be necessary, but the reach adjacent to Queensgate West will not be a full concrete channel. No disruption of Metropolitan Sewer District's landfill area is anticipated.



AIR POLLUTION

There are six types of air pollutants used by the Environmental Protection Agency to determine the quality of the air. These pollutants include particulate matter, sulfur dioxide, carbon monoxide, nitrogen oxides, photochemical oxidants, and hydrocarbons. A description of each is presented in the appendix to this plan.

The U. S. Environmental Protection Agency has established a National Ambient Air Quality Standard (NAAQS) for each of the six criteria pollutants. Cincinnati is classified as an attainment area for Nitrogen Oxides. For Particulates, Sulfur Dioxide, Oxidants, and Carbon Monoxide, however, Cincinnati is classified as a non-attainment area because the ambient air has failed to meet the NAAQS.

The pollutants described above are commonly discharged by both motor vehicles and industries. Cincinnati's pollution problem results primarily from the combined effects of auto emissions and stagnant summer weather. Only about 35% of the air pollution is attributable to industry.

In order to continuously monitor

the quality of the air, the Cincinnati And Southwest Ohio Air Pollution Control Division maintains 10 high-volume air samplers (hi-vols) in Cincinnati, as illustrated on p. 121.

One of the City's three Continuous Air Monitoring (CAM) Stations is located within the cluster area at 1675 Gest Street. The CAM measures pollutants 24 hours a day, 7 days a week. Pollutants measured include nitric oxide (NO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), ozone (O₃), and carbon monoxide (CO). In 1978, the Gest Street CAM met the Ohio Annual Standard for nitrogen oxides and carbon monoxide, and only slightly exceeded the standard for sulfur dioxide.

The most serious air pollution problem in Hamilton County is in the oxidant category, which includes ozone. This is formed by a reaction between nitrogen oxides and hydrocarbons coming from motor vehicle emissions and gasoline and solvent evaporation. In 1978, the Gest Street CAM exceeded the Ohio Daily Standard for ozone 169 days, mostly between March and September. This is not too different from the other Cincinnati CAM sites in Hartwell and Corryville, where the ozone standard was exceeded 200 and 166 days, respectively. Ozone emissions cannot be associated with specific individual industries.

The Hi-Vol measures suspended particulate matter in the air over a 24-hour period, once every sixth day. It does this by drawing ambient air through a glass fiber filter and collecting particles of the size people normally breathe in their daily activities. After the sampling period the filters are weighed, and the gain is expressed as total suspended particulates in micrograms per cubic meter (ug/m³) of air sampled.

The Fairmount site at 2400 Beekman Street is closest to the Queensgate West industrial cluster. As figure 15 shows, the State and Federal Standard for particulates was exceeded at Fairmount through 1978, but the second quarter of 1979 showed a significant decrease in the number of particulates. The area has one of the highest average concentrations of particulates among all the sampling locations in the city.



One source of this pollution is the high traffic volume on I-75 and the arterials penetrating the industrial areas around Beekman Street. Particulate matter is emitted by virtually every industry, especially the metal treating, fabricated metal, and chemical plants which are common in Queensgate West. In addition, the Sewage Treatment Plant's solid waste disposal activities contribute particulates. The combined particulate emissions from these sources result in the high concentration recorded at the Fairmount hi-vol.

Figure 5 : SUSPENDED PARTICLES IN AMBIENT AIR
measured by high volume samplers
geometric means (ug/m³)*

<u>Location</u>	<u>1979</u>		<u>1978</u>		<u>1978</u>
	<u>2nd Qtr.</u>	<u>1st Qtr.</u>	<u>4th Qtr.</u>	<u>3d Qtr.</u>	<u>Annual</u>
(15) Fairmount	73	84	82	88	81
(1) Library-Downtown	70	114	69	73	74
(2) College Hill	44	54	51	60	52
(4) Oakley	63	75	61	76	70
(6) Carthage	82	90	89	93	82
(7) Price Hill	47	63	50	52	53
(13) Corryville	55	61	56	66	61
(16) East End	60	56	53	57	57
(38) Drake-Hartwell	55	64	63	67	59
(40) University-Corryville	75	89	73	88	80

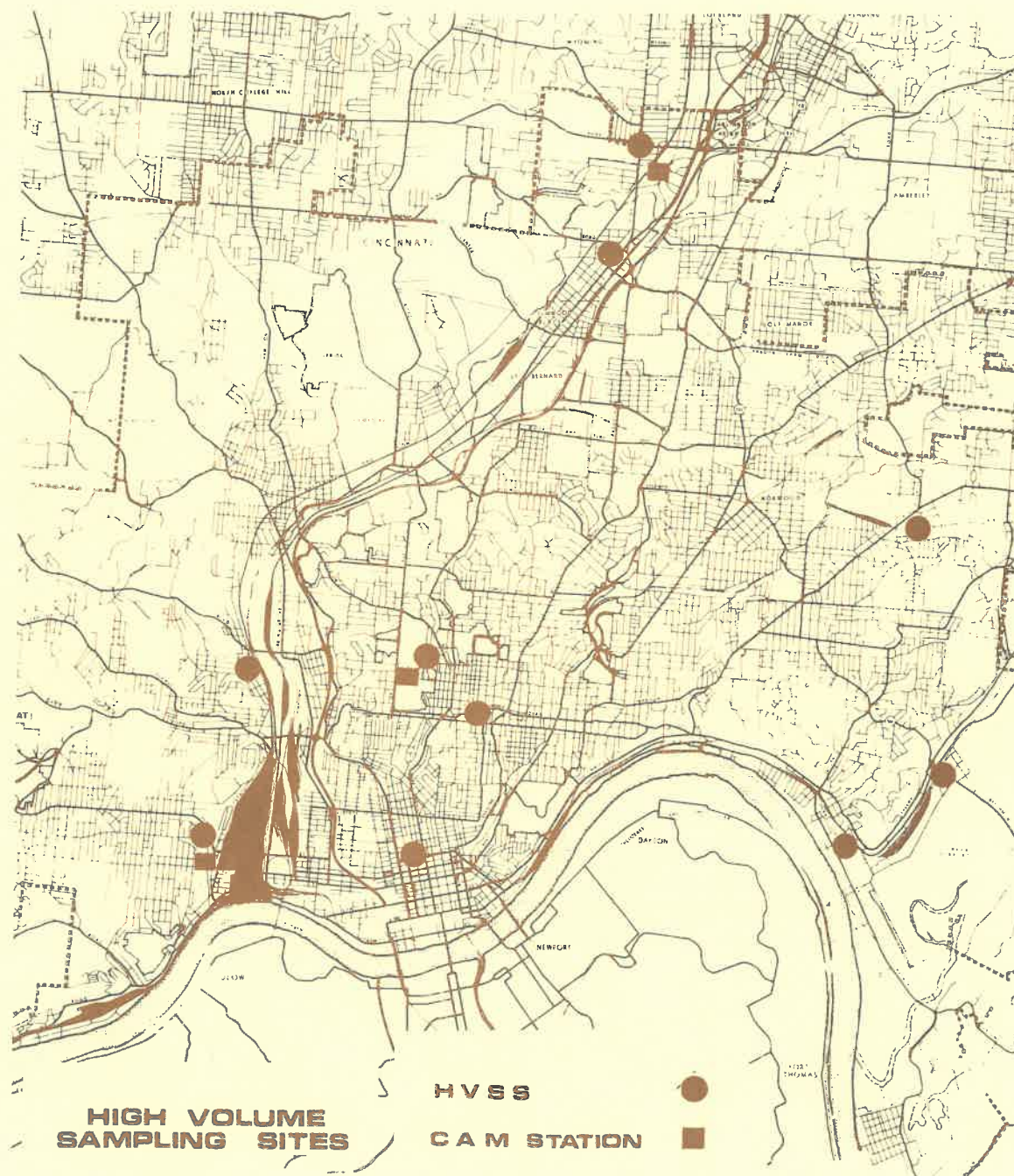
*micrograms (0.00001 grams) of particulate matter per cubic meter of air

The State and Federal Standards are 75 ug/m³.

CLEAN AIR LEGISLATION

Federal legislation regarding air quality evolved into the 1970 Clean Air Act, which required each State to develop a State Implementation Plan (SIP) for attainment and maintenance of air quality standards by July, 1975. The Act was amended in 1977 to require each State to identify areas which had not yet attained air quality standards and to revise its SIP to demonstrate how non-attainment areas could meet standards by 1983.

The Amendments affect certain Queensgate West industries in that they could not locate in the Cincinnati area today without purchasing an emission off-set. These first include Kiechler Manufacturing Co., Kroger Co., F.H. Lawson Co., and Queen City Barrel Co. Their operations produce the greatest volume of air pollutants of all the firms in Queensgate West. It should also be noted that the Mill Creek Sewage Treatment Plant is similarly affected, although it is not considered private industry.



CIRCULATION SYSTEM

Trucks are the primary means of transportation for Queensgate West industries. Their use has taken a heavy toll on the condition of the streets in the area; broken pavement, pot holes, and ruts are abundant.

The narrow 30' streets are generally parked on both sides, making truck maneuvering difficult. Traffic is often blocked on by-street loading operations. The circulation system in Queensgate West was not designed to handle the vehicular traffic of today's industrial neighborhood.



**QUEENSGATE WEST
INDUSTRIAL
DEVELOPMENT PLAN**

STREET SYSTEM

Map # 15 shows the street pattern in Queensgate West, consisting of distinctly separate internal and external circulation systems marked by the viaducts carrying W. 8th and W. 6th Streets. The streets which comprise a circulation system can be classified into the following types:

1. Arterial Streets

The function of arterial streets is to transport traffic to and from sections of a city or area. West 8th Street, West 6th Street, River Road, and State Avenue are the major arterials for the Queensgate West area. State Ave. is the arterial which most directly services Queensgate West. Since 6th St. and W. 8th St. are above grade (on viaducts), State Ave. or River Road must be used to connect the external and the internal circulation system.

2. Collector Streets

The function of collector streets is to move traffic from local streets to major arterials and traffic generators. Gest Street is the main collector street in Queensgate West connecting the I-75 expressway on the east with State Avenue, and Wilder Avenue on the west.

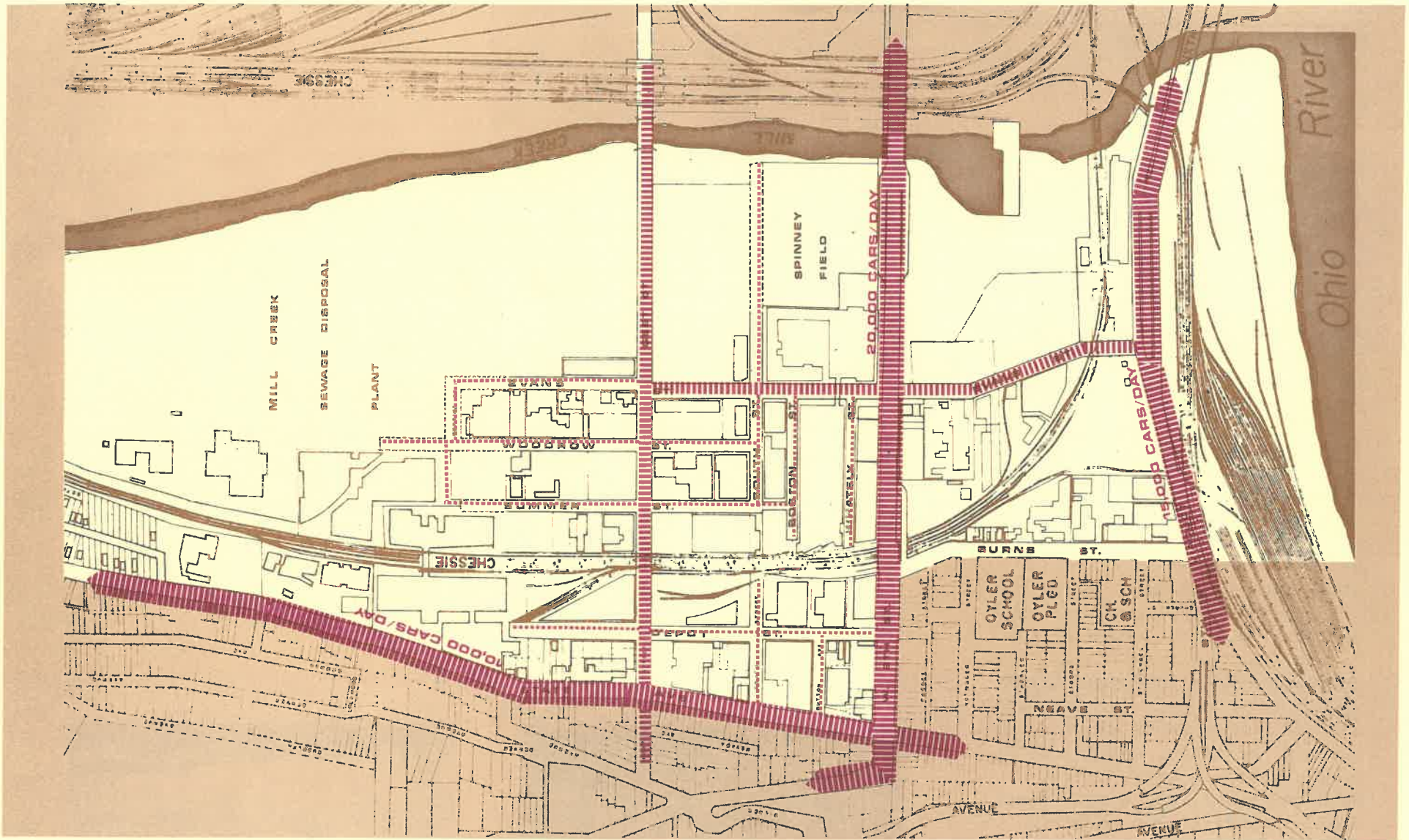
3. Local Streets

The primary function of a local street is to provide access to abutting properties. In the case of residential areas, the local street provides access for the automobiles of homeowners. In industrial areas such streets provide access both for cars and trucks to service local industry.

While the streets internal to Queensgate West function as local streets providing access to abutting properties, service to the area is generally by truck and results in extreme congestion. The problem is complicated by a lack of off-street parking, resulting in overloaded on-street parking which adds to the congestion.

Traffic control is adequate in Queensgate, with traffic signals at the intersections of State Avenue and Gest Street, State and W. 8th Street, and Gest and Evans Street. Flasher signals are located on River Road at Burns and State Avenue.





