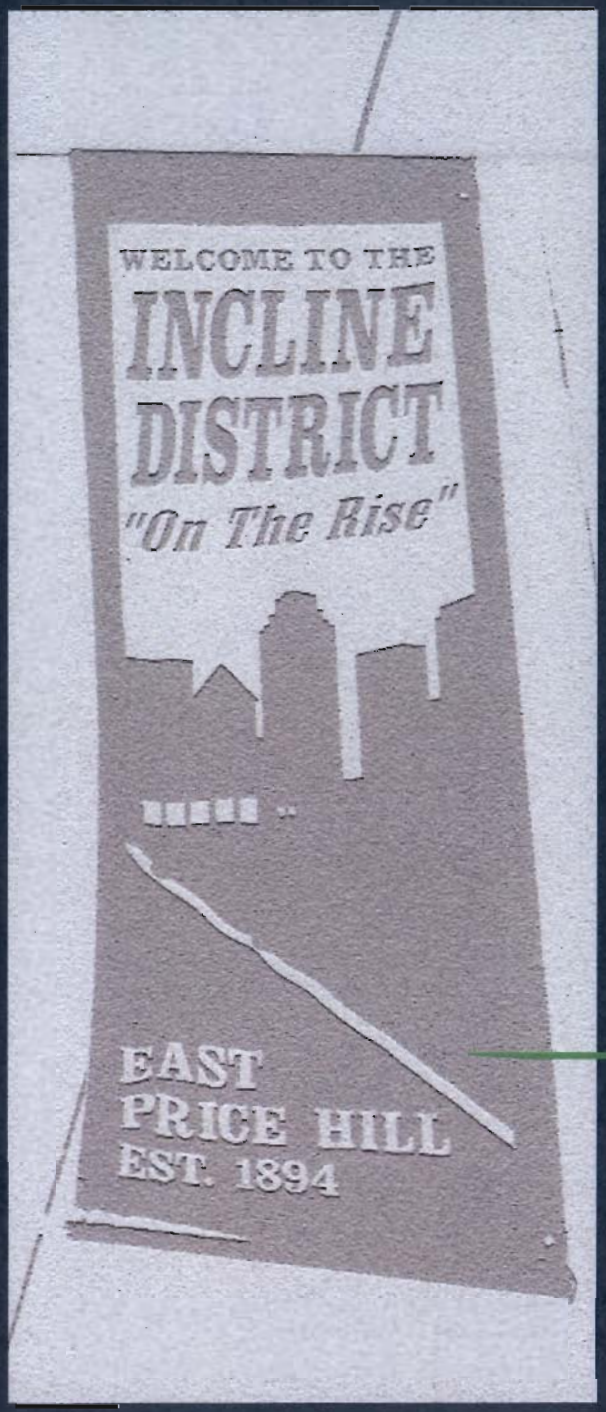

INCLINE BUSINESS DISTRICT MASTER PLAN

PRICE AVE CORRIDOR
EAST PRICE HILL, CINCINNATI, OH

REVISED SEPTEMBER 2011

Exhibit A

Prepared for PRICE HILL WILL

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SECTION 1: INTRODUCTION

1.1 PURPOSE AND VISION

Purpose

The purpose of this document is to create a streetscape design plan for the potential Incline Business District located in East Price Hill. The foundation of which is the area's unique natural, physical, economic, social environment.

To accomplish this we first need to gain an understanding of the current conditions of its main corridor, Price Ave. - bordered by Purcell Ave. and Mt. Hope Ave. and comprised of five neighborhood blocks. It is also necessary to consider its location and context within the City of Cincinnati, the Price Hill area and the East Price Hill neighborhood. Lastly, gaining perspective from the corridor's community stakeholders will help to shape a more comprehensive master plan.

Vision

Based on the objective of this plan the vision is constituted of the following:

1. Provide a unique pedestrian friendly commercial corridor that will compliment the new Incline Square and enhance the residential component at the surrounding area of the Price Ave corridor.

2. Serve as linkage between the Incline Square and the existing Warsaw Neighborhood Business District.

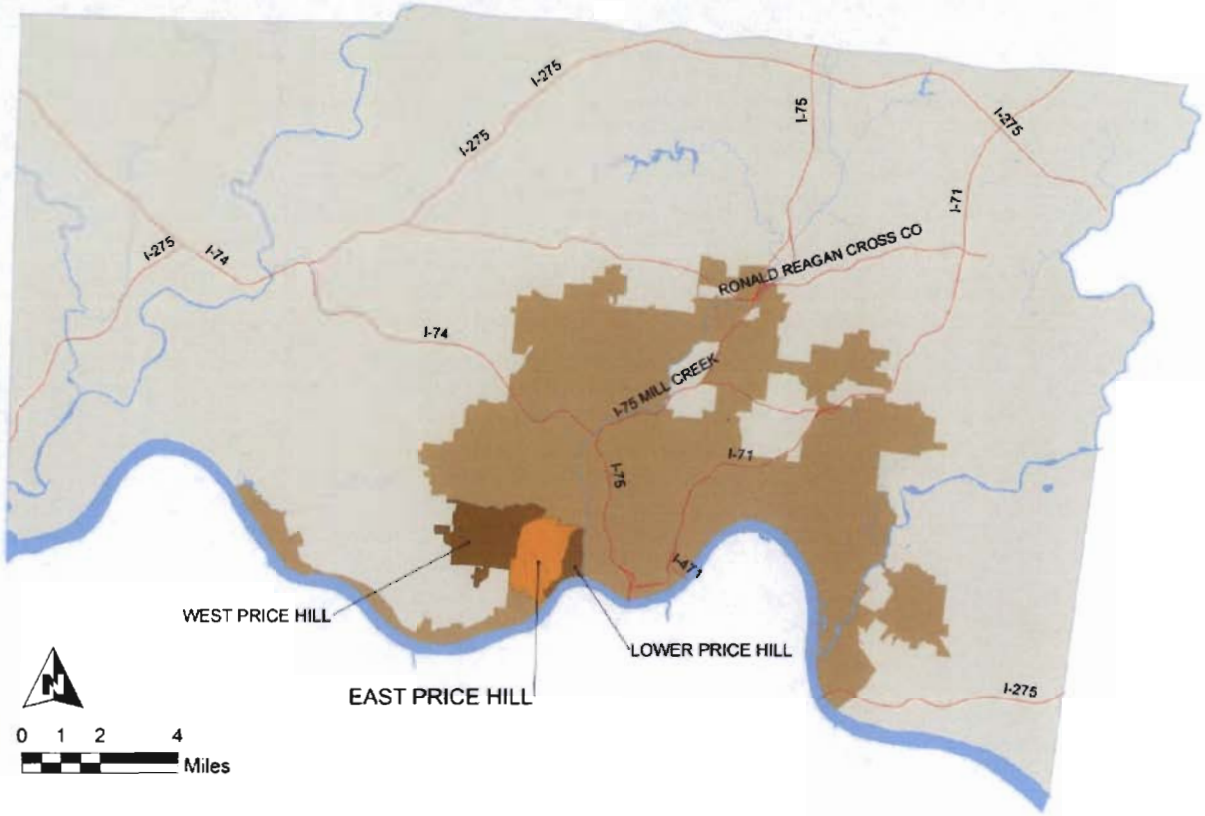
3. Ultimately create a distinctive Neighborhood Business District that will enhance the quality of life of East Price Hill residents, spark economic development, and attract people from the whole region

SECTION 2: AREA LOCATION AND CONTEXT

2.1 LOCATION WITHIN CINCINNATI

East Price Hill, one of the 52 neighborhoods in Cincinnati, is located in the south west area of the city within 5 miles from downtown. Together with Lower Price Hill and West Price Hill neighborhoods, it comprises the Price Hill area limited on its east side by Queensgate, the Mill Creek River and the railroad tracks; the Ohio River on the South side, Westwood and South Fairmount towards North, and the city's jurisdiction limit on the West side.

Price Hill covers near six square miles with approximately 36,500 inhabitants where East Price Hill and West Price Hill are two of the three most populated neighborhoods in Cincinnati, according to the 2000 Census data. East Price Hill with 3 square miles has 17,964 inhabitants followed by West Price Hill with 2.75 square miles and 17.303 inhabitants, and Lower Price Hill with 0.57 square miles and 1,309 inhabitants.



MAP 1. LOCATION MAP

Legend

- cintsplt_dote
- cntybnd
- EastPriceHill
- PriceHill
- primecl
- river

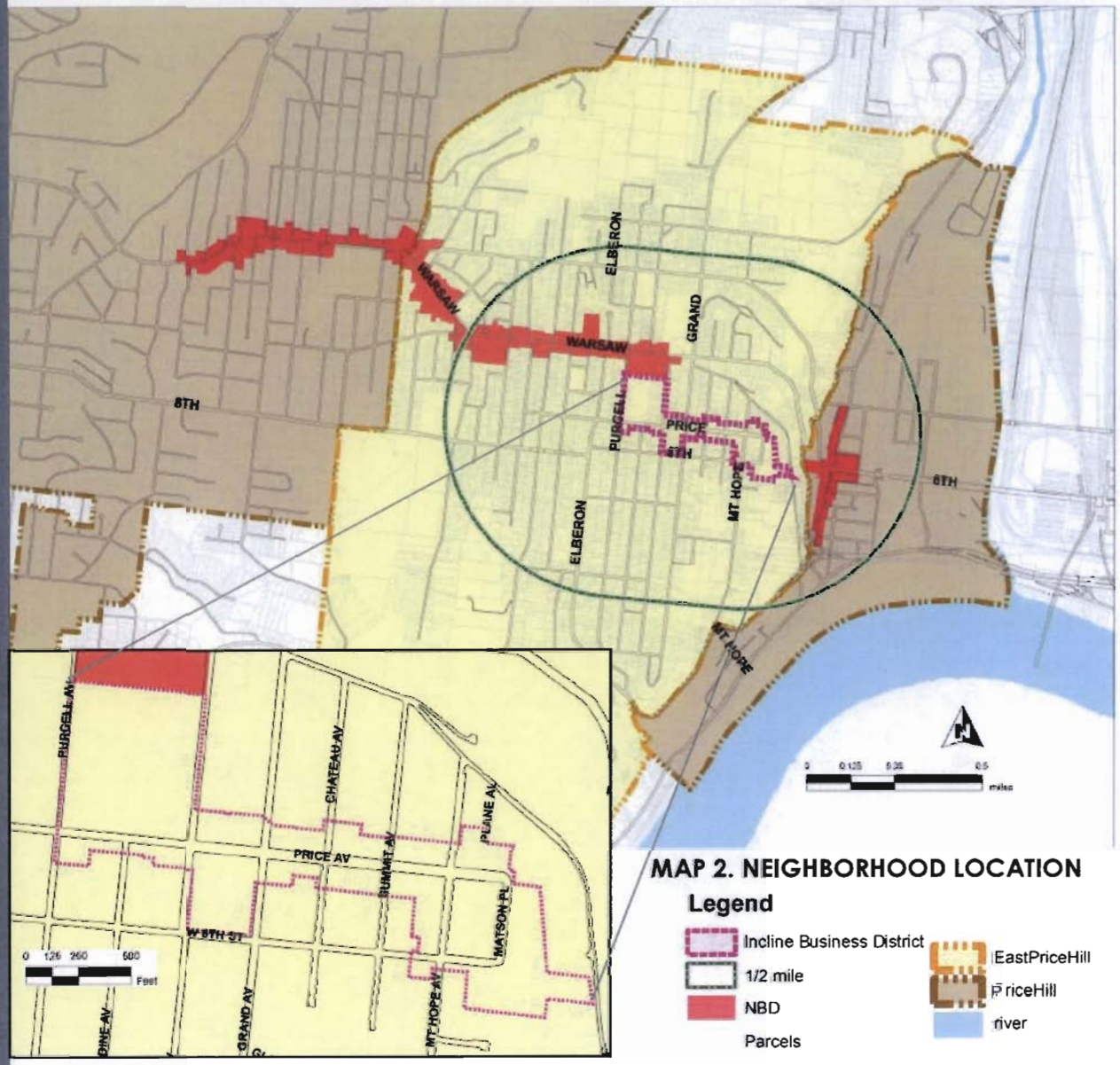
2.2 LOCATION WITHIN PRICE HILL

As described in the 1988 East Price Hill Neighborhood Business District Urban Design Plan, East Price Hill is a 'hilltop community on the west rim of the downtown basin' bisected by the Neighborhood Business District along Warsaw Ave running from East to West, extending further West along Glenway Ave.

The document also stated that East Price Hill depends upon its proximity to West Price Hill, Lower Price Hill, and Downtown Cincinnati for survival. Nevertheless, the steep slope, a physical barrier along the East Price Hill East boundary constitute the main factor of the lack of connectivity to Lower Price Hill as well as with Cincinnati's downtown. In contrast, the Warsaw/ Glenway corridor provides a relatively direct connection to the areas west of East Price Hill.

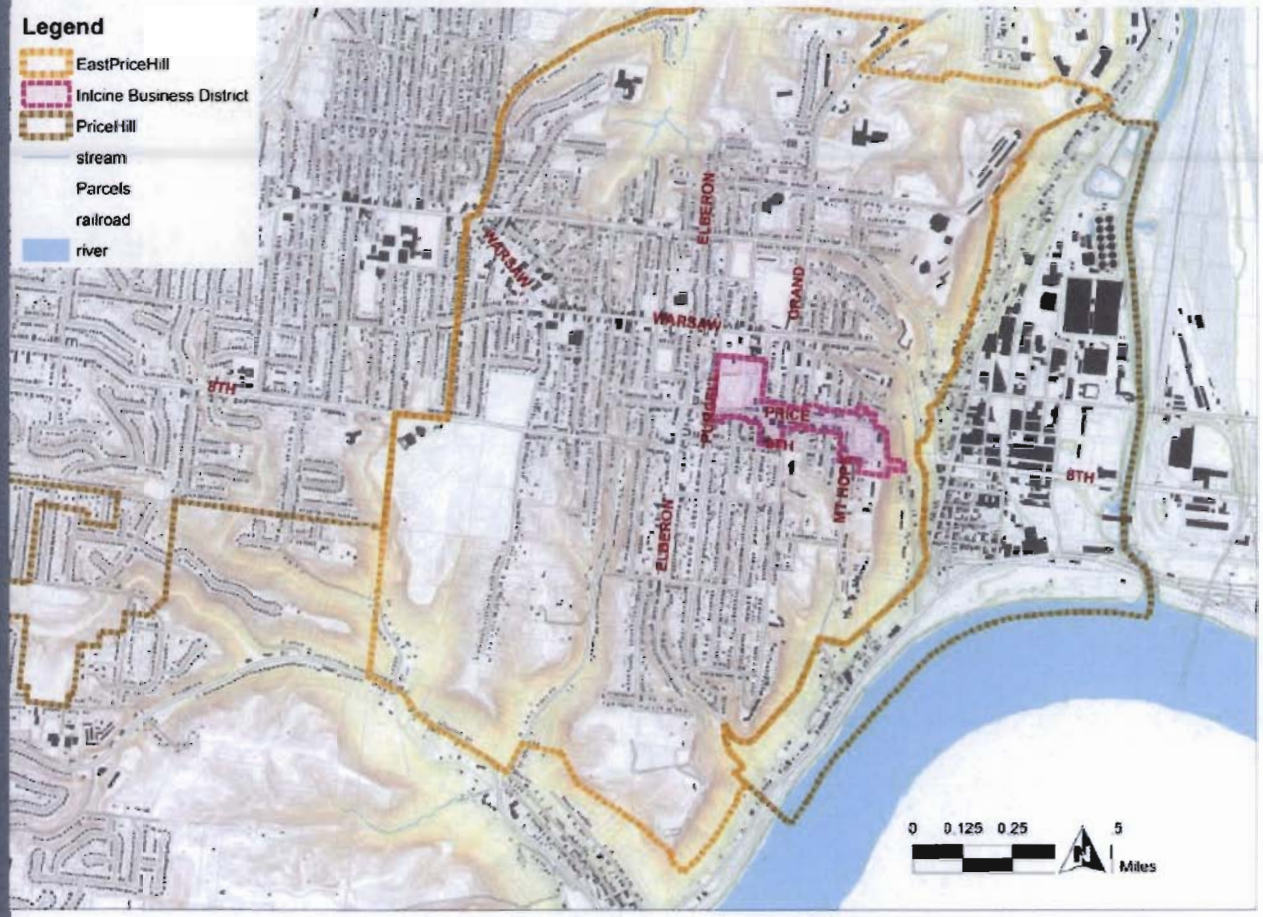
Improving access to the West side of the Mill Creek will contribute to the success of developments in the area

Price Ave Corridor is located in close proximity South of Warsaw Business District as we approach the edge of the rim.



View from 8th Street

View from 8th Street



MAP 3. NATURAL FEATURES

View from Primavista restaurant

2.3. PRICE HILL HISTORICAL BACKGROUND

Price Hill is a neighborhood with an extensive rich history which started with the first Native Americans pupulation at the top of the hill back 1,000 years a go. It continued with the first Eropean inhabitants in the late 18th century who bought large peaces of land and established their farms and orchards. Gradually, towards the beginning of the 19th century,

Cincinnatians began to move from the city's basin up the hill in search of cleaner air and land to settle in. The Warsaw settlement, a self-suficient community with its own school, smithy, and tavern, was established in the 1830's. The Price family bought land in the hill, established a brickyard which serve the housing boom, and the area started to be known as the Price's Hill. Price Hill was officially anex to the city in 1870.

The Price family also helped established the incline plane for passengers in 1874, allowing for easier acces to the hill. The incline alignment can still be seen as a continuation of 8th street extending up west of the Queen's Tower residential building, Althought the incline stopped working back in the 1940s the district was

1874 - 1943 Price Hill Incline

named after it as a reminder of its still strong footprint in the memory of Price Hill's inhabitants.

