

CAMP WASHINGTON INDUSTRIAL AREA PLAN

December 2009



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(I) EXECUTIVE SUMMARY

The goal of the Camp Washington Industrial Area Plan is to establish development priorities to guide City and other public and private investment into business development projects in the Camp Washington neighborhood.

The plan provides a means to further engage residents, staff, the business community, and other outside organizations and agencies in establishing an overall vision to guide public policy, establish strategies, incentivize private investment, and control the impacts of redevelopment within and around the study area.

PLAN RECOMMENDATIONS

CHALLENGES AND OPPORTUNITIES

Camp Washington is dealing with the same challenges of environmental contamination and outdated business facilities that are faced by other older industrial areas of Cincinnati and throughout the nation. However, the neighborhood's proximity to Uptown, the region's second largest job center, and its excellent interstate access are among the many assets that Camp Washington can use to fuel redevelopment.

PRIORITY AREAS

The plan identifies four priority redevelopment areas. Located in the northern portion of the neighborhood, Priority Area 1 and Priority Area 2 possess the characteristics to attract new light industrial, flex, and R&D users. Two other Priority Areas include the 16-acre former Sara Lee facility and the area around the expanding Kao Brands' facility.

GOALS AND OBJECTIVES

The primary goals of the Camp Washington Industrial Area Plan are:

- Return vacant, contaminated, or underutilized land to productive uses;
- Enhance overall quality of life in the community;
- Connect existing businesses to City services and incentives to help them grow; and
- Attract new businesses and foster the expansion of existing businesses in order to increase the availability of jobs and increase the tax base.

These goals are supported by the Action Plan, which outlines specific steps to capitalize on re-development opportunities and draw investment to the neighborhood.

Camp Washington is a tight-knit community that has seen a great amount of decline and decay over the past three decades. However, with its excellent location and access, this dynamic neighborhood is poised for renewal.

(2) INTRODUCTION

GOALS OF CURRENT INITIATIVE

The goal of the Camp Washington Industrial Area Plan is to establish development priorities to guide City and other public and private investment into business development projects in the Camp Washington neighborhood.

The plan provides a means to further engage residents, staff, the business community, and other outside organizations and agencies in establishing an overall vision to guide public policy, establish strategies, incentivize private investment, and control the impacts of redevelopment within and around the study area. The plan recognizes that subsequent design and planning studies may be needed to address specific redevelopment initiatives including detailed environmental and real estate market assessments, transportation and infrastructure improvements, and zoning and design guidelines.

Camp Washington has a unique opportunity to attract a wide range of industrial, flex, and R&D users. The recommendations of this plan identify strategies to return underutilized industrial land to more productive uses through land assembly and redevelopment. Resulting development will

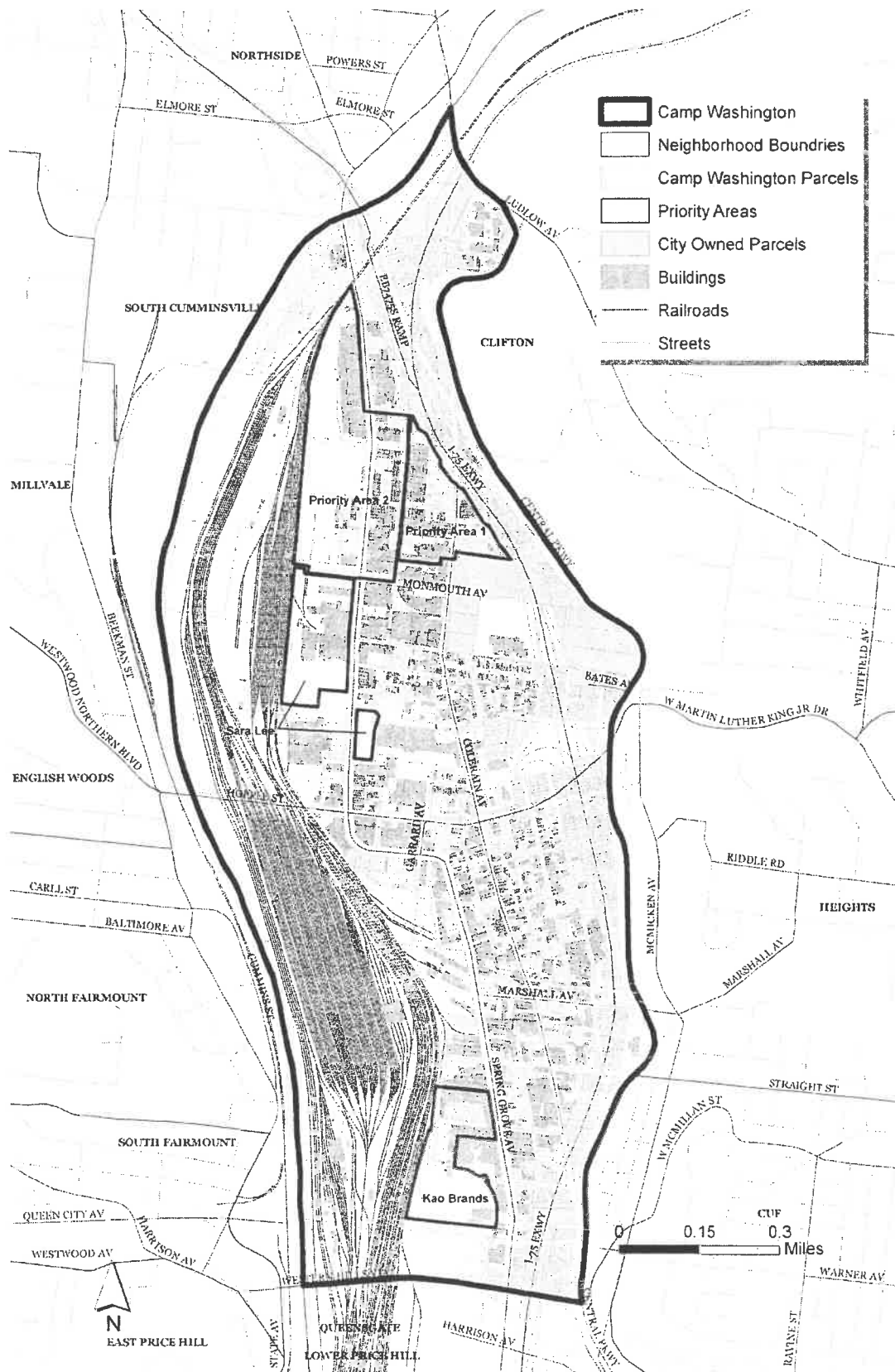
provide new tenants with the amenities they might typically associate with a new, suburban warehouse/office product but with more preferred proximity to markets and access to transportation networks.

Camp Washington is home to many successful businesses. While the plan includes recommendations for priority areas, it also includes area-wide recommendations aimed at ensuring the long-term viability of Camp Washington as a premier business location.

While the older building stock might be a hindrance to some users, it may prove attractive to others. Cincinnati leads in product design and testing and life sciences market sectors. These industries all show a propensity for boutique R&D space that can be found by reclaiming older buildings. Camp Washington's older industrial stock and proximity to the university and hospital cluster located in "Uptown" makes it an ideal location for boutique R&D spaces.

BACKGROUND

Camp Washington occupies a central location, both physically and financially, in the City of Cincinnati. The area has served as Cincinnati's in-



Map 2.1. Camp Washington Study Area.

dustrial center for decades and continues to be a source of industrial income. The Camp Washington neighborhood is situated approximately 4 miles north of the City's Central Business District on the eastern edge of the Mill Creek Valley. The neighborhood is bounded by the Mill Creek on the west; the parallel paths of I-75 and Central Parkway to the east; the convergence of I-74, I-75, and the Mill Creek to the north; and the Western Hills Viaduct, which separates Camp Washington from Queensgate, to the south.

Camp Washington's industrial heritage is evident in the built environment. Large brick, stone, and concrete warehouses and factory complexes still line many of the streets. Setbacks of older industrial buildings are minimal, if they occur at all. Railroad spurs, many now abandoned, curve away from mainline tracks to industrial complexes. Most of the residential population is clustered along I-75 on either side of the Hopple Street interchange with I-75. Small pockets of residential buildings can also be found in areas dominated by industrial and commercial corridors along Bates Avenue, Ethan Avenue, Avon Place and Draper Street. Most commercial activity is focused on and around Hopple Street.

In June 2002, in an effort to catalyze redevelopment, rebuild tax base, and revitalize Cincinnati's contaminated sites (brownfields), City Council approved the Strategic Program for Urban Redevelopment (SPUR). An interdepartmental team of experts was formed to identify, recommend, and prioritize brownfield redevelopment and investment areas. The SPUR team identified Camp Washington as a priority redevelopment area.

PRIOR STUDIES

In April 2005, the Camp Washington Redevelopment and Market Feasibility Final Report was prepared for the Camp Washington Community Board by The Community Design and Development Center. This plan primarily focused upon three areas of redevelopment:

- Residential Rehabilitation, Adaptive Reuse, New Construction
- Business District Development including retention and expansion
- Manufacturing and industrial development including retention, expansion and relocation of existing businesses.

This plan was intended as a guide for residents, business owners and civic associations in pursuit of redevelopment projects primarily clustered close to the I-75 and Hopple Street interchange, as well as the manufacturing district to the north of Alabama Avenue and to the south of Brashears Street between Spring Grove Avenue and I-75.

In February 2005, the Camp Washington Redevelopment Area and Market Analysis was prepared. This analysis reviewed Hopple Street and Colerain Avenue uses and suggested housing and business redevelopment opportunities. Residential areas north and south of Hopple Street and east of Colerain Avenue were included as well as the industrial structures west of Colerain Avenue and north of Hopple Street. The blocks bounded by Alabama Avenue, Arlington Street, Colerain Avenue and Spring Grove Avenue were evaluated as opportune areas due to vacancies and business turnover.

In addition, Camp Washington was inventoried as part of the City of Cincinnati Historical Inven-

tory Phase II in 2002. This work classified properties in Camp Washington as to their relative historic value architecturally and/or historically and as part of context in their larger neighborhood setting. This inventory identified some significant historical resources in the district. (see *Appendix A*)

The Community Improvements Study: Spring Grove Avenue Corridor was prepared for the Greater Cincinnati Area Chamber of Commerce by KZF Incorporated, et. al in April, 1999. The corridor study focused on Spring Grove Avenue south of Hopple Street. This study provided a detailed accounting of existing businesses and outlined specific area improvements. A comprehensive renewal was suggested.

In April 1985, the Camp Washington Urban Renewal Plan, Ordinance 454-1985 (9/18/85) was prepared by the Department of Public Works Office of Architecture and Urban Design for the Department of Neighborhood Housing and Conservation. The Plan focused upon the vicinity of Hopple Street and Colerain Avenue - the active neighborhood business district.

The Camp Washington Urban Design Plan, dated February 1985 was produced by the Department of Neighborhood Housing and Conservation of the City of Cincinnati. This plan primarily focused on renovation and upgrade to the residential and commercial business district areas of Camp Washington. This plan called for a number of different implementation strategies including the reconfiguration and redevelopment of the northeast to northwest corner of the Hopple Street and Colerain Avenue intersection, streetscape improvement with CDBG funds and the creation of a marketing strategy

for businesses, among other things.

In February 1984, the Camp Washington Industrial Plan was prepared by the Department of City Planning for the Department of Economic Development. The basic objective of the Plan is to set a framework for public and private investment in Camp Washington's industrial sector.

In May, 1981, the City of Cincinnati produced the Camp Washington Community Plan. This plan focused on coordinating and strengthening the three primary land uses of Camp Washington: housing, neighborhood business district, and industry or manufacturing.

In September 1980, the Findings Report: Camp Washington Industrial Study included a comprehensive review of companies located in Camp Washington. Camp Washington was identified as one of eleven areas of high industrial concentration studied by the industrial cluster planning program which began in 1977.

The Camp Washington Urban Design Plan - Phase I Ordinance No. 528- 1978 (12/31/78) was a development project proposed for the expansion of the Mutual Manufacturing Company, which has since gone out of business. The study area was bounded by Spring Grove Avenue to the west, Arlington Street, railroad line right-of-way (private) to Monmouth Avenue returning to Spring Grove Avenue.

HISTORY

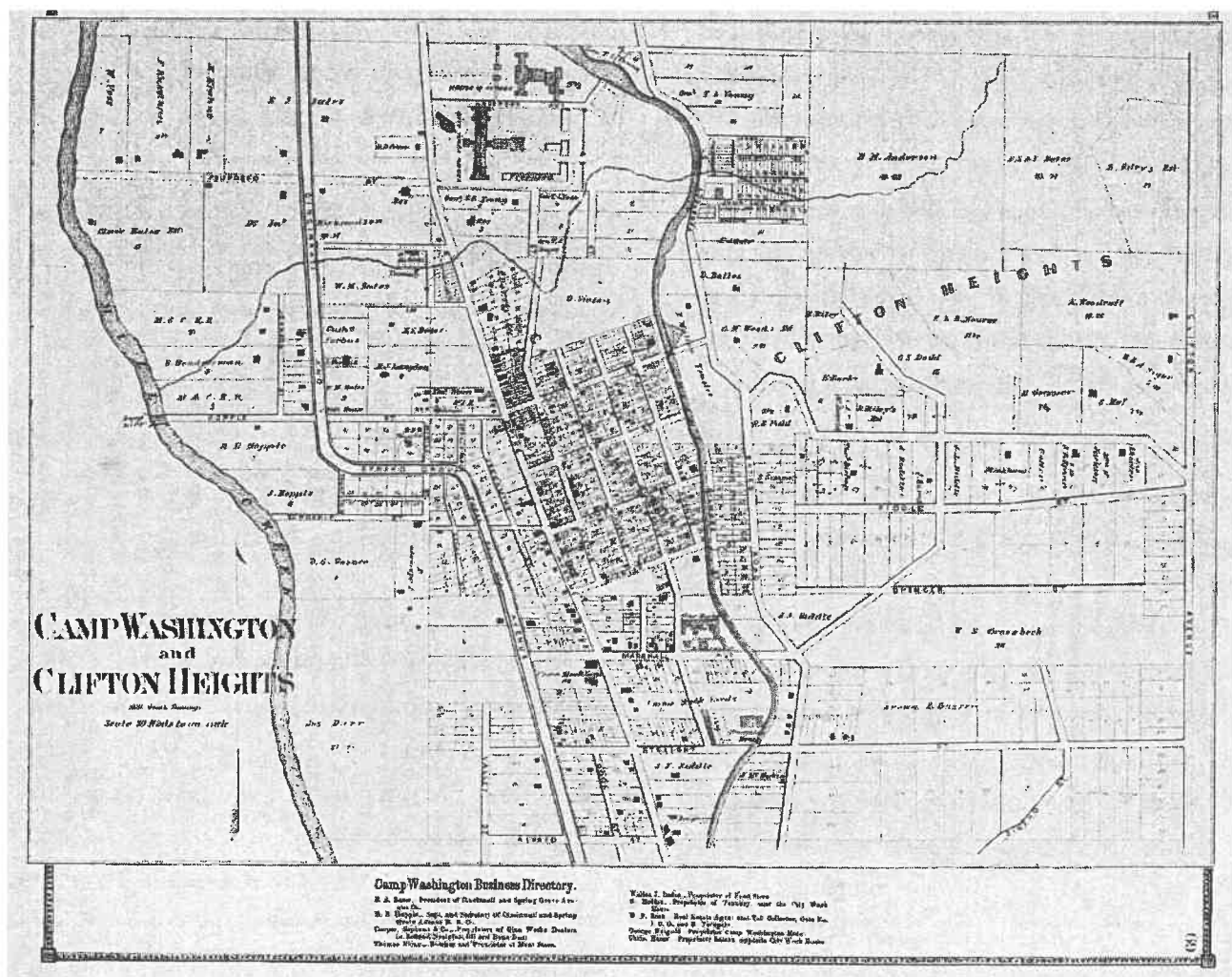
The community of Camp Washington played an important role in Cincinnati's history. Spurred by the development of the railroads, Camp Washington was the center of the City's livestock and meat packing industry. Throughout the late nine-

teenth and twentieth century, this community housed many of the City's manufacturing facilities, and these strong industrial roots are still visible today.

In stark contrast to its industrial future, early settlers established farms and country estates in the Camp Washington area. The earliest known settlement was a semi-fortified community established in the 1790s. Known as "Riddle's Station," a nod to one the area's largest landholders, John Riddle. The settlement was situated on the east side of a military road (present-day Colerain Avenue) just north of the Western Hills Viaduct. The present name can be traced to "Camp

Washington" an army camp located between Brighton and Cumminsville established during the U.S.-Mexican War (1846-1848).

The Mill Creek Valley quickly developed into an important transportation corridor, which aided Camp Washington's evolution into an industrial district. Roadways, such as Colerain Avenue and the Harrison Turnpike, became popular overland routes for transporting livestock and goods to and from Cincinnati's "basin" area. The rapid introduction of other modes of transportation made the Mill Creek Valley even more accessible. In 1825-1827, the Miami & Erie Canal was constructed along the eastern edge of Camp Wash-



Camp Washington, 1869 (Source: David Rumsey Map Collection).

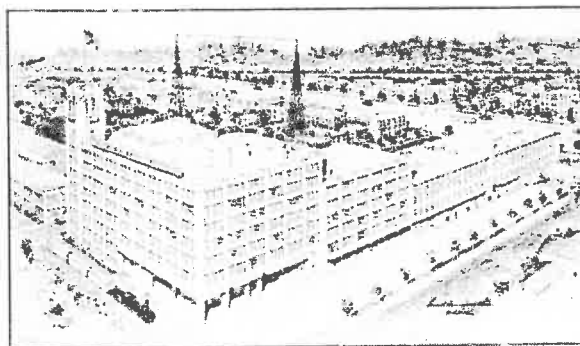
ington. Central Parkway now follows the curving path of the old canal bed. The Cincinnati, Hamilton & Dayton Railroad was built in the 1850s and the Cincinnati & Marietta Railroad laid its track the following decade. A horsecar line between the nearby community of Brighton and downtown began operating in 1859, and Spring Grove Avenue, a major north-south corridor, opened in 1861.

