OAKLEY *North*

URBAN RENEWAL PLAN

Prepared for the Department of Economic Development, City of Cincinnati

Prepared by the City Planning Department with the Departments of Economic Development, Transportation and Engineering, and Neighborhood Services

JUNE 2001

FINAL

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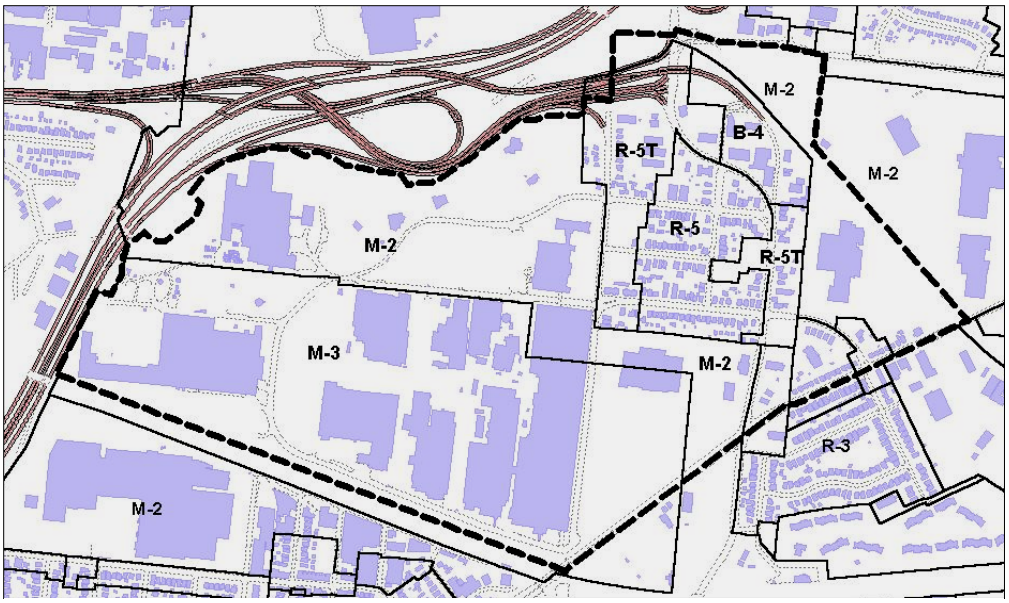
Introduction: Urban Renewal Plan Study Area

In November 2000, the Department of Economic Development requested that the City Planning Department prepare an Urban Renewal Plan (URP) for the Oakley North area. This part of Oakley is undergoing significant change and redevelopment because of new retail development. The catalytic development includes commercial redevelopment of the Unova/Milacron site, a former manufacturing site of approximately 37 acres, bounded by I-71and Disney and Marburg Avenues. The larger Oakley North Urban Renewal Area is a mix of industrial, residential, and commercial/retail properties generally bounded by I-71 to the northwest, Madison Road to the south, and Ridge Road to the east. It includes properties east of Ridge Avenue. See boundary area map. In order to maximize the development potential of the area and ensure a smooth transition of uses the following plan is presented.

A review of the study area indicated that blighting conditions existed and that the area could be determined to be blighted per ORC. An URP provides remedies for an area determined to be blighted by reason of, but not limited to: property deterioration; safety hazards; substantial and unreasonable interference of reasonable and lawful use and enjoyment of other premises in the neighborhood; or seriously depreciating property values in the neighborhood. See Appendix B and C for specific boundary description and Urban Renewal/blight determination.

On December 15, 2000, the City Planning Commission (CPC) approved a Subdivision variance to permit installation of driveways for retail development on the Unova/Milacron site. During this meeting, the Oakley Community Council raised several concerns regarding the impact of the retail development on a historically industrial site. In response to these community concerns, the CPC urged the City administration to initiate a planning process to maximize development opportunities and minimize adverse impacts on adjacent areas. The Oakley North Urban Renewal planning process provided an opportunity for the City, community, and private businesses to cooperatively develop consensus around a master plan for the Oakley North Urban Renewal Area and leverage community assets for further redevelopment.



Urban Renewal Area Map

Existing Conditions

Land Uses

Industrial development on Marburg Avenue during the early 1900's spurred much of the development that exists today in Oakley. The industries in the study area include Cast-Fab, Ceco (Kirk and Blum), Cincinnati Machine/ Factory Power, and Precision Industrial Automation. The North Oakley Industrial Council, formed by representatives of these industries, reported that in 2000, these industries had a total of 1753 employees with an average hourly wage of $16.11/hour.

Crossroads Community Church is currently renovating a former Home Quarters (HQ) store between Ibsen and Marburg Avenues on Madison Road into a church facility. The renovation will accommodate a rapidly growing congregation that will relocate from its current location on Erie Avenue in Hyde Park. Moser Dodge auto dealership is located on Madison Road adjacent to Crossroads Church.

Many of the commercial/office uses in the area have been established under Transition Zone guidelines in formerly residential structures along Ridge Road between Madison and Alamo Avenue. Businesses along Ridge Avenue include: Autozone, Alliance Primary Care (OCCNET and private medical offices), Life Mortgage, Ponderosa Restaurant, Carey Animal Hospital, Dan Cook State Farm Insurance, Next Day Sign, Structural Integration, The DeBra Co., Cincinnati Realty Co., Open Line Communications, Big Pictures Publications, Maids of Cincinnati, Premier Chiropractic, Urgent Care of Oakley Hyde Park, and Ridge Vetenary Clinic.

The Oakley North Urban Renewal Area encompasses a diverse mix of residential uses: single-families, two families, and multi-families from 4 to 50 dwelling units. See table below. Approximately 52% of the single-family units are owner-occupied The average single family home is valued at approximately $70,000-$80,000.

