

Queensgate South



B A X T E R H O D E L L D O N N E L L Y P R E S T O N

March 1995

BACKGROUND

The City of Cincinnati is faced with the same problems affecting many of the older industrial urban areas: a declining employment base as companies move from their old sites to new facilities in the suburbs leaving behind decaying buildings and urban blight. In an attempt to counter the losses experienced by the exodus of industrial jobs, the City formed the Industrial Cluster Planning Program to identify the problems facing the City and recommend a means of resolving the issues in order to facilitate redevelopment.

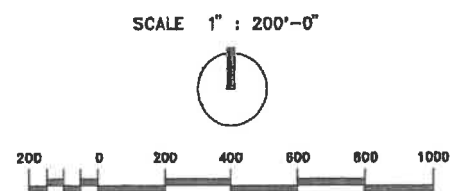
Queensgate South is located immediately west of the Cincinnati Central Riverfront and is zoned for manufacturing and industrial uses needing barge access. Because of its central location and easy access to river, highway, and rail transportation, Queensgate South is currently occupied by distribution, scrap recovery, building product and bulk commodity businesses. Almost half of the acreage is within the 100 year floodplain making it more difficult for industrial development.

Queensgate South has been identified as a possible site for the relocation of the produce businesses currently located in Riverfront West. The Cincinnati 2000 Plan calls for the development of Riverfront West to create opportunities for restaurant and business uses that complement the riverfront. The Queensgate South Urban Renewal Plan calls for the aggregation of land through the relocation of the scrap metal recovery dealers and the reclamation of their sites. The goal of the plan is to retain the produce industry jobs in the City and aid in the development of Queensgate South for further industrial development.

URBAN RENEWAL AREA



QUEENSGATE SOUTH URBAN RENEWAL PLAN



PREPARED FOR:
CITY OF CINCINNATI
DEPARTMENT OF ECONOMIC DEVELOPMENT

PREPARED BY:
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URBAN RENEWAL

Chapter 725 of the Cincinnati Municipal Code states that there are blighted and deteriorating areas within the City that are harmful to the "public health, safety, morals and general welfare of the residents". By determining that an area is blighted and deteriorating, the City may attempt to eliminate such conditions by urban renewal. This determination also allows the spending of public money and the acquiring of private property to achieve the stated goal of improving the City.

In order to expend funds for urban renewal, the City must first prepare an Urban Renewal Plan which defines the area which is blighted or deteriorating, state the reasons for defining the areas of blight or deterioration, and recommend a certain course of action to redevelop or rehabilitate the area. When City Council approves the plan, thereby declaring the subject area to be an Urban Renewal Area, the City Administration is formally authorized to carry out the activities recommended in the plan.

An eligibility study for Queensgate South was performed in August, 1992 to determine if the Queensgate South Urban Renewal Area qualified as a blighted or deteriorated area as defined by Chapter 725. The findings from the study found that seventy-three (73) percent of the structures/vacant parcels in Queensgate South fulfilled the criteria identified in Chapter 725-1-B as a "blighted area". For the purposes of this particular plan, Queensgate South, as defined in the boundary description, is an Urban Renewal Area.

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RELOCATION

PAYMENTS

Payments to businesses required to relocate will be made in accordance with the benefits as set forth in City of Cincinnati Relocation Procedures or the Uniform Relocation Act of the Federal Government, as applicable. This Schedule of payments will be used in the event either City or Community Development Block Grant funds are utilized to acquire the property.




PROCESS

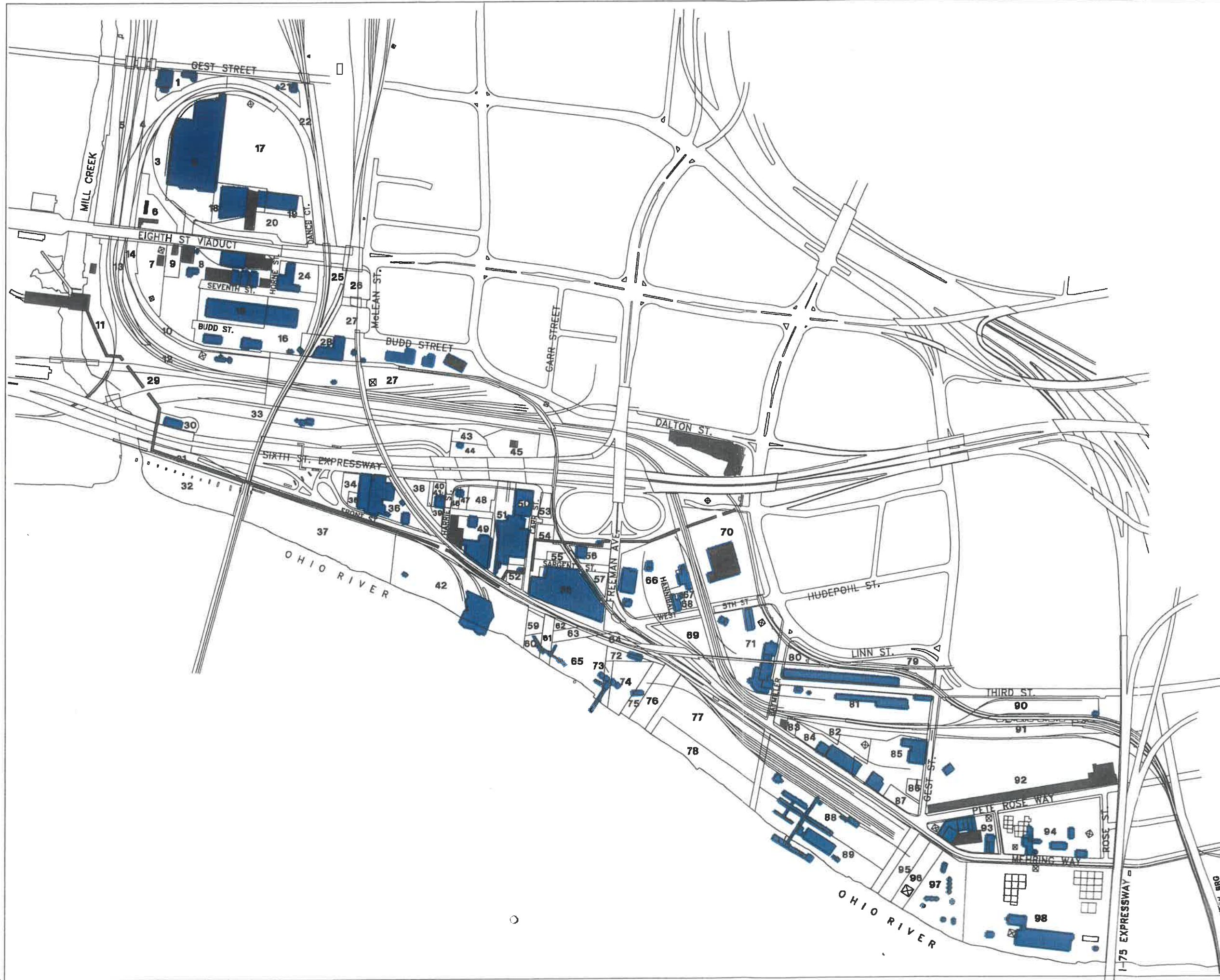
Relocation guidelines are necessary to help businesses find replacement sites as a result of government action. Due to government initiation of the Urban Renewal project in Queensgate South, it becomes necessary for Relocation Guidelines to be applied in that community.

The process is best understood with the aid of a relocation counselor. A City of Cincinnati relocation counselor is available to help with any aspect of relocating. The counselor will help in finding new locations, give information concerning eligibility for relocation payments and help with other problems which may occur during relocation.

Initially a business receives written notice of the City's intent to buy the businesses's property. Next, the business is contacted by a relocation counselor who gives information about relocation benefits and procedures. Finally, the business prepares for the move into the new location.

STRUCTURES AND BLIGHTED STRUCTURES CONTRIBUTING TO BLIGHT

-  STRUCTURE CONTRIBUTING TO BLIGHT
-  SOUND STRUCTURE
-  FLOOD WALL



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SCALE 1" : 200'-0"



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EXECUTIVE SUMMARY

The Queensgate South Urban Renewal Area has remained in much the same condition as it has been for the past forty years with most of the companies involved in the industrial businesses of scrap recovery, bulk commodity, distribution, and building product activities. Although it is adjacent to the City's Central Business District, the conditions of the area have deteriorated with some of the sites having environmental contamination concerns. Despite this, the area is an attractive site for industrial redevelopment.

The Queensgate South Urban Renewal Plan is designed to facilitate the accumulation of property for the relocation of the produce industry from Riverfront West. The implementation of the plan will be phased over a ten year period as the improvements are needed to satisfy the redevelopment of Riverfront West as is called for in the Year 2000 Plan.

The Urban Renewal Plan is consistent with other planning documents of the City including the Riverfront Advisory Council's 1981 Cincinnati Riverfront Plan which identifies the uses for all 22 miles of City riverfront. Queensgate South is zoned M-3 (Heavy Manufacturing and RF-3 (Riverfront (Heavy Industrial))) and requires no changes to accommodate the relocation of the produce industry.

To accomplish the goal of relocating the produce industry, several properties have been identified as potential sites for redevelopment. Chief among them are approximately 34 acres of land currently used by companies in the scrap recovery business. The scrap recovery companies will be relocated to the Conrail Riverside Railyards to become a part of a proposed recycling project which can be implemented as redevelopment occurs.

Acreage along the Eight Street Viaduct, in what is known as the "loop area", may also be available for use by produce companies for the relocation of their distribution warehouses. There are at least 15 acres available and as many as 45 acres that may be configured to accomplish their relocation. Recent improvements to the roads and the addition of sewer lines to the northern section of this area may offer immediate opportunities for development.

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Much of the road surface in Queensgate South is in need of remediation due to its deteriorated state. Mehring Way, for example, must be remediated and possibly relocated toward the river to offer both better access to the highways as well as to offer the opportunity for aggregation of larger parcels of property. A railroad line located in the roadway is currently inactive and is being considered for abandonment. On several streets in Queensgate South, companies are using the right of way for day to day operation of their businesses which impedes traffic in the plan area.

The plan identifies the need for the continued use of the riverfront for barge and port activities. It is recommended in the plan that improvements be made by the terminals to eliminate the problems associated with their businesses: Truck staging the public streets and coal dust.

Although the plan specifically identifies the produce industry as the intended user of the aggregated land, industrial companies seeking land for expansion may be potential users. The ultimate goal is to promote the growth and establishment of companies within the renewal area in order to provide employment opportunities for the people of Cincinnati. The final plan is intended to be a practical and feasible strategy to encourage the redevelopment and improvement of the existing industrially zoned property within the city limits.

