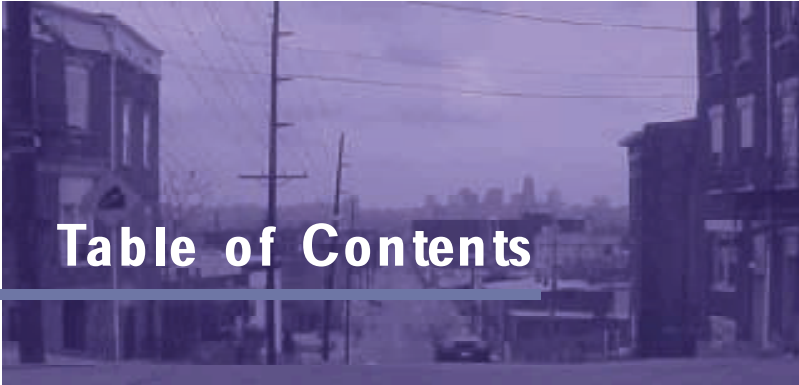




# Final Urban Renewal Plan Lower Price Hill Industrial Area

June 25, 2003





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# Acknowledgements

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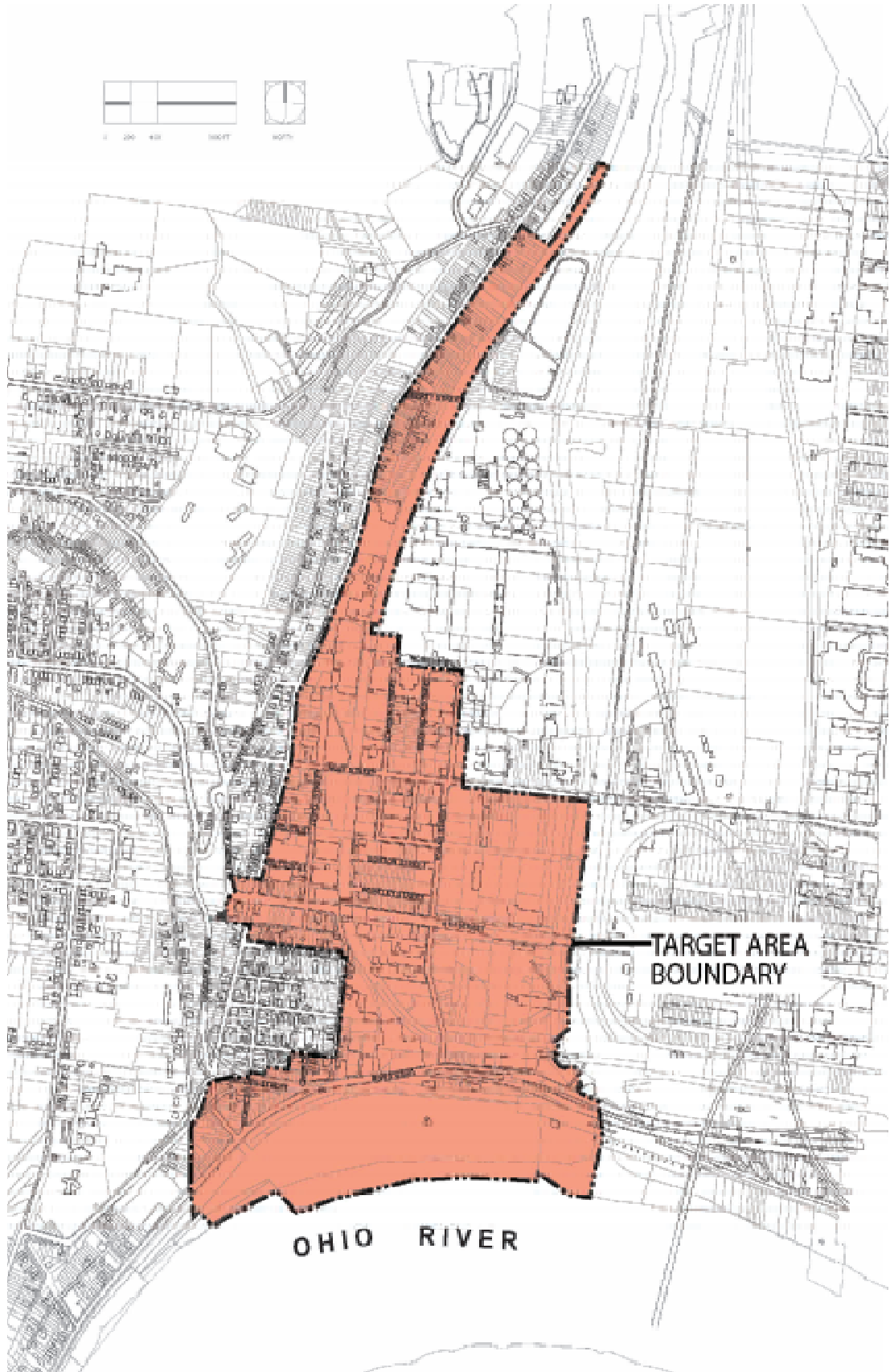
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# Introduction

## Background

Lower Price Hill is situated at the southern edge of the industrialized Mill Creek Valley and the north bank of the Ohio River. Most of the land uses found there today can be traced back to the Late 19<sup>th</sup> century when convenient riverfront and railway access spurred the development of industry and businesses that depended upon access to barges and railcars to move raw materials and finished goods. The construction of the Price Hill Incline at the west end of Eighth Street facilitated a surge in both the resident population and commerce when it was completed in 1894.

Most of Lower Price Hill's current residential population is located at the base of Price Hill along State Avenue and within the Lower Price Hill Historic District located to the west of Burns Street and to the south of Eighth Street.

Documentation provided by the city's Historic Conservation Office describes the area as...

“...an intact legacy of the communities that developed in Cincinnati's Millcreek Valley, the city's most important transportation and industrial corridor during the 19<sup>th</sup> century” ...

Over 100 years after its founding, Lower Price Hill today finds itself struggling with the loss of much of the industrial and commercial base that facilitated its early growth and development. Dilapidated infrastructure, inefficient parcel configuration, and a waning dependence on rail and river



transportation have resulted in the loss of businesses and industry that have found larger, more attractive sites in outlying areas of greater Cincinnati and the region. Businesses like those that were once found at the base of Price Hill can choose from a still plentiful supply of relatively cheap land where supportive retail and commercial uses, convenient interstate access, and a ready and skilled workforce provide business owners with a low-risk option and incentives to move.

As industries have left, residents and remaining businesses have been faced with the burden of the same aging infrastructure, blighted land, and vacant and outmoded industrial buildings. Uncertainty surrounding real and potential environmental hazards on industrial sites has had an adverse effect on the adjacent community and on the prospects for redevelopment. Until relatively recently, brownfield sites such as these have been completely overlooked by businesses and real estate developers due to the high cost of acquisition, clearance, and mitigation.

The U.S. Environmental Protection Agency (EPA) defines brownfield as “abandoned, idled, or under-used industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination.” Over the past several years, the federal and state governments have allocated new funding to address the national problem. In November of 2000, Ohio voters passed “Issue 1” authorizing the State of Ohio to issue \$400 million in bond funds toward open space preservation and brownfield redevelopment initiatives. Under the terms of the initiative, public and for-profit entities can apply for funds (under a competitive process) to acquire and clean up brownfield sites, demolish dilapidated buildings, upgrade infrastructure, and redevelop properties. In addition, 20% of funds issued annually may be distributed as grants to perform assessments of property to confirm the extent to which contamination exists.

In June 2002, in an effort to catalyze redevelopment, rebuild tax base, and revitalize Cincinnati’s brownfield lands, City Council approved the Strategic Program for Urban Redevelopment (SPUR) which formed an interdepartmental team of experts to identify, recommend, and prioritize



The above map depicts the target area of the 1986 Lower Price Hill Urban Renewal Plan. The plan's boundary included the Eighth Street Business District but did not encompass the industrial areas to the north and east.

brownfield redevelopment and investment areas. Lower Price Hill was identified as a priority redevelopment area.

In March of this year, the City of Cincinnati retained Kinzelman Kline Gossman (KKG) to assist in the preparation of an Urban Renewal Plan for the Lower Price Hill Industrial Area.

### Prior Studies

In 1978, a study known as “**The Price Hill Community Plan**” was issued and addressed, in-part, the Lower Price Hill Area. The plan recommended housing rehabilitation and in-fill, the development of park space, and the development of a plan for the community’s industrial areas.

The “**Queensgate West Industrial Plan**” of 1981 addressed industrial issues of the area contiguous with the Queensgate area.

In October of 1986, Cincinnati City Council adopted the first “**Lower Price Hill Urban Renewal Plan**”. This study primarily addressed the business district and residential areas centered on and south of Eighth Street. At that time the study cited suburban competition for commercial and industrial business as a major factor in the decline of the neighborhood. A lack of cross-commuter traffic and the disproportionately low-income status of the neighborhood were also noted as significant impediments to attracting new retail and commercial businesses. The plan suggested that there were opportunities for modest expansion of neighborhood serving uses and that there would be increasing demand for sales, service, and light-industrial uses, equipment suppliers, daycare and medical providers.