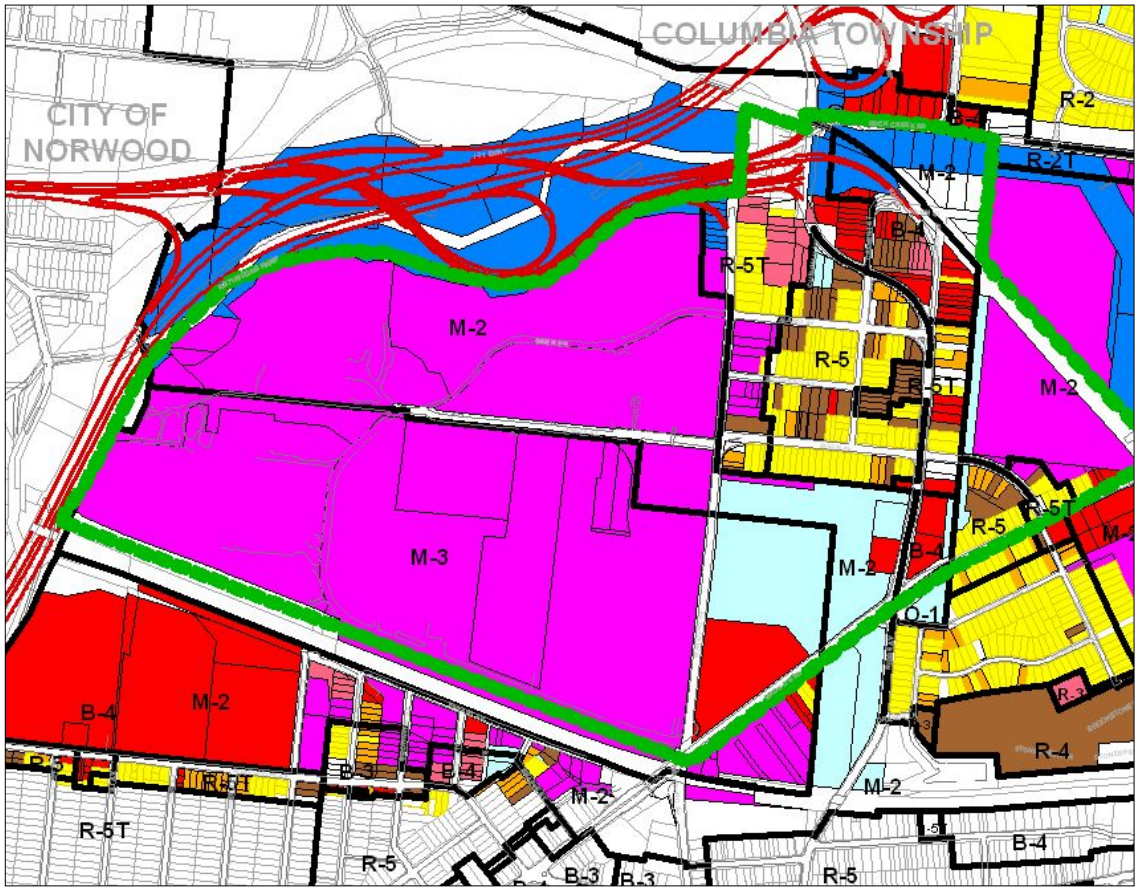
Type	#of Structures	#of Dwelling Units
Single-family	117	117
Two- Family	14	28
Multi-family	26	295
		Total 440

Zoning

The Oakley Urban Renewal Area includes the existing M-2 and M-3 industrial zones west of Marburg Avenue; R-5 Medium-Density Residential Zone Districts between Marburg and Ridge Avenues and between Madison Road, Ibsen and Ridge Avenues; and R-5 Transitional (T) Zone Districts along Marburg Avenue and at Madison Road and Ridge Avenue.

The City Planning Commission has received numerous requests to rezone residential properties, particularly on heavily- traveled Ridge Avenue, for commercial uses in the last

20 years. Guidelines have been expanded in the R-5 Medium-Density Transitional Zone District to permit limited commercial uses to help buffer the adjacent residential properties.



Existing Zoning and Land Use Map

Proposed Development

Phase I

Vandercar Holdings Inc. purchased the old Milacron site north of Disney to subdivide it and transfer lots to three national retailers and two proposed restaurants. The development referred to as Phase I anticipates 440,000-sq. ft. of retail, including Target, Meijers and Sam's Warehouse franchises and 12,000-sq. ft. of restaurant space. The anticipated completion of the Phase I retail project is 2003.

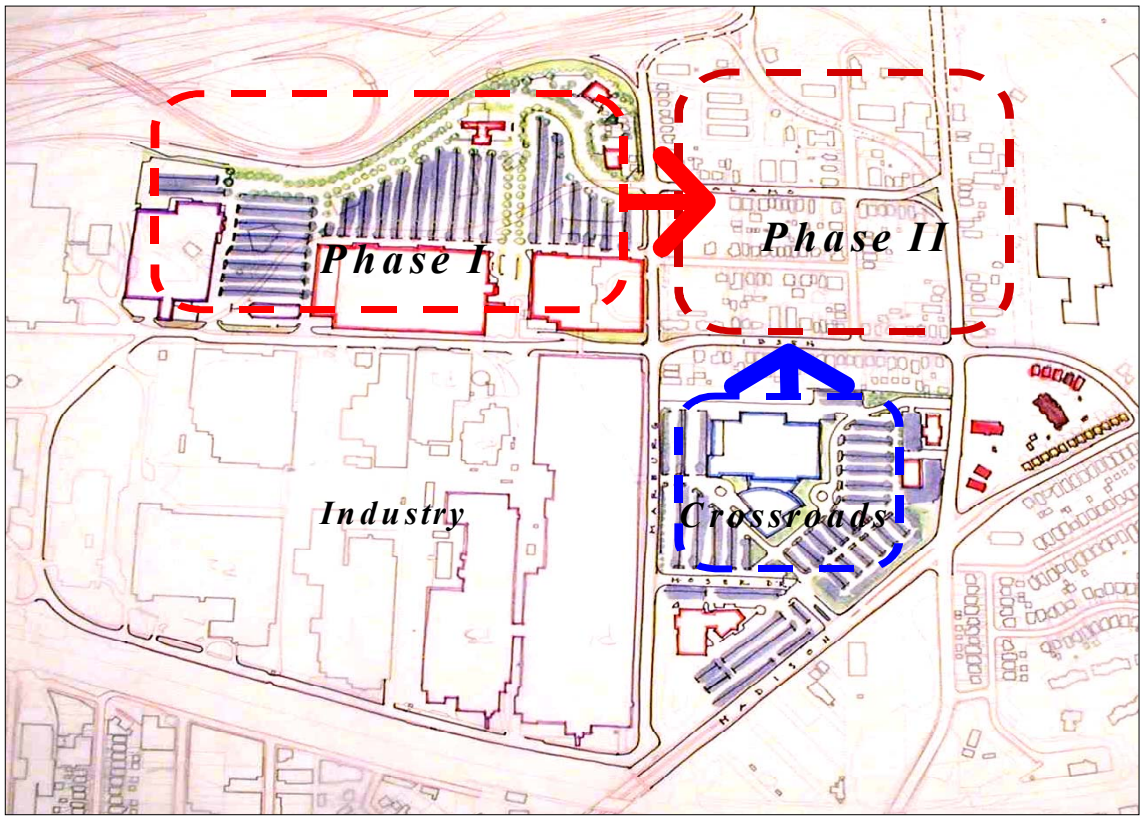
Phase II

Although Phase II is not under the control of a single entity, Vandercar Holdings, Inc. is actively assembling property. Several Developers have expressed interest in redeveloping the area between Marburg Avenue and Ridge Avenue, north of Ibsen Avenue, currently zoned R-5 Medium Density Residential, R-5(T), B-4 General Business District and M-2 Intermediate Manufacturing District. It is envisioned that the Phase II project will include a mix of higher density uses including significant office space, multi-family housing and additional retail uses. The plan recommends mixed-use commercial, office and high-density residential, including existing Judsen Village Retirement

Community in the Phase II area south of Alamo. An Urban Renewal plan will encourage further redevelopment and reduce blight by enabling: circulation improvements, parking and site infrastructure, enhancement of site improvement to strengthen gateways, and assembly of property if the city determines it is necessary.