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SITUATION ANALYSIS

- The Queensgate South site consists of approximately 254 acres. West of the CBD, the site stretches along to the Ohio River with approximately 7,000 lineal feet of river exposure to the south. The Mill Creek is the western boundary of the site. Proceeding from Gest Street at the Mill Creek and heading east, the northern boundary is defined by several physical elements. Gest Street, CSX Rail Line, Eighth Street, McLean Street, Budd Street, Dalton Street, Linn Street and Third Street are the physical elements compiled to define the northern boundary. The eastern boundary is simply the I-75 expressway and/or Brent Spence Bridge. Refer to "Urban Renewal Plan" Drawing No. 1 for the extent of the area.
- Currently, 99 parcels are owned by 34 different property owners. The accumulative property of six owners amounts to approximately 50% of the 254 acres. CSX Railroad, CG&E, Mose Cohen & Sons Inc., City of Cincinnati, Norfolk Southern and Hubert Distribution Co. are the major property owners.
- Approximately 50% of the 254 acres are renewable. The remainder is consumed by roads, active rail lines, severe topography and capital fixes. The main land use for the renewable 125 acres is industrial. A few of the existing property owners have multi-tenant facilities where industrial, as well as office functions, are housed.
- Vehicular access into and out of the Queensgate South area is along the eastern and northern border. There exists a few access limitations at these borders where active rail lines occur. Roads and infrastructure within the Queensgate South area is deteriorated and in need of repair.
- With the close proximity of the interstate network, all the developable property is within minutes of the interstate network, as well as the CBD.

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- Active railroad lines and several inactive or under-utilized rail yards occupy 30% of the total 254 acres. Railroad infrastructure defines pockets of developable land as they extend through the area. The current active rail lines in Queensgate South are essential connectors to Kentucky.
- The Ohio River affects 50% of the Queensgate South area which lies in the 100 year flood plain. 7,000 Lineal feet of river frontage exists for access to river transport. River frontage at Queensgate South is the only opportunistic frontage available to the entire Mill Creek Valley. A study of the Cincinnati Riverfront, prepared by the Riverfront Advisory Council in December 1981, indicates that this river frontage should remain as barge access for water transport and transportation mode change and distribution.
- A Queensgate South Eligibility Study prepared in August of 1992 qualified the area as a blighted or deteriorating area as defined by Chapter 725 of the Cincinnati Municipal Code, Urban Renewal. In summary, 73% of structures/vacant parcels in the study area fulfilled the criteria identified in 725-1-B(a). Refer to Drawing No. 2 for a composite picture of blighted structures.

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CAPITAL FIXES

The term "capital fixes" in this report is defined as: "Items which will remain fixed because of their associated capital cost to modify or improve by either the City or owners."

In analyzing the existing area, there became apparent several capital fixes. All planning efforts will accept these capital fixes and organize plans to maintain as well a compliment these items.

1. Flood plain is a capital fix. No plans are suggested that would raise the topography of the area to reduce the flood plain.
2. Flood wall will not be reconfigured or added to to protect additional property or to increase land aggregation possibilities.
3. Sixth Street expressway and the Eighth Street viaduct represents a capital fix. These two existing roads would not be re-designed to change their impact on the area.
4. Major railroad lines which connect the Mill Creek Valley with Kentucky and west along the river must remain.
5. CG&E substation represents a major capital expense which will remain. All associated power lines which leave the substation and proceed northwest will also be considered a capital fix.
6. Longworth Hall has positive vitality, historical appeal and current land use value which establishes the structure as a capital fix.
7. The recently completed Squeri project is a capital fix. Justifiable not only because of its recent completion, but also because Squeri fits the suggested land usage.
8. TFK, Inc. at Mehring and Pete Rose Way recently received improvement funds from the City of Cincinnati and is considered a capital fix.



QUEENSGATE SOUTH
URBAN RENEWAL PLAN

SCALE 1" : 200'-0"



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ROAD INFLUENCES

Existing roads influence the Queensgate South urban renewal planning efforts.

Several roads sever the area, creating physical barriers which limit possibilities of land aggregation.

1. Structural components of the Eighth Street viaduct are a physical barrier.
2. A major physical barrier, the Sixth Street Expressway divides the area in half.





Deteriorated local streets and congested intersections provide many possible planning opportunities to upgrade and restructure.

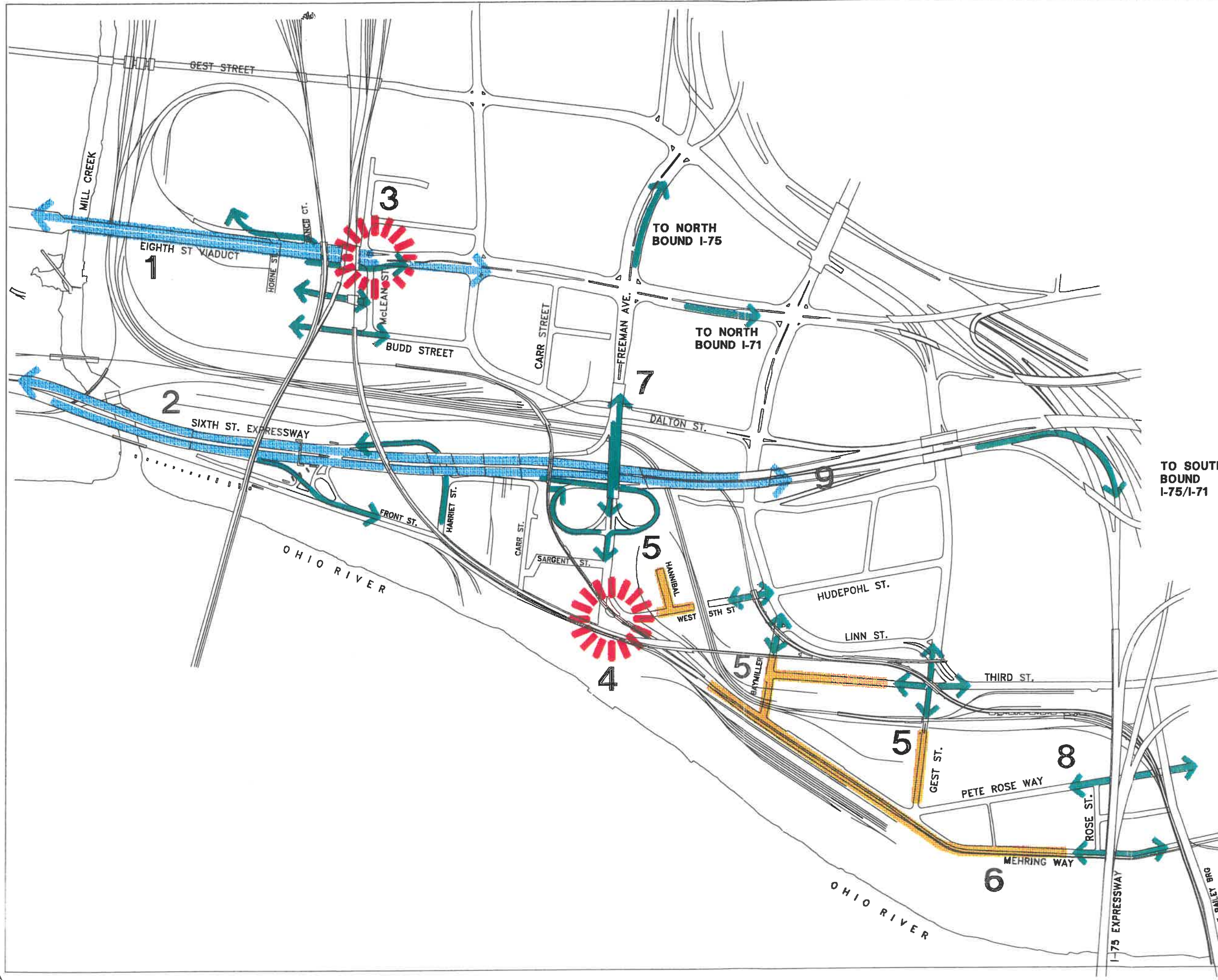
3. The signaled intersection of Eighth Street and McLean is the entrance to the northern portion of the area. This intersection is difficult to negotiate and represent opportunity for improvement.
4. The congested Freeman Avenue and Mehring Way intersection does not have a traffic signal and is currently the major intersection within the development.
5. Baymiller, Gest and Hannibal represent examples of deteriorated streets, where existing industries are utilizing the city right-of-way to conduct their business.
6. In a portion of the Mehring Way there are inactive railroad tracks, contributing to deterioration of Mehring.

Easy access to the interstate expressway network becomes a positive factor to attract new business and/or enhance the improvements to existing business.

7. North from the area, Freeman Avenue leads directly to the interstate network.
8. Eastbound on Pete Rose Way vehicles can gain access to major arteries leaving the city.
9. Local collector roads provide access to Eighth Street, which leads to the interstate network.

ROAD INFLUENCES

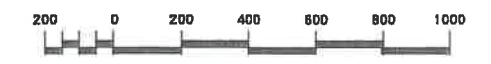
-  ROAD THRU SITE
-  ROAD PROVIDING ACCESS INTO OR OUT OF SITE
-  DETERIORATED ROAD
-  CONGESTED INTERSECTION



TO SOUTH BOUND I-75/I-71

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RAILROAD INFLUENCES

Railroad tracks, right-of-ways and railroad yards impact the Queensgate South renewal plan. Railroad corridors which run through the urban renewal area have far reaching impact on the railroad network in the Ohio Valley region.

Railroad lines sever the area, creating physical barriers which currently limit size of land parcels. If these under-utilized land areas can be aggregated, development possibilities are greatly improved.

- CSX Queensgate line is an elevated line throughout the entire area. This elevated track has structural columns and cross braces which limit land aggregation possibilities. Limited vertical clearance exists under portions of this line. Vertical clearance is a problem where the tracks follow directly above Mehring Way.
- CSX mainline divides property as it maneuvers east and west at grade. This line becomes elevated south of the flood wall and connects with the CSX Queensgate tracks to extend into Kentucky. Land aggregation possibilities are limited by this line.
- Central Railroad of Indiana, also known as the "Ditch Track", severs the development in an east/west direction. Land aggregation possibilities are limited by this line and its associated retaining walls.





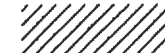

Deteriorated and inactive track and yards hamper development and contribute to the overall under-utilization of Queensgate South.