The plan identified four fundamental goals of the redevelopment strategy:

1. Decrease investment risk
2. Increase commercial diversity and intensity
3. Maintain affordable housing opportunities
4. Stabilize and increase employment opportunities within the adjacent industrial zone

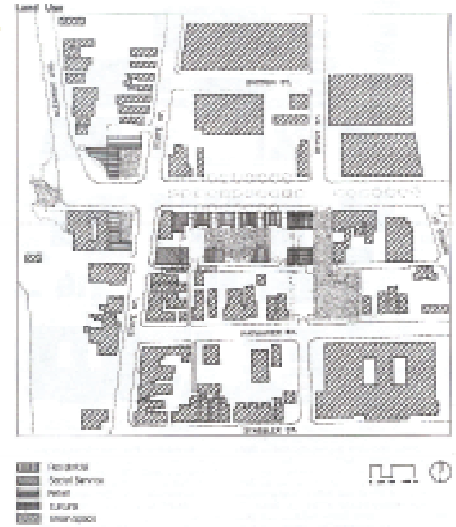
The plan recommended selective zone changes to promote the expansion of higher density mixed-use residential uses and incorporated the planned development of the current health center facility on Eighth Street.

A 1990 design study completed by the University of Cincinnati, Center for Urban Design looked at the integration of the neighborhood's residential fabric and the Eighth Street Business District. The plan recommended the development of mixed-use residential units along the south side of Eighth Street, new civic and commercial buildings, and the development of a civic green and streetscape amenities.

### Goals of the Current Initiative

This urban renewal plan is viewed by the city as a necessary *first step* in establishing assessment and funding priorities. Additionally, the urban renewal planning approach provides a means to engage local stakeholders, residents, staff, and the business community to establish an overall plan and vision to guide public policy, establish strategies, incentivize private investment, and control the impacts of redevelopment within and around the study area. Subsequent design and planning studies will be warranted to address specific redevelopment initiatives including detailed environmental and real estate market assessments, transportation and infrastructure improvements, and zoning and design guidelines.

The "Clean Ohio" Fund was originally proposed by Governor Bob Taft in his 2000 State of the State Address. The purpose of this funding is to preserve natural areas and farmland, protect streams, create outdoor recreational opportunities, and revitalize urban areas by returning contaminated properties to productive use. "Clean Ohio" brownfield redevelopment funding is scheduled to expire within the next two years. Due to the limited availability and



*The 1990 Design Study by the University of Cincinnati, Center for Urban Design recommended mixed-use residential infill along Eighth Street.*



*This perspective view from the 1990 University of Cincinnati study depicts the proposed character of a revitalized neighborhood business district.*

competitive nature of securing “Clean Ohio” funds, and in recognition of City Council’s summer recess, the City of Cincinnati has established an aggressive and compressed schedule for the execution of this planning study. In order to provide the greatest possible degree of stakeholder participation, this study has involved four public meetings prior to the submission of the first draft plan. These meetings have included a day-long public workshop and forum.

Over the past several weeks and in addition to public meetings, we (the consultants) have had several meetings with city staff, collected and analyzed economic and physical data, and met with various business and residential stakeholders. The following goals and objectives are presented as collected to date and represent our current understanding of the study area.

### **Study Goals**

The SPUR team identified initial goals for the Lower Price Hill Urban Renewal Plan. These goals have been refined on the basis of stakeholder input and are as follows:

- Return vacant, contaminated, or underutilized land to productive uses
- Enhance overall quality of life in the community
- Foster the development of employment-based businesses as a means to increase the availability of jobs and increase tax base
- Identify opportunities for the development of higher and better land uses
- Create redevelopment opportunities that respond to existing market and private sector developer demand

- Develop partnerships between public authorities, community stakeholders, and private development interests.
- Work with community stakeholders to establish a shared vision for redevelopment and its intended impact on the community

### **Study Objectives**

Work with existing land-owners, local government officials, public utilities, transportation officials and private development interests to:

- Minimize negative influences (especially to residential areas) from existing blighted properties and future industrial or light industrial land uses
- Create incentives for new private investment
- Remove barriers to redevelopment
- Assemble critical contiguous parcels to facilitate large scale redevelopment where appropriate
- Establish more cohesive and complimentary relationships between land uses
- Improve relationships between development sites and the transportation and circulation systems

serving the area

### **Initial Observations**

The following issues and opportunities were based on initial observations made by the consulting team:

### **Issues / Concerns**

- Elimination of blight and those elements that contribute to blight
- Enforcement of codes and standards (for building and property maintenance)
- Nonconforming and inappropriate uses adjoining residential areas
- Overall environmental quality and identity (architectural interest and quality) (streetscape and open space quality) (influence of industrial land uses)
- Overall development character and impacts on adjacent properties, neighborhoods, and business districts
- Conservation of historic resources
- Natural and physical barriers to circulation
- Identification, clean-up, and containment of contaminated sites
- Funding for environmental studies, clean-up, and monitoring
- Poor connection and lack of supporting retail and convenience uses
- Floodway development
- Linkages to (and between) residential areas, civic and cultural facilities, open space and recreation amenities
- Replacement and repair of utility and roadway

infrastructure

## Opportunities

- Work with community stakeholders, local government, and transportation officials to maximize commercial development opportunities related to the area's close proximity to I-75, Western Hills neighborhoods, and the downtown central business district
- Leverage favorable access to rail service, interstate highways, and the Ohio River to attract new industrial and light industrial business development
- Identify the potential for more diversified land uses including opportunities for the strategic development of commercial, office, service, and light industrial uses
- Maximize the aesthetic and environmental quality of future development (and roadway improvements) to establish an improved area-wide identity and encourage future private investment.
- Provide improved linkages to downtown and adjacent residential areas
- Adapt structurally sound historic industrial buildings for modern light industrial, office, and commercial uses
- Improve linkages to existing and yet to be developed parks, greenways and riverfront parcels
- Maximize the environmental quality and character of linkages to downtown and adjacent neighborhood retail and service providers
- Redevelop park space with direct linkages to neighborhood users and Oyler School. Convert the existing recreation area to commercial and industrial uses (The existing recreation area on Evans Street provides needed space for league play but is not well linked to the neighborhood, it could be converted to industrial use due to its favorable rail access)

### Other:

- Establish flexible design guidelines for the development of commercial properties
- Apply for Planned Development (PD) District Designation to guide development and to maintain standards

## Urban Analysis & Assessment



*Existing dilapidated structures like the 'MyNeil' building may not be suitable for reuse as an industrial, manufacturing, or distribution facility.*



*Many State Avenue residential properties have been rehabilitated despite their close proximity to Metropolitan Sewer District.*

### Overall Context:

- A. Certain factors outside the study area influence conditions and the potential for redevelopment within the study area. Perhaps the most noteworthy factor outside the immediate, is its close proximity to Interstate 75, U.S. 52, the Ohio River, and the Central Business District (CBD).

### Inside the study area:

- A. Linkages into and out of the area are served by only one north-south, and three east-west roadway connectors.
- B. There is a high degree of vacancy and blight.
- C. Many early 1900's structures are in derelict and substantially deteriorated condition.
- D. While some significant original structures remain, the fabric of the street grid along Eighth and Gest Streets has become fractured over time and degraded the quality and sense of connection to adjacent residential areas and the CBD.
- E. Newer industrial developments (in outlying areas of the city) are generally served by convenient access to a wide range of housing opportunities, supporting office, service, and retail uses. Current linkages to office and retail uses in downtown are poor in terms of environmental quality and the lack of complimentary contiguous uses.



The following summary analysis is based on consultant and design team assessments, city staff review, and comments and observations from area stakeholders. All assessment findings are organized by geographic area.

1. Historic Resources:
  - A. The adjacent residential area bounded by West Eighth Street, State Avenue, Burns Street, and English Street is a nationally registered historic district. Brownfield redevelopment funding or other federally funded programs or grants may require that any potential project impacts be assessed as part of a funding application.
  - B. A small number of the remaining warehouse and industrial buildings in the study area may be eligible for historic designation and should be considered for adaptive re-use where possible.
  
2. Evans Street Industrial Area (west side of Evans Street):
  - A. Significant dilapidation and blight is evident throughout parcels east of Depot Street and south of Hopkins. Many of these structures have limited or no re-use potential due to the severity of dilapidation or obsolescence for modern manufacturing, warehouse, and distribution uses.
  - B. Queen City Barrel currently owns or controls most of the parcels east of the CSX rail spur, south of Gest Street, and west of Evans.
  - C. A major water main runs through the area. Redesigning roadways will have an effect on utilities. Impacts should be considered.
  - D. KKG noted there may be an opportunity to vacate streets that are not critical to the function or efficiency of circulation west of Evans. Vacating non-critical streets could allow deeper parcels for redevelopment of larger facilities.
  - E. New development should establish a campus quality. Parking should be internalized and shared among users in order to achieve a higher density and provide a more appropriate urban scale and context.