**QUEENSGATE
WEST
INDUSTRIAL
DEVELOPMENT PLAN**
MAP 15
CINCINNATI CITY
PLANNING COMMISSION

STREET SYSTEM
ARTERIAL
COLLECTORS
LOCAL

SCALE IN FEET
0 400 800



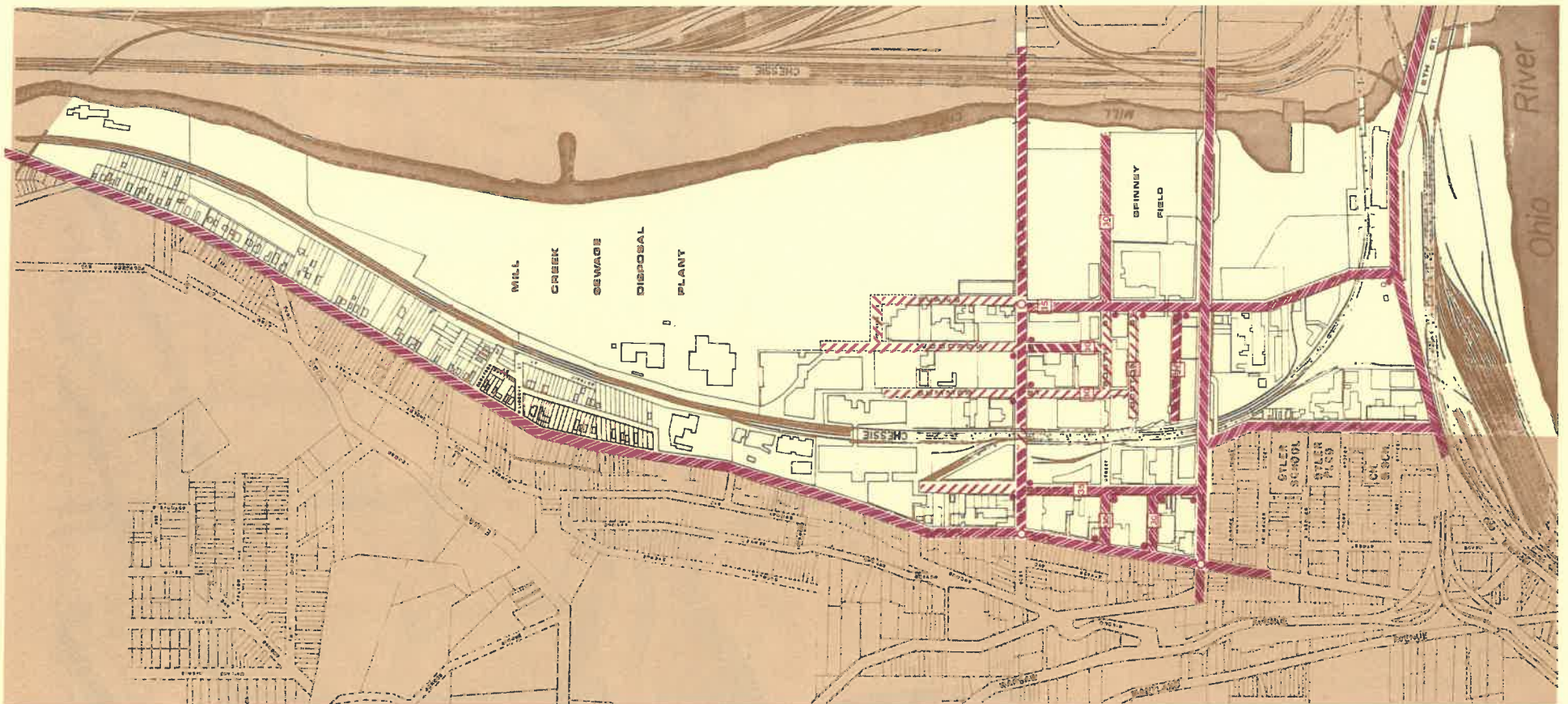
JANUARY 1981

STREET CONDITION

The majority of streets in Queensgate West are 30 feet wide from curb to curb with parking on both sides. As a rule of thumb, streets which commonly carry truck traffic should allow 10 ft. for each moving traffic lane in areas of active truck movement. Seven feet of right-of way are allowed per lane of on-street parking.

In recent years the city has begun to experience extreme problems in street maintenance due to budget cutbacks combined with an aging infrastructure. This problem becomes most acute in older industrial areas where the problems of normal wear are complicated by active truck circulation. As Map 16 indicates, the Queensgate West internal street system is in a state of general disrepair with acute problems in certain locations, specifically Depot Street, Summer Street, Woodrow Street, and Evans Street. These streets are in advanced stages of deterioration.





**QUEENSGATE
WEST**
INDUSTRIAL
DEVELOPMENT PLAN

MAP 18

SINCINNATI CITY
PLANNING COMMISSION

STREET CONDITIONS

- GOOD 
- FAIR 
- POOR 
- STREET WIDTHS 
- TRAFFIC SIGNALS 
- STOP SIGNS 

JANUARY 1981 

SCALE IN FEET



TRUCK CIRCULATION

In 1972, the city established a system of routing trucks based on section 503-18 of the Cincinnati Municipal Code, which restricts such vehicles to certain streets and highways. The truck routing system consists of four types of routes, described as follows:

1. Interstate, U.S., and State Routes: These thoroughfares are major highways involving no truck restrictions.
2. City Routes: These are major streets located inside the City, which also offer no restrictions to truck vehicles.
3. City Routes - 3-Axle Trucks Prohibited: These are city thoroughfares where large semi-trucks are prohibited.
4. Parkways and Boulevards: Thoroughfares such as Victory and Columbia Parkways carry restrictions which prohibit large trucks.

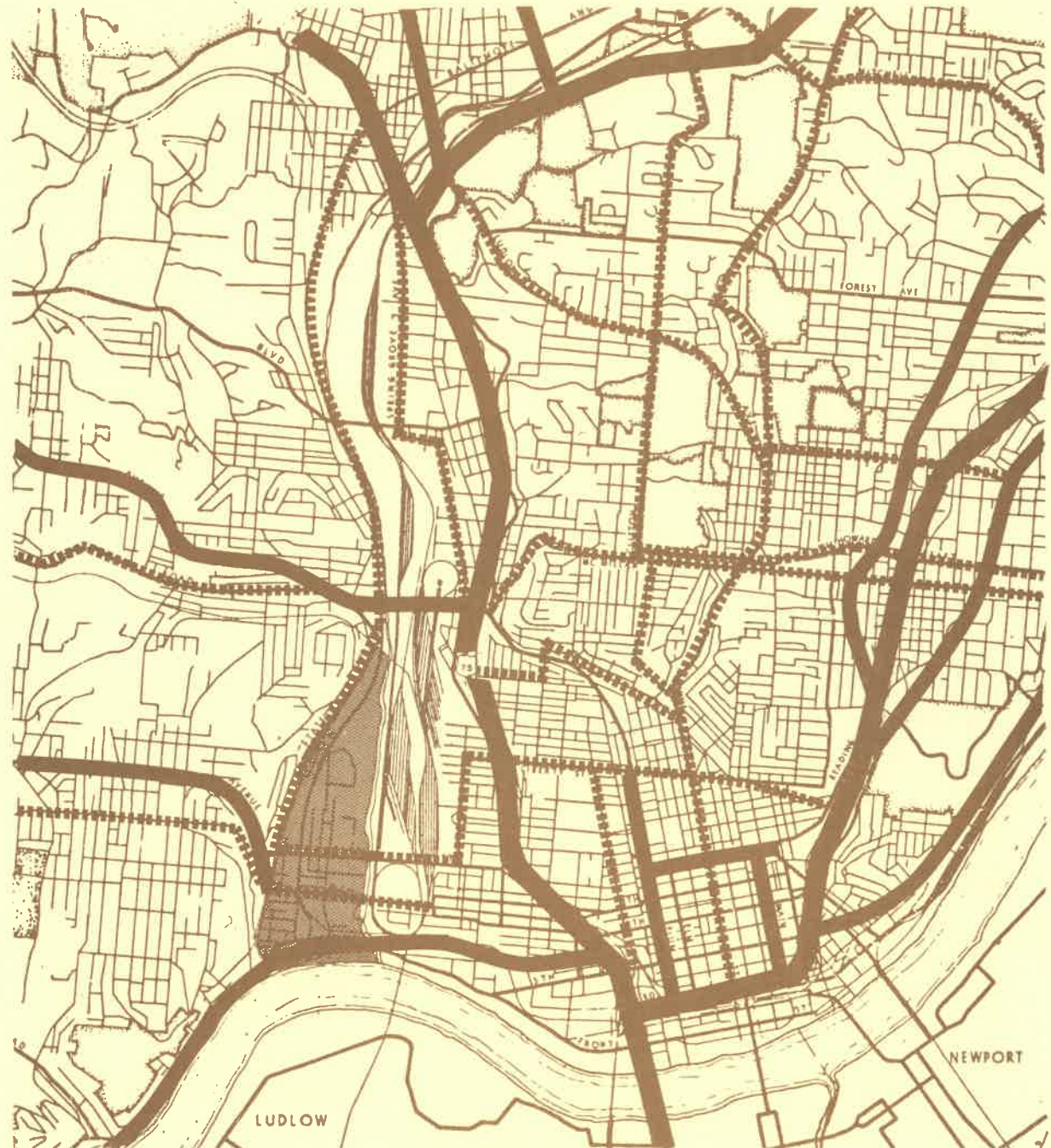
EXPRESSWAYS



U.S. & STATE ROUTES



CITY ROUTES



The Office of Traffic Engineering has submitted suggested legislation to council to restrict truck circulation. However, the controversial nature of the problem has precluded the adoption of such legislation. While the system described above and on the following map represents a logical system of truck circulation, only parts of the system are enforced as described above.

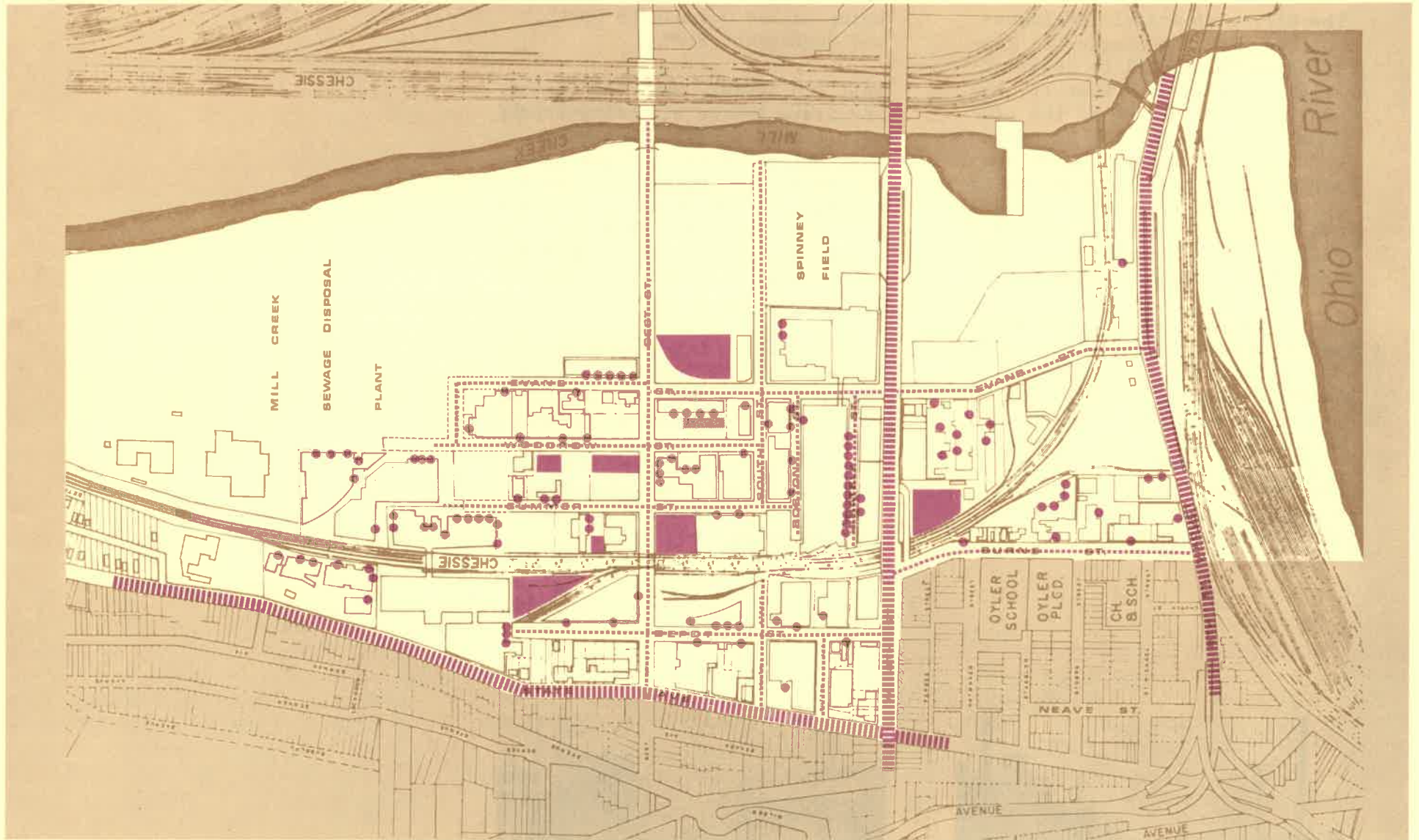
In the future, Gest Street will become a more active truck route due to the development of the Liberty-Dalton area involving a street system which will tie directly to Gest Street. Accordingly Gest Street will become the principal connecting thoroughfare between Queensgate I, the Liberty-Dalton area now

being called Queensgate North, and Queensgate West.

West 8th Street, West 6th Street, and State Avenue all bring trucks into the Queensgate West area. Gest Street is part of the internal street system and carries a substantial amount of truck traffic into the area. In total, the industries in Queensgate West are serviced by an average of 173 trucks per day.

Circulation in Queensgate West is hampered by the relatively large number of on-street loading areas often found in conjunction with narrow or dead-end streets. Boston Street, Whately Street, and Depot Street are predominant examples. These areas are described on Map # 17





**QUEENSGATE
WEST
INDUSTRIAL
DEVELOPMENT PLAN**

MAP 17

CINCINNATI CITY
PLANNING COMMISSION

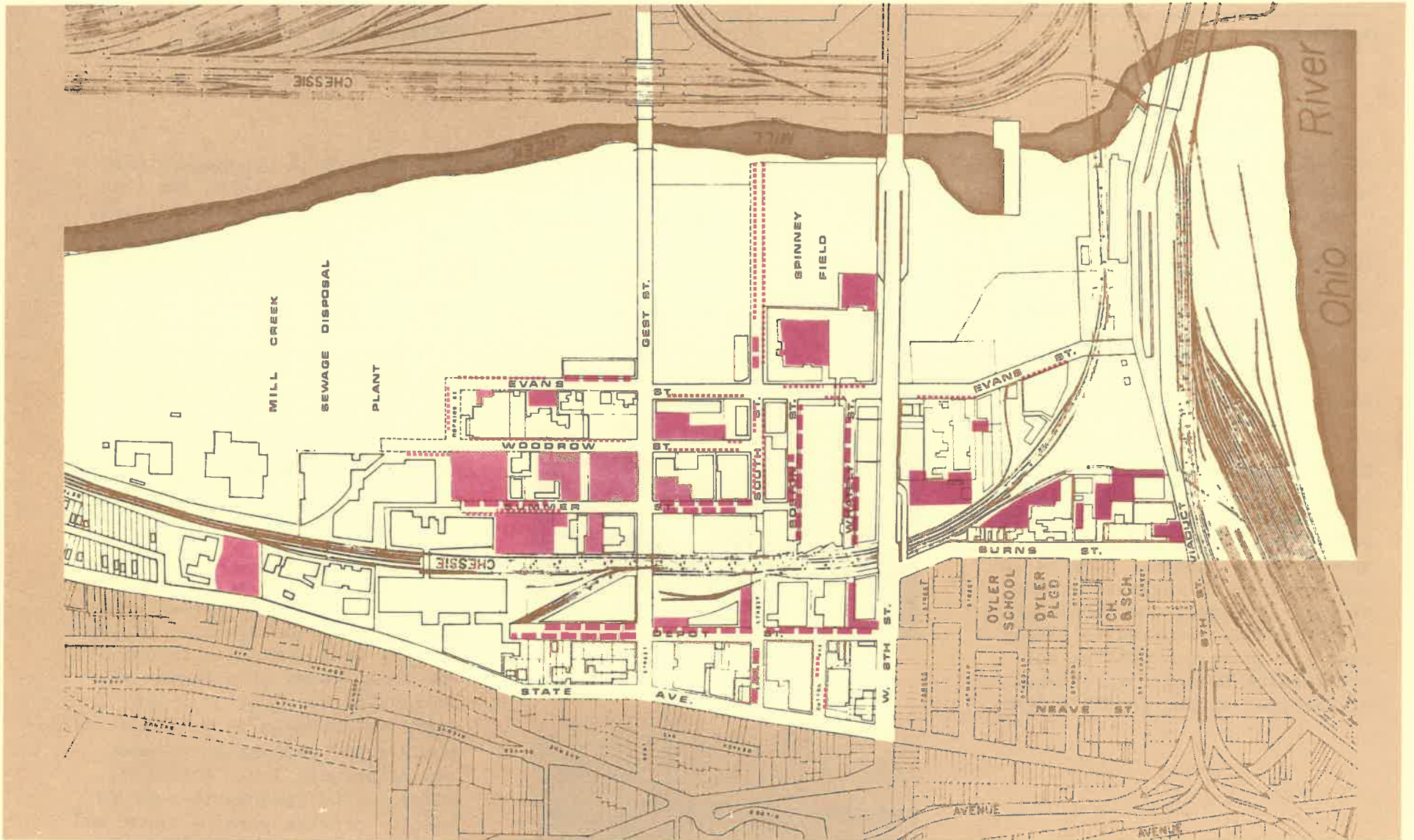
CIRCULATION AND PARKING

- EXT. CIRC.** 
- INT. CIRC.** 
- PARKING** 
- LOADING AREAS** 

SCALE IN FEET
0 400 800



JANUARY 1981



**QUEENSGATE
WEST
INDUSTRIAL
DEVELOPMENT PLAN**

MAP 18

CINCINNATI CITY
PLANNING COMMISSION

PARKING

FORMAL OFFSTREET



ILLEGAL ON-AND
OFFSTREET



UNRESTRICTED
ONSTREET



SCALE IN FEET
0 400 800



JANUARY 1961

PARKING

The total number of employee vehicles parked during first shift hours are described below:

