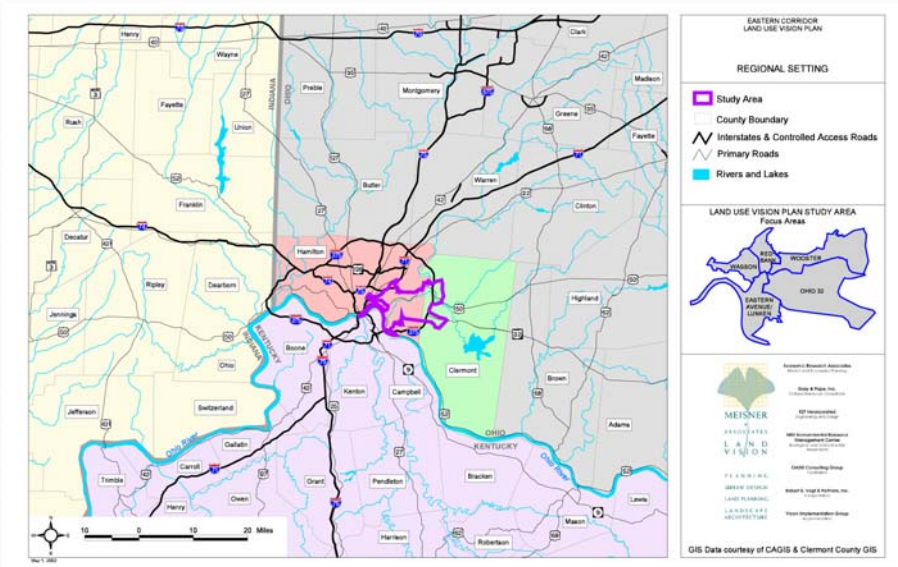
I. INTRODUCTION

A. Scope of Work

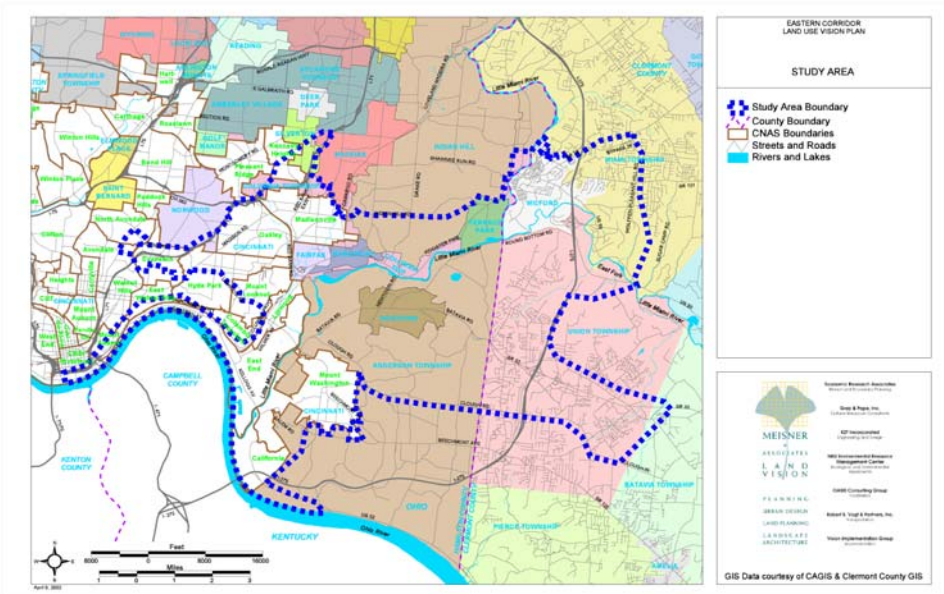
The Meisner + Associates Team, under contract with the Hamilton County Regional Planning Commission (HCRPC), undertook to perform a Land Use Vision Plan for the Eastern Corridor of the Greater Cincinnati Metropolitan Region. The regional setting of the study is shown in Figure 1-1.

Eastern Corridor Study Area
Figure 1-1



The Study Area, as shown in Figure 1-2, corresponds to the areas in Ohio most likely to be affected by improvements recommended in the Eastern Corridor Major Investment Study (MIS).

Eastern Corridor Study Area
Figure 1-2



The Mission Statement below, developed with the Eastern Corridor Land Use Vision Group, summarizes the purpose and approach of this planning effort.

Mission Statement

Our Mission is to create a land use vision plan that will guide environmentally and economically sustainable development in the Eastern Corridor of the Greater Cincinnati Metropolitan Area. A cross-jurisdictional, collaborative process will be used to build consensus and create strategies to leverage limited public resources and ensure the equitable distribution of the benefits and impacts of improvements. The plan will be informed by the multi-modal transportation and access recommendations of the Eastern Corridor MIS.

The following summarizes the goals and underlying values for the planning process, which came out of initial Vision Group meetings:

Land Use Vision Planning Goals

- Generate a land use vision plan that respects the proposed improvements identified in the Eastern Corridor Major Impact Study (MIS) and builds upon the existing land use plans and guides the specific location, type, and timing of currently proposed and future improvements to enhance employment opportunities and plan for public facilities
- Create a consensus land use plan with input from all jurisdictions and interest groups to help frame county and regional plans
- Prepare for and guide future development and redevelopment opportunities
- Protect, preserve and enhance existing community greenspace, ecological resources and park assets
- Encourage sustainable development and managed economic growth
- Incorporate Governor's urban redevelopment initiatives
- Identify the best opportunities for limited public resources
- Leverage outside resources for local and regional advancement
- Encourage benefits and impacts of improvements to be equitably distributed.
- Enhance "quality of life" for all residents and visitors.
- Provide appropriate input to NEPA process
- Help structure an implementable plan

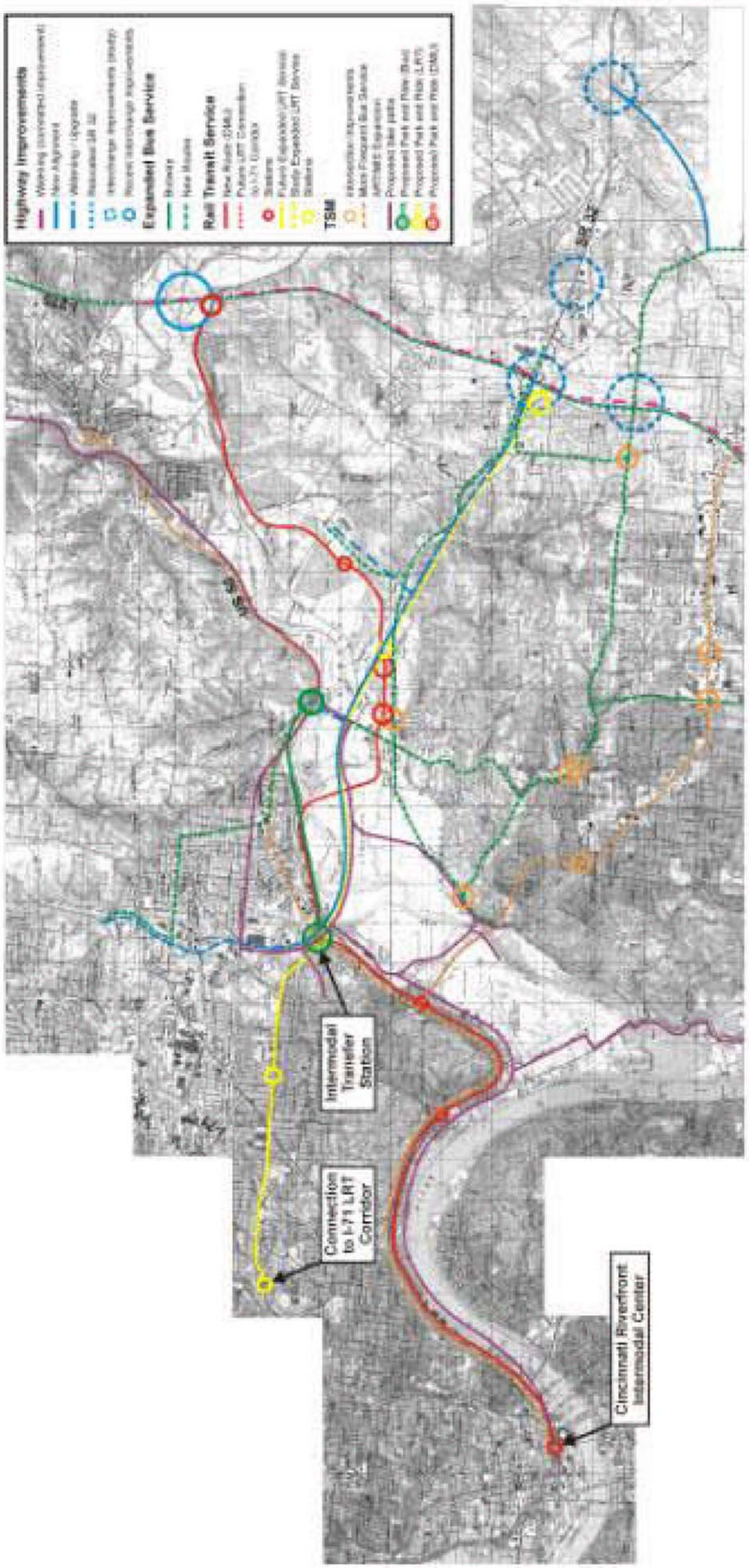
Underlying Values:

- To promote growth that is fiscally sound which addresses all jurisdictions' quality of future growth and land use.
- To protect and enhance neighborhood, residential, cultural and environmental resources.
- To provide for long-term health of school districts.
- To create a better "sense of place."

B. History

The Ohio-Kentucky-Indiana Council of Governments (OKI) Eastern Corridor Major Investment Study (MIS) was initiated in 1996, and drew to a conclusion in 2000. Figure 1-3 illustrates recommendations by the OKI Eastern Corridor Major Investment Study (MIS) (April, 2000), amended to incorporate recent refinements for core area by ODOT and others.

Eastern Corridor MIS Improvements
Figure 1-3



Note: This map does not illustrate supporting Transportation System Management (TSM) – type projects and improvements outside the core improvement area.