Streetcar at 8th St. (Go-

Price's Hill residents have always been very active in their community, participating in local and city politics and civic associations. The neighborhhod has evolved to be a unique, vibrant community proud of its still standing vakuable historical features (parks, school, churches, residences, and dining places)

As described by the Price Hill Historical Society, Price Hill is 'great neighbrohood with some umpolished edges and a lot of great charcters ... on that high ridge west of the city that has been an appealing place to live for centuries' (Mersch, 2008)

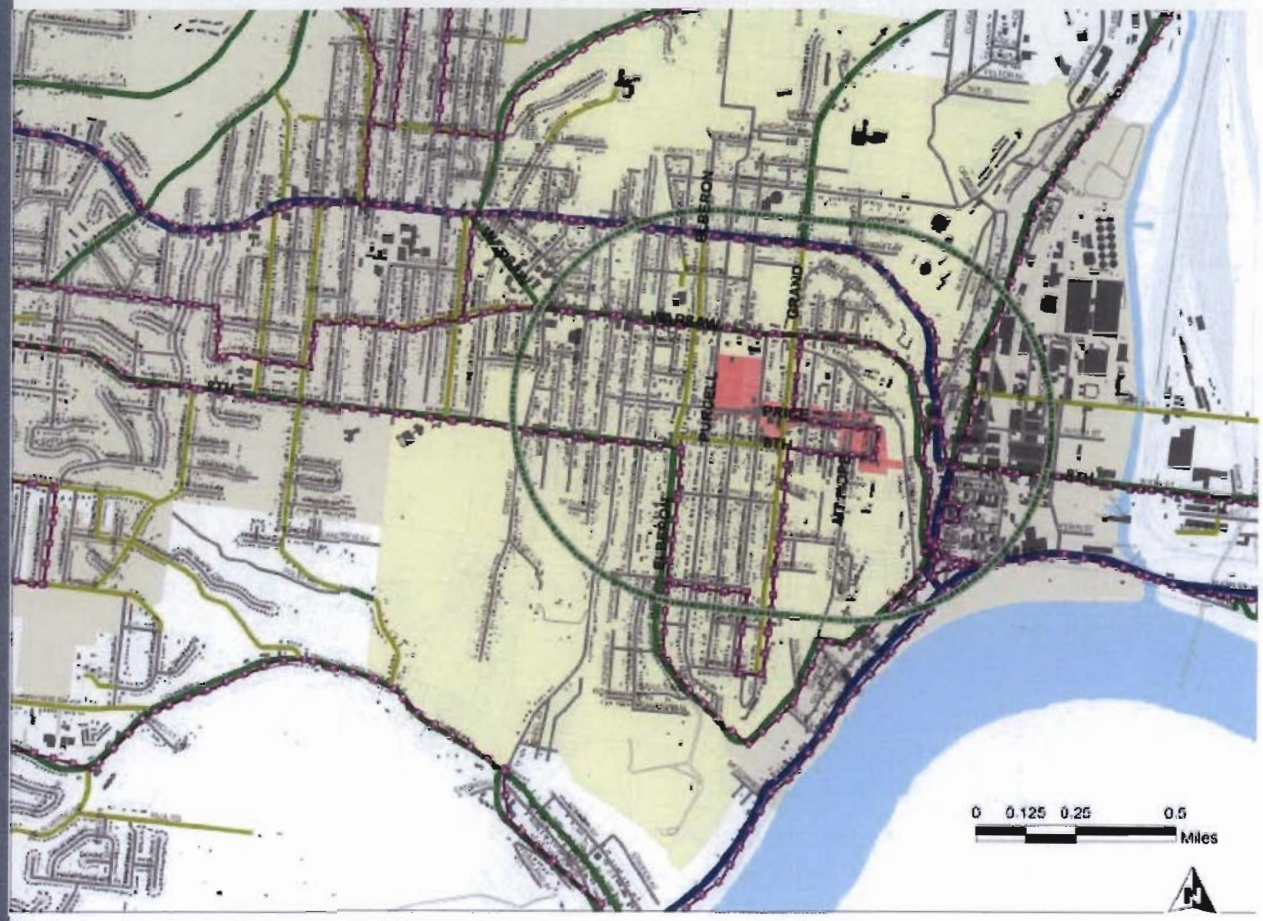
2.4. EAST PRICE HILL AREA CURRENT CONDITIONS

The analysis in this section considered a 1/2 mile buffer from Price Ave center line. This is based on the comfortable walking distance standards. The current conditions within this buffer will contribute to the success of the Price Ave Corridor and the Incline Business District.

2.4.1. Circulation and Connectivity

East Price Hill is located at the West side of I-75 along the Ohio River. The major arterial streets are Glenway Ave (SR-264) and River Rd. that function as the main East-West connections. The main commercial corridor is Warsaw Ave,, a secondary arterial street parallel to Glenway Ave (SR-264).

The Price Ave corridor is accessed primarily through the two intersecting collectors streets: Grand Ave and Elberon Ave. According to OKI the average annual daily traffic (AADT) at Glenway Ave (SR-264), East of Grand Ave, was 8,803 in 2004, whereas at Price Ave, West of Woodlawn Ave, it was 1,900 in 1999. Therefore Price Ave is a low traffic local street with potential to develop into a pedestrian friendly commercial corridor.



MAP 4. CIRCULATION

Legend

- EastPriceHill
- PriceHill
- Incline Business District

Street Clasification

- Major Arterial
- Secondary Arterial
- Collector
- Local Street
- bus_rts
- Parcels
- railroad
- river

According to the new Cincinnati Bike plan Price Ave is a preferable bike route which is one more aspect to be capitalized upon. The public transportation provides two routes that serve the site area – R11 and R32. Both routes run North-South through Grand Ave and turn onto Price Ave, Matson Pl., W8th St., and back to Grand Ave.

In terms of connectivity there are seven intersections within the site boundary and 174 in the half mile radius. This results in a connectivity density of 153 nodes per square miles. The street network is well connected within the 1/2 mile buffer - except from the area down the hill (North and East of Warsaw Ave). It can be inferred that there is a disconnection between East Price Hill and the East side of the city.

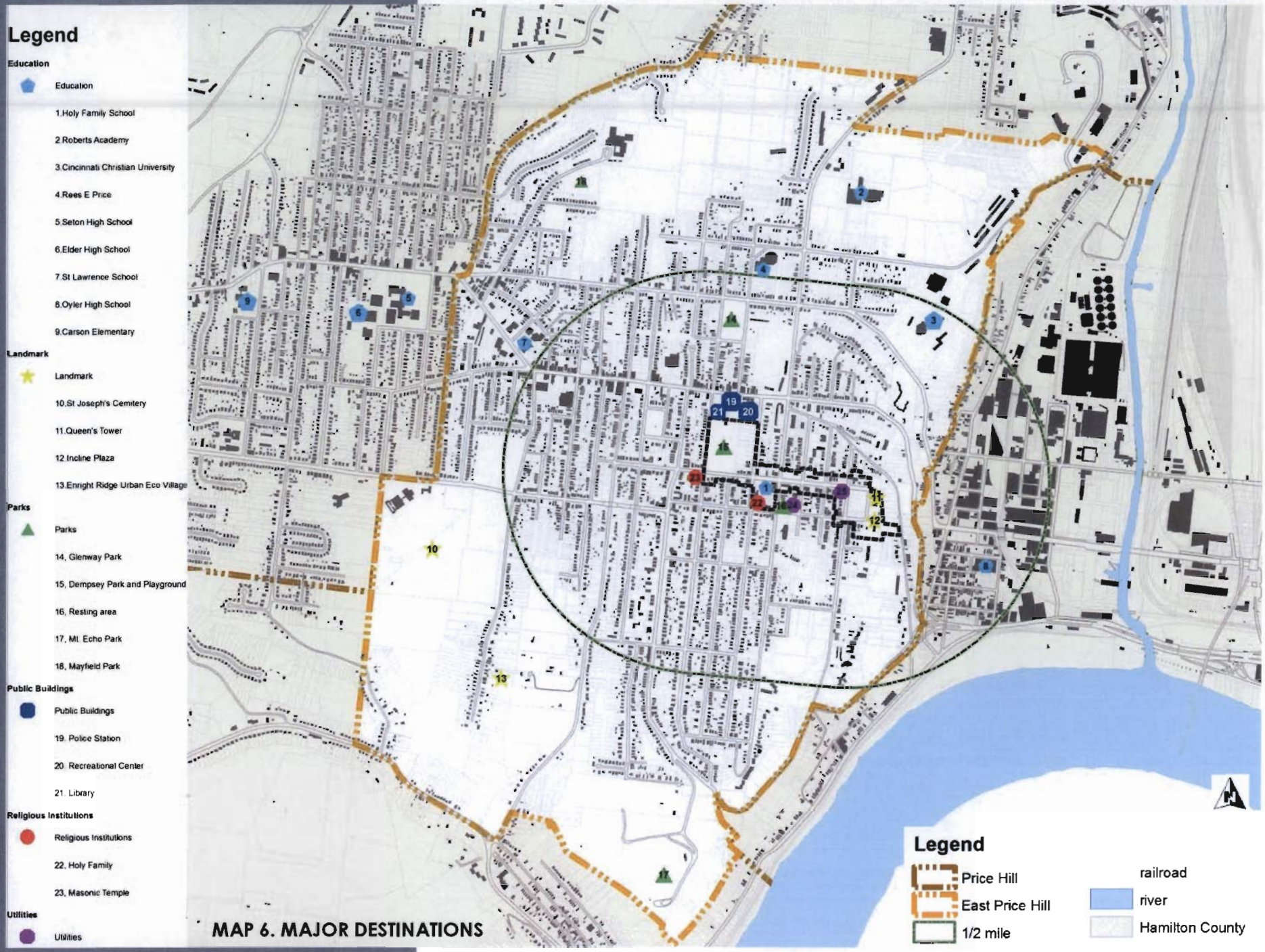
MAP 5. CONNECTIVITY

East Price Hill

Grand Ave and Price Ave intersection

Legend

- Intersections within half mile
- East Price Hill - Intersections
- half mile
- EastPriceHill
- Street
- Parcels
- railroad
- Inlcine Business District



MAP 6. MAJOR DESTINATIONS

2.4.2. Major destination

The major destination analysis comprises points of interest mostly located within the 1/2 mile radius but also include others that are important to the neighborhood as a whole as well as to the city.

The points were grouped into six categories: education, landmarks, parks, public buildings, religious buildings, and utilities.

There are a total of eight education institutions in the surrounding area. Among them are the Cincinnati Christian University at Glenway Ave and the Holy Family Catholic School at Price Ave. These institutions carry an important population bracket to be considered as we envision this corridor .

There are four landmarks including the Queen's Tower, the Incline Plaza, the St. Joseph's Cemetery, and the Eco-village. The Queen's Tower constitutes a destination point since it houses Primavista restaurant; besides the recognized cuisine it also offers a unique sight of the city. The Incline Plaza and the St. Joseph's Cemetery are historical reference points of the neighborhood, whereas the Eco-village represents a movement towards a sustainable way of living that helps to make East Price Hill one of the greenest neighborhood in Cincinnati.

From the listed five parks and green areas Mt.. Echo is the largest and a citywide destination point. Dempsey Park and Playground is located at the sites West end and offers a generous recreational area as well as adjacent vacant land.

Three public buildings are located in the same block as the Dempsey Park within walking distance from the site. Those are the Public Library, the Recreational Center, and the Police station.

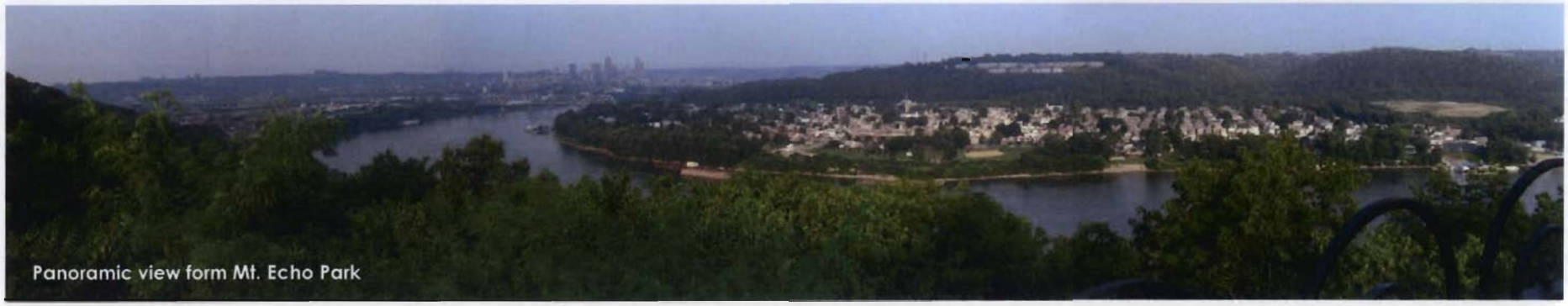
The Holy Family Church is the only active church within the 1/2 mile buffer. The other religious building, a Masonic Temple, at Price Ave is now closed.

The two antennas are noteworthy as visual elements in the city landscape.

Mt.. Echo Park resting area

Incline Plazza

Downtown Cincinnati view form Mt. Echo Park


Panoramic view form Mt. Echo Park

2.4.5. Land Use . 1/2 mile radius

The land use analysis considered the land within half mile radius from the site. Although the buffer extends to Lower Price Hill the land beyond the East Price Hill boundary was excluded since it is disconnected from the site due to the steep topography.

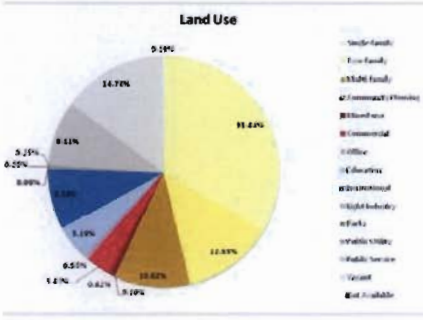
The predominant land use is residential accounting for a total of 57% including single-family, two-family, multi-family, and community housing; followed by approximately 15% vacancy, 9% of public services which include public facilities such as the library and recreational center, and 8.5% of institutional uses. Education represents around 5% almost the same share as the commercial uses considering offices and mixed-use.

In this sense Price Ave is surrounded by a good mix of uses that could create a livable pedestrian environment.

MAP 8. LAND USE . 1/2 MILE

East Price Hill
1/2 mile buffer
Incline NBD

LAND USE	ACRE	%
Single family	168.40	33.44
Two-family	64.60	12.83
Multi family	53.48	10.62
Community Housing	0.50	0.10
Mixed-use	4.13	0.82
Commercial	17.15	3.41
Office	2.75	0.55
Education	26.13	5.19
Institutional	43.19	8.58
Light Industry	0.40	0.08
Parks	1.00	0.20
Public Utility	0.74	0.15
Public Service	45.89	9.11
Vacant	74.24	14.74
Not Available	0.95	0.19



2.4.5. East Price Hill Area Boundaries

2.4.5.1. East Price Hill Business District

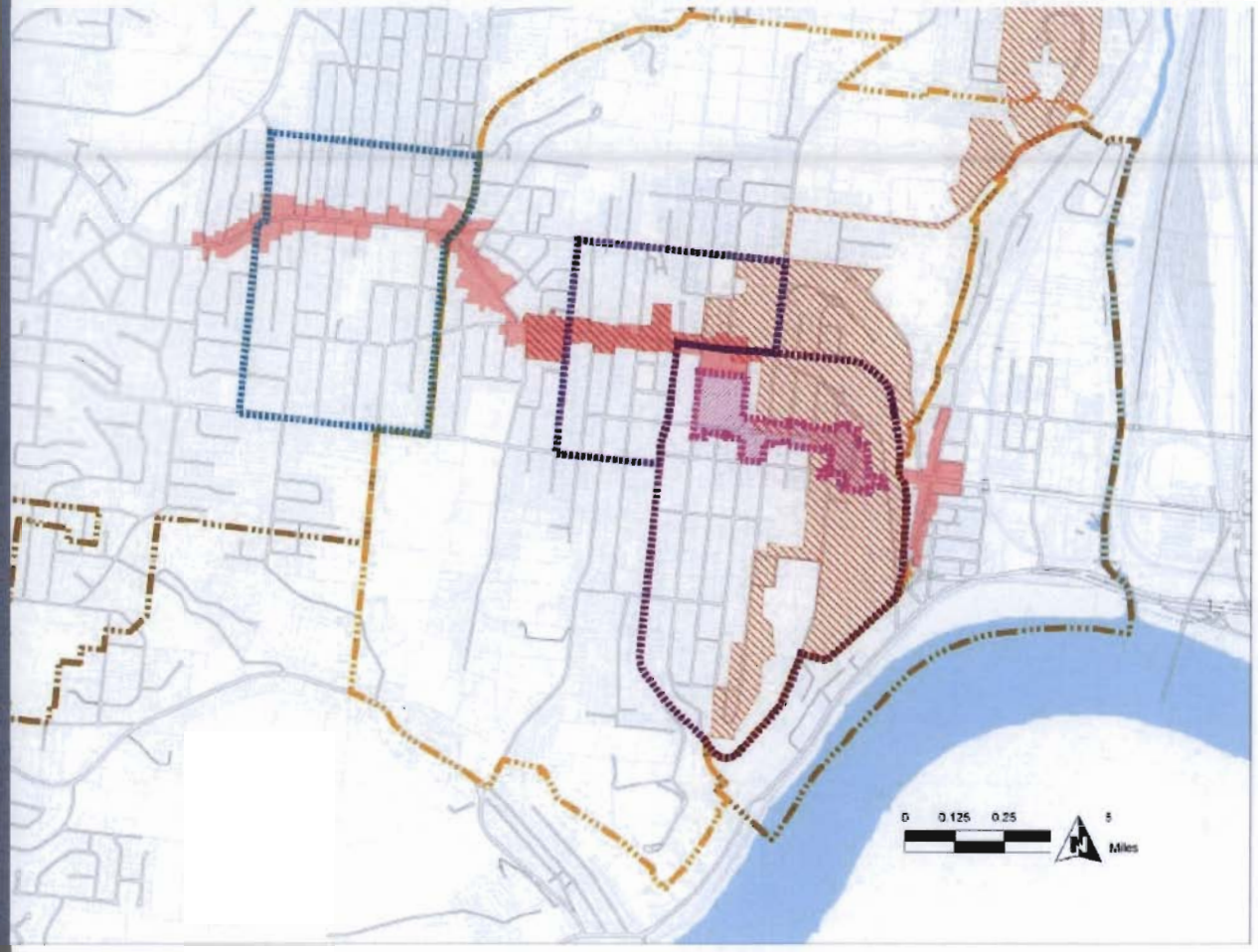
The City of Clcninnati defines a Neighborhood business District as 'the contiguous placement on primary streets in the neighborhood that are reliant upon neighborhood residents and also serve customers from other communities. Typically, NBDs are composed of retail stores, restaurants, personal services, and other similar 'walk-in' customer oriented business.

NBDs help to define the unique character of their neighborhood and are critically important to the visual impact of the neighborhood and to the maintenance and revitalization of the neighborhood' (City of Cincinnati).