*This analysis drawing from the workshop shows the poor existing linkage between the recreation area and the residential areas of Lower Price Hill. (Prepared by KKG)*



*The quality of building materials, maintenance and landscaping at the MSD campus provide a positive standard for future manufacturing, distribution, and light industrial site development.*



*Consolidated Metal Products provides a model for potential adaptive re-use of former early 1900s industrial buildings.*



*The road and sidewalk under the Eighth Street Viaduct is intimidating and dark.*



*Buildings east of the Eighth Street railroad crossing are poorly connected to the street and are underserved by parking.*

3. East side of Evans Street (east to Mill Creek):
  - A. MSD, Hamilton County, and the City (Recreation Commission and Cincinnati Police Department) own all of the property in the block north of West Eighth and south of Gest.
  - B. MSD controls over two-thirds of the area and has plans to expand treatment facilities onto the site in order to meet federal mandates. Facilities will include Biological Nutrient Removal, Wet Weather Treatment, and a Tunnel to the Pump Station.
  - C. There is a possibility that the federal EPA may require MSD to expand further in the future to meet environmental water quality standards.
  - D. The Cincinnati Police Department (CPD) operates seven sections within the facility and have plans to continue to use this space.
  - E. The CPD uses Spinney Field for training of horses, canines, and crowd control.
  - F. The Recreation Commission operates Spinney Field as a regional use facility with user fees starting at \$25.00 per hour. While considered a premium facility for football, the site has limited visibility, is difficult to find, has security issues, and limited parking, so is therefore ineligible for site on which to relocate the Recreation Area.
  
4. Existing Recreation Area (and block north of Sixth):
  - A. KKG stated that the existing recreation area may be a good place to recapture industrial land due to its rail and roadway access provided that a replacement site could be identified that was equally beneficial to the Recreation Commission and neighborhood users.
  - B. Staff noted that relocating the recreation area is a potential option provided that facilities are replaced in-kind, built on contiguous parcels equal or larger in size and are built before the site is developed for another use.
  - C. A new recreation area could benefit from the shared use and stewardship of the neighborhood and Oyler Elementary / Cincinnati Public Schools provided that an adequate site(s) could be identified assembled, cleared, and developed.
  - D. The pump station is used as a flood control station

and will remain.

- E. The Department of Transportation and Engineering (DOT) is concerned with intersection of Evans Street and River Road – noted limited sight distance, rail spur in that area would remain. (KKG noted that the connection to River Road might make property on Evans Street more valuable for development if access can be functionally and safely accommodated)

5. Hilltop Concrete Site:

- A. The site currently offers barge and rail loading for Hilltop Concrete.
- B. KKG raised the question of future development opportunities for the Hilltop Concrete site and noted the potential for the development of park land that might benefit the LPH neighborhood provided that pedestrian access could be safely accommodated.
- C. Cincinnati Park Board and the Millcreek Restoration Project have expressed interest and developed plans for the development of the site as park land, which were adopted by the Cincinnati City Council.
- D. DOT noted that they are currently completing plans for improvements to River Road and the replacement of the Sixth Street Viaduct. The new design will bring the new road down at grade (albeit elevated) when it reaches the base of the hill. It will have new ramps to the east and west and will be six lanes in width. The rail crossing and traffic signal will be located at State Avenue. The planned realignment of River Road and Sixth Street will reduce the width of the concrete site. A representative of Hilltop Concrete noted that due to access issues and the decreased parcel depth that they would look to relocate from the site and sell the property.
- E. DOT noted that the new configuration suggests that pedestrian crossings should be discouraged and that a park is not a good idea on the current concrete plant site. The site is



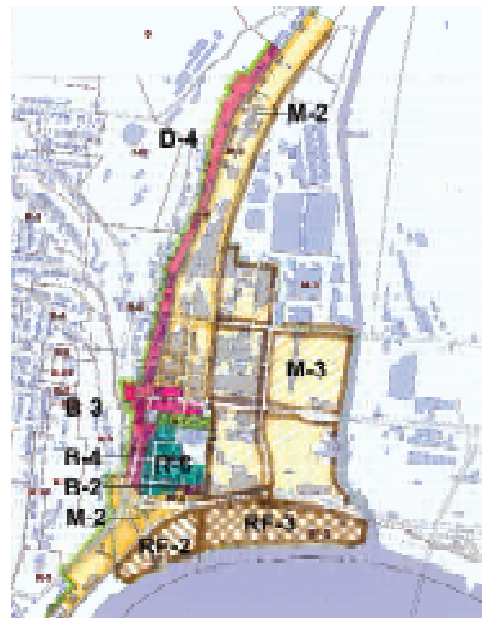
*Blighted properties along Evans Street present significant safety issues and create a barrier between the existing Lower Price Hill Recreation Area and the residential population of the community.*

currently being considered as an overnight car storage and service area for a possible intercity rail passenger terminal.

- F. Local and regional real estate developers have expressed interest in the site for the potential development of residential units with riverfront views. The development of new market rate housing could increase the potential for the development of new neighborhood serving commercial uses. The value of this property also needs to be maintained for industrial development due to its proximity to the Ohio River, roadway and railway. The benefits to the neighborhood, close proximity to downtown, and the river must be balanced with public health and safety, floodway development, and transportation concerns. Development of the Hilltop Concrete Site will be impacted by many complex issues beginning with those stated herein. The highest and best use for the site can not be determined in the relatively short time-frame of the current study.
- 6. Gest Street:
    - A. Hundreds of trucks per day are currently driving on Gest Street.
    - B. There is a concern with forklifts crossing from Consolidated Metal Products and other sites.
    - C. DOTE does not currently have a concern with the capacity of Gest Street to service added industrial / commercial sites.
  - 7. State Avenue:
    - A. State Avenue land uses include residential, commercial and industrial users. Significant reinvestment in residential properties has occurred despite the close proximity to the Metropolitan Sewer District (MSD) facility and other industrial-related uses.
    - B. Sites fronting State Avenue are elevated and overlook MSD with vistas to downtown and the Mill Creek basin below. KKG noted that these sites are somewhat similar to sites along Eastern

Avenue in that they are convenient to downtown and have panoramic views.

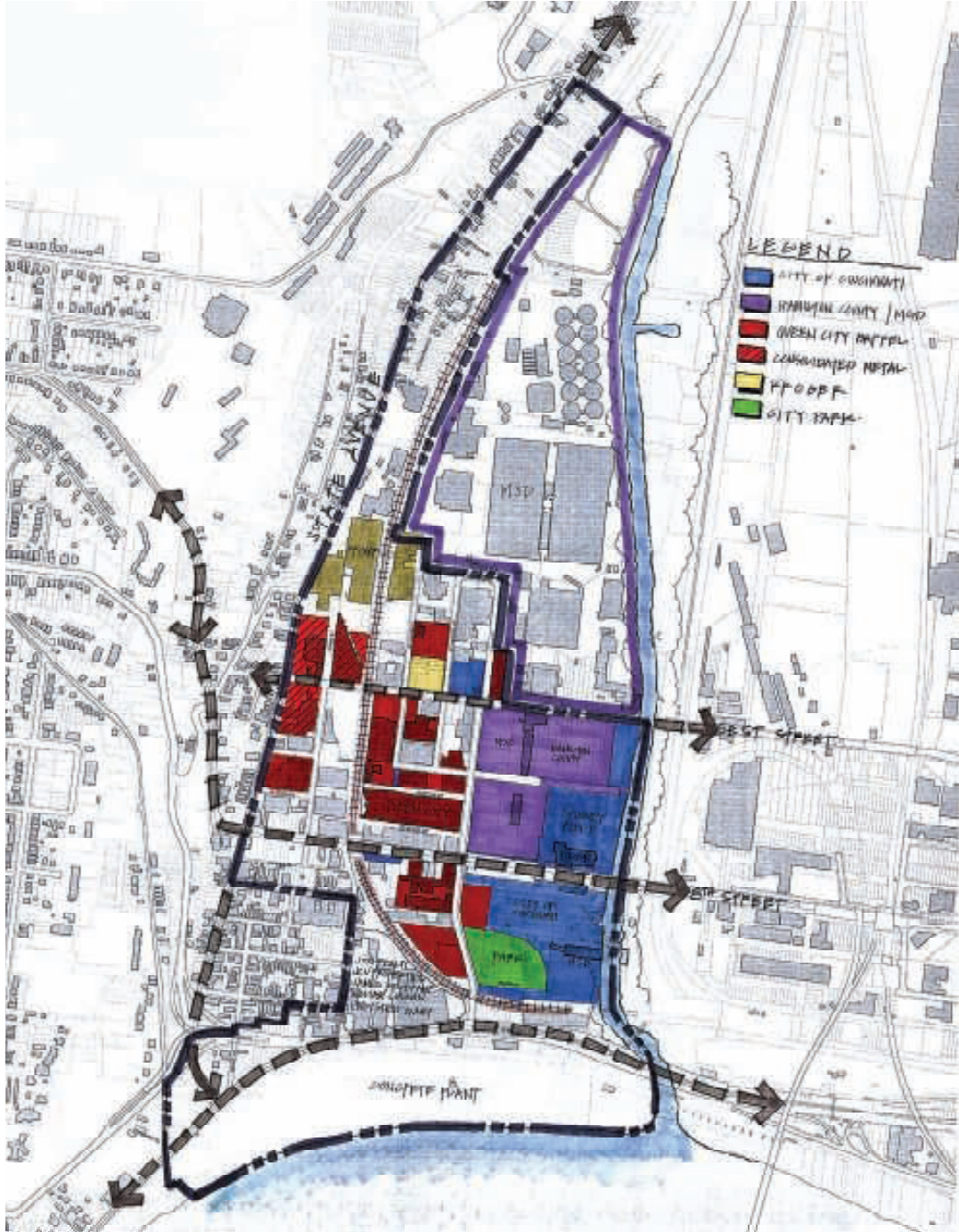
- C. Neighborhood stakeholders have expressed concern related to industrial impacts on their properties including odors from MSD's facility. (MSD has enacted on-going initiatives to reduce negative site factors and influences.)
  - D. MSD expressed concern that increased development of residential (or other) land uses along State Avenue may expose them to complaints and/or litigation that could result in increased operational costs that would ultimately be passed on in the form of rate increases to all customers.
  - E. Sites west of Fitzpatrick Street (and those directly fronting State) could provide opportunity for the development of market-rate infill housing or commercial uses if negative impacts from industrial uses can be mitigated through buffers or transitional land uses.
8. Other Notes
- A. Green space at the south side of Eighth Street is in derelict condition.
  - B. The Eighth Street Viaduct needs to be replaced or renovated in the future. It will follow the Waldvogel Viaduct in renovation schedule.