In addition to a set of preliminary transportation recommendations, it was recommended that future land use in the core improvement area be re-examined to ensure that future transportation improvements could be designed to address future land use patterns as efficiently as possible. Following the completion of this Eastern Corridor Land Use Vision Plan, Preliminary Engineering/Environmental Impact Studies (PE/EIS) work proceeded, being informed by the results of this land use vision planning effort. Based in part on the land use recommendations of this Land Use Vision Plan, travel demand modeling (TDM) is to be conducted to determine future travel demand in order to create a multi-modal transportation plan that most effectively and efficiently meets the needs of the land uses developed in this collaborative process. Figure 1-4 shows the timeline of activities in the Eastern Corridor.

Eastern Corridor Process Timeline

Figure 1-4

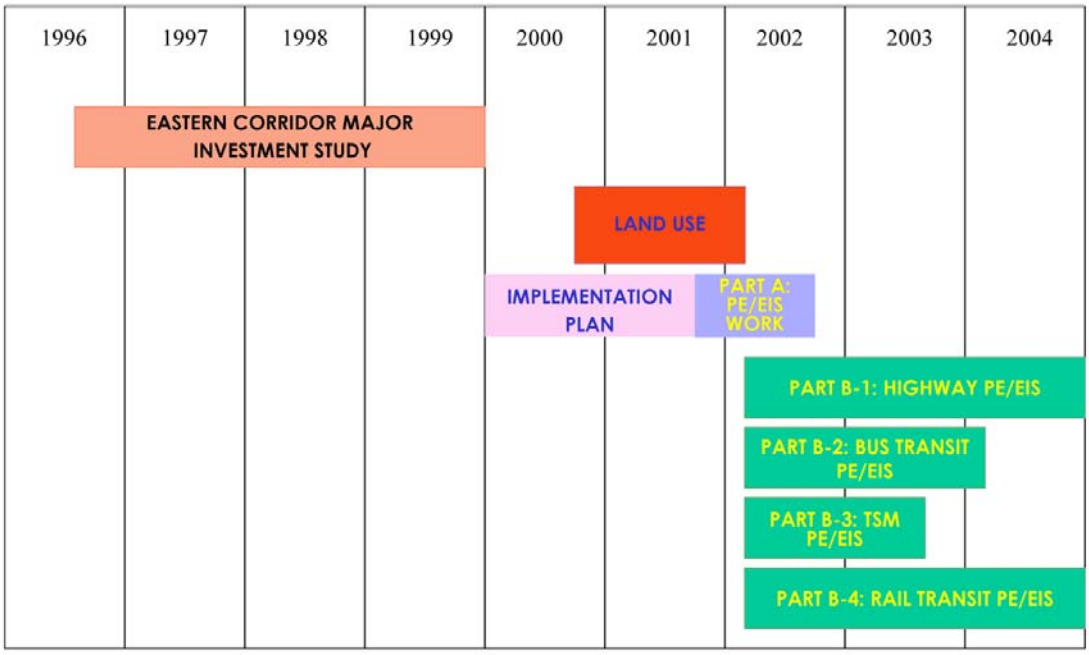
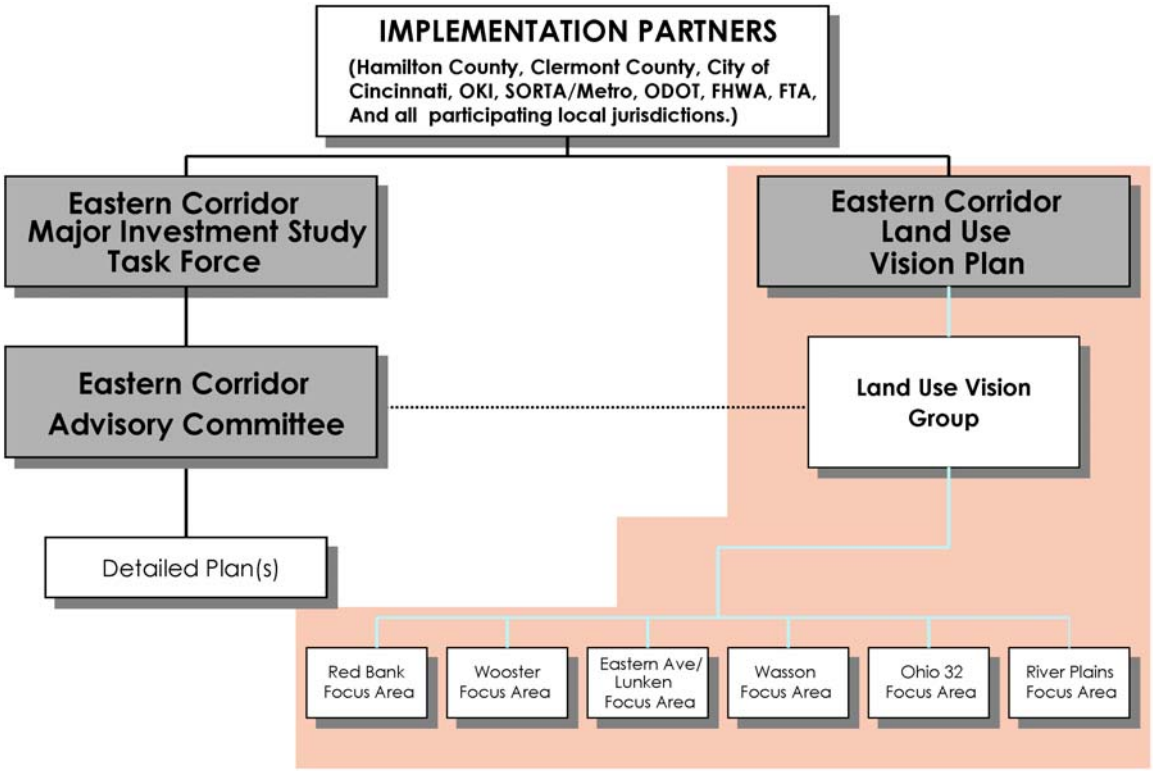


Figure 1-5 illustrates the structure of the Eastern Corridor Project, with the Eastern Corridor Land Use Vision Plan work highlighted in the lower right hand corner. Following the completion of the Eastern Corridor Land Use Vision Plan, the Eastern Corridor Task Force was reconvened to oversee the continuing work effort, with its membership supplemented with some of the members of the Vision Group.

Eastern Corridor Project Structure
Figure 1-5



C. Products

As stated in the Mission Statement the land use vision planning process sought to create a unified land use vision that will guide environmentally and economically sustainable development in the Eastern Corridor of the Greater Cincinnati Metropolitan Area. It sought also to encourage the equitable distribution of the benefits and impacts of public and private improvements made in this area in the future.

The accelerating rate of change in both society and technology makes it less important to create a "fixed" land use map for some point in the distant future than to identify how people would like to live and interact with their surroundings. It is more important to collaboratively create the process that manages change and agrees what key criteria to use to evaluate choices in the future. Potential new developments such as efficient personal transit options and the decentralization of air travel, and other possibilities could have significant impacts on both future land use and urban design.

The resulting products of the Eastern Corridor Land Use Vision Plan (ECLUVP) consist of:

- A map of the Eastern Corridor Land Use Vision Plan (shown in Appendix A),
- A series of analyses and reports, identified in the bibliography, covering the following topics:
  - Cultural resources
  - Ecologic resources
  - Economics
  - Infrastructure
  - Implementation
  - Land Use Public Opinion Survey

- A list of Themes to be addressed by the Land Use Vision Plan
- An identification of the areas where change is most likely to occur, or preservation efforts need to be undertaken, in the near future (Zones of Potential Change)
- An identification of the issues and opportunities associated with the Zones of Potential Change
- A list of Action Items to address the Themes identified throughout the corridor
- A prioritization, by local constituents, of these Action Items
- Strategies that could be used for implementation of parts of the plan

These were the result of several analyses, educational sessions, and an extensive public process. The structure of the study, the analyses, and the public participation process is described in more detail in Section II.

D. Applying this Document

This document is intended as a guide document for local jurisdictions, indicating what was envisioned at this point in time (2000-2002), based on current conditions, trends, and public participation. It is divided into five (5) sections. Section II presents an overview of the Eastern Corridor, resulting from the analyses performed during the course of the study. Section III gives a brief overview of the planning process. Section IV presents the components of the Eastern Corridor Land Use Vision Plan, focusing first on a corridor-wide overview and then examining each focus area. Section V describes some of the tools that may be used for implementing parts of the Eastern Corridor Land Use Vision Plan.

The land use map is intended to show what was considered to be the best ultimate use of land, based on current information, for an undetermined time into the future. Social, political, economic, and environmental factors will have an influence on which areas are likely to experience development pressures or changes in land use.

During this planning process, many new developments were occurring independently. It is hoped that as time passes and development continues to occur, the content and recommendations of this vision plan will facilitate more and more collaboration between jurisdictions on development and preservation projects. The Vision Statement below, developed with the Eastern Corridor Land Use Vision Group, summarizes "The Vision" held for the future of the Eastern Corridor by which decisions relating to land use should be evaluated.

Vision Statement:

Forested waterways, greenways, and tree-covered hillsides define the character of the region, making it attractive to visitors as well as residents. Jurisdictions work cooperatively to focus development in the most appropriate areas while environmentally sensitive zones, parks, and recreational areas are preserved. Pedestrian-friendly neighborhoods with housing opportunities and accessibility for all are distributed throughout the region. A well integrated transportation system composed of roads, convenient transit options, and hike/bike trails allow local residents and passers-through to get to employment, shopping, recreation, entertainment, and other destinations quickly and efficiently with minimal adverse impacts to the environment or local communities.