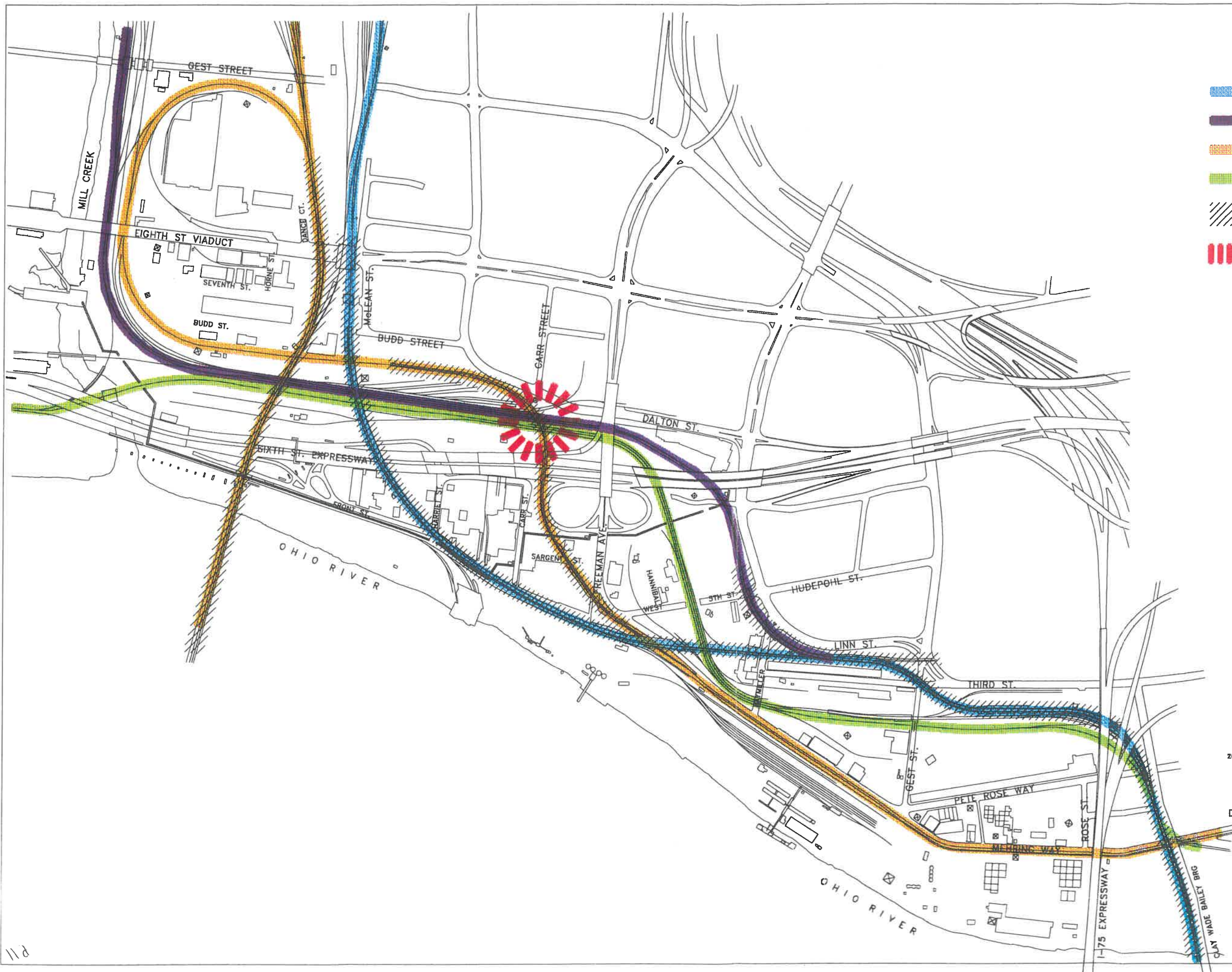
- Norfolk Southern inactive tracks at grade within Mehring Way contribute to Mehring Way's deterioration. These same tracks added to the congestion of the Freeman and Mehring intersection as they elevate. Once elevated and extending in a northwesterly direction, the tracks extend over parcels with insignificant effects. Parallel to Budd Street, the rail line descends to grade and limits land aggregation possibilities. This track is not useable at this time due to a fire-damaged bridge structure crossing above the CSX Main Line and Central of Indiana.

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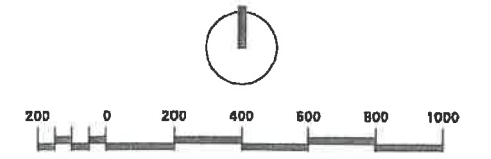
- CSX's Wood Street yard is inactive and currently under-utilized.
- The CSX yard north and parallel to the CSX Mainline is currently under-utilized. This yard represents promising aggregation possibilities when combined with the inactive Norfolk Southern line.

RAILROAD INFLUENCES

-  CSX QUEENSGATE
-  CSX MAINLINE
-  NORFOLK SOUTHERN
-  CENTRAL OF INDIANA
-  TRACK ELEVATED ABOVE GRADE
-  FIRE DAMAGED RAIL BRIDGE STRUCTURE



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PLOT DATE: 10/05/94 /DGS0100/COLOR/A-RAIL

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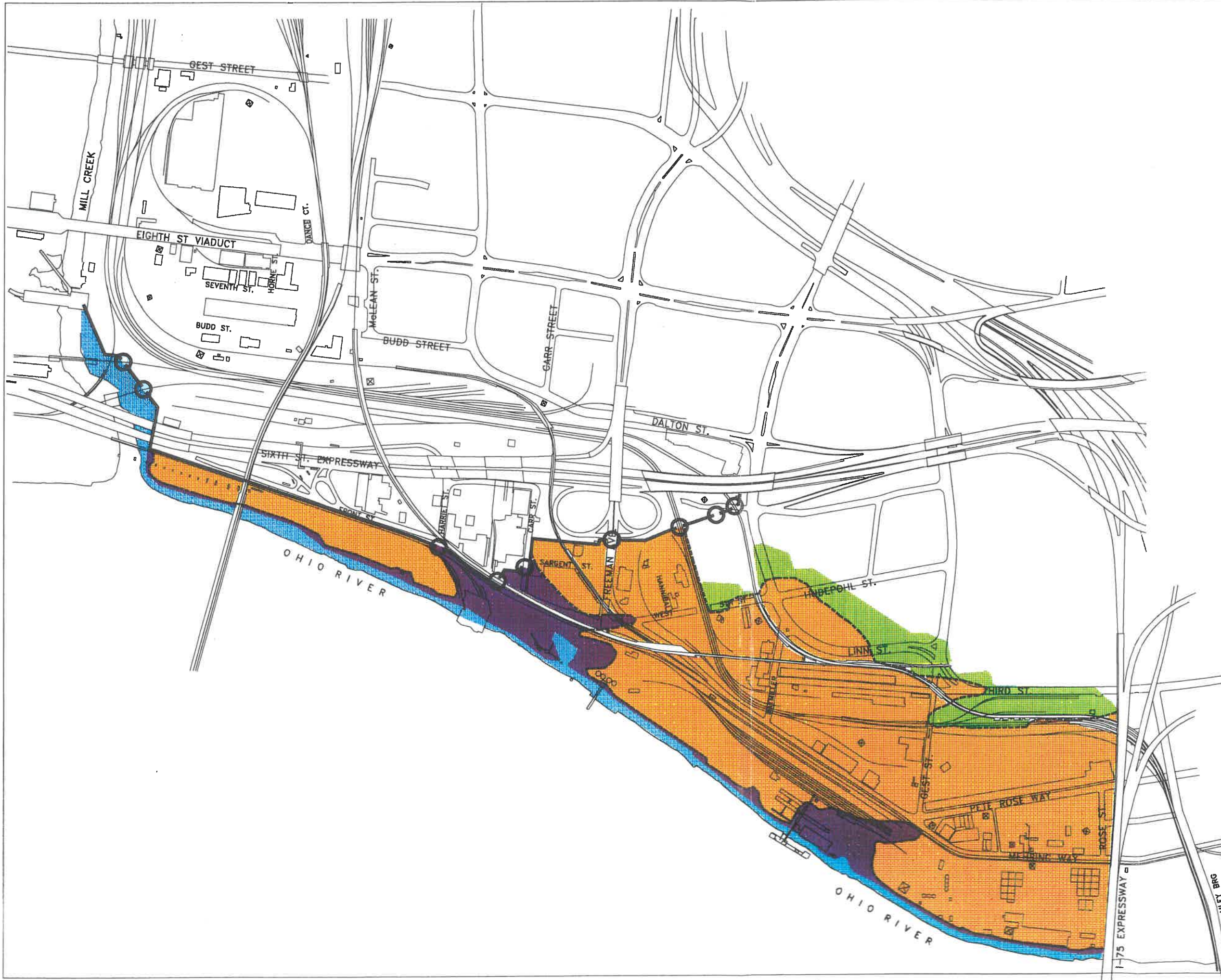
FLOOD PLAIN INFLUENCES

The flooding of the Ohio River has impact on the Queensgate South urban renewal plan.

- Limited land use possibilities exist within the 100 year flood plain area, which covers approximately 54% of the acreage. The 50 year flood plain area, which is approximately 3 feet lower than the 100 year plain, covers a few acres less than the 100 year plain. Industries within the flood plain must contend with possible flooding through design of buildings and change of operations during flooding. Currently, several industries operate within this 50 year zone.
- Existing flood wall is a physical barrier limiting aggregation possibilities:
 - Considered a capital fix, the flood wall will not be modified, extended or removed to further aggregation possibilities.
 - Openings within flood wall at some locations are constrictive and are not at locations which could improve aggregation possibilities.
- New developments within the flood plain must be designed to have critical operations and storage facilities elevated. Areas subject to flooding will be used for truck docks, truck staging and other uses which can tolerate minimal flooding and be relocated during higher flooding conditions.

FLOOD PLAIN INFLUENCES

-  482 FLOOD STAGE
-  486.1 10-YEAR FLOOD
-  494.5 50-YEAR FLOOD
-  497.8 100-YEAR FLOOD
-  FLOOD WALL
-  OPENING AT FLOOD WALL



QUEENSGATE SOUTH URBAN RENEWAL PLAN

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**LAND USES IN THE
RENEWAL AREA**

LAND USE IN THE URBAN RENEWAL AREA

-  WATER TRANSPORTATION BULK HANDLING
-  SCRAP RECOVERY FACILITIES
-  MIXED USE OFFICES
-  WAREHOUSING
-  CONSTRUCTION MATERIAL SUPPLIERS
-  MIXED USE MANUFACTURING
-  UTILITY OPERATIONS
-  OTHER



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**ZONING IN THE
RENEWAL AREA**

The property within the renewal area is classified under the following two zoning designations:



- M-3 Heavy Manufacturing
- RF-3 Riverfront (Heavy Industrial)