The 1870s were a time of notable growth and change for Camp Washington. The City of Cincinnati annexed Camp Washington in 1870, but more notable was the gradual shift of the City's meat packing and animal-processing industry to Camp Washington. Until the 1870s Cincinnati's slaughterhouses and stockyards were clustered in Brighton and the Deer Creek Valley while the meat packing houses were located along the Miami & Erie Canal and the riverfront. By-product processors including soap makers, tanners, and glue makers were scattered throughout the City. Operators of various firms realized the financial benefits of consolidating their operations, and Camp Washington provided the ideal location.

In 1871, the Union Stockyard Company was organized to make a more efficient centralized stockyard complex, and the company set up a large stock handling facility in Camp Washington by 1873. Within a decade, almost all of the slaughterhouses, packing and processing companies were located in Camp Washington area near the Union Stockyards. Firms included the massive H.H. Meyer Packing Company (Meyer's) and Kahn's & Company as well as smaller concerns such as Kluener Packing Company and Gus Juengling & Son. When the City's manufacturing base shifted away from meat packing in the late 19th century, Camp Washington's production

base diversified to include soap and machining companies such as Lodge & Shipley Machine Tool Company, William Powell Company, Proctor and Gable Company, and the Andrew Jergens Company (now Kao Brands). The neighborhood's growing industrial districts quickly attracted working class families seeking employment. These new residents in turn drew service industries, and a dense mixture of groceries, barbers, clothiers, pharmacies, bakeries, and doctor's offices grew up alongside residences and light to medium industrial operations.

By 1910 Camp Washington had developed into a stable lower to middle-income community with over 10,000 residents. Business activity continued to be varied with new businesses moving into the neighborhood. Ahrens-Fox Fire Engine Company built a new factory on Alfred Street in



Crosley Building, 1940. (Greater Cincinnati Memory Project).

1905, and the Crosley Radio Corporation opened its first facility on Arlington Street in 1923. Camp Washington continued to grow until reaching its peak population of 11,800 residents in 1930. The Great Depression of the 1930s closed or crippled scores of Cincinnati's businesses, and Camp Washington was no exception. Defense work during World War II saved some of Camp Washington's industrial base. Businesses such as Fashion Frocks adapted to produce parachutes

while foundries, metalworking shops and machine factories provided essential goods for the war effort. Most of the meat packing industry, however, was forced to downsize, relocate elsewhere in the City, or close entirely. This occurred at the same time inhabitants began moving out of the City proper to outlying suburbs.

Adoption of a citywide comprehensive plan in 1948 resulted in further changes in Camp Washington. The Metropolitan Master Plan outlined broad, sweeping changes that focused on the creation of new land use patterns, the separation of residential and industrial areas, and an enhanced transportation system including the construction of the "Millcreek Expressway," now known as Interstate-75. The highway skimmed along the eastern edge of Camp Washington. Although its construction did not require the wholesale demolition of buildings in Camp Washington that occurred in other areas, its impact was still mixed. The new interstate diverted people away from the neighborhood business district at the same time it provided Camp Washington's industries with excellent accessibility to local and regional markets.

By 1970, Camp Washington had a population of only 3,147, and by the following decade it had dropped to 2,198. The United States Census Bureau recorded 1,506 residents in 2000 and a slightly smaller population of 1,430 in 2003. While it has never recovered the population of earlier years, the recent rehabilitation of the vacant Fashion Frocks building at 3301 Colerain Avenue into the 60-unit Machine Flats and renovations undertaken by the Camp Washington Community Board represent positive efforts to stabilize the community's residential base.

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(3) COMMUNITY INPUT

This plan has benefited from the insight and experience of the members of the Camp Washington Business Association (CWBA) and the residents involved in the Camp Washington Community Council (CWCC). Instrumental in this process, the Camp Washington Community Board (CWCB) provides critical leadership and advocacy for the community.

With the plan's focus on the redevelopment of the Spring Grove Avenue Corridor, City staff sought the most input from the CWBA. The CWBA is a very active association with over 70 members and well-attended monthly meetings. In fact, the most pervasive input provided by the CWBA came through the myriad discussions over years since the Department of Community Development (DCD) has attended these meetings.

The meetings offer a critical link to business and property owners to learn about problems and opportunities in their neighborhood and marketplace. They also provide an opportunity for City officials to learn more about the needs of employers in the neighborhood. This interaction led DCD and City Planning to organize a luncheon at which the largest employers in Camp Washington (Kao Brands & Meyer Tool) were able

to discuss their needs and future plans directly with the City Manager and staff. The input from this 2007 meeting has been used to develop this plan.

Upon completion of the initial plan draft in September 2009, the City began the process of obtaining formal public feedback on the plan and its recommendations. An electronic copy of the plan was emailed to the CWCB, who distributed the plan to CWBA and CWCC leaders. Comments were received by City staff, such as one business' concern that the City's recommendation to limit access points along Spring Grove for the purpose of enhancing traffic flow would potentially hurt the companies located in this area. Feedback and concerns were addressed in subsequent plan drafts.

On September 30, 2009, City staff presented the Industrial Area Plan (IAP) to the CWBA's Executive Committee. The group provided excellent input and recommendations including a more comprehensive integration of Public Services' facility needs into the plan and increased pedestrian and bike connections to the Mill Creek greenway trail and, as well as other recommendations for additional greenspace. After

staff integrated the CWBA's comments into the plan, the organization issued the attached letter of support. (see *Appendix F*)

On October 12, 2009, City staff presented a summary of the plan to the CWCC. The residents had several questions but were very supportive of the plan's goals. The CWCC also submitted a letter of support. (see *Appendix F*)

The community input process undertaken during the preparation of this plan ensures that the concerns of business owners and residents are addressed in the plan's goals and recommendations.

(4) ANALYSIS AND ASSESSMENT

This chapter includes initial study area observations made by the SPUR team as well as an analysis and assessment of Camp Washington's location, access to transportation networks, public facilities, and existing land use and zoning.

AREA-WIDE CHALLENGES

In order to develop realistic recommendations, the challenges to successful business development in Camp Washington must be understood. Many of the issues identified below are similar to those faced by other older industrial areas in Cincinnati and throughout the nation, while others are unique to Camp Washington.

- Inefficient and/or outdated building and site layouts
- Environmental contamination
- Property in violation of building codes and property maintenance standards
- Relationship between light and heavy industrial uses and new and existing residential uses
- Conservation of historic resources, including the Crosley Building
- Difficulties accessing properties along Spring

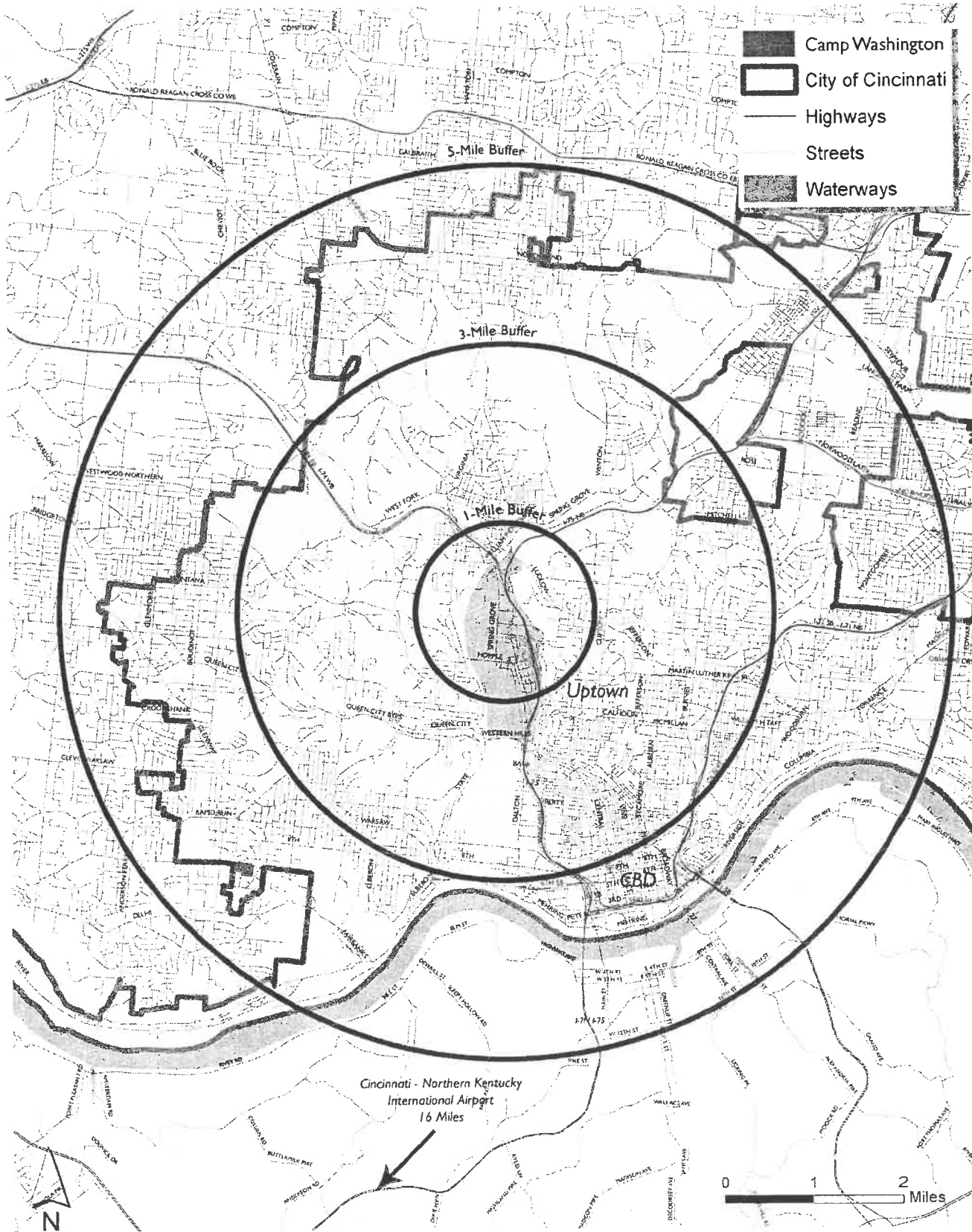
Grove Avenue from the I-75/Hopple Street interchange

- Linkages from industrial and residential properties to commercial areas

AREA-WIDE OPPORTUNITIES

While Camp Washington faces some challenges, it also has a number of assets that can provide a benefit to business development.

- Direct access to interstate and rail transportation
- Proximity to Cincinnati's second largest economic engine, the universities and hospitals collectively referred to as "Uptown."
- Committed community and business stakeholders
- The former Sara Lee facility, comprising more than 16 acres on a main arterial running through Camp Washington, is publicly held by Hamilton County
- Planned improvements for the I-75/Hopple Street interchange and the Monmouth Street overpass should result in improved regional access



Map 4.1. Regional Location.

TRANSPORTATION

STREET NETWORK

One of Camp Washington's greatest attributes is its location within the Cincinnati region. Camp Washington benefits greatly from direct access to I-75 via the Hopple Street interchange and from two arterial streets running through the neighborhood - Spring Grove Avenue and Hopple Street. The study area is approximately a 10-minute drive from Cincinnati's largest employment centers - Uptown and the Central Business District.

Several streets in the study area have recently been resurfaced. These include Arlington Street, which connects Spring Grove Avenue and Colerain Avenue in the northern portion of the Camp Washington neighborhood, and Colerain Avenue north of Hopple Street. The primary access route for truck traffic moving from Hopple Street to Spring Grove Avenue, Burlington Place, has also been resurfaced. (See *Appendix B* for a complete inventory of current Camp Washington street conditions.)

The I-75 Mill Creek Expressway project will further improve local and regional access. The project includes a re-design of the Hopple Street interchange and improvements to the Monmouth Street overpass to create complete access from east of I-75 (Central Parkway; Uptown) to west of I-75 (Camp Washington). Monmouth Street overpass improvements will occur during Phase 2 of construction and are expected to be completed in late 2011. Hopple Street interchange improvements are included in Phase 4 of construction and are expected to be completed in 2015.



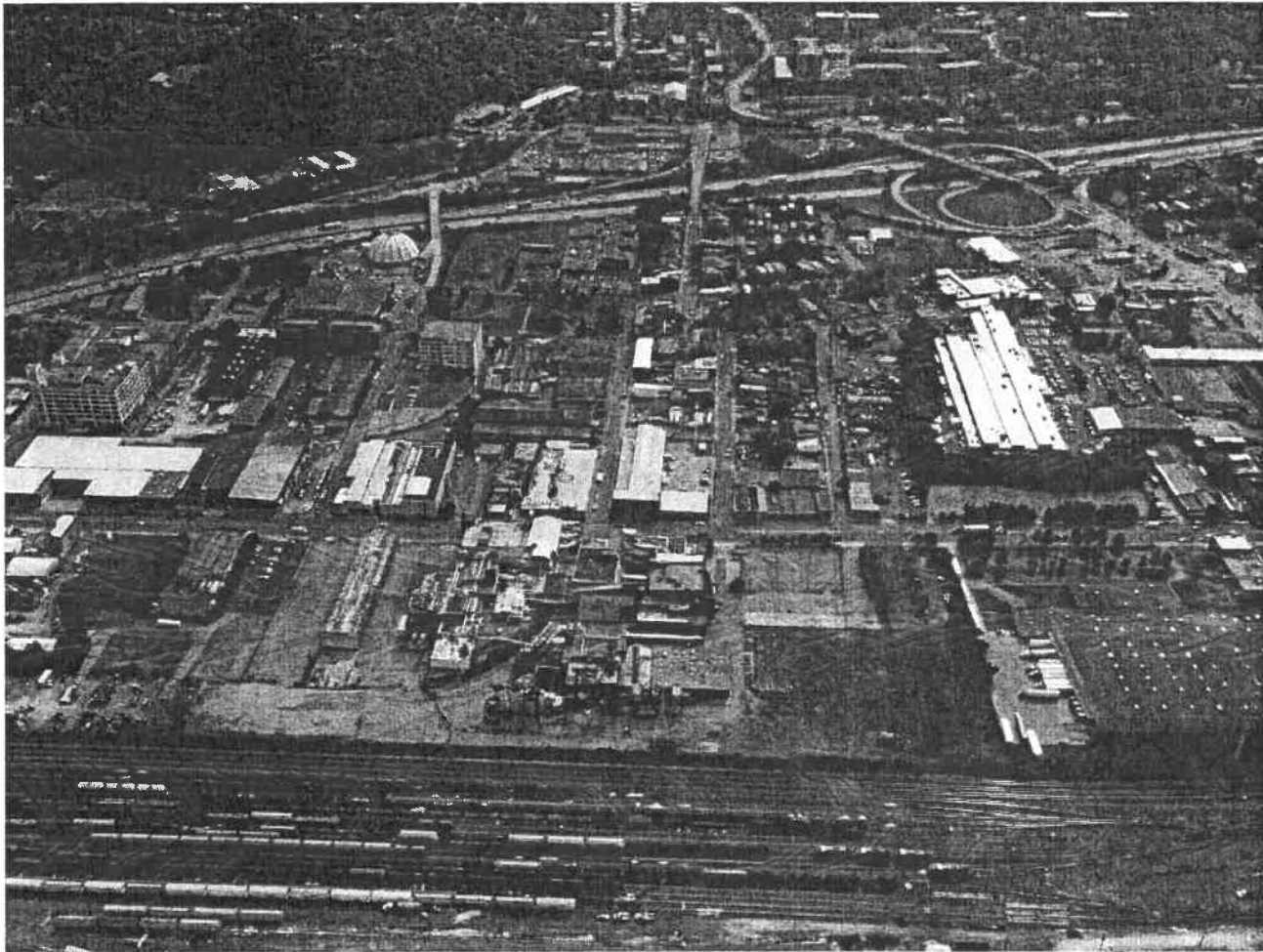
Intersection of Monmouth Avenue and Colerain Avenue, looking west towards Spring Grove Avenue.



Intersection of Monmouth Avenue and Colerain Avenue, looking east towards Monmouth Overpass (to be improved as part of I-75 Mill Creek Expressway Project).



Intersection of Arlington Street and Colerain Avenue, looking south down Colerain Avenue.



Aerial Map, 2008. Courtesy of Bob Lafkas.

In an effort to increase accessibility throughout the Spring Grove Corridor, the Department of Transportation and Engineering is evaluating multi-modal transportation opportunities for cyclists along Spring Grove Avenue from Mitchell Avenue to the West End/Queensgate area.

RAIL

Because of its proximity to CSX Transportation's Queensgate Rail Yard and Norfolk Southern's Gest Street Yard, Camp Washington is ideal for businesses with freight transportation needs.

Camp Washington is bordered to the west by the northern portion of CSX Transportation's Queensgate Rail Yard. The yard is made up of

two sections. The largest portion of the complex is a rail classification yard. After trains arrive at the yard, their cars are sorted and are eventually reconstituted as part of another train or delivered by "local" trains to area businesses. Some railcars, which carry bulk materials such as grain, are hauled by local trains to the tracks along the Ohio River where their contents are loaded onto river barges. The other part of the yard is CSX Transportation's Intermodal Yard. Truck-tractors bring their trailers or containers to the yard from local companies. These containers are lifted onto flatcars, which are then assembled into "intermodal" trains. The advantage of intermodal trains is that trucks and containers are hauled by rail over great distances, thereby increasing the capacity

of the freeways for non-truck traffic. Container trains typically have a destination at a port city such as Norfolk, Virginia. The containers are then off-loaded from the flatcars and onto ocean-going container ships.

Norfolk Southern has mainline tracks that run along the eastern portion of the Queensgate Yard. Its rail yard, called the Gest Street Yard, is south of the CSX Yard. CSX and Norfolk Southern trains heading north out of the Queensgate Yard must pass through a congested rail corridor containing three mainline tracks. This segment of track, which extends to a major rail junction in Winton Place, accommodates approximately 100 trains per day.