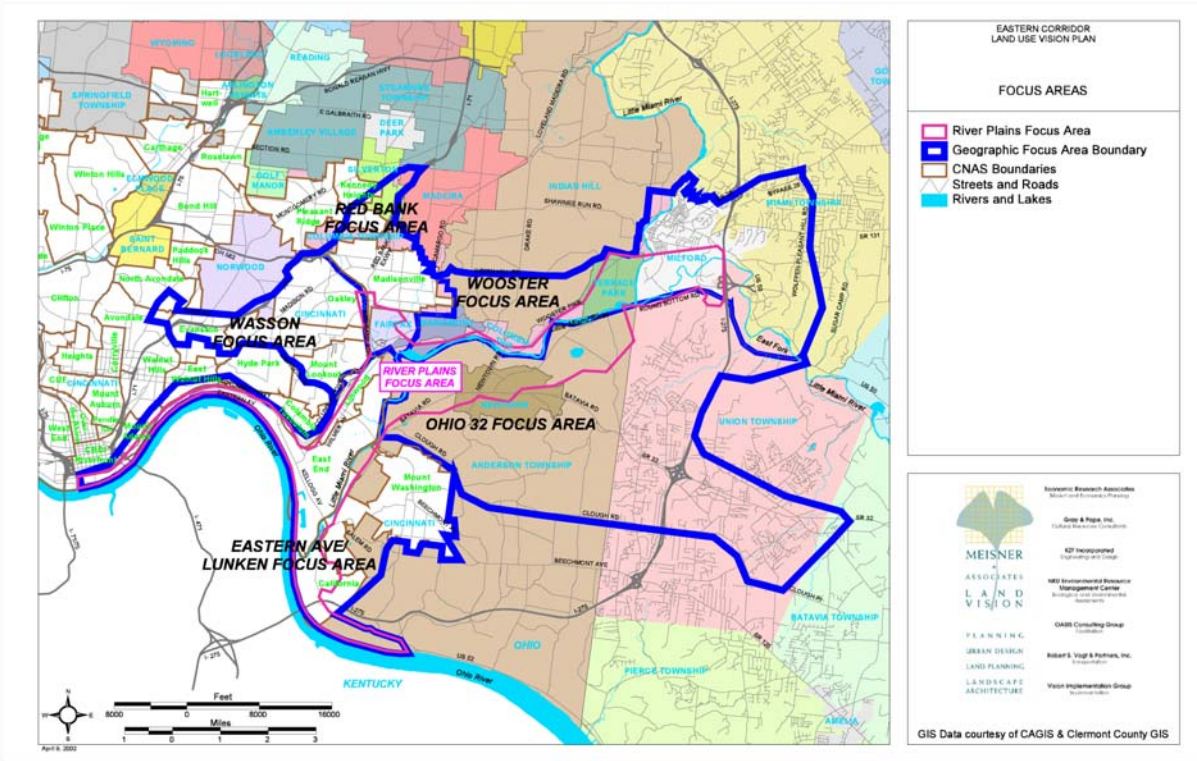
II. THE LAND USE VISION PLANNING PROCESS

This section outlines the planning process of the Eastern Corridor Land Use Vision Plan. Described herein are the boundaries and sub-boundaries for the study area, the analyses that were conducted within the study area, and the public participation process. The Eastern Corridor study area was divided in six (6) smaller focus areas, and representatives from throughout the area participated in generating ideas for creating a desirable future for the region. These participants took part in educational sessions to learn more about the Eastern Corridor (an overview of the analyses performed is described in Section III) and about planning principles. This process was used to elevate citizen knowledge to allow for more informed dialogue and decision-making as it relates to the goal of creating a sustainable plan for the region. It was this group of "citizen planners," working in conjunction with professional planners, who are the authors of this plan. The findings of this group were confirmed through the conducting of a Public Opinion Land Use Survey for the region, during early February 2002.

A. Structure

The Study Area, as shown in Figure 2-1, was divided into five (5) geographic Focus Areas with a sixth (6th) overlying Focus Area encompassing the river plains of the Ohio and Little Miami Rivers. These study boundaries were "soft" boundaries, in that relevant information and impacts from areas outside those boundaries were also considered.

Eastern Corridor Focus Areas
Figure 2-1



B. Analysis

Prior to, and concurrent with, the commencement of the main public participation portion of the study, an analysis of the local context was performed. An analysis of natural features,

ecologic context, cultural features (historic and archaeological), transportation patterns, existing infrastructure (water, sewer, gas, electric), economic context, market and demographic trends, existing land use, zoning, and implementation considerations was performed to provide an overview and a solid base of knowledge about the region. An overall characterization of the Eastern Corridor, regarding some of these issues is presented in Section III.

C. Public Participation

A core group of more than sixty (60) people, representing a variety of interests and geographic areas throughout the corridor, was identified to act as a Vision Group. Many of the participants in the Eastern Corridor Land Use Vision Group served on the Eastern Corridor Task Force, which had overseen the Eastern Corridor MIS. Their role was to guide and oversee the land use visioning process, and help tie together the recommendations from the six (6) Focus Areas. Public participation in the process was expanded through the creation of six (6) Focus Area Groups. Members of the Vision Group were assigned to participate on one or more of the Focus Areas. The Vision Group participants, funding partners, and each jurisdition were asked to identify individuals or organizations to invite, in order to expand participation at the Focus Area level. Each Focus Area had more than thirty (30) participants representing a wide variety of perspectives. Focus Area participation was supplemented with local community members, employers, school district representatives, and other individuals having an interest in the region. These Focus Area groups did in-depth analyses of the strengths, opportunities, weaknesses and constraints within their respective focus areas; identified zones of potential change; made recommendations about how improvements could be made; and identified features that need to be preserved or enhanced. The recommendations of each Focus Area were then considered and confirmed at the Vision Group level.

The analyses, mentioned above, and information about "Smart Growth" and sustainable development were presented to the Vision Group and Focus Area Groups to create a shared base of knowledge. It was from this base of informed "citizen planners" working in conjunction with professionals that recommendations were made regarding future land use in the Eastern Corridor.

The contents and recommendations of this plan were reached through a collaborative process, inviting participation from all local jurisdictions and neighborhoods, as well as interested stakeholders. This participation took the form of eight (8) Vision Group meetings, four (4) Focus Area Group meetings for each of the six (6) Focus Areas, and two (2) public open houses. All meetings were open to the public. Additionally, several meetings were held with participants and jurisdictional representatives who were unable to attend scheduled meetings to update them, and get their input.

A Public Opinion Land Use Survey was conducted during early February 2002 to gauge the general public sentiment toward some of the general and specific recommendations of the Vision Plan, prior to the plan's endorsement at the final Vision Group meeting on April 4, 2002. This telephone survey of 1,022 people was conducted by the University of Cincinnati Institute for Policy Research. The results of the public opinion survey indicated broad-based support for the recommendations of the Eastern Corridor Land Use Vision Plan. The "Eastern Corridor Land Use Public Opinion Survey" is available as a separate document.

III. OVERVIEW OF THE EASTERN CORRIDOR

This section describes findings of the several analyses and characterizations that were conducted in the Eastern Corridor study area. These studies include an analysis of:

- Natural and Ecologic Features
- Existing Land Use, Zoning, and Plans
- Cultural Resources
- Infrastructure
- Demographics
- Economic Attractors and Trends

A. Natural and Ecologic Features

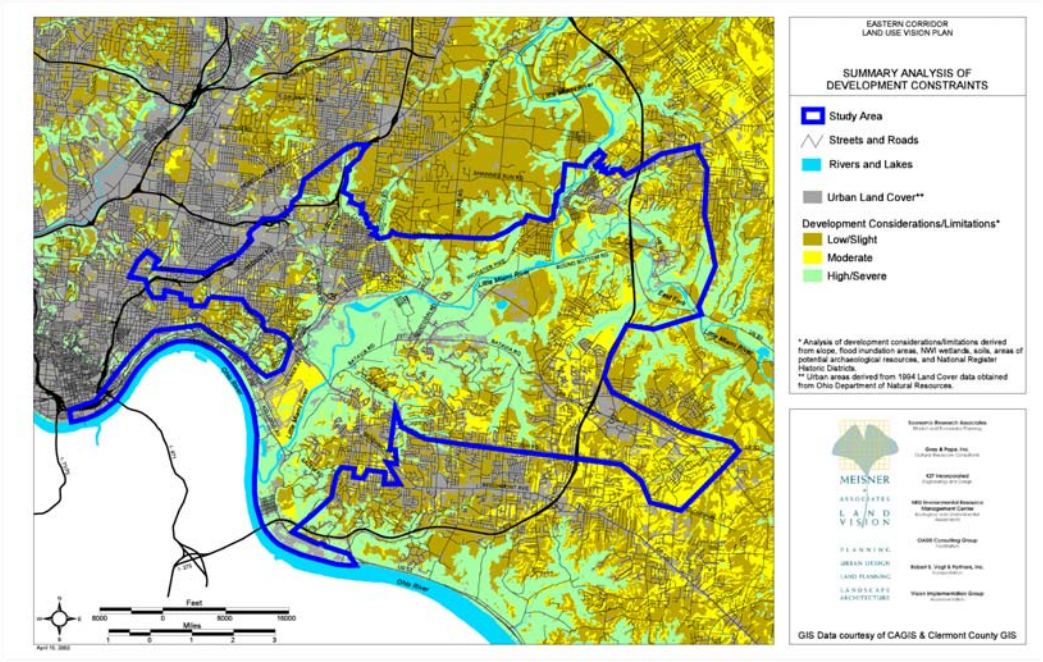
Separate maps of various natural and ecological features of the corridor are presented below. Larger versions of these maps may be found in a separate appendix (Appendix A). A separate report on the regional ecology (pertinent to Figures 3-9 through 3-11), produced by Northern Kentucky University's Environmental Resource Management Center (NKU ERMC), is listed in the bibliography. The following maps include:

- Figure 3-1 Summary Analysis of Development Constraints
- Figure 3-2 Topography and Flood Hazard
- Figure 3-3 Slope
- Figure 3-4 Land Cover (1994)
- Figure 3-5 Open Space Inventory
- Figure 3-6 Soil Building Limitations
- Figure 3-7 Hydric Soils
- Figure 3-8 Forest Cover (by Age)
- Figure 3-9 Sole Source Aquifer and Wellhead Protection Areas
- Figure 3-10 Vegetation Quality and Forest Type
- Figure 3-11 Wetlands
- Figure 3-12 Rare Species

1. Summary Analysis of Development Constraints

A general summary analysis of development constraints was performed for the region, based on various physical characteristics including slope, land cover, soils, flood hazards, and wetlands. This map, Figure 3-1, shows areas with more development constraints in green, while those with the least amount of constraints for development are shown in gold. The yellow areas show an intermediate level of constraints to development. Urbanized areas are overlain in a grey tone. As one can see from this Summary Analysis, the most severe constraints to development exist in river plains and on steep slopes and ravines. The least constraints to development exist on level ground out of flood hazard areas.