Institutional Expansion

Crossroads Community Church is planning a $10 million, 2-phase renovation and expansion of the former HQ hardware store. The first phase is a renovation of the existing structure to accommodate a 1200-seat auditorium. The second phase includes building expansion for additional facilities. The Church has expressed its desire to purchase residential properties on the south side of Ibsen Avenue for future expansion.



Adjacent Area Community Plans

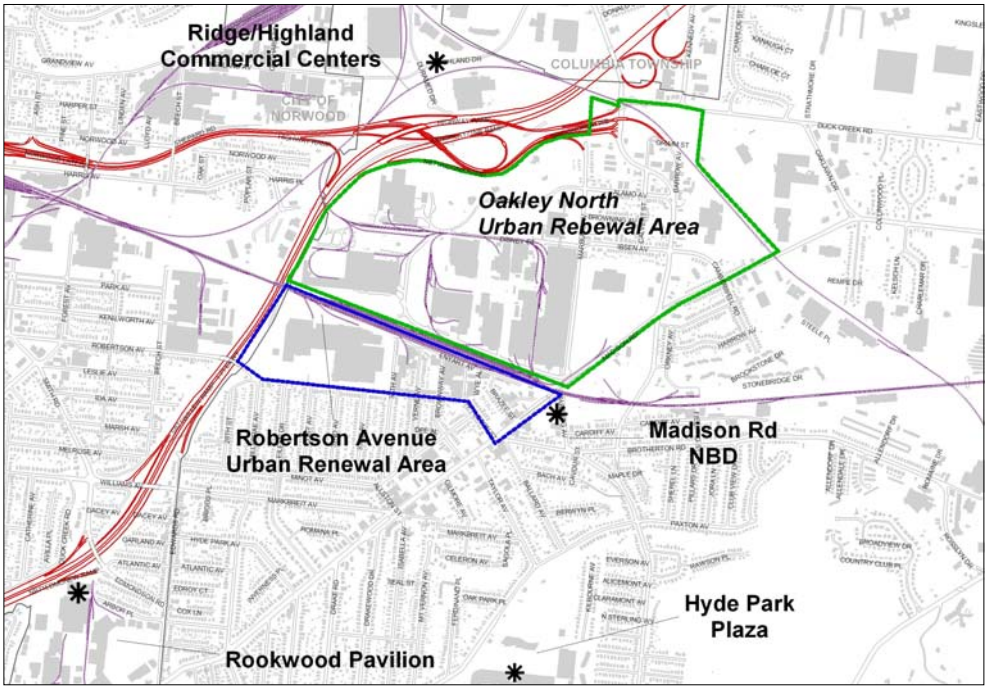
Oakley Neighborhood Business District Urban Renewal Plan (August 2000)

The Economic Development Department initiated the Oakley NBD Plan (2000), an update of the Oakley Square Business District Urban Design Plan (1982). The study area fronting on Madison Road between Brazee Street to the west and Marburg Avenue to the east is just south of the Oakley North Urban Renewal Area. The Plan includes recommendations providing for additional safe accessible parking; improved vehicular circulation; maintenance of the existing character; and improved overall visual appearance of the district through incentives for property owners to invest in their properties.

Robertson Avenue Corridor Urban Renewal Plan:

The Robertson Avenue Plan Study Area, encompassing manufacturing, business, and residential uses in the west central section of Oakley, is bounded by Enyart Avenue, Madison Road, Robertson Avenue, and I-71, and abuts the Oakley North Urban Renewal Area to the south. The Oakley Community Council initiated the plan to reduce land use conflicts and provide expansion opportunities for existing businesses. Goals developed by the planning task force address economic growth, blight, traffic circulation and integration of manufacturing, business and residential uses. The issues in the Robertson Avenue corridor are similar to those in the Oakley North Urban Renewal Area and include:

- roadway improvements on Appleton Avenue, Enyart Avenue and Robertson Avenue;
- additional off-street parking to encourage business expansion;
- zone changes to reduce land use conflicts while encouraging mixed-uses;
- landscape screening for parking lots.



Planning Process

The Oakley North planning process provided an opportunity for property owners, residents, developers, business owners, community leaders and other community stakeholders to plan for significant changes that are occurring as a result of the Vandercar development. The process resulted in the establishment of a city team and the Oakley North Steering Committee.

Community Kick-off meeting, January 9, 2001 at the Oakley Community Center

Project Team

The City team included staff from the departments of City Planning, Economic Development, Transportation and Engineering, and Neighborhood Services. The Oakley North Steering Committee was an 18-member task force representing stakeholders in the vicinity. One-third of the committee represented residential interests, including both owner-occupied and rental housing. The residential members also represented divergent views on whether to relocate or remain in the area in light of commercial development forces. One-third of the committee represented commercial interests: small, large, service, retail and manufacturing. One-third of the committee represented the Oakley Community Council membership, with expertise in local history, community plans, zoning, the neighborhood business district (NBD), and transportation. The team identified and addressed community concerns regarding the impact of commercial development in the area including traffic circulation and loss of dwelling units, particularly affordable single family housing.

The Steering Committee, charged with developing land use recommendations for the area, reviewed the potential for development opportunities presented by the Phase I development. Land use recommendations in the Oakley North Urban Renewal Plan reflect the common goals and objectives that unified strongly divergent views.

Community Issues

Circulation

Community members expressed concerns about traffic generated by Phase I development, particularly its impact on the residential properties between Ridge and Marburg Avenues and on the industrial users in the area.

Intersection at Ridge Road and Ibsen Avenue

The Department of Transportation reviewed Phase I Traffic Impact Statements and recommended that four lanes of traffic be maintained on Alamo, the primary entrance to Phase I. City engineers reviewed and recommended the preferred location to connect Marburg Avenue to Madison Road. Traffic Engineers also recommended that 10 foot strips along the south side of Alamo Avenue and the east side of Marburg Avenue be

dedicated as public rights-of-way for future widening which may be required to accommodate subsequent development phases.

Preservation of Manufacturing Jobs

The manufacturing facilities in the Oakley North Urban Renewal Area are 20-80 years old. Some are under-utilized. There is concern about the loss of high-tech, high-paying manufacturing jobs to lower-paying service-sector jobs, resulting in a loss of both tax revenues and city residents with greater disposable income. However, manufacturing companies rely on the flexibility of potential uses that can add to the property value and total assets of the company. Industry representatives report that these Oakley North industries exchange goods or services. These industries provide 1,700 median and above median wage jobs. Community and City leaders want to direct available resources toward Oakley industries so they can remain competitive and find opportunities to expand in the City of Cincinnati.