CSX and Norfolk Southern have a special operating agreement allowing each to operate over the other's track. This operating agreement has worked fairly well over the last several years while keeping train delays to a minimum. However, given current conditions, the railroads cannot expand their operations. Any expansion of service on the existing number of tracks would result in major delays. An increase in the number of rail tracks would allow for increased intermodal train capacity, which would ultimately remove additional trucks from the freeway.

CITY AND COUNTY FACILITIES

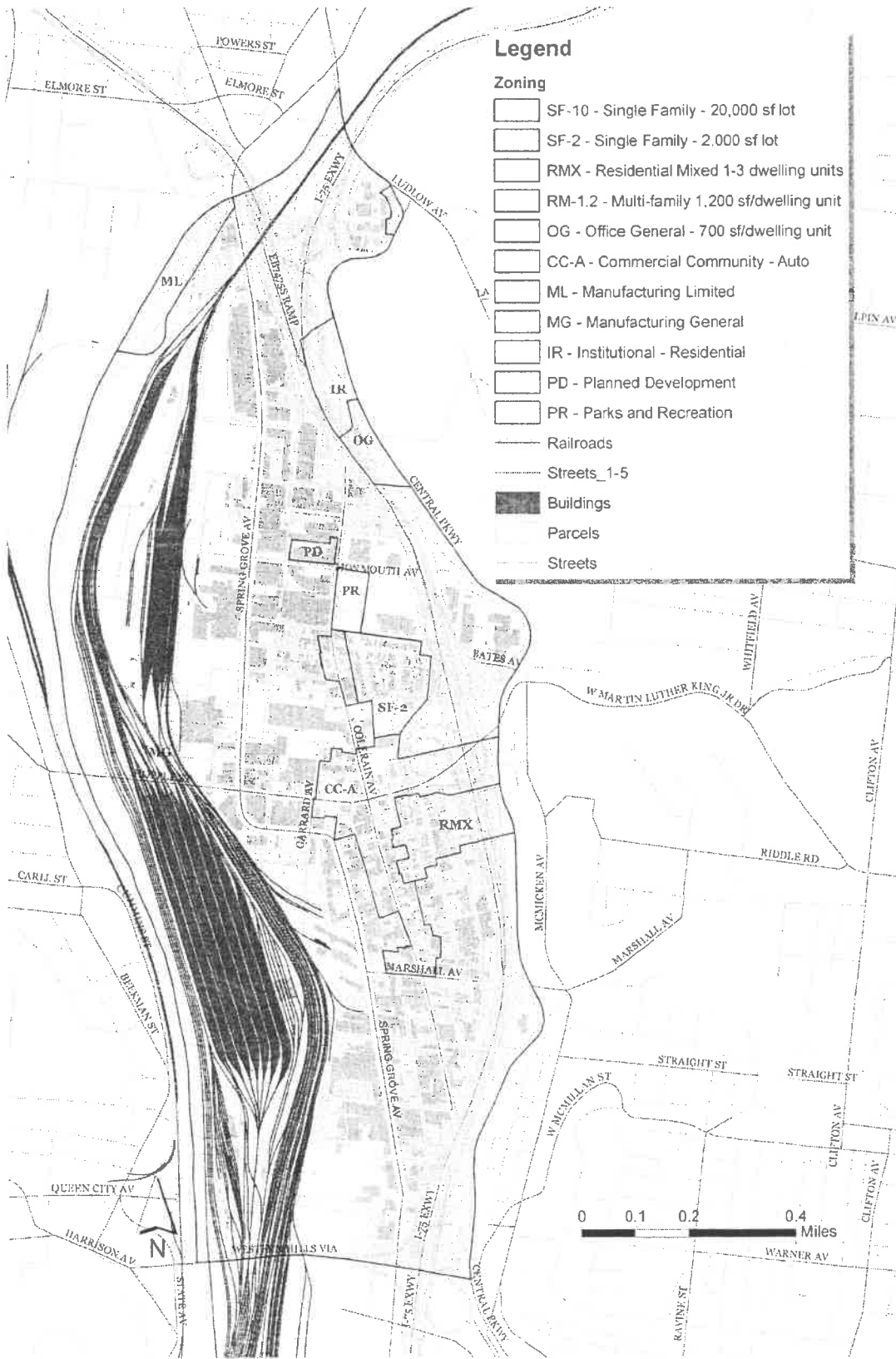
The City operates the Citywide Customer Service Call Center (3300 Colerain Avenue) and the Traffic and Road Operations Division at the intersection of Colerain Avenue and Monmouth Avenue just south of Priority Area I. The facility houses essential city services, including winter weather operations. These City facilities have

a direct positive impact on Camp Washington by providing employment opportunities in the neighborhood and ensuring that neighborhood streets are clear during a snow event.

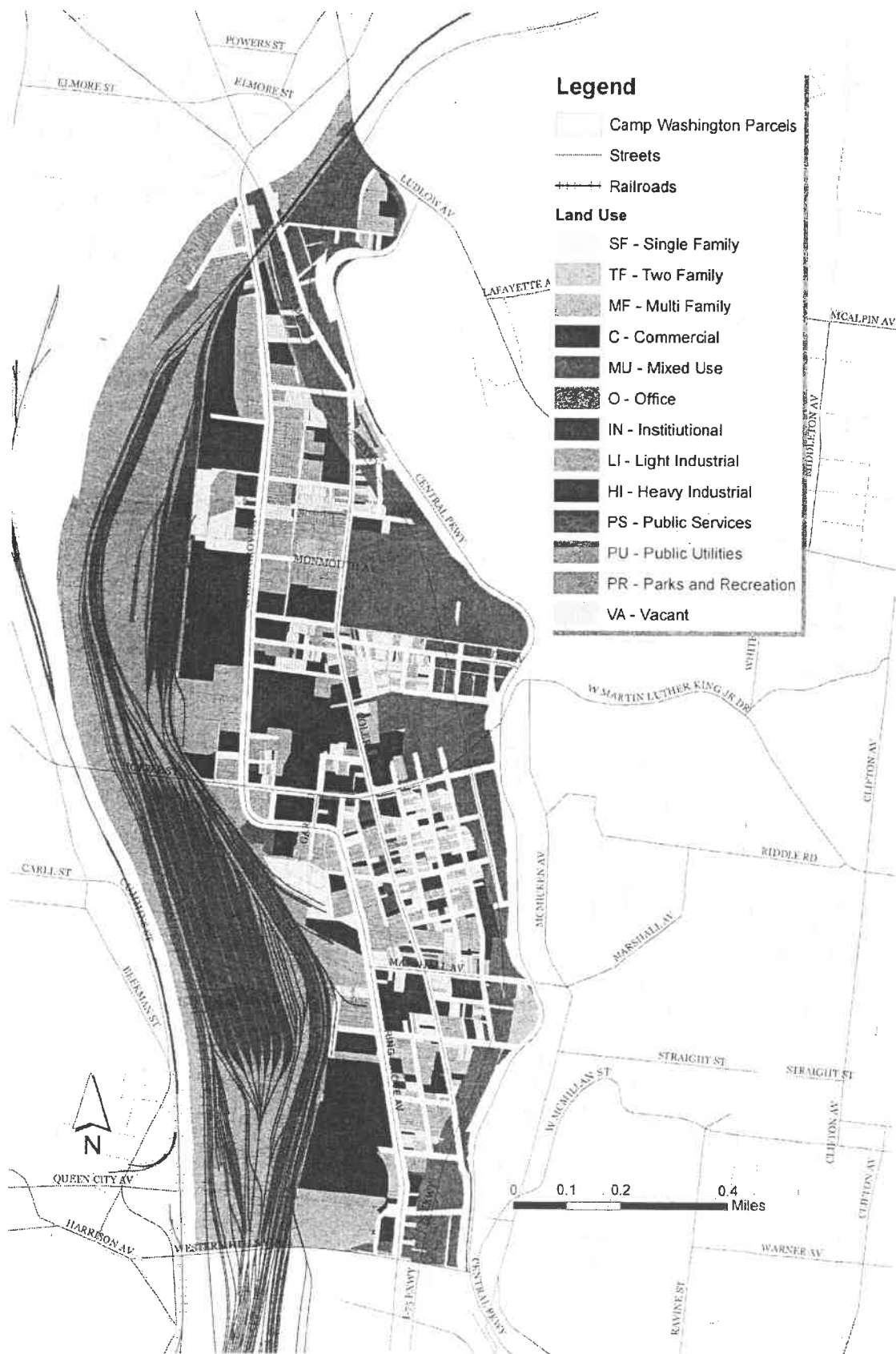
The Hamilton County River City Correctional Center (RCCC) (3220 Colerain Avenue) is also south of Priority Area I. The RCCC is a community based correctional facility that provides a local alternative to prison with the primary purpose of rehabilitation for non-violent, felony offenders. The RCCC is an important asset to the neighborhood. In addition to employing over 100 full- and part-time employees, it also provides support to the Camp Washington community through participation in community clean-ups and events.

ZONING

Camp Washington is dominated by MG (Manufacturing General) zoning. This zoning designation allows for the following range of uses: research and development, warehousing and storing, general production industries, offices, and limited retail sales. Most, if not all, of the following industrial sector activities would be permitted on property zoned MG: Life Sciences, Chemical Manufacturing, Professional/Technical Services, Aerospace, Management of Companies, Advanced Manufacturing, Insurance & Banking, Hospitals, and Education Services. (See Appendix C for a complete list of permitted and conditional uses, as well as uses with limitations in Manufacturing Districts.)



Map 4.2. Zoning.



Map 4.3. Existing Land Use.

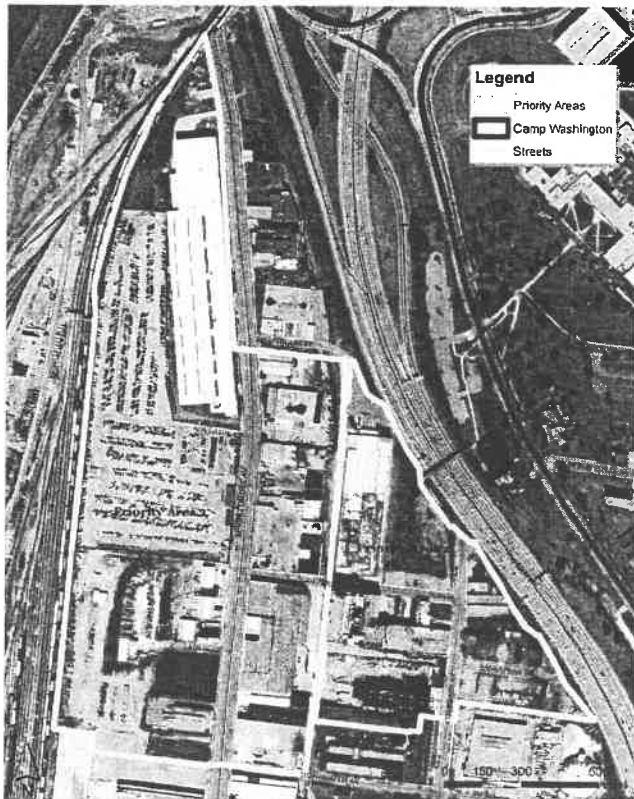
EXISTING LAND USE

While zoning regulates what is permitted on property, existing land use can provide a more accurate representation of how property is currently used. Land use and zoning are often similar, but sometimes they can differ greatly. Existing land uses are based on Hamilton County Auditor data. Industrial uses in Camp Washington include Light Industrial and Heavy Industrial.

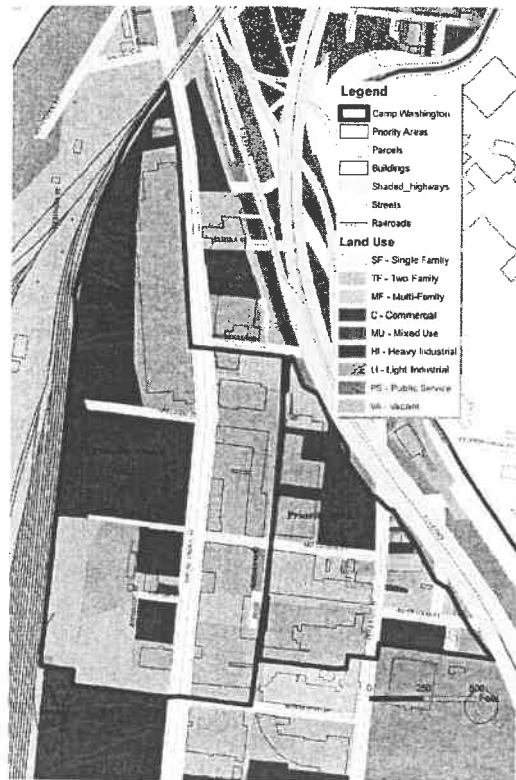
(5) PRIORITY AREAS

This plan identifies two potential redevelopment areas located in the northern portion of Camp Washington: Priority Area 1 and Priority Area 2. These two areas were selected because they possess characteristics that can attract freestanding industrial, flex, and R&D (office/warehouse) users. Freestanding industrial and flex users choose space and site location based on the following functional criteria: access to transportation net-

works, site and building layout, number of loading docks, ceiling clearances, and floor loads. The location of R&D uses tends to be based on access to local markets and proximity to larger research institutions and sources of funding. Both uses tend to favor sites that can accommodate truck staging and maneuvering, employee parking, large and open floor plates, and material storage.



Map 5.1. Priority Areas 1 and 2 Aerial (CAGIS).



Map 5.2. Priority Areas 1 and 2 Land Use.

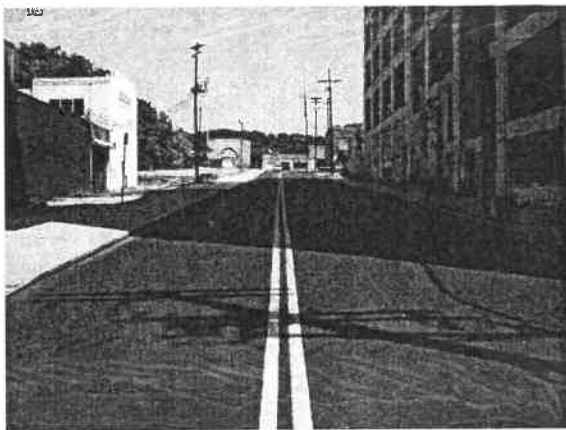
PRIORITY AREA I CHARACTERISTICS

Location and Access. Priority Area I is roughly bounded by I-75 to the north and east, Monmouth Avenue to the south, and Spring Grove Avenue to the west. Arlington Avenue can be used to access the site from the west, while Colerain Avenue provides access from the south. Major improvements to the Monmouth Street overpass will greatly improve the movement of traffic from east of I-75 into Camp Washington.

Area. The total area of Priority Area I, including right-of-way, is 16.7 acres.

Owners. There are four primary owners in Priority Area I. Three of the four owners hold properties that are not contiguous (Owner Nos. 1, 2, and 3). The largest land owner in Priority Area I is Kentucky Motor Service with 5.71 acres at the northwest corner of Arlington Street and Colerain Avenue.

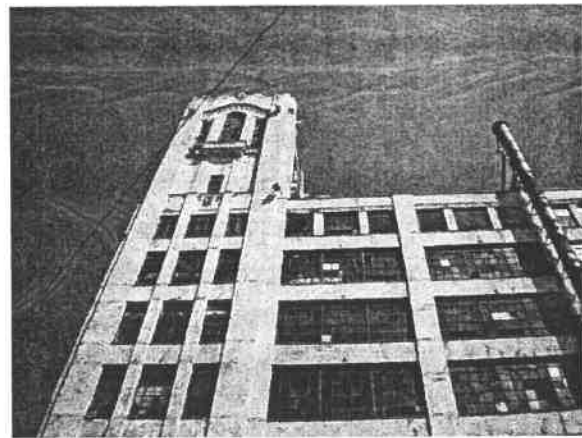
Total Market Value. The total market value of all parcels included in Priority Area I, including land and improvements, is \$6,557,090. (Total market value based on Hamilton County Auditor assessments.)



Arlington Street looking east towards Colerain Avenue. Crosley Building on right, Kentucky Motor Service property to left.

Uses. Priority Area I is dominated by heavy and light manufacturing uses. A limited number of scattered residential uses are located along Arlington Street, Colerain Avenue, and Sassafras Street. With the exception of loft dwelling units to the south, land surrounding Priority Area I is also light manufacturing.