Properties located within NBDs are eligible for funding. The recognized NBD for East Price Hill is located along Warsaw Ave from Grand Ave to Staton Ave, Warsaw Ave between Enright Ave to olive St. off St. Lawrence.

2.4.5.2. East Price Hill Sub-Neighborhoods

The Price Hill Will Housing Strategy document, which provides a plan for Price Hill's housing for the period between 2004 and 2010, has subdivided Price Hill in several sub-neighborhoods to be able to target specific strategies to the particularities of each area. There are three sub-neighborhoods where Price Hill Will is most active: Cedar Grove, Seminary Square, and the incline District.



MAP 7. BOUNDARIES

Legend

- Incline NBD
- Incline District
- Seminary Square
- Cedar Grove
- NBD
- TIF District 15
- EastPriceHill
- PriceHill
- Streets
- Parcels
- railroad
- river

The west portion of the proposed Price Ave, corridor, between Purcell Ave and Grand Ave, is part of the Seminary Square sub-neighborhood and the east portion of the corridor, the area between Grand Ave and Mt. Hope Ave, is part of the Incline District sub-neighborhood.

Price Hill Will, in its revised 2007 Housing Strategy document, describes: 'Each sub-neighborhood is experiencing a different stage of central city decline and revitalization. Each has a very different "micro-market". Therefore, each requires a different strategy for redevelopment. While one might need not only stabilization of the housing stock that has seen minor decline, another necessitates a more comprehensive development plan' (Price Hill Will).

a. Seminary Square: although a plan for improving the housing stock and surrounding community areas was developed in 1999, revitalization of this sub-neighborhood has been challenging. Price Hill Will explains that the large size of homes plus the advanced state of deterioration are two of the main factors that make difficult any efforts of rehabilitation and home ownership. Price Hill Will recommends much more targeted interventions and believes that no revitalization will take place until improvement occurs for all Price Hill housing stock.

b. Incline District: two distinctive housing realities characterized this sub-neighborhood. On the one hand, a varied housing stock of luxury homes with river and downtown views on the hillside and on the other hand, few blocks west, more modest or even blighted properties. Price Hill Will also describes that although the area has seen the most new, high-end housing development in Price Hill, improvement hasn't reached the nearby blocks.

2.4.5.3. TIF District

In May 2002 the City of Cincinnati approved moving forward with the creation of a neighborhood Tax Increment Financing and stated its specific application parameters. The 'Plan District #15 - The East Price Hill District' has been one of the TIF districts created in the city.

Although only the north portion of Price Ave corridor is located within the East Price Hill TIF district, it is important to recognize the potential impact for the whole corridor due to its adjacency to the district. It was explained by the Department of Community Development that it was possible that 'the remaining area of Price Ave. was dissected in order to include more district coverage along Warsaw Ave. as well as the hillside areas of East Price Hill, areas that at the time represented greater growth potential'. Furthermore, 'although most of Price Avenue is not included in the TIF, it does not mean that the street is off limit to TIF revenue. TIF revenue can be used on projects that are physically connected to the district. This allows for TIF to be used on public infrastructure projects that do not stop neatly at the TIF border.'

The following is an excerpt from a City of Cincinnati's 'Plan District #15 - The East Price Hill District' Tax Increment Financing (TIF) report that explains in more detail its characteristics.

The East Price Hill Tax Increment Financing (TIF) District is located in the East Price Hill neighborhood. The northern portion of the District is bounded approximately by Hiawatha Avenue to the north, Osterfeld Street to the west, Felsberg Avenue to the east, and Lehman Road to the south. The northern portion of the District is connected to the southern portion of the District along the rights-of-way of Lehman Road and Grand Avenue. The southern portion of the District is bounded approximately by Glenway Avenue to the north, Enright Avenue to the west, Elberon Avenue to the south, and Glenway Avenue to the east. The District is approximately 300 acres in size.

Existing Plans for the District

Existing plans should be used as a general guide for the development and redevelopment of the TIF District. However, as development, redevelopment, market forces, economies, demographics and engineering technologies change over the life of the District, the recommendations of the existing plans, the purposes of this TIF Plan, and the anticipated projects and spending should be modified as necessary in order to carry out the general public purpose of improving the District to stimulate private investment.

Seminary Square Eco-Village Work Plan (1999)
The plan addresses key issues through various strategies that facilitate the transformation of Seminary Square into an urban Eco- Village by focusing on design, housing policy initiatives and community based programming. The design plan illustrates the physical proposals for a sustainable Eco-Village that focuses on parks, recreation, open spaces and the neighborhood business district. The four major open spaces in the Seminary Square Eco- Village - the Tot Lot, Tank Park, Dempsey Park, and Whittier Gardens - are significant assets to the neighborhood. All have been designed to their maximum and best use. Sustainability of all these areas has been accomplished through connecting the redesigned spaces with a walking trail that connects the green spaces and enables easy maintenance of the open land. Trees and materials that are native to the Seminary Square environment have also been incorporated in the design.

Purpose of the District

General Purpose
The Ohio Revised Code provides for the creation of "Incentive Districts," commonly known as TIF districts, which allow the City to capture payments in lieu of taxes based on the increased improvement value of real property in the district. Those funds, commonly known as the increment, are then used to make public infrastructure improvements and housing renovations in the district in order to stimulate private investment. Central to the success of this tool is the notion that specific public investments will improve the overall climate for development and stimulate increased private investment. Given that the increment represents payments in lieu of taxes, additional development incentives that include abatement of property taxes are not advised as they will decrease the amount of increment available to the district as a whole while benefiting a single project. The use of TIF in the East Price Hill District would aid in the development and redevelopment of the neighborhood. The property in the East Price Hill District is currently a mix of, commercial, office, residential, light industrial, heavy industrial and institutional uses and vacant land. Future development in the district would benefit from public infrastructure improvement. The proposed life of the District shall be as set forth in the ordinance creating the Districts. It is anticipated that 75% of the increment generated from this district will be spent on public infrastructure improvements and 25% used for housing renovations.

Qualifying Projects

Qualifying public infrastructure improvements include, but are not limited to public roads and highways; water and sewer lines; environmental remediation; land acquisition, including acquisition in aid of industry, commerce, distribution, or research; demolition, including demolition on private property when determined to be necessary for economic development purposes; stormwater and flood remediation projects, including such projects on private property when determined to be necessary for public health, safety and welfare; the provision of gas, electric, and communications service facilities; and the enhancement of public waterways through improvements that allow for greater public access. [ORC 5709.40-A (7)]

Qualifying housing renovation projects carried out for residential purposes include development activities undertaken on one or more parcels, including, but not limited to construction, expansion or alteration of buildings or structures, demolition, remediation, site development, or any building or structure that results from those activities. [ORC 5709.40-A (6)]

Qualification of the District
This district qualifies under one or more of the distress characteristics given in the Ohio Revised Code 5709.40-A (5) (a-g) as follows:
• 25.1% of its households are living below the poverty level [5709.40-A (5) (c)]
• The average rate of unemployment in the district is 5.6% [5709.40-A (5) (b)]

Base Value of the District

The total market value of all parcels in the East Price Hill District plus all parent parcels outside the district is $83,716,580. An additional $4,759,800 is abated through Community Reinvestment Area and Enterprise Zone abatements. All existing abatements are anticipated to expire by 2018, with the exception of one CRA abatement with an unknown expiration date.

2.5.6. Community Participants

2.5.6.1. Price Hill Will

Price Hill Will (PHW) is a non-profit neighborhood development corporation focusing its effort in developing programs and projects with the goal of promoting economic development in the three Price Hill neighborhood, Lower price Hill, East Price Hill, and West Price Hill.
PHW acts as a partner and coordinator for business and property owners, evaluates either public or private investment to bring its maximum value, and provides support to the neighborhood's business associations. (Price Hill Will n.d.)

2.5.6.2. Management Group, LLC.

Management Group, LLC. is one of the major property owners in the corridor with the majority of the properties located at or in close proximity to the Price Ave and Hawthorne intersection. Management Group, LLC. will be providing 9,600 square feet of residential space and 20,000 square feet of commercial space to the Price Ave corridor.

2.5.6.3. Incline Square

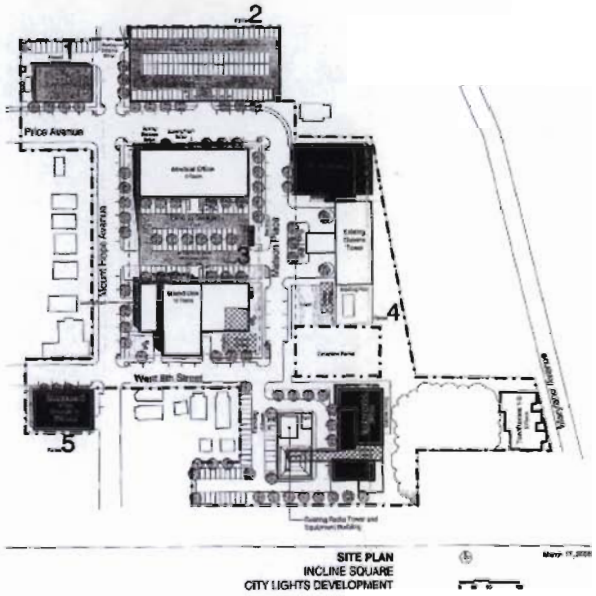
In July 23rd, 2010 the City of Cincinnati Mayor and Members of City Council approved a Funding Agreement for the grant of City Funds with Incline Village, LLC for a $750,000 grant for the construction of fifteen market-rate residential apartment units and one commercial space (City of Cincinnati, 2010). The Incline Village project is schedule to be completed in one year from the date the contract is awarded.

The Incline Village project is part of the Incline Square project's Phase 1. In addition to the housing and commercial developments mentioned above, it is projected that the Incline Square project will include the following:

- Medical Office Building: 20,000 square foot, three-story building, for medical offices. (Phase 1)

- More medical and Professional Offices, Retail and Restaurant: (Future Phase)

- Coffee Shop: included in one of the medical buildings (Future Phase / Potentially Phase 1)



Incline Square

• Primavista Banquet Facility: the Primavista Restaurant, a top restaurant in the region, will look to expand its operation to include a banquet facility. The banquet facility will fill a void for this kind of service for not only the area West of Cincinnati but the whole region.

'Incline Square is envisioned to transform the hilltop of East Price Hill's incline District into a mixed-use, pedestrian friendly development that will serve as a catalysis for future development and revitalization on the west side of Cincinnati' (City of Cincinnati, 2010)

2.5.6.4. Primavista

The Primavista restaurant, established in 1989, is a prime destination Italian restaurant. Primavista is located on the Queen's Tower first floor and has one of the best panoramic views of the City of Cincinnati. For the past twenty years, Primavista has been awarded many times as the "Best Italian Restaurant", "Best restaurant with a view", "Best Date Spot", and "Top 25 Restaurants in Cincinnati".

Queens Tower & Primavista restaurant

The Cincinnati Enquirer stated that the restaurant has been well recognized for its food and views. Although it draws 2,500 customers each month, it is in a 'slightly out-of-the-way location in an area that is not part of a main entertainment or shopping district' which has made it more difficult to build its popularity. (Cincinnati Enquirer, 2008).

Primavista owners explained, 'we get people from all over the city' but 'we don't get any walk-by traffic. Although we're only five minutes from downtown, people don't see us, so we do get forgotten. But we are hoping that will change with the new development'.

2.5.6.5. Holy Family Elementary School and Holy Family Church

Holy Family Church was founded in 1884. The school classroom were once part of the original church and In 1905, due to a rapid increase of church parish, construction of a new school building started right along Price Ave

Currently Holy Family School is educating 152 students from kindergarten to the eighth grade. Also, the Holy Family Athletic Association provides organized well-rounded sports programs under the supervision and guidance of adult leadership. The sports offered include baseball, soccer, basketball, and volleyball.

Holy Family Church and School are one of the major stakeholders along the corridor attracting a considerable number of people to the area.

2.5.6.7. Cincinnati Christian University

The Cincinnati Christian University (former Cincinnati Bible College and Seminary), founded in 1924, is located along Glenway Ave overlooking the City of Cincinnati. The University has three colleges – Undergraduate College, Graduate Seminary, and College of Adult Learning – which accommodates a total of 1,100 students and 130 staff members (Business Courier of Cincinnati, 2006)
In 2005 the University considered moving to a suburban area (Mason or West Chester) but finally decided to keep the Price Hill location as the main campus, close to Cincinnati's downtown, and add some satellite campus, night classes, and other non-traditional offerings to be able to meet the goal of increasing the student population by double over the next ten years.

In 2007 the University started focusing on a campus Master Plan that will include new library, women dormitory, community day-care facility, etc. for a $30 million dollar investment.

The reported $90 million that the University contributes to the local economy each year and the future expansion plans strengthen the importance of the Cincinnati Christian University in Price Hill community and the City of Cincinnati

2.5.6.9. EPHIA. East Price Hill Improvement Association

Together with the Price hill Civic Club (1915), the East price Hill Improvement Association, is one of the oldest civic associations in the neighborhood. The EPHNA 'arose out of an attempt to keep the incline open in the 1940s. (Mersch, 2008) Both organizations still help the neighborhood toady.

'The East Price Hill Improvement Association is committed to the advancement, improvement, and promotion of East Price Hill, all of Price Hill, and the western section of Cincinnati and Hamilton County, Ohio.' (EPHIA, 2010)

2.5.6.10. LISC

'Local Initiatives Support Corporation (LISC) is the nation's leading community development support organization. LISC helps resident-led, community-based development organizations transform distressed communities and neighborhoods into healthy places to live, do business, work, and raise families.' (LISC 2010)

Through the years LISC has been involved in social, economic and market studies for the East Price Hill area, including funding for research and development of the present document.

2.5.6.11. Metrowest Commerce Park

'In 2007 the City of Cincinnati received a $3M Clean Ohio Revitalization Fund (CORF) grant for the Metrowest Commerce Park to assist with the environmental remediation and building demolition costs. The project was ranked number 1 by the Clean Ohio Council out of 17 projects submitted state-wide. The property is approximately 18 acres in size and is located in Lower Price Hill, southwest of the intersection of Gest and Evans Streets. It includes portions of the former Queen City Barrel property. The City plans to enter into a development agreement with Metrowest I, LLC, a joint entity of the Resurgence Group, LLC and Al. Neyer, Inc. A plan is in place to develop 250,000 sq. ft. of light industrial/ office-flex space and create 400 new jobs.

Metrowest is one of the recommended redevelopment opportunities listed in the 2003 Lower Price Hill Industrial Area Urban Renewal Plan. The completion of the urban renewal plan was a necessary step for the City of Cincinnati to establish priorities and evaluates development priorities in Lower Price Hill.

Metrowest is located 2 miles from Cincinnati's downtown and less than 2 miles from East Price Hill. It is expected that the project will attract a variety of business, improve circulation, and spur more redevelopment and investment opportunities in the area.

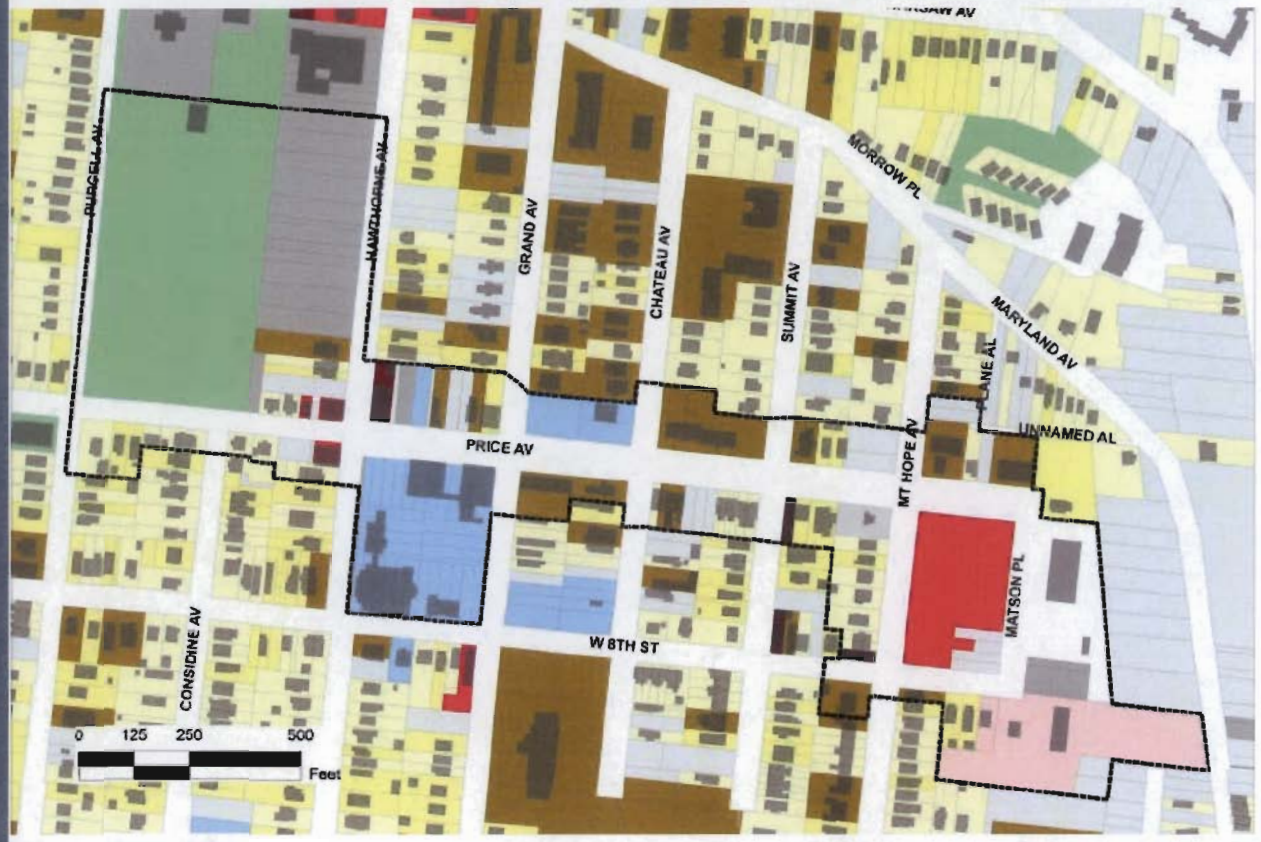
3.1. SITE BOUNDARY

3.2. LAND USE

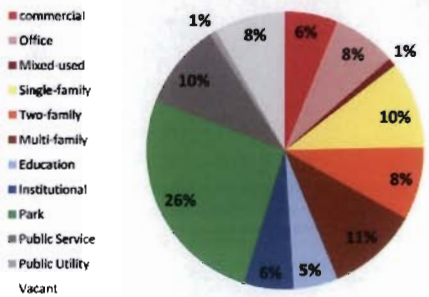
The site boundary considered the parcels facing Price Ave from the intersection with Purcell Ave at the West end, and Watson Pl at the East end. It also includes the Holly Family Catholic School block and the South portion of Dempsey Park that is contiguous to the Warsaw Business District.