Housing

Oakley residents both in and outside of the Oakley North Urban Renewal Area expressed concern for the loss of affordable housing. The small, predominately single-family homes provide hard-to-find opportunities for low and moderate-income residents to purchase homes in the neighborhood. Current residents are concerned about the future of the residential zone districts and the speculative demand to purchase these properties for future commercial use. Residents also realize that the quality of life and the appropriateness of the area for long-term use for single-family housing are seriously in question. Specific concerns include:

- Maintenance of homes during the transition period between the time a developer contracts with current owners, acquires and demolishes properties;
- Decrease in property values for residents remaining in the area;
- Buffer zones, traffic-calming measures, and other protection for residential properties;
- Appropriate zoning for area between Ridge Avenue and Marburg Avenue

Aesthetics

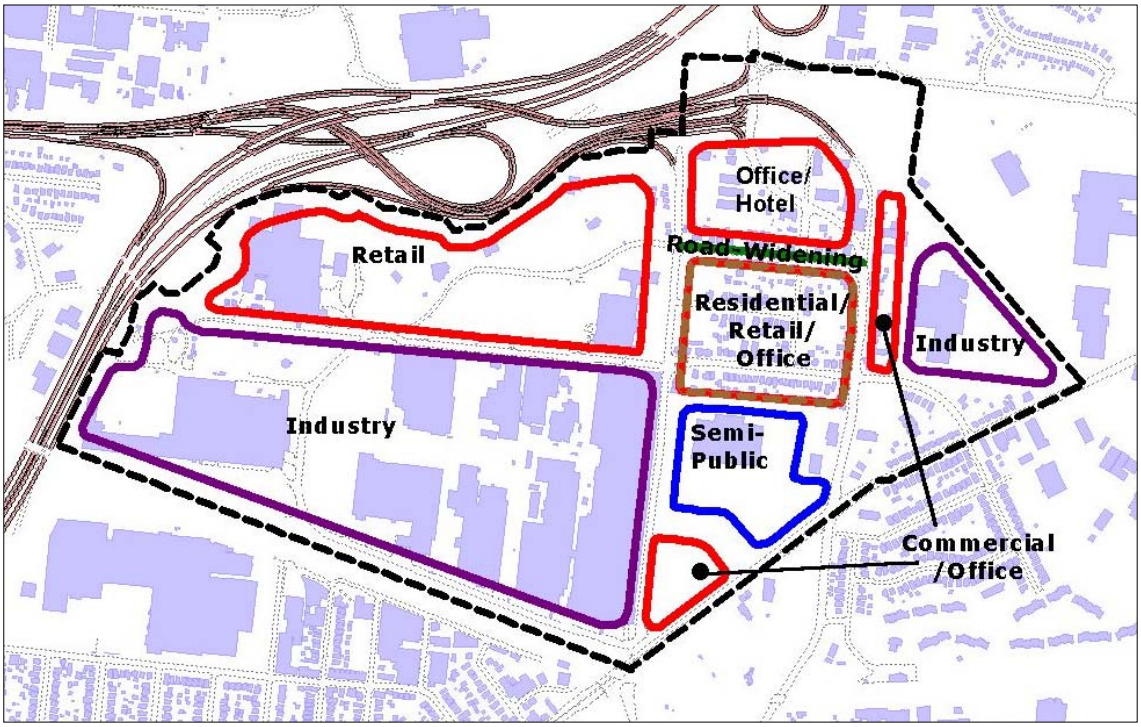
The Oakley North area is an important gateway into Oakley for I-71 and the Norwood Lateral and the community wants to insure that structures and signs are well coordinated and attractive.

Plan Recommendations

The steering committee formulated and built consensus around the following goals, objectives, and strategies in response to concerns, suggestions, and comments gathered at community wide and Steering Committee meetings. The short-term and the long-term plans include proposed land uses and circulation patterns.

Interim Land Uses

Two land use concepts emerged from information and comments gathered at Community and steering committee meetings. The first serves as a short-term guide to address a number of concerns identified in the planning process. The interim plan illustrated below indicates that residential uses south of Alamo are expected to remain the longest and should be protected to the extent possible through circulation improvements, selective demolitions and landscaping. The second serves as a long-range plan that will guide future development and give the community an opportunity to plan for its future. These two concepts are hybrids of four land use concepts generated by city staff to initiate dialogue about the communities' needs and visions.



Interim Land Use Map

Long-term Land Uses

As the development progresses, plans for Phase II can proceed and be consistent with the recommendations illustrated in the long-term plan. The short and long-term plans are consistent with the Goals, Objectives and Strategies of this plan.

Goal 1

Interim Strategy During Construction Phase

Protect and buffer residential properties between Marburg Avenue and Ridge Avenue, I-71 and Madison Road from encroaching commercial land uses, while providing options for residents who may wish to move in the future, should development adversely affect the quality of life.

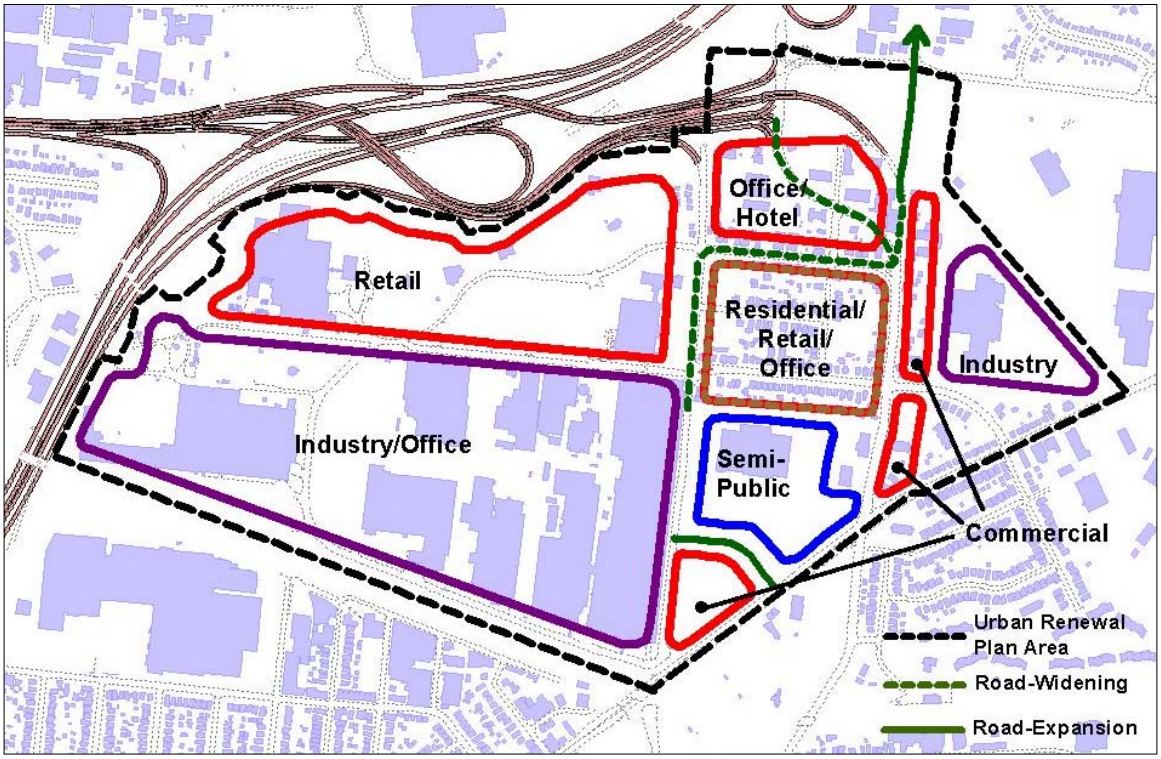
Objectives

- **Establish green buffer areas between residential and commercial land uses, as a short-term measure until implementation of Phase II begins, consistent with a comprehensive plan.**
- **Limit vehicular traffic on Calvert Street and Browning Avenue.**
- **Encourage demolition of vacant buildings along Alamo Street and Marburg Avenue as soon as possible.**