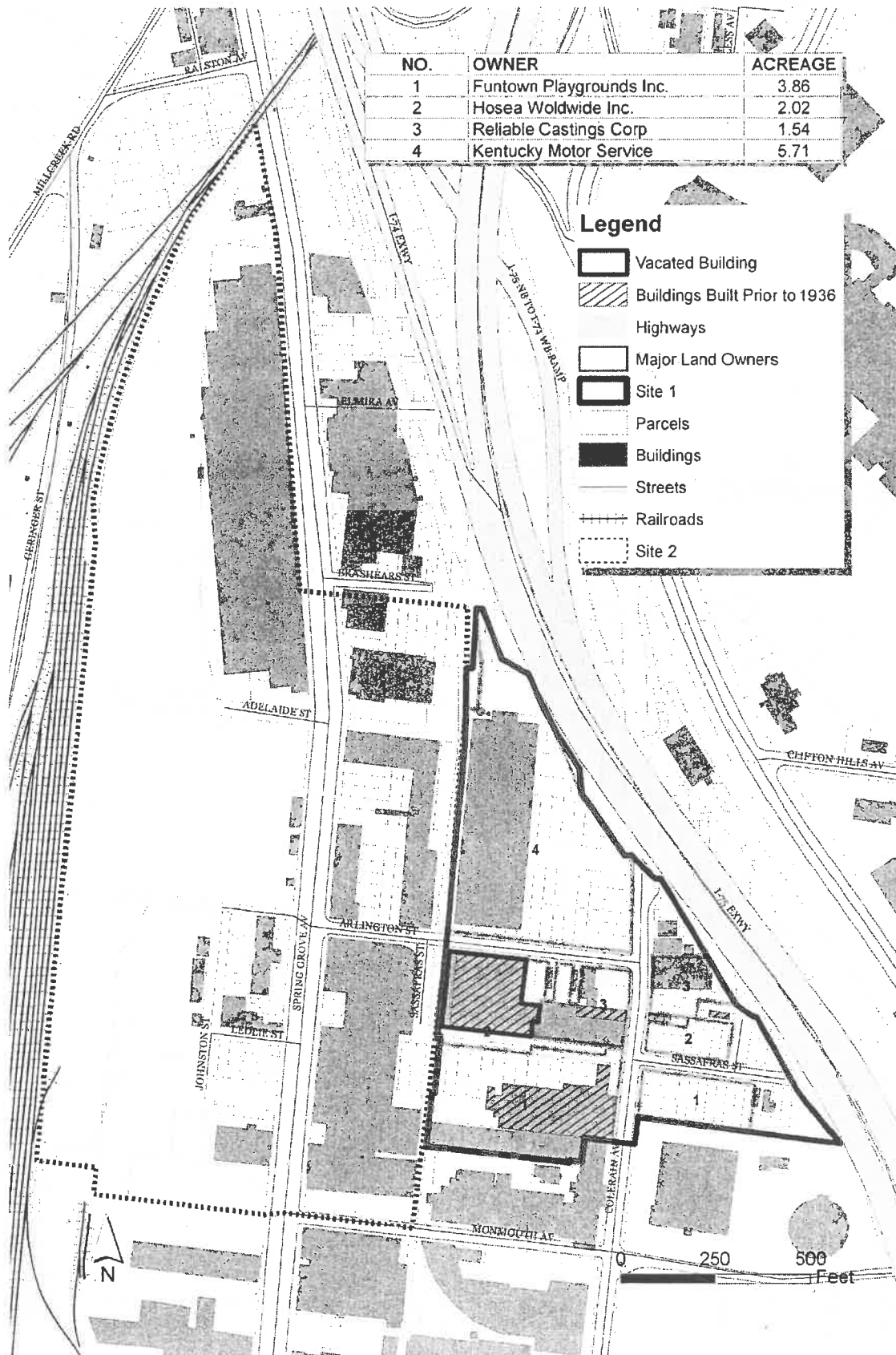
Age of Structures. Most manufacturing buildings located in Priority Area I date back to the early Twentieth Century, with some of the remaining single-family residential buildings dating back to the turn of the Twentieth Century.



Crosley Building, vacated building and National Register eligible.

Vacated Buildings. One building in Priority Area I is on the vacated building list, 1333 Arlington Street (the Crosley Building). This list is maintained by the Department of Community Development and includes buildings that have been ordered to be vacated or kept vacant due to code violations.

Historic Resources. The Crosley Building is the only property eligible for the National Register in Priority Area I. A National Register designation would make the property eligible for historic preservation tax credits. Non-historic buildings put into service before 1936 are eligible for a 10% tax credit (see map).



Map 5.3. Priority Area 1. (Vacated Buildings List, 8/3/09).

PRIORITY AREA 2 CHARACTERISTICS

Location and Access. Priority Area 2 includes properties on either side of Spring Grove Avenue between the Queensgate Yard to the west and Monmouth Avenue to the south. The site can be accessed from the north and south via Spring Grove Avenue and from the east via Monmouth Avenue.



Intersection of Monmouth Avenue and Spring Grove Avenue looking north up Spring Grove Avenue.

Area. The total area of Priority Area 2, including right-of-way, is 47.0 acres.

Owners. There are eight owners in Priority Area 2 with more than 1.5 acres. Owners of the two buildings along Spring Grove Avenue between Arlington Street and Monmouth Avenue own additional parcels across Spring Grove Avenue that are used for parking. The largest land owner is Mount Clare Properties with 13.04 acres. This property, with frontage along Spring Grove Avenue, is currently used as an impound lot by the Cincinnati Police Department.

Total Market Value. The total market value of all parcels included in Priority Area 2, including land and improvements, is \$10,958,680. (Total market value based on Hamilton County Auditor assessments.)

Uses. Most land in Priority Area 2 is used as light or heavy manufacturing. The use of the parcel on the west side of Spring Grove Avenue as an impound lot by the Cincinnati Police Department is considered a commercial use.

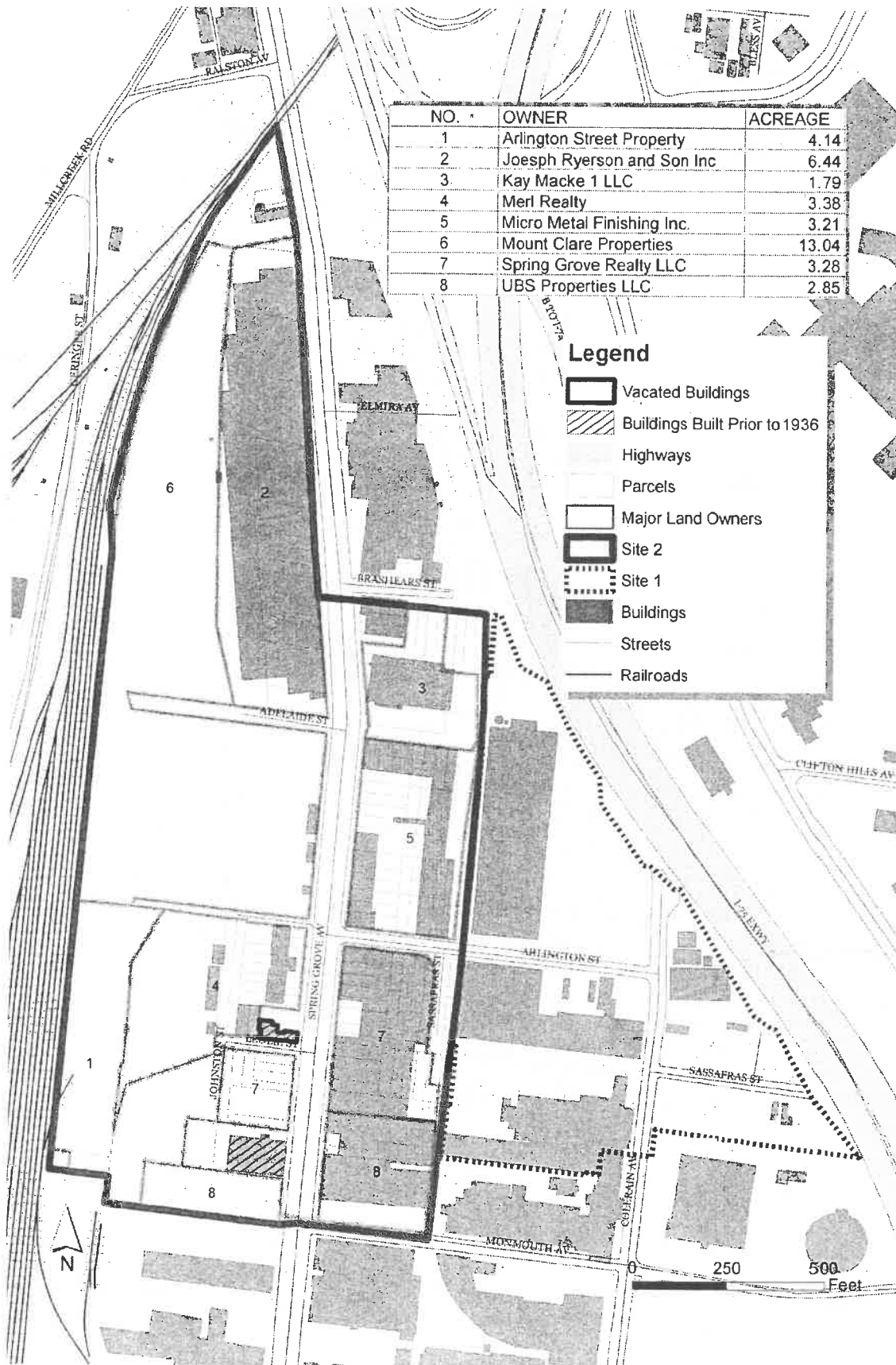
Age of Structures. The manufacturing buildings located in Priority Area 2 were largely constructed during the first half of the Twentieth Century. The only exceptions are buildings on the east side of Spring Grove Avenue between Arlington Street and Monmouth Street which were constructed during the 1980s and 1990s and the two buildings just south of Brashears Street constructed in the 1960s.

Vacated Buildings. Only one building in Priority Area 2 (3401 Spring Grove Avenue) is on the vacated building list. This list is maintained by the Department of Community Development and includes buildings that have been ordered to be vacated or kept vacant due to code violations.

Historic Resources. There are no properties eligible for National Register designation in Priority Area 2. Non-historic buildings put into service before 1936 are eligible for a 10% tax credit (see map).



Monmouth Avenue and Spring Grove Avenue looking east towards Colerain Avenue.



Map 5.4. Priority Area 2 (Vacated Buildings List, 8/13/09).

OTHER PRIORITY AREAS

SARA LEE

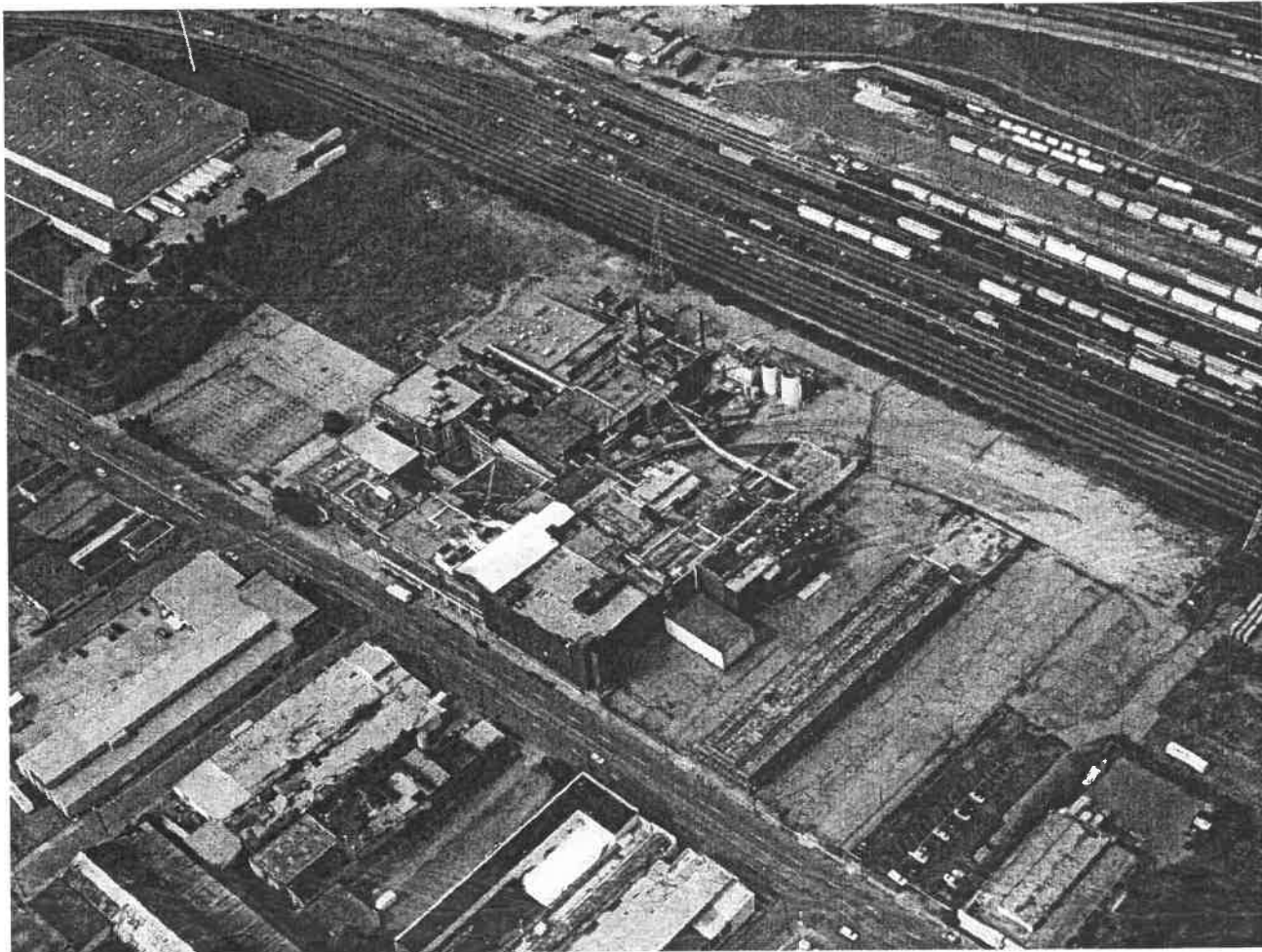
The former Sara Lee/Kahns (Sara Lee) site is located at 3241 Spring Grove Avenue, just south of Priority Area 2. (see *Map 2.1*) The 16.86 acre site is currently owned by Hamilton County. Approximately half of the site is covered by structures. The site is currently unoccupied. (see photo below)

Hamilton County also owns an associated 2.01 acre site on the east side of Spring Grove Avenue. This parcel contains no structures and pro-

vided additional parking area.

While reuse of the site would require a Phase II Environmental Assessment and subsequent abatement and demolition, it is among the largest industrial sites under single ownership located in the City of Cincinnati.

In the short-term, both Hamilton County and the City of Cincinnati share a common vision of creating a development-ready site. Redevelopment on the site has the potential to spur additional development along the Spring Grove Avenue Corridor. In addition, this site has the potential to be part of a larger development in conjunction with Priority Area 2.

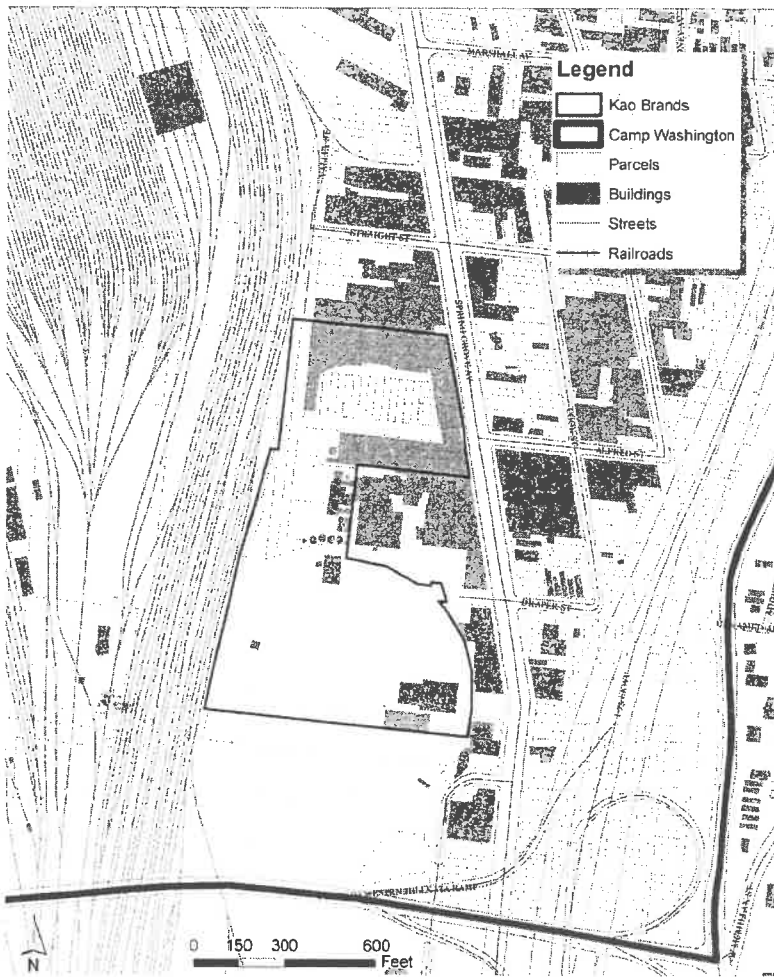


Sara Lee site, 3241 Spring Grove Avenue (Courtesy of Bob Lafkas).

KAO BRANDS

Kao Brand owns 17.844 acres at the southern tip of Camp Washington at 2535 Spring Grove Avenue. (see Map 2.1 and 5.5) The 17.844 acres are comprised of three parcels just west of the intersection of Alfred Street and Spring Grove Avenue.

Kao Brands is investing \$7.9 million in capital projects at its Camp Washington facility to improve efficiency and increase capacity.



Map 5.5. Kao Brands.



Main entrance of Kao Brands, 2535 Spring Grove Avenue.



The William Powell Company, immediately south of Kao Brands' main entrance.



Intersection of Alfred Street and Spring Grove Avenue looking north up Spring Grove Avenue. Kao Brands building on left.

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(6) RECOMMENDATIONS

The recommendations of this plan include goals, objectives, and action steps. Goals and objectives are outlined in this chapter. The goals are the intended outcomes of the plan, while the objectives are the strategies necessary to accomplish the stated goals.

GOALS

The SPUR team identified initial goals for the Camp Washington Industrial Area Plan. These goals have been refined with stakeholder input and are as follows:

- Return vacant, contaminated, or underutilized land to productive uses;
- Enhance overall quality of life in the community;
- Connect existing businesses to City services and incentives to help them grow; and
- Attract new businesses and foster the expansion of existing businesses in order to increase the availability of jobs and increase the tax base.

OBJECTIVES

In achieving the goals of this plan, existing property owners, local government officials, public

utilities, transportation officials, and private development interests should collaborate to:

- Capitalize on Camp Washington's proximity to regional and local transportation networks and existing utility infrastructure;
- Capitalize on Camp Washington's manufacturing base and proximity to Uptown;
- Promote sustainable redevelopment and adaptive reuse methods;
- Create redevelopment opportunities that respond to existing market and private sector developer demand;
- Leverage partnerships between public authorities, community stakeholders, and private development interests to identify and implement development opportunities;
- Minimize negative influences from existing blighted properties;
- Market incentives for new private investment with a focus on job creation;
- Facilitate the growth of existing businesses;
- Remove real or perceived barriers to redevelopment;
- Assemble critical contiguous parcels to facilitate large-scale redevelopment where ap-

appropriate;

- Encourage the use of green technologies and environmentally sustainable practices for building construction, site design, facility operation, and street design;
- Establish more sustainable and complimentary relationships between industrial, commercial development, and existing residential uses in the neighborhood;
- Improve relationships between development sites and transportation and circulation systems; and
- Encourage the development of businesses in the following nine business and industry sectors: Life Sciences, Chemical Manufacturing, Professional/Technical Services, Aerospace, Management of Companies, Advanced Manufacturing, Insurance & Banking, Hospitals, and Education Services.