*The existing zoning map illustrates the large proportion of industrial and manufacturing land relative to existing residential properties. Improvement in the community's overall economic outlook would benefit greatly from a revitalization in the former employment base of the area.*



*This analysis diagram highlights the hierarchy of streets that should be adopted to reestablish a more appropriate urban character and context. Recommendations for redevelopment include recreating the streetwall that was once held by a high concentration of turn-of-the-century industrial and commercial buildings.*



This drawing shows property ownership of some of the largest landowners in Lower Price Hill. MSD, Hamilton County and the City currently control the largest percentage of land followed by Queen City Barrel.



## Public Process

### **Introduction**

The Lower Price Hill Urban Renewal Plan workshop was conducted on April 24<sup>th</sup>, 2003 at the offices of the City of Cincinnati, Department of Community Development and Planning.

The day-long workshop began with a 9:00 AM stakeholder meeting. The meeting was attended by over 30 participants including area residents, business operators, landowners, civic service providers, and representatives from the various city departments contributing to the planning study and review process.

### **Planning and Design Workshop**

The meeting began with an introduction of the planning team, an overview of the City of Cincinnati's SPUR program, description of the targeted study area, and rationale for the development of an urban renewal plan. The meeting continued with a slide presentation and an overview of preliminary goals and objectives and a discussion of the planning teams initial findings and observations including a preliminary assessment of the study area's planning issues and opportunities as presented herein.

During the presentation, workshop participants were invited to comment freely and assist in adding-to and refining the study goals and objectives. At the close of the presentation, the planning team provided a listing of upcoming meeting dates including scheduled dates before the Lower Price Hill Community Council and City Planning Commission. Following the presentation, participants were surveyed to



prepare the following listing of “Strengths, Weaknesses, Opportunities, and Threats” attributed to the proposed urban renewal plan target area. The following listing will be utilized to inform and direct the planning team and public officials regarding the most appropriate planning concepts, strategies, and recommendations:

#### Strengths

- Target area is near downtown and its associated benefits
- Convenient road access (in and out of state and local and region)
- Strong historic context
- Residential neighborhood is stable with long time residents
- State Avenue properties have good city views and ample green space
- Good working relationship with residents and business owners
- Oyler School is a strong, positive influence on the community
- Neighborhood businesses and residents work together tirelessly to clean up without asking for money
- Community residents can be and have been a positive force (Residents worked hard to save St. Michaels as a community building and resource)
- Residents and businesses built playground
- Although MSD is large, it does a good job of minimizing negative impacts to the area (aesthetics, smell, etc.)

#### Weaknesses

- Absentee landlords let buildings fall into disrepair and allow junkyards. There is a lack of enforcement of established building codes
- Replacement of Waldvogel Viaduct / Sixth Street will impact business south of Eighth Street

- Nothing has happened in some parts of north State Avenue in many years
- Reconstruction of Sixth Street Viaduct (and associated traffic) will disrupt residents and businesses
- No rewards (incentives) to property owners for fixing up properties
- Current parcel, site, and building configurations limit redevelopment opportunities. There is a need to reallocate parcels and clean-up sites before new business can be developed - must create proper space for businesses to move in – if nothing is done business will continue to go somewhere else
- Some of the old buildings may not work for new warehouse or industrial uses
- Lack of code enforcement

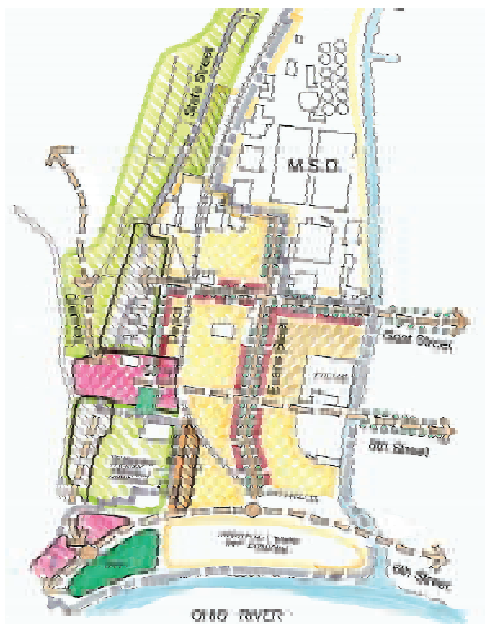
#### Threats

- The Urban Renewal Plan is perceived threat to residents and businesses (ownership and threat of eminent domain)
- Planning process does not allow enough time for adequate public review and may not involve enough stakeholders - how are the opinions of those who are involved qualified?
- Developer is driving this plan and its outcome (fear that outcome is predetermined)
- Fear that landowners and residents won't be heard – issues will not be addressed
- Some residents feel that the City has neglected the Lower Price Hill community and allowed negative activities and blighting influences to continue unchecked. (code enforcement by City)
- Government policy has been imposed without community support in some instances (i.e. proposed Section 8 Housing Development)
- No enforcement of parking and traffic ordinances. Manufacturing business drive forklifts on public streets
- Unsafe and noxious conditions adjacent to residential property and school

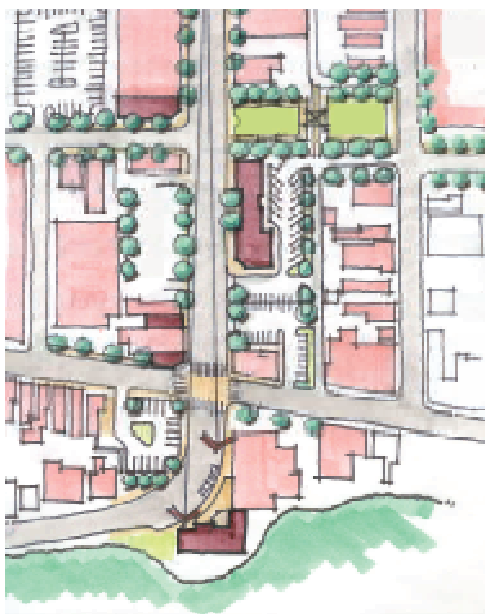
- Soil, water and air contamination “inflicted” on residents
- Uncertainty of quality of redevelopment - environmental impacts of users
- Unfair burden on community - why should taxpayers clean up soil and environmental contamination by Queen City Barrel and other industrial businesses?
- Spinney Field was formerly a dump – perhaps ground is contaminated
- Improper zoning – poor transitions and linkage to neighborhood (State Avenue has incompatible zoning to protect residents)
- Why invest in property when building department has it slated for demolition (at owners expense) and there is threat of eminent domain? Not much control over property (financial burden)
- Hilltop Concrete site being used for stockpiling of concrete – what to do about mess and dust?
- City rejected “good” development and City of Cincinnati is an obstacle to “good” (beneficial) development in area
- Periodic emissions and odors from MSD
- Increase in tax rate from new development (higher taxes for residents and businesses)
- Industrial uses going to northern Kentucky for better incentives and access
- Concern that Mike Brown and the Bengals have deed restrictions on some Hamilton County owned parcels (i.e. Spinney Field)

#### Opportunities

- Address blight and work together with business owners
- Turn concrete site into civic or park use or residential use
- Replace derelict warehouse structures with more productive, clean, employment based business
- Work with University of Cincinnati and City to market area to gain interest and business – gain marketing exposure to LPH
- City should make incentives to businesses in order to recruit businesses



Redevelopment concepts developed at the design workshop proposed that future manufacturing uses be kept primarily to the east of Depot Street.



Concepts developed for Eighth Street and State Avenue call for new mixed-use commercial in-fill development, civic green space, and new public parking.

- City should give tax incentives not only to new businesses but to long standing businesses in LPH
- Use Hamilton County tax abatements as incentive for more private investment in property repairs and upgrades
- Redevelopment should establish something besides the same manufacturing uses that are in the area currently – create ‘unique’ retail or neighborhood service uses – outlet and office
- Available work force (walk to work, probably lower skill)
- Reinvent area near Oyer School / residential area to be compatible
- Address quality and linkages of streetscape – linkages to park, retail, work for residents
- Develop park space adjacent to Oyer School in conjunction with planned renovations.

At the conclusion of the morning session, the planning team reconvened to discuss the outcomes of the meeting and consider the most appropriate planning direction and response to the issues raised by the stakeholder group. After a brief lunch break, the consultant team held a design charrette to prepare preliminary planning and design concepts for review at the scheduled evening pin-up and review session.

The evening presentation was attended by approximately 20 individuals and included several stakeholders who had attended the morning meeting.