Strategies

- **Encourage greenspace on the east side of Marburg Avenue and the south side of Alamo Street as indicated on the short-term land-use plan.**
- **Pursue an area-wide rezoning that reflects the land-use and design considerations of the Oakley North Urban Renewal Plan as soon as possible. (Participating Departments/Agencies: City Planning)**
- **Maintain vacant lots as greenspace, consistent with the interim and long-range plans, upon demolition of housing on the south side of Alamo Street.**
- **Consider street calming measures on Browning Avenue to eliminate commercial traffic between Marburg Avenue and Ridge Avenue. (Participating Departments: Economic Development and Transportation and Engineering)**
- **Construct a northbound right-turn-only connection to eastbound Alamo Avenue from northbound Calvert Street to reduce cut-through traffic. (Participating Departments: Economic Development and Transportation and Engineering)**

Long Term Land Use Plan



Long-term Land Use Map

Goal 2

Long-term Land-use Planning

Encourage smart growth and long-term land-use development patterns, particularly in more restrictive zone districts.

Encourage mixed-use commercial, office and high-density residential uses.

Objectives

- **Develop land with a master-planned office/commercial/hotel development to include structured parking north of Alamo Street.**
- **Promote commercial, office and higher-density residential, pedestrian oriented development between Alamo Street, Ibsen Avenue, Marburg Avenue, and Ridge Avenue.**
- **Encourage office development which shares common and limited access points to Ridge Avenue on the east side of Ridge Avenue from Barrow Avenue to Madison Road.**
- **Discourage piecemeal "strip-like" retail development, especially along major arteries.**

Strategies

- **Rezone R-5 and R-5 (T) zone districts north and south of Alamo Street, after implementation of the new zoning code district designations, to encourage the proposed long-term land uses. (Participating Department: City Planning)**
- **Create an access easement on land controlled by CG&E behind properties on the east side of Ridge Avenue, if feasible, to reduce traffic entering and exiting Ridge Avenue between Ibsen and Alamo Avenues.**
- **Prepare an access management plan, when uses are identified for Phase II development.**
- **Use appropriate economic and housing development incentives to attract commercial uses north of Alamo and mixed-use development south of Alamo Avenue, consistent with the long-term land-use plan. (Participating Departments/Agencies: Economic Development and Neighborhood Services)**

Goal 3

Preserve Manufacturing Base

Promote and encourage the retention and expansion of industrial and office jobs in the manufacturing zoned areas.

Objectives

- **Retain the existing manufacturing business.**
- **Maximize underutilized manufacturing facilities by attracting new industry and office uses.**

Strategies

- **Continue dialogue with Industries to ascertain future needs and provide assistance when possible to enhance competitive edge in industrial or research and development markets.**
- **Use economic development incentives to facilitate the expansion of new and existing manufacturing or office uses in underutilized manufacturing facilities. (Participating Department: Economic Development)**
- **Encourage shared parking among industry with adjacent non-residential uses such as Crossroads.**
- **Design streets to meet the needs of truck traffic serving Oakley North industries. (Participating Department: Transportation and Engineering)**

Goal 4

Improve Environmental Quality

Establish urban design standards for the Oakley North area to prevent a typical suburban strip-center character including islands of box-like structures in a sea of asphalt parking lots. The plan should avoid piecemeal or patchwork zone changes and encourage comprehensive design and zoning.

Objectives

- **Encourage shared parking and structured parking as part of the comprehensive plan.**

- **Encourage landscaping and adequate tree canopy coverage for parking lots and public spaces including street trees in the right-of-way.**
- **Encourage well-designed sign systems. Discourage excessive signage.**

Strategies

- **Encourage the design, development and construction of structured parking. Seek funding options such as Tax Increment Financing, etc. (Participating Department: Economic Development)**
- **Establish guidelines for environmental graphics, including private signs. (Participating Department: City Planning)**
- **Advocate landscaping of the site and provision of green space within parking lots.**
- **Establish gateway entrances at prominent access points.**
- **Encourage street trees.**

Goal 5

Vehicular Circulation and Rights-of-Way Improvements

Provide safe and efficient circulation within the plan area and enhance integration with the regional transportation system.

Objectives

- **Improve circulation from major development sites to existing vehicular network.**
- **Maintain/improve access to the manufacturing district.**
- **Use the existing and new vehicular network to connect to other economic centers in the neighborhood.**
- **Encourage underground utilities for new development.**

Strategies **(Participating Department: Transportation and Engineering)**

- **Connect Marburg Avenue to Madison Road.**
- **Provide adequate rights-of-way for future widening of Marburg and Alamo Avenues.**
- **Align Ibsen Avenue and Disney at Marburg Avenue.**
- **Install left-turn phasing for southbound Ridge Avenue at Ibsen Avenue.**
- **Improve Alamo Avenue between Marburg Avenue and Ridge Avenue.**
- **Investigate feasibility of :**

  Extending Ridge Avenue to Kennedy Avenue from Alamo Street

  Straightening Ridge Avenue between Alamo Avenue and I-71,

  Widening Ridge Avenue between Alamo and Highland Avenues,

  Full connection of Marburg Avenue, Ridge Road and I-71.
- **Coordinate traffic signal timing along the Ridge Avenue Corridor.**
- **Monitor traffic patterns once the Phase I development is complete to identify additional necessary TSM improvements (transportation system management).**

Credits

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This plan was prepared for the Department of Economic Development by the City Planning Department and the Department of Transportation and Engineering, with the Oakley North Steering Committee.

Oakley North Steering Committee

Mr. Kent Arnold, Crossroads Community Church, Madison Road
Ms. Rachel Brunner, Homeowner, Browning Avenue.
Mr. Bob Burroughs, Precision Industrial Automation Inc., Ibsen Avenue
Ms. Karen Calligandes, Oakley Community Council
Ms. Megan Carey, Property and Business Owner, Next Day Sign, Ridge Road
Ms. Katie Carroll, Oakley Community Council - Alternate,
Mr. Bill Davin, Vandercar Holdings, Inc.
Mr. Jon Doucleff, Oakley Community Council
Ms. Susan Doucleff, President, Oakley Community Council
Dr. Jim Ellis, Property and Business Owner, Midtown Storage, Ridge Road
Mr. Mike Hasenfrantz, Resident, Ibsen Avenue
Mr. John Heilman, Oakley Community Council
Mr. Andy Hulefeld, Multifamily Building Owner 5-family, Browning Avenue
Ms. Janelle Luczkaja, Resident, Calvert Street
Mr. Tom Moser, Owner, Moser Dodge, Madison Road
Mr. James Pipenbrink, Judsen Village Retirement Community, Ridge Avenue
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Mr. Jim Schrimpf, Owner Multi-family Building, Alamo Avenue
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Appendix A. Land Use Concept Alternatives

City Staff presented and discussed four alternative land use concepts developed during a City staff two-hour brainstorming session. The concepts were designed to generate discussion of opportunities for solutions to existing problems identified during previous steering committee and community-wide meetings and field visits.