Land Use

A closer look at the site shows that the predominant use is residential (29%) considering single-family, two-family and multi-family, followed by recreational (26%) which represents and asset to the area.
Most of the public service land (10%) is actually vacant land where used to be a public school and now is intended for urban garden.
Other existing uses in the proposed Incline Business District area are education, institutional, office and commercial ranging from 5% to 8% each, though most of the commercial area serve as parking.
It can be inferred that the existing land use offers a good balance for a neighborhood business district.



MAP 8. LAND USE . SITE



Land Use	Area (sq foot)
commercial	73,283.89
Office	89,045.26
Mixed-used	11,017.27
Single-family	121,335.99
Two-family	99,847.68
Multi-family	127,346.91
Education	62,247.68
Institutional	69,316.38
Park	310,897.38
Public Service	119,560.65
Public Utility	8,711.65
Vacant	100,330.67

3.3. TRANSPORTATION AND INFRASTRUCTURE

Along Price Ave there are seven bus stops all located between the intersections with Grand Ave and with Mt Hope street. Also there are hydrants in each block as well as utility poles that need to be considered in the streetscape design. All intersections have stop signs (sometimes 4 way signs) but only the intersection with Hawthorne has pedestrian crosswalks. The CIncinnati Bike Plan considered Warsaw Ave as a preferred bike route and the connection to Price Ave from Grand Ave to Elberon Ave.

MAP 9. INFRASTRUCTURE

Legend

- Bus stop
- Utility pole
- Hydrants
- MSD sewer
- Bus routes

Street Clasification

- Major Arterial
- Secondary Arterial
- Collector
- Local Street
- Bike route

- PH Buildings
- parcpoly
- railroad
- Site
- river

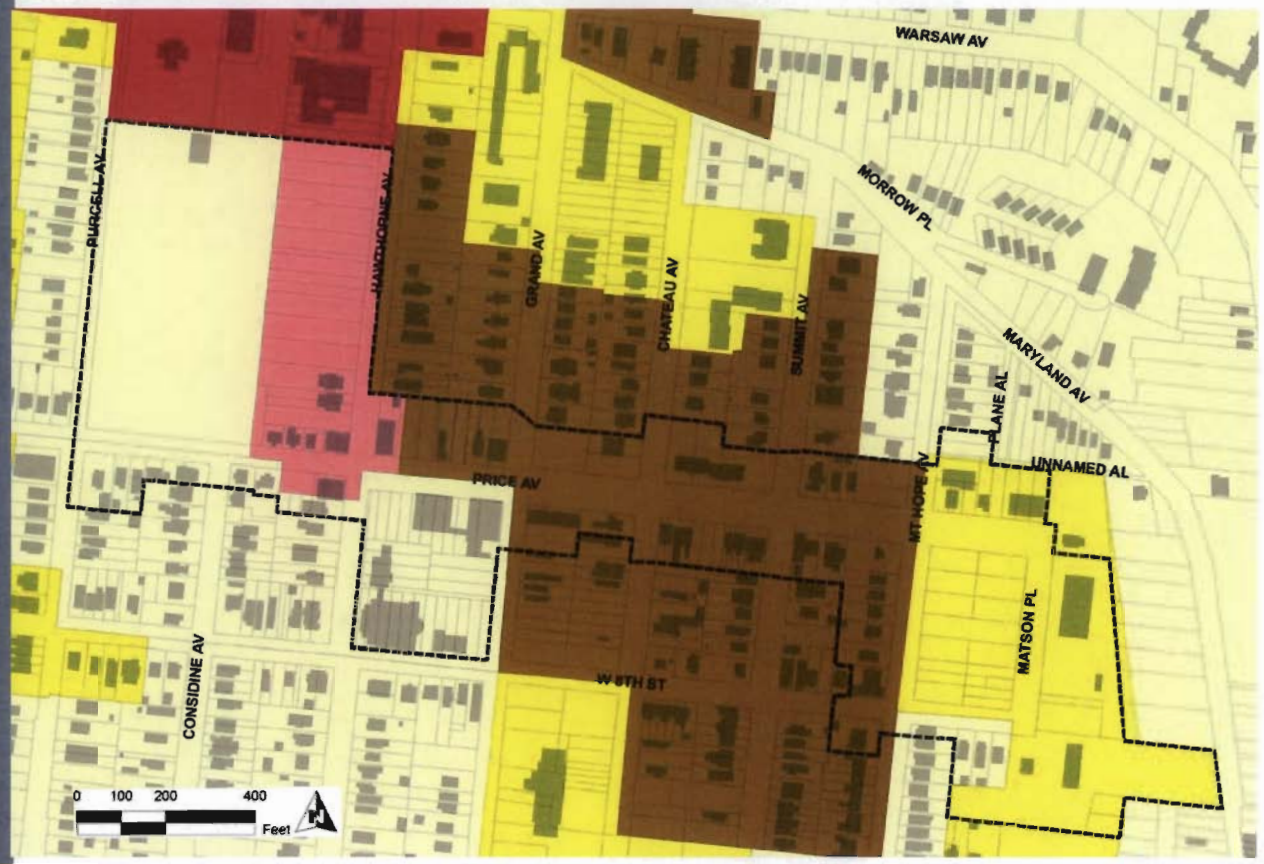
3.4. ZONING

The predominant zoning at the site encourages the residential use and accounts for a total of 91% of the area when combining the single family and residential mixed. The remaining 9% is designated as pedestrian commercial.

The following is a summary of the zoning regulations allowed on the site and adjacent areas:

o CC-M Commercial Community- Mixed

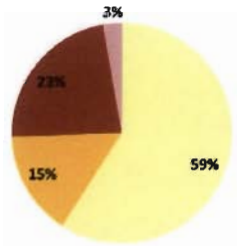
This district designation is intended to provide for a mix of the pedestrian and auto-oriented development. Older, pedestrian-oriented buildings may be intermixed with newer, auto-oriented uses. To identify, create, maintain and enhance areas suitable for a wide variety of commercial and institutional uses along major transportation corridors and in shopping districts or centers. Although these centers may reflect elements of both pedestrian- and auto-oriented development, they typically accommodate larger-scale retail and commercial service uses, such as auto-related businesses and recreation and entertainment, as well as a variety of public and semi-public uses. Future development must reflect a complementary and compatible mix of uses, and may include residential uses.



MAP 10. ZONING

Zoning

- Commercial Community-M
- Commercial Neighborhood-P
- Multi-family
- Residential-mixed
- Single-family



ZONING	AREA
Single-family	4,393,374.73
Residential-Mixed	1,148,613.36
Multi-family	1,683,391.91
Commercial Neighborhood	206,633.59

o CN-P Commercial Neighborhood Pedestrian

This district designation is intended for areas with a traditional urban character, where buildings are required to be built to the street or sidewalk line, to provide a close relationship between pedestrians and shops. Design standards will reinforce this character and require treatments that provide an interesting pedestrian environment. This designation may apply to some areas where a few auto-oriented uses exist, but where restoring the pedestrian character is specified in a community plan or other documentation approved by the Planning Commission. To identify, create, maintain and enhance mixed-use neighborhood commercial centers that reflect smaller-scale, pedestrian-oriented development with continuous street frontage and a mix of commercial and residential uses. Typical uses include retail, services, housing, office, open space, eating and drinking establishments and smaller-scale public and recreation and entertainment uses. Future development must be of a pedestrian-oriented commercial or mixed-use nature, serving the immediate neighborhood.

o RM-0.7 Multi-family

This sub district is the most intense residential district and it will normally consist of tall multi-family or condominium structures. The character is intended to be urban and should be used where high intensity residential is needed to provide a residential base for important commercial areas. The minimum land area for every dwelling unit is 700 square feet.

o RM-1.2 Multi-family

This sub district is intended to provide for mixed residential uses at moderately high densities. This is an intense district with an urban character. The minimum land area for every dwelling unit is 1,200 square feet.

o RM-2.0 Multi-family

This sub district is intended to provide for a medium density mix of residential housing predominantly duplexes and multi-family on lots that have already been platted. The scale of buildings is generally similar to a large single-family home on a small lot. Where land is assembled, the same scale should be maintained. The minimum land area for every dwelling unit is 2,000 square feet.

o RMX - Residential Mixed

This sub district is intended to create, maintain and enhance areas of the city that have a mix of lot sizes and house types at moderate intensities (one to three dwelling units). Existing multi-family buildings of four or more units are acknowledged but new construction is not permitted.

o SF-2 Single-family

This district allows high-density, small lot, single-family developments. The minimum lot size is 2,000 square feet.

o SF-4 Single-family

This sub district allows moderately high density single-family housing. The minimum lot size is 4,000 square feet.

o SF-6 Single-family

This sub district allows medium-density, single-family housing. The minimum lot size is 6,000 square feet.

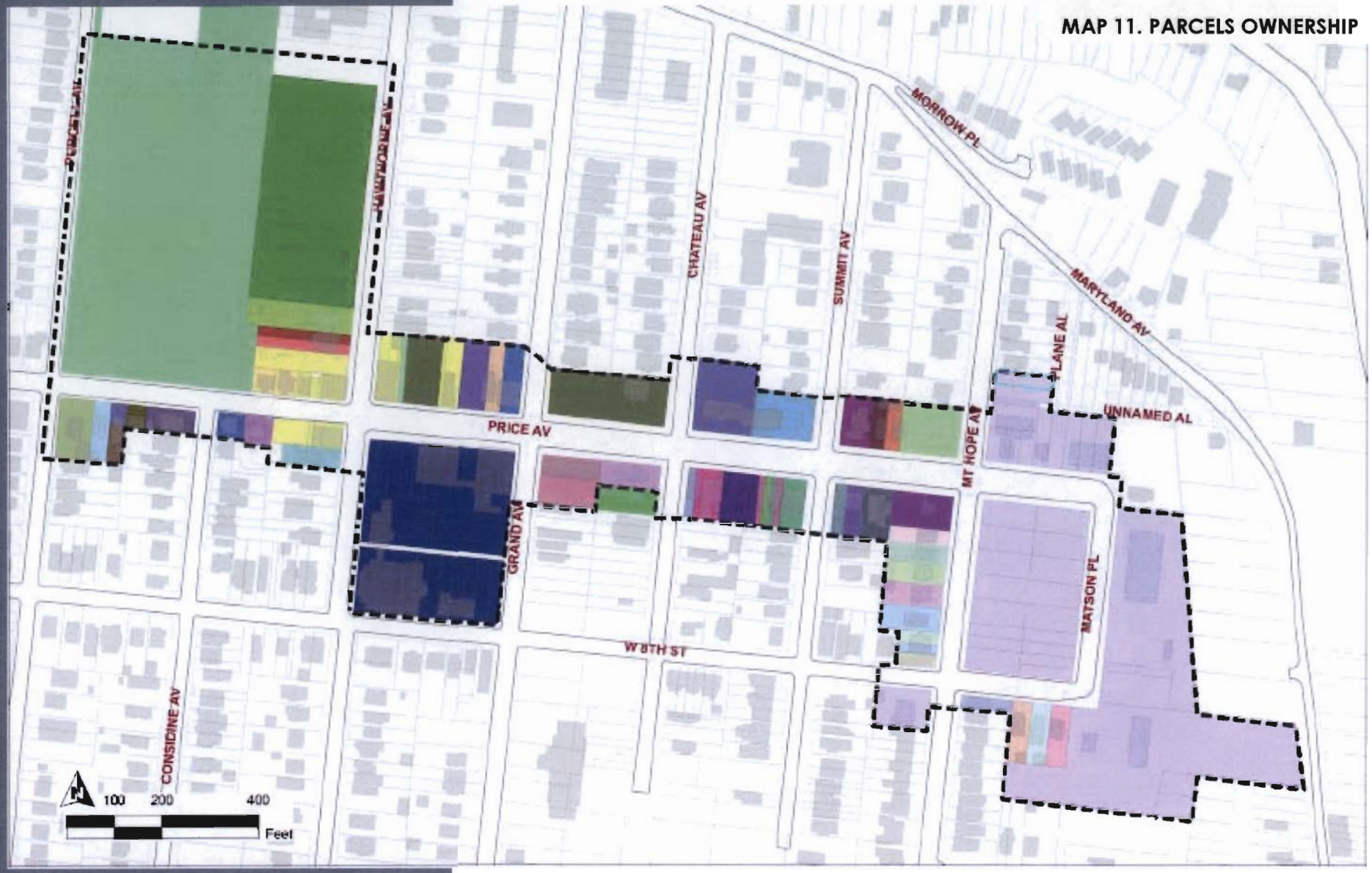
Proposed Zone Change Recommendation:

From RMX Residential Mixed to CN-P Commercial Neighborhood Pedestrian

To create an environment for mixed use development opportunities that is inclusive with commercial businesses and housing, is recomended the existing RMX residential zone be changed to a CN-P commercial zone, from Hawthorne Avenue proceeding east on Price Ave to Mt Hope Ave and then from Price Avenue proceeding south to West Eighth St.

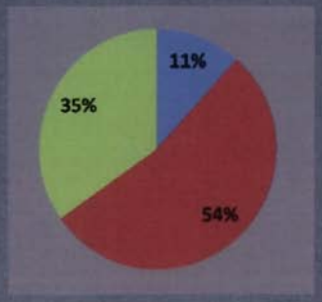
3.5. PARCEL OWNERSHIP

MAP 11. PARCELS OWNERSHIP



3.5. Parcel ownership and analysis

Based on the inventory table extracted from CAGIS and crossed with the Hamilton County Auditors website shows that approximately 54% of the land is private, 35% is public and the remainder 11% is institutional.

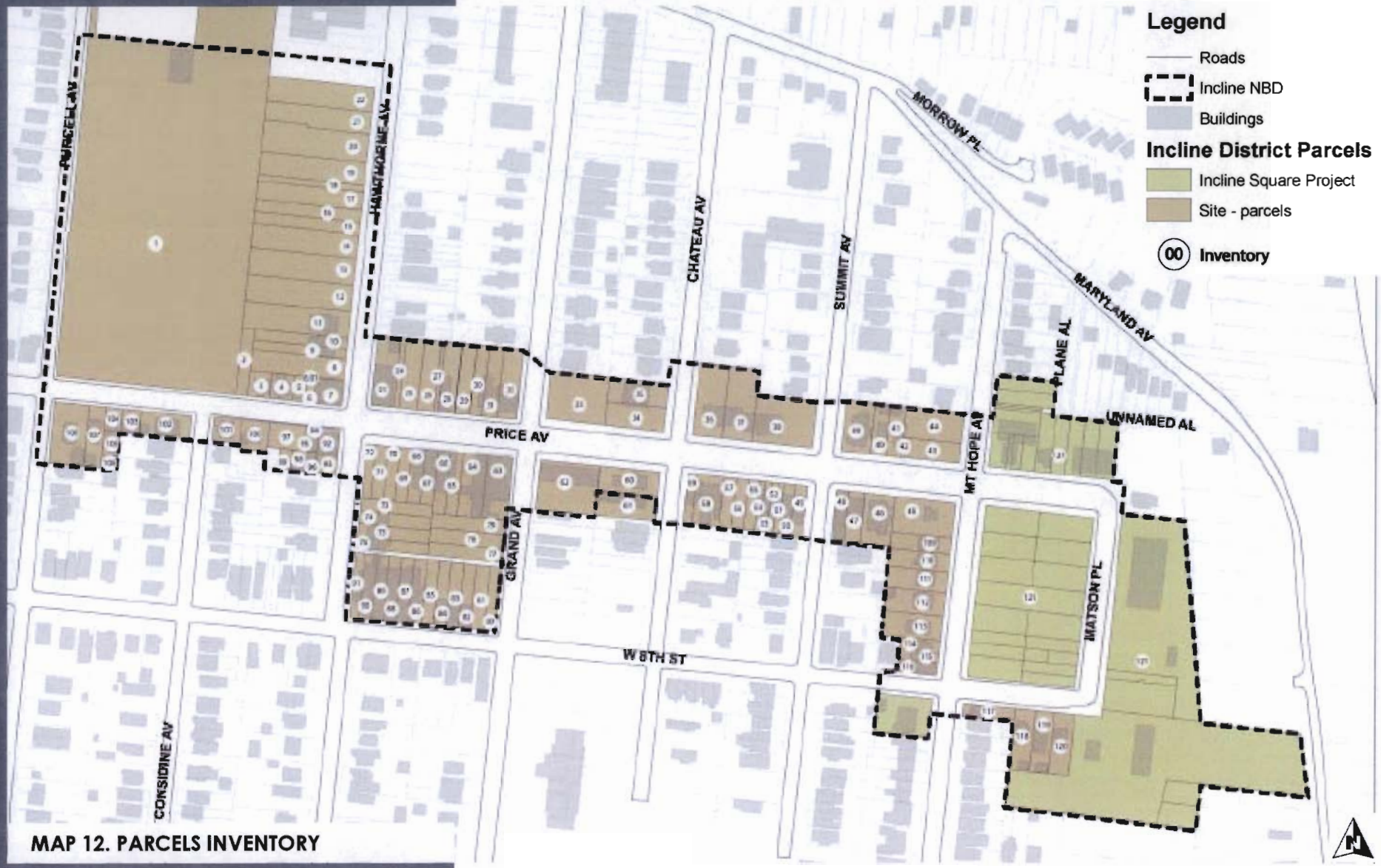


type	area
Institutional	133790.33
Private	617824.24
Public	400705.08

Legend

- JANETTE HILL
- EXCEL INDUSTRIES LLC
- RONALD INSCO
- SUSAN G WALKER
- ADAMS R TR
- ARCHBISHOP OF CINCINNATI
- B & B REAL ESTATE INVEST & MGMT GROUP
- BABSELLA ENTERPRISES LLC
- CARL MOSLEY
- CHARLES H GIBSON
- CHEPHREN JOHNSON
- CINCINNATI BOARD EDUCATION
- CINCINNATI CITY OF
- COUCH LEE
- DAYTON AVENUE ENTERPRISES
- DEANNA APARTMENT CO
- F H TR, WHITE (TX)
- FUNK RICHARD
- GRAU STEVEN M
- GSB PROPERTIES INC
- HARRELL LOTTIE
- JJW INVESTMENTS LLC
- JONES ADDIE
- K-T PROPERTIES LIMITED
- MARTIN LONZO W
- SCHROEDER CLETUS R JR
- UNGER JOYCE E
- HOLLAND STEPHANIE E TR
- INFINITY VENTURES LLC
- JOSEPH C & LINDA ZYGMUNT
- LEE HEE S
- M & M INVESTMENTS LLC
- MCGUIRE JAMIE L TR
- MEYER MANAGEMENT INC
- MITCHELL-VAULX SHARON P
- NEELY ROBERT & VICKIE
- ORIGINAL LUSTER INVEST. LLC
- PRICE AVENUE CHURCH
- ROBERTS SHELLY E & SHIRLEY A
- SHAH & SON INC
- SMALLWOOD HARGUS W
- SOUTHERN OHIO TELEPHONE
- THEOBALD GEORGE J JR
- THOMAS MICHAEL &
- TRILLIUM PROPERTY GROUP
- TSC PROPERTIES LTD
- WALNUT & VINE PROPERTIES II LLC
- NOT FOUND
- INCLINE SQUARE PROJECT
- BROCKMAN BRIAN
- ELAM ROBERTA L
- GREGORY INSCO
- HISTORICAL RE-PERSPECTIVE
- IVA INC