After an abbreviated overview of the preliminary planning concepts, comments were raised that questioned the justification for the urban renewal plan and challenged the rationale behind its development. Issues raised included the planning study’s allotted schedule, scope, and beneficiaries as well as concerns related to the city’s potential usage of eminent domain powers.

These comments and the design team’s responses to the issues raised were addressed in written format at subsequent community council meeting and in the first draft of the urban renewal plan.

The Lower Price Hill Industrial Area Urban Renewal Plan was also presented and discussed at the following public meetings:

May 5, 2003 LPH Urban Renewal Plan Public Meeting

May 12, 2003 Community Council Meeting

May 16, 2003 City Planning Commission Draft Plan Presentation

June 2, 2003 LPH Community Council Meeting

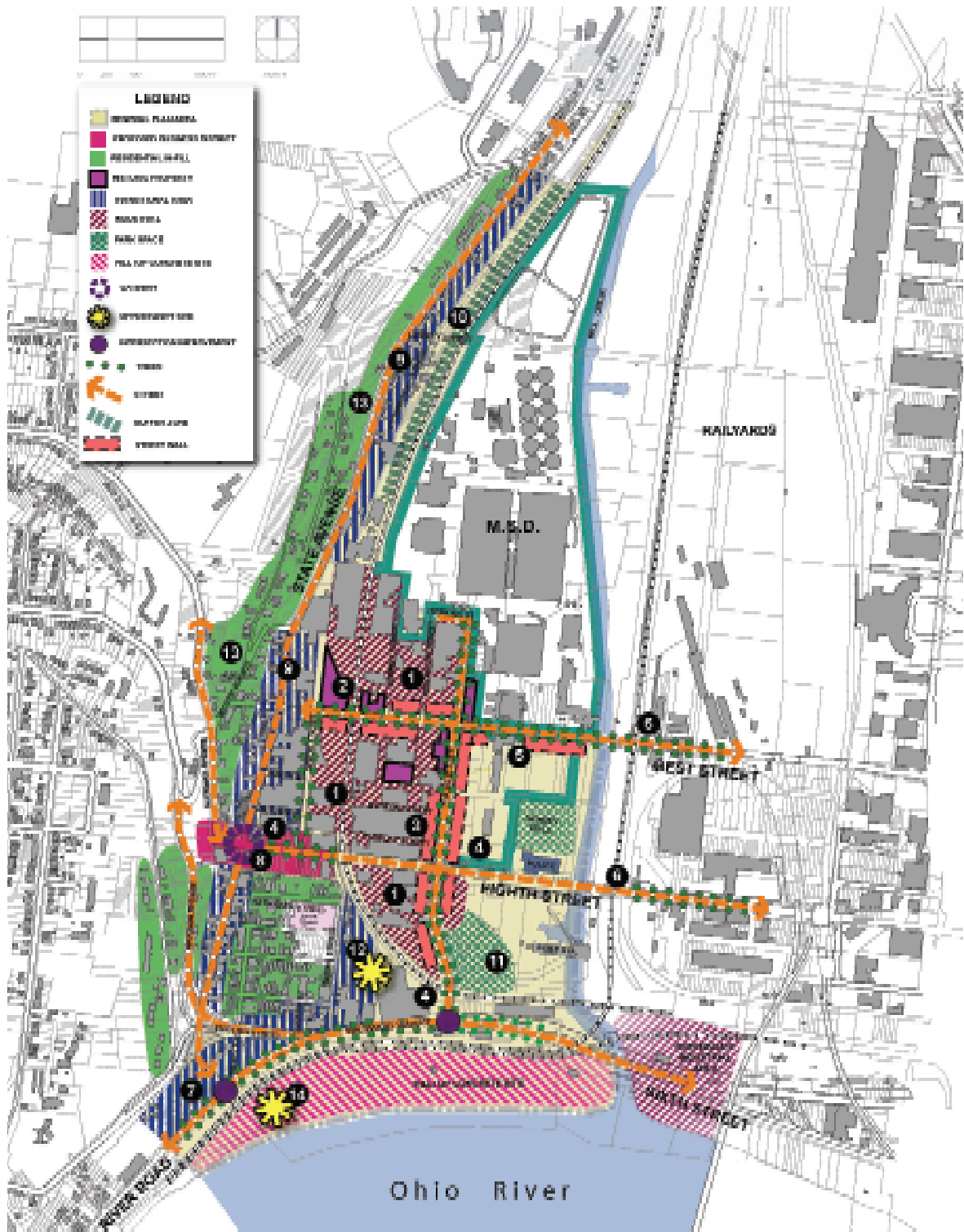
June 6, 2003 City Planning Commission Draft Final Plan Presentation-Approved

June 17, 2003 Lower Price Hill Industrial Area Urban Renewal Plan Public Hearing

June 25, 2003 City Council Approval



# Redevelopment Opportunities & Recommendations



## Draft Plan Recommendations

### *Short-term (1-2 years)*

1. Consolidation and clean-up of dilapidated industrial parcels should be facilitated to remove disincentives for private sector redevelopment efforts. Boston, Whatley, South, Summer, and Woodrow Streets could be vacated to create larger, more desirable contiguous development parcels. Apply for Planned Development District Designation to establish appropriate control of off-site development impacts.

### *Near-term (3-6 years)*

2. Existing early 1900's warehouse and industrial buildings could be adapted for new commercial and office uses.
3. New commercial and industrial buildings should be encouraged along street frontages to screen parking and service yards, redefine the former street wall, and create a more aesthetically pleasing "walkable" street character.
4. Shared parking facilities could be developed to promote a higher concentration of development.
5. Architectural screening and landscape buffers should be developed to maintain the "street wall" and screen treatment facilities, parking, and service yards from view.
6. Future roadway and viaduct improvements should include enhanced signing and wayfinding elements (such as those planned for Waldvogel) in order to establish a greater sense of community identity.

Note: Items 3-6 should be adopted as part of the overall redevelopment strategy for the area.

7. New commuter oriented commercial sites could be developed with the proposed vacation of Neave Street (south of English) and reconstruction of the State Avenue interchange.

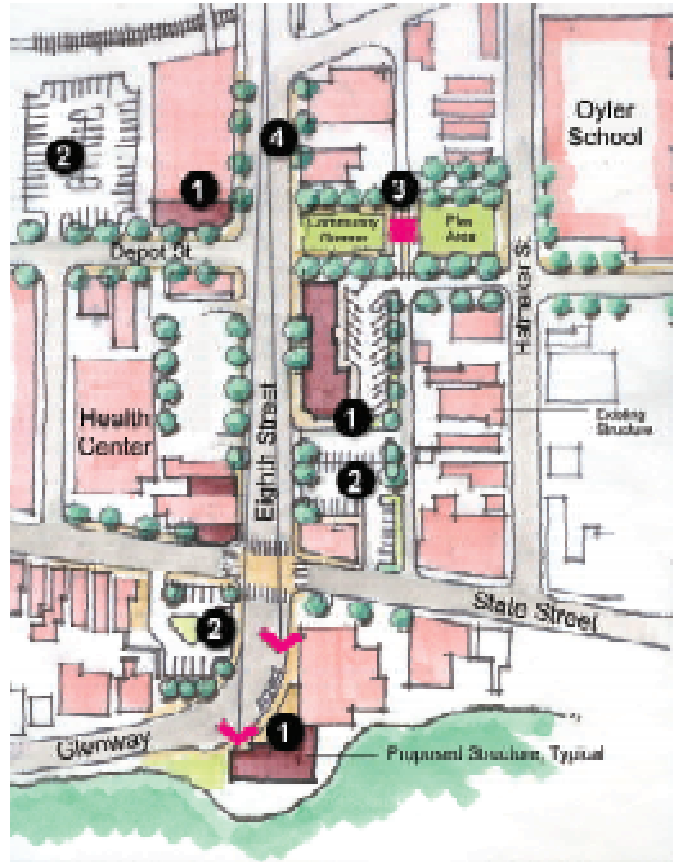


8. New commercial and mixed-use residential development should be promoted in the area of Eighth Street and State Avenue. Expanded convenience retail and ethnic food service and dining venues should be considered to cater to an expanded residential and workforce population.

*Long-term (7+ years)*

9. Apply appropriate zoning along State Avenue to establish a more appropriate transition, provide incentive for adaptive re-use and rehabilitation, and spur the development of new commercial and / or mixed-use infill projects.
10. Transitional uses, landscape buffers and / or conservation areas could be established to mitigate negative influences between MSD and properties fronting State Avenue.
11. The long-term potential for the development of a new, relocated Lower Price Hill Recreation Area could provide expanded opportunity for industrial and commercial development with potential access to the existing CSX rail spur.
12. Industrial land uses along Burns and Sixth Streets could be relocated to new modern and expanded facilities developed as part of the Queen City Barrel redevelopment. Market-rate residential uses and / or new, more accessible active recreation space could be developed adjacent to Oyler School, in conjunction with its scheduled renovation, and the Lower Price Hill historic residential area.
13. Over the long-term, new market-rate housing could be infused along State Avenue and parallel hillside properties with dramatic views to the downtown skyline. Lower density development could follow low impact models from the East End and Columbia Tusculum neighborhoods.
14. The Hilltop Concrete site should be studied to determine the best future use. Future uses could include the development of a neighborhood complimentary park.