PRIORITY AREA 1 DEVELOPMENT OBJECTIVES

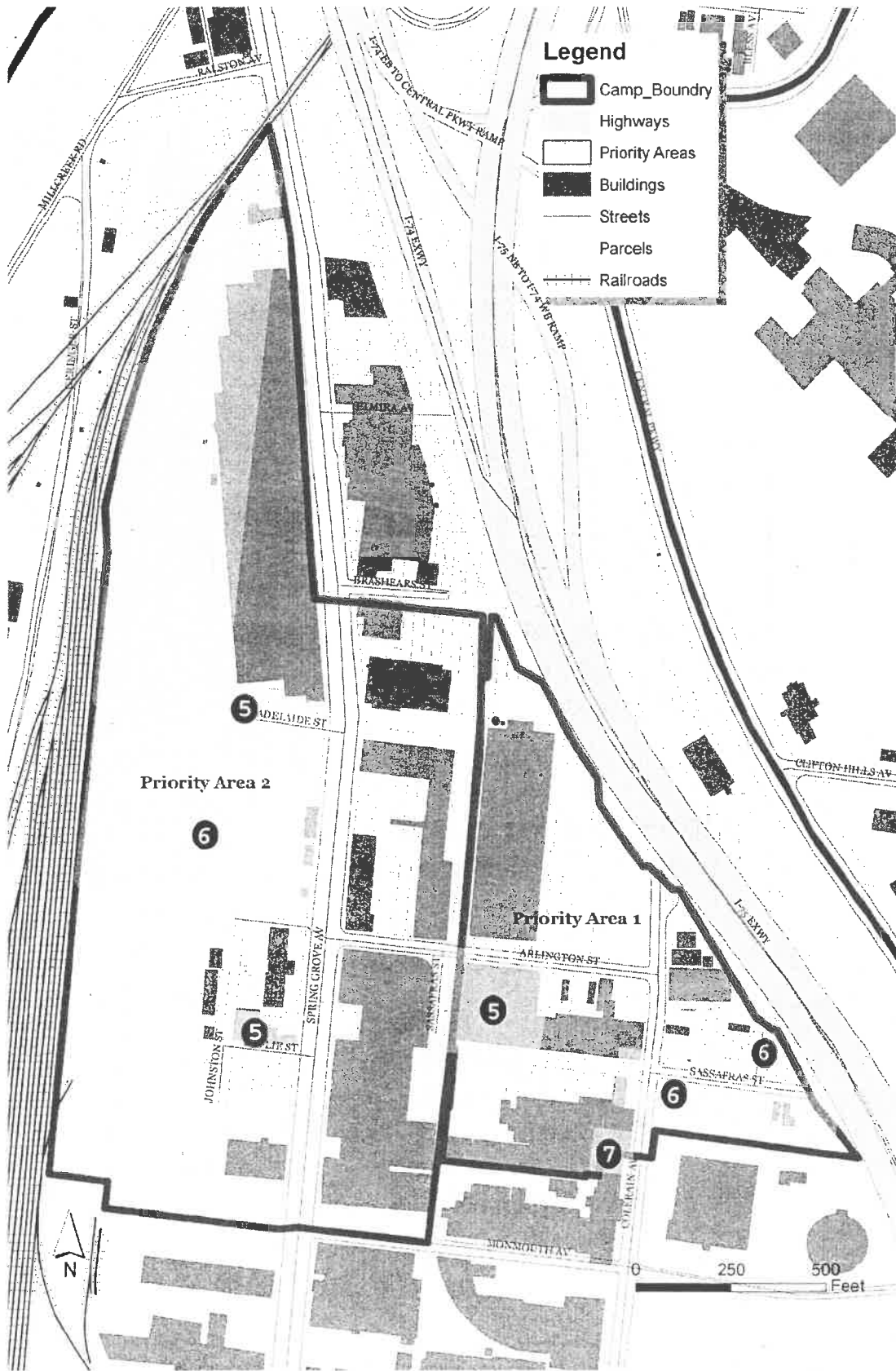
1. Pursue demolition or renovation of functionally obsolete warehouse and industrial buildings.
2. Facilitate environmental cleanup of industrial parcels to remove disincentives for private sector redevelopment.
3. Encourage consolidation of small, fragmented parcels into larger, usable parcels.
4. Explore shared parking facilities.
5. Encourage remediation and reuse of the Crosley Building.
6. Consider the vacation of Sassafras Street and

Comfort Street, east of Colerain Avenue.

7. Transitional uses or buffering elements should be established along the southern edge of the priority area and the residential uses located in Planned Development District-39 (Machine Flats, American Sign Museum).
8. Facilitate the consolidation of existing business operations to one location (e.g., Reliable Castings).
9. In the event adjacent City facilities need to be expanded, encourage their use of available office space in nearby multi-tenant structures.

PRIORITY AREA 2 DEVELOPMENT OBJECTIVES

1. Pursue demolition or renovation of functionally obsolete warehouse and industrial buildings.
2. Facilitate environmental cleanup of industrial parcels to remove disincentives for private sector redevelopment.
3. Encourage consolidation of small, fragmented parcels into larger, usable parcels.
4. Explore shared parking facilities.
5. Consider the vacation of Adelaide Street and Ledlie Street.
6. Work with Cincinnati Police and property owner to relocate or redesign the impound lot located west of Spring Grove Avenue between Arlington Street and Adelaide Street.
7. Encourage demolition of all functionally obsolete buildings west of Spring Grove Avenue.



Map 6.1. Priority Area 1 and 2 Development Objectives (shaded areas and numbers correspond with Priority Area 1 and 2 Development Objectives).

8. Consider use of a Planned Development District to ensure a consistent urban campus aesthetic. Parking and loading facilities should be located to the rear of buildings along Spring Grove Avenue and to the side or rear of properties along Arlington Street and Monmouth Street.
9. Increase the aesthetic quality and vehicular and pedestrian user functionality of Spring Grove Avenue through sidewalk, streetscape, and roadway improvements. Improvements could help to establish a new identity that reflects the community's industrial heritage and helps to attract and retain a talented workforce.
10. Minimize vehicular access points along Spring Grove Avenue. A singular access point to the properties on the west side of Spring Grove Avenue could be provided for at the intersection of Spring Grove Avenue and Arlington Street. Access to the properties on the east side of Spring Grove Avenue should be provided from Arlington Street and Monmouth Street.

ity through sidewalk, streetscape, and roadway improvements.

OTHER PRIORITY AREA DEVELOPMENT OBJECTIVES

1. Work with Hamilton County, the existing Sara Lee property owner, to facilitate the cleanup and redevelopment of the former Sara Lee facility with a focus on light-industrial/flex uses that create jobs.
2. Ensure the long-term viability of Kao Brands' operations by increasing the aesthetic quality and vehicular and pedestrian user functional-

(7) ACTION PLAN

The Action Plan includes the specific steps necessary to achieve the goals of this plan. While this plan identifies priority areas, the action steps are applicable to all of Camp Washington. The Action Plan includes action steps, an implementation timeframe, and the major resources and partners necessary to accomplish the actions. Action steps have been grouped into five categories:

- Job Creation and Retention
- Sustainable Development Practices
- Transportation and Infrastructure
- Clean, Safe, and Attractive
- Buffering of Residential Uses

Major resources and partners include City staff as well as outside organizations, agencies, and funding sources. Cincinnati City Council, Cincinnati Planning Commission, City Staff, and the Camp Washington Community organizations will play an integral role in each action step. A complete list of funding sources, including programs, eligible uses and applicants, maximum amounts, application deadlines, and program contacts can be found in *Appendix D*.

CITY STAFF RESOURCES

The effectiveness of this plan relies not only on the market, but on the City staff that are engaged in the analysis and implementation of projects. The following City agencies play integral roles in the analysis and implementation of development projects and will do so in carrying out this plan:

- Cincinnati Police Department (CPD)
- Cincinnati Fire Department (CFD)
- Community Development (DCD)
- Office of Budget & Evaluation, (OB&E)
- City Planning & Buildings (CP&B)
- Economic Development Division (EDD)
- Office of Environmental Quality (OEQ)
- Finance Department
- Greater Cincinnati Water Works (GCWW)
- Metropolitan Sewer District of Greater Cincinnati (MSD)
- Law - Economic and Community Development (Law)
- Law - Property Management and Real Estate-Relocation Services (Real Estate)
- Purchasing Division

- Risk Management Division
- Department of Transportation & Engineering (DOTE)

ANALYSIS

Market Analysis

Evaluation of the external factors affecting a development is paramount to determining whether each project is the best place to invest the City's resources.

Primary Agency: CDC, CP&B, EDD

Financial Incentive Analysis

Evaluation of the costs and benefits of investing public funds in a development project is the foundation of responsible fiscal stewardship, and ensures the best use of available funds.

Primary Agency: DCD, Budget & Evaluation, EDD, Finance, Real Estate

Risk Analysis

Evaluation of the risks of City investment in a project is a critical step that can identify potential problems with a development plan prior to its implementation.

Primary Agency: OEQ, Law, Risk Management, DCD

IMPLEMENTATION

Contractor/Consultant/Developer Procurement

The right partners will make or break a project. Competitive procurement helps ensure that the City chooses the right partners for each project.

Primary Agency: DCD, EDD, OEQ, Law, Purchasing, DOTE

Real Estate Transactions

In order to complete a project, thorough due diligence and a host of real estate transactions are necessary, including but not limited to property appraisal, the purchase or sale of real property, and tenant relocation.

Primary Agency: DCD, Law, Real Estate, CP&B

Grant Application & Management

This Action Plan identifies specific State and Federal funds to be leveraged for redevelopment projects; in order to succeed in securing these funds, extensive collaboration goes into applying for and managing these grants.

Primary Agency: DCD, Budget & Evaluation, CP&B, EDD, OEQ, Finance, Law, DOTE

Management & Inspection

The responsible management of a development project will help to ensure that projected outcomes are realized and the process is as efficient as possible.

Primary Agency: DCD, CP&B, EDD, OEQ, GCWW, MSD, DOTE, CPD, CFD

Technical Assistance & Financial Incentives

Providing technical assistance and financial incentives, where appropriate, can attract and retain businesses in the neighborhood and increase their long-term viability.

Primary Agency: DCD, EDD

DEVELOPMENT & BUSINESS PARTNERS

The success of this plan will also depend on the quantity and quality of investment and services available to implement projects and grow businesses. The private development community and the existing Camp Washington business community will play a large role in pushing development projects across the finish line, but the following organizations can play a critical role:

- Cincinnati City Council
- Cincinnati Planning Commission
- Camp Washington Community Organizations (CWCOs) including the Camp Washington Business Association (CWBA), Camp Washington Community Board (CWCB), and Camp Washington Community Council (CWCC)
- Cincinnati Bell
- Cincinnati State Technical and Community College
- Duke Energy
- Hamilton County Commissioners
- Hamilton County Development Company (HCDC)
- Greater Cincinnati Microenterprise Initiative (GCMi)
- Port of Greater Cincinnati Development Authority
- Southwest Ohio Regional Transit Authority (SORTA)
- Time Warner Cable
- U.S. Green Buildings Council- Cincinnati Chapter (USGBC)

- University of Cincinnati (UC)
- Workforce Investment Board (WIB)

In the process of implementing this plan, the City will also continue to consult with the two largest employers in the neighborhood, Kao Brands Company and Meyer Tool, Inc., to ensure that their needs are addressed.

Job Creation and Retention			
	Action Steps	Timeframe	Major Resources and Partners¹
1	Adopt Camp Washington Industrial Area Plan	Underway	
2	Inform property owners of financial incentives available to assist with the redevelopment of their property as identified in the Camp Washington Industrial Area Plan	Short Term	
3	Connect local businesses to small business development and workforce development/educational program providers	Short Term	GCMI, WIB, Cincinnati State, UC
4	Identify specific redevelopment opportunities	Short Term	Port Authority, HCDC, private development community
5	Map property that is government-owned or for-sale		
6	Map property that is included in the vacated building list or that has a building code violation		
7	Identify clusters of property larger than 2 acres		
8	Market redevelopment opportunities to private development organizations		
9	Solicit support from business community in implementation of specific projects	Near Term	
10	Conduct area-wide environmental assessment to identify sources of contamination	Long Term	Port Authority, HCDC, US EPA Assessment Grant
11	Establish site control/assemble property for redevelopment	Long Term	Port Authority, HCDC, private development community, Clean Ohio Fund, Job Ready Sites Program
12	Identify specific real property to acquire for redevelopment, when appropriate		
13	Appraise and environmentally assess potential property		
14	Negotiate and acquire property		
15	Issue Request for Proposals to private developers for the redevelopment of the property		
16	Execute development agreement(s) with developer(s) that present the most feasible redevelopment proposal		
17	Implement redevelopment projects with the focus on returning underutilized property to productive use	Long Term	Port Authority, HCDC, private development community, Clean Ohio Fund, Job Ready Sites Program, BEDI Grant

Job Creation and Retention (continued)			
18	Attract light industrial & office users to redevelopment area with an emphasis on the following sectors: Life Sciences, Chemical Manufacturing, Professional/Technical Services, Aerospace, Management of Companies, Advanced Manufacturing, Insurance & Banking, Hospitals, and Education Services	Long Term	Private development community
19	Attract local business incubator graduates to appropriate commercial space in the neighborhood.	Long Term	HCDC, private development community
20	Identify small & micro-business opportunities in supportive retail & service sectors	Long Term	Private development community
21	Explore slum and blight spot basis designation, Urban Setting Designation (USD), and Neighborhood Revitalization Strategy Area (NRSA) for potential benefits to job creation	Long Term	
22	Maintain communication between key staff at City facilities to explore the need for additional space in neighboring buildings	Ongoing	
23	Support Camp Washington Business Association survey to understand the needs of all area businesses and identify existing city services to meet identified needs	Ongoing	Department of Public Services
24	Incorporate all site and building development recommendations and practices from the Sustainable Development Practices and Clean, Safe, and Attractive sections of this Action Plan.	Ongoing	
Sustainable Development Practices			
	Action Steps	Timeframe	Major Resources and Partners¹
25	Invite sustainable development experts to present at Camp Washington Business Association meetings	Near Term	U.S. Green Building Council, Urban Land Institute, American Institute of Architects, Regional Chamber
26	Encourage the utilization of sustainable development practices, such as LEED, in construction projects and manufacturing operations	Ongoing	
27	Incentivize use of green technologies in redevelopment projects	Ongoing	

Transportation and Infrastructure			
	Action Steps	Timeframe	Major Resources and Partners¹
28	Evaluate sewer and stormwater infrastructure	Short Term	
29	Evaluate water infrastructure	Short Term	
30	Evaluate gas & electric infrastructure	Short Term	Duke Energy
31	Evaluate telecommunications infrastructure	Short Term	Cincinnati Bell, Time Warner Cable
32	Facilitate utility improvement projects	Long Term	Duke Energy; Cincinnati Bell; TW Cable, Job Ready Sites grant, Clean Ohio Fund, Economic Development Administration grant
33	Evaluate existing rail infrastructure	Near Term	
34	Increase rail capacity to, within, and through the Queensgate Rail Yard. These capacity improvements may include a fourth mainline track which would extend from Queensgate Yard to the rail junction in Winton Place	Long Term	Ohio Department of Transportation, Ohio Rail Development Commission, CSX Transportation, Norfolk Southern
35	Identify opportunities to extend rail spurs to enhance development potential of redevelopment sites	Long Term	CSX Transportation, Norfolk Southern
36	Work with property owners on Spring Grove Avenue to ensure that new truck loading and unloading activities do not negatively impact traffic flow	Long Term	
37	Identify ways to minimize the vehicular access points (e.g., driveways) of future developments along Spring Grove to enhance traffic flow	Long Term	
38	Facilitate the implementation of the I-75 Mill Creek Expressway project	Long Term	Ohio Department of Transportation
39	Promote the extension of Metro bus service to include a direct link to the Uptown neighborhoods	Long Term	SORTA
40	Improve visibility and effectiveness of directional signage on Hopple Street that directs vehicles to Spring Grove Avenue	Near Term	SORTA
41	Evaluate multimodal transportation opportunities along the Spring Grove Corridor	Near Term	SORTA

Clean, Safe, and Attractive			
	Action Steps	Timeframe	Major Resources and Partners¹
42	Maintain strong lines of communication between community stakeholders	Ongoing	
43	Ensure that City-owned property is properly maintained	Ongoing	Dept. of Public Services
44	Market the availability of amenities such as parks and recreation trails to area businesses and residents	Ongoing	Cincinnati Recreation Commission, Mill Creek Restoration Project
45	Support Mill Creek Greenway Trail improvement	Short Term	Mill Creek Restoration Project
46	Advocate for increased bicycle and pedestrian access to Mill Creek Greenway Trail from Western Hills and Hopple Viaducts	Ongoing	
47	Ensure the design and construction of attractive aesthetic elements in the construction of the Monmouth Street Overpass and Hopple Street Exit as part of the I-75 Mill Creek Expressway Project	Near Term	Ohio Department of Transportation
48	Implement right-of-way beautification and improvement projects on Hopple Street, Colerain Avenue, & Spring Grove Avenue	Long Term	Keep Cincinnati Beautiful
49	All development projects should be reviewed for CPTED (Crime Prevention Through Environmental Design) compliance by a member of the Police Department who is a Certified Crime Prevention Specialist	Ongoing	
50	All development projects should be reviewed by a member of the Police Department Terrorism and Early Warning Group using the Automated Critical Asset Management System (ACAMS)	Ongoing	
51	Project development should include the installation of camera systems capable of being networked with current and future surveillance systems of the Police Department. Assistance with system requirements is available from the Police Department Information Technology Section, (513) 263-8080	Ongoing	
52	Business managers and employees should be encouraged to participate in the current community notification process used by the Police Department (currently Citizen Observer)	Ongoing	
53	Business owners should keep off hours personnel contact lists current with the Police Department	Ongoing	

Buffering of Residential Uses			
	Action Steps	Timeframe	Major Resources and Partners¹
54	Restrict the rezoning of additional property to residential	Ongoing	
55	Preserve sites that have been zoned for industrial use	Ongoing	
56	Locate more intensive light industrial uses away from residential areas	Long Term	
57	Use buffering elements ,such as parking, fencing, and landscaping, to provide separation between business and residential uses	Long Term	

¹**Cincinnati City Council, Cincinnati Planning Commission, City Staff, and the Camp Washington Community organizations** will play an integral role in each action step. Furthermore, the Major Resources and Partners listed do not represent the full extent of resources and partners to be leveraged for development opportunities.