- 708 Automobiles parked in formal off street lots
- 281 Automobiles parked in legal street spaces
- 52 Automobiles parked illegally on streets
- 48 Automobiles parked in informal lots

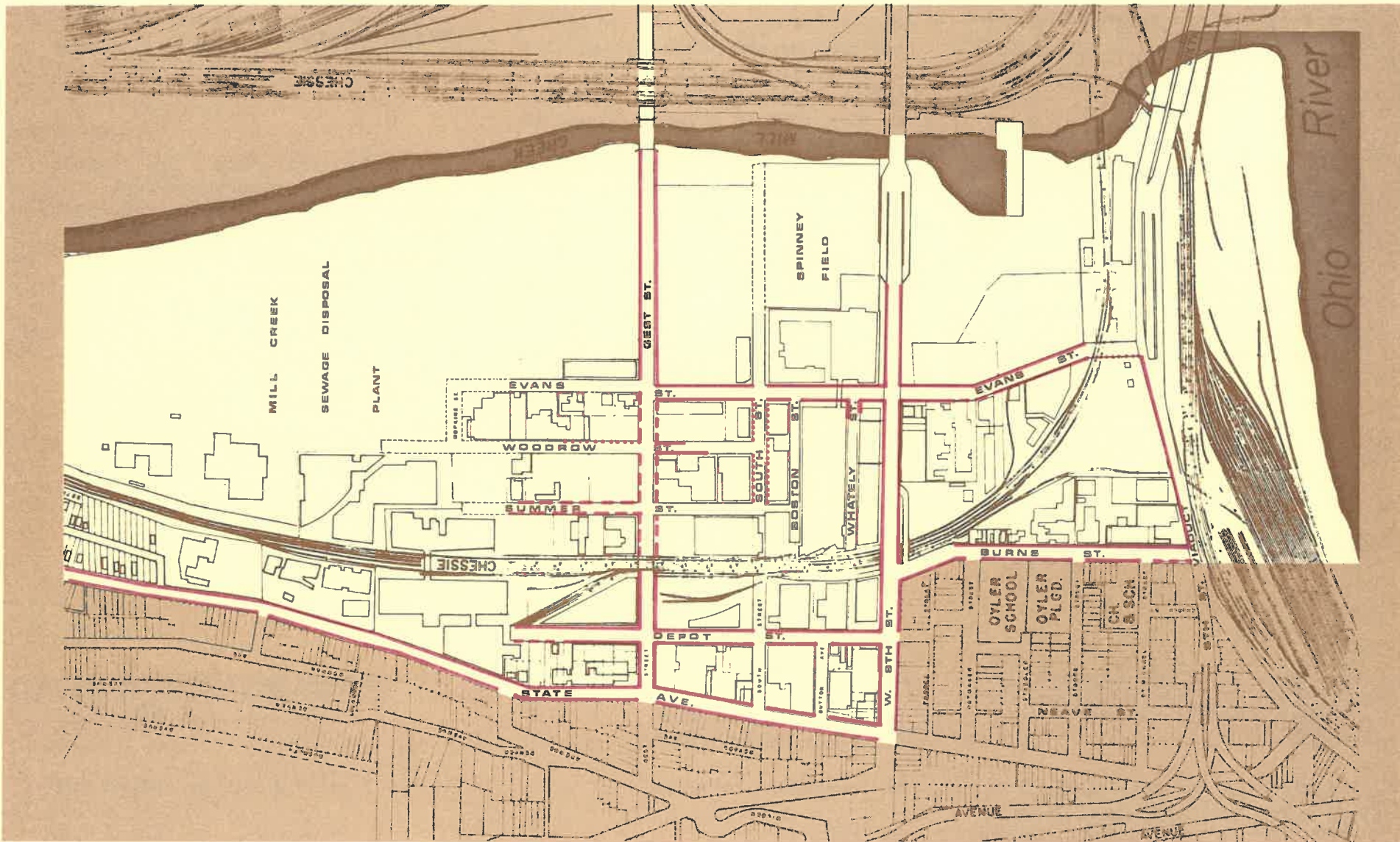
The above information indicates a total off-street parking need of 100 spaces to accommodate vehicles parked in illegal on-street spaces or in informal parking locations such as railroad rights-of-way. However, the total number of spaces required to eliminate all on-street parking and accommodate vehicles in illegal or informal spaces is 381 spaces.



SIDEWALK SYSTEM

Most streets in Queensgate West's internal street system are void of sidewalks and, in many cases, curbs. Map #19 shows the location and condition of sidewalks in the area. Boston, Whately, Summer, and portions of Evans and South Streets lack sidewalks. This means that most vehicles must share the right-of-way with pedestrians. The existing sidewalks on Gest St. and a portion of Summer Street are moderately deteriorated, while sidewalks on South Street are in very poor condition.

Pedestrian traffic in Queensgate West is primarily attributable to the journey between parked cars and place of employment. People walking from workplace to one of the local cafes is a source of pedestrian traffic. As might be expected in an industrial area, pedestrian volumes are relatively low. Actually, sidewalks in Queensgate West do more to provide parking space and protect buildings from vehicular abuse than to facilitate pedestrian movement.



**QUEENSGATE
WEST
INDUSTRIAL
DEVELOPMENT PLAN**

MAP 19

CINCINNATI CITY
PLANNING COMMISSION

SIDEWALK CONDITIONS

- GOOD** —————
- FAIR** - - - - -
- POOR**

SCALE IN FEET
0 400 800



JANUARY 1981

RAILROADS

As in the case of most older industrial areas, the railroads own a large amount of land in the Queensgate West area. In general, railroad property is the most under-utilized property in the area. In recent years, rail service to Queensgate West has declined significantly. According to best estimates the average number of railroad deliveries to the Queensgate West area is between 28 and 32 cars per week. However, with respect to land control 40 acres or 16% of the total land area in Queensgate West is owned by the railroads. At the present time the Chessie System, which operates both the Baltimore & Ohio and the Chesapeake & Ohio, is the primary rail operation in Queensgate West, although Conrail and Southern Railway also operate nearby.

Six firms in the area have direct access to rail sidings. Those firms without such access can use the "Team Track" which is a siding and loading area located on Gest Street providing common access to area industries.

The Chessie Main line servicing the area extends from north to

south, and most service enters the area on the north and services loading points to the south. Railroad traffic density on this line is between 30 and 40 million gross ton-miles per mile per year. This amounts to the same traffic density as is found on the Conrail line that enters Cincinnati from the north immediately east of I-75.

Figure 6 : BUS ROUTES
Route Numbers

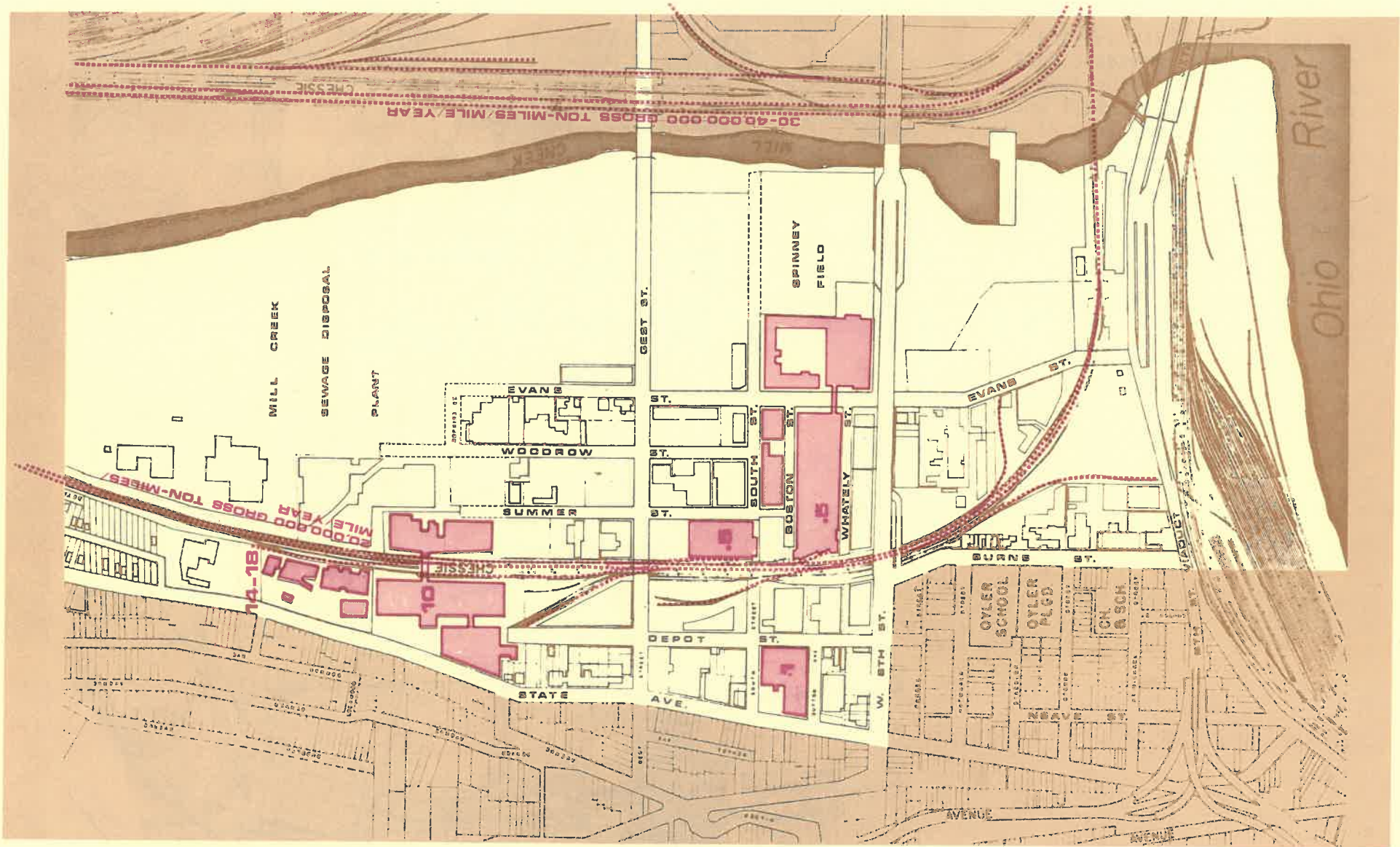
10	Price Hill-Sidney Price Hill-Cimarron
31	McMillan-Crosstown
32	Elberon Delhi Hills-Mt. St. Joseph
33	Glenway Glenway-Gilsey
50	Fernbank East End

BUS SERVICE

At present there are 5 bus routes servicing the Queensgate West area consisting of Routes 10, 31, 32,33, and 50. These routes are shown on Figure 6.

Weekday Hours in Operation

5:05 A.M.	to	9:53 P.M.
5:15 A.M.	to	12:42 P.M.
4:51 A.M.	to	11:57 P.M.
5:18 A.M.	to	1:17 A.M.
4:48 A.M.	to	12:31 A.M.



**QUEENSGATE
WEST
INDUSTRIAL
DEVELOPMENT PLAN**

MAP 20

CINCINNATI CITY
PLANNING COMMISSION

RAIL SERVICE

ACTIVE RAIL LINES

INDUSTRIES SERVED

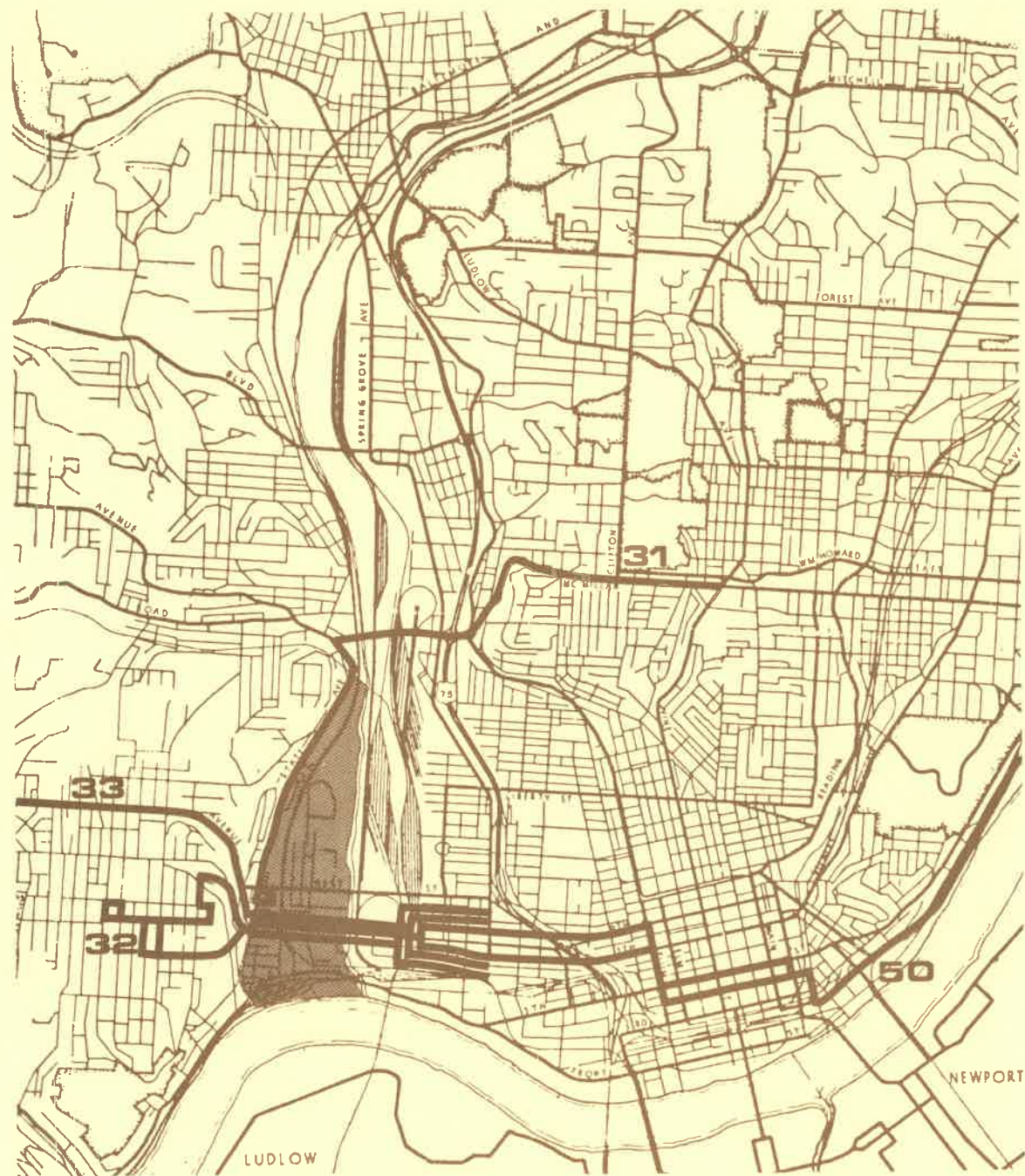
VOLUME IN CARS/WEEK 10

SCALE IN FEET
0 400 800



JANUARY 1981

All the routes which service Queensgate West provide a full range of service for at least the first and second shift working hours. Although most of the industrialists interviewed are not fully aware of the mode of transportation used by employees, general survey information indicates that few workers use bus transportation to work.