3.6. PARCEL INVENTORY



MAP 12. PARCELS INVENTORY

PH_ParID	PARCELID	Land_Use	Area	BldID	Building_Owner	Building_Use	Sq_Footage	Height	N_Units
1	017500170026	PS	199,234.94		CINCINNATI CITY OF		0.00		
2	017500170025	PS	3,378.68		FUNK RICHARD		0.00		
3	017500170126	SF	2,251.52	1	TRILLIUM PROPERTY GROUP	510 Single family Dwlg	0.00		1
4	017500170127	SF	2,361.65	2	TRILLIUM PROPERTY GROUP	511 Single family Dwlg	1235.00	11	1
5	017500170128	C	1,316.88	3	B & B REAL ESTATE INVEST & MGMT GROUP	420 Small (< 10,000 sq. ft.) detacl	821.00	22	
6	017500170124	VA	759.41		HOLLAND STEPHANIE E TR		0.00		
6.01	017500170024	NA	179.429		M & M INVESTMENTS LLC				
7	017500170125	C	2,879.23	4	B & B REAL ESTATE INVEST & MGMT GROUP	420 Small (< 10,000 sq. ft.) detacl	2480.00	22	
8	017500170022	VA	8209.564		PRICE AVENUE CHURCH OF	500 Residential vacant land			
9	017500170023	TF	3840.785		SMALLWOOD HARGUS W	520 Two family Dwlg	2790.00		2
10	017500170021	SF	4290.540		CINCINNATI CITY OF	510 Single family Dwlg	2790.00		
11	017500170020	MF	11595.218		CINCINNATI BOARD EDUCATION	401 Apts - 4 to 19 rental units	3135.00		
12	017500170019	ED	11581.082		CINCINNATI BOARD EDUCATION				
13	017500170018	ED	11566.947		CINCINNATI BOARD EDUCATION				
14	017500170017	ED	10695.443		CINCINNATI BOARD EDUCATION				
15	017500170110	ED	5359.039		CINCINNATI BOARD EDUCATION				
16	017500170016	ED	5359.764		CINCINNATI BOARD EDUCATION				
17	017500170015	ED	7913.169		CINCINNATI BOARD EDUCATION				
18	017500170014	ED	2787.419		CINCINNATI BOARD EDUCATION				
19	017500170013	ED	10066.882		CINCINNATI BOARD EDUCATION				
20	017500170012	ED	12906.253		ARCHBISHOP OF CINCINNATI				
21	017500170011	ED	9133.150		CINCINNATI BOARD EDUCATION				
22	017500170010	ED	10722.111		CINCINNATI BOARD EDUCATION				
23	017500160167	MU	6,406.22	6	B & B REAL ESTATE INVEST & MGMT GROUP	404 Retail/Apartment Over	529.00	33	5
24	017500160210	VA	1,450.71		ARCHBISHOP OF CINCINNATI		0.00		
25	017500160166	PS	5,180.13		ARCHBISHOP OF CINCINNATI		0.00		
26	017500160213	IN	4,993.34		ARCHBISHOP OF CINCINNATI		0.00		
27	017500160165	VA	943.623		LEE HEE S	500 Residential vacant land			
28	017500160164	MF	4,888.02	7	B & B REAL ESTATE INVEST & MGMT GROUP	456 Parking garage / lots	0.00		4
29	017500160133	VA	4,224.40		LEE HEE S		0.00		2
30	017500160132	VA	3,365.99	8	JOSEPH C & LINDA ZYGMUNT	500 Residential vacant land	0.00		
31	017500160131	MF	4,368.97		ARCHBISHOP OF CINCINNATI		0.00		6
32	017500160130	TF	5,682.41	9	M & M INVESTMENTS LLC	520 Two family Dwlg	2334.00	22	2
33	017500160096	IN	11,427.06		ZYGMUNT JOSEPH C & LINDA		0.00		
34	017500160044	IN	5,838.07		TRILLIUM PROPERTY GROUP LIMITED		0.00		
35	017500160045	IN	5925.895		HOLLAND STEPHANIE E TR				
36	017500160015	MF	8,827.35		NOT FOUND (Hamilton County Auditor) ARCHBISHOP OF CINCINNATI (GIS)		0.00		
37	017500160014	MF	8,816.76	11	NOT FOUND (Hamilton County Auditor) B&B REAL ESTATE INVESTMENT & MANAGEMENT GROUP LTD		9941.00	22	
38	017500160013	MF	11,704.70		TRILLIUM PROPERTY GROUP LIMITED		0.00		24
39	017500150092	MF	6,084.45	12	F H TR, WHITE (TX)	401 Apts - 4 to 19 rental units	0.00		3
40	017500150128	TF	3,239.71	14	CARL MOSLEY	520 Two family Dwlg	414.00	22	2
41	017500150091	TF	3,163.66	16	SUSAN G WALKER	520 Two family Dwlg	380.00	22	2
42	017500150127	VA	228.482		GIBSON CHARLES H	500 Residential			
43	017500150131	VA	4,519.79		MITCHELL-VAULX SHARON P		0.00		
44	017500150071	VA	7,492.42		WALNUT & VINE PROPERTIES II LLC	500 Residential vacant land			

45	017500150070	PU	8,711.65	24	SOUTHERN OHIO TELEPHONE	489 Commercial / Utility	0.00		
46	017500150093	TF	6,324.31	25	GSB PROPERTIES INC	520 Two family Dwlg	0.00		2
47	017500150094	TF	3,226.37	26	CHEPHREN JOHNSON	520 Two family Dwlg	0.00		5
48	017500150095	MU	2,546.75	46	SHAH & SON INC	404 Retail/Apartment Over	583.00	22	2
49	017500160194	SF	2,606.74	27	NOT FOUND		2400.00	22	
50	017500160016	SF	2,220.18		HARRELL LOTTIE		0.00		1
51	017500160225	SF	1,223.12		ARCHBISHOP OF CINCINNATI		0.00		1
52	017500160226	SF	1,215.35	28	JANETTE HILL	510 Single family Dwlg	2336.00	22	1
53	017500160227	SF	1,374.16		ARCHBISHOP OF CINCINNATI		0.00		1
54	017500160017	SF	1,185.14		COUCH LEE		0.00		1
55	017500160199	VA	2,243.88		ARCHBISHOP OF CINCINNATI		0.00		
56	017500160018	VA	2,557.37		ARCHBISHOP OF CINCINNATI		0.00		
57	017500160019	VA	2,478.46		COUCH LEE		0.00		
58	017500160020	MF	5,612.96	29	RONALD INSCO	401 Apts - 4 to 19 rental units	0.00		5
59	017500160021	SF	1,753.26	30	BABSELLA ENTERPRISES LLC	510 Single family Dwlg	1420.00	22	2
60	017500160043	MF	5,940.64	31	DAYTON AVENUE ENTERPRISES	530 Three family Dwlg	1657.00	22	3
61	017500160042	TF	6241.590	2	DAYTON AVENUE ENTERPRISES LLC	520 Two family Dwlg	4422.00		2
62	017500160091	MF	12,054.43	32	ORIGINAL LUSTER INVEST. LLC	401 Apts - 4 to 19 rental units	4038.00	22	18
63	017500160129	IN	6,517.04	34	ARCHBISHOP OF CINCINNATI	000 General Business	15862.00	22	
64	017500160128	IN	6,159.26		ARCHBISHOP OF CINCINNATI		0.00		
65	017500160124	IN	3,199.18		CITY LIGHTS DEVELOPMENT I		0.00		
66	017500160123	IN	3,057.59		HARRELL LOTTIE		0.00		
67	017500160122	IN	2,925.66		ROBERTS SHELLY E & SHIRLEY A		0.00		
68	017500160121	IN	2,842.55		B & B REAL ESTATE INVESTM & MANAGEMENT GROUP LTD		0.00		
69	017500160120	IN	2,734.18		B & B REAL ESTATE INVESTM & MANAGEMENT GROUP LTD		0.00		
70	017500160119	IN	2,625.89		INFINITY VENTURES LLC		0.00		
71	017500160118	IN	2,769.35		MCGUIRE JAMIE L TR		0.00		
72	017500160117	IN	2,036.67		MEYER MANAGEMENT INC		0.00		
73	017500160116	SF	3563.587		THOMAS MICHAEL &				
74	017500160115	IN	3902.255		THOMAS MICHAEL &				
75	017500160114	IN	4034.114		TSC PROPERTIES LTD				
76	017500160113	IN	3104.209		THEOBALD GEORGE L JR				
77	017500160125	IN	3883.783		NEELY ROBERT & VICKIE				
78	017500160126	IN	4489.549		HILL JANETTE				
79	017500160127	IN	4402.818		THEOBALD GEORGE L JR				
80	017500160101	IN	3071.956		ARCHBISHOP OF CINCINNATI	510 Single family Dwlg			
81	017500160102	IN	3470.045		ARCHBISHOP OF CINCINNATI				
82	017500160103	IN	3185.790		ARCHBISHOP OF CINCINNATI				
83	017500160104	IN	3249.830		ARCHBISHOP OF CINCINNATI				
84	017500160105	IN	3161.213		ARCHBISHOP OF CINCINNATI				
85	017500160106	IN	3187.120		ARCHBISHOP OF CINCINNATI				
86	017500160107	IN	3316.056		SOUTHERN OHIO TELEPHONE				
87	017500160108	IN	3325.444		STECZ MICHAEL A & JESA J				
88	017500160109	IN	3256.143		BANK OF NEW YORK TR				
89	017500160110	IN	3206.289		ADAMS R TR				
90	017500160111	IN	3396.446		SHAH & SON INC				
91	017500160112	IN	2351.826		NEELY ROBERT & VICKIE				
92	017500170145	C	2,152.10	35	B & B REAL ESTATE INVEST & MGMT GROUP	420 Small (< 10,000 sq. ft.) detail	2731.00	22	

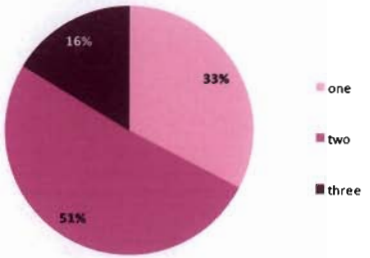
93	017500170037	SF	1709.524		CITY LIGHTS DEVELOPMENT LLC	510 Single family Dwlg	1447.00		1
94	017500170146	C	921.21		WALKER SUSAN G		0.00		
95	017500170165	VA	396.18		MOSLEY CARL		0.00		
96	017500170038	SF	1060.919		ARCHBISHOP OF CINCINNATI				
97	017500170095	VA	3,773.42		ARCHBISHOP OF CINCINNATI		0.00		
98	017500170039	SF	973.324		B & B REAL ESTATE INVESTM & MANAGEMENT GROUP LTD				
99	017500170040	SF	1008.898		B & B REAL ESTATE INVESTM & MANAGEMENT GROUP LTD				
100	017500170059	SF	3,370.68	36	MCGUIRE JAMIE L TR	510 Single family Dwlg	1150.00	11	1
101	017500170115	SF	2,818.65	37	MEYER MANAGEMENT INC	510 Single family Dwlg	977.00	11	1
102	017500170061	SF	4,795.81	38	MITCHELL-VALULX SHARON P	510 Single family Dwlg	0.00		2
103	017500170092	SF	1,816.35	40	CHARLES H GIBSON	510 Single family Dwlg	895.00	22	1
104	017500170079	TF	1,634.98	41	NOT FOUND	000 Multi-Family	1313.00	22	
105	017500170078	TF	1749.552		HARRELL LOTTIE				
106	017500170077	TF	844.959		ARCHBISHOP OF CINCINNATI	520 Two family Dwlg	2168.00		2
107	017500170140	TF	4,327.32	42	ROBERTS SHELLY E & SHIRLEY A	520 Two family Dwlg	0.00		2
108	017500170119	SF	8,978.99	44	INFINITY VENTURES LLC	510 Single family Dwlg	1165.00	22	1
109	017500140058	MF	2613.60		SCHROEDER CLETUS R TR	530 Three family Dwlg	2892		3
110	017500140065	TF	5227.20		GREGORY INSCO	520 Two family Dwlg	1540.00		
111	017500140066	TF	4791.60		ELAM ROBERTA L	520 Two family Dwlg	1848		
112	017500140067	O	5227.20		IVA INC	470 Dwelling Used as Office	1628.00		
113	017500150067	MU	2178.00		HISTORICAL RE-PERSPECTIVE	404 Retail/Apartment Over	10188.00		
114	017500150068	SF	5662.80		MARTIN LONZO W	510 Single family Dwlg	2117.00		
115	017500150069	TF	4356.00		JONES ADDR	520 Two family Dwlg	1993.00		
116	017500150107	SF	3920.40		K-T PROPERTIES LIMITED	510 Single family Dwlg	1416.00		
117	017500150113	SF	5227.20		BROCKMAN BRIAN	510 Single family Dwlg	2123.00		
118	017500150115	SF	6098.40		JJW INVESTMENTS LLC	510 Single family Dwlg	667.00		
119	017500150116	SF	2178.00		UNGER JOYCE E	510 Single family Dwlg	1348.00		
120	017500150129	SF	1742.40		JJW INVESTMENTS LTD	510 Single family Dwlg	1352.00		
121			144424.76		Incline Square Development	restaurant (new)	6000.00		
					Incline Square Development	Prima Vista restaurant	6000.00		
					Incline Square Development	Residential Queen's Tower	102400.00		119
					Incline Square Development	Residential (new)	18000.00		
					Incline Square Development	Medical building (new)	20000.00		
					Incline Square Development	Medical building (new)	20000.00		
					Incline Square Development	Retail (new)	5000.00		
					Incline Square Development	public parking			200 spots

3.7. BUILT ENVIRONMENT

The buildings within the site boundary range up to three stories and in some instances it includes the addition of basment or attic. 51% are two stories height and 33% one story out of approximately 43 buildings.

MAP 13. NUMBER OR STORIES

# STORIES	TOTAL
one	14
two	22
three	7
	43



NORTH BUILDING FACADES

MT HOPE AVE BLOCK 6

CHATEAU AVE BLOCK 4

SUMMIT AVE BLOCK 5

HAWTHORNE AVE BLOCK 2

GRAND AVE BLOCK 3

Purcell AVE BLOCK 1

HAWTHORNE AVE

CHATEAU AVE

MT HOPE AVE

SOUTH BUILDING FACADES

CONSIDINE AVE BLOCK 13

GRAND AVE BLOCK 11

HAWTHORNE AVE BLOCK 12

SUMMIT AVE BLOCK 9

CHATEAU AVE BLOCK 10

MATSON PL BLOCK 7

MT HOPE AVE
BLOCK 8

SUMMIT AVE

GRAND AVE

PURCELL AVE

SECTION 4: PRICE AVE MASTER PLAN

4.1 PRICE AVE BUSINESS DISTRICT

Price Ave Corridor will serve as the link between the existing Price Hill NBD along Warsaw Ave and the Incline Square redevelopment.

The corridor will built upon its commercial pedestrian oriented character that will differentiate from the auto-oriented NBD along Warsaw Ave.

The expansion of the pedestrian oriented NBD along Price Ave could potentially provide opportunities for daily shopping, medical supplies sales, and local walk in restaurants to complement the recently approved Incline Square development.

This project will cultivate the complete streets design guidelines oriented to every transportation mode with emphasis on walking, bicycle, mass transit, and disable people.

In addition the corridor will capitalize upon few distinctive area assets:

1. The connection to recreational areas and natural features that make the corridor attractive to bikers. Therefore the corridor will provide shops and amenities to biking activities.

2. There is a potential for the restaurants in the districts to create partnerships with the urban farm activities already implemented in the nearby eco-village that will encourage local organic based restaurants.

3. The residential component could provide housing that will support future educational and industrial expansion in the nearby area such as housing for students and employees of the Christian University and the Metrowest Project.