(A) APPENDIX - HISTORIC RESOURCES

Evaluation of eligibility for the National Register is fundamentally based on how well a resource exemplifies either specific elements or broad trends in history or prehistory. For an architectural resource, the qualities that typically define significance are (1) a relationship with broad historical trends or events; (2) association with significant individuals or social groups and/or organizations; and (3) the work of a master architect/builder (Criterion A, B, and C respectively).

Table A.21: Camp Washington Individual Resources
(Quadrant 3, Area 40)

Key: NHL = National Historic Landmark; NR = National Register; HD = Historic District; NE = Not Evaluated; DOE = Determination of Eligibility.
NOTE: Camp Washington encompasses areas 40 and 40a from the 1978 Survey of Cincinnati.

Map Reference	OHI(s)	Address	Resource Name(s)	1978 Rank	Status / Recommendation	Comments
Resources Listed in or Potentially Eligible for the National Register						
40-36	HAM-7420-40	1107 Alfred St	Ahrens-Fox Fire Engine Company	NE	NR Eligible (Criterion A)	
40-12	HAM-1957-40	1329 Arlington St	Crosley Building	4	NR Eligible (Criterion A and B)	
40-37	HAM-1672-40	1245 Bates Ave	Hausenfluck House	District	NR Eligible	See Cincinnati Workhouse HD (40-1)
40-15	HAM-7415-40	Central Parkway (near Hopple St)	Hopple Street Subway Tunnel Portals	4	NR Eligible (Criterion A and C)	
40-38	HAM-1683-40	2942 Colerain Ave	Fire Engine Company No. 12	Cluster	NR Eligible (Criterion A)	See Rachel St Cluster (40-8)
40-1	HAM-1490-40	3208 Colerain Ave	Cincinnati Work House and Hospital; Cincinnati Correctional Institution	District	Individual - NR DEMOLISHED	Still officially NR listed Cincinnati Workhouse HD
40-39	HAM-7414-40	3251-3259 Colerain Ave	American Products Company	NE	NR Eligible	
40-20	HAM-1956-40	1326 Hopple St	18th District School; Washington School	4	Individual - NR DEMOLISHED	Still officially NR listed
40-21	HAM-1696-40	1036 Marshall Ave	Mills House	4	NR Eligible	
40-40	HAM-1702-40	2951 Sidney Ave	Camp Washington Neighborhood Center	District	NR Eligible	See Rachel-Sidney HD (40-9)
40-26	HAM-1709-40	2261 Spring Grove Ave	Chem-Pack Inc.	5	NR Eligible	
40-28	HAM-1955-40	2503 Spring Grove Ave	Union Brass Works; William Powell Company; William Powell Valve Company	4	NR Eligible (Criterion A)	
40-29	HAM-1495-40	2600 Spring Grove Ave	Fire Engine Company No. 43 / Ladder Company No. 8	5	NR Eligible (Criterion A and C)	DOE 7/21/97 - NR Eligible
40-33	HAM-1952-40	2929 Spring Grove Ave	Anchor Paper Company; Blymyer Iron Works Company	4	NR Eligible	Incorrectly identified as 2932 Spring Grove Ave in 1978 survey / OHI form.
40-41	HAM-5430-40	3129 Spring Grove Ave	Exchange Building; Livestock Exchange Building	NE	NR Eligible (Criterion A)	
40-35	HAM-1950-40	3261-3269 Spring Grove Ave	Ohio Valley Machinery Inc.	4	NR Eligible	DOE 1/21/92 - NR Eligible
Resources Identified in 1978 Cincinnati Historic Inventory - Located in a National Register Listed/Potentially Eligible District or Local Historic District						
none						
Cultural Resources of Historic Interest and/or Requiring Further Research to Determine National Register Eligibility						
40-1	HAM-1668-40	1218-1220 Bates Ave	G. Geisen Company	District		These residences were identified originally in 1978 as part of the Cincinnati Workhouse Historic District (40-1) and the Rachel-Sidney Historic District. Demolitions as well as extensive renovations and alterations has reduced the integrity of individual buildings in both districts, and the buildings no longer form a cohesive, coherent whole with the strong feeling of time, setting, and place noted in 1978. These residences, however, may represent rare examples of worker housing associated with the Cincinnati Workhouse or nearby industries. Further research is required to establish a context for these buildings.
40-9	HAM-1703-40 HAM-1700-40	2956-2958 Sidney Ave 2938 Sidney Ave	Koch House Ball House			Note: The OHI form also records identical homes at 2936 and 2940 Sidney Avenue.

Table A.21: Camp Washington Individual Resources

(Quadrant 3, Area 40)

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40-37	HAM-1672-40	1245 Bates Ave	Hausenfluck House	District	NR Eligible	See Cincinnati Workhouse HD (40-1)
40-15	HAM-7415-40	Central Parkway (near Hopple St)	Hopple Street Subway Tunnel Portals	4	NR Eligible (Criterion A and C)	
40-38	HAM-1683-40	2942 Colerain Ave	Fire Engine Company No. 12	Cluster	NR Eligible (Criterion A)	See Rachel St Cluster (40-8)
40-1	HAM-1490-40	3208 Colerain Ave	Cincinnati Work House and Hospital; Cincinnati Correctional Institution	District	Individual - NR DEMOLISHED	Still officially NR listed Cincinnati Workhouse HD
40-39	HAM-7414-40	3251-3259 Colerain Ave	American Products Company	NE	NR Eligible	
40-20	HAM-1956-40	1326 Hopple St	18th District School; Washington School	4	Individual - NR DEMOLISHED	Still officially NR listed
40-21	HAM-1696-40	1036 Marshall Ave	Mills House	4	NR Eligible	
40-40	HAM-1702-40	2951 Sidney Ave	Camp Washington Neighborhood Center	District	NR Eligible	See Rachel-Sidney HD (40-9)
40-26	HAM-1709-40	2261 Spring Grove Ave	Chem-Pack Inc.	5	NR Eligible	
40-28	HAM-1955-40	2503 Spring Grove Ave	Union Brass Works; William Powell Company; William Powell Valve Company	4	NR Eligible (Criterion A)	
40-29	HAM-1495-40	2600 Spring Grove Ave	Fire Engine Company No. 43 / Ladder Company No. 8	5	NR Eligible (Criterion A and C)	DOE 7/21/97 - NR Eligible
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40-35	HAM-1950-40	3261-3269 Spring Grove Ave	Ohio Valley Machinery Inc.	4	NR Eligible	DOE 1/21/92 - NR Eligible
Resources Identified in 1978 Cincinnati Historic Inventory - Located in a National Register Listed/Potentially Eligible District or Local Historic District						
none						
Cultural Resources of Historic Interest and/or Requiring Further Research to Determine National Register Eligibility						
40-1	HAM-1668-40	1218-1220 Bates Ave	G. Geisen Company	District		These residences were identified originally in 1978 as part of the Cincinnati Workhouse Historic District (40-1) and the Rachel-Sidney Historic District. Demolitions as well as extensive renovations and alterations has reduced the integrity of individual buildings in both districts, and the buildings no longer form a cohesive, coherent whole with the strong feeling of time, setting, and place noted in 1978. These residences, however, may represent rare examples of worker housing associated with the Cincinnati Workhouse or nearby industries. Further research is required to establish a context for these buildings.
40-9	HAM-1703-40	2956-2958 Sidney Ave	Koch House			
	HAM-1700-40	2938 Sidney Ave	Bail House			
			Note: The OHI form also records identical homes at 2936 and 2940 Sidney Avenue.			

Table A.21: Camp Washington Individual Resources

Key: NHL = National Historic Landmark; NR = National Register; HD = Historic District; NE = Not Evaluated; DOE = Determination of Eligibility.
 (Quadrant 3, Area 40)
 NOTE: Camp Washington encompasses areas 40 and 40a from the 1978 Survey of Cincinnati.

Map Reference	OHI(s)	Address	Resource Name(s)	1978 Rank	Status / Recommendation	Comments
n/a	none	3029 Colerain Ave (NW corner Colerain Ave and Elam St)	Camp Washington Substation, Cincinnati Gas & Electric Company (CG&E Company); Cinergy	NE		This building is heavily altered and is not eligible under Criterion C for the National Register. However, it may provide valuable information in the larger context of the history of CG&E and the development of neighborhood substations.
40-19	none	Hopple Street over the Mill Creek	Hopple Street Viaduct	8		The Hopple Street Viaduct carries Hopple Street over the Mill Creek and the massive railyards of Queensgate. Since its construction the viaduct has been widened, raised up, and stripped of its original decorative features. However, it merits mention as one of the City's few remaining early 19th century viaducts.
n/a	none	2641 Spring Grove Ave	Chesapeake & Ohio Railroad (C&O RR) Building	NE		The three-story brick commercial building at 2641 Spring Grove Avenue was built for the C&O RR around the turn of the 20th century, likely as a storage or office building. It does not exhibit a distinctive or distinguished style of architecture, and it is unknown at this time if the building represents either a good representative example of a C&O RR building and/or a rare remaining example in Cincinnati.
Resources Identified in 1978 Cincinnati Historic Inventory - Not Individually Eligible for the National Register or Demolished						
40-1	HAM-1669-40	1223 Bates Ave	Kollman House	District	Not Eligible - Altered	Cincinnati Workhouse HD
	HAM-1670-40	1227 Bates Ave	Shuett's House	District	Not Eligible - Undistinguished	
	HAM-1671-40	1233 Bates Ave	Benton Corporation	District	DEMOLISHED	
	HAM-1673-40	1250 Bates Ave	Thurman House	District	Not Eligible - Undistinguished	
40-13	none	1328 Bates Ave		4	DEMOLISHED	
40-14	HAM-1489-40	2951 Burlington Pl	Wanstrath House	4		OHI form HAM-1489-40 was used to record 11 residences on Burlington Place. Five of the residences - 2951, 2954, 2955, 2958, and 2959 Burlington Place - and a stone wall at the northwest corner of Burlington Place and Spring Grove Avenue have been demolished, and 2950 Burlington Place has been notably altered. The remaining buildings lack sufficient integrity or architectural distinction to be considered eligible for the National Register.
40-3	HAM-1677-40	2862 Colerain Ave	Alcorn's Delicatessen	Cluster	DEMOLISHED	Colerain Ave Cluster #2
40-3	HAM-1679-40	2872 Colerain Ave	Hunter House	Cluster	DEMOLISHED	Colerain Ave Cluster #2
40-4	HAM-5424-40	2945 Colerain Ave	Bloom House	Cluster	Not Eligible	Colerain Ave Cluster #3
40-16	HAM-1689-40	3070-3080 Colerain Ave		4	DEMOLISHED	
40-17	HAM-1960-40	2508 Cook St		4	DEMOLISHED	
40-18	HAM-1691-40	2867 Henshaw Ave	Wolfe House	4	Not Eligible - Altered, Addition	
40-1	HAM-1692-40	3074 Hershaw Ave	Mutters House	District	Not Eligible - Altered	Cincinnati Workhouse HD
	HAM-1693-40	3082 Henshaw Ave	Mundy House	District	Not Eligible - Altered	

Table A.21: Camp Washington Individual Resources

(Quadrant 3, Area 40)

Key: NHL = National Historic Landmark; NR = National Register; HD = Historic District; NE = Not Evaluated; DOE = Determination of Eligibility.
NOTE: Camp Washington encompasses areas 40 and 40a from the 1978 Survey of Cincinnati.

Map Reference	OHI(s)	Address	Resource Name(s)	1978 Rank	Status / Recommendation	Comments
	HAM-1694-40	3088 Henshaw Ave	Dutro House	District	Not Eligible - Altered, Diminished Integrity	
40-22	HAM-1697-40	1042 Marshall Ave	Wurley Grocery	4	Not Eligible - Undistinguished	
40-23	HAM-1958-40	2853-2855 Massachusetts Ave		4	DEMOLISHED	
40-24	HAM-1959-40	2928 Massachusetts Ave	Rembold House	4	DEMOLISHED	
40-8	HAM-1698-40	1070-1072 Rachel St	Roberts House	Cluster	Not Eligible - Undistinguished	Rachel St Cluster
40-25	HAM-1699-40	2880 Sidney Ave	Buescher House	4	Not Eligible - Undistinguished	
40-9	HAM-1701-40	2950 Sidney Ave	Washington United Church of Christ	District	Not Eligible - Altered, Diminished Integrity	Rachel-Sidney HD
40-9	HAM-1704-40	2970 Sidney Ave	Reeves House	District	DEMOLISHED	Rachel-Sidney HD
40-1	HAM-1705-40	3064 Sidney Ave	Mueller House	District	Not Eligible - Altered, Diminished Integrity	Cincinnati Workhouse HD
	HAM-1706-40	3074 Sidney Ave	Brewster House	District	Not Eligible - Altered, Diminished Integrity	
	HAM-1707-40	3075 Sidney Ave	Benton Corporation	District	DEMOLISHED	
	HAM-1708-40	3076 Sidney Ave	Barker House	District	Not Eligible - Undistinguished	
40-27	HAM-1710-40	2277 Spring Grove Ave	Boutwell Staple Company	4	DEMOLISHED	
40-30	HAM-1954-40	2641 Spring Grove Ave	Brighton Mills	5	Not Eligible - Altered, Additions	
40-31	HAM-1711-40	2646-2648 Spring Grove Ave	Coen House	4	Not Eligible - Altered, Undistinguished	
40-32	HAM-1953-40	2930 Spring Grove Ave	Kennedy House	4	Not Eligible - Strongly Diminished Setting, Sense of Time and Place	
40-34	HAM-1951-40	3163 Spring Grove Ave	Cincinnati Stock Yards	5	DEMOLISHED	
Resources Identified in 1978 Cincinnati Historic Inventory - Not Located in Camp Washington						
none						
Previously Identified Resources (Not Identified in 1978 Cincinnati Historic Inventory) - Demolished or Not National Register Eligible						
n/a	HAM-5422-40	1368 Avon Pl	Freeman Food Distributors; Cincinnati Seed Co.; American Automotive Accessories	NE	Not Eligible - Altered	
n/a	HAM-5421-40	1374 Avon Pl	Smith House	NE	Not Eligible - Altered	
n/a	HAM-5423-40	1379 Avon Pl	Bowman House	NE	DEMOLISHED	
n/a	HAM-1688-40	3060 Colerain Ave	Cincinnati Doll Company	NE	DEMOLISHED	
n/a	HAM-1491-40	2511, 2513, 2515 Cook St	Cook Street Rowhouses	NE	DEMOLISHED	Other rows of urban residences noted in OHI form on Spring Grove Avenue and Draper Street have been significantly altered.
n/a	HAM-1493-40	1324 Elam Ave		NE	DEMOLISHED	
n/a	HAM-5426-40	3002 Henshaw Ave	Bachman House	NE	DEMOLISHED	

Table A.21: Camp Washington Individual Resources

(Quadrant 3, Area 40)

Key: NHL = National Historic Landmark; NR = National Register; HD = Historic District; NE = Not Evaluated; DOE = Determination of Eligibility.
 NOTE: Camp Washington encompasses areas 40 and 40a from the 1978 Survey of Cincinnati.