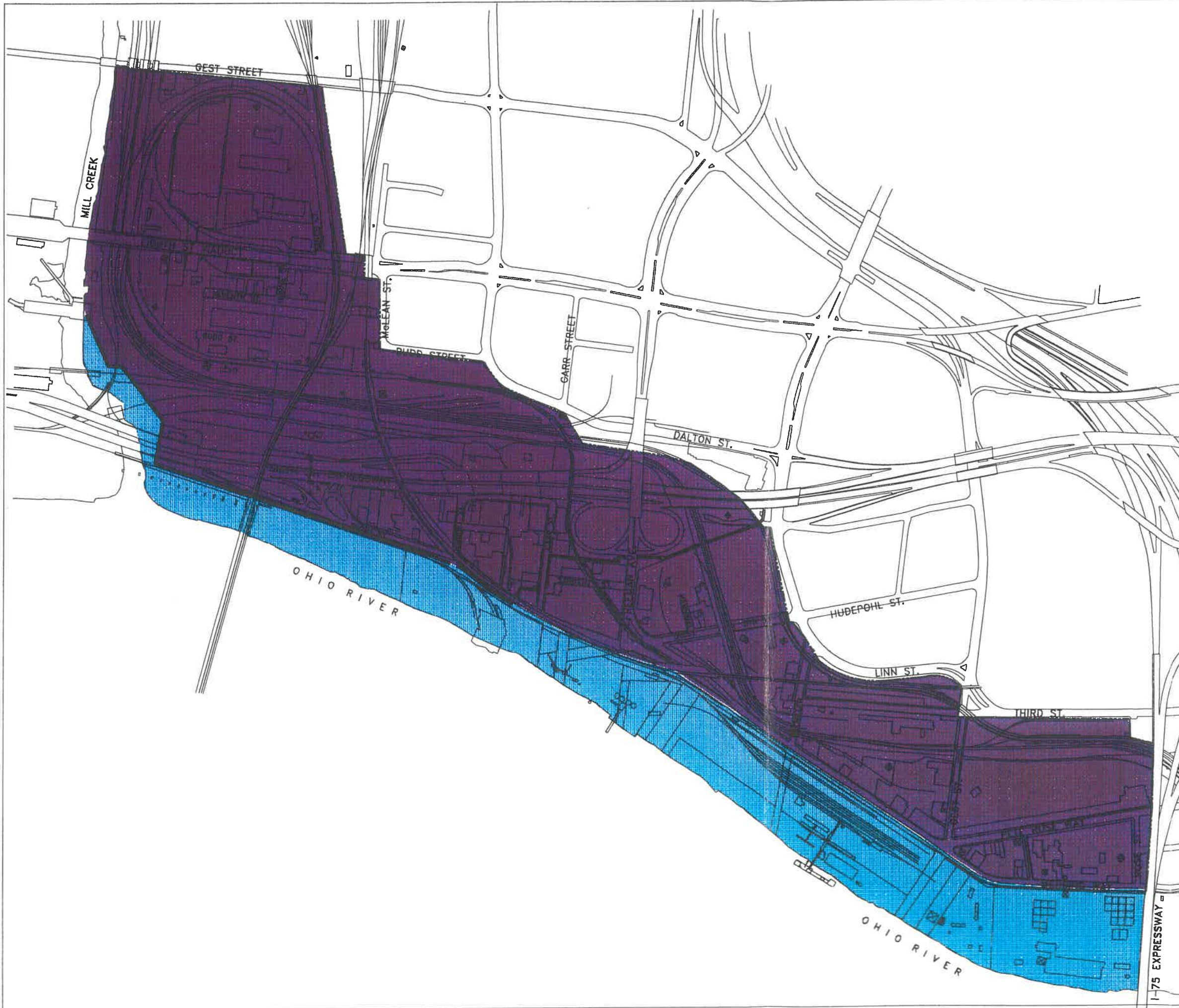
The area zoned for Heavy Manufacturing (M-3) represents approximately 77% of the total renewal area. Area zoned RF-3 Riverfront (Heavy Industrial) is the remaining 23%.

Summary of each zoning classification within the study area. For additional information refer to the Zoning Code City of Cincinnati, Ohio.

<u>District</u>	<u>Principal Uses</u>	<u>Max. Height</u>	<u>Min. Lot Area</u>	<u>Max. Floor Area Ratio</u>
M-3 (PER)	M-2 uses, M-2 prohibited uses, (Some prohibited uses, see Zoning Code)	Same as M-2	NONE	NONE
(COND)	Junk yards, stockyards, petroleum refining, metal smelting			
RF-3 (PER)	M-1 uses needing barge access, river terminals with enclosed storage, blending and packaging operations, barge fleeting, shipyards, refineries	NONE	NONE	NONE
(COND)	M-2 and M-3 uses needing barge access, outdoor storage of chemicals, minerals, aggregate, salvage and reclamation.			

ZONING IN THE URBAN RENEWAL AREA

-  M-3
HEAVY MANUFACTURING
-  RF-3
RIVERFRONT (HEAVY INDUSTRIAL)



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GOALS

The goals stated by the Department of Economic Development for the Queensgate South Urban Renewal Plan are as follows:

- Relocate scrap recovery business and clean site environmentally for new industries.
- Aggregate properties to establish larger parcels to attract new industrial businesses.
- Identify under-utilized roads and vacate to improve aggregation possibilities.
- Identify under-utilized railroad properties and acquire to improve aggregation possibilities.
- Improve vehicular circulation in and out of Queensgate South.
- Maintain and increase jobs per acre.
- Set standards to improve the visual character of the Queensgate South area.
- Stimulate improvements in urban environment to eliminate the unauthorized dumping and misuse of the area.
- Integrate renewal plan with Riverfront West Plan to ensure a compatible link between areas.
- Aggregate property to attract produce business.
- Maintain riverfront for river transport businesses.
- Recognize capital fixes and develop renewal plans which maintain these capital fixes.
- Retain existing compatible industries.
- Promote cooperative action among industries and other businesses to achieve goals and objectives.
- Create a plan with longevity that will continue to provide direction for The City of Cincinnati, Department of Economic Development and the Queensgate South industries.

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- Create a plan that is "feasible".
- Create a plan that will be endorsed by existing property owners and attract new interest in the area.

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CONSENSUS PLANS

Addressing the Queensgate South Urban Renewal Plan goals, the following consensus plans show phased aggregation strategy. These plans also show potential land use strategy for relocation of the produce business.

PHASE ONE LAND AGGREGATION STRATEGY

Phase One Land Aggregation Plan shows approximately 67 acres sited for Urban Renewal to attract new business or retain existing compatible businesses. Drawing No. 9 graphically displays the land aggregation along with the major planning issues.

- River Transport Facilities will be retained and upgrade to ensure compatibility with adjacent property owners. The two major compatibility issues to address are: Truck staging in the public streets and coal dust.

Urban renewal solutions to these compatibility issues are directed to the River Transport Facilities to upgrade as follows:

1. To eliminate truck staging in public streets, provide two separate and distant entrances into River Transport Facilities. One entrance for inbound trucks and one for outbound trucks, with staging lanes for trucks within the owners property limits. Two entrances will ease traffic congestion and staging lanes will eliminate truck staging on public streets. Landscaping property between the Mehring and the parallel staging lanes can improve visual character of the area.
2. Coal dust will be controlled in several ways. Truck washing facilities and paved roads within river transport facilities will eliminate tracking coal dust from owners property to public streets. Paved areas for stockpiled coal and storm water drainage systems to sediment ponds will minimize deposits of coal dust which will be lifted by prevailing westerly winds onto adjacent property. A screen wall between the river transport property and Mehring will also minimize prevailing westerly winds from lifting coal dust.

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- Transition link between the Riverfront West Urban Renewal Area and Queensgate South Urban Renewal Area is limited by three capital fixes: CG&E; Longworth Hall; and TKF, Inc. The transition parcel of property will accomplish two goals: Act as a buffer between the two different urban renewal areas and provide support for the Riverfront West Urban Renewal Plan and the adjacent Longworth Hall facility.

To fulfill these goals, the actual land use should be determined upon completion of a Riverfront West Plan. A forecasted land usage at this time could be: A portion of a major parking facility to serve both Riverfront West and Longworth. Above the parking facility could be a mixed use multi-tenant facility for office and retail with a physical connection to Longworth, as well as Riverfront West structures.

- Removal of the inactive Norfolk Southern Rail Line provides opportunities to fulfill three established goals: Inactive railroad property is vacated to improve land aggregation possibilities, vehicular circulation within the renewal area is improved, and the visual character of Queensgate South is improved.

Aggregation possibilities for three parcels occurs: 4.44 acre parcel west of Mehring/Freeman intersection, 9.66 acres between Budd and CSX Mainline, and 9.24 acres of under-utilized property south of Eighth Street. Each parcel provides opportunity to attract new industrial businesses.

Rail tracks running in Mehring Way contribute to pavement deterioration of Mehring Way, while rail trestles and rail track contribute to visual congestion at Mehring Way and Freeman. Once tracks are removed, road improvements can be initiated. Mehring Way can be resurfaced from the Brent Spence Bridge to the intersection of Freeman. Freeman and Mehring Way intersection can be reconfigured and a traffic signal with improved directional signage can be added.

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Approximately 25% of the Norfolk Southern Line is elevated by structure which is currently a visual obstruction. Removal of this rail line and support structure will improve the visual character of Queensgate South, another stated goal.

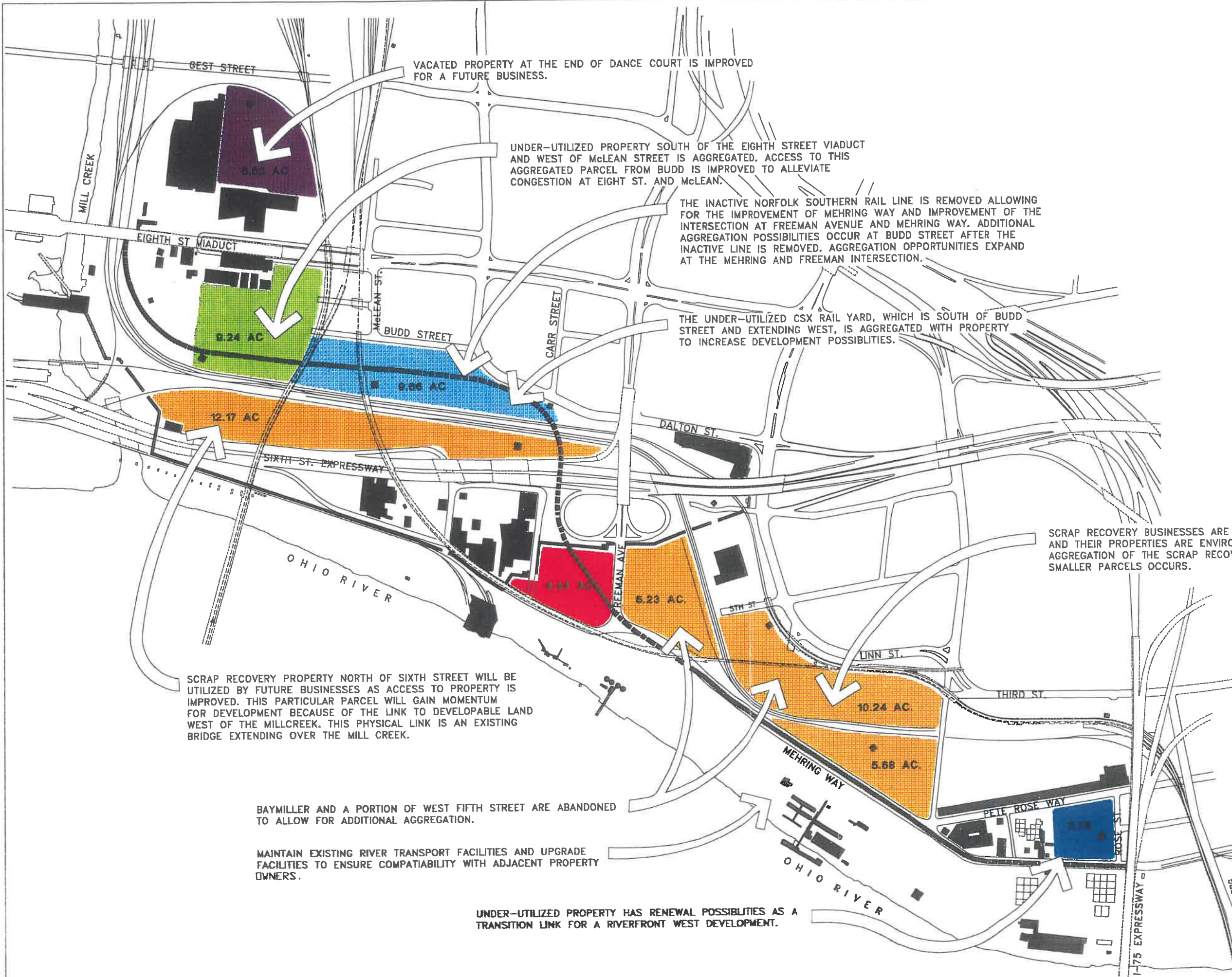
- Relocation of scrap recovery businesses and land aggregation with adjacent smaller parcels will renew four parcels. Four parcels which approximate 34 acres of environmentally clean land to attract new industrial businesses.