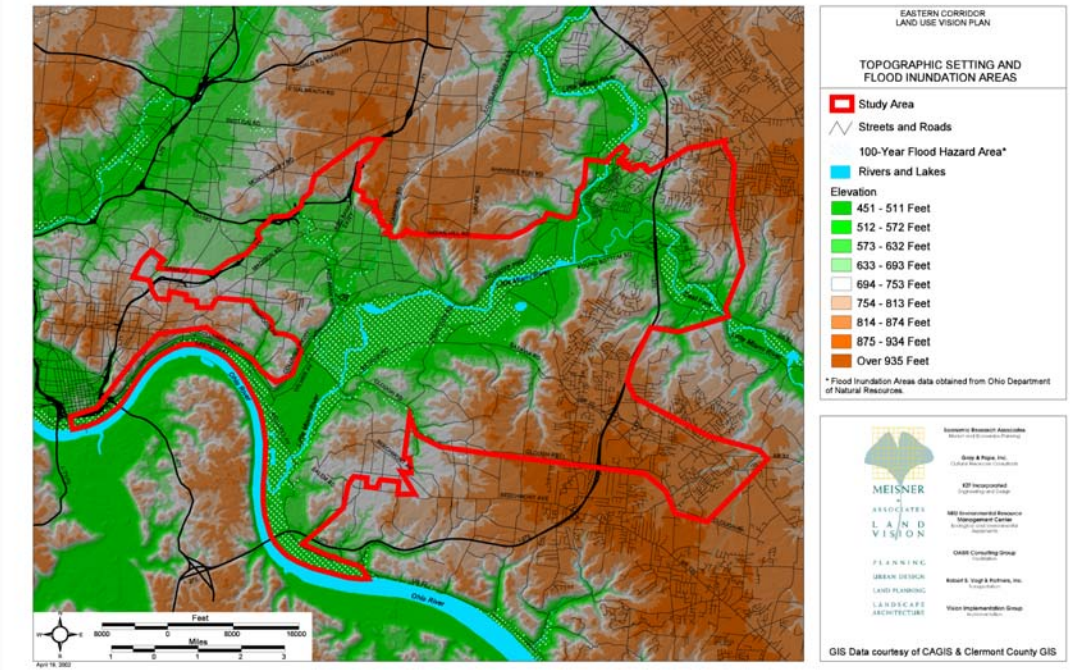
Summary Analysis of Development Constraints
Figure 3-1



2. Topography and Flood Hazard

The topography of the Eastern Corridor Study Area is shown in Figure 3-2. The Little Miami River and its river plain bisect the study area, running from northeast to southwest. Low elevations are shown in green, while higher elevations are shown in brown. A light blue dot pattern indicates the 100 Year Flood Hazard Area.

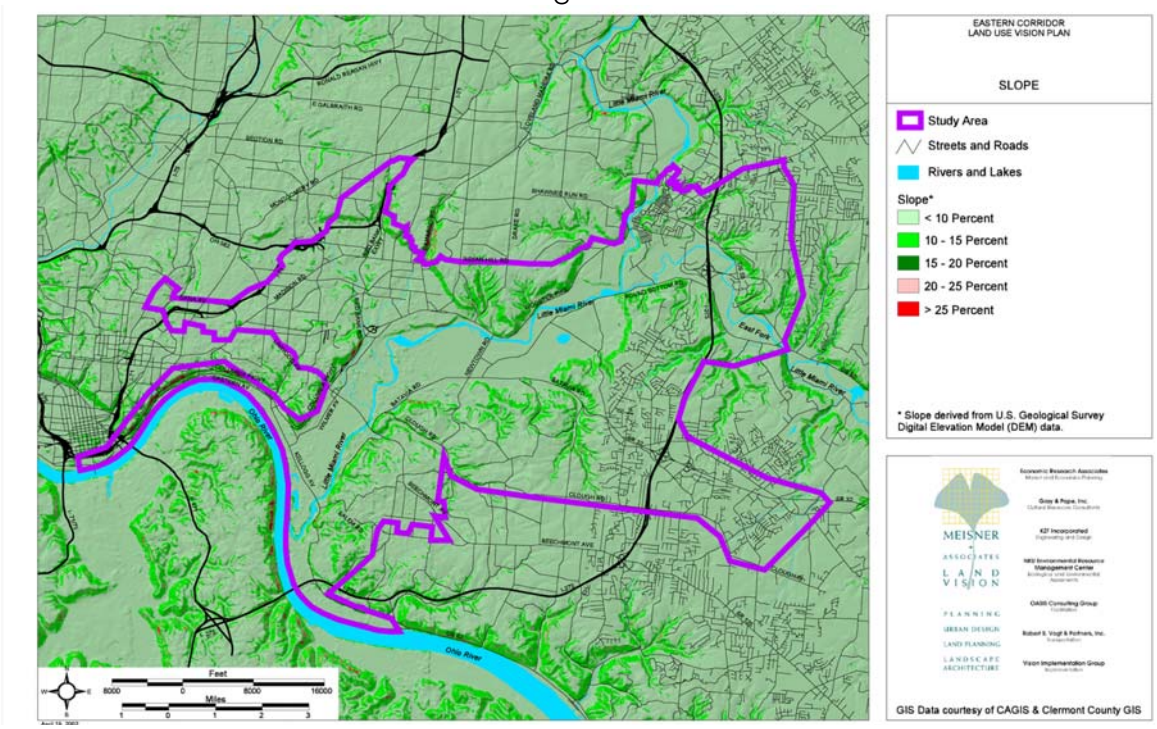
Topography and Flood Hazard
Figure 3-2



3. Slope

A slope map of in the Eastern Corridor Study Area is shown in Figure 3-3. Steep slopes are shown in darker green and shades of red. These steeper slopes are typically found along the edges of the Little Miami and Ohio River Plains, and along other drainageways. This region has significant problems with landslides, given the amount of rainfall, so it is important to preserve these areas of steep slopes and maintain a vegetative cover. Some of the areas of highest priority for hillside preservation include along the Ohio River and along the river valley of the Little Miami River in Cincinnati, Anderson Township, Columbia Township, and Indian Hill. Other critical slopes are found near I-71 and Red Bank in Columbia Township, Silverton, and Madeira. Milford, Miami Township, and Union Township, in Clermont County, also have areas of steep hillslopes that should be preserved along drainageways. Although some of these areas for preservation are not called out specifically in this land use map for the Eastern Corridor Land Use Vision Plan, it is strongly recommended that effective land use measures be established to guide development toward the preservation of these critical areas, and others not specifically mentioned above.

Slope
Figure 3-3

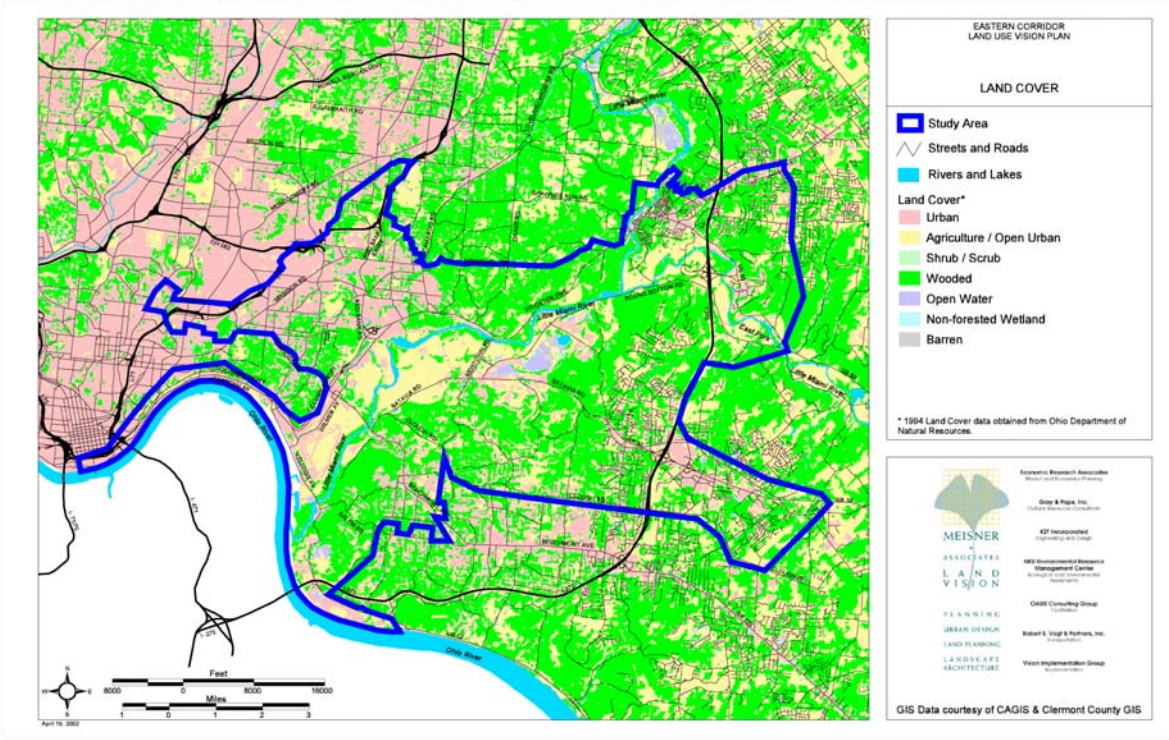


4. Land Cover

The Land Cover of the Eastern Corridor Study Area, as of 1994, is shown in Figure 3-4. This data was compiled by the Ohio Department of Natural Resources (ODNR) from satellite images taken in September and October of 1994. It shows land uses such as agricultural / open space (yellow), wooded areas (dark green), shrub / scrub area (light green), and urban land (pink). Urban land is defined as open impervious surfaces: roads, buildings, parking lots and similar hard surface areas that are not obstructed from areal view by tree cover. Although this map is somewhat out of date, it is the most recent year for which the data was available, and it gives a good indication of the characteristic land patterns

throughout the region. The eastern portion of the study area tends to be more forested, while the western portion has more urban lands. Areas of urban land in the eastern portion of the study area include Milford, Eastgate, and the Beechmont corridor. It is likely that the urban land cover in Milford, Miami Township, and Eastgate has expanded since this land cover map was compiled.