Map Reference	OHI(s)	Address	Resource Name(s)	1978 Rank	Status / Recommendation	Comments
n/a	HAM-1695-40	SW corner Hopple St & Colerain Ave	P-Z Realty Inc.	NE	Not Eligible - Altered, Diminished Integrity	
n/a	HAM-5427-40	1312 Hopple Street	White Castle	NE	DEMOLISHED	
n/a	HAM-1494-40	1326 Monmouth St	Future Pak - Leon Supply	NE	Not Eligible - Altered, Diminished Integrity	
n/a	HAM-5428-40	3118 Spring Grove Ave	Hal Manufacturing Company	NE	Not Eligible - Altered	
n/a	HAM-5429-40	3118-3120 Spring Grove Ave	Klor Kleen Inc.; Heinz Auto Sales; Kramer Auto Repair	NE	Not Eligible - Altered	
n/a	HAM-5431-40	3130 Spring Grove Ave	Cincinnati Truck Parts Company	NE	Not Eligible - Altered	
n/a	HAM-1712-40	1061 Township St	Weber House	NE	Not Eligible - Undistinguished	

(B) APPENDIX - PAVEMENT CONDITION INDEX (PCI)

Street	From	To	Pavement Condition Index	Surface Type	Condition
Adelaide St	Spring Grove Av	West Term	100	ASPHT	Excellent
Alabama Av	Colerain Av	Spring Grove Av	82	ASPHT	Very Good
Alfred St	Colerain Av	Cook St	46	ASPHT	Poor
Alfred St	Colerain Av	Cook St	59	ASPHT	Fair
Alfred St	Cook St	Spring Grove Av	69	ASPHT	Good
Arlington St	Colerain Av	Railroad	100	ASPHT	Excellent
Arlington St	Railroad	Spring Grove Av	100	ASPHT	Excellent
Avon Pl	Meeker St	Spring Grove Av	100	ASPHT	Excellent
Bader Av	Massachusetts	Sidney Av	38	ASPHT	Poor
Bader Av	Sidney Av	Henshaw Av	35	ASPHT	Poor
Bader Av	Henshaw Av	Colerain Av	57	ASPHT	Fair
Bangor Alley	Stock Av	Combs Alley	89	BRICK	Very Good
Bates Alley	East Term	Henshaw Av	73	ASPHT	Good
Bates Alley	Henshaw Av	Colerain Av	87	ASPHT	Very Good
Bates Av	Central Pkwy	I-74 Ramp	86	ASPHT	Very Good
Bates Av	I-74 Ramp	Start Bridge	92	ASPHT	Excellent
Bates Av	End Bridge	Sidney Av	93	ASPHT	Excellent
Bates Av	Sidney Av	Henshaw Av	94	ASPHT	Excellent
Bates Av	Henshaw Av	Colerain Av	95	ASPHT	Excellent
Bates Av	Colerain Av	Spring Grove Av	47	ASPHT	Poor
Bless Av	South Term	Streng Av	54	ASPHT	Fair
Brashears St	East Term	Spring Grove Av	39	ASPHT	Poor
Buck St	Western Hills Viaduct	Spring Grove Av	100	ASPHT	Excellent
Burlington Pl	Spring Grove Av	Hopple St	100	ASPHT	Excellent
Colerain Av	Alfred St	Straight St	56	ASPHT	Fair
Colerain Av	Straight St	Heywood St	58	ASPHT	Fair
Colerain Av	Heywood St	Marshall Av	60	ASPHT	Fair
Colerain Av	Marshall Av	Bader St	53	ASPHT	Fair
Colerain Av	Bader St	Township St	46	ASPHT	Poor
Colerain Av	Township St	Rachel St	61	ASPHT	Fair
Colerain Av	Rachel St	Hopple St	84	ASPHT	Very Good
Colerain Av	Hopple St	Elam St	91	ASPHT	Very Good
Colerain Av	Elam St	Stock Av	100	ASPHT	Excellent
Colerain Av	Stock Av	Ethan Av	100	ASPHT	Excellent
Colerain Av	Ethan Av	Bates Av	100	ASPHT	Excellent
Colerain Av	Bates Av	Bates Alley	100	ASPHT	Excellent
Colerain Av	Alabama Av	Monmouth Av	100	ASPHT	Excellent
Colerain Av	Monmouth Av	Sassafras St	100	ASPHT	Excellent
Colerain Av	Sassafras St	Arlington St	100	ASPHT	Excellent

Street	From	To	Pavement Condition Index	Surface Type	Condition
Colerain Av	Arlington St	North Term	100	ASPHT	Excellent
Combs Alley	Massachusetts Av	Bangor Alley	41	BRICK	Poor
Combs Alley	Bangor Alley	Sidney Av	38	BRICK	Poor
Combs Alley	Sidney Av	Holder Alley	41	BRICK	Poor
Combs Alley	Holder Alley	Henshaw Av	41	BRICK	Poor
Comfort St	Sassafras St	North Term	15	ASPHT	Failed
Cook St	Draper St	Alfred St	100	ASPHT	Excellent
Cook St	Alfred St	Straight St	100	ASPHT	Excellent
Draper St	Cook St	Spring Grove Av	100	ASPHT	Excellent
Draper St	Spring Grove Av	West Term	100	ASPHT	Excellent
Elam St	Colerain Av	Garrard St	43	ASPHT	Poor
Ethan Av	Colerain Av	Spring Grove Av	100	ASPHT	Excellent
Garrard St	South Term	Spring Grove Av	23	ASPHT	Very Poor
Garrard St	Spring Grove Av	Hopple St	100	ASPHT	Excellent
Garrard St	Hopple St	Elam St	100	ASPHT	Excellent
Harold Alley	Ralston Av	Millcreek Rd	28	ASPHT	Very Poor
Henshaw Av	Bader Av	Township St	75	ASPHT	Good
Henshaw Av	Township St	Rachel St	81	ASPHT	Good
Henshaw Av	Rachel St	Hopple St	62	ASPHT	Fair
Henshaw Av	Hopple St	North Term	37	ASPHT	Poor
Henshaw Av	Stock Av	Combs Alley	46	ASPHT	Poor
Henshaw Av	Combs Alley	Bates Av	48	ASPHT	Poor
Henshaw Av	Bates Av	Bates Alley	95	ASPHT	Excellent
Heywood St	Massachusetts Av	Colerain Av	38	ASPHT	Poor
Holder Al	Stock Av	Combs Al	45		Poor
Hopple St	I-75 Overpass	I-75 SB On Ramp	84	ASPHT	Very Good
Hopple St	I-75 SB On Ramp	I-75 SB On Ramp	92	ASPHT	Excellent
Hopple St	I-75 SB On Ramp	I-75 Off Ramp	89	ASPHT	Very Good
Hopple St	I-75 Off Ramp	Henshaw Av	80	ASPHT	Good
Hopple St	Henshaw Av	Colerain Av	82	ASPHT	Very Good
Hopple St	Colerain Av	Jessamine Av	70	ASPHT	Good
Hopple St	Jessamine Av	Burlington Pl	82	ASPHT	Very Good
Hopple St	Burlington Pl	Garrard Av	79	ASPHT	Good
Hopple St	Garrard Av	Meeker St	82	ASPHT	Very Good
Hopple St	Meeker St	Hopple St Viaduct	41	ASPHT	Poor
Jessamine St	South Term	Township St	38	ASPHT	Poor
Jessamine St	Township St	Hopple St	56	ASPHT	Fair
Ledlie St	Spring Grove Av	West Term (Johnson St)	39	ASPHT	Poor
Marshall Av	Massachusetts Av	Sidney Av	47	ASPHT	Poor

Street	From	To	Pavement Condition Index	Surface Type	Condition
Marshall Av	Sidney Av	Colerain Av	64	ASPHT	Fair
Marshall Av	Colerain Av	Spring Grove Av	36	ASPHT	Poor
Massachusetts Av	Heywood St	Marshall Av	43	ASPHT	Poor
Massachusetts Av	Marshall Av	Bader St	50	ASPHT	Fair
Massachusetts Av	Bader St	Township St	47	ASPHT	Poor
Massachusetts Av	Township St	Rachel St	61	ASPHT	Fair
Massachusetts Av	Rachel St	North Term	34	ASPHT	Very Poor
Massachusetts Av	Stock Av	Combs Alley	45	ASPHT	Poor
Meeker St	Spring Grove Av	Hopple St	100	ASPHT	Excellent
Meeker St	Hopple St	Avon Pl	100	ASPHT	Excellent
Millcreek Rd	Spring Grove Av	Harold Alley	100	ASPHT	Excellent
Millcreek Rd	Harold Alley	Ralston Av	100	ASPHT	Excellent
Millcreek Rd	Ralston Av	Geringer St	100	ASPHT	Excellent
Millcreek Rd	Geringer St	Bridge	100	ASPHT	Excellent
Monmouth St	Colerain Av	Spring Grove Av	100	ASPHT	Excellent
Rachel St	Massachusetts Av	Sidney Av	56	ASPHT	Fair
Rachel St	Sidney Av	Henshaw Av	51	ASPHT	Fair
Rachel St	Henshaw Av	Colerain Av	49	ASPHT	Poor
Ralston Av	Spring Grove Av	Harold Alley	100	ASPHT	Excellent
Ralston Av	Harold Alley	Millcreek Rd	100	ASPHT	Excellent
Sassafras St	East Term	Comfort St	100	ASPHT	Excellent
Sassafras St	Comfort St	Colerain Av	100	ASPHT	Excellent
Sidney Av	Marshall Av	Bader Av	100	ASPHT	Excellent
Sidney Av	Bader Av	Township St	100	ASPHT	Excellent
Sidney Av	Township St	Rachel St	100	ASPHT	Excellent
Sidney Av	Rachel St	North Term (Hopple St)	100	ASPHT	Excellent
Sidney Av	Stock Av	Combs Alley	55	ASPHT	Fair
Sidney Av	Combs Alley	Bates Av	59	ASPHT	Fair
Spring Grove Av	Buck St	Draper St	58	ASPHT	Fair
Spring Grove Av	Draper St	Alfred St	68	ASPHT	Good
Spring Grove Av	Alfred St	Straight St	60	ASPHT	Fair
Spring Grove Av	Straight St	Marshall Av	56	ASPHT	Fair
Spring Grove Av	Marshall Av	Township St	58	ASPHT	Fair
Spring Grove Av	Township St	Burlington Pl	57	ASPHT	Fair
Spring Grove Av	Burlington Pl	Garrard Av	60	ASPHT	Fair
Spring Grove Av	Garrard Av	Meeker St	62	ASPHT	Fair
Spring Grove Av	Meeker St	Hopple St	68	ASPHT	Good
Spring Grove Av	Hopple St	Avon Pl	58	ASPHT	Fair

Street	From	To	Pavement Condition Index	Surface Type	Condition
Spring Grove Av	Avon Pl	Ethan Av	56	ASPHT	Fair
Spring Grove Av	Ethan Av	Bates Av	55	ASPHT	Fair
Spring Grove Av	Bates Av	Alabama Av	56	ASPHT	Fair
Spring Grove Av	Alabama Av	Monmouth Av	73	ASPHT	Good
Spring Grove Av	Monmouth Av	Ledlie St	68	ASPHT	Good
Spring Grove Av	Ledlie St	Arlington St	60	ASPHT	Fair
Spring Grove Av	Brashears St	Elmira Av	57	ASPHT	Fair
Spring Grove Av	Elmira Av	Ralston Av	66	ASPHT	Fair
Spring Grove Av	Ralston Av	Millcreek Rd	59	ASPHT	Fair
Stock Av	Massachusetts Av	Bangor Alley	40	ASPHT	Poor
Stock Av	Bangor Alley	Sidney Av	55	ASPHT	Fair
Stock Av	Sidney Av	Holder Alley	59	ASPHT	Fair
Stock Av	Holder Alley	Henshaw Av	37	ASPHT	Poor
Stock Av	Henshaw Av	Colerain Av	53	ASPHT	Fair
Straight St	East Term	Colerain Av	23	ASPHT	Very Poor
Straight St	Colerain Av	Cook St	56	ASPHT	Fair
Straight St	Cook St	Spring Grove Av	61	ASPHT	Fair
Streng St	South Term	Bless Av	10	ASPHT	Failed
Streng St	Bless Av	Ludlow Av	68	ASPHT	Good
Township St	East Term	Massachusetts Av	58	ASPHT	Fair
Township St	Massachusetts Av	Sidney Av	29	ASPHT	Very Poor
Township St	Sidney Av	Henshaw Av	66	ASPHT	Fair
Township St	Henshaw Av	Colerain Av	58	ASPHT	Fair
Township St	Colerain Av	Jessamine St	51	ASPHT	Fair
Township St	Jessamine St	Spring Grove Av	53	ASPHT	Fair
Township St	Spring Grove Av	West Term (Valley St)	46	ASPHT	Poor

Source: Department of Transportation and Engineering, August 2009.

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(C) APPENDIX - MANUFACTURING DISTRICTS (CINCINNATI ZONING CODE)

Chapter 1413 MANUFACTURING DISTRICTS

- § 1413-01. Purposes.
- § 1413-03. Specific Purposes of the Manufacturing Subdistricts.
- § 1413-05. Land Use Regulations.
- § 1413-07. Development Regulations.
- § 1413-09. Driveway Restrictions.
- § 1413-11. Truck Docks; Loading and Service Areas.

§ 1413-01. Purposes.

The general purposes of manufacturing districts are to:

- (a) Promote and preserve manufacturing areas as significant employment generators.
- (b) Facilitate the necessary infrastructure to accommodate a wide variety of transportation, manufacturing and technology uses.
- (c) Accommodate existing traditional industries, while anticipating new technologies and business service uses.
- (d) Preserve appropriate location of industries that may have the potential to generate off-site impacts, while providing compatibility in use and form.
- (e) Establish appropriate standards for reviewing proposals for new development and redevelopment, where appropriate, in manufacturing areas.
- (f) Ensure the provision of services and facilities needed to facilitate planned employment densities.

(Ordained by Ord. No. 15-2004, eff. Feb. 13, 2004)

§ 1413-03. Specific Purposes of the Manufacturing Subdistricts.

The specific purposes of the manufacturing subdistricts are:

- (a) *MA Manufacturing Agricultural.* To create, preserve and enhance areas that are appropriate for agricultural, farming, low impact manufacturing and supporting commercial uses. Low impact manufacturing and supporting commercial uses may be permitted provided they meet specific performance standards and are buffered from residential uses. Single-family residential is also encouraged in the district.
- (b) *ML Manufacturing Limited.* To create, preserve and enhance areas that are appropriate for a range of low-impact manufacturing activities and supporting commercial uses. High-impact manufacturing uses may be permitted, provided they meet specific performance standards and are buffered from residential areas. Loft dwelling units may be permitted in this district and any commercial uses should be located along major transportation corridors.
- (c) *MG Manufacturing General.* To create, preserve and enhance areas that are appropriate for a wide variety of supporting and related commercial and

manufacturing establishments that may have the potential to generate off-site impacts. Future development will accommodate heavy industrial and manufacturing uses, transportation facilities, warehousing and distribution and similar and related supporting uses. These uses typically require sites with good transportation access. Uses that may inhibit industrial development are prohibited.

(d) *ME Manufacturing Exclusive*. To recognize and preserve areas that are intended exclusively for the location of manufacturing establishments. Future development will accommodate heavy industrial and manufacturing uses. These uses typically require sites with good transportation access. Uses that may inhibit or compete with industrial development are prohibited.

GRAPHIC LINK:[Click here](#)

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(Ordained by Ord. No. 15-2004, eff. Feb. 13, 2004; a. Ord. No. 0060-2008, § 6, eff. March 13, 2008)

§ 1413-05. Land Use Regulations.

Schedule 1413-05 below prescribes the land use regulations for M Manufacturing Districts. The regulations for each subdistrict are established by letter designations as follows:

- (a) "P" designates permitted uses. These uses may be subject to additional regulations as indicated.
- (b) "L" designates uses that are permitted, subject to certain limitations. Numeric suffixes refer to limitations listed at the bottom of Schedule 1413-05.
- (c) "C" designates uses permitted only after review and approval of the conditional use by the Zoning Hearing Examiner. These uses may be subject to additional regulations as indicated.

Use classifications are defined in Chapter 1401: Definitions. Use classifications not listed in Schedule 1413-05 are prohibited.

Schedule 1413-05: Use Regulations - Manufacturing Districts

TABLE INSET:

Use Classifications	MA	ML	MG	ME	Additional Regulations
Residential Uses					
Day care home--Adult	P	--	--		
Day care home--Type A	L9	--	--		
Day care home--Type B	L1	--	--		
Group residential					
Convents and monasteries	--	L1	--	--	

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Fraternalities and sororities	--	L1	--	--	
Patient family homes	--	L1	--	--	
Rooming houses	--	L1	--	--	
Shared housing for the elderly	P	L1	--	--	
Permanent residential					
Single-family dwelling	P	L1	--	--	
Attached single-family dwelling	P	L1	--	--	See § 1403-13
Two-family dwelling	--	L1	--	--	
Multi-family dwelling	--	L1	--	--	
Residential care facilities					
Developmental disability dwelling	P	P	--	--	
Special assistance shelter	--	C	--	--	
Transitional housing					
Programs 1--4	--	P	P	--	
Programs 5, 6	--	--	P	--	
Public and Semipublic Uses					
Community service facilities	P	P	--	--	
Day care center	P	P	L3	--	
Government facilities and offices					
Correctional institutions	--	--	C	--	
Facilities and installations	--	--	C	--	
Juvenile detention facilities	--	--	C	--	
Offices	P	P	P	--	
Park and recreation facilities	P	P	--	--	
Public maintenance facilities	--	P	P	--	
Public safety facilities	C	P	P	P	
Religious assembly	P	P	--	--	
Schools, public or private	P	P	--	--	
Commercial Uses					
Ambulance services	--	P	P	--	
Animal services	--	P	P	--	
Banks and financial institutions	--	P	P	--	
Building maintenance services	--	P	P	--	
Building materials sales and services	--	P	P	P	
Business services	--	P	P	--	
Eating and drinking establishments					
Drinking establishments	--	P	P	--	
Restaurants, full service	--	P	P	--	See § 1419-21
Restaurants, limited	--	P	P	--	See § 1419-21
Food markets	--	L5	L5	--	
Food preparation	P	P	P	--	

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Garden supply stores and nurseries	L1	P	--	--	
Laboratories, commercial	--	P	P	--	
Loft dwelling units	P	P	P	--	See § 1419-23
Maintenance and repair services	P	P	P	--	
Medical services and clinics	--	P	P	--	
Offices	P	P	P	P	
Parking facilities	--	P	P	C	See Chapter 1425
Personal instructional services	P	P	P	--	
Personal services	--	L5	L5	--	
Private vehicular storage lot	--	--	P	--	
Recreation and entertainment					
Indoor or small-scale	--	P	P	--	
Outdoor or large-scale	--	C	--	--	
Retail sales	--	L5	L5	--	
Sexually oriented business	--	--	P	--	See § 1419-25
Vehicle and equipment services					
Vehicle and equipment sales and rental	--	L2	L2	--	
Car wash	--	L3	P	--	See § 1419-11
Fuel sales	--	L3	P	--	See § 1419-15
Vehicle repair	--	--	P	--	See § 1419-27
Automobile holding facility	--	--	L4	--	
Industrial Uses					
Production industry					
Artisan	P	P	P	P	
General	--	--	P	P	
Intensive high-impact	--	--	C	C	See § 1419-19
Limited	P	P	P	P	
Research and development	P	P	P	--	
Warehousing and storage					
Contractor's storage	--	C	P	--	
Indoor storage	--	P	P	--	
Oil and gas storage	--	--	C	C	
Outdoor storage	--	--	C	C	
Metal waste salvage yard/junk yards	--	--	C	C	
Waste management					
Waste collection	--	P	P	P	See § 1419-31
Waste disposal	--	--	C	C	
Waste transfer	--	--	C	C	See § 1419-31
Wholesaling and distribution	P	P	P	P	
Transportation, communication and utilities					

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Communications facilities	P	P	P	--	
Public utility distribution system	--	P	P	P	
Public utility maintenance yard	--	P	P	P	
Public utility plant	--	C	P	P	
Radio and television broadcast antenna	--	P	P	--	
Transportation facilities					
Airports	--	L6	--	--	
Heliports	--	L6	L6	L6	
Railroad train yards	--	L7	L7	L7	
Railroad right-of-way	--	P	P	P	
Transportation passenger terminals	--	P	P	P	
Truck terminal and warehouse	--	--	L7	L7	
Wireless communication antenna	L13	L8	L8	L8	
Wireless communication tower	--	C	C	C	
Agriculture and Extractive Uses					
Farming	P	--	--	--	See § 1419-38
Mining and quarrying	--	--	C	C	
Accessory Uses					
Any accessory use not listed below	L10	L10	L10	L10	
Refuse storage area	L12	L12	L12	L12	See § 1421-35
Drive box	L11	L11	L11	L11	
Commercial vehicle parking	L14	P	P	P	
Exterior lighting	P	P	P	P	See § 1421-39
Composting facilities	P	--	--	--	See § 1421-37
Home occupation	P	--	--	--	See § 1419-17
Rooming unit	L15	--	--	--	
Retail Sales	L16	--	--	--	
Portable Storage Containers	P	P	P	P	See § 1419-24
Nonconforming Uses					See Chapter 1447

TABLE INSET:

Specific Limitations

L1 New residential is permitted only when abutting an existing

L2 Permitted on arterial street only. Vehicle loading and unloading must occur on-site

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unloading must occur on-site.

residential use or structure.