Three of these parcels have vehicular accessible from Mehring Way, rail service provided by Central Railroad of Indiana, and are in the 50 year flood plain. These three parcels are in a high profile area of Queensgate South and with uniform design configurations can improve the visual character.

Situated between CSX Mainline and Sixth Street expressway, the remaining aggregated parcel is a long irregular parcel. Northern accessibility to this 12.17 acres is non-existent. While the southern approach is limited by Sixth Street overpasses, narrow streets, and the flood wall openings. Phase two aggregation and renewal of adjacent property south of Sixth Street Expressway will enhance possibilities in the future. Additional momentum for renewal can be gained from an existing physical connection to under-utilized riverfront property in Queensgate West. An existing bridge, at the Mill Creek, is the physical connection.

- Vacated property at the end of Dance Court is currently being improved with underground utilities and street improvements by the City of Cincinnati. Planning efforts for this parcel should recognize the Phase Two Land Aggregation Strategy. Positioning of buildings on this parcel to compliment future roads and development is essential to promoting longevity into the Queensgate South Urban Renewal area.
- 9.24 Acres of land immediately available for land aggregation and development, and improved access from McLean St. and Budd Street. This parcel could be a good starting point for this new development.

PHASE ONE LAND AGGREGATION STRATEGY



VACATED PROPERTY AT THE END OF DANCE COURT IS IMPROVED FOR A FUTURE BUSINESS.

UNDER-UTILIZED PROPERTY SOUTH OF THE EIGHTH STREET VIADUCT AND WEST OF McLEAN STREET IS AGGREGATED. ACCESS TO THIS AGGREGATED PARCEL FROM BUDD IS IMPROVED TO ALLEVIATE CONGESTION AT EIGHT ST. AND McLEAN.

THE INACTIVE NORFOLK SOUTHERN RAIL LINE IS REMOVED ALLOWING FOR THE IMPROVEMENT OF MEHRING WAY AND IMPROVEMENT OF THE INTERSECTION AT FREEMAN AVENUE AND MEHRING WAY. ADDITIONAL AGGREGATION POSSIBILITIES OCCUR AT BUDD STREET AFTER THE INACTIVE LINE IS REMOVED. AGGREGATION OPPORTUNITIES EXPAND AT THE MEHRING AND FREEMAN INTERSECTION.

THE UNDER-UTILIZED CSX RAIL YARD, WHICH IS SOUTH OF BUDD STREET AND EXTENDING WEST, IS AGGREGATED WITH PROPERTY TO INCREASE DEVELOPMENT POSSIBILITIES.

SCRAP RECOVERY BUSINESSES ARE SHOWN REMOVED FROM THE AREA AND THEIR PROPERTIES ARE ENVIRONMENTALLY CLEANED. AGGREGATION OF THE SCRAP RECOVERY BUSINESSES WITH ADJACENT SMALLER PARCELS OCCURS.

SCRAP RECOVERY PROPERTY NORTH OF SIXTH STREET WILL BE UTILIZED BY FUTURE BUSINESSES AS ACCESS TO PROPERTY IS IMPROVED. THIS PARTICULAR PARCEL WILL GAIN MOMENTUM FOR DEVELOPMENT BECAUSE OF THE LINK TO DEVELOPABLE LAND WEST OF THE MILLCREEK. THIS PHYSICAL LINK IS AN EXISTING BRIDGE EXTENDING OVER THE MILL CREEK.

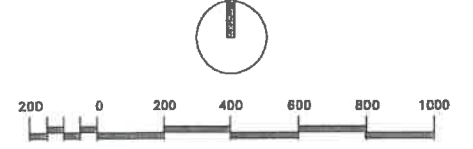
BAYMILLER AND A PORTION OF WEST FIFTH STREET ARE ABANDONED TO ALLOW FOR ADDITIONAL AGGREGATION.

MAINTAIN EXISTING RIVER TRANSPORT FACILITIES AND UPGRADE FACILITIES TO ENSURE COMPATIBILITY WITH ADJACENT PROPERTY OWNERS.

UNDER-UTILIZED PROPERTY HAS RENEWAL POSSIBILITIES AS A TRANSITION LINK FOR A RIVERFRONT WEST DEVELOPMENT.

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DEPARTMENT OF ECONOMIC DEVELOPMENT

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March 1995

**PHASE ONE
POTENTIAL LAND USE STRATEGY
FOR RELOCATION OF PRODUCE BUSINESS**

City plans for a Riverfront West area will develop sites where the produce businesses currently reside. Development which will focus on entertainment, retail, and commercial. Faced with losing hundreds of jobs in the produce industry, city plans also include relocating the produce businesses within the city limits.

The City plans to provide sites in the Queensgate South area which are attractive to produce businesses. The desire of the produce wholesalers stated in interviews during this study are:

- Remain near the present location to provide quick access to truck arteries of I-75 and I-71 and local traffic.
- Remain together in a district similar to the existing. This close proximity provides convenience for customers and inter-trading among produce businesses.
- Allow for some "street business."
- Sites must be of adequate size for trucking operations and product storage and transfer.
- Some larger houses may require rail service.






Queensgate South provides excellent opportunities to facilitate the produce business needs. The Potential Land Use Strategy for Relocation of Produce Businesses, Drawing No. 10, shows approximately 38 acres sited as possible produce business sites, while additional land parcels indicate other possible land uses.

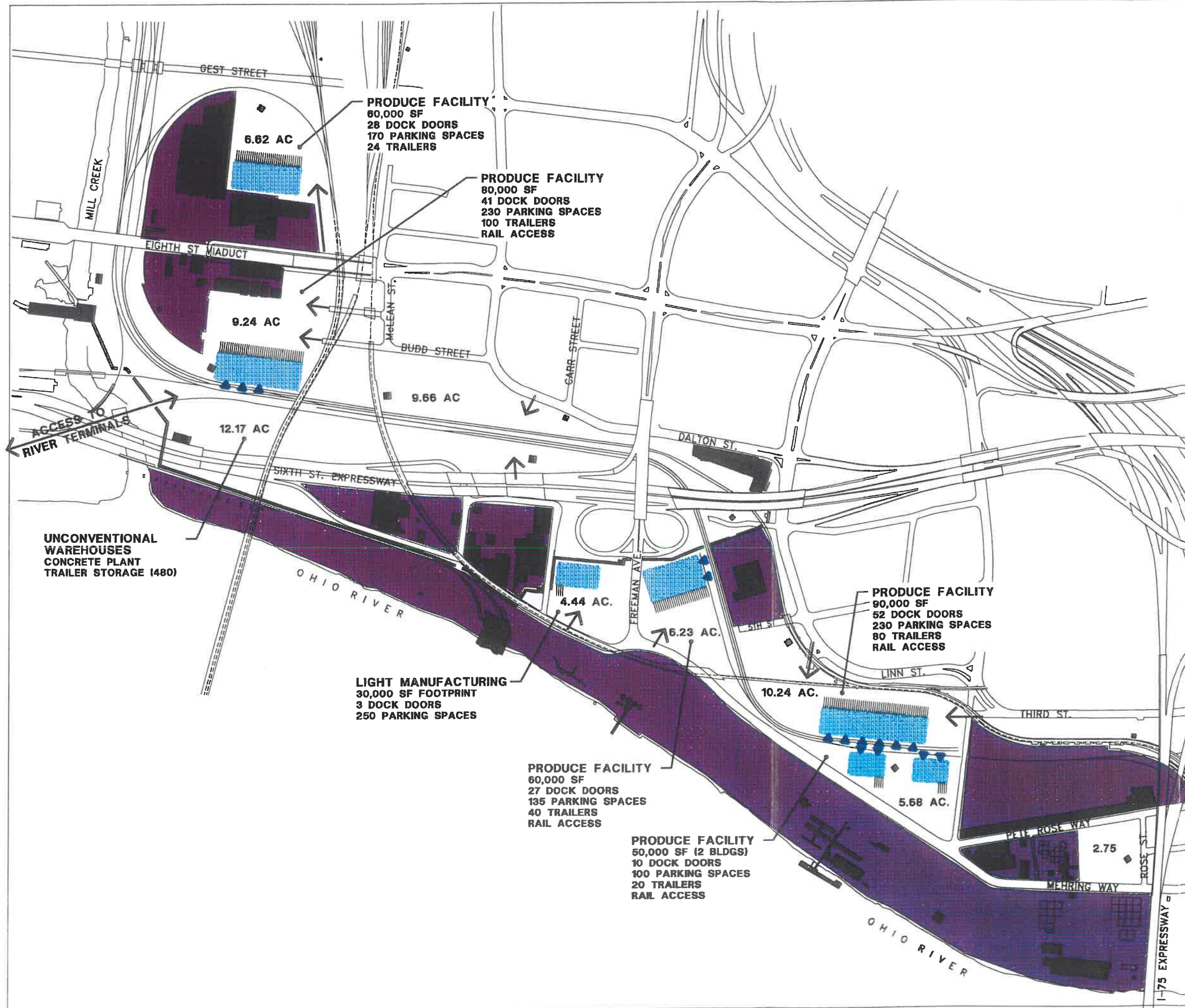
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Viable sites within Queensgate for produce businesses have been selected and indicate: possible square footage, number of parking spaces, number of on-site trailer spaces, total truck docks possible, and if rail access is available. These viable sites' building footprints and additional statistics represent one possible layout for each parcel. The parcels are small by comparison to suburban sites. However, these studies show several large facilities 80,000 to 90,000 SF with adequate yard facilities. This plan meets the desires set forth above. Reviews of this plan with leaders of the produce wholesalers have received a warm reception.

Several viable produce business sites are in the flood plain. Justifications for location of viable sites in the flood plain are as follows: current sites are in the flood plain and operate successfully, produce buildings are simple structures with limited risk when flooding occurs, offices and mechanical equipment can be designed risk free on mezzanine levels out of the flood plain.