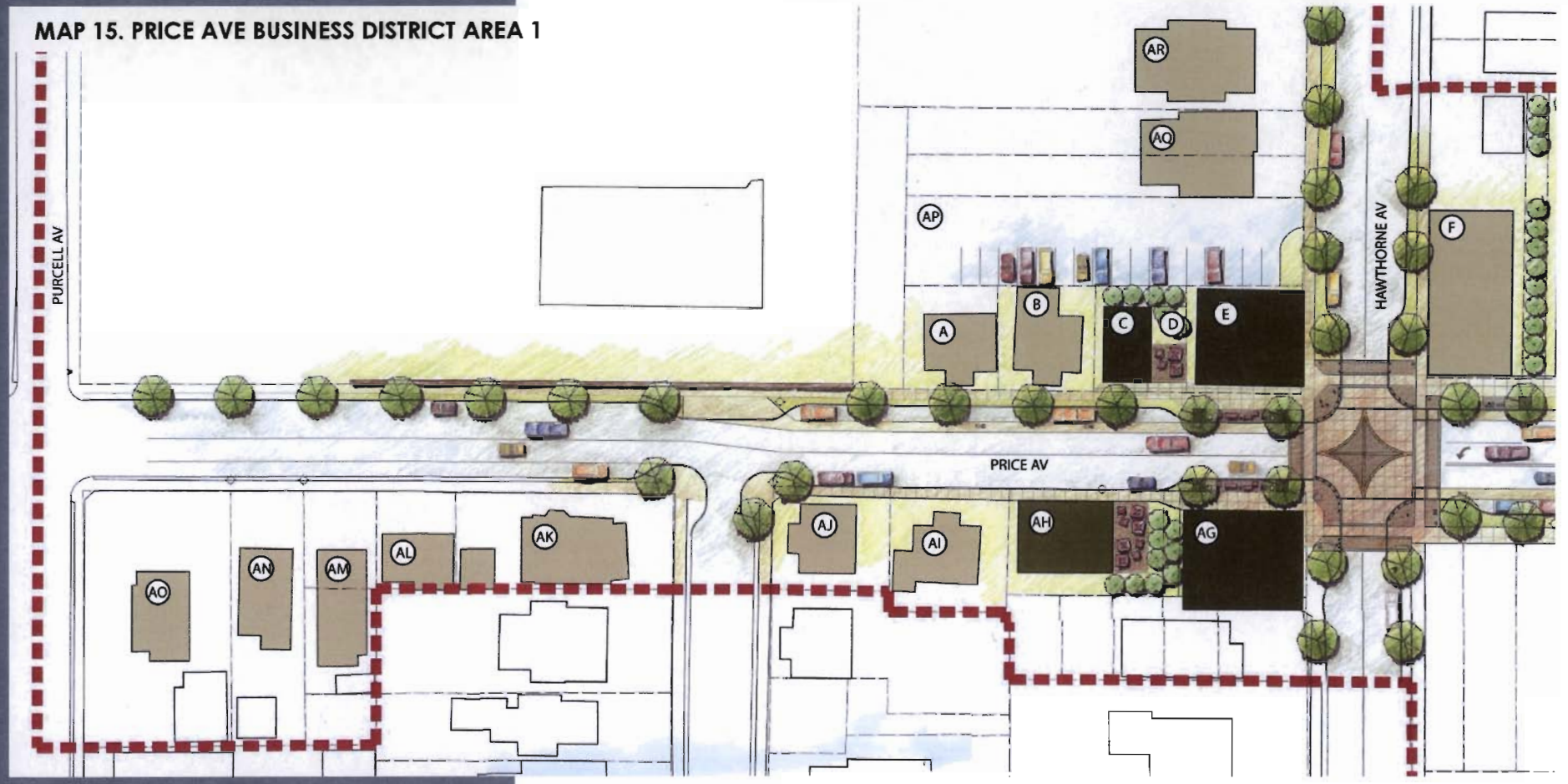
MAP 14. PRICE AVE BUSINESS DISTRICT

4.2 LAND USE

The proposed Price Ave Corridor will be composed of four distinctive areas:

Area 1, from Purcell Ave to Hawthorne Ave, will conserve its primarily residential and recreational character. Opportunities for infill (building D and AH) and redevelopment (buildings C, E, and AG) are present at the corner of Price Ave and Hawthorne. The character will be of no more than three stories mixed-use buildings to allow for increase residential density to support existing and potential business (Bloc Cafe and

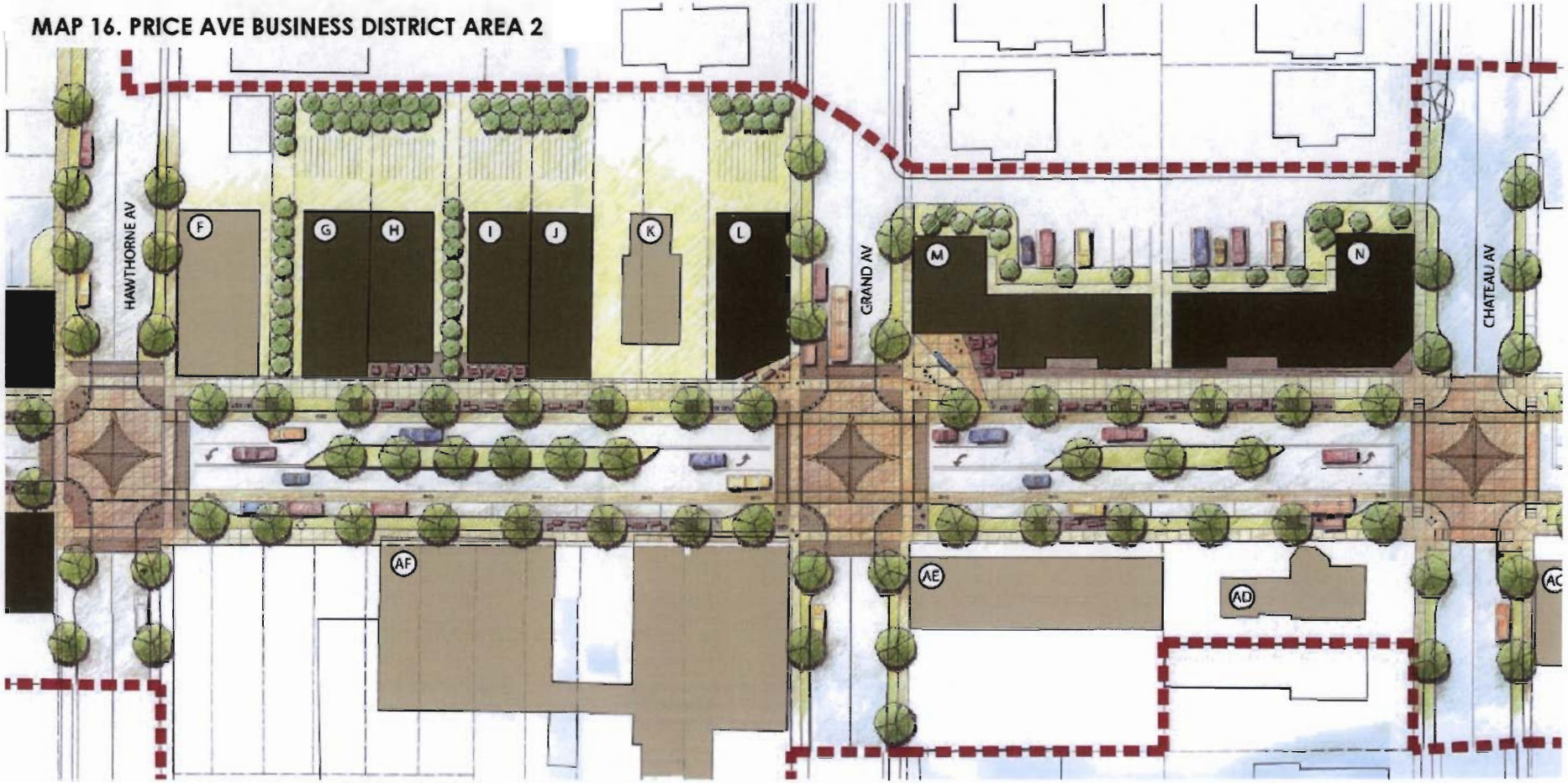
MAP 15. PRICE AVE BUSINESS DISTRICT AREA 1



potential bar / restaurant).
The Dempsey Park is an asset to the area and the culmination of the corridor. It is understood that redevelopment plans are in progress. A distinctive entrance from bike lanes and sidewalks to the park along Price Ave and Hawthorne might have the potential to attract more local users to the park.
The first impression of the former school ground is that is under utilized and that the opportunity for improving and expanding the community garden area will make good use of the land as it will provide local growth organic products to the restaurants along Price Ave.

Area 2, between Hawthorne Ave and Chateau Ave, presents the best opportunities for new development. There is a significant number of

MAP 16. PRICE AVE BUSINESS DISTRICT AREA 2



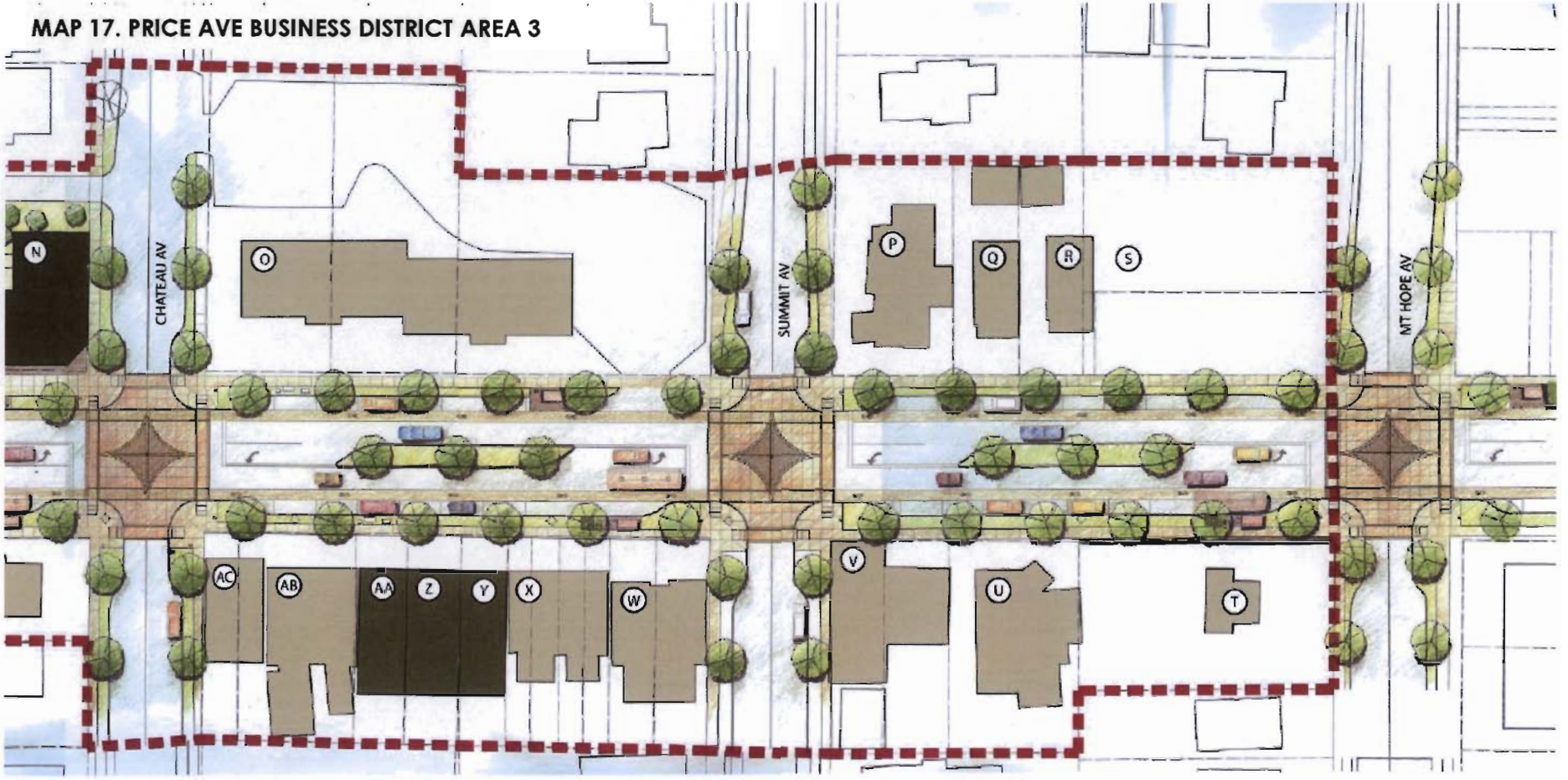
vacant land and buildings in need of rehabilitation especially on the north side of the two blocks. Although the area is zoned as residential mixed it will be beneficial for the corridor to provide opportunities for mixed-use to allow for more restaurants and retail spaces such as medical supplies and bike shops.

The proposed streetscape with wider sidewalks, raised intersections and street closing opportunities will provide the setting for outdoor dining and sitting areas, street markets and music events.

Area 3, between Chateau Ave and Mt. Hope Ave, will conserve its residential character.

Area 4 from Mt Hope Ave to the edge of the rim comprises the Incline Square project. The majority of the new development (office, residence, and restaurants) will take place in this east end of the Business District The new development will be the main destination and anchor between the Incline Business District and the Warsaw Business District.

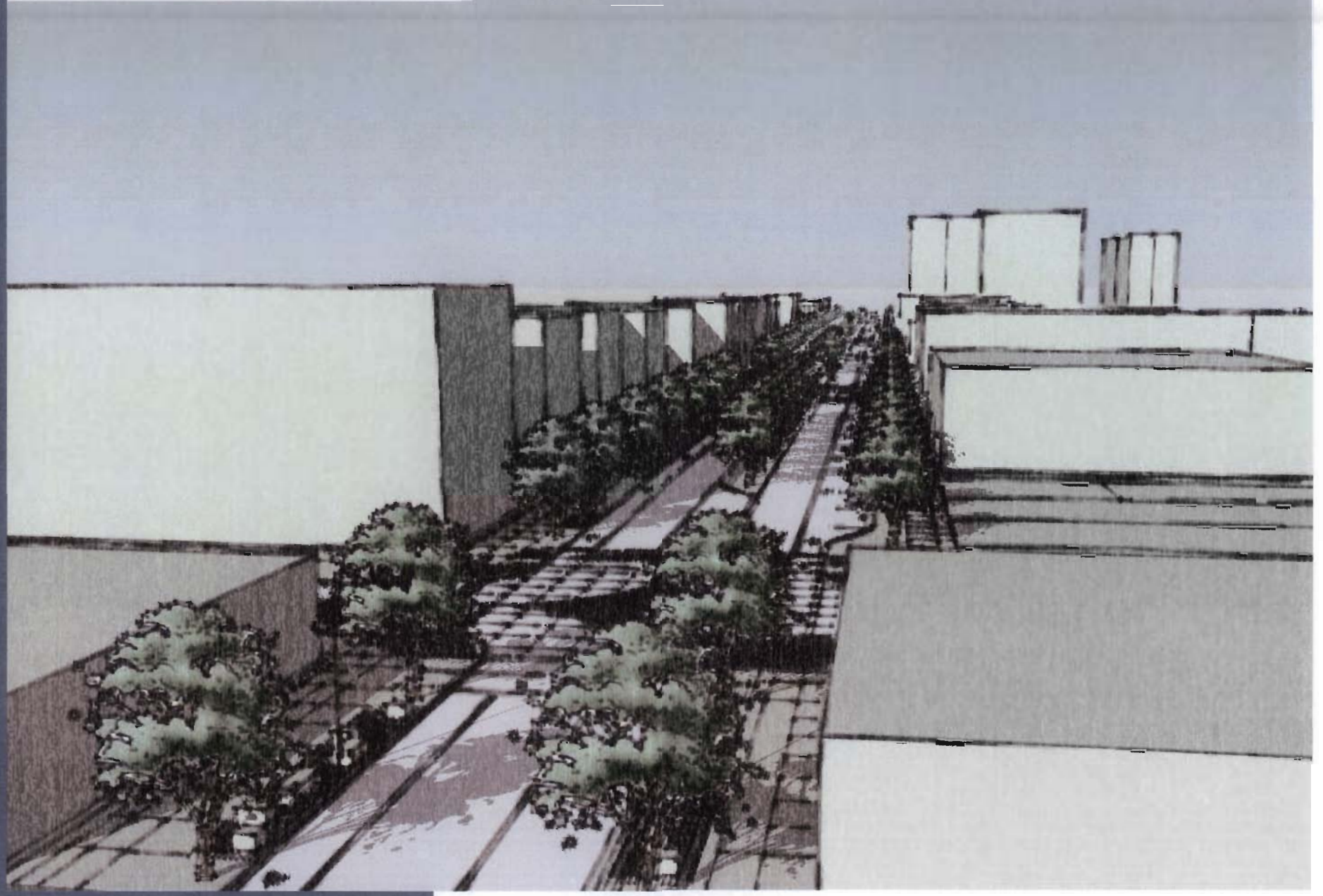
MAP 17. PRICE AVE BUSINESS DISTRICT AREA 3



MAP 18. PRICE AVE BUSINESS DISTRICT AREA 4

PRICE AV BUSINESS CORRIDOR EXISTING AND PROPOSED BUILDING SQUARE FOOTAGE												
Bldg	EXISTING					PROPOSED						
	PH_ParID	Land_Use	Sq_Footage	Height	# Units	Land_Use	RES # Unit	RES Unit SF	COMM SF	Bldg Height	Parking	SF added
C	5	C	821.0	22		MU	2	2000	1000	35	6	2179
D	6	VA	0.0			MU	2	2000	1000	35	6	3000
	6.01	NA				MU						0
E	7	C	2480.0	22		MU	6	4000	2000	35	11	3520
G	25	PS	0.0			MU	4	4000	2000	35	4	6000
H	26	IN	0.0			MU	4	4000	2000	35	4	6000
I	28	MF	0.0		4	MU	4	4000	2000	35	4	6000
J	29	VA	0.0		2	MU	4	4000	2000	35	4	6000
L	32	TF	2334.0	22	2	MU	4	4000	2000	35	4	3666
M	33	IN	0.0			MU	8	8000	4000	35	20	12000
N	34	IN	0.0			MU	8	8000	4000	35	20	12000
	35	IN				MU						0
Y	55	VA	0.0			SF	2	1200		22	2	1200
Z	56	VA	0.0			SF	2	1200		22	2	1200
AA	57	VA	0.0			SF	2	1200		22	2	1200
AG	92	C	2731.0	22		MU	6	4000	2000	35	11	3269
	94	C	0.0			MU						0
AH	95	VA	0.0			MU	8	5600	2800	35	13	8400
	97	VA	0.0			MU						0
Sub Total			8366.0				66	57200	26800		113	40072
INCLINE SQUARE										Floors		
IS 1						OF			5620	1		5620
IS 2						P			77500	3	250	77500
IS 3						OF			20000	3		20000
IS 4						MU			20000	3		20000
							70	18000			252	18000
IS 5						CO			17442	2		17442
IS 6						MU	119	102400	6000			108400
IS 7						CO			5000			5000
IS 8						CO			6000	1	48	6000
Sub Total							139	120400	157562		550	277962
Tota							205	177600	184362		663	318034

PRICE AVE CORRIDOR BIRD'S EYE VIEW



4.3 COMPLETE STREETS

In 2009 the Cincinnati City Council passed support to the Complete Streets / Great Streets federal initiative for transportation improvements that are planned and design to encourage walking, bicycling and transit use safe for all users and that at the same time promotes unique and friendly streets.

The Price Ave Corridor Master Plan is design to implement Complete Streets / Great Streets principles and design guidelines that are believed will contribute to the East Price Hill Incline Business District success.