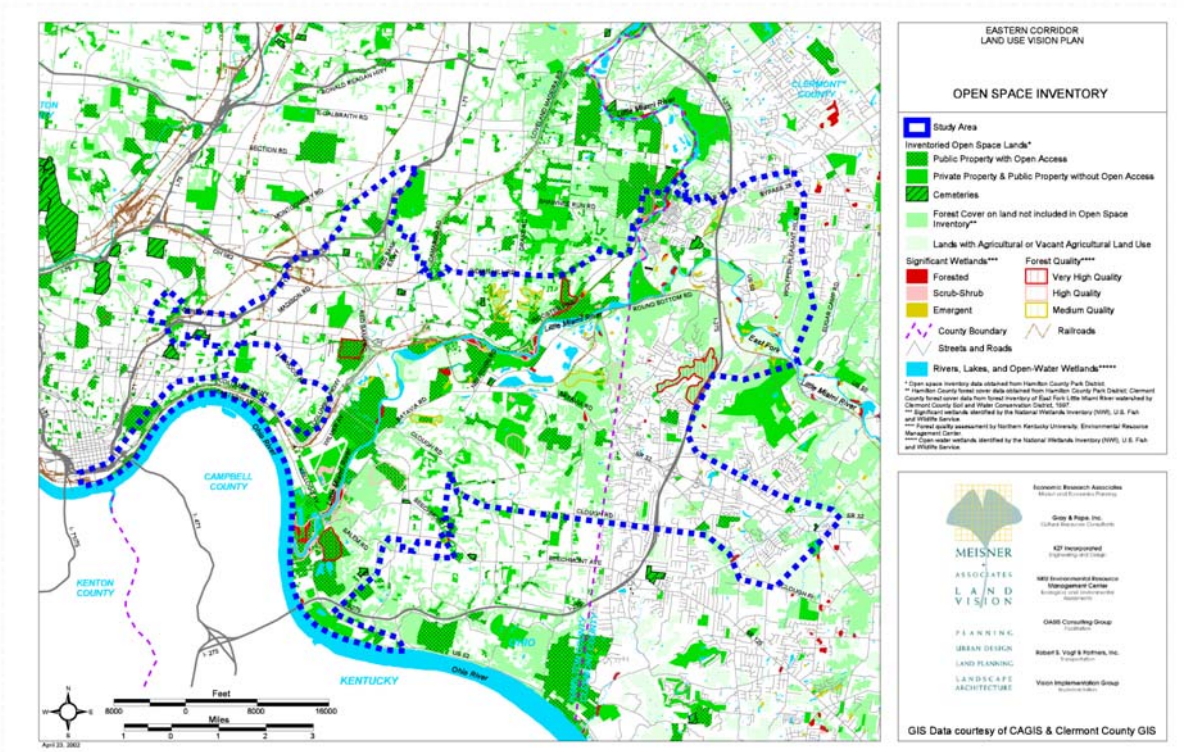
Land Cover (1994)
Figure 3-4



5. Open Space Inventory

An inventory of Open Space in the Eastern Corridor Study Area is shown in Figure 3-5. This map indicates lands within the broad category of "open space", which includes forests, agricultural and vacant agricultural land, cemeteries, etc. It would be useful to create a unified greenspace master plan that further preserves and connects environmentally sensitive areas, as well as protecting and enhancing the visual quality of the region and provides adequate recreational opportunities throughout the Eastern Corridor. The Regional Greenspace Initiative is currently working on such a plan, which should be useful in targeting projects and getting resources (e.g., state funding, etc.) toward implementing them. This regional greenspace plan should also take into account other initiatives with regional implications such as the multiple components of a regional bike trail network currently under consideration.

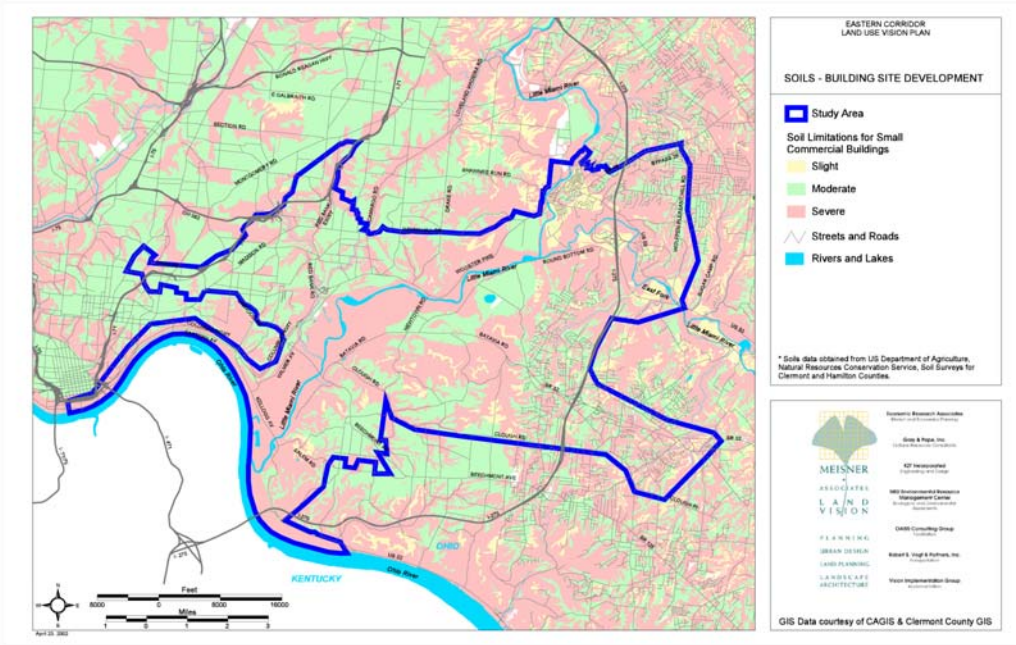
Open Space Inventory
Figure 3-5



6. Soil Building Limitations

A generalized classification of soils based on building limitations for the Eastern Corridor Study Area is shown in Figure 3-6. Areas shown in pink have greater limitations for building upon, while those shown in yellow have the least limitations. As one can see from the map, there are soils that are indicated as having severe limitation in many places where housing currently exists. Special measures often need to be taken to protect houses built in these areas. The problem with many of these soils is the lack of adequate drainage, so it should be emphasized that minimizing impervious surface cover and allowing adequate retention and infiltration of stormwater is important to the health of this region's watersheds.

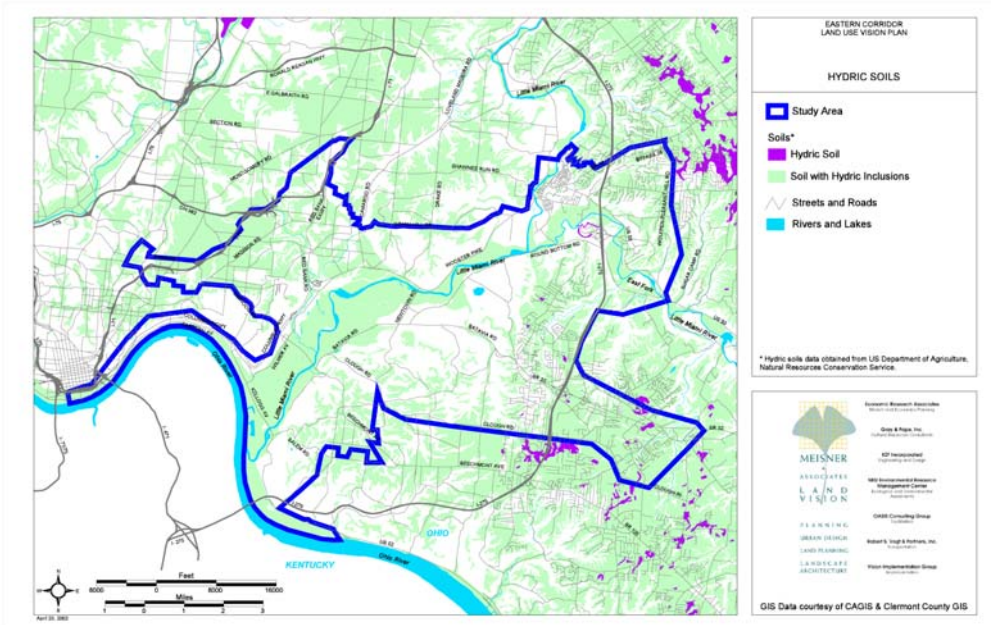
Soil Building Limitations
Figure 3-6



7. Hydric Soils

The hydric soils (soils that indicate the past or current presence of wetlands) of the Eastern Corridor Study Area are shown in Figure 3-7. Areas shown in purple are hydric soils, while those shown in green have soils that contain inclusions of hydric soil components. Hydric soils are soils are defined as soils that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part. Some of these areas are discussed in more detail in subsection eleven (11) titled "Wetlands".

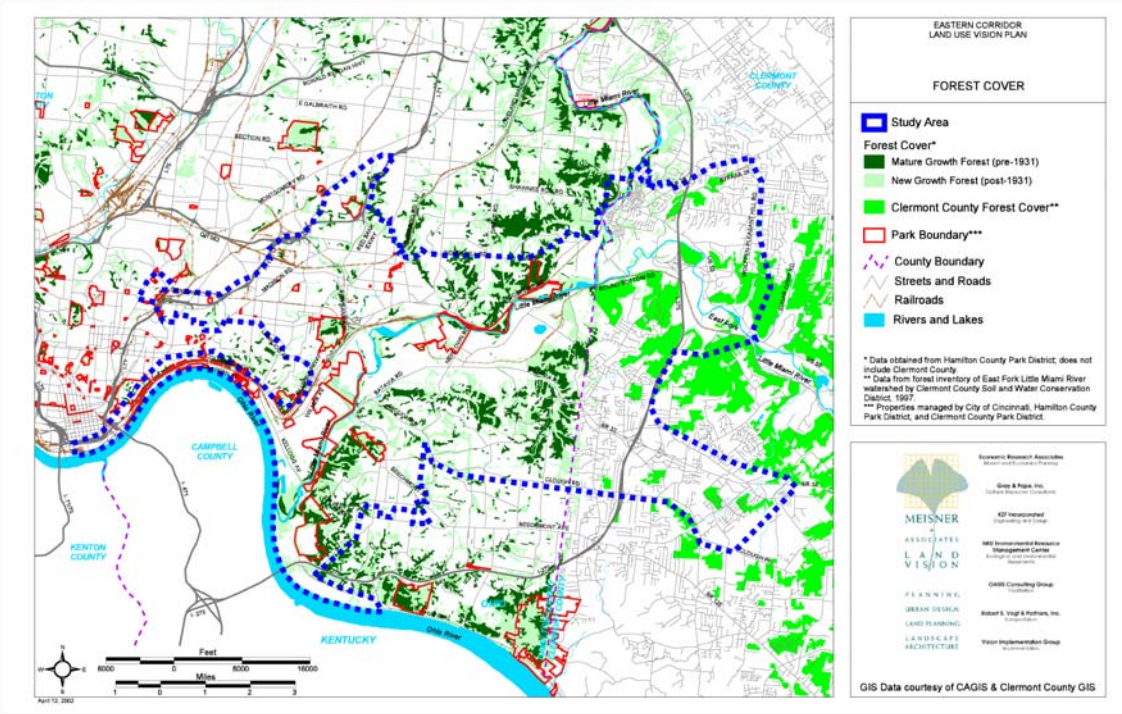
Hydric Soils
Figure 3-7



8. Forest Cover (by Age)

The relative age of forest cover for Hamilton County in the Eastern Corridor Study Area is shown in Figure 3-8. More mature growth (older than 1931) is shown in darker green (in Hamilton County), while younger growth is shown in lighter green. No data was available for distinguishing age of forest cover in Clermont County. Areas of older forest, identified for preservation during this study, include the older forests along the Ohio River in Cincinnati, in Columbia Township, Madeira, Silverton, Newtown and Indian Hill and throughout Anderson Township. In Clermont County