UTILITIES & MUNICIPAL SERVICES

The full range of utility services is satisfactorily meeting the needs of existing industries in Queensgate West. Municipal services have been inadequate in areas of street and sidewalk maintenance.

Criminal activity in Queensgate West has subsided in the last several years. Vandalism remains a problem, but firms report that police response is good.

NOTE: Chapter 743 of the Ohio Revised Code governs the rights and privileges of utility companies in providing services to customers. This is of critical significance in redevelopment areas, where changes in street patterns and building configurations are required. Pertinent legislation is presented in the appendix to this document.

NOTE: The utilities map inserted in the pocket of the back cover shows the location of all utility lines in Queensgate West. The map is designed to accompany Sections A, B, C, D and H.



**QUEENSGATE WEST
INDUSTRIAL
DEVELOPMENT PLAN**

ELECTRICITY

Electrical power is the primary source of energy for the Queensgate West Industrial Cluster. The area is fed by both underground and aerial transmission lines.

Queensgate is serviced by only one underground line extending along Gest Street. It originates at the Charles St. Power station located at Charles St. and Central Avenue. The function of this transmission line is to feed power to overhead transmission lines which service area customers. The underground line does not service retail customers. This line carries 10,000 volts of electricity.

The primary overhead distribution line for Queensgate West extends along Gest Street from a new power station located at Gest and Dalton Streets. A second primary transmission line extends along State Avenue with its origin at the Brighton power station located immediately south of the Western Hills viaduct. The primary overhead transmission lines each carry 132,000 volts and require transformers to reduce voltage to usable levels for customers.

GAS

Gas is not the primary energy source for most industries in Queensgate West, but it is a secondary or backup source for many. Gas service is supplied to the area principally through medium-pressure pipes on Sixth St. and Evans Street. All gas mains are underground.

Depot, Summer, Gest, South, Whately, and portions of Evans and West 8th Streets are serviced by intermediate-pressure pipes. Low-pressure pipes are found along State Avenue, Woodrow, West 8th, Burns, Detroit, and Saratoga Streets, and portions of South and Evans Streets.

WATER

Water service is supplied to Queensgate West from the main station in East End. The 36" main under Gest St. brings water directly from the station; there is no repumping. Refer to Map insert, "Utilities," for the system of water mains and fire hydrants.

Gest Street and State Avenue carry the major water lines in the area. Gest Street has 10" and 16" mains in addition to the 36" main. State Avenue carries a 10", 24", and 30" main water line. Interior streets, such as Evans and Summer Streets, are serviced by 6", 8", and 10" water mains.

Static water pressure is adequate in all parts of Queensgate West. Most of the hydrants in the southern portion have static pressures in the upper seventies. Even on the higher elevations of State Avenue, static pressures are around 50. Water Works recommends a minimum acceptable pressure of 40 pounds.

SEWERS

The sewers in Queensgate West carry both storm water and sanitary waste. (See the utilities map for the system of sewer pipes in the area.) Wastewater is collected in 12" to 24" pipes running along minor streets and carried towards major sewer lines. The larger 4' to 7' sewer pipes under State Avenue, Evans Street, South Street, and the middle of the MSD property direct the sewage toward the Mill Creek interceptor. This is a 7'9" semielliptical reinforced concrete sewer which runs parallel to the Mill Creek and carries sewage to the Mill Creek Sewage Treatment Plant, where it is treated before being allowed to enter the Mill Creek.

The interceptor has overflow outlets to both the Mill Creek and the Ohio River. In the event of a storm which causes sufficient runoff to exceed pipe capacity, the interceptor would discharge directly into the creek or the river, bypassing the Treatment Plant. However, such a storm should sufficiently dilute any sanitary waste to make treatment unnecessary.

Despite treatment, Metropolitan

Sewer District statistics for the Mill Creek show every water pollutant index to be in violation of Federal standards. These indexes include dissolved oxygen, conductivity, PH, nutrients, ammonia, and bacteria. In the area bordering the industrial cluster, the Mill Creek is heavily polluted with both organic and industrial wastes.

The Sewer Department has studied the sewer pipes in Queensgate West to determine their capacity and the flow (or runoff) which may be expected from a 10-year storm. These are both expressed in cubic feet per second. Where the pipe capacity exceeds the theoretical flow, the sewer is adequate. This is the case for nearly all stretches of pipe in Queensgate West.

The sewer line on State Avenue from Mistletoe to Wilder has a surcharge. In this area, the theoretical flow exceeds the pipe capacity by a factor of less than two. A sewer is not considered to be critically inadequate until the theoretical flow is more than twice the pipe's capacity. None of the sewers in Queensgate West is considered critical.

Problems with sewers backing up have been reported in two other locations.

The drains behind Hutch Athletic

Goods stop up in the winter, probably as a result of ice, snow, and debris blocking the pipes. Paragon Paper complains that drains are completely blocked by mattresses and trash from neighboring properties, causing sewers to back up behind their property and along the southern portion of Evans Street. The companies have been unsuccessful in getting the City's maintenance crew to alleviate the problems.

Only three companies in Queensgate West pay a surcharge for their industrial wastes. They are International Fruit, Kroger, and Queen City Barrel. None of the industries is considered to be a significant point source pollution contributor.



STREET LIGHTING

The following map shows the on street lighting system in Queensgate West. Many industries supply their own lighting on site to improve security. Illumination has helped make portions of Queensgate West safer for nighttime employees.

As indicated on the map, the area is well serviced with street lighting locations. With the exception of the 8th and 6th Street viaducts, lighting is provided through older, low intensity lamps. Areas of high crime and high traffic flow warrant the installation of high intensity sodium vapor lighting.

TELEPHONE

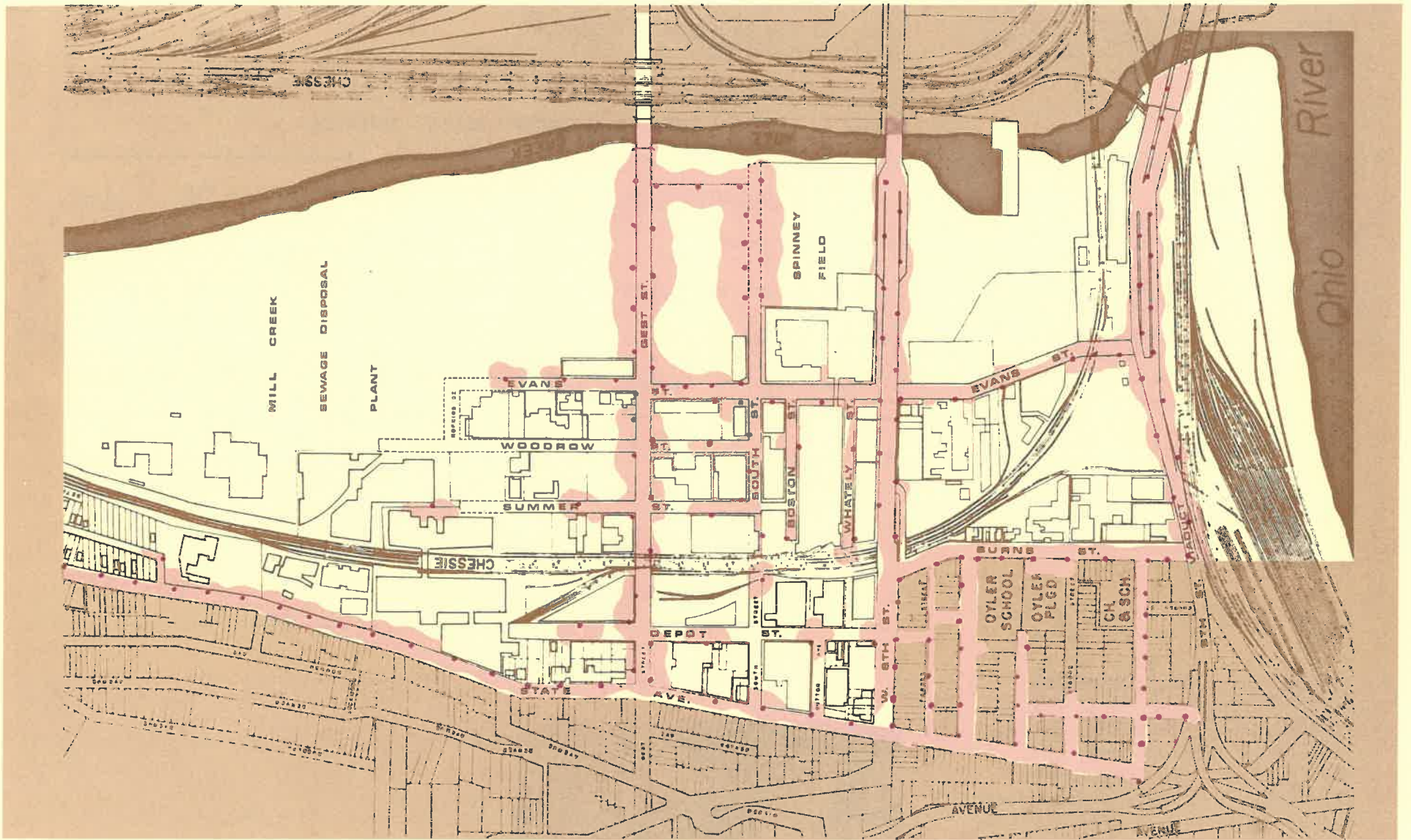
Telephone service to Queensgate West is supplied by both underground and overhead telephone cables. The central portion of Queensgate West is serviced by underground cable with a main cable, extending along Gest Street to State Avenue. The origin of this cable is the central office at 7th and Elm Streets. The Gest Street line is a 12-duct cable and can carry 12 individual cables, while the lines branching off it are 4- and 5-duct lines.

The utilities map describes the underground system of cables and the locations of poles carrying aboveground wires.

TRASH COLLECTION

The City's Waste Collection Department services only the residential portion of Lower Price Hill; industries are responsible for disposing of their own waste. Most firms contract with another company for industrial waste removal services.

Like waste collection, regular street cleaning is confined to the residential sections of Lower Price Hill. This is because parking has to be restricted at certain times in order for the street cleaning to be done. In the industrial section, the parking shortage is so acute and streets are so crowded that the city prefers to limit its street cleaning activities to those roads which are easily accessible when the cleaner is in the area.



**QUEENSGATE
WEST
INDUSTRIAL
DEVELOPMENT PLAN**

MAP 21

**CINCINNATI CITY
PLANNING COMMISSION**

LIGHTING

STREET LIGHTS
**APPROX EFFECTIVE
ILLUMINATED AREAS**



SCALE IN FEET
0 400 800



JANUARY 1981

POLICE SERVICES & CRIME

The Queensgate West Industrial Cluster is part of Police District Three (3) whose Station House is located at 3201 Warsaw Avenue. According to the Price Hill Existing Conditions Study (1976), Price Hill had a high incidence of burglaries and larceny, and aggravated assault experienced the greatest increases of all types of crime. However, the industrial cluster area has experienced significantly less criminal activity than has the adjacent residential area in Lower Price Hill. Map #15 shows the police reporting districts in and around Queensgate West.

In 1978, the residential district south of W. 8th Street between State Avenue and Burns Street reported 124 criminal offenses, while the combined total for all five reporting districts in the industrial area was only 133. Two-thirds of the offenses in the industrial cluster are crimes against property, mostly larceny. Of the crimes against person, the majority were cases of non-aggravated assault, a minor, Part II Class Offense. The following table shows the breakdown of actual criminal offenses against person and property in Queensgate

West and the abutting residential district for 1978.

Figure 7 : 1978 CRIME STATISTICS: ACTUAL OFFENSES

<u>Reporting Districts</u>	<u>189</u>	<u>190</u>	<u>192</u>	<u>193</u>	<u>216</u>	<u>Total</u>
Crimes v. Person*						
# Offenses	2	12	7	13	5	39
% Total Crimes v. Person	5.4%	30.8%	17.9%	33.3%	12.6%	100%
Crimes v. Property**						
# Offenses	4	26	22	34	8	94
% Total Crimes v. Propert	4.3#	27.7%	23.4%	36.1%	8.5%	100%
Total						
# Offenses	6	38	29	47	13	133
% Total	4.5%	28.6%	21.8%	35.3%	9.8%	100%

* Murder, Rape, Robbery, Aggravated Assault, Non-Aggravated Assault, Manslaughter

** Burglary, Larceny, Auto Theft



FIRE SERVICE

The Industrial Cluster is part of Census Tract 91, which is in Fire District Two (2), District Two Headquarters is located in the cluster area at 2101 West 8th St. It houses Engine Company 17, Ladder Company 6, High Expansion Foam Company 17, and a Light Plant. The northern portion of the cluster is also protected by Engine Company 21 and Ladder Company 13, located in the fire station at 2131 State Avenue. The Station is on the border between Fire District 2 and 3. Fire call boxes are found at various locations throughout Queensgate West.