PHASE ONE POTENTIAL LAND USE STRATEGY FOR RELOCATION OF PRODUCE BUSINESS

-  NEW STRUCTURES
-  EXISTING STRUCTURES
-  ENTRANCE TO PARCEL
-  RAIL ACCESS TO NEW STRUCTURE
-  LAND NOT AGGREGATED
- 5.68 AC.** ACRES FOR PARCEL



PRODUCE FACILITY
80,000 SF
28 DOCK DOORS
170 PARKING SPACES
24 TRAILERS

PRODUCE FACILITY
80,000 SF
41 DOCK DOORS
230 PARKING SPACES
100 TRAILERS
RAIL ACCESS

PRODUCE FACILITY
90,000 SF
52 DOCK DOORS
230 PARKING SPACES
80 TRAILERS
RAIL ACCESS

PRODUCE FACILITY
60,000 SF
27 DOCK DOORS
135 PARKING SPACES
40 TRAILERS
RAIL ACCESS

PRODUCE FACILITY
50,000 SF (2 BLDGS)
10 DOCK DOORS
100 PARKING SPACES
20 TRAILERS
RAIL ACCESS

LIGHT MANUFACTURING
30,000 SF FOOTPRINT
3 DOCK DOORS
250 PARKING SPACES

UNCONVENTIONAL WAREHOUSES
CONCRETE PLANT
TRAILER STORAGE (480)

QUEENSGATE SOUTH URBAN RENEWAL PLAN

SCALE 1" : 200'-0"



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PHASE TWO LAND AGGREGATION STRATEGY

Phase Two Land Aggregation Plan indicates the possible next steps if further urban renewal to Queensgate South is envisioned. Phase Two shows additional acreage aggregated, as well as options to Phase One aggregated land. Drawing No. 11 graphically displays the land aggregation along with major planning concepts.

Extension of Budd Street north to Gest improves vehicular circulation and provides for additional land aggregation opportunities.

Eighth Street and McLean intersection is currently a congested intersection. The Budd Street extension will alleviate traffic at the intersection while providing accessibility to renewal areas. A trestle for the Norfolk Southern Rail Line will be required where Budd will connect to Gest Street.

Currently, the Hubert warehouse facility is under-utilized and has limited development possibilities with the physical height restraints in the building. Removal of the structure allows Budd Street to extend while opening several developable sites.

Plainville Concrete operations are compatible with the overall Queensgate South area, but if relocated, could benefit the immediate area in the following ways:

1. Improve rail access to parcels within the "loop area".
2. Provide for a more conducive, compatible range of industries in the immediate area.

Shiels Lumber operations are also compatible with the overall Queensgate South area, but if relocated within Queensgate, could improve overall land aggregation and allow the Budd Street extension to occur.

Parcels pocketed between Sixth Street Expressway and the flood wall have land aggregation and development possibilities.

Carr Street and Harriet are abandoned and a new street is planned to provide improved access to aggregated land and improve access Sixth Street west bound entrance ramp.

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Relocation of Central Railroad of Indiana benefits land aggregation for parcels previously renewed in Phase One while continuing service to warehouse operations within Riverfront West.

Planning opportunities expand when land severed by the rail line can be aggregated as one parcel with rail access parallel to Mehring Way.

Gest Street improvements are possible with the elimination of the Central Railroad of Indiana line. Both the at-grade crossing and the overpass can be removed, which will improve access to adjacent parcels.

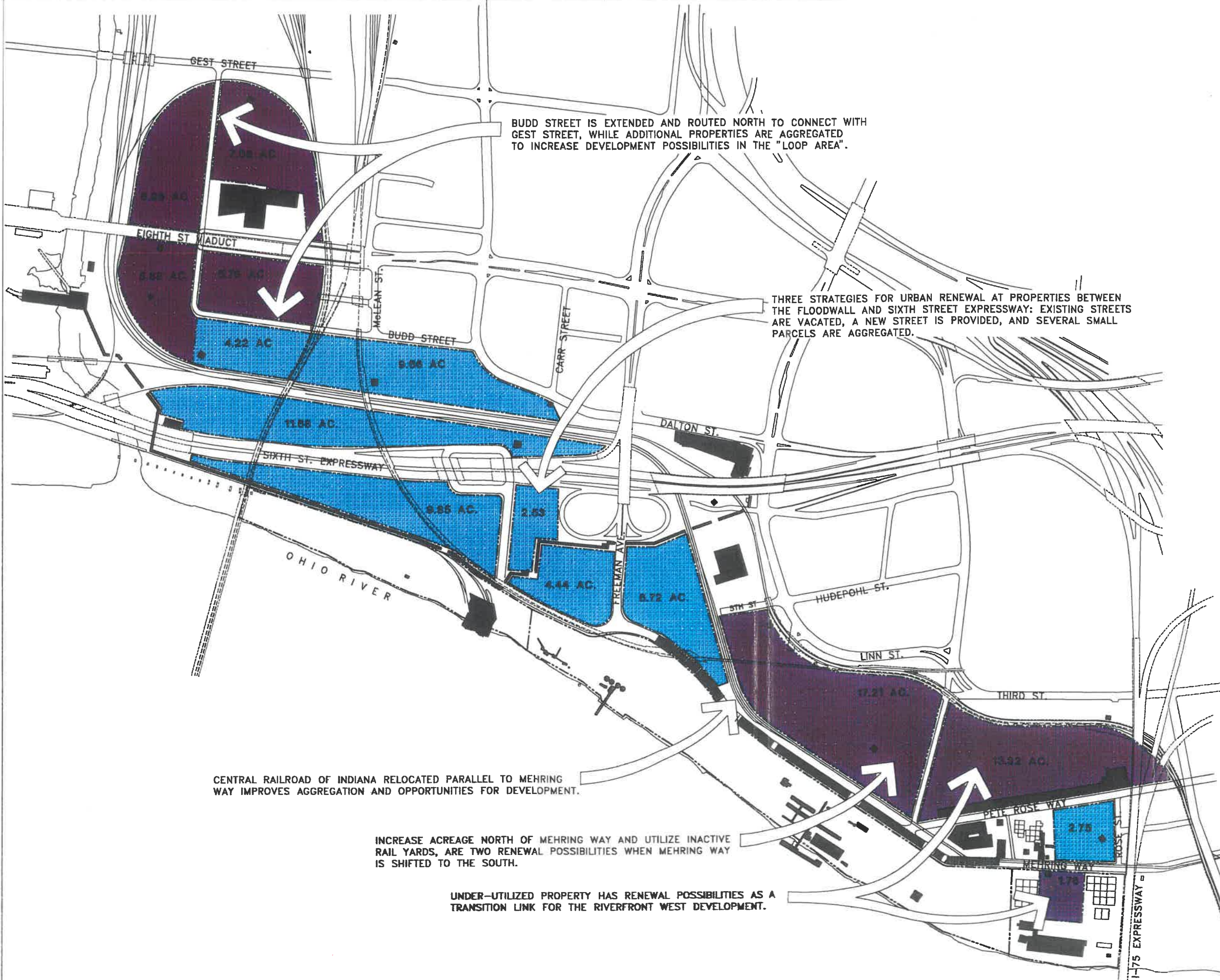
To serve the warehouse operations in Riverfront West, new rail will be provided to follow Mehring and connect to existing tracks east of Clay Wade Bailey Bridge. Traffic problems and safety issues will be minimal because of the infrequent use of this rail line.

Shifting Mehring Way south aggregates additional property to the north of Mehring, provides additional land for the relocation of rail line, and utilizes under-utilized railroad property. This shifting of Mehring is an option on the Phase One Strategy.

Additional transition zone property is recognized around the Longworth Hall complex. Current under-utilized property can be decked with parking above flood zone and be topped with mixed office and retail facilities. Office and retail facilities which connect with the historically significant Longworth Hall.

PHASE TWO LAND AGGREGATION STRATEGY

-  LAND AGGREGATED IN PHASE ONE
-  LAND AGGREGATED IN PHASE TWO
-  PORTION OF MEHRING WAY RELOCATED



BUDD STREET IS EXTENDED AND ROUTED NORTH TO CONNECT WITH GEST STREET, WHILE ADDITIONAL PROPERTIES ARE AGGREGATED TO INCREASE DEVELOPMENT POSSIBILITIES IN THE "LOOP AREA".

THREE STRATEGIES FOR URBAN RENEWAL AT PROPERTIES BETWEEN THE FLOODWALL AND SIXTH STREET EXPRESSWAY: EXISTING STREETS ARE VACATED, A NEW STREET IS PROVIDED, AND SEVERAL SMALL PARCELS ARE AGGREGATED.

CENTRAL RAILROAD OF INDIANA RELOCATED PARALLEL TO MEHRING WAY IMPROVES AGGREGATION AND OPPORTUNITIES FOR DEVELOPMENT.

INCREASE ACREAGE NORTH OF MEHRING WAY AND UTILIZE INACTIVE RAIL YARDS, ARE TWO RENEWAL POSSIBILITIES WHEN MEHRING WAY IS SHIFTED TO THE SOUTH.

UNDER-UTILIZED PROPERTY HAS RENEWAL POSSIBILITIES AS A TRANSITION LINK FOR THE RIVERFRONT WEST DEVELOPMENT.

QUEENSGATE SOUTH URBAN RENEWAL PLAN

SCALE 1" : 200'-0"



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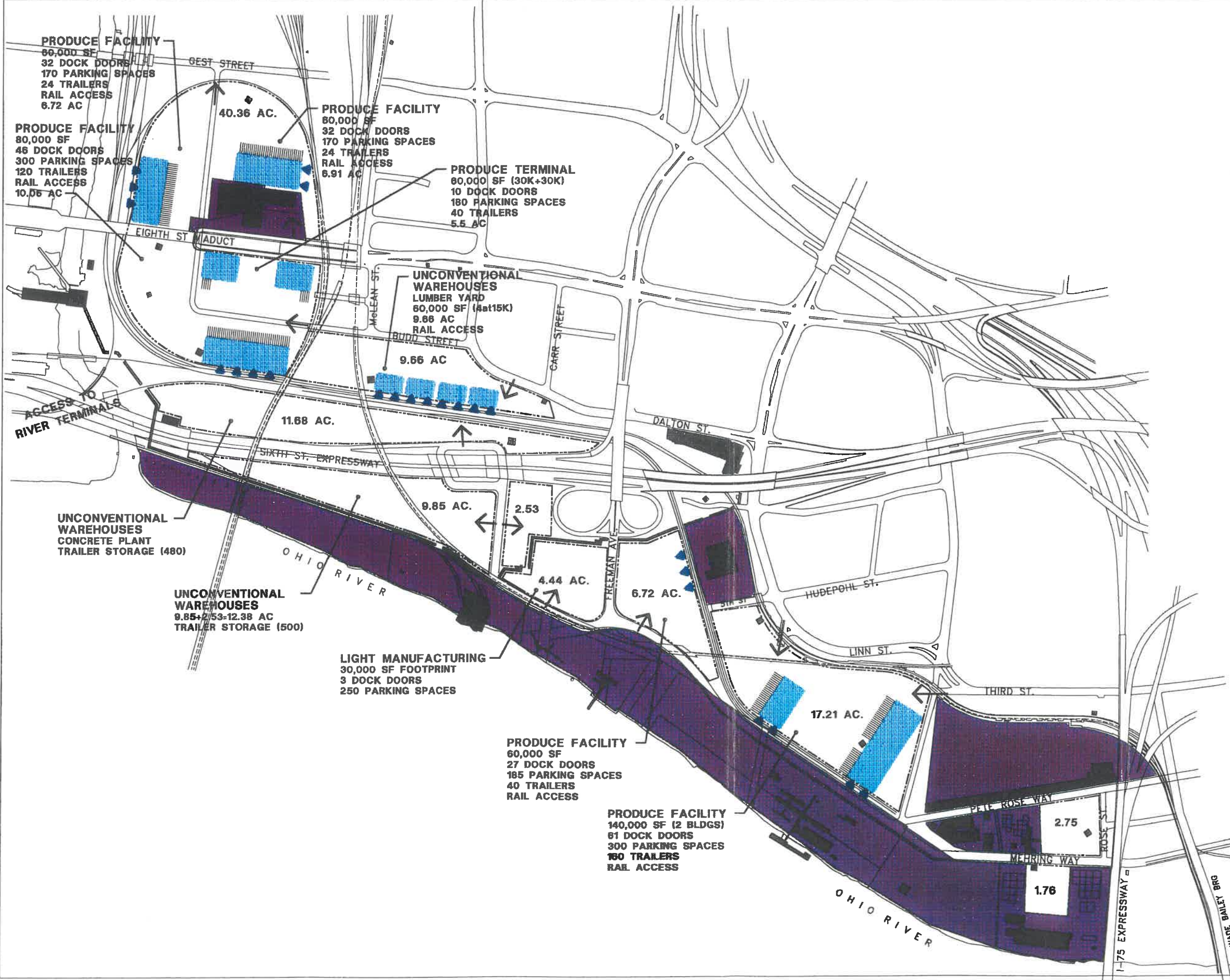
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**PHASE TWO
POTENTIAL LAND USE STRATEGY
FOR RELOCATION OF
PRODUCE BUSINESSES**