*Note: Projections can change depending on need, interest and financing*



### **Eighth Street Commercial Area Recommendations**

1. New commercial and mixed-use residential development should be promoted in the area of Eighth Street and State Avenue. Expanded convenience retail and ethnic food service and dining venues should be considered to cater to an expanded residential and workforce population.
2. New public parking facilities should be established to support private investment in future commercial and retail destinations.
3. Community green space should be developed to create a stronger linkage between the business district, Oylar School and the historic residential district.
4. Streetscape and wayfinding improvements could compliment elements planned along the Eighth Street Viaduct. Site furnishings and signing could help establish a new identity based on the community's industrial heritage.



*Shared parking in close proximity to strategically located sites such as the one at the base of the former incline could be developed to attract new private investment in mixed-use commercial development.*

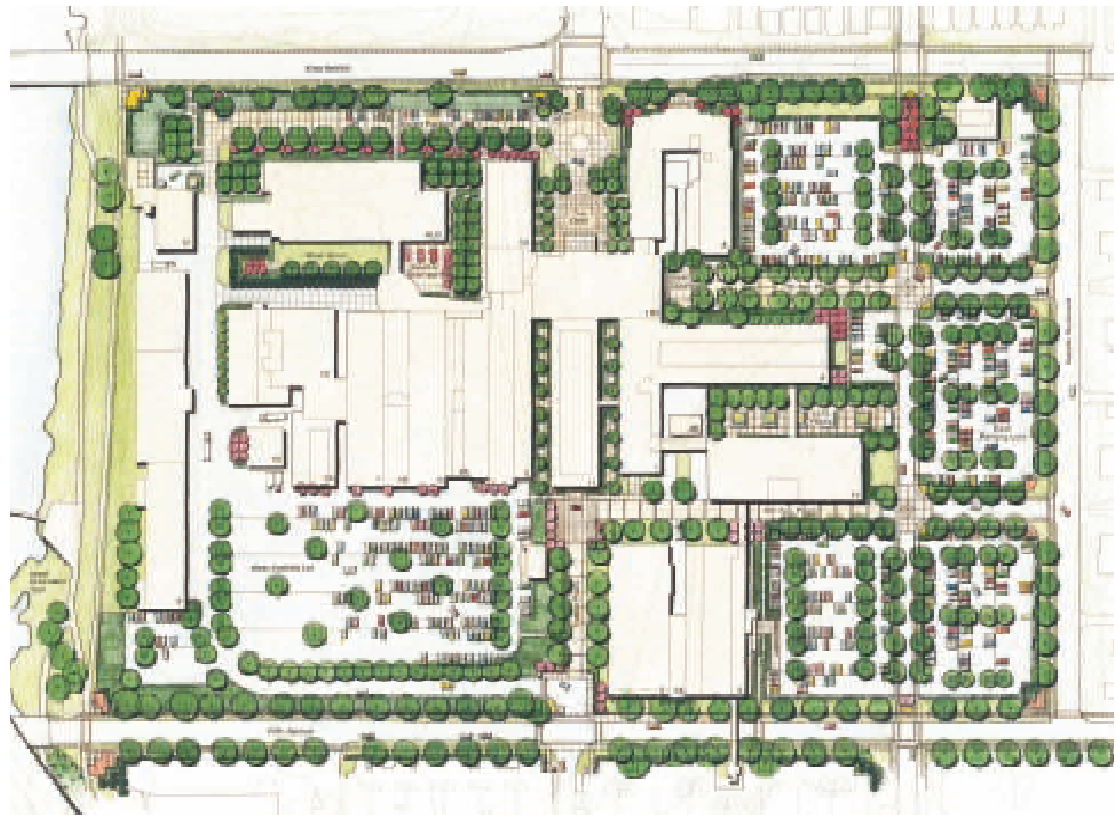
### Redevelopment Character

This section includes imagery depicting “best practice” planning and design techniques for urban warehouse, manufacturing, and office development projects.

Standards for roadway, parking, and streetscape design should be established as part of a Planned Development (PD) District for the redevelopment of industrial sites within the plan study area.



*Design guidelines should establish standards for architectural treatments and screening of parking and service areas, pedestrian walkways, lighting, and signing*



*Landscaping and streetscape standards should establish a standard of quality appropriate to promote pedestrian use and enjoyment. (Image from Battelle Research Labs, Columbus, Ohio)*



*The development of an industrial campus could feature shared interior parking areas that promote the retention of a unique urban quality and feature shade trees, landscape screening, sidewalks, and pedestrian scale lighting.*



*Where possible, new commercial and industrial buildings should be developed at street right-of-ways with shared interior parking.*



*Improvements along portions of Gest and Eighth Street could feature tree-lined streets, massed landscape plantings, mounding (where appropriate), lighting, and banners that together announce Lower Price Hill and create a more compelling 'sense of place'.*

### Implementation Strategies.

Short-Term: The availability of the Queen City Barrel property provides the greatest short-term economic development opportunity within the study area. The consolidation and redevelopment of these parcels has the potential to result in the development of more productive, modern light industrial, manufacturing, distribution, and service facilities within a cohesive campus-like setting. Increased work-place and consumer traffic would have a catalytic effect on area-wide redevelopment and investment.

Long-Term: Incentives that would promote the redevelopment of manufacturing and industrial sites immediately adjacent to the historic residential district (i.e. Burns Street) should be considered as part of a long-term redevelopment strategy that would encourage the development of new market-rate housing and parks or recreation space.

As new sites and facilities are planned along Evans and Gest Streets, there is a potential to accommodate the relocation of existing area businesses that would benefit from larger, more modern facilities, improved access, and convenience.

*Note: Projections can change depending on need, interest and financing*

### Organization and Funding

The successful implementation of a new vision for the Lower Price Hill area is dependant upon the ability of the public and private sectors to work together within the framework of a unified vision. This plan is the beginning of a process through which public officials, property owners, business leaders, school administrators, property managers, housing officials, and commercial development interests should be engaged to consider their position in a revitalized community landscape.

Public Sector Responsibilities: Strong public leadership and commitment must support the new vision of the



*Former industrial buildings in the Columbus, Ohio Brewery District have been adapted for mixed office, residential, and entertainment uses.*

area. We recommend that City Planning Commission and City Council be willing to exercise their legislative powers in a pro-active manner to lay the groundwork for the repositioning of industrial lands. The redevelopment of these sites is critical to creating future redevelopment opportunities that would include commercial and residential reinvestment and development along State Avenue and Sixth and Eighth Streets.

*Private / Quasi-Public Responsibilities:* The formation of a new vision could be accelerated by a well-devised, strategic marketing approach and active and on-going project management from within the local community. A Business Committee or Industrial Council that could be comprised of property and business owners, or representatives could champion redevelopment of the neighborhood business district and adjacent residential areas and advance the strategies set forth in this plan. City staff could be engaged to provide assistance within the limits of their abilities and respective responsibilities.

In order to capitalize on momentum generated in support of this renewal plan and the public resolutions that are borne from it, it should be actively used in the recruitment of potential private developers and investors. These potential development partners should receive assistance in gaining an understanding of the benefits of public / private partnering. Strategies that reduce risk to private investors are key to successful redevelopment. Project financing and programs that support start-up business are key inducements. Potential sources of investment and business development funding include the following:

Commercial Development Incentives:

- Community Reinvestment Act (CRA) loans
- Tax Abatements / Tax Increment Financing (TIF)

*Additional information on CRA's and TIF's is available at the following website: [www.cincinnati-oh.gov](http://www.cincinnati-oh.gov)*

- Business Improvement District (BID)  
*BID's are special assessment districts designed to direct revenues to a variety of supportive services including security, maintenance, marketing, economic development, parking, and special events. Additional information may be obtained from the International Downtown Association at [www.ida-downtown.org](http://www.ida-downtown.org).*
- New Markets Tax Credit (NMTC) Program  
*The New Markets Tax Credit (NMTC) Program permits investors (via a Certified Development Entity) to receive a credit against Federal income taxes for making qualified capital investments. Additional information is available at the following web site: [www.cdfifund.gov/programs/nmtc/index.asp](http://www.cdfifund.gov/programs/nmtc/index.asp)*
- Enterprise Zone Programs
- Job Creation Tax Credits (for company's creating at least 25 new jobs)  
*Additional information for the above incentives is available at the following website: [www.cincimati-oh.gov](http://www.cincimati-oh.gov)*
- SBA 504 Loans
- SBA Microloan Program
- Ohio 166 Regional Loan  
*Additional information for the above incentives is available at the following website: [www.HCDC.org](http://www.HCDC.org)*

Community Development Financing:

- Clean Ohio Funds (Brownfield Redevelopment) (Natural Resources Advisory Council Conservation Funds Development for parks and open space development)
- TEA-21 Transportation Funding
- County Municipal Road (MRF) and Local Transportation Improvement (LTIP) Funds
- Community Development Block Grants (CDBG's)

Eligible projects include those that (1) benefit low and moderate income communities, (2) prevent or eliminate blight, and (3) meet urgent community needs. Funds may be used for public acquisition of property, demolition, housing reconstruction and rehabilitation, and public building projects including civic and recreational facilities, parks, open space, roadway infrastructure, and streetscape projects.

Several other financing and economic development mechanisms may be applied toward the redevelopment of market-rate and mixed-income housing. City staff could be engaged to determine the full range of opportunities.