As stated by the City Council 'streets are the public living room of a community. If designed for people and community they create the public spaces that create neighborhood identity and character and support economic activity and social interaction. The City of Cincinnati's Street Policy should support economic and social development and improve the character and identity of neighborhoods by providing more transportation options, creating more user-friendly streets; and promoting transportation solutions that complement the context of the community and better integrate land use and transportation investments.' (City of Cincinnati)

In addition, as explained by the Complete Streets organization, Complete Streets can offer many benefits in all communities, regardless of size or location:

- Complete streets make economic sense. A balanced transportation system that includes complete streets can bolster economic growth and stability by providing accessible and efficient connections between residences, schools, parks, public transportation, offices, and retail destinations.
- Complete streets improve safety by reducing crashes through safety improvements. One study found that designing for pedestrian travel by installing raised medians and redesigning intersections and sidewalks reduced pedestrian risk by 28%.
- Complete streets encourage more walking and bicycling. Public health experts are encouraging walking and bicycling as a response to the obesity epidemic, and complete streets can help. One study found that 43 percent of people with safe places to walk within 10 minutes of home met recommended activity levels, while just 27% of those without safe places to walk were active enough.
- Complete streets can help ease transportation woes. Streets that provide travel choices can give people the option to avoid traffic jams, and increase the overall capacity

of the transportation network. Several smaller cities have adopted complete streets policies as one strategy to increase the overall capacity of their transportation network and reduce congestion.

- Complete streets help children. Streets that provide room for bicycling and walking help children get physical activity and gain independence. More children walk to school where there are sidewalks, and children who have and use safe walking and bicycling routes have a more positive view of their neighborhood. Safe Routes to School programs, gaining in popularity across the country, will benefit from complete streets policies that help turn all routes into safe routes.
- Complete streets are good for air quality. Poor air quality in our urban areas is linked to increases in asthma and other illnesses. Yet if each resident of an

EXISTING PRICE AVE STREET SEC-

PRICE AVE AND HAWTHORNE AVE INTERSECTION

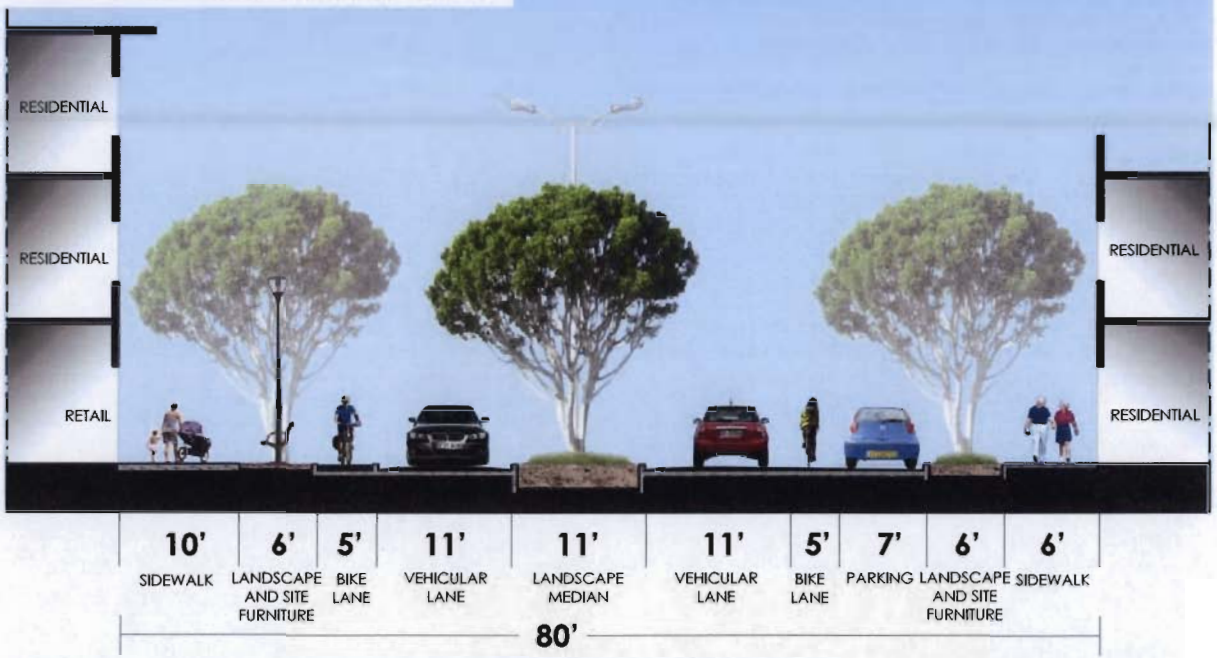
American community of 100,000 replaced one car trip with one bike trip just once a month, it would cut carbon dioxide (CO2) emissions by 3,764 tons of per year in the community. Complete streets allow this to happen more easily.

- Complete streets make fiscal sense. Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project spares the expense of retrofits later. Jeff Morales, former Director of Caltrans, said, "by fully considering the needs of all non-motorized travelers (pedestrians, bicyclists, and persons with disabilities) early in the life of a project, the costs associated with including facilities for these travelers are minimized.' (Complete Streets)

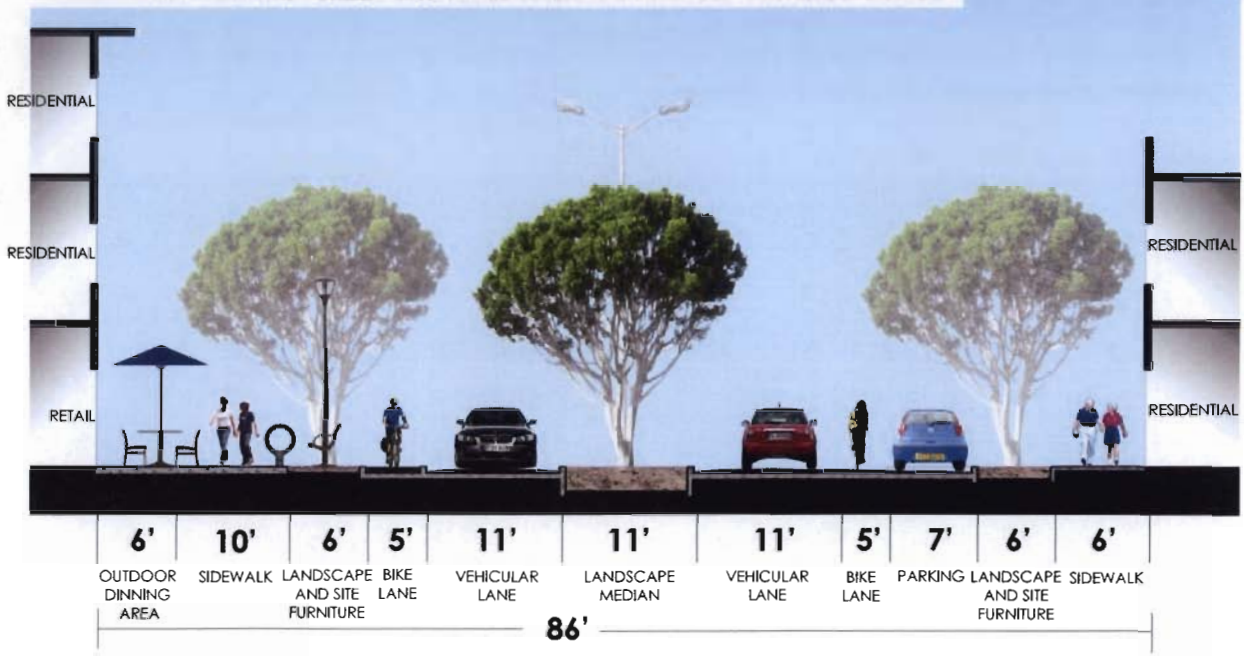
The Price Ave Corridor Master Plan calls for a change on the existing four vehicular lanes to a two vehicular lanes. The reduction of the vehicular lanes will allow for wider sidewalks, exclusive bike lanes, and the addition of not only street trees but also a green median. A left turn lane aligned with the green median will provide better vehicular traffic flow. Some of the elements listed in the Complete Streets / Great Streets, that are part of the Price Ave redesign include:

- Wider sidewalks
- Curb extensions and bumpouts
- Raised intersections
- Sidewalk lighting
- Access improvement compiling with the Americans with Disabilities Act
- Public transit facilities accommodation including transit stops and shelter, paving and landscaping
- Street trees and landscaping
- Drainage and green infrastructure

PROPOSED RETAIL STREET SECTION



PROPOSED RETAIL STREET SECTION WITH OUTDOOR DINNING AREA

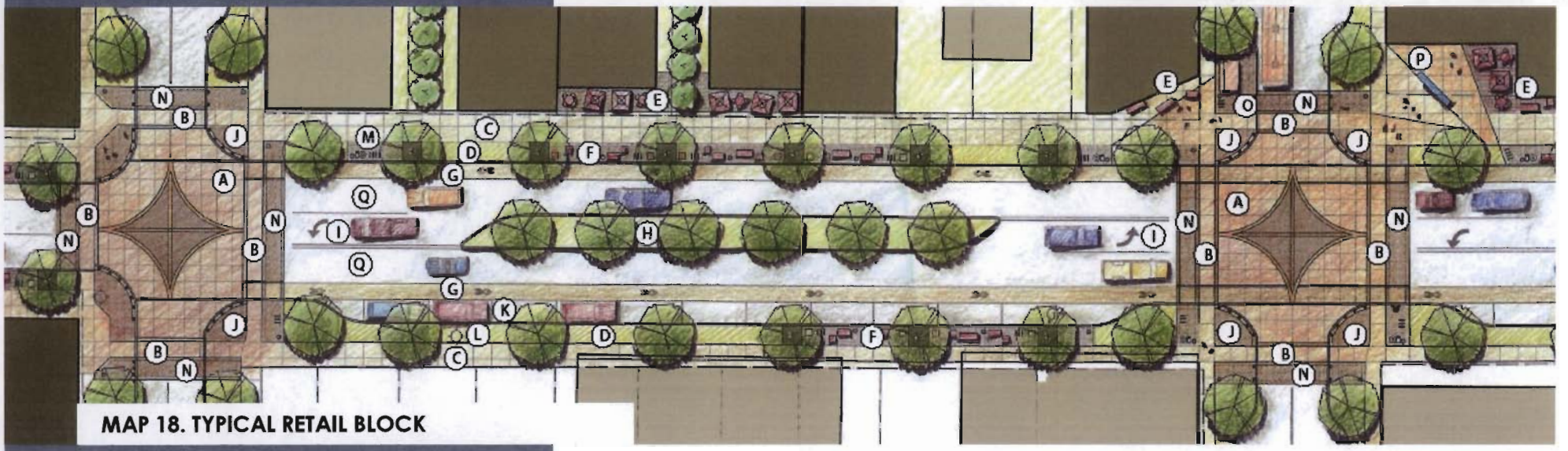


4.4 STREETSCAPE CHARACTER AND AMENITIES

An article published in the May/June 2010 Planning magazine by the American Planning Association describes the tendency in many cities(New York, Portland, and San Francisco)of 'reclaiming street space for pedestrians' by providing simple, flexible, and inexpensive design spaces, managed by local organizations and integrated seamlessly into the surrounding neighborhood.

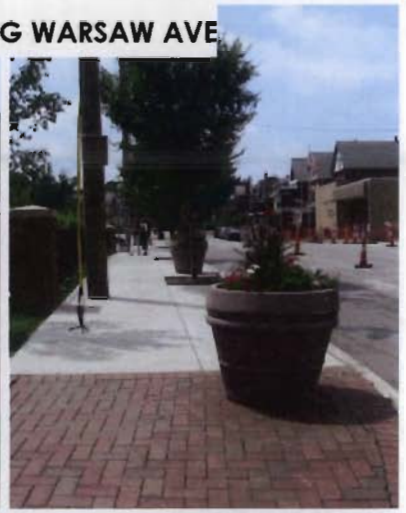
The propose commercial blocks along Price Ave with its raised vehicular intersections, seating areas, outdoor dining, building corners open to the street, and landscape median will promote outdoor events; a temporary open plaza for community activities

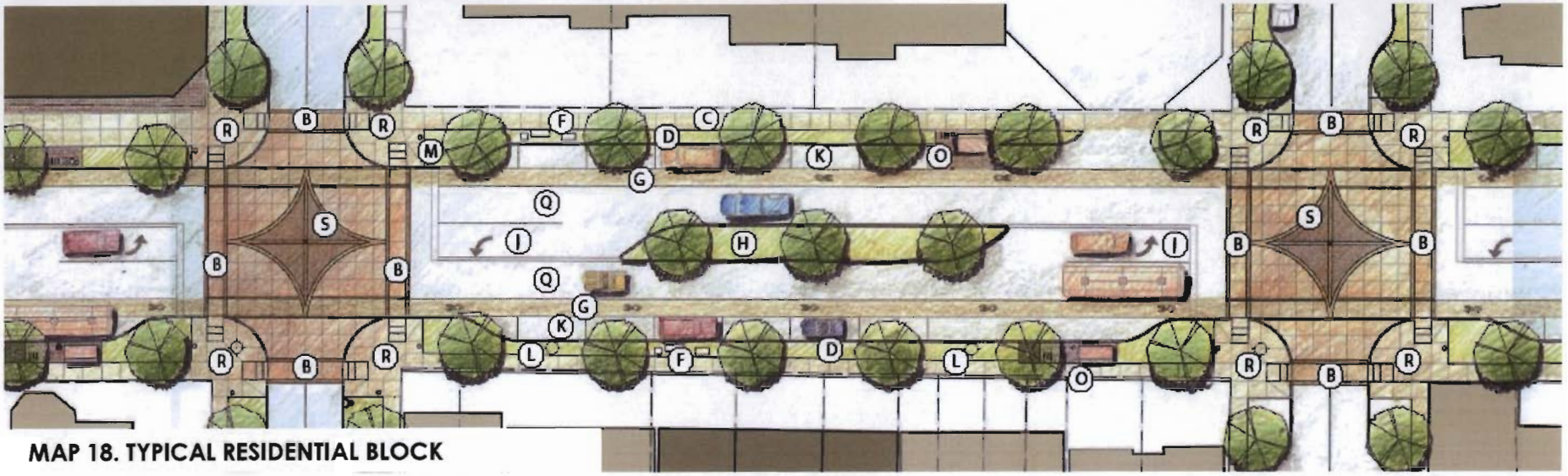
A. RAISED INTERSECTION
B. CROSSWALK
C. CONCRETE SIDEWALK
D. TREE AND LANDSCAPING AREA
E. OUTDOOR DINING
F. BRICK PAVEMENT FOR OUTDOOR SITTING AREA
G. PAINTED BIKE LANE
H. TREE AND LANDSCAPE MEDIAN
I. LEFT TURN LANE
J. BOLLARDS AT STREET CORNER
K. STREET PARKING
L. STREET LIGHT
M. TRASH BIN, RECYCLING, BIKE RACK, PEDESTRIAN LIGHT
N. SLOPE PAVING AT SIDEWALK VEHICULAR APPROACH
O. BUS STOP, PAVED AREA, AND SHELTER
P. FOUNTAIN
Q. VEHICULAR LANE
R. RAMP
S. INTERSECTION AT STREET LEVEL



MAP 18. TYPICAL RETAIL BLOCK

EAST PRICE HILL BUSINESS DISTRICT STREET CHARACTER ALONG WARSAW AVE





MAP 18. TYPICAL RESIDENTIAL BLOCK

PROPOSED PRICE AVE AND HAWTHORNE AVE INTERSECTION DURING STREET CLOSING DAY

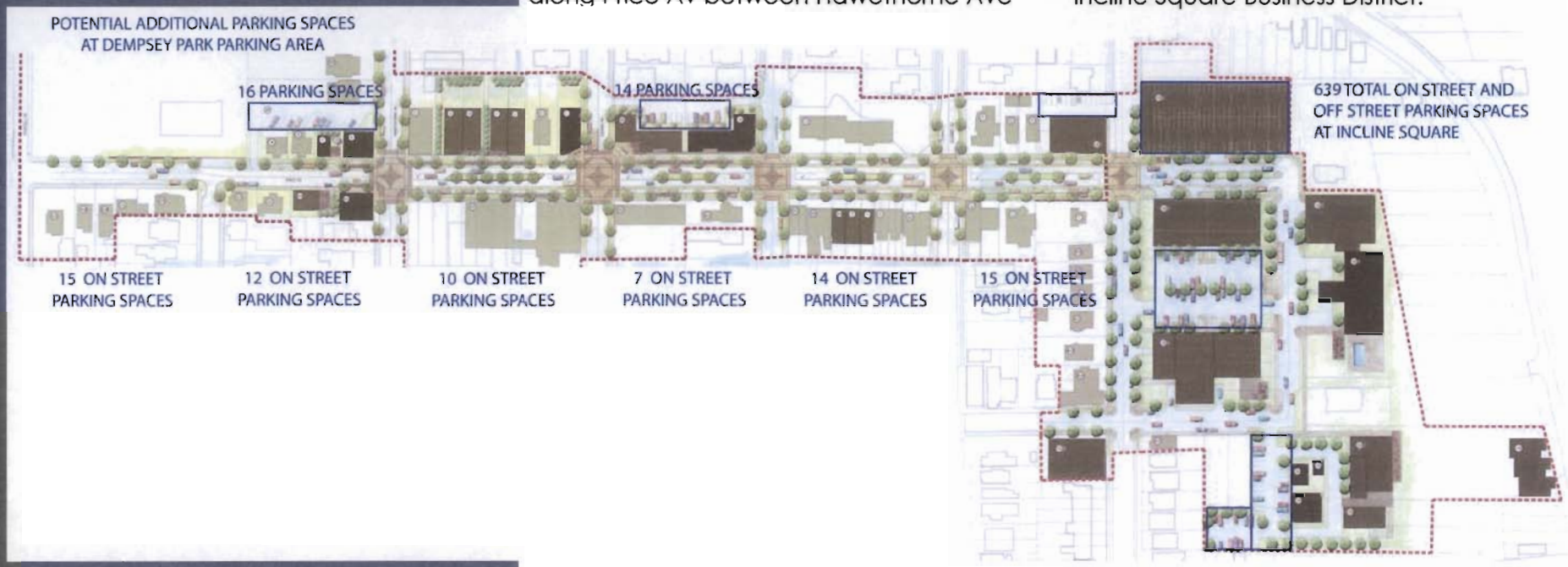
4.5 PARKING

With the addition of more residential units and retail spaces there will be a need for aproximately 113 additional parking spaces along the Price Av corridor.

The plan currently shows only a total of 30 on-site parking spaces. Of those,16 parking spaces will serve the potential residential and retail spaces at the Howethorne and Prive Av development and 14 parkiing spaces will provide parking for potential mixed-use development at buildings M and N.