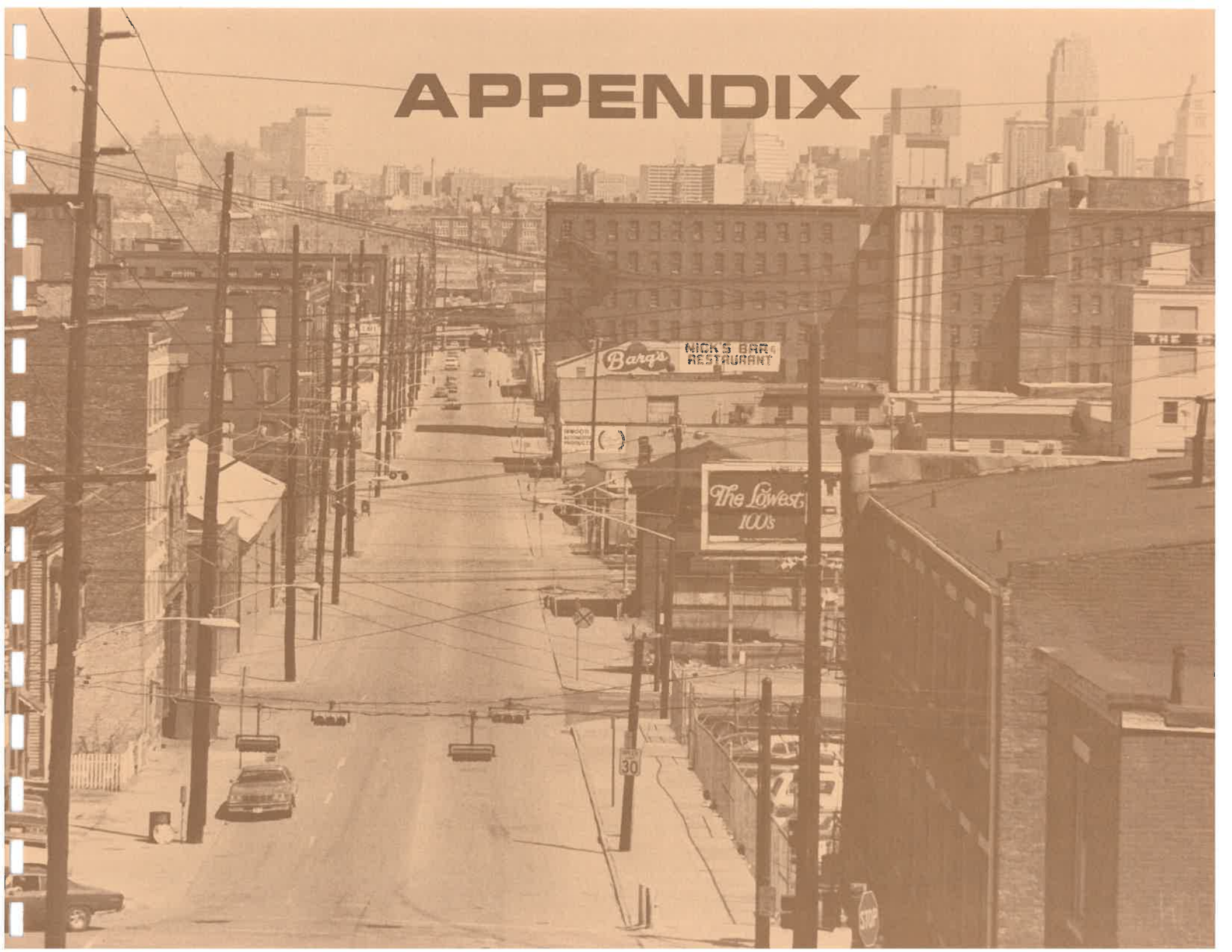
Figure #8 shows how the fire statistics for Census Tract 91 compare to those for the entire city of Cincinnati. As the table shows, the area had an unusually high proportion of service calls in 1978. Actual fire loss, however, was comparatively low.

FIGURE 8 : 1978 FIRE STATISTICS

<u>INCIDENT</u>	<u>TRACT 91</u>	<u>CITY TOTAL</u>	<u>TRACT 91 AS % OF CITY TOTAL</u>
Fire	49	4234	1.2
Rescue Call	4	397	1.0
Emergency Standby	21	1763	1.2
Service Call	40	1744	2.3
Good Intent Call	20	1305	1.5
False Alarm	42	4539	0.9
Fire Loss	\$21,900	\$4,934,820	0.5



APPENDIX



Appendix A: Community Context

In January 1968, a group of Lower Price Hill residents organized the Lower Price Hill Community Council. By-Laws were adopted in March 1970, and revised in March 1979.

The Council was established for the betterment of Lower Price Hill as an organized body thru which community problems could be made known to governing agencies and to other members of the community. Its goals are to secure adequate housing, recreation, sanitation, protection, government, health, education and employment for the community.

Anyone who lives in the Lower Price Hill area and is in harmony with the purpose of the organization is qualified to become a member. Also, any person who has worked in the community for two or more years has the same privileges as a resident.

Four executive officers and eight committee chairpeople serve one-year terms. The eight committees oversee activities relating to housing, recreation, membership, refreshments, jobs, fund raising, education and health. Meetings are held monthly at St. Michaels Church.

The Price Hill Community Plan

proposed a number of policies to guide the image and form of the Lower Price Hill community. It identified the predominant elements of the area as being the transportation corridors and the hillsides which divide the area into districts.

The St. Michael-Oyler School area is the primary residential district and should have the emphasis placed on rehabilitation and in-fill. The residential district bounded by Glenway, Wilder and State Avenues, while it is a very compact, high density living environment, should be rehabilitated as such, with a few retail establishments along State and Glenway Avenues. New residential construction at a low to medium density should be spotted on the hillside area north of Wilder Avenue, integrating itself with open spaces similarly proposed.

Retailing and social services activities should be reoriented so as to accentuate the pedestrian scale and environment that exists on State Avenue, particularly south of West 8th Street. Many social services already are located in this area. Further developments of a retail and social service nature should be encouraged in this area, including public assistance through favorable policies and resource allocation.

The residential sections of Lower Price Hill have the highest density of all Price Hill. There are more than 100 people for each residential acre, over five times the city average.

The southwest area is critical due to its high concentration of children 18 years and younger, population and housing density. The crime rate is above average as is the proportion of female heads of household. The area lies within the service areas of several community facilities are deficient in equipment and size and do not meet the needs of the entire area.

The residential corridor along State Avenue north of W. 8th Street is also a critical area due to its high proportion of children and female heads of households, its high density and above average crime rate. This area lacks any community facilities to service its population.

Lower Price Hill experienced rapid decline due to building demolition and industrial expansion. In the early 1970's, the community underwent a great deal of subsidized multi-family housing rehabilitation which contributed to high in-and-out migration rates through the mid '70's. The area still has a high degree of transiency.

The unemployment rate in Lower Price Hill is substantially above the City average. Furthermore, the number of persons on welfare has been increasing steadily. Average income per household for the area is significantly less than for the City as a whole.

Appendix B: Mill Creek Barrier Dam Policies

1. The City will not sell any property within 60 feet on each side of the center line of the flood control structure.
2. All sales of property of lines 60 feet at right angles from and parallel to the center line of the flood control structure, will be subject to an easement prohibiting any excavation below a control plane extending outward from each outer edge of the base of the flood control structure foundation, at a slope of 1 foot vertically to 4 feet horizontally.
3. The City will not lease any property within 20 feet on each side of the center line of the flood control structure.
4. The City may, under certain controlled conditions, lease a portion of the space lying between 20 feet and extending to 60 feet on either side of the center line of the flood control structure.
5. All permits for building construction on non-City property, both inside and outside the control zone requiring excavation below the control planes, shall be jointly reviewed by the Building Commissioner and City Engineer, and if necessary, submitted

to the District Engineer for a ruling on the effect of such excavation on flood control structures. If the ruling is adverse, an easement shall be secured from the owner affected, to prohibit excavation below the control plane.

6. Proposed structures adjacent to the flood wall shall be checked to determine if the design is adequate to resist saturated fill loading plus any surcharge from the wall or levee during floods. Joints in such proposed structures shall be checked for possible leakage which could undermine the flood control structures.

Appendix C: Air Pollutants

1. Particulate Matter

Particulate matter includes both solid particles (flyash, dust, and smoke) and liquid particles (spray and mist). Larger particles settle on the ground, while the sub-micron size stay suspended. Particulate matter comes from numerous sources - industrial and agricultural operations, fuel burning, automobiles, construction and demolition of buildings, solid waste disposal, open burning, and soil erosion.

Suspended particulate matter by itself can adversely affect the respiratory system. Also, particles can act in conjunction with gases, carrying such pollutants as sulfur dioxide into the lungs. The combined effect of suspended particulate matter and sulfur dioxide is more damaging to the health than either of the pollutants acting independently.

In addition to adverse health effects, suspended particulates absorb sunlight, reducing the amount of solar energy reaching the earth, produce haze, and reduce visibility. Certain particulates are corrosive to a wide range of materials and their soiling effect accelerates deterioration of materials.

2. Sulfur Dioxide

Sulfur dioxide is a heavy, pungent, colorless gas emitted mainly from the combustion of coal, oil, and other sulfur-bearing compounds. Minor sources are emissions from chemical plants, metal processing, and burning of trash.

High concentrations of sulfur dioxide irritate the upper respiratory tract. Lower concentrations, when carried on particulate matter, can cause even greater harm by damaging lung tissue. Sulfur dioxide can kill plants, rust metals, corrode stone, and reduce visibility.

3. Carbon Monoxide

Carbon monoxide is a colorless, odorless, very toxic gas which results from incomplete combustion of carbon-containing materials. The major source of carbon monoxide is the internal combustion engine in motor vehicles, primarily automobiles. Carbon monoxide emissions also result from solid waste disposal and various industrial processes.

Carbon monoxide doesn't affect the respiratory tract, but passes through the lungs into the blood stream. There it combines with red blood cell hemoglobin from transporting oxygen.

Heart and brain tissues show the most serious effects from carbon monoxide exposure. Large amounts can result in death; small amounts can cause headaches, dizziness, and fatigue. Carbon monoxide is not known to have adverse effects on materials or vegetation.

4. Nitrogen Oxides

The major source is fuel burning, including emissions from automobile exhausts. Chemical plants are a minor source of oxides of nitrogen. Certain members of the nitrogen group are known to be highly toxic to various animals, as well as to man. High levels can cause death; lower concentrations can damage vegetation, cause fading of fabric dyes and fabric deterioration. Nitrogen dioxide is one of the components of the photochemical oxidant process.

5. Photochemical Oxidants

Photochemical oxidants are not emitted directly by a source into the air. Reactive hydrocarbons and other components, such as nitrogen dioxide, interact as a result of the radiant energy of the sun and produce photochemical oxidants which consist of several pollutants, particularly ozone and peroxyacetyl nitrates (PAN).

Appendix D: Relevant Legislation

ASSESSMENTS - GENERALLY

Making and Levying Assessments

727.013 Relocating overhead wiring underground; contracts; assessments; regulations.

A municipal corporation may contract with any corporation, company, partnership, association, or person maintaining overhead cables, wires, and appurtenant equipment on a street of the municipal corporation for the relocation of such overhead cables, wires, and appurtenant equipment underground within the limits of the street. Such contract shall provide for the payment of the contract price by the municipal corporation in not less than five nor more than ten annual installments. Any part of the cost of relocating such overhead wires, cables, and appurtenant equipment to be paid by the municipal corporation pursuant to such contract, or the cost incurred by the municipal corporation in the relocation of its own overhead wires, cables, and appurtenant equipment within street limits, may be assessed upon the abutting, adjacent and contiguous or other specially benefited lots or lands in the municipal corporation in the manner provided in sections 727.01 to 727.49, inclusive, of the Revised Code. A proceeding for the relocation of overhead wires, cables, and appurtenant equipment underground may be com-

bined with a proceeding for the furnishing of new street lighting facilities or other street improvements.

A municipal corporation may, by ordinance, adopt and enforce regulations requiring owners of property abutting upon a street in which overhead wires, cables, and appurtenant equipment supplying a utility service have been relocated underground and service connections have been provided to the property line, to install underground wires, cables, or conduits from the property line to the buildings or other structures on such property to which such utility service is supplied.

APPROPRIATION OF PROPERTY BY CERTAIN CORPORATIONS

1723.01 (10128). Power to enter upon and appropriate land.

If a company is organized for the purpose of erecting or building dams across rivers or streams in this state to raise and maintain a head of water; for constructing and maintaining canals, locks, and raceways to regulate and carry such head of water to any plant or powerhouse where electricity is to be generated; for erecting and maintaining lines of poles on which to

string wires of cables to carry and transmit electricity; for transporting natural or artificial gas, petroleum, coal or its derivatives, water, or electricity, through tubing, pipes, or conduits, or by means of wires, cables, or conduits; for storing, transporting, or transmitting water, natural or artificial gas, petroleum, or coal or its derivatives, or for generating and transmitting electricity; then such company may enter upon any private land to examine or survey lines for its tubing, pipes, conduits, poles, and wires, or to examine and survey for a reservoir, dams, canals, raceways, a plant, or a powerhouse, and to ascertain the number of acres overflowed by reason of the construction of such dams, and may appropriate so much of such land, or any right or interest therein, as is deemed necessary for the laying down or building of such tubing, conduits, pipes, dams, poles, wires, reservoir, plant, powerhouse, storage yards, wharves, bridges, workshops, receiving and delivery structures or facilities, pumping stations, and any other buildings, structures, appliances, or facilities necessary to the purposes of such companies, as well as the land overflowed, and for the erection of tanks and reservoirs for the storage of water for transportation and the erection of stations along such lines.

1723.02 Acquiring right to appropriate.

The appropriation referred to in section 1723.01 of the Revised Code shall be made in accordance with sections 1963.01 to 163.23, inclusive, of the Revised Code. So far as the rights of the public therein are concerned, the director of highways or other state official having supervision or control as to state roads, the board of county commissioners as to county roads, the board of township roads, and the legislative authority of municipal corporation as to streets and alleys in their respective jurisdictions, may grant to such companies, subject to such regulations and restrictions as such public officials prescribe, the right to lay such tubing, pipes, conduits, poles, and wires therein. But the right to appropriate for any of the purposes specified in such section does not extend to the erection of any tank, station, reservoir, or building, or lands, therefor, or to more than one contiguous pipe, conduit, or tubing, or lands therefor, in or through a municipal corporation, unless the legislative authority first consents thereto.

Even prior to the constitution of 1912 a city had power, under this section, in contracting with a gas company or other utility for use of streets, to require

compensation to the city in a lump sum or a per cent on gross receipts. Federal Gas & Fuel Co. v Columbus, 96 OS 530, 118 NE 103.

Under a power given to a city (as here by this section) to grant a franchise on conditions or restrictions prescribed by it, a large latitude must be allowed to the city to imposing terms. Federal Gas & Fuel Co. v Columbus, 96 OS 530, 118 NE 103.

1723.03 (10130). Right to appropriate public way.

Sections 1723.01 to 1723.02 of the Revised Code do not confer power to appropriate any portion of, or confer any right in, any street, alley, highway, or other public way or land situated within any municipal corporation without such municipal corporation's consent.

UTILITIES - ELECTRIC; GAS; WATER

Water

743.01 (3955). General powers of legislative authority.

The legislative authority of a municipal corporation may take possession of any land obtained for

the construction or extension of water works, reservoirs, or the laying down of pipe, and also any water rights or easements connected with the use of water. Any land, water right, or easement so taken possession of for water works purposes, shall not be used for any other purpose, except by authority of the director of public service and with consent of such legislative authority.

Municipal officials may agree, by contract, to furnish water to a user outside the village limits as rental in return for a right-of-way across the user's land, providing said rental does not amount to a special contract requiring different rates or service from that furnished other users. 1939 OAG 643.

The salary of the auditor of a municipality which has merged the duties of the clerk of the waterworks with those of the auditor under § 4276, cannot be paid in whole or in part from the waterworks funds referred to in this section et seq. 1920 OAG p 463. (GC 4276 now RC 733.11).

See Baldwin's Pre-1910 Case Notes

743.02 (3957). Bylaws and Regulations.

The director of public service

may make such bylaws and regulations as he deems necessary for the safe, economical, and efficient management and protection of the water works of a municipal corporation. Such bylaws and regulations shall have the same validity as ordinances when not repugnant thereto or to the constitution or laws of the state.

Regulations that if any part shall neglect to pay water rent, when due, water shall be turned off and not turned on again until all back rent and damages are paid and the further sum of one dollar for turning on and off the water, is a reasonable regulation. Mansfield v Manufacturing Co. 82 OS 216, 92 NE 233.

Under §§ 3957, 3958, giving the service director discretion as to the manner of collecting water rent, he may adopt the meter system and may reduce users of water to install and keep in repair meters. Roger v Cincinnati, 13 App. 472, 32 OCA 394, (GC 3957 now RC 743.02; GC 3958 now 743.04).