No City funding availability is implied in these recommendations. Certain types of improvement projects require private property-owner participation through assessments, modification of utility services, or legislation adoption. Each strategy must secure funding, coordinate with appropriate agencies, and integrate with the surrounding community. Additionally, it may be required that entities be identified to provide operating and maintenance functions for public improvement projects.

Land improvement projects require preliminary and detailed cost estimates based on accurate field surveys, subsurface investigation, property owner participation, finalized scope, and design, acquisition, demolition or relocation costs. Costs pending final scope of the project may also depend on private and other contributions, including in-kind and available funding from the City.



## Next Steps

The new vision for the Lower Price Hill Industrial Area will need to be supported by a range of policy, planning, and design initiatives. These include:

### *Short-Term initiatives*

- Adopt the urban renewal plan
- Apply for PD District Designation to control urban design characteristics
- Apply for funding and conduct brownfield assessments
- Solicit letters of intent / preferred developer agreement and proposals (identify TIF / tax abatements)
- Assess infrastructure improvements as required for redevelopment of industrial parcels

### *Near-Term*

- Solicit support from Industrial Council or Business Committee to compliment the SPUR team and coordinate priority economic development initiatives within the area.
- Solicit private sector interest, proposal for redevelopment, infill at Eighth Street Commercial area.

### *Long-Term*

- Conduct Park Feasibility Study. Work with Park Board, Recreation Commission and Cincinnati Public Schools to assess park and recreation development alternatives, formalize strategy, and establish implementation priorities.
- Establish site control / assemble property for priority redevelopment projects along Eighth and State.
- Through the Industrial Council or Business Committee, work with local stakeholders (including business and civic leaders, MSD, and city staff) to recruit investors in complimentary new infill projects along State Avenue. Develop flexible guidelines to control negative impacts while promoting redevelopment and infill.



## Blight Assessment

### Urban Renewal Area

Within the boundaries of the Urban Design Plan is a sub-area designated as the 'Lower Price Hill Industrial Area Urban Renewal Area' according to Chapter 725 of the Cincinnati Municipal Code.

An Urban Renewal Area is an area as defined as such in Chapter 725 of the Cincinnati Municipal Code and approved by City Council pursuant to the chapter, which area is a 'blighted or deteriorating area. 'Blighted area' is defined in Section 725-1-B of Chapter 725; 'deteriorating area' is defined in Section 725-1-D.

Blighted and deteriorated areas that contribute to the spread of disease and crime; is an economic and social liability; and impair the sound growth of the community. This blight and deterioration could not be controlled by private enterprise alone. To remedy this situation Chapter 725 authorized the City to expend funds to eliminate blight and deterioration and, toward this end, to acquire private property.

To expend funds for urban renewal, the City must first prepare an urban renewal plan that defines the area as being blighted or deteriorating, stating the reasons for defining the areas as blighted or deteriorating, and recommending a certain course of action to redevelop or rehabilitate the area. When City Council approves the plan, by that 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. The City has analyzed conditions in the Lower Price Hill Industrial Area Urban Renewal Area. Those conditions are reported in the Blight Study Summary. That report documents that a portion of the Lower Price Hill Industrial Area Urban Renewal Area is a blighted area as defined in Chapter 725. The City of Cincinnati, therefore, declares through the adoption of this plan by City Council, that the Lower Price Hill Industrial Area Urban Renewal Area is a blighted area, and an Urban Renewal Area under Chapter 725.

Through the adoption of this Urban Renewal boundary by City Council, the City Manager is authorized to carry out the redevelopment or rehabilitation of the area by the plan, and to acquire property reasonably necessary to carry out the plan.

The Lower Price Hill Industrial Area Urban Renewal boundary is adopted as part of the Lower Price Hill Industrial Area Urban Design Plan, except portions of the Urban Design plan that clearly have no applicability to the area designated as the Lower Price Hill Industrial Area Urban Renewal Area. The particular goal of the Urban Renewal Plan, in addition to the other goals stated within the Urban Design Plan is the elimination of conditions of blight and deterioration found within the Urban Renewal Area.

Further, the City of Cincinnati determines through the adoption of this plan by City Council that:

(A) There is a feasible method for the temporary relocation of any families displaced from the urban renewal area. There are decent, safe and sanitary dwellings equal in number to the number of displaced families at rents and prices within the financial means of the families and are reasonably accessible to their places of employment.

(B) If financial aid is to be provided by the federal government the aid is necessary to enable the project to be undertaken according to the urban renewal plan;

(C) The urban renewal plan will afford maximum opportunity consistent with the sound needs of the locality as a whole for the redevelopment or rehabilitation of the area by private enterprise;

(D) The urban renewal plan conforms to the master plan for the overall development of the city.

Redevelopment of property in the Urban Renewal Area sold or leased by the City will be in conformance with the development policies, recommendations, and guidelines of the Urban Design Plan.

## Blight Study Summary

The number, degree and distribution of blighting factors warrant the designation of the Lower Price Hill Industrial Area Urban Renewal Area as a blighted area as defined by Chapter 725 of the Cincinnati Municipal Code, Urban Renewal.

Structures and vacant parcels meeting the criteria are reasonably distributed throughout the area. Eighty-seven percent of the area meets the “blighted area” criteria. Additionally, at least twenty-five percent of the structures are deteriorated or deteriorating; or the public improvements are in a general state of deterioration. The following list highlights some of the findings within the structures or vacant parcels:

- Seventy-one percent are forty years of age or greater.
- Seventy percent are deteriorated.
- Ten percent has faulty lot layout/overcrowding/inadequate loading or parking.
- Thirty-six percent are deleterious or incompatible land use/inadequate site conditions or environmentally hazardous.
- Seventy-eight percent have inadequate public facilities or right-of-way.
- Twenty-four percent have illegal uses or code violations.

## Documentation of Blight or Deterioration

The purpose of this study is to determine if the area of Lower Price Hill described within the boundary of the Lower Price Hill Industrial Area Urban Renewal Plan Eligibility / Blight Study area qualifies as a blighted or deteriorating area as defined by Chapter 725 of the Cincinnati Municipal Code, Urban Renewal.

### I. Boundary Description

Begin at a point, said point being the intersection of the centerline of St. Michael Street and the centerline of Burns Street, Thence northward along said centerline of Burns Street to its intersection with the centerline of Hatmaker Street. Thence westward along said centerline of Hatmaker Street to its intersection with the centerline of State Avenue to its intersection with the eastward extension of the south parcel line of Hamilton County Auditor's Parcel (HCAP) 0149-0013-0023. Thence westward along said parcel line extension, said parcel line, and the south parcel line of HCAP 0149-0013-0018 to its intersection with the west parcel line of said parcel. Thence northward along said west parcel line to its intersection with the north parcel line of said HCAP 0148-0013-0018. Thence eastward along said parcel line to its intersection with the interior west parcel line of said HCAP 0148-0013-0018. Thence northward along said parcel line and the northward extension of said parcel line to its intersection with the centerline of Glenway Avenue. Thence westward and northward along said centerline of Glenway Avenue to its intersection with the westward extension of the north parcel line of HCAP 0149-0013-0024. Thence eastward along said parcel line extension, said parcel line, and the north parcel line of HCAP 0149-0013-0025, 0026, 0027 and the eastward extension of said parcel line to its intersection with the centerline of State Avenue. Thence northward along said centerline to its intersection with the westward extension of the north parcel line of HCAP 0168-0002-0102. Thence southeastward along said parcel line extension and said parcel line to its intersection with the west right of way line of the CSX

Spur. Thence southwestward along said spur right-of-way line to its intersection with the centerline of Liberty Street. Thence east along said centerline to its intersection with the east right-of-way line of the CSX spur. Thence southward along said east right-of-way line to its intersection with the north parcel line of HCAP 0148-0011-0032. Thence west along said parcel line to its intersection with the west parcel line of said HCAP 0148-0011-0032. Thence south along said parcel line to its intersection with the north parcel line of HCAP 0148-0011-0040. Thence east along said parcel line to its intersection with the east parcel line of said HCAP parcel 0148-0011-0140. Thence southward along said parcel line to its intersection with the north parcel line of HCAP 0148-0011-0039. Thence eastward along said parcel line and the eastward extension of said parcel line to its intersection with the northward extension of the centerline of Woodrow Street. Thence southward along said extended centerline to its intersection with the centerline of Hopkins Street. Thence eastward along said centerline to its intersection with the centerline of Evans Street. Thence southward along said centerline to its intersection with the west extension of the north parcel line of HCAP 0148-0011-0107. Thence eastward along said parcel line extended and said parcel line to its intersection with the east parcel line of said HCAP 0148-0011-0107. Thence southward along said parcel line, the east parcel lines of HCAP 0148-0011-0110, and 0106, and the south extension of said east parcel line of said HCAP 0148-0011-0106 to its intersection with the centerline of Gest Street. Thence eastward along said centerline to its intersection with the north extension of the east parcel line of HCAP 0150-0009-0027. Thence southward along said parcel line extended and said parcel to its intersection with the south parcel line of said HCAP 0150-0009-0027. Thence westward along said parcel line to its intersection with the east parcel line and said parcel line extended to its intersection with the centerline of West Eighth Street. Thence westward along said centerline to its intersection with the north extension of the east parcel lien of HCAP 0141-0005-0005. Thence southward along said parcel line extended and said parcel line to its intersection with the southeast parcel