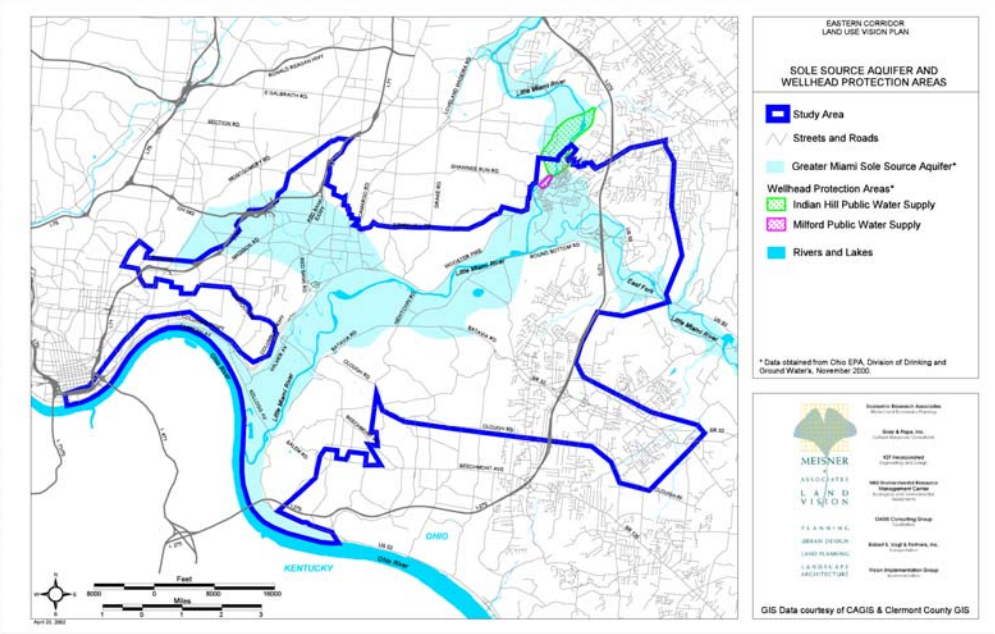
Forest Cover (by Age)
Figure 3-8



9. Sole Source Aquifer and Wellhead Protection Areas

The sole source aquifer and wellhead protection areas of the Eastern Corridor Study Area are shown in Figure 3-9. A sole source aquifer is defined as one that supplies at least 50% of the drinking water consumed in the area overlying the aquifer. These areas can have no alternative drinking water source(s) that could physically, legally, and economically supply all those who depend upon the aquifer for drinking water. Wellhead protection areas have been established in the regions of Milford and Indian Hill to protect the aquifer near the wellfields of these communities.

Sole Source Aquifer and Wellhead Protection Areas
Figure 3-9



10. Vegetation Type and Forest Quality

Vegetation type and forest quality (for forests of medium quality or above) in the Eastern Corridor Study Area is shown in Figure 3-10. An unexpected area of high quality forest was found in the northwest quadrant of the intersection of Red Bank Road and Madison Road. Care should be taken to preserve this area of high quality forest. There are also some high quality forests found at Avoca Park (northeast of Newtown Bridge, south of US 50), and near the Little Miami Golf Course, and along the Little Miami River, especially at its mouth, as well as other locations. Very high quality forests were found at California Woods, Ault Park, and Kroger Woods (north of US 50 in southern Indian Hill), among other locations.

The criteria for evaluating forest quality, performed by Northern Kentucky University's Environmental Resource Management Center (NKU ERMC, 2001), are described below. Please see the separate report, "Preliminary Ecological Assessment And Prioritization Of Natural Areas - Eastern Corridor, Hamilton And Clermont Counties, Ohio" (NKU ERMC, 2001), for more detailed information.

Very High Quality Forested Areas

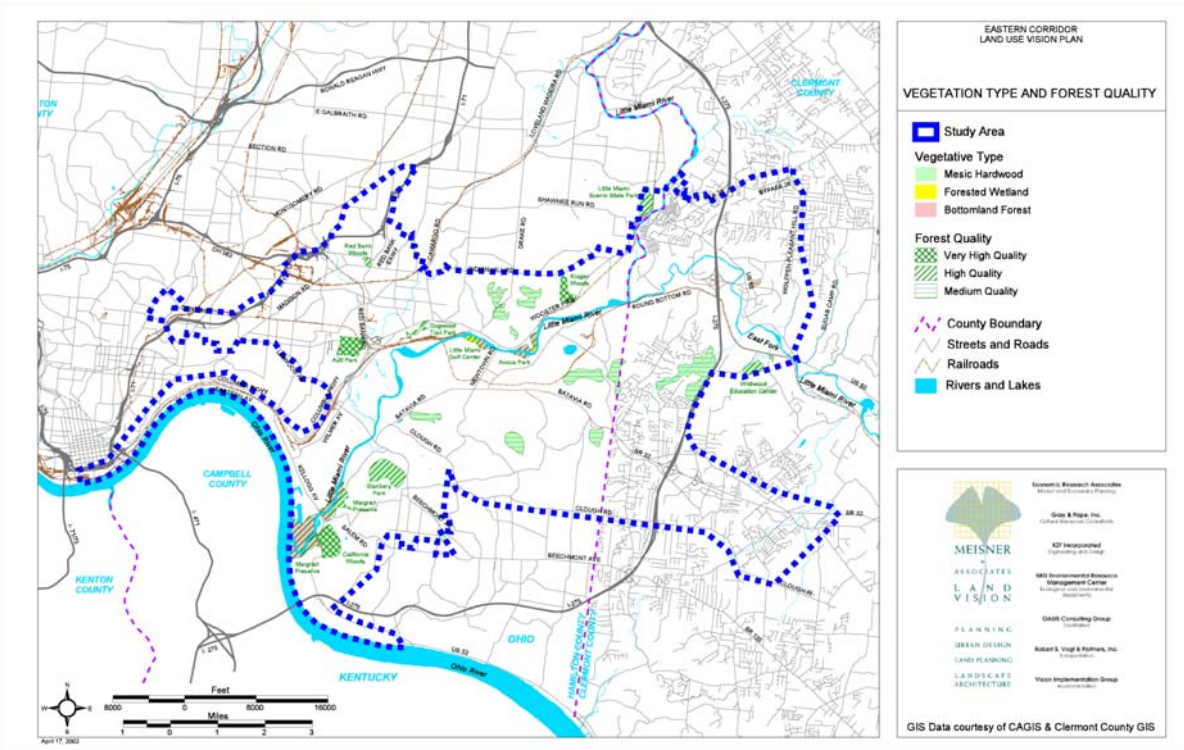
Very High Quality forested areas were designated based on some or all of the following attributes: older trees (150-400 years), 50 or more acres in size, low disturbance (absence of tree cutting, lack of off-road vehicle trails, etc.), high native species diversity, low amounts of exotic species (<10% cover), the existence of rare species or potential habitat for rare species, and significant areas of natural buffer surrounding the site (e. g. old-growth forest surrounded by mature or young forest). A site may have been assigned a Very High Quality status even if it did not rank high in all categories, provided it ranked very high in other categories. For example, a site that had over 50 acres of old-growth forest (200-400 years old), lacked significant disturbance, and had an adequate buffer, might have been assigned a Very High Quality status even if it had high exotics (>25% cover) and there were no apparent rare species. Also, a site might have been assigned Very High Quality status if it lacked old-growth forest, but the site was very large (100+

acres), had high species diversity, had significant buffer, and had other qualities such as a scenic river flowing through it.

High Quality Forested Areas
High Quality forested areas have the characteristics of Very High Quality forested areas, but not as many. For example, a site might have old-growth forest and low disturbance, but if it was small (<15 acres), had a large amount of exotics (>25% cover), and it lacked a buffer, it would be assigned a High Quality Status rather than a Very High Quality status. Likewise, a forested site might include a large area (50+ acres), but if the trees were only over-mature (100-200 years old) or mature (75-150 years old), and there was only a moderate amount of native diversity and a medium amount of disturbance, the site would be assigned a High Quality status as opposed to a Very High Quality status.

Medium Quality Forested Areas
Medium Quality forested areas were generally large areas of forest (>50 acres) that tended to be younger in age (<150 years) than those observed in Very High Quality and High Quality forest. A Medium Quality forest over 50 acres in size was usually composed of mature forest, rather than old-growth or over-mature forest. Although Medium Quality forests tended to be younger, they still had good ecological integrity. These forests have been selectively cut at times; however, none of them have developed from cleared land, as many of the Disturbed Forests in the Cincinnati area have. Medium Quality sites that were less than 50 acres in size tended to consist of over-mature or mature trees and posses high native diversity, a lack of disturbance, a good buffer, and low exotic species. If a forest with old-growth characteristics was assigned Medium Quality status, it was usually small (<15 acres), had low species diversity, lacked rare species, had no buffer, and had a large amount of exotic species.

Vegetation Type and Forest Quality
Figure 3-10



11. Wetlands

The wetlands of the Eastern Corridor Study Area are shown in Figure 3-11. These wetland are divided into the three categories (forested, emergent, scrub-shrub) described below.

Forested Wetlands

The majority of the Forested Wetlands located in the Eastern Corridor are along the Little Miami River, most often found within lower areas of Bottomland Forest. Dominant plant species in the Forested Wetlands were very similar to those in the surrounding Bottomland Forest.

The Forested Wetlands differ from Bottomland Forests in having wetter conditions for a longer period of the year, which results in hydric soils. As a result, Forested Wetlands have greater amounts of wetland species in the herb layer.