The director of public service has power to make such by-laws and regulations as he deems necessary in the management of the waterworks and the collection of water rents, and the courts have no power to control such discretion where there has been

no abuse of it. Rogers v Cincinnati, 32 OCA 394. (aff 23 NP(NS) 258, 35 D 725).

See Baldwin's Pre-1910 Case Notes.

743.07 (3961).

Director may make certain contracts.

Subject to Title VII of the Revised Code, the director of public services may make contracts for the building of machinery, water-works buildings, reservoirs, and the enlargement and repair thereof, the manufacture and laying down of pipe, the furnishing and supplying with connections all necessary fire hydrants for fire department purposes, keeping them in repair, and for all other purposes necessary to the full and efficient management and construction of water works.

The board of trustees of public affairs of a village, in the operation of a light and power plant, has authority to contract for liability insurance in connection with such operation. Ins. Co. v Wadsworth, 109 OS 440, 142 NE 900.

Under the statute, the word "may" is construed as shall or must, so as to require the making of contracts. State v Evans. 30 App 419, 165 NE 380.

Held: board of public affairs of village had authority in 1948 to enter into a lease designed to provide a source of water with which to supply the waterworks owned by it. Cook v Paulding, 4 Misc 111, 207 NE 92d) 405 (1965).

Where a municipal corporation owns and operates a water works system, the power to determine whether or not to sell a portion of the water from such system outside the corporation limit is vested in the legislative authority of the municipality and not in the director of public service of a city nor in the board of trustees of public affairs of a village. 1957 OAG 590.

The director of public service may legally publish notices to water consumers relative to the proper time and payment of water bills, and that payment for such publication may lawfully be made as an expense of conducting and managing the municipal waterworks. 1920 OAG p 65.

See Baldwin's Pre-1910 Case Notes.

743.10 (3964) Protection to attachments.

Attachment of whatever nature made to the water pipes or other fixtures belonging to the water works of a municipal corporation and intended for public use shall

be subject to the same supervision, rules, and regulations as are made for the protection of water works against abuse, destruction, and unnecessary use or waste of water, or the director of public service may make general or special rules and regulations for such purposes.

743.23 (3980). Laying pipes in highway.

The legislative authority of a municipal corporation may prescribe by ordinance for the laying of water pipes in all highways about to be paved, macadamized, or otherwise permanently improved, and for the assessment of the cost and expense thereof upon the lots or parcels of land adjoining or abutting upon the highways in which they are laid. In no case, except as a sanitary measure, shall such legislative authority require any house connections to be built further from the main pipe than the outer line of the curbstone.

WATER POLLUTION

743.25 (12784). Jurisdiction of municipal corporations to prevent water pollution.

No person shall pollute a running stream, the water of which is used for domestic purposes by a municipal corporation, by putting

therein a putrid or offensive subservice of a city or board of trustees of public affairs of a village shall enforce this section. The jurisdiction of a municipal corporation to prevent the pollution of its water supply and to provide a penalty therefor shall extend twenty miles beyond the municipal corporation limits.

743.29 (3982-2). Surveys for construction and repair of public works of municipal corporations.

The legislative authorities of municipal corporations may make surveys, water works, sewerage systems, or other public works or improvements which they are by law authorized to construct, operate, maintain, or repair the construction, improvement, enlargement, or repair of which is contemplated, whether governmental or proprietary, and they may proceed in the manner provided in this section.

The legislative authority of municipal corporations desiring to make such a survey shall adopt a resolution declaring the purpose and necessity therefor. In making such surveys, such legislative authorities may call upon engineering officers or employees regularly employed by the municipal

corporation, whether elected or appointed, or they may authorize or enter into, as the case may be, contracts for the services of registered professional engineers to make such surveys.

The surveys authorized by this section may include drawings, plans, specifications, estimates of cost of labor and materials, and other items of cost, and such other facts, material, data, reports, and other information and recommendations as the legislative authority deems advisable or necessary for the planning and construction of the improvement proposed or the enlargement, improvement, replacement, or repair of an existing improvement or work.

Agreements entered into for such surveys shall be deemed contracts for professional services and may provide for preliminary surveys or the making of detailed plans, or both, and may also provide for engineer-supervision of the work. No such contract shall be valid unless one or more of the services to be performed thereunder are begun within one year after the contract date.

Such contracts shall be executed in triplicate and shall be signed by the proper officers of the municipal corporation, as in the case of other contracts of

such municipal corporation, and by the engineer agreeing to perform such service, and one copy thereof shall be filed with the fiscal officer of the municipal corporation, whose certificate as provided in section 5705.41 of the Revised Code shall not be required. Payment therefor may be from the general fund or any other fund legally available for such use at such times as are agreed upon, and, where bonds or notes are sold to pay the cost of work to which such survey related, such funds may be used to pay any part of the consideration under such contract or to reimburse the fund from which payment was made.

735.29 and 743.05 do not prevent a village from furnishing electricity for the village water department or for public street lighting, and, provided the rates charged to other consumers of such electricity are reasonable in amount, such consumers cannot successfully complain that the electricity is furnished free, for such purposes. *Swank v Village of Shiloh*, 106 OS 415, 143 NE (2d) 586.

GAS AND ELECTRICITY

743.30 (3984) (3985). Occupation of streets by legislative authority for gas purposes.

If at any time any company, mentioned in section 743.28 of the Revised Code, required by the legislative authority to lay pipes and light a street, alley, avenue, wharf, landing place, or public ground or building, refuses or neglects for six months after being notified by the legislative authority may lay pipes and erect gasworks for lighting such streets, alleys, or public grounds, and all other such places not already lighted, and such company shall be precluded from using or occupying any of the streets, alleys, or public grounds or buildings not already furnished with gas pipes of the company and the legislative authority may open any street for the purpose of so conveying gas.

At any time after such default, the legislative authority may permit such companies to use and occupy the streets, alleys, and public grounds of the municipal corporation for the purpose of lighting them and furnishing gas to the citizens and public buildings.

743.36 (3992) Delivery of gas outside of municipal corporation; sales for manufacturing purposes.

When a municipal corporation is the owner of a natural gas plant for the purpose of supplying the citizens thereof with natural gas for fuel, the legislative authority thereof may provide for supplying natural gas, at rates to be determined by it, to persons living outside of and in the vicinity of such municipal corporation, and to county homes, children's homes, and other public institutions within or without such municipal corporation.

To encourage the location or establishment of manufacturing industries within such municipal corporation, the legislative authority may reduce the price of gas to be used to operate such manufacturing, or may donate it for a term of years for such purpose. This section shall be inoperative if the municipal corporation or the citizens thereof are thereby deprived of a full supply of such gas.

743.37 (3993). Laying of gas pipes; assessment of costs.

The legislative authority of a municipal corporation may prescribe, by ordinance, for the laying down of gas pipes in highways about to be paved, macadamized, or otherwise permanently improved,

and for the assessment of the cost and expense thereof upon the lots or parcels of land adjoining or abutting upon the highways in which they are laid. In no case, excepting as a sanitary measure, shall the legislative authority require house connections to be built further from the main pipe than the outer line of the curbstone.

743.38 (3994). Contracts to supply municipal corporation with electric light or gas.

A municipal corporation may contract with any company for supplying such municipal corporation with electric light and natural or artificial gas for the purpose of lighting or heating the streets, square, and other public places and buildings therein.

EMINENT DOMAIN

743.39 (3995). Right of eminent domain in municipal corporations for public service enterprises.

For the purpose of erecting or building dams across rivers or streams to raise and maintain a head of water, constructing and maintaining canals, locks, and race ways to regulate and carry such head of water to a plant or power house where electricity

it to be generated, erecting and maintaining poles whereon to attach or sink wires or cables to carry and transmit electricity, transporting natural gas, petroleum, water, or electricity through or by means of tubing, pipes, conduits, wires or cables, storing, transporting, or transmitting water, natural gas, or petroleum, or generating and transmitting electricity, a municipal corporation may enter upon any private land to examine or survey lines for such tubing, pipes, conduits, poles and wires, reservoirs, dams, canals, race ways, plant, or power house and to ascertain the number of acres overflowed by reason of the construction of such dams. The municipal corporation may appropriate so much thereof as is necessary for the laying down or building of such facilities and for the erection of tanks and reservoirs for the storage of water.

PUBLIC UTILITIES

§401-2-U. Utility; Water Works; Department

"Utility," "water works," and "department," as used in this chapter, shall mean the Cincinnati water works, also known as the department of water works of the city of Cincinnati.

(C.O. 401-2;a.Ord.No. 374-1967, eff. Oct. 27, 1967).

§401-2-W. Water Service.

"Water service" shall mean the readiness to supply or actual supplying of water to premises in which a water service connection has been installed.

§401-2-WI. Water Service Connection.

"Water service connection" shall mean the physical connection of a service branch with a water main.

§401-3. Committing Nuisance on Water Works Grounds.

No person shall swim in any of the reservoirs set apart for use of reservoirs, or deposit filth, or trespass, or commit a nuisance of any kind in such reservoirs or upon grounds set apart for the use of the water works.

§401-4. Hunting and Fishing on Water Works Grounds Prohibited.

No person shall hunt or shoot, or otherwise kill, any bird or animal on any of the grounds or reservoir of the water works, or fish in any of the reservoirs, or muti-

late, or in any way injure, any tree or shrub upon such grounds or upon any property set apart for the use of the water works, or in any way injure any property on such grounds or reservoirs. This shall not apply to extermination of harmful animals, trees or shrubs by utility forces or authorized contractors.

§401-6. Wasting Water.

No person shall leave open any hydrant or faucet connected with the city water works so as to allow water to flow from the same when such water is not being used.

§401-7. Fixed Pressure Not Guaranteed.

The department does not guarantee consumers full volume, fixed pressure or an effective, continuous supply of water, such matters being subject to the varying conditions which may affect the operation and maintenance of the mains, services, pumping stations, reservoirs and other parts of the water works system.

§401-8. Inspections.

Authorized employees of the department shall have the right, at any

reasonable time, to enter the premises for the purpose of inspecting any water service branch or fire protection service and any or all piping or equipment connected thereto.

§401-10. Adherence to Ordinances, Rules and Regulations Requisite to Continued Service.

The superintendent shall be authorized to discontinue service for failure to comply with any portion of Chapter 401 of the Cincinnati Municipal Code or the rules authorized thereunder.

DIVISION B: WATER MAIN INSTALLATIONS.

§401-11. New Water Main Extensions, General.

Except as specifically provided by ordinance, all construction of water main extensions and water tap service in streets and ways not already supplied with water shall be in accordance with one of the plans set forth in Sections 401-12 to 401-16, inclusive.

§401-12. Plan 1, Payment of Entire Cost in Advance.

Any one or more property owners may request the superintendent

to determine the feasibility and the estimated cost of the construction of a proposed water main extension to serve their premises. If the superintendent shall approve the proposed extension and determine the estimated construction cost, such property owners may deposit with the department a sum equal to such estimated cost and the superintendent shall thereupon proceed with the construction. Any surplus in the deposit amount over and above the construction cost shall be refunded to the owner or owners or their agent. Should the construction cost exceed the deposit amount, the owner or owners shall pay this excess amount and no water taps shall be installed or water service rendered from the extension until the cost is paid in full.

§401-13. Plan 2, Construction by Owner.

The superintendent may permit the owner or owners of property to be served to arrange for the laying of water main extensions by private contract. In such cases, the plan for the water main must be approved by the superintendent and the political subdivisions, and planning commissions having jurisdiction. Before starting a project the contractor shall furnish a bond as a guarantee for each project or section thereof and obtain all required street opening permits.

All material used must have been inspected by a water works representative. All work shall be done in accordance with water works specifications. Charges for inspection of material and construction shall be established by the superintendent and paid by the contractor.

§ 401-14. Plan 3, Construction by Owner with Water Works Participation.

When the development of a subdivision requires the owner to lay water mains in existing dedicated streets or highways, the water works will participate in the cost by supplying materials not to exceed those stipulated here below.

§401-14 CINCINNATI MUNICIPAL CODE

The superintendent will determine the abutting front footage, not owned by the developer, but likely to be developed in the future and which can be assessed.

When the new main is to be 8-inch, the water work will furnish:

(a) half as many lineal feet of water main as the amount above determined;

(b) all of the valves to be installed in the existing street except those the developer would be required to install if there had

been a main in the existing street in front of his property; and

(c) when the property to be served is a corner lot or the new main must pass a corner lot, or lots, to reach the property to be served, the water works will furnish enough lineal feet of pipe, in no case to exceed one hundred fifty (150) feet, to reach from the existing or proposed main on one street past the second side of the corner lot, or lots, to the back property line thereof, and any valves required to make the connection at the intersection of the mains.

When the new main is to be 12-inch or 16-inch, the water works will pay the amount in cash required by the county contract for mains larger than 8-inch and will furnish pipe and valves of the same monetary value as would have been furnished had the main been 8-inch.

Plan 3 is subject to all the requirements of Plan 2 unless specifically excepted in this section.

When a main is installed by Plan 3, charges shall be assessed against owners other than the participating developer at an amount per lineal abutting foot of their property fixed by the superintendent as the average cost per lineal foot of laying

8-inch water mains in the city of Cincinnati during the preceding calendar year.

When a water main has been constructed in accordance with Plan 3, water tap connections to such extension shall be permitted only to serve premises for which the front foot charge was collected at the time of filing the petition, provided that the owners of other property may be permitted to make connections upon payment of sums respectively equal to the price per lineal foot fixed by the superintendent plus ten percent (10%), times the front footage of the abutting premises owned by them.

PUBLIC UTILITIES

feet for areas between one and two (2) acres, and not less than one hundred fifty (150) feet for areas between two (2) and three (3) acres. For areas in excess of three (3) acres the superintendent shall be authorized to promulgate an assessment based upon benefits to be derived. If such bill is not paid within ninety (90) days after date of rendition, an additional charge of ten percent (10%) thereof shall be added thereto. No connecting tap shall be permitted to be made in any such extension, whether located in or outside the city, until the owner of the property requesting

the tap shall have paid the charges specified herein or obligated himself to do so.

§ 401-15. Plan 4. Construction Without Petition.

Whenever the superintendent shall determine it is in the best interests of the water distribution system to construct a water main extension, either within the city or outside of the city, to connect two or more existing water mains, he shall be authorized, with the approval of the city manager, to construct such extension without the filing of any petition therefor or the making of any advance payment or deposit. After the completion of any such connecting extension, the superintendent shall cause each premise abutting the street or way in which such extension is laid, to be billed an amount equal to that which it will have been billed under Plan 3, Section 401.14.

§ 401-16. Plan 5, Assessment in Accordance with Revised Code.

The owners of property to be served by a proposed water main extension may petition for the construction of such extension and the assessment of the cost thereof in accordance with the provisions of

the Revised Code of Ohio.

§ 401-17. Property Owners Not to be Relieved from Payment.

No construction of water main extension shall be proceeded with by the superintendent under Section 401-14 until the advance payments or deposits required by such section have been paid in full to the water department. If in any case, by reason of inadvertence or oversight, construction shall have been made without compliance with advance payment requirements, such inadvertence or oversight shall not relieve the benefited property owner from the obligation to pay the amount due. In such cases, no water tap connection shall be made or water service rendered unless and until the required payments or deposits are made.

§ 401-18. Size of Mains.

The size of the mains to be used in the construction of extensions as provided for in Sections 401-11 to 401-16, inclusive, shall in every case be determined by the superintendent.