line of said HCAP 0141-0005-0005. Thence southwestward along said parcel line to its intersection with the east parcel line of HCAP 0150-0007-0099. Thence southeastward and southward along said parcel line to its intersection with the south parcel line of said HCAP 0150-0007-0099. Thence westward along said parcel to its intersection with the east parcel line of HCAP 0141-0006-0029. Thence southeastward along said parcel line and the east parcel line of HCAP 0141-0006-0002 to its intersection with the south parcel line of said HCAP 0141-0006-0002. Thence westward along said parcel line to its intersection with the east parcel line of HCAP 0141-0006-0042. Thence southward and eastward along said parcel line to its intersection with the centerline of the floodway of the Mill Creek. Thence southward along said centerline to its intersection with the east parcel line of HCAP 0141-0006-0008. Thence southward along said parcel line to its intersection with the south parcel line of said HCAP 0141-0006-0008. Thence westward along said parcel line to its intersection with the east parcel line of HCAP 0149-0010-0097. Thence southward along said parcel line to its intersection with the south parcel line of said HCAP 0149-0010-0097. Thence westward along said parcel line to its intersection with the west parcel line of said HCAP 0149-0010-0097. Thence northward along said parcel line to its intersection with the south parcel line of HCAP 0149-0010-0087. Thence westward along said parcel line and the south parcel line of HCAP 0149-0010-0096 to its intersection with the west parcel line of said HCAP 0149-0010-0096. Thence northwestward along said parcel line and the west parcel line of HCAP 0149-0010-0097 to its intersection with the southeast parcel line of HCAP 0149-0010-0095. Thence southwestward along said parcel line to its intersection with the west parcel line of said HCAP 0149-0010-0095. Thence northward along said parcel line and said parcel line extended to its intersection with the centerline of River Road. Thence west along said centerline to its intersection with the centerline of Maryland Avenue. Thence northward along said centerline to its intersection with the centerline of Elberon Avenue. Thence



northward along said centerline to its intersection with the centerline of English Street. Thence eastward along said centerline to its intersection with the centerline of Neave Street. Thence northward along said centerline to its intersection with the west extension of the north parcel line of HCAP 0149-0011-0338. Thence eastward along said parcel line extension and said parcel line to its intersection with the west parcel line of HCAP 0149-0011-0337. Thence northward along said parcel line to its intersection with the north parcel line of said HCAP 0149-0011-0337. Thence eastward along said parcel line and the north parcel line of HCAP 0149-0011-0336, 0335, 0334, 0332, and 0331 to its intersection with the west parcel line of HCAP 0149-0011-0327. Thence north along said parcel line and the west parcel line of HCAP 0149-0011-0326, 0325, 0324, and said parcel line extended to its intersection with the centerline of St. Michael Street. Thence east along said centerline to its intersection with the centerline of Burns Street, said intersection being the point of beginning.

## II. Conditions of Study Area

- A. As a whole, one hundred fifty-six (156) of one hundred seventy-nine (179), equaling eighty-seven (87) percent of structures/vacant parcels in the study area fulfilled the criteria identified in the Cincinnati Municipal Code Section 725-1b(a), Blighted Area. All blocks within the study area show the presence of some of the following blighting factors:
  1. Age:  
Seventy-one (71) percent of the parcels contain buildings in the study area that are forty (40) years of age or greater
  2. Obsolescence:  
Functional or economic obsolescence occurs in zero (0) percent of the buildings in the area.

3. Dilapidation:  
Nine (9) percent of the structures in the study area were found to have dilapidation.
4. Deterioration:  
Seventy (70) percent of the structures/vacant parcels in the study area exhibited deterioration.
5. Abandonment/Excessive Vacancies:  
Abandonment/excessive vacancies (exceeding 1/3 area) were found to be present in thirteen (13) percent of the structures/vacant parcels in the area.
6. Period Flooding:  
Sixteen (16) percent of the buildings/vacant parcels lie within the flood plain.
7. Faulty Lot Layment/Overcrowding/  
Inadequate Loading or Parking:  
One or more of these factors were found in ten (10) percent of the structures/vacant parcels in the study area.
8. Deleterious or Incompatible Land Use/  
Inadequate Site Conditions/  
Environmentally Hazardous Conditions:  
One or more of these factors were found in thirty-six (36) percent of the structures/vacant parcels in the study area.
9. Inadequate Public Facilities or Right-of-Way:  
One or more of these factors was found in seventy-eight (78) percent of the structures/vacant parcels in the area.

10. Diversity of Ownership:  
Diversity of ownership was a factor in zero (0) percent of the structures/  
vacant parcels in the study area.
  11. Illegal Use/Code Violation:  
These factors were found in twenty-  
four (24) percent of the structures/  
vacant parcels in the area.
  12. Unsuitable Soil Conditions:  
Four (4) percent of the properties  
exhibited signs of unsuitable soil  
conditions.
  13. Unused Railroads or Service Stations,  
Landfills/Junkyards:  
One or more of these factors were  
exhibited in zero (0) percent of the  
structures/vacant parcels in the area.
  14. Other factors inhibiting sound  
private development:  
This factor was exhibited in eight (8)  
percent of the buildings/vacant  
parcels.
- B. Structures and vacant parcels meeting the  
criteria are reasonably distributed through  
the area. At least fifty (50) percent of the  
total number of structures reasonably  
distributed throughout the area meet the  
“blighted area” criteria with three or more  
factors; and vacant parcels, with two or more  
factors (see distribution chart).

- C. Additionally, at least fifty (50) percent of the structures, reasonably distributed through the area, are deteriorated or deteriorating; or the public improvements are in a general state of deterioration (see factor 4 above).

The conclusion drawn from this data is that the number, degree, and distribution of blighting factors, which are documented in this report, warrant the designation of the Lower Price Hill Industrial Area Urban Renewal Eligibility Blight Study area as a “blighted area” as defined by Chapter 725 of the Cincinnati Municipal Code, Urban Renewal.

**DISTRIBUTION OF BLIGHTING INFLUENCES AND BLIGHTED UNITS BY BLOCK**

June 6, 2002

Block	Total Parcels	Blighting Influences - See below													Blighted Parcels	%									
		1	2	3	4	5	6	7	8	9	10	11	A	B			C	D	E	F	G	H	I	ii	iii
1	25	13	0	13	0	1	9	0	13	0	1	6	0	8	0	5	4	0	7	4	0	0	0	22	88%
2	19	16	0	16	2	1	7	0	16	0	0	3	0	1	1	1	1	0	2	0	0	0	0	18	95%
3	5	5	0	5	0	2	1	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	100%
4	21	10	0	13	0	4	8	0	9	0	4	0	0	3	0	4	2	0	1	0	0	0	0	16	76%
5	17	12	0	13	0	1	5	0	13	0	8	0	0	0	2	2	0	0	2	0	0	0	0	14	82%
6	23	21	0	21	0	4	10	0	21	0	6	1	0	3	0	0	1	0	0	0	0	0	0	21	91%
7	7	7	1	0	3	1	0	1	3	0	0	0	0	3	1	4	0	3	0	0	0	0	0	7	100%
8	21	18	0	18	2	0	8	14	17	0	4	0	0	1	0	1	0	2	0	0	0	0	0	19	90%
9	26	19	0	19	1	2	4	0	19	0	0	0	0	2	1	1	0	0	2	0	0	0	0	21	81%
10	14	8	0	5	2	0	4	5	7	0	2	1	0	0	0	1	1	2	2	1	0	0	0	12	86%
<b>Total</b>	<b>179</b>	<b>124</b>	<b>0</b>	<b>125</b>	<b>8</b>	<b>13</b>	<b>57</b>	<b>22</b>	<b>122</b>	<b>0</b>	<b>26</b>	<b>9</b>	<b>0</b>	<b>18</b>	<b>5</b>	<b>19</b>	<b>8</b>	<b>7</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>156</b>	<b>87%</b>
%		71	0	70	4	7	32	12	68	0	14	5	0	10	3	10	4	4	9	3	0	0	0		

Blighting Influences for Structures

(1) Age (2) Obsolescence (3) Deterioration / Dilapidation (4) Abandonment / Excessive Vacancies (5) Faulty Lot Layout / Overcrowding / Inadequate Loading / Parking (6) Deleterious / Incompatible Land Use / Site Conditions (7) Periodic Flooding (8) Inadequate or Deteriorated Public Facilities / ROW (9) Diversity of Ownership (10) Illegal Use / Code Violation (11) Other Factors Inhibiting Sound Private Development

Blighting Influences for Vacant Parcels

(A) Diversity of Ownership (B) Illegal Use / Code Violation (C) Faulty Lot Arrangement (D) Inadequate or Deteriorated Public Facilities / ROW (E) Unsafe or Environmentally Hazardous Conditions, Unsuitable or Unstable Soil, or Deleterious Land Use (F) Periodic Flooding (G) Abandonment or Vacancy for five or more years (H) Other Factors Inhibiting Sound Private Development

Blighting Influences for Vacant Parcels or Structures

(i) Railyard or Railroad ROW, Abandoned or Unused for three or more years (ii) Gasoline Service Station or Motor Vehicle Service Garage, Abandoned or Unused for three or more years (iii) Junkyard or Solid Waste Disposal or Landfill Site