Alternative 1

Alternative #1

- **Maximize residential land use**
- **Preserve existing housing and encourage infill housing**
- **Retain existing office and residential uses Ridge Ave. - east side.**
- **Marburg/Madison Connector Option #2**

Alternative 2

Alternative #2

- **Create a development site north of Alamo Ave. for retail/office**
- **Buffer residential uses bounded by Marburg, Alamo, Ibsen and Ridge from encroaching commercial land uses with green space and easements**
- **Cul-de sac Browning Ave. to detour commercial traffic**
- **Marburg/Madison connector option #3**
- **Align Ibsen and Disney Avenues**
- **Straighten curve on Ridge Ave.**
- **Dedicate strip on east side of Marburg for future widening**

Alternative 3

Alternative #3

- **Create a large development site north of Alamo Ave.**
- **Northward expansion of Crossroads Church to allow complimentary commercial development opposite Moser Dodge**
- **Retention and expansion of senior housing**
- **Allow commercial development in the currently-zoned R-5 district**
- **Marburg/ Madison connector option #1-- between Moser Dodge and Crossroads**

Alternative 4

Alternative #4

- **Create two large development sites north and south of Alamo Ave.**
- **Realign Alamo Ave. and Rice St. at intersection**
- **Encourage commercial uses such as hotel/entertainment south of Alamo Ave.**
- **Allow for future growth of Crossroads Church and its programs**
- **Marburg/Madison connector option #1.**

The area within the specified boundaries is hereby designated the "Oakley North Urban Renewal Area" in accordance with Chapter 725 of the Cincinnati Municipal Code ("Chapter 725"). The Urban Renewal Area is depicted on page 1.

Under Chapter 725, it was found that "blighted and deteriorated areas" exist within the City and that the existence of those areas "contributes to the spread of disease and crime... constitutes an economic and social liability; and impairs... the sound growth of the community." It was also found that this blight and deterioration could not be controlled by private enterprise alone. To remedy this situation, Chapter 725 authorizes the City to expend funds to eliminate blight and deterioration and, toward this end, to acquire private property.

To expend funds for urban renewal, the City must first prepare an urban renewal plan which defines the area which is blighted or deteriorating, states the reasons for defining the areas as blighted or deteriorating, and recommends a certain course of action to redevelop or rehabilitate the area. When City Council approves the plan, thereby declaring the subject area to be an "Urban Renewal Area," the City administration is formally authorized to carry out the activities recommended in the plan.

Under Chapter 725 an Urban Renewal Area is an area defined in an Urban Renewal Plan approved by City Council, which area constitutes a "blighted area" or "deteriorating area." "Blighted area" is defined in Section 725-1-B of Chapter 725; "deteriorating area" is defined in Section 725-1-D.

The City has analyzed conditions in the Oakley North Urban Renewal Area. Those conditions will be reported in the Blight Study Summary of the final plan document. That report establishes that the Robertson Avenue Corridor Urban Renewal Area is a blighted area as defined in Chapter 725. The City of Cincinnati therefore declares through the adoption of this plan by City Council that the Oakley North Urban Renewal Area is a blighted area, and an Urban Renewal Area under Chapter 725.

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

Further, the City of Cincinnati determines through the adoption of this plan by City Council that:
a) No relocation of families is contemplated by the Plan. If such relocation were required, there is a feasible method for the temporary relocation of any families displaced from the urban renewal area, and there are or are being provided in the area or in other areas (not less desirable in regard to public utilities and public and commercial facilities) at rents and prices within the financial means of the families displaced from the area decent, safe and sanitary dwellings equal in number to the number available to such displaced families, and reasonably accessible to their places of employment. The City's relocation benefits for residents or businesses are set forth in Cincinnati Municipal Code Chapter 740.
b) If relocation does result from projects described in the plan then the appropriate relocation benefits will be offered based on the source of the funding.
c) The urban renewal plan will afford maximum opportunity consistent with the sound needs of the locality as a whole for the redevelopment or rehabilitation of the area by private enterprise.
d) The urban renewal plan conforms to the master plan for the overall development of the city.

Redevelopment of property in the Urban Renewal Area sold or leased by the City shall be required by disposition contract to be in conformance with the development policies, recommendations, and guidelines of the Urban Renewal Plan.

May 25, 2001

Oakley North

Urban Renewal Plan - Eligibility/Blight Study

Prepared for:

City of Cincinnati Department of Economic Development

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Documentation of Blight or Deterioration

The purpose of this study is to determine if the Oakley North Urban Renewal area qualifies as a blighted or deteriorating area as defined by Chapter 725 of the Cincinnati Municipal Code, Urban Renewal.

I. Boundary Description

Situated in the City of Cincinnati, Hamilton County, State of Ohio, and being more particularly described as follows:

Beginning at the intersection of the centerlines of Ridge Avenue and Madison Road; thence southwestwardly with the centerline of Madison Road to the point of intersection with the eastwardly extension of the north parcel line of Parcel 262, Plat Book 50, Page 2, HCAP; thence westwardly along said parcel line extended and said line and continuing westwardly along the north parcel line of Parcel 13, Plat Book 49, Page 2, HCAP to the northeast corner of Parcel 6, Plat Book 49, Page 1, HCAP; thence westwardly, northwardly and westwardly along the irregular north parcel line of said parcel to the northwest corner of said Parcel 6, said point being on the Corporation Line of the City of Cincinnati and the City of Norwood; thence northeastwardly along said corporation line to the southwest corner of irregularly shaped Parcel 17, Plat Book 52, Page 2, HCAP; thence northeastwardly, eastwardly, northwardly, northeastwardly and southeastwardly along said parcel to the westernmost corner of irregularly shaped Parcel 27, Plat Book 52, Page 3, HCAP; thence northeastwardly, northwestwardly, northeastwardly and generally eastwardly along the north parcel line of said parcel to the northwest corner of Parcel 31, Plat Book 52, Page 3, HCAP; thence eastwardly along the north parcel line of said parcel and continuing eastwardly, southeastwardly and northeastwardly along the north parcel line of Parcel 36, Plat Book 52, Page 3, HCAP to the southwest parcel line of Parcel 28, Plat Book 52, Page 3 HCAP; thence northwestwardly along said line to the west corner of said parcel; thence northeastwardly, eastwardly and southeastwardly along the north parcel line of said parcel to the west parcel line of Parcel 13, Plat Book 52, Page 3, HCAP; thence northwardly along said parcel line and continuing along the west parcel line of Parcels 14, 16 and 15, Plat Book 52, Page 3, HCAP to the northwest corner of said Parcel 15; thence eastwardly along the north parcel line of said parcel and said line extended to the centerline of Marburg Avenue; thence northwardly with the centerline of Marburg Avenue and said line extended to the intersection with the section line in common with Sections 28 and 29 of Columbia Township Cincinnati, Ohio; thence eastwardly along said section line to the intersection with the centerline of Ridge Avenue; thence northwardly with said centerline to the centerline of Duck Creek Road; thence eastwardly with the centerline of Duck Creek Road to the point of intersection with the northwardly extension of the east parcel line of Parcel 46, Plat Book 52, Page 4, HCAP; thence southwardly along said parcel line extended and said line and continuing southwardly along the east parcel line of Parcel 47, Plat Book 52, Page 4, HCAP, the east terminus of Grimm Street and the east parcel line of Parcels 70 and 71, Plat Book 52, Page 4, HCAP to the north corner of Parcel 10, Plat Book 51, Page 7, HCAP; thence southeastwardly along the northeast parcel line of said parcel and along said line extended to the centerline of Madison Road; thence southwestwardly with said centerline to the point of beginning.