When a developer or owner is installing a distribution main under any one of the above numbered plans, the superintendent may direct that the size be in-

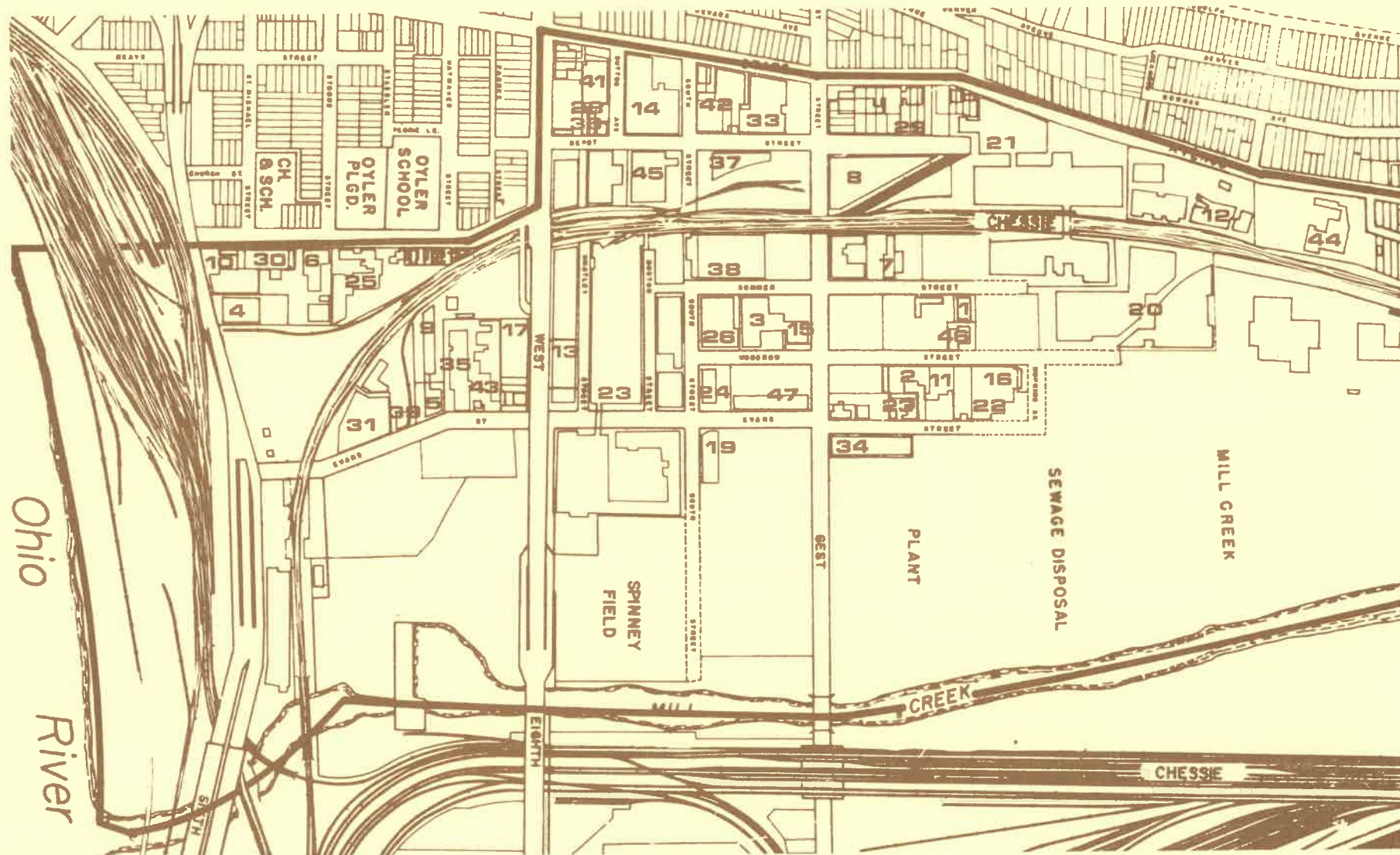
creased to 12-inch or 16-inch, if such would improve the system. The water works, in these cases, will pay a portion of the cost of installation as follows:

(a) Should a 12-inch water main be required, the water works' portion of the cost will be forty percent (40%) of the reasonable and proper cost, as determined by the superintendent.

(b) Should a 16-inch water main be required, the water works' portion of the cost will be fifty-one percent (51%) of the reasonable and proper cost, as determined by the superintendent.

Appendix E: Building Condition Inventory

Building location map.



COMPANY NAME ADDRESS	Buckeye Boiler Repairs 1044 Summer Street 1.	Central Brass Foundary & Pattern Co. 1018 Woodrow St. 2.	Central Carton 920 Summer St. 3.	Certified Metals Mfg. 1940 River Road. 4.
SITE AREA	8000 sq. ft.	10,000 sq. ft.	32,145 sq. ft.	28,600 sq. ft.
BUILDING AREA	3400 sq. ft.	8100 sq. ft.	18,745 sq. ft.	12,325 sq. ft.
% SITE COVERAGE	42.5%	81%	58.3%	43%
NO. OF STORIES	2-Stories	2-Stories	4-Stories	2-Stories
BUILDING COND.	Good	Fair	Good	Good
BUILDING TYPE	Brick	Brick	Brick	Brick
COMMENTS	Building good cond. Side well maintained.	Building needs painting. Site poorly maintained. Littered and overgrown.	Site well maintained. Building needs exterior refinishing; entrance should be softened.	Site condition fair, large machine parts in adjacent lot.

COMPANY NAME ADDRESS	Cincinnati Bakers Supply Co. 655 Evans 5.	City Bumper 636 Burns St. 6.	Commercial Chemical Co. 1021 Summer St. 7.	Consolidated Metal Products, 1028 Depot St. 8ab.
SITE AREA	12,812 sq. ft.	37,650 sq. ft.	32,000 sq. ft.	71,250 sq. ft.
BUILDING AREA	8,812 sq. ft.	37,650 sq. ft.	4200 sq. ft.	45,587 sq. ft.
% SITE COVERAGE	76.9%	49.8%	13.1%	63.9%
NO. OF STORIES	5-Stories	1-Story	2-Stories	B,6 3-Stories B,7 3-Stories
BUILDING COND.	Fair	Fair	Good	Good
BUILDING TYPE	Brick	Frame	Concrete Block	Brick
COMMENTS	No maintenance. Broken windows/need repair/replacement. Exterior requires refinishing.	Site use for car bumper storage. Residential office structure in need of maintenance and exterior refinishing	Recently painted site well maintained.	Building G recently recovered, building H, several new additions.

COMPANY NAME ADDRESS	Cuminsville Indus. Finishers, Inc. 655 Evans St.	Feldkamp Sheet Metal Inc., 612 Burns St.	Gladstone Laboratories 1034 Woodrow	Hill & Griffith Co. 1262 State Ave. 12, a,b,c,d,e
SITE AREA	32,750 sq. ft.	7425 sq. ft.	6000 sq. ft.	149,500 sq. ft.
BUILDING AREA	15,137 sq. ft.	6700 sq. ft.	2500 sq. ft.	57,200 sq. ft.
% SITE COVERAGE	46.2%	90%	41.6%	38.2%
NO. OF STORIES	4-Stories	3-Stories	1-Story	a,b,c,d,e
BUILDING COND.	Fair	Good	Good	Good
BUILDING TYPE	Brick	Brick and Wood	Brick	Brick and Metal
COMMENTS	Site use for storage, overgrown.			

COMPANY NAME ADDRESS	Hutch Sporting Goods Inc. 1928 W. 8th 13a	Intern'l Fruit Products, Co 820 State Ave 14	Inwood Automotive Products, CO 1919 Gest St. 15.	Gerdson-Trane 1037 Evans 16
SITE AREA	40,075 sq. ft.	58,977 sq. ft.	12,000 sq. ft.	21,000 sq. ft.
BUILDING AREA	26,050 sq. ft.	46,425 sq. ft.	7,550 sq. ft.	10,000 sq. ft.
% SITE COVERAGE	65%	78.7%	58.3%	47.6%
NO. OF STORIES	A- 3-Stories 11, 5-Stories	2-Stories	2-Stories	1-Story
BUILDING COND.	Good	Good	Good	Good
BUILDING TYPE	Brick	Brick and Metal	Brick	Brick
COMMENTS	Exterior refinishing required, especially at the facade front- ing on the 8th St. Viaduct.			

COMPANY NAME ADDRESS	Kay Furniture 1911 W. 8th 17	Key G.M.C Barts Warehouse Evans St. 18	Key G.M.C Gest & Evans 19	Kiechler Wood- working 20 a,b,c 1086 Summer St.
SITE AREA	26,000 sq. ft.	16,200 sq. ft.	78,000 sq. ft.	224,975 sq. ft.
BUILDING AREA	18,000 sq. ft.	14,600 sq. ft.	10,800 sq. ft.	134,100 sq. ft.
% SITE COVERAGE	69.2%	90.1%	72.2%	59.6%
NO. OF STORIES	5-Stories	2-Stories	1-Story	a. 3-Stories b. 2 " c. 2-Stories
BUILDING COND.	Good	Good	Fair	Fair
BUILDING TYPE	Brick	Brick	Cement Block	Brick and Metal
COMMENTS			Site maintenance re- quired. Garage doors require repair or re- placement. Exterior refinishing required.	Rear building requires reglazing exterior re- finishing. Site over- grown and littered.

COMPANY NAME ADDRESS	Kroger Co. 1212 State Ave. 21 a,b,c	Kruger & Hudepohl Inc., 1041 Evans 22	Lawson Company 801 Evans St. 23 a,b,c,d	Metal Treating, IN 901 Evans St. 24
SITE AREA	352,172 sq. ft.	35,500 sq. ft.	331,376 sq. ft.	35,700 sq. ft.
BUILDING AREA	150,250 sq. ft.	26,325 sq. ft.	238,000 sq. ft.	7,450 sq. ft.
% SITE COVERAGE	42.6%	74.2%	71.8%	20.7%
NO. OF STORIES	a. 4-Stories b. 3 and c. 2.	2-Stories	a. 4-Stories b. 2 " c. 1 " d. 1"	2-Stories
BUILDING COND.	Good	Good	Good	Fair
BUILDING TYPE	Brick	Brick and Metal	Brick	Brick and Metal
COMMENTS	Well landscaped on State Avenue.	Recently painted building.	Building fronting on south street requires glazing, refinishing.	Building requires exterior refinishing site overgrown. En- trance planting recom- mended; improve sign- age

COMPANY NAME ADDRESS	Metal Treating 706 Burns Street 25.	Midwest Feather 1910 South St. 26.	Midwest Scale Co. 738 Burns St. 27.	E. Miller Machine 811 Depot St. 28.
SITE AREA	60,097 sq. ft.	28,700 sq. ft.	1,137 sq. ft.	2,500 sq. ft.
BUILDING AREA	29,900 sq. ft.	25,550 sq. ft.	1,137 sq. ft.	1,700 sq. ft.
% SITE COVERAGE	49.7%	89%	100%	68%
NO. OF STORIES	1-Story	4-Stories	1-Story	1-Story
BUILDING COND.	Good	Fair	Good	Good
BUILDING TYPE	Brick	Brick	Wood	Brick
COMMENTS		Bldg. requires extensive refinishing; window/door repairs or replacement. Site littered/overgrown		

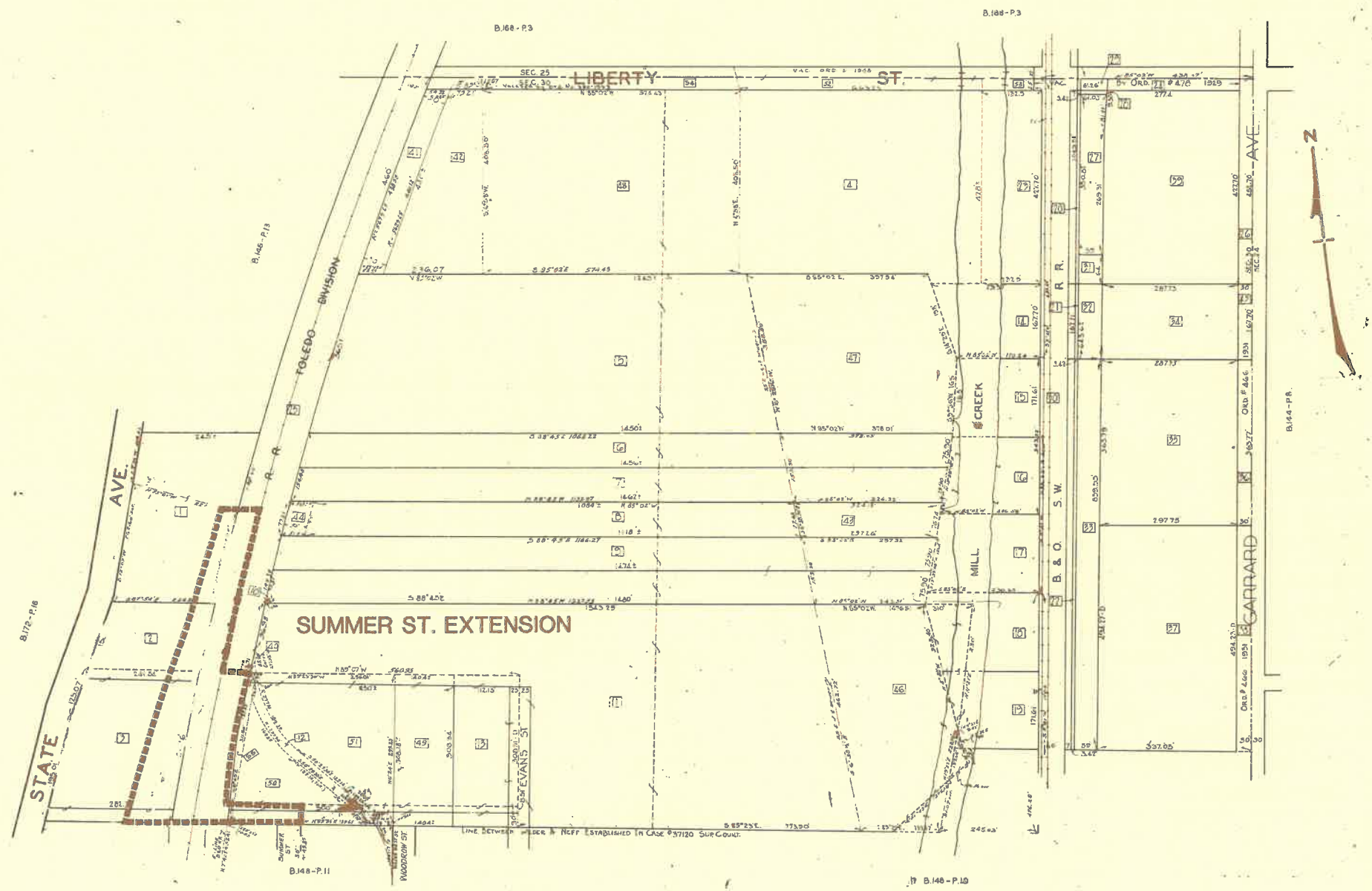
COMPANY NAME ADDRESS	Miller Equipment 1021 Depot 29.	M&S Machine & Mfg. Co. and Tri-State Truck Supply 30.	Ohio Knife 1780 Deeman 31.	Osterbrock Warehouse Gest Street 32.
SITE AREA		616 Burns Street 14,275 sq. ft.	34,637 sq. ft.	22,400 sq. ft.
BUILDING AREA	1400 sq. ft.	24,515 sq. ft.	23,487 sq. ft.	15,375 sq. ft.
% SITE COVERAGE		58%	67.8%	68.6%
NO. OF STORIES	1-Story	2-Story	1-Story	4-Stories
BUILDING COND.	Good	Good	Poor	Poor
BUILDING TYPE	Brick	Brick	Brick	Brick
COMMENTS		Figure 7: Bldg. inventory	Broken and boarded windows should be replaced or repaired. Exterior refinishing required. Parking lot and site poorly maintained. Sidewalks need repairs.	Building requires extensive exterior maintenance and refinishing Site littered.