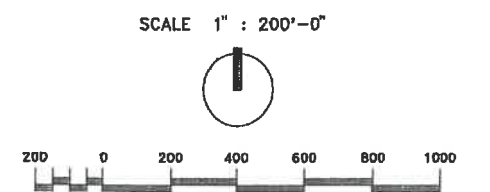
Additional viable sites for produce businesses are indicated on Drawing No. 12 along with land uses for other renewed parcels.

PHASE TWO POTENTIAL LAND USE STRATEGY FOR RELOCATION OF PRODUCE BUSINESS

-  NEW STRUCTURES
-  EXISTING STRUCTURES
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QUEENSGATE SOUTH URBAN RENEWAL PLAN



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REDEVELOPMENT GUIDELINES

Redevelopment Guidelines as specified in this Urban Renewal Plan will be established to protect the investment of private developers, to insure achievement of project goals and a high quality industrial environment. The guidelines shall remain in effect for 20 years from the date of adoption by City Council.

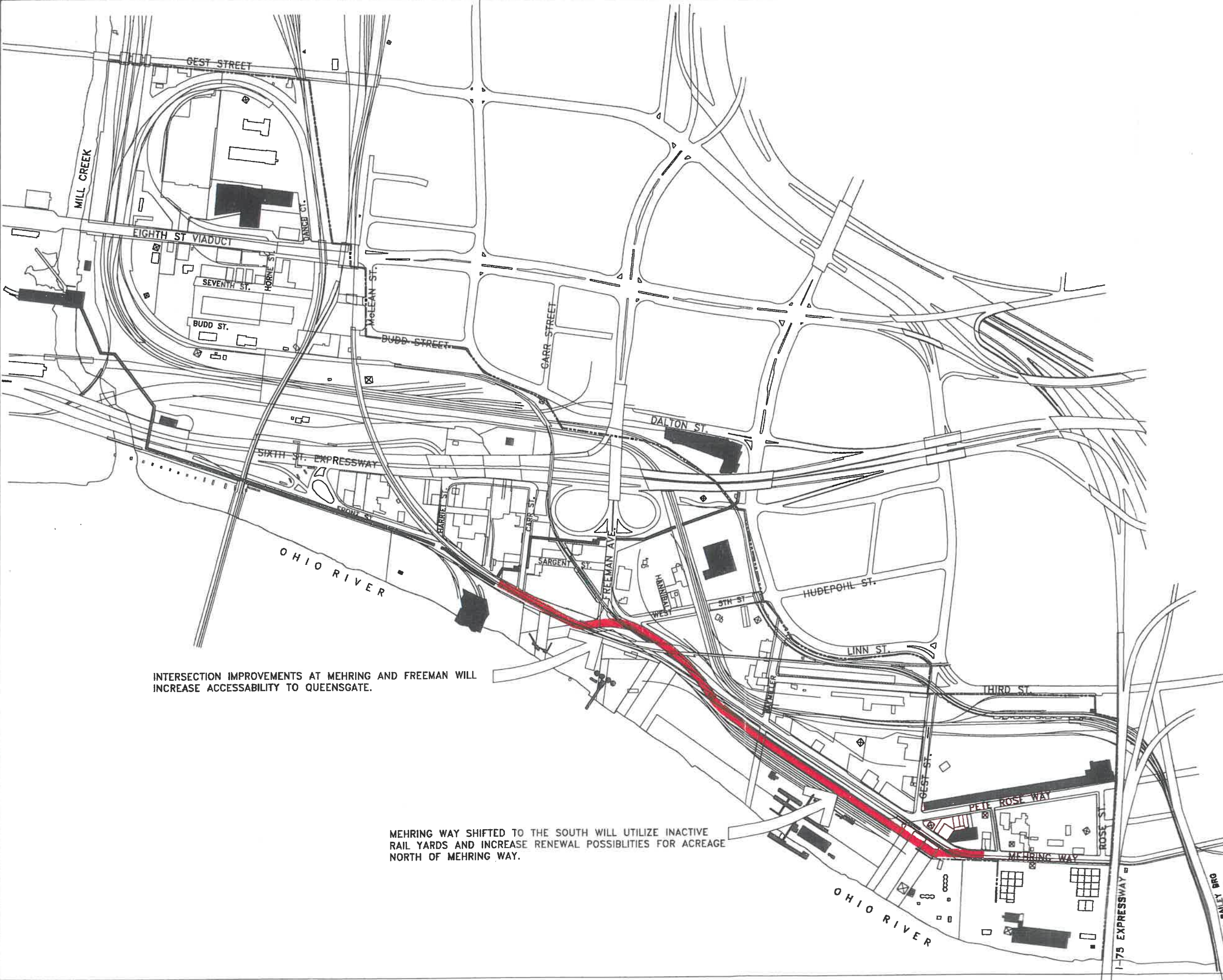
A. EMPLOYMENT DENSITY

Industrial, office, retail, and associated support facilities shall provide an employment density of at least 20 employees per acre of site. This is not intended to imply an overall average employment density for the area, but rather is a specific guideline for each development parcel. Top priority in the disposition of redevelopment land will be given to industrial users who provide jobs for unskilled and/or semi-skilled employees, to those firms that offer training and continuing education programs to their employees, and to expansion minded firms in the high growth sector of the national and regional economy and which adhere to the Development Guidelines per the Plan. The firms which locate in the area will be required to take positive actions to employ City of Cincinnati residents when jobs become available in their firms. All firms will be required to have an "Affirmative Action" commitment with respect to employment hiring.

B. LAND TO BUILDING RATIO

The building's floor area should be equal to or be more than 40 percent of the site area for industrial uses and 30 percent for other uses. No maximum limits are established on the building's floor areas. The parking area shall not be included in the minimum area calculations. In satisfying employment and building density guidelines, redevelopment projects may include planned expansion growth over a 3 to 5 year period if contractual assurances can be given to the City which document these projects. Requirements for employment density shall apply to the first parcel developed, each subsequent one and the entire development. Documentation and a phased implementation schedule must be submitted to substantiate the amount of predicted industrial growth if the site coverage guidelines of the 40% or 30% are not met initially.

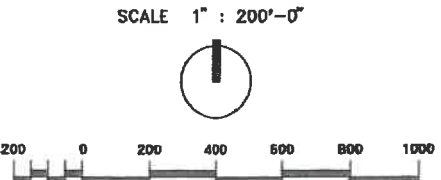
**POSSIBLE RELOCATION
OF MEHRING WAY**



INTERSECTION IMPROVEMENTS AT MEHRING AND FREEMAN WILL INCREASE ACCESSABILITY TO QUEENSGATE.

MEHRING WAY SHIFTED TO THE SOUTH WILL UTILIZE INACTIVE RAIL YARDS AND INCREASE RENEWAL POSSIBILITIES FOR ACREAGE NORTH OF MEHRING WAY.

**QUEENSGATE SOUTH
URBAN RENEWAL PLAN**



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C. LAND USE/ORIENTATION

1. The principal land use desired is to be industrial. Office or retail uses may be considered in lieu of industrial use for certain redevelopment parcels having high real estate exposure, if a competing industrial use is not available, and if the proposed alternate use meets the 20 jobs per acre and site coverage requirements.
2. Multi-occupancy redevelopment projects that provide space for several small industrial firms within a single building are encouraged as an efficient method of redevelopment so long as the job and site coverage requirements are met. The City's Multi-Tenant Employment Initiatives Requirements will have to be accepted.
3. Proposed redevelopment uses must adhere to the requirements of the Zoning Code for the City of Cincinnati. However, in order to assure that positive high employment industrial uses will not negatively affect the real estate marketability of adjacent parcels, additional specific land use requirements shall be enforced to create a positive industrial environment.
4. Any work planned within the floodway and floor fringes shall be coordinated with the Army Corps of Engineers prior to the start of any construction. Any work done in the flood fringes shall conform to the Cincinnati Basic Building Code of the City of Cincinnati Municipal Code, Chapter 1133, Flood Plain Management.

D. ARCHITECTURAL/URBAN DESIGN GUIDELINES

1. The Department of Economic Development's Industrial Projects Division reserves the right of design review and approval of redevelopment plans and specifications per the City's Office of Architecture and Urban Design.
2. The following architectural design guidelines will be required.
 - a. All buildings shall be designed by a registered architect or a registered engineer.

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- b. Where a phased building program is proposed, a total master plan for the site will be required.
- c. Acceptable exterior building materials: brick, cut stone, split face block, concrete, flush metal architectural panels, glass, stucco or exterior insulated finish system. Several exterior building materials may be combined as long as a continuity is maintained. Neutrals and warm earth tones are acceptable. Accent colors may be utilized for entry points or aesthetic purposes.
- d. General building massing should be simple and straight forward. Either additive or subtractive massing is acceptable. Functional expression of manufacturing process and equipment is acceptable. Mechanical units are to be incorporated into massing concepts and screened from view of vehicular traffic through area.

E. SETBACKS

No building shall be located on any one or more parcels nearer to the lot line as set forth below:

1. Adjacent to main access road or cul-de-sac - ten feet required.
2. Adjacent to side lot lines - ten feet.
3. Adjacent to rear lot lines - ten feet.

F. VEHICLE PARKING AND TRUCK/TRAILER PARKING

1. Each owner of a site shall provide adequate off-street parking to accommodate all parking needs of the site. The intent is to eliminate the need for any on-street parking. Some or all off-street parking may be provided in structures, however, such structures shall be used only for the parking of company vehicles, employee vehicles, or vehicles belonging to persons visiting the subject firm.

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2. The minimum parking spaces required for all uses permitted in the development area shall be determined for the controlling zoning regulations of the City of Cincinnati.
3. No parking lot shall be constructed nearer than fifteen (15) feet to a lot line fronting on a dedicated street nor nearer than five (5) feet to any other lot line and shall be screened with appropriate berms and landscaping.
4. All access and parking areas shall be concrete or bituminous paving material.