II. Conditions of Study Area

A. As a whole, two hundred eleven (211) of two hundred twenty-one (221), equaling ninety-five percent (95%) of structures in the study area fulfilled the criteria identified in the Cincinnati Municipal Code Section 725-I-B(a), Blighted area. The study examined each parcel for the presence of the following blighting factors as defined in Section 725-1-B(a):

B.

1. Age
   Eighty-two percent (82%) of the buildings in the study area are forty (40) years of age or greater.

2. Obsolescence
   One percent (1%) of the buildings were seen as functionally or economically obsolete.

3. Dilapidation
   One percent (1%) of the structures in the study area were found to have dilapidation.

4. Deterioration
   Ninety-four percent (94%) of the structures/vacant parcels in the study area exhibited deterioration.

5. Abandonment/Excessive Vacancies
   Abandonment/excessive vacancies (exceeding 1/3 area) were found to be present in eight percent (8%) of the structures in the area.

6. Period Flooding
   Four percent (4%) of the buildings/vacant parcels lie within the flood plain.

7. Faulty Lot Layout/Overcrowding,/Inadequate Loading/Parking
   These factors were found in thirty percent (30%) of the structures in the study area

8. Deleterious or Incompatible Land Use/Inadequate Site Conditions/Environmentally Hazardous Conditions
   One or more of these factors were found in twenty-five percent (25%) of the structures/vacant parcels in the study area.

9. Inadequate Public Facilities or Right-of-way
   One or more of these factors was found in ninety-five percent (95%) of the structures in the area.

10. Diversity of Ownership
    Diversity of ownership was found in fourteen percent (33%) of the structures in the study area.

11. Illegal Use/Code Violation
    Three percent (3%) of the structures in the area exhibited code violations.

12. Unsuitable Soil Conditions
    None of the structures in the area exhibited signs of unsuitable soil conditions.

13. Unused Railroads or Service Stations, Landfills/Junkyards
    One or more of these factors were exhibited in two percent (2%) of the structures in the area.

14. Other factors inhibiting sound private development
    Factors which could inhibit sound private development were exhibited in five percent 5%) of the buildings in the study area.

B. Structures and vacant parcels meeting the criteria are reasonably distributed through the area. At least fifty percent (50%) of the total number of structures reasonably distributed throughout the area meet the "blighted area" criteria with three or more factors; and vacant parcels, with two or more factors (see distribution chart).

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

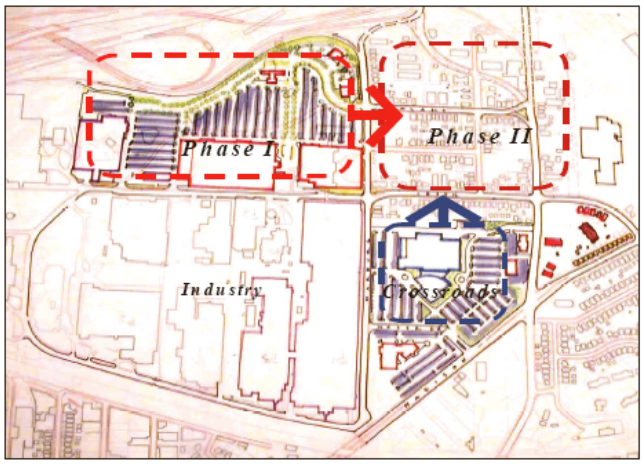
The conclusion drawn from this data is that the number, degree, and distribution of blighting factors, which are documented in this report, warrant the designation of the College Hill NBD Urban Renewal area as a "blighted area" as defined by Chapter 725 of the Cincinnati Municipal Code, Urban Renewal.

OAKLEY NORTH URBAN RENEWAL PLAN
ELIGIBILITY/BLIGHT STUDY
TABLE - See separate electronic file

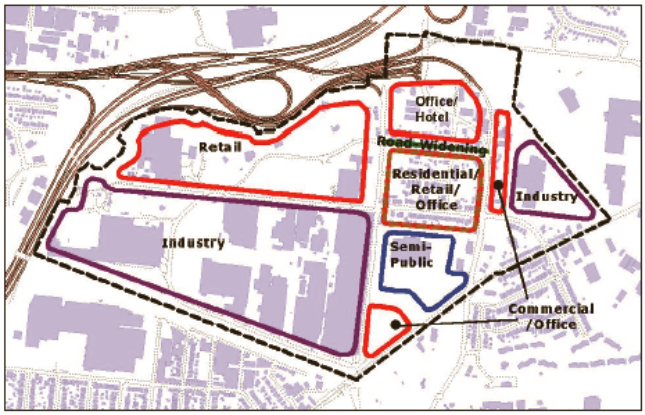
Approved Amendments to Oakley North Urban Renewal Plan
June 2005

Text and Map Amendments:

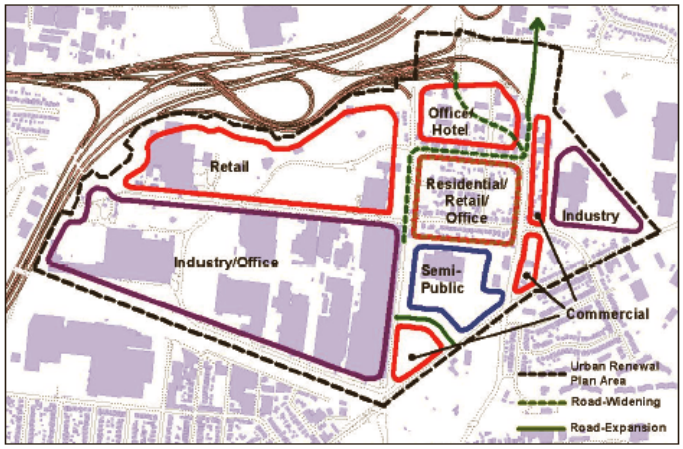
Page 4: Lower left section of the map should read "*Office and Retail*" instead of "Industry".



Page 8: Lower left section of the map should read "*Office and Retail*" instead of "Industry".



Page 10: Lower left section of the map should read "*Office and Retail*" instead of "Industry/Office".