COMPANY NAME ADDRESS	Osterbrock Warehouse State & Depot 33a,b,c.	Ostrov Warehouse Evans & Gest St. 34.	Paragon Paper 657 Evans Street 35.	Paul Printing 809 Depot Street 36.
SITE AREA	48,600 sq. ft.	22,875 sq. ft.	46,400 sq. ft.	2,500 sq. ft.
BUILDING AREA	25,575 sq. ft.	17,400 sq. ft.	20,450 sq. ft.	1,900 sq. ft.
% SITE COVERAGE	52.6%	76%	44%	76%
NO. OF STORIES	3-Stories	4-Stories	2-Stories	1-Story
BUILDING COND.	Fair	Good	Good	Good
BUILDING TYPE	Brick	Brick	Brick	Brick
COMMENTS	Building requires exterior refinishing, window replacement. Site littered. Sidewalks are in poor condition.		Site well maintained, front facade recently painted.	Front facade recently painted.

COMPANY NAME ADDRESS	Phil Konerman, Inc. 910 Depot 37.	Queen City Barrel 1937 South 38a,b,c.	Ramtite Co. Evans Street 39.	O.H. Roth Dutton St. 41.
SITE AREA	20,500 sq. ft.	201,300 sq. ft.	7,700 sq. ft.	21,560 sq. ft.
BUILDING AREA	9,500 sq. ft.	9,500 sq. ft.	4,200 sq. ft.	14,500 sq. ft.
% SITE COVERAGE	46.3%	33.7%	54.5%	67.2%
NO. OF STORIES	2-Stories	a) 1-Story c) 1-Story b) 2-Stories	4-Stories	1-Story
BUILDING COND.	Good	Poor	Poor	Good
BUILDING TYPE	Brick	Concrete Block	Brick	Brick
COMMENTS	Site well maintained.	Poor maintenance barrel storage between building & South Street. Painting required. Barrels and chemicals should be removed from pavement. Site poorly maintained and littered.	Broken windows, exterior refinishing required. Sidewalk should be repaired.	

COMPANY NAME ADDRESS	Staubitz Sheet Metal Works 905 Depot St. 42	Total Transportation Service, Inc, Evans 43	V.I.Pizza Pizza Warehouse 1400 State 44.	Waltz-Dettmer Supply Co, Depot St 45
SITE AREA	30,100 sq. ft.	11,550 sq. ft.	80,500 sq. ft.	39,000 sq. ft.
BUILDING AREA	28,750 sq. ft.	7,600 sq. ft.	13,400 sq. ft.	17,325 sq. ft.
% SITE COVERAGE	95.5%	65.8%	16.6%	44.4%
NO. OF STORIES	2-Stories	1-Story	3-Story	1-Story
BUILDING COND.	Good	Good	Good	Good
BUILDING TYPE	Brick	Brick	Brick	Cement Brick
COMMENTS	Building very well maintained . Site in good condition.			

COMPANY NAME ADDRESS	Whitling Lumber 1035 Woodrow 46	Adam Wuest 911 Evans St.	Yuba Power Depot St. 48	
SITE AREA	12,000 sq. ft.	50,150 sq. ft.	28,700 sq. ft.	
BUILDING AREA	5,200 sq. ft.	18,450 sq. ft.	19,000 sq. ft.	
% SITE COVERAGE	43.3%	36.7%	66.2%	
NO. OF STORIES	1-Story	6-Stories	1-Story	
BUILDING COND.	Good	Good	Good	
BUILDING TYPE	Brick	Brick	Brick	
COMMENTS				



B172-P.16

B.146-P.13

B.168-P.3

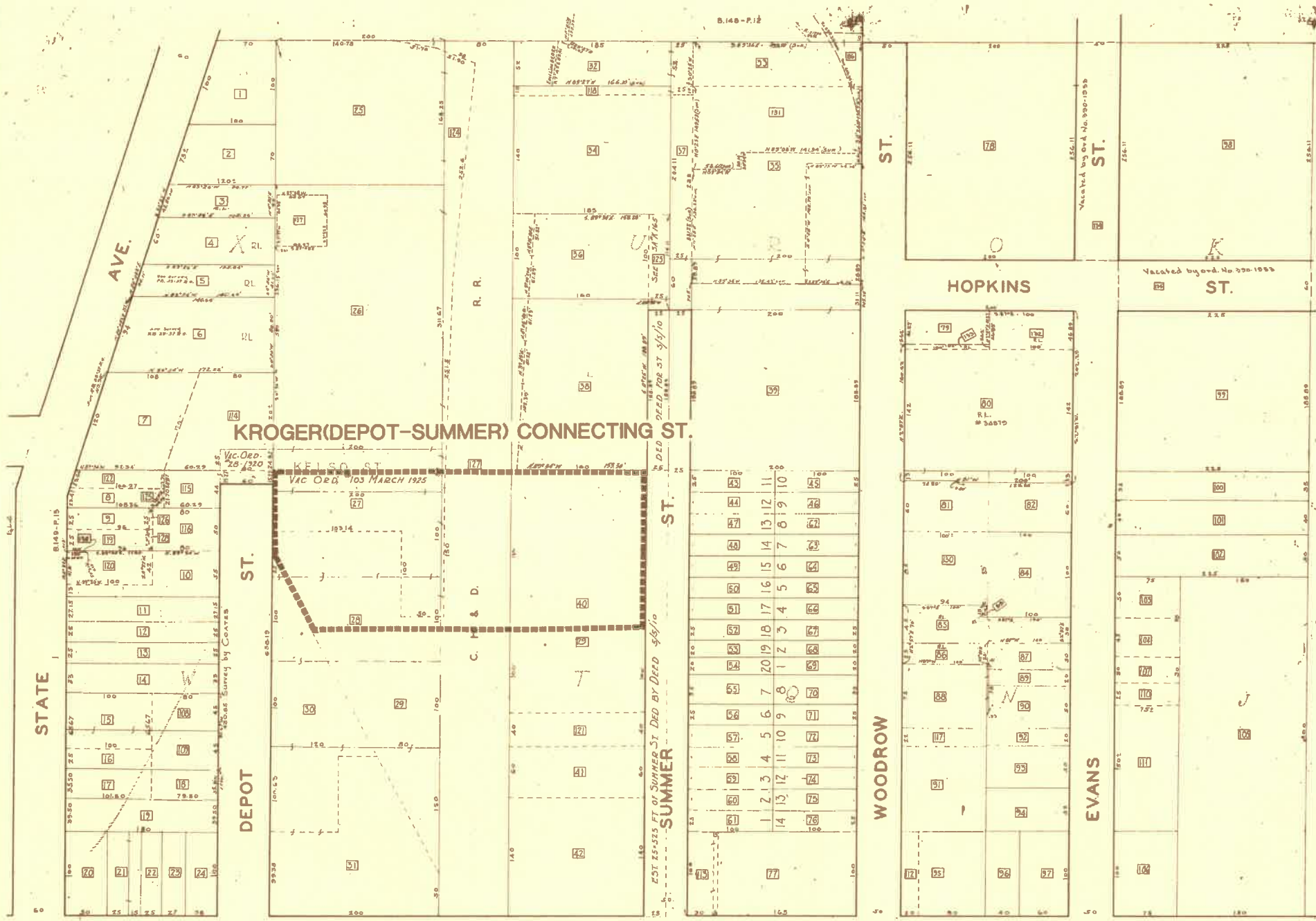
B.168-P.3

SUMMER ST. EXTENSION

B.148-P.11

B.146-P.10

B.144-P.8



KROGER (DEPOT-SUMMER) CONNECTING ST.

STEPHEN WILDER'S SUB. P.6.1 - P.202 R.O.

C.R. WILDER'S SUB. BY COM'RS. OF BLK. Q. S. WILDER'S P.6.5 - P.207 R.O. - B.9 - P.10 S.C.

HAMILTON COUNTY AUDITOR'S PLAT
BOOK 7148 PAGE 11
 ISSUED
 REV

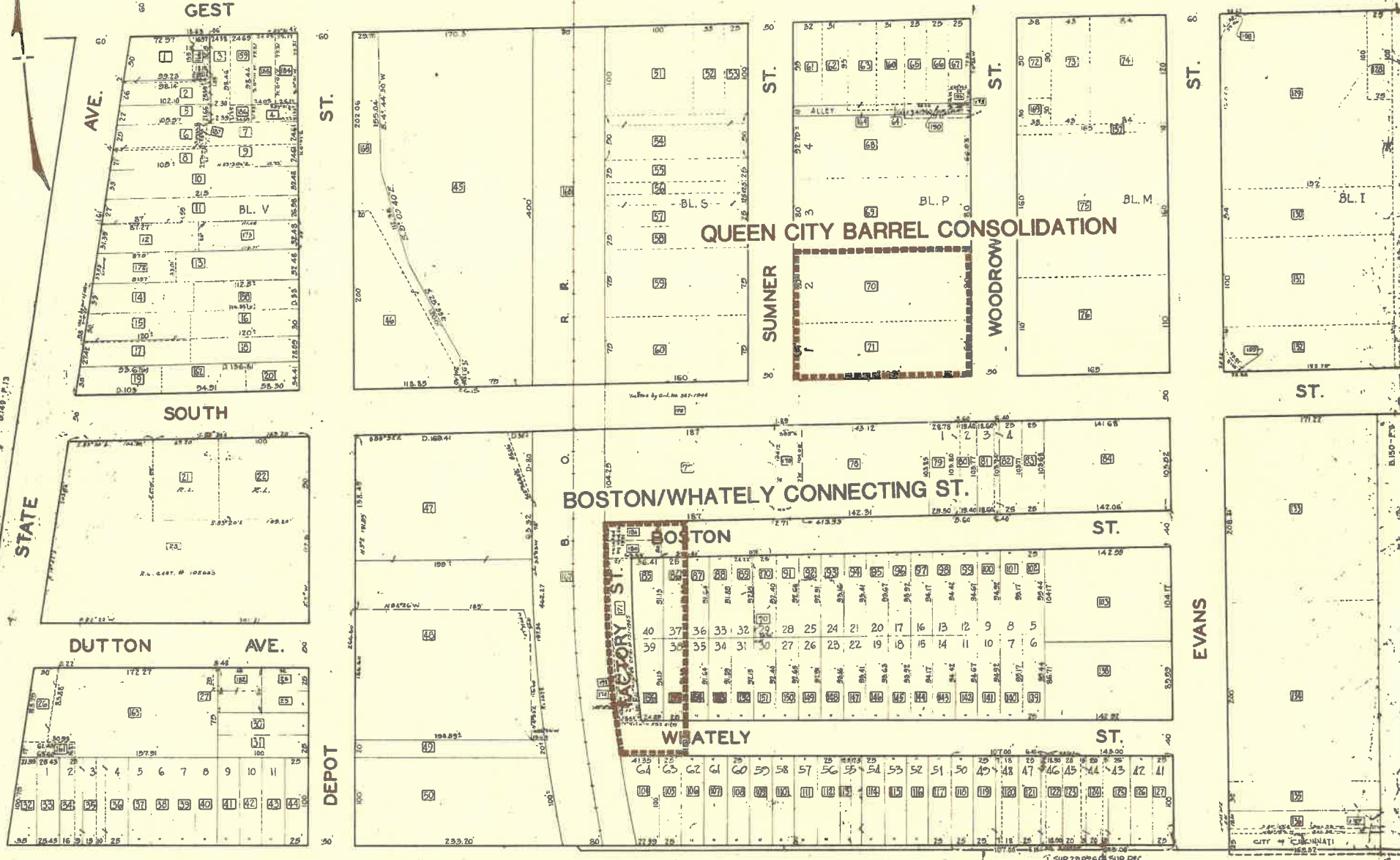
SCALE 1"=50'
 W. WILDER'S SUB. BY SHERRIFF CASE #1000 - 623 - PLAN 3C
 B.148 - P.10
 N

SCALE 1"=50'
 ISSUED 5-23-35
 REV

RESUB. OF BLOCK "P" OF S.WILDER'S, SUB.
 CASE 4186 SUP. CT. R.31-P3009.C.

STERHEN WILDER'S SUB. P. & I - P. 262 R.O.

B148-P.11



R.E. PRICE'S 1ST SUB. CASE 33477 S.C. P.B.5-P.B1 R.O.

B.148-P.11

R.E. PRICE'S SUB. P. & I - P. 262 R.O.

B.150-P.11

WEST

EIGHTH

ST.

VIADUCT

ST.

BURNS

ST.

CITY OF CINCINNATI EIGHTH ST VIADUCT ORD A N°461

OHIO KNIFE/MIDWEST FEATHER ACQUISITION

EVANS ST. REALIGNMENT

WEST

EVANS

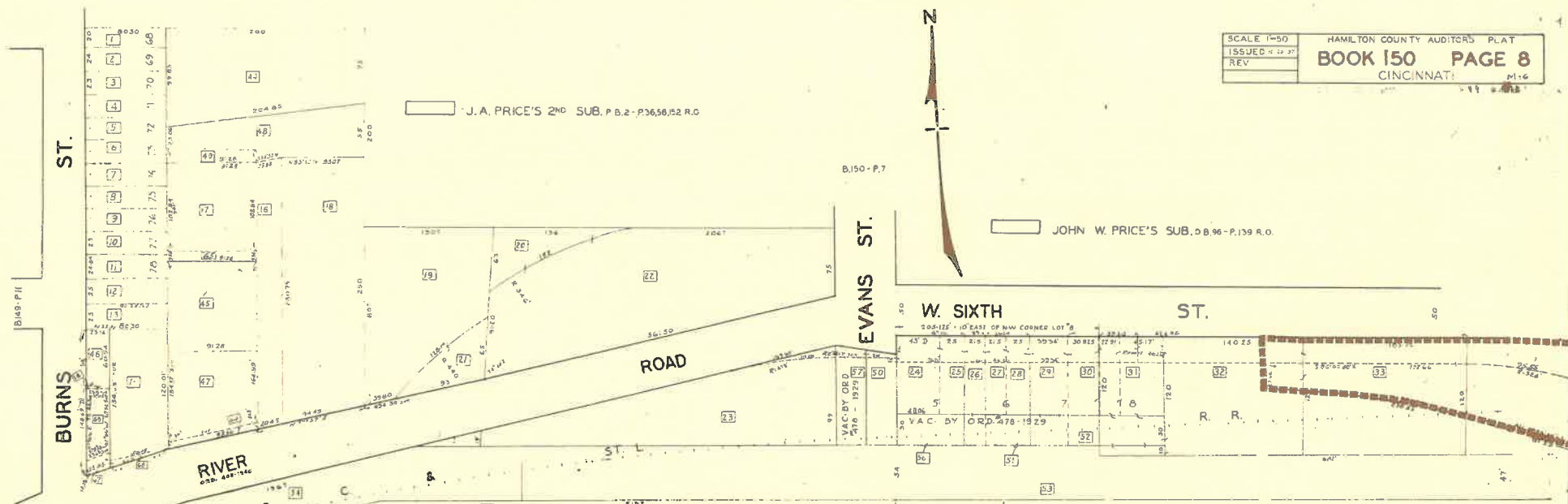
PERIN

ST.

SIXTH

ST.

J. A. PRICE'S 2ND SUB.
P B 2-P 36,56,52 R O



UTILIZATION OF PROPERTY BENEATH SIXTH ST. VIADUCT