G. MATERIAL STORAGE AREAS

Outside storage areas for materials are acceptable provided the storage areas are permanently screened from view or contained within permanent structures or buildings.

H. GARBAGE AND REFUSE COLLECTION

No garbage or refuse shall be placed, stored or maintained in the development area except in a sanitary container storage area or building. All such containers shall be adequately screened from pedestrian view, from abutting dedicated street rights-of-way and shall be kept in a clean and sanitary condition.

I. LANDSCAPING

1. The area between all public street curbs and the public street rights-of-way and the area between the public street rights-of-way and any building shall be landscaped by the owners with an effective combination of street trees, ornamental trees, ground cover and shrubbery. Trees may be deciduous and/or coniferous in species. All unpaved areas not utilized for parking shall be landscaped in a similar manner. All City permits shall be obtained by the developer for street trees and streetscapes.
2. Side and Rear Yard Setback Areas not used for parking shall be landscaped utilizing ground cover, trees and/or shrubs.
3. Undeveloped areas proposed for future expansion shall be maintained in a weed-free condition with suitable ground cover.

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4. Property owners shall be responsible for maintaining all landscaping installed on both their development parcels as well as any publicly installed streets trees, bushes and ground cover within the abutting rights-of-way.
5. In addition to the above, landscaping should be provided within all employee parking lots. The total area should be separated by smaller landscaped parking areas which should be located within the parking lots to break up the expanse of pavement. Each separate landscaped area should include at least two street trees. These separate landscaped areas should also be adequately planted with shrubs or ground cover. Care should be taken to protect landscaped areas from damage by vehicles through the use of curbs, low walls or other similar construction.
6. Areas used for parking shall be landscaped and/or fenced in such a manner as to screen said areas from view from public streets and adjacent properties. Plant materials used for this purpose shall consist of linear or grouped masses of trees and shrubs as a means of providing screening.
7. Recommended Landscaping Material:
 - a. Large Deciduous Trees (Shade or Street Trees):
(Large Deciduous Trees Recommendations From The Department of Public Works' Urban Forestry Office, August, 1988)

Recommended Sizes: 3" - 3-1/2" caliper.

- 1) Ginkgo (Ginkgo Biloba, male only)
- 2) "Superform" Norway Maple (Acer Platanoides)
- 3) Silver Linden (Tilia Tomentosa)
- 4) Autumn Purple White Ash (Fraxinus Americana)
- 5) Patmore Green Ash (Fraxinus Pennsylvanica)
- 6) Sycamore (Platanus Acerifolia-Bloodgood Strain)

Street trees should be planted 35 to 40 feet on center.

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b. Screen:

1) Evergreen - Low

Spreading Yew (*Taxus Cuspidata*)
Recommended Size: 18 - 24" spread
Spacing: Two staggered rows, three feet on center.

2) Deciduous - High

European Hornbeam Upright (*Carpinus Betulus Fastigiata*)
Recommended Size: 8 - 10" high
Spacing: Two staggered rows, 5 feet on center.

3) Evergreen - High

Also clumps of evergreens to emphasize corners, etc.
Austrian Pine (*Pinus Nigra*)
Recommended Size: 6 - 8' high
Spacing: Two staggered rows, 10 feet on center.

c. Ground Cover:

Recommend sodding.

d. Soil Removal and Placement:

Soil removal and/or placement required during the development of a site or at any other time may only take place after submission of plans and specifications for said removal and/or replacement have been submitted to any approved in writing by the City of Cincinnati.

J. FENCES

Fences when required to screen parking and loading areas or when otherwise used by the site owner as a landscaping element shall be limited to a height of not more than eight (8) feet, shall be constructed with materials that have compatible and harmonious appearance with the principal building on the site, and shall be maintained in an orderly and attractive manner.

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1. Fencing Exposed to View From the Street:

Along public rights-of-way, the use of tubular steel picket fencing and gates not exceeding a height of eight (8) feet or masonry screen walls is desired. Fencing should not extend in front of the principal building or be erected between the building and an adjacent public street.

2. Fencing Not Exposed to Views From the Street:

Chain link fencing, if used for security purposes should not exceed eight (8) feet in height, should be galvanized, aluminum or black vinyl coated for ease of maintenance and should be landscaped with vines or hedges. Chain link fences which have wood, metal or plastic slats woven into the material will not be permitted.

K. UTILITY CONNECTIONS

Where utility service is underground in the street right-of-way abutting the redevelopment site, power and telephone cable service and other communication service feed lines shall be underground and the transformers shall be located in vaults (either underground, within buildings, or totally screened from view by acceptable structural techniques and/or landscaping). Earth satellite transmission stations shall be screened from view with landscaping or permanent screening elements as high as the receiving dish.

L. SIGNS

1. Signs shall be defined according to type of message conveyed:

- a. Sign, Real Estate: A sign advertising the sale, rental or lease of the premises on which it is maintained.
- b. Sign, Instructional: A sign conveying instructions with respect to the premises on which it is maintained, such as a sign designating the entrance to or exit from a parking area; a trespassing sign, danger, or similar signs.

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- c. Sign, Professional: A sign indicating the name and occupation of a professional person or group of associated professional persons.
 - d. Sign, Identification: A sign indicating the name of a permitted use, the name or address of a building, or the name of the management thereof.
 - e. Sign, Nameplate: A sign indicating the name and address of an occupant.
 - f. Sign, Announcement: A sign of temporary character such as a construction sign or a sign indicating the name of persons associated with, or events conducted upon the premises upon which the sign is maintained.
 - g. Sign, Business: A sign directing attention to a business, commodity, or service conducted, sold or offered upon the same premises as those upon which the sign is maintained.
 - h. Sign, Trademark: An identification sign portraying a symbol or trademark, with or without lettering, of a business industry and which symbol or trademark has been used on signs in other locations and in printed advertising.
 - i. Sign, Projecting: A sign attached perpendicular to the building.
 - j. Sign, Advertising: A sign directing attention to a business commodity, service or entertainment conducted, sold or offered elsewhere than upon the premises where the sign is maintained, including a billboard sign.
2. The following signs will be permitted:
- a. Non-illuminated real estate signs, as permitted and regulated in the R-1 Districts of the City of Cincinnati Zoning Code. These signs must be removed upon completion of sale, lease or hire.

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- b. Non-illuminated or indirectly illuminated professional signs as permitted and regulated in the R-2 District Zoning Ordinance 1964, City of Cincinnati.
- c. Non-illuminated or indirectly illuminated instructional signs shall not exceed three (3) square feet in area per sign face. The top of the sign and mounting device shall not exceed a height of three (3) feet.
- d. Identification or Trademark Signs, exclusive of flashing signs, are subject to the following limitations:
 - 1) Identification signs shall be erected only as ground and wall signs.
 - 2) One (1) ground sign, other than a trademark sign, shall be permitted on the premises for each street frontage, provided that:
 - a) No such ground sign shall exceed a height of eight (8) feet above the grade.
 - b) The area of such a ground sign shall not exceed twenty (20) square feet per sign face, except that if such a sign is located more than twenty-five (25) feet from the boundary line of the premises at the street from which the sign face is visible, one (1) additional square foot may be added for each two (2) feet of average setback in excess of twenty-five (25) feet, provided that the total sign area shall not exceed one hundred (100) square feet per sign face.

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- 3) In addition to the ground sign permitted under subparagraph (b) above, one (1) trademark erected as a ground sign, shall be permitted on the same premises, provided that:
 - a) No such trademark sign shall exceed a height of thirty (30) feet above the grade.
 - b) The area of such trademark sign shall not exceed two-thirds ($2/3$) of a square foot for each foot of street frontage up to a maximum sign area of one hundred (100) square feet.
- 4) Wall signs shall be permitted on the same premises, provided that:
 - a) No sign erected on the exterior of a building shall extend outward more than eighteen (18) inches from the wall and not beyond the horizontal limits of the wall.
 - b) No wall sign shall extend above the parapet or eave of a roof. No wall sign shall be placed on a tower or permitted above the roof of the primary building mass.

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- c) The area in square feet of a wall sign shall not exceed two (2) times the horizontal length of the building wall of the primary building mass to which the sign is attached up to a maximum sign area of one hundred and fifty (150) square feet per building or shall not exceed five (5) percent of the area of the facade to which the sign is attached (whichever is the lesser).
 - d) Wall signs printed or painted directly on the wall surface shall not be permitted. No signs shall be painted on or applied to roofs.
 - e) Wall signs with the individual letters applied directly to the wall surface shall be measured by a rectangle around the outside of the lettering and/or the pictorial symbol taking into account the size of caps and lower case and calculating the area enclosed by such a line.
- 5) Combination of Signs - a combination of ground and wall signs may be permitted provided the aggregated area of the two signs does not exceed the larger permitted area of either of the two signs. Mounting heights of either sign shall be controlled by the specific criteria of each individual sign type.

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- a) One (1) Announcement or Construction Sign denoting the architects, engineers, contractors and other related organizations shall be permitted during construction but shall be removed within ten (10) days after completion of construction. The size of Construction Signs shall be limited to thirty two (32) square feet.
- b) A Future Tenant Identification Sign listing the name of future tenants, responsible agency or realtor and related subjects shall be permitted during construction but shall be removed within ten (10) days after completion of construction. The size of Future Tenant Identification Signs shall be limited to thirty two (32) square feet.

3. The following devices or signs will be prohibited:

- a. No sign or its lighting shall move, flash, or make noise.
- b. Colored lights and illuminated signs employing colors used in traffic signal lights are prohibited within one hundred (100) feet of any signalized intersection.
- c. Any limitation of official traffic signs or signals and the use of such words as "stop", "look", "danger", "go slow", "caution", or "warning" are prohibited.
- d. Fluorescent or day-glow colors in signs are prohibited.

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- e. Permanent, portable (or roll-away) and temporary advertising or billboards are prohibited.
- f. Business name plate and projecting signs are prohibited.

M. TEMPORARY STRUCTURES

Temporary structures shall not be placed or maintained on any site except during the construction of facilities approved by the City of Cincinnati. Within ten (10) days of the completion of such construction, the temporary structure shall be removed from the site and the area occupied by said structure shall be restored to meet all applicable covenants and surrounding site conditions. When a temporary structure is placed on a site, it must be located within the building setback lines.

N. MAINTENANCE

Each site owner shall at all times keep his premises, buildings, improvements and appurtenances in a safe, clean, neat and sanitary condition and shall comply with all laws, ordinances and regulations pertaining to health and safety. Each site owner shall provide for the removal of trash and rubbish from his premises.

During construction it shall be the responsibility of each site owner to insure that construction sites are kept free of unsightly accumulations of rubbish and scrap materials, and that construction materials, trailers, shacks and the like are kept in a neat and orderly manner.

O. STORM WATER DRAINAGE

Individual parcels and developments shall be built in accordance with the Stormwater Management Division and Ohio Basic Building Code Requirements, pertaining to the control of storm water drainage within their sites.

P. FLOOD PROTECTION

Developments will abide by Cincinnati Building Codes and permit guidelines as they pertain to flooding.

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Any deviation or variance to these guidelines will not be permitted except with the written approval of the Director of Buildings and Inspections, and only upon the submission of complete detailed plans prior to initial approval of development of the properties.