Aproximately 15 parking spaces will be lost along Price Av between Hawethorne Ave and Chateau Ave to provide space for a wider sidewalk. Although parkig spaces will be lost the benefits of providing a safer street character along this retail area will be more inviting and benefitial to the public.

Nevertheles, the Incline Square development, which is located 300 ft from the Price Ave retail area can provide additional parking spaces. Future plans for the Dempsey Park re design in the area nearby the community gardens along Hawethorne Ave should consider additional parking spaces to serve the Incline Square Business District.



CITY PLANNING COMMISSION

10/21/2011

APPROVED

for CLG

DIRECTOR OF CITY PLANNING

EXHIBIT B

Incline Business District Master Plan Boundary Description 10/28/2011

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

BEGINNING at the intersection between the centerlines of Purcell Avenue and Price Avenue; thence, northwardly with the centerline of Purcell Avenue to the point of intersection with the westwardly extension of the north parcel line of Parcel 26, HCAP Book 175, Page 17; thence, eastwardly along said north parcel line extended and along said north parcel line and said north parcel line extended to the point of intersection with the west parcel line of Parcel 9, HCAP Book 175, Page 17; thence, northwardly along said west parcel line to the northwest corner of said parcel; thence, eastwardly along the north parcel line of said parcel and said north parcel line extended to the point of intersection with the centerline of Hawthorne Avenue; thence, southwardly with said centerline of Hawthorne Avenue to the point of intersection with the westwardly extension of the north parcel line of Parcel 167, HCAP Book 175, Page 16; thence, eastwardly along said north parcel line extended and said north parcel line and continuing eastwardly along the north parcel line of Parcels 210, 166, 213, 165, 164, 133, 132, 131, and 130 HCAP Book 175, Page 16 and said north parcel line extended to the point of intersection with the centerline of Grand Avenue; thence, southwardly with said centerline of Grand Avenue to the point of intersection with the westwardly extension of the north parcel line of Parcel 90, HCAP Book 175, Page, 16; thence, eastwardly along said north parcel line extended and said north parcel line and continuing eastwardly along the north parcel line of Parcel 45, HCAP Book 175, Page 16 and said north parcel line extended to the point of intersection with the centerline of Chateau Avenue; thence northwardly with said centerline of Chateau Avenue to the point of intersection with the westwardly extension of the north parcel line of Parcel 16, HCAP Book 175, Page 16; thence, eastwardly along said north parcel line extended and said north parcel line and continuing eastwardly along the north parcel line of Parcel 14, HCAP Book 175, Page 16 to the northeast corner of said parcel; thence southwardly along the east parcel line of said parcel to the point of intersection with the north parcel line of Parcel 13, HCAP Book 175, Page 16; thence, eastwardly along the north parcel line of said parcel and said north parcel line extended to the point of intersection with the centerline of Summit Avenue; thence, northwardly with said centerline of Summit Avenue to the point of intersection with the wesstwardly extension of the north parcel line of Parcel 92, HCAP Book 175, Page 15; thence, eastwardly along said north parcel line extended and said north parcel line and continuing eastwardly along the north parcel line of Parcels 128, 91, and 71, HCAP Book 175, Page 15 and said north parcel line extended to the point of intersection with the centerline of Mt. Hope Avenue; thence, northwardly with said centerline of Mt. Hope Avenue to the point of intersection with the westwardly extension of north parcel line of Parcel 42, HCAP Book 175, Page 15; thence, eastwardly along said north parcel line extended and said north parcel line to the northeast corner of said parcel; thence southwardly along the east parcel line of said parcel and continuing southwardly along the east parcel line of Parcel 43, HCAP Book 175, and said east parcel line extended across an unnamed alley to the point of intersection with the north parcel line of Parcel 50, HCAP Book 175, Page 15; thence, eastwardly along said north parcel line and continuing eastwardly along the north parcel line of Parcels 49, 48, 47, and 46, HCAP Book 175, Page 15 to the northeast corner of

said Parcel 46, HCAP Book 175, Page 15; thence, southwardly along the east parcel line of said parcel to the point of intersection with the north right-of-way boundary line of Price Avenue thence eastwardly with said north right-of-way boundary line of Price Avenue to the point of intersection with the east right-of-way boundary line of Matson Place; thence, southwardly with the east right-of-way boundary line of Matson Place to the point of intersection with the north parcel line of Parcel 83, HCAP Book 175, Page 14; thence, eastwardly along said north parcel line to the northeast corner of said parcel; thence, southwardly along the east parcel line of said parcel to the point of intersection with the north parcel line of Parcel 1, HCAP Book 175, Page 14; thence, eastwardly along the north parcel line of said parcel to the northeast corner of said parcel; thence, southwardly along the east parcel line of said parcel to the southeast corner of said parcel; thence, westwardly along the south parcel line of said parcel to the point of intersection with the east parcel line of Parcel 33, HCAP Book 178, Page 28; thence, southwardly along said east parcel line and continuing southwardly along the east parcel line of Parcel 34, HCAP Book 178, Page 28, to the southeast corner of said parcel; thence, westwardly along the south parcel line of said parcel and continuing westwardly along the south parcel line of Parcel 1, HCAP Book 175, Page 14, to the southwest corner of said parcel; thence, northwardly along the west parcel line of said parcel and continuing northwardly along the west parcel line of Parcel 65, HCAP Book 175, Page 14, to the point of intersection with the south parcel line of Parcel 58, HCAP Book 175, Page 14; thence westwardly along said south parcel line and said south parcel line extended to the point of intersection with the centerline of Mt. Hope Avenue; thence, southwardly with said centerline of Mt. Hope Avenue to the point of intersection with the eastwardly extension of the south parcel line of Parcel 1, HCAP Book 178, Page 27; thence, westwardly along said south parcel line extended and said south parcel line to the southwest corner of said parcel; thence, northwardly along the west parcel line of said parcel and said west parcel line extended to the point of intersection with the centerline of W. 8th Street; thence, eastwardly with said centerline of W. 8th Street to the point of intersection with the southwardly extension of west parcel line of Parcel 67, HCAP Book 175, Page 15; thence, northwardly along said west parcel line extended and said west parcel line and continuing northwardly along the west parcel line of Parcels 129, and 16, HCAP Book 175, Page 15 to the point of intersection with the south parcel line of Parcel 115, HCAP Book 175, Page 15; thence, westwardly along said south parcel lie to the southwest corner of said parcel; thence, northwardly along the west parcel line of Parcels 68, 113, 69, and 107, HCAP Book 175, Page 15, to the point of intersection with the south parcel line of Parcel 93, HCAP Book 175, Page 15; thence, westwardly along said south parcel line and continuing westwardly along the south parcel line of Parcels 94 and 95, HCAP Book 175, Page 15 and said south parcel line extended to the point of intersection with the centerline of Summit Avenue; thence, northwardly with said centerline of Summit Avenue to the point of intersection with the eastwardly extension of the south parcel line of Parcel 194, HCAP Book 175, Page 16; thence, westwardly along said south parcel line extended and said south parcel line and continuing westwardly along the south parcel line of Parcels 16, 225, 226, 227, 17, 199, 18, 19, 20, and 21, and said south parcel line extended to the point of intersection with the centerline of Chateau Avenue; thence, northwardly with said centerline of Chateau Avenue to the point of intersection with the eastwardly extension of the south parcel line of Parcel 43, HCAP Book 175, Page 16; thence, westwardly along said south parcel line extended and said south parcel line to the point of intersection with the east parcel line of Parcel 91, HCAP Book 175, Page 16; thence, southwardly along said east parcel line to the southeast corner of said parcel; thence, westwardly along the south parcel line of said parcel

and said south parcel line extended to the point of intersection with the centerline of Grand Avenue; thence, southwardly with said centerline of Grand Avenue to the point of intersection with the centerline of W. 8th Street; thence, westwardly with said centerline of W. 8th Street to the point of intersection with the centerline of Hawthorne Avenue; thence, northwardly with said centerline of Hawthorne Avenue to the point of intersection with the eastwardly extension of the south parcel line of Parcel 37, HCAP Book 175, Page 17; thence, westwardly along said south parcel line extended and south parcel line and continuing westwardly along the south parcel line of Parcels 38, 39, 40, and 41 HCAP Book 175, Page 17 to the southwest corner of Parcel 41, HCAP Book 175, Page 17; thence, northwardly along the west parcel line of said parcel to the point of intersection with the south parcel line of Parcel 59, HCAP Book 175, Page 17; thence, westwardly along said south parcel line to the southwest corner of said parcel; thence, northwardly along the west parcel line of said parcel to the point of intersection with south parcel line of Parcel 115, HCAP Book 175, Page 17; thence, westwardly along said south parcel line and said south parcel line extended to the point of intersection with the centerline of Considine Avenue; thence, southwardly with said centerline of Considine Avenue to the point of intersection with the eastwardly extension of the south parcel line of Parcel 61, HCAP Book 175, Page 17; thence, westwardly along said south parcel line extended and said south parcel line and continuing westwardly along the south parcel line of Parcel 92, HCAP Book 175, Page 17 to the point of intersection with the east parcel line of Parcel 79, HACP Book 175, Page 17; thence, southwardly along said east parcel line and continuing southwardly along the east parcel line of Parcels 78, and 77, HCAP Book 175, Page 17 to the southeast corner of said Parcel 77, HCAP Book 175, Page 17; thence, westwardly along the south parcel line of said parcel and continuing westwardly along the south parcel line of Parcels 140, and 119 HCAP Book 175, Page 17 and said south parcel line extended to the point of intersection with the centerline of Purcell Avenue; thence, northwardly with said centerline to the point of intersection with the centerline of Price Avenue, **THE PLACE OF BEGINNING.**

EXHIBIT B

Incline Business District Master Plan Boundary Description 10/28/2011

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

BEGINNING at the intersection between the centerlines of Purcell Avenue and Price Avenue; thence, northwardly with the centerline of Purcell Avenue to the point of intersection with the westwardly extension of the north parcel line of Parcel 26, HCAP Book 175, Page 17; thence, eastwardly along said north parcel line extended and along said north parcel line and said north parcel line extended to the point of intersection with the west parcel line of Parcel 9, HCAP Book 175, Page 17; thence, northwardly along said west parcel line to the northwest corner of said parcel; thence, eastwardly along the north parcel line of said parcel and said north parcel line extended to the point of intersection with the centerline of Hawthorne Avenue; thence, southwardly with said centerline of Hawthorne Avenue to the point of intersection with the westwardly extension of the north parcel line of Parcel 167, HCAP Book 175, Page 16; thence, eastwardly along said north parcel line extended and said north parcel line and continuing eastwardly along the north parcel line of Parcels 210, 166, 213, 165, 164, 133, 132, 131, and 130 HCAP Book 175, Page 16 and said north parcel line extended to the point of intersection with the centerline of Grand Avenue; thence, southwardly with said centerline of Grand Avenue to the point of intersection with the westwardly extension of the north parcel line of Parcel 90, HCAP Book 175, Page, 16; thence, eastwardly along said north parcel line extended and said north parcel line and continuing eastwardly along the north parcel line of Parcel 45, HCAP Book 175, Page 16 and said north parcel line extended to the point of intersection with the centerline of Chateau Avenue; thence northwardly with said centerline of Chateau Avenue to the point of intersection with the westwardly extension of the north parcel line of Parcel 16, HCAP Book 175, Page 16; thence, eastwardly along said north parcel line extended and said north parcel line and continuing eastwardly along the north parcel line of Parcel 14, HCAP Book 175, Page 16 to the northeast corner of said parcel; thence southwardly along the east parcel line of said parcel to the point of intersection with the north parcel line of Parcel 13, HCAP Book 175, Page 16; thence, eastwardly along the north parcel line of said parcel and said north parcel line extended to the point of intersection with the centerline of Summit Avenue; thence, northwardly with said centerline of Summit Avenue to the point of intersection with the wesstwardly extension of the north parcel line of Parcel 92, HCAP Book 175, Page 15; thence, eastwardly along said north parcel line extended and said north parcel line and continuing eastwardly along the north parcel line of Parcels 128, 91, and 71, HCAP Book 175, Page 15 and said north parcel line extended to the point of intersection with the centerline of Mt. Hope Avenue; thence, northwardly with said centerline of Mt. Hope Avenue to the point of intersection with the westwardly extension of north parcel line of Parcel 42, HCAP Book 175, Page 15; thence, eastwardly along said north parcel line extended and said north parcel line to the northeast corner of said parcel; thence southwardly along the east parcel line of said parcel and continuing southwardly along the east parcel line of Parcel 43, HCAP Book 175, and said east parcel line extended across an unnamed alley to the point of intersection with the north parcel line of Parcel 50, HCAP Book 175, Page 15; thence, eastwardly along said north parcel line and continuing eastwardly along the north parcel line of Parcels 49, 48, 47, and 46, HCAP Book 175, Page 15 to the northeast corner of

said Parcel 46, HCAP Book 175, Page 15; thence, southwardly along the east parcel line of said parcel to the point of intersection with the north right-of-way boundary line of Price Avenue thence eastwardly with said north right-of-way boundary line of Price Avenue to the point of intersection with the east right-of-way boundary line of Matson Place; thence, southwardly with the east right-of-way boundary line of Matson Place to the point of intersection with the north parcel line of Parcel 83, HCAP Book 175, Page 14; thence, eastwardly along said north parcel line to the northeast corner of said parcel; thence, southwardly along the east parcel line of said parcel to the point of intersection with the north parcel line of Parcel 1, HCAP Book 175, Page 14; thence, eastwardly along the north parcel line of said parcel to the northeast corner of said parcel; thence, southwardly along the east parcel line of said parcel to the southeast corner of said parcel; thence, westwardly along the south parcel line of said parcel to the point of intersection with the east parcel line of Parcel 33, HCAP Book 178, Page 28; thence, southwardly along said east parcel line and continuing southwardly along the east parcel line of Parcel 34, HCAP Book 178, Page 28, to the southeast corner of said parcel; thence, westwardly along the south parcel line of said parcel and continuing westwardly along the south parcel line of Parcel 1, HCAP Book 175, Page 14, to the southwest corner of said parcel; thence, northwardly along the west parcel line of said parcel and continuing northwardly along the west parcel line of Parcel 65, HCAP Book 175, Page 14, to the point of intersection with the south parcel line of Parcel 58, HCAP Book 175, Page 14; thence westwardly along said south parcel line and said south parcel line extended to the point of intersection with the centerline of Mt. Hope Avenue; thence, southwardly with said centerline of Mt. Hope Avenue to the point of intersection with the eastwardly extension of the south parcel line of Parcel 1, HCAP Book 178, Page 27; thence, westwardly along said south parcel line extended and said south parcel line to the southwest corner of said parcel; thence, northwardly along the west parcel line of said parcel and said west parcel line extended to the point of intersection with the centerline of W. 8th Street; thence, eastwardly with said centerline of W. 8th Street to the point of intersection with the southwardly extension of west parcel line of Parcel 67, HCAP Book 175, Page 15; thence, northwardly along said west parcel line extended and said west parcel line and continuing northwardly along the west parcel line of Parcels 129, and 16, HCAP Book 175, Page 15 to the point of intersection with the south parcel line of Parcel 115, HCAP Book 175, Page 15; thence, westwardly along said south parcel lie to the southwest corner of said parcel; thence, northwardly along the west parcel line of Parcels 68, 113, 69, and 107, HCAP Book 175, Page 15, to the point of intersection with the south parcel line of Parcel 93, HCAP Book 175, Page 15; thence, westwardly along said south parcel line and continuing westwardly along the south parcel line of Parcels 94 and 95, HCAP Book 175, Page 15 and said south parcel line extended to the point of intersection with the centerline of Summit Avenue; thence, northwardly with said centerline of Summit Avenue to the point of intersection with the eastwardly extension of the south parcel line of Parcel 194, HCAP Book 175, Page 16; thence, westwardly along said south parcel line extended and said south parcel line and continuing westwardly along the south parcel line of Parcels 16, 225, 226, 227, 17, 199, 18, 19, 20, and 21, and said south parcel line extended to the point of intersection with the centerline of Chateau Avenue; thence, northwardly with said centerline of Chateau Avenue to the point of intersection with the eastwardly extension of the south parcel line of Parcel 43, HCAP Book 175, Page 16; thence, westwardly along said south parcel line extended and said south parcel line to the point of intersection with the east parcel line of Parcel 91, HCAP Book 175, Page 16; thence, southwardly along said east parcel line to the southeast corner of said parcel; thence, westwardly along the south parcel line of said parcel

and said south parcel line extended to the point of intersection with the centerline of Grand Avenue; thence, southwardly with said centerline of Grand Avenue to the point of intersection with the centerline of W. 8th Street; thence, westwardly with said centerline of W. 8th Street to the point of intersection with the centerline of Hawthorne Avenue; thence, northwardly with said centerline of Hawthorne Avenue to the point of intersection with the eastwardly extension of the south parcel line of Parcel 37, HCAP Book 175, Page 17; thence, westwardly along said south parcel line extended and south parcel line and continuing westwardly along the south parcel line of Parcels 38, 39, 40, and 41 HCAP Book 175, Page 17 to the southwest corner of Parcel 41, HCAP Book 175, Page 17; thence, northwardly along the west parcel line of said parcel to the point of intersection with the south parcel line of Parcel 59, HCAP Book 175, Page 17; thence, westwardly along said south parcel line to the southwest corner of said parcel; thence, northwardly along the west parcel line of said parcel to the point of intersection with south parcel line of Parcel 115, HCAP Book 175, Page 17; thence, westwardly along said south parcel line and said south parcel line extended to the point of intersection with the centerline of Considine Avenue; thence, southwardly with said centerline of Considine Avenue to the point of intersection with the eastwardly extension of the south parcel line of Parcel 61, HCAP Book 175, Page 17; thence, westwardly along said south parcel line extended and said south parcel line and continuing westwardly along the south parcel line of Parcel 92, HCAP Book 175, Page 17 to the point of intersection with the east parcel line of Parcel 79, HACP Book 175, Page 17; thence, southwardly along said east parcel line and continuing southwardly along the east parcel line of Parcels 78, and 77, HCAP Book 175, Page 17 to the southeast corner of said Parcel 77, HCAP Book 175, Page 17; thence, westwardly along the south parcel line of said parcel and continuing westwardly along the south parcel line of Parcels 140, and 119 HCAP Book 175, Page 17 and said south parcel line extended to the point of intersection with the centerline of Purcell Avenue; thence, northwardly with said centerline to the point of intersection with the centerline of Price Avenue, **THE PLACE OF BEGINNING.**