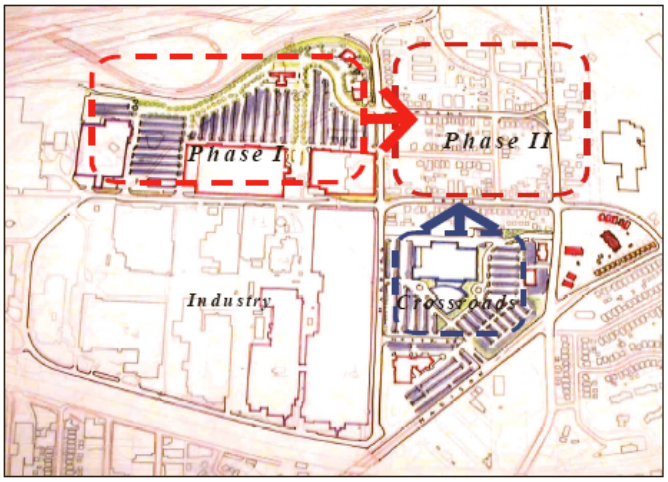
Page 11: Goal 3, Objective 2 should read "Maximize underutilized manufacturing facilities by attracting new *retail* and office uses *and working with industrial uses to help with expansion when necessary*."

Page 12: Goal 5, Objective 2 should read "*Study impact of Office and Retail traffic generated from the former Unova site on the surrounding Oakley neighborhood*."

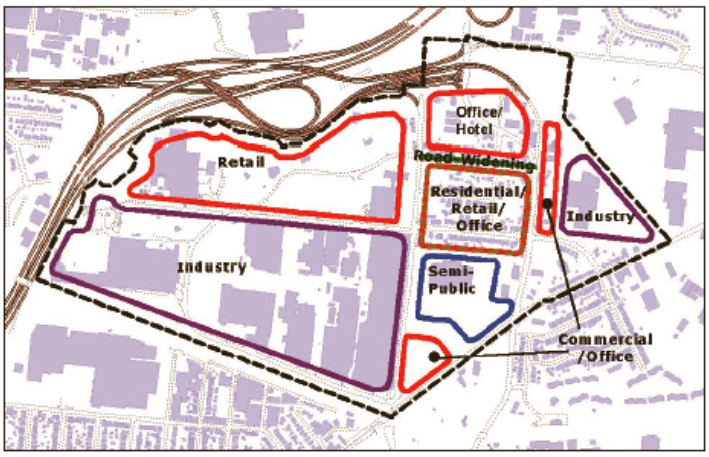
Approved Amendments to Oakley North Urban Renewal Plan
July 2006

Text and Map Amendments:

Page 4: Lower left section of the Institutional Expansion map should read: *Office, Retail, and Residential* instead of "Industry".



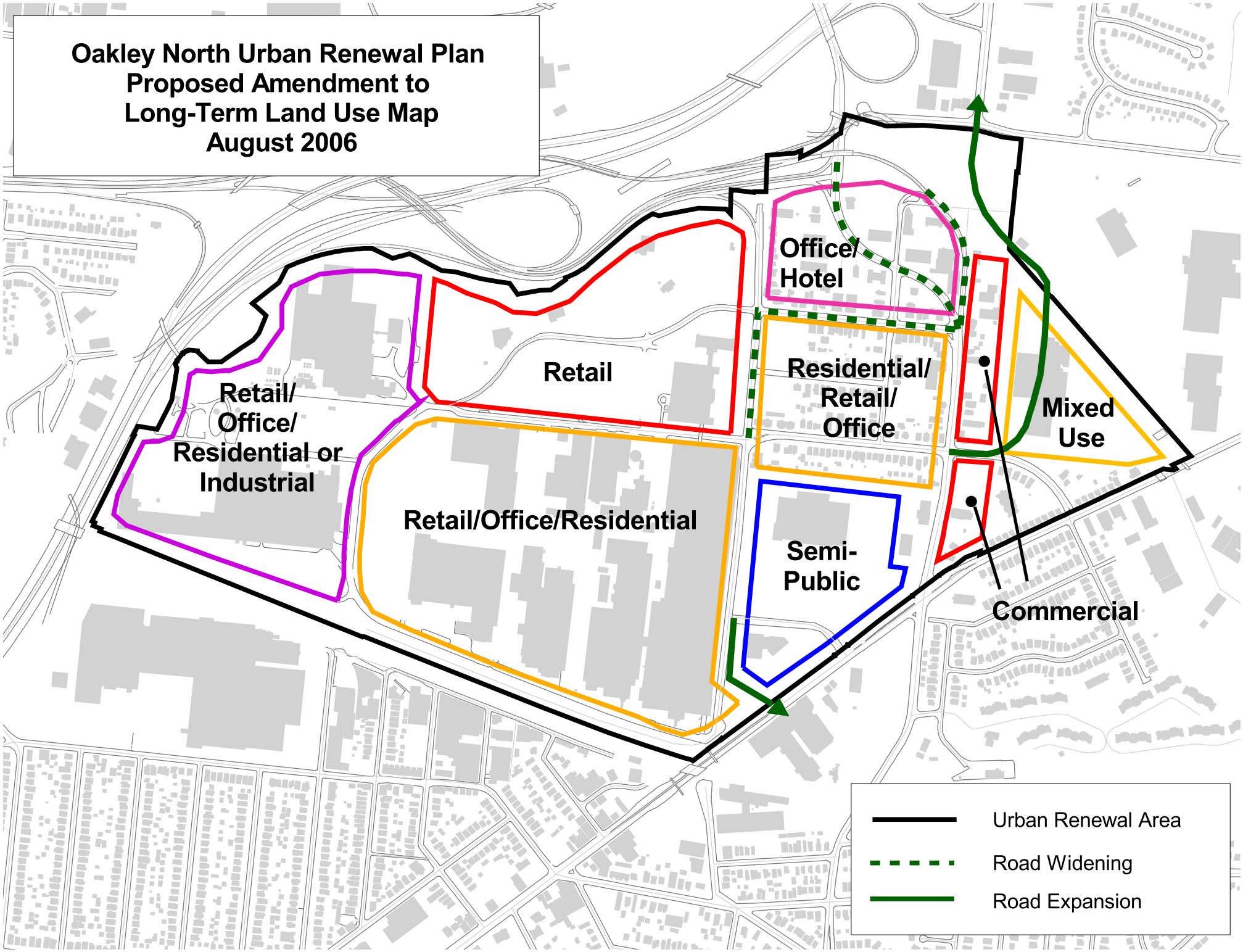
Page 8: Lower left section of the Interim Land Use map should read: *Office, Retail, Residential and Existing Industrial* instead of "Industry".



Page 10: *Replace Long-Term Land Use Map* (please see next page for replacement map)

Page 11: Goal 3, Objective 2 should read "Maximize underutilized manufacturing facilities by attracting new retail, *residential* and office uses and working with industrial uses to help with expansion when necessary."

Page 12: Goal 5, Objective 2 should read "*Study impact of office, residential and retail traffic generated from the former Unova site on the surrounding Oakley neighborhood*."


Oakley North Urban Renewal Plan
Proposed Amendment to
Long-Term Land Use Map
August 2006
Office/
Hotel
Retail
Residential/
Retail/
Office
Mixed
Use
Retail/
Office/
Residential or
Industrial
Retail/Office/Residential
Semi-
Public
Commercial
Urban Renewal Area
Road Widening
Road Expansion