The largest Forested Wetland in the Eastern Corridor is located in the Little Miami Golf Center and is approximately 20 acres. The second largest Forested Wetland is found in Avoca Park and is about 10 acres in size. With the exception of the Forested Wetland areas in the Little Miami Golf Center and Avoca Park, the Forested Wetlands in the Eastern Corridor appear to be of low quality due to their small size, high amounts of disturbance, and lack of diversity. The Senco Wetland, located in the northeastern end of the Eastern Corridor one mile south of Terrace Park, is an example of a low quality wetland due to its highly disturbed soils, low diversity of native species, and high density of invasive exotic species; however, this area does provide certain wetland functions and serves as habitat for wildlife. In fact, this area may provide valuable habitat to certain waterfowl and wading shore birds since wetland areas are locally scarce.

Emergent Wetlands

The majority of Emergent Wetlands in the Eastern Corridor are less than 1-2 acres in size, and are found along or near the Little Miami River. Most Emergent Wetlands in the Eastern Corridor have developed in depressional areas caused by construction, and therefore are of low quality.

Scrub-shrub Wetlands

Most Scrub-shrub Wetlands in the Eastern Corridor project area are small (1-2 acres) and are found along or near the Little Miami River. The largest Scrub-shrub Wetland on the National Wetland Inventory maps is located in the middle of Lunken Airport; however, this wetland has been significantly reduced in size from 20 to 2 acres. Another relatively large (15-20 acres) Scrub-shrub Wetland is found about one-half mile south of Lunken Airport along the Little Miami River near its confluence with the Ohio River. Several other relatively large (5-10 acres) Scrub-shrub Wetlands are found near Terrace Park and Milford. The most dominant species in the Scrub-shrub Wetland is sand-bar willow. Other woody plants include seedlings and saplings of black willow, green ash, and sycamore. The herbaceous layer consists of a combination of species found in both Emergent and Forested Wetlands. Most Scrub-shrub wetlands are relatively low quality due to their small size and lack of native species diversity. However, the state threatened Carolina willow (*Salix caroliniana*) is found in a number of Scrub-shrub wetlands along the Little Miami River.

Potential Wetland and Stream Mitigation Areas

When wetlands or streams are impacted by development, mitigation is often required. Wetland mitigation typically involves creating wetlands to compensate for the loss of other wetlands. Stream mitigation typically involves restoring degraded stream corridors to compensate for the impairment or loss of streams elsewhere. Agencies generally require that mitigation sites be relatively close to impact areas, sometimes in the same

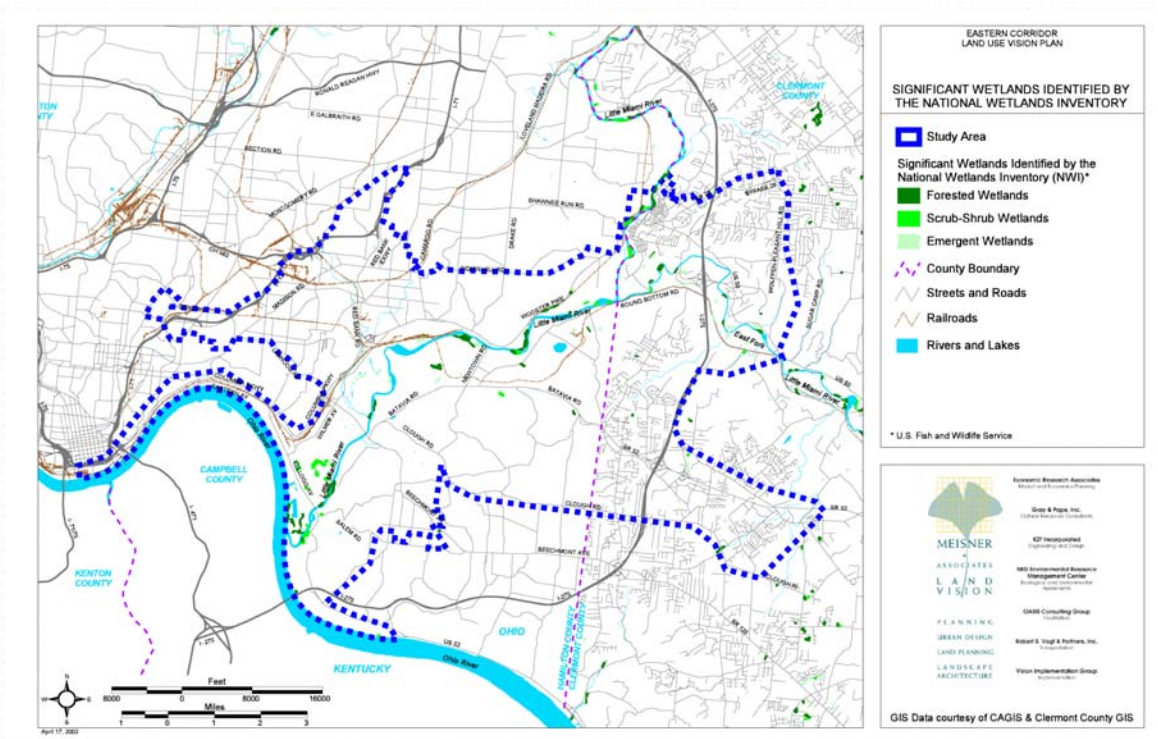
watershed. Potential wetland and stream mitigation areas were investigated as part of this study.

Very few potential wetland mitigation areas were noted in the study area. This is not surprising since very few wetlands occur in the area or were noted on the National Wetland Inventory maps. In addition, there are few areas within the corridor that possess hydric soils. Many soils within the corridor have hydric inclusions; however, most of the locations with this soil type have been hydrologically altered (tiled, ditched, developed, etc.) so that the occurrence of wetlands would be unlikely. The greatest potential for wetland mitigation areas may be immediately surrounding known wetlands that are located within the floodplain of the Little Miami River. Another good wetland mitigation opportunity may be in the vicinity of the Senco wetland area. Although this area was only superficially assessed since it was on private lands, there may be opportunities for wetland enhancement (as part of wetland mitigation) to increase wetland functions in this area. A more detailed assessment of this area would need to be conducted to fully explore wetland mitigation opportunities.

There are numerous degraded stream corridors in the project area that could be used for stream mitigation. Many streams are becoming incised and are experiencing bank and slope failure due to increased storm surge stresses. Increased development and the creation of impervious surfaces within certain watersheds has caused substantial increases in water flows during storm events. Increased storm flows transport additional sediments causing streambeds to deepen. This results in undercutting of stream banks, and in severe situations, slumping of banks and slopes into the stream. Many of the parks in the project area have streams that may be suitable for stream mitigation measures. Moreover, parks may be ideal for mitigation since mitigation areas must be protected for perpetuity.

Wetlands

Figure 3-11

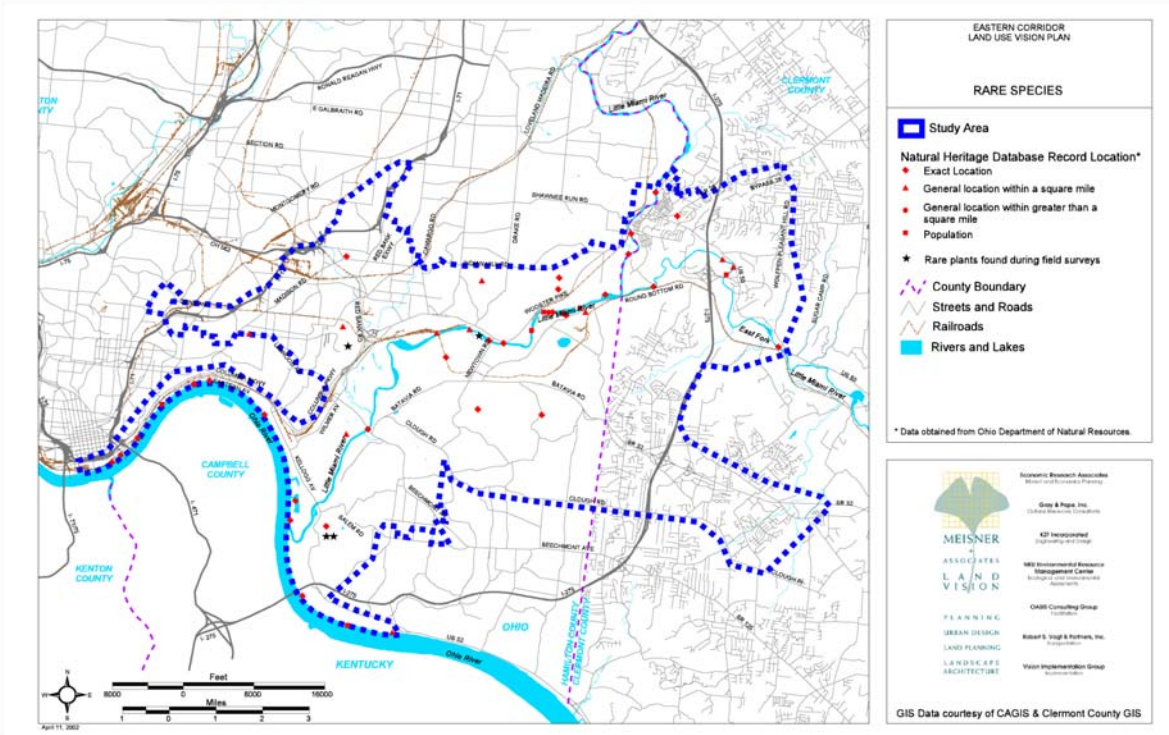


12. Rare Species

A total of 70 locations of rare plants and animals are reported to occur in the Eastern Corridor based on the Ohio Natural Heritage Database (Figure 3-12). Of these sites, there were 14 rare plant locations, 3 rare bird locations, 19 rare fish locations, 33 rare mollusk locations, and 1 rare reptile location. In addition, six new locations of rare plants were discovered during this study. They include a two new location for Carolina willow (*Salix caroliniana*) in the Little Miami River corridor, and new locations for both Midwestern white lettuce (*Prenanthes crepidinea*) and fern-leaved phacelia (*Phacelia bipinnatifida*) in California Woods (both reported by Dan Boone). In addition, two new location for the federally endangered running buffalo clover (*Trifolium stoloniferum*) were found. One was found in Ault Park and the other at the Lawyer Road Site. The Ault Park location is the first known record of the species in any of the Cincinnati Parks. Of the 76 locations of rare species, 3 are federally endangered, 34 are state endangered, 16 are state threatened, and 7 are state potentially threatened, and 16 are species of special concern.