L3 Permitted only as an accessory use to a use allowed in the district.

L5 Permitted only if occupying less than 5,000 sq. ft. in ML and 10,000 sq. ft. in MG.

L7 Not allowed within 250 ft. of a residential use in a Residential District.

L9 Fencing a minimum of four feet in height must be provided for purposes of securing outdoor play areas which must be located in the rear yard only.

L11 The storage space is less than 30 cubic yards; enclosed by a screen fence or within a structure; and at least 100 feet from any property used for residential purposes.

L13 Antenna height may not exceed 20 feet; greater height requires a conditional use approval. The antenna may be attached to an agricultural, public or semi-public or public utility building or structure.

L15 No more than two rooming units may be rented or leased in a single-family dwelling.

L17 Permitted only if occupying no more than 5,000 sq. ft. in the MA.

L4 The facility must be completely enclosed on all sides with a six foot screen fence which is protected from damage by a guardrail or other barriers approved by the Director of Buildings and Inspections. Must be located at least 100 feet from a residential district.

L6 Landing strip, pad, or apron may not be located within 500 ft. of a residential district boundary.

L8 Antenna height may not exceed 20 feet; greater height requires a conditional use approval. The antenna may be attached to a multi-family, public or semi-public, public utility, a commercial or industrial building or structure.

L10 Accessory uses determined by the Director of Buildings and Inspections to be customarily incidental to a use of the district are permitted. All others require conditional use approval.

L12 Provisions of § 1421-35 apply when refuse storage

L14 One commercial vehicle may be parked or stored on residential property with the following provisions:
a. Commercial vehicles with current license owned by a resident of the residential property on which it is stored or parked may not exceed two tons in capacity.
b. Recreational vehicles, watercraft and personal trailers may be parked on the lot beyond the front yard.

L16 Retail sales of products manufactured or wholesaled on the premises, when incidental and subordinate to a principal permitted use, provided that the floor area devoted to such retailing shall not exceed 35 percent of the floor area devoted to such principal use, but in no case shall the retail floor area exceed 5,000 square feet.

(Ordained by Ord. No. 15-2004, eff. Feb. 13, 2004; a. Ord. No. 0060-2008, § 7, eff. March 13, 2008; a. Ord. No. 0152-2008, § 1, eff. June 7, 2008; a. Ord. No. 414-2008, § 14, eff. Jan. 4, 2009)

§ 1413-07. Development Regulations.

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Schedule 1413-07 below prescribes the development regulations for M Manufacturing Districts, including minimum lot area, maximum height, minimum yards and other standards. Additional standards are included in Chapter 1419.

Schedule 1413-07: Development Regulations - Manufacturing Districts

TABLE INSET:

Regulations	MA	ML	MG	ME	Additional Regulations
Building Scale - Intensity of Use					
Minimum Lot Area (sq. ft.)					
Residential Uses	20,000	4,000	--	--	
Non-residential Uses	--	20,000	0	0	0
Land area for every dwelling unit	--	2,000	--	--	
Building Form and Location					
Maximum Building Height (ft.)	35	45	85	85	
Minimum Yard (ft.)					
Front Residential	40	20	0	0	
Front Non-Residential	25	20	0	0	
Side Residential (minimum/total)	10/20	3/12	0	0	
Side Non-Residential (minimum/total)	10/20	10/20	0	0	
Rear Residential	35	25	0	0	
Rear Non-Residential	20	10	0	0	
Vehicle Accommodation - Driveways and Parking					
Driveway Restrictions	Yes	Yes	Yes	Yes	See § 1413-09
Parking Lot Landscaping	Yes	Yes	Yes	Yes	See § 1425-29
Truck Docks; Loading and Service Areas	Yes	Yes	Yes	Yes	See § 1413-11
Other Regulations					
Buffering Along District Boundaries	Yes	Yes	Yes	Yes	See § 1423-13
Accessory Uses and Structures					See Chapter 1421
General Site Standards					See Chapter 1421
Landscaping and Buffer Yards					See Chapter 1423
Nonconforming Uses and Structures					See Chapter 1447
Off-Street Parking and Loading					See Chapter 1425
Signs					See Chapter 1427
Additional Development Regulations					See Chapter 1419

(Ordained by Ord. No. 15-2004, eff. Feb. 13, 2004; a. Ord. No. 0060-2008, § 8, eff. March 13, 2008;

08/21/2009

<http://www.municode.com/resources/...>

a. Ord. No. 0152-2008, § 2, eff. June 7, 2008; a. Ord. No. 0152-2008, § 2, eff. June 7, 2008)

§ 1413-09. Driveway Restrictions.

Site access must be from a local street or alley wherever practical, but not from a residential street where alternate access is available, as determined by the Department of Transportation and Engineering.

(Ordained by Ord. No. 15-2004, eff. Feb. 13, 2004)

§ 1413-11. Truck Docks; Loading and Service Areas.

Where a building is adjacent to a residential district, the location of these facilities must be the side away from the district boundary. Where truck docks, loading and service areas are adjacent to a residential district boundary a 100 foot setback is required from the district boundary line. In the ML Districts, these facilities must be located at the side of buildings or in the rear of the site and screened so as not to be visible from a public street other than an alley.

(Ordained by Ord. No. 15-2004, eff. Feb. 13, 2004)

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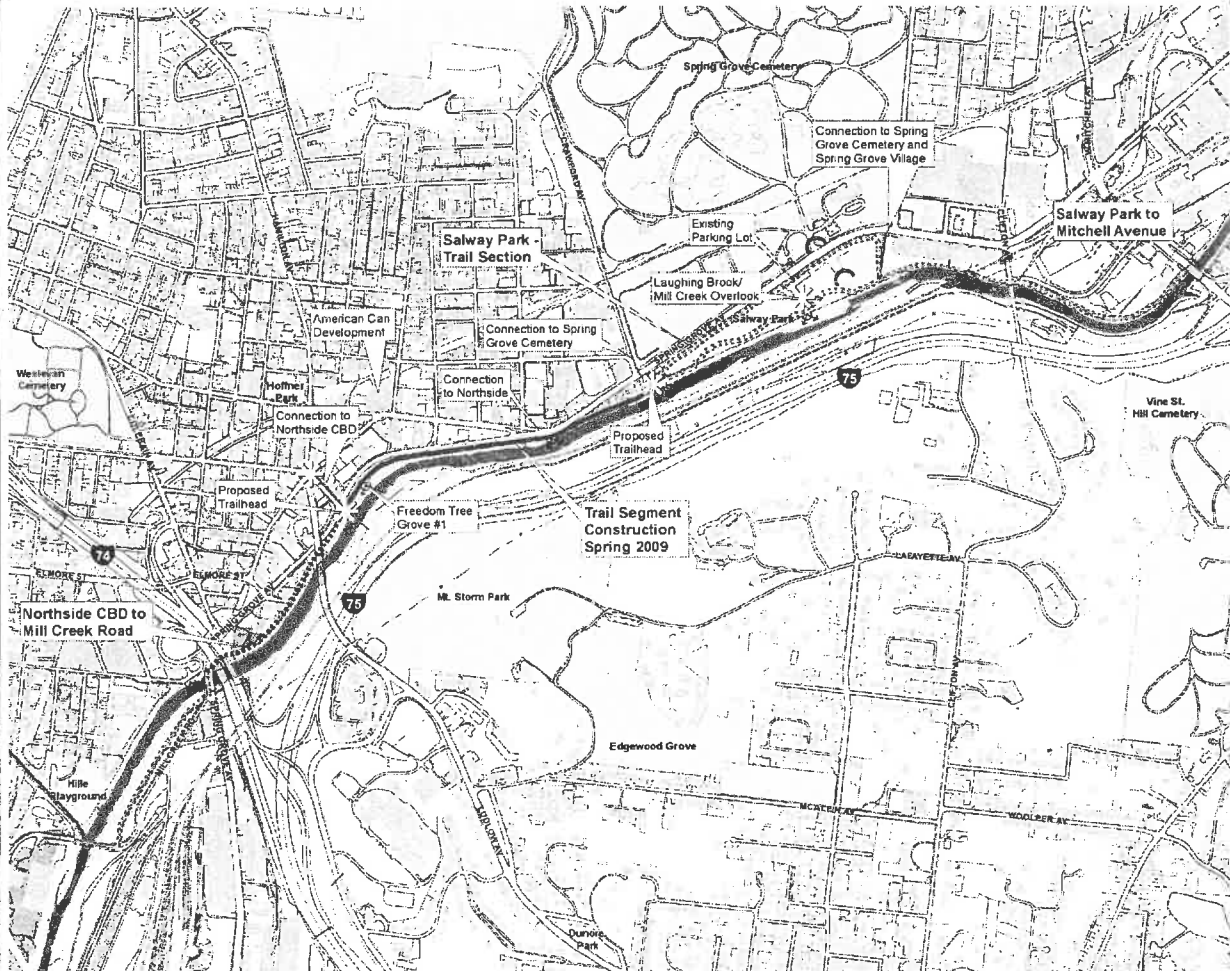
(D) APPENDIX - FUNDING SOURCES

Funding Sources

Program	Clean Ohio Revitalization Fund	Clean Ohio Assistance Fund	Job Ready Sites	US EPA Brownfield Revolving Loan Fund	Roadwork Development (629) Account	Ohio Rail Development Commission	Ohio Water Development Authority - Local Economic Development Fund	Ohio Water Development Authority - Brownfield Fund	Industrial Site Improvement Fund	Papip Outreach Grant	Regional 166 Direct Loan	Urban Redevelopment Loan
Eligible Uses	Remediation, demolition, land acquisition	Assessment, remediation, demolition	Site Development, land acquisition, utility upgrades, speculative construction	Assessment/cleanup, job training for residents of brownfield communities	Off-site public roadway improvements, engineering for such roadways, moving or replacing utilities associated with existing roads	Rail additions or improvements to support businesses	Eng., design, construction, inspection, & legal for water and wastewater	Engineering, design, construction, inspection, & legal for water and wastewater	Land/building acquisitions, building improvements, environmental remediation, utility lines	Infrastructure improvements to support businesses	Purchase of land, building, machinery; construction/renovation; long-term lease; purchase of fixed assets	Acquire land/building; remediate brownfields, infrastructure/site prep, demo, roads, bridges, parking, utilities, improve water/fuel access
Eligible Applicant	City of Cincinnati; Port Authority	City of Cincinnati; Port Authority	City of Cincinnati; Port Authority	City of Cincinnati; Port Authority	Business creating or retaining jobs	Business creating or retaining jobs	City of Cincinnati	City of Cincinnati; Port Authority; Private entities	ineligible in FY2009	Private business creating or retaining jobs	Private business creating or retaining jobs	City of Cincinnati; NP Econ Dev.Org
Maximum Amount	\$3,000,000	\$300,000 for assessment; \$750,000 for clean up	\$3-500,000	\$1,000,000	none	none	determined by ODOD annually	\$500K for design, no max for construction	\$750,000/country	none	\$1,000,000	\$5,000,000

Program	Ohio Enterprise Bond Fund	HUD Section 108 Loan	HUD Brownfields Economic Development Initiative (BEDI)	Economic Development Administration - Econ. Dev. Assistance Program	US EPA Brownfield Assessment Grant	Recovery Zone Economic Development Bonds	US EPA Brownfield Cleanup Grant	Recovery Zone Facility Bonds	SPUR/GO Cincinnati Capital Funds	Commercial & Industrial Public Improvements Capital Funds	HUD EDI - Special Project, Planning, & Wood Initiative Grant	ARRA for Brownfield Redevelopment
Eligible Uses	Purchase of land/building/machinery; construction/renovation; long-term lease; purchase of fixed assets	Activities eligible under CDBG; acquisition of real property; rehab public/private owned property; public facilities, site improvement	Land write-downs, site remediation, funding reserves, over-collateralizing or direct enhancement of a Section 108 loan financing for-profit businesses at subsidized rates	Planning activities, acquisition and development of land or improvements for public works	Research/planning, inventory and characterization of sites, conducting community involvement	Public infrastructure, construction of public facilities, job training/relocation programs	Assessment & cleanup of contaminated properties, environmental monitoring	Any depreciable capital project other than residential rental	Acquisition, Assessment, Infrastructure, Site Prep, Maintenance, New Construction, Rehab	Acquisition, Assessment, Infrastructure, Site Prep, Maintenance, New Construction, Rehab	Acquisition, planning, design, purchase of equipment, revitalization, redevelopment or construction	
Eligible Applicant	City of Cincinnati	City of Cincinnati	City of Cincinnati	City of Cincinnati; Port Authority; NP O.g; Universities	City of Cincinnati; State of Ohio; Port Authority; quasi-gov entities; Universities	Port Authority	City of Cincinnati; State of Ohio; Port Authority; quasi-gov entities; Universities	Port Authority	n/a	n/a	City of Cincinnati	
Maximum Amount	\$10,000,000	5x city's CDBG entitlement	\$2,000,000	none	\$400,000	\$9,161,000	\$200,000	~\$2.6M left	based on availability	based on availability	no specified max	\$200,000

(E) APPENDIX - MILL CREEK GREENWAY TRAIL



	Phase I Trail Route Construction Spring 2009 (Approx. 0.6 miles)		Trailhead Opportunities and Features
	Phase II Trail Route (Approx. 0.4 miles)		Parks and Open Space
	Phase III Trail Route (Approx. 2 miles)	 300 150 0 300 600 900 1,200 1,500 Feet	

Map Information Provided by the Following Sources:
 GIS/CAD Services: Urban Systems, Inc. (2008)
 Aerial Photography: GeoEye, Inc. (2008)
 Planning: Various City Departments, Planning and Urban Development, Services and Control

January 2009

Major Funding Partners for Phase I, as of January 2009

- City of Cincinnati Mill Creek Greenway Program
- Clean Ohio Trail Fund
- The Greater Cincinnati Foundation
- Mill Creek Restoration Project

(F) APPENDIX - LETTERS OF COMMUNITY SUPPORT



October 16, 2009

Milton Dohoney
 City Manager
 City of Cincinnati
 801 Plum Street
 Cincinnati, OH 45202

Dear Mr. Dohoney:

I am writing in support of the Camp Washington Industrial Area Plan and the economic development priorities it identifies for our neighborhood.

Camp Washington is at a critical point in our history. The successful industrial history that built the Camp has left behind a legacy of pollution and obsolete facilities. Vacant buildings have become a magnet for vandals and thieves. Contaminated properties, whether real or perceived, drive away potential businesses that are interested in locating in our community.

However, our strong businesses and residents are passionate about fighting these problems and with the right resources, we can be successful. The Camp Washington Industrial Area Plan outlines the strategies to obtain such resources.

We look forward to working with the City to implement this plan, so we can continue to move Camp forward.

Sincerely,

A handwritten signature in black ink that reads "Pat Staples". The signature is fluid and cursive.

Pat Staples
 President

2901 Sidney Avenue • Cincinnati, OH 45225 • Tel: 513-542-1637 • Web: www.camp-washington.org

October 23, 2009



Mr. Milton Dohoney
City Manager
City of Cincinnati
801 Plum Street
Cincinnati, OH 45202

Dear Mr. Dohoney:

On behalf of the Camp Washington Business Association, I am writing in support of the Camp Washington Industrial Area Plan and the economic development priorities it identifies for our neighborhood.

Camp Washington is at a critical point in our history. Many of the successful industries that built the Camp are no longer, yet their legacies of abandoned buildings and environmental issues remain. Vacant buildings are magnets for vandals and thieves and the varying degrees of contaminated properties, whether real or perceived, drive away potential businesses that are interested in locating in our community and obstruct expansion plans of the businesses that are still active.

The members of the Camp Washington Business Association are passionate about fighting these problems and with the right resources we can be successful. We strongly believe the Camp Washington Industrial Area Plan outlines the proper strategies to encourage the types of business we need to help revitalize Camp Washington specifically, and in so doing, the City of Cincinnati.

We look forward to working with the City to implement this plan so we can continue to make the Camp a great place to do business.

Sincerely,

A handwritten signature in black ink that reads 'C. P. Wood Jr.' with a stylized flourish at the end.

Charles "Chip" Wood Jr.
President

2951 Sidney Avenue ■ Cincinnati, OH 45225 ■ (P)/(F): (513) 542-1637 ■ (W): www.camp-washington.org