The present study was a broad-scale study of the Eastern Corridor. A more detailed study within the Eastern Corridor would most likely reveal other locations of rare species. For example, canoeing the length of the Little Miami River would probably reveal more locations of Carolina willow. A thorough examination of private lands along the Ohio River would probably reveal further locations of smooth bottonweed (*Spermacoce glabra*), riverbank paspalum (*Paspalum fluitans*), and Virginia Mallow (*Sida hermaphrodita*), which are all southern plant species which reach their northern range in Ohio along the Ohio River. There is also most likely more habitat for running buffalo clover throughout the Eastern Corridor. If construction is undertaken in or near the Little Miami River, more detailed surveys for mollusks and fish will likely have to be performed.

Rare Species
Figure 3-12

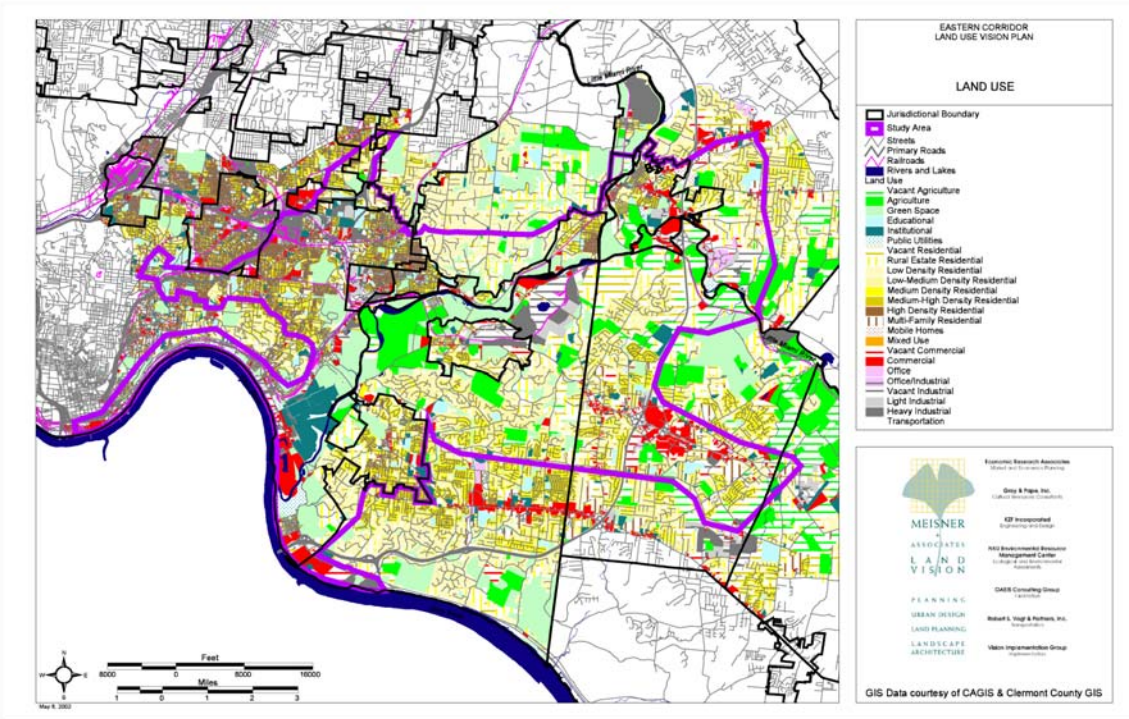


B. Existing Land Use, Zoning and Plans

1. Existing Land Use

The existing land use within the Eastern Corridor Study Area, and its surrounding area, is shown in Figure 3-13.

Eastern Corridor – Existing Land Use
Figure 3-13



The existing land use is characterized, by acreage currently existing within each land use category, in Table 3-1.

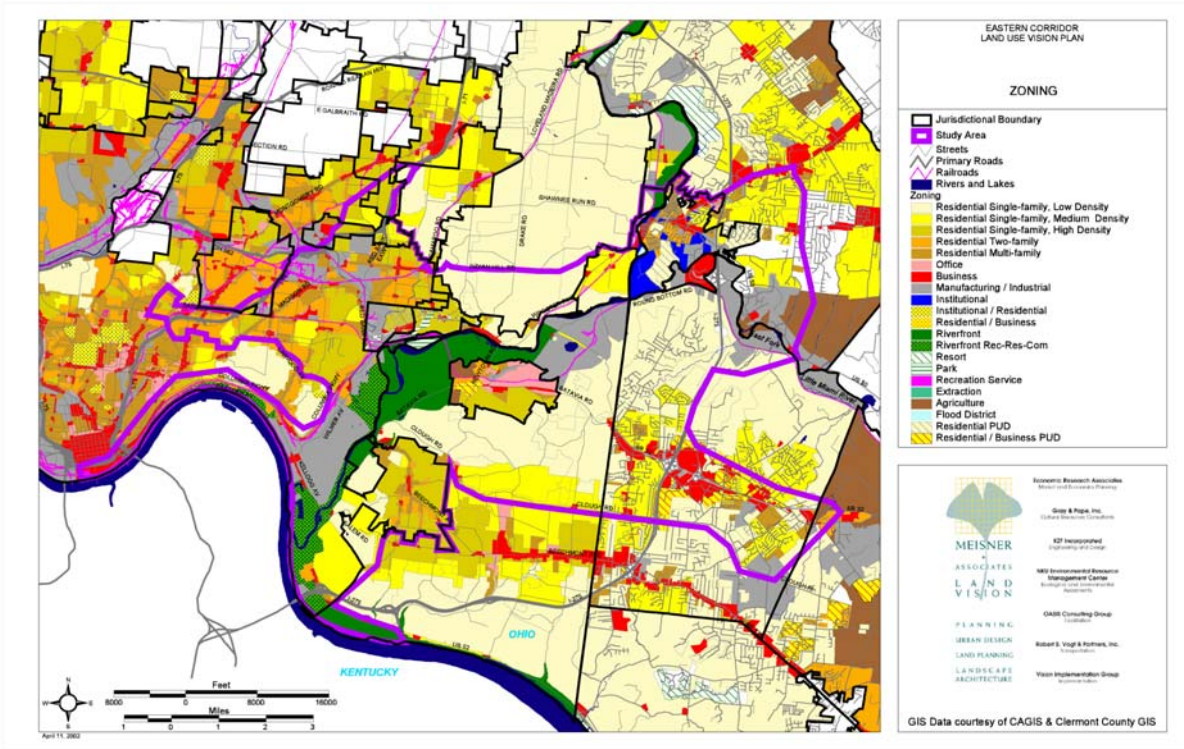
EXISTING LAND USE ACREAGES
Table 3-1

Existing Land Use	Total Acreage	Existing Land Use	Total Acreage
Open Space	8917	Mobile Homes	136
Heavy Industrial	1774	Multi-Family Residential	2475
High Density Residential	1914	Office	554
Institutional	2486	Office/Industrial	0
Light Industrial	1229	Public Utilities	618
Low Density Residential	7842	Rural Estate Residential	4869
Low-Medium Density Residential	6892	Transportation	4636
Medium Density Residential	4587	Vacant Agriculture	3828
Medium-High Density Residential	2339	Vacant Commercial	1453
Mixed Use	28	Vacant Industrial	1149

2. Zoning

The existing zoning within the Eastern Corridor Study Area is shown in Figure 3-14. The zoning shown here is generalized, grouping together similar categories with different specific characteristics. This generalization is done because of the large number of jurisdictions, and differences in specific zoning terms and descriptions.

Eastern Corridor – Zoning
Figure 3-14



3. Existing Plans

Table 3-2 lists the local plans that were examined during the Eastern Corridor Land Use Visioning process. These plans, some being more recent than others, were incorporated to the extent that they are relevant in the current context. Some of the specifics of thes plans are discussed in the Focus Area Discussion in Section IV.

Local Planning Documents
Table 3-2

CITY OF CINCINNATI NEIGHBORHOOD PLANS	DOCUMENT	YEAR
California	California Executive Summary	1980
California	California Land Development Plan	1978
Columbia - Tusculum	Columbia – Tusculum Neighborhood Business District	1996
East End	Infrastructure Improvement Study	1997
East End	Community Development Plan and Guidelines	1992
Evanston	Evanston NBD Urban Renewal Plan	1998
Hyde Park	Hyde Park East NBD	1996
Kennedy Heights	Kennedy Heights Community Plan	1983
Kennedy Heights	Kennedy Heights/ NBD Urban Design Plan	1982
Linwood	Little Miami River – Wooster Road Neighborhood Design and Land Use Study	1981
Madisonville	Madisonville NBD Urban Design Plan	1983
Madisonville	Madisonville - GRTR CINCI Foundation NB Plan	1994
Madisonville	Madisonville Industrial Corridor – Urban Renewal Plan	1998
Mt. Adams	Mt. Adams Hillside Urban Design	1990
Mt. Washington	Mt. Washington NBD Renewal Plan	1996
North Avondale	North Avondale Reading Road Urban Design Plan	1995
Oakley	Roberts Avenue Corridor Urban Renewal Plan	2001
Oakley	Oakley Urban Renewal Plan	2000
Oakley	Oakley North Urban Renewal Plan	2001
Walnut Hills	Walnut Hills MicMIllan St. NBD	1997
TOWNSHIP / VILLAGE PLANS	**DOCUMENT**	**YEAR**
Anderson Township	Anderson Township Guide Plan	1985
Anderson Township	Anderson Trails/Walkways	1999
Anderson Township	Land Use Planning Study – Guide Plan for Ancor Area	1994
Columbia Township	Wooster Pike –Land Use Plan and Special Public Interest (SPI) Overlay Districts	1997
Newtown	Newtown Comprehensive Plan	1997
Fairfax	Fairfax Revitalization Plan	2000
Indian Hill	Village of Indian Hill Land Use Plan	1986
Madeira	City of Madeira Land Use Plan	1982
Miami Township	State Route 28 Study	2002
Newtown	Comprehensive Plan Update	1998
REGIONAL PLANS	**DOCUMENT**	**YEAR**
Eastern Corridor	Major Investment Study – Environmental Setting	1996
Eastern Corridor	Major Investment Study – Evaluation of Potential Impacts Of Five Plans Currently Under Consideration	1998
Eastern Corridor	Major Investment Study - 2020 Vision for the Eastern Corridor	200
Eight County OKI Region	OKI Fiscal Years 2000-2003 Transportation Improvement Program	1999
SORTA / Metro Service Area	Metro Moves Executive Summary: The Future of Transit for Greater Cincinnati	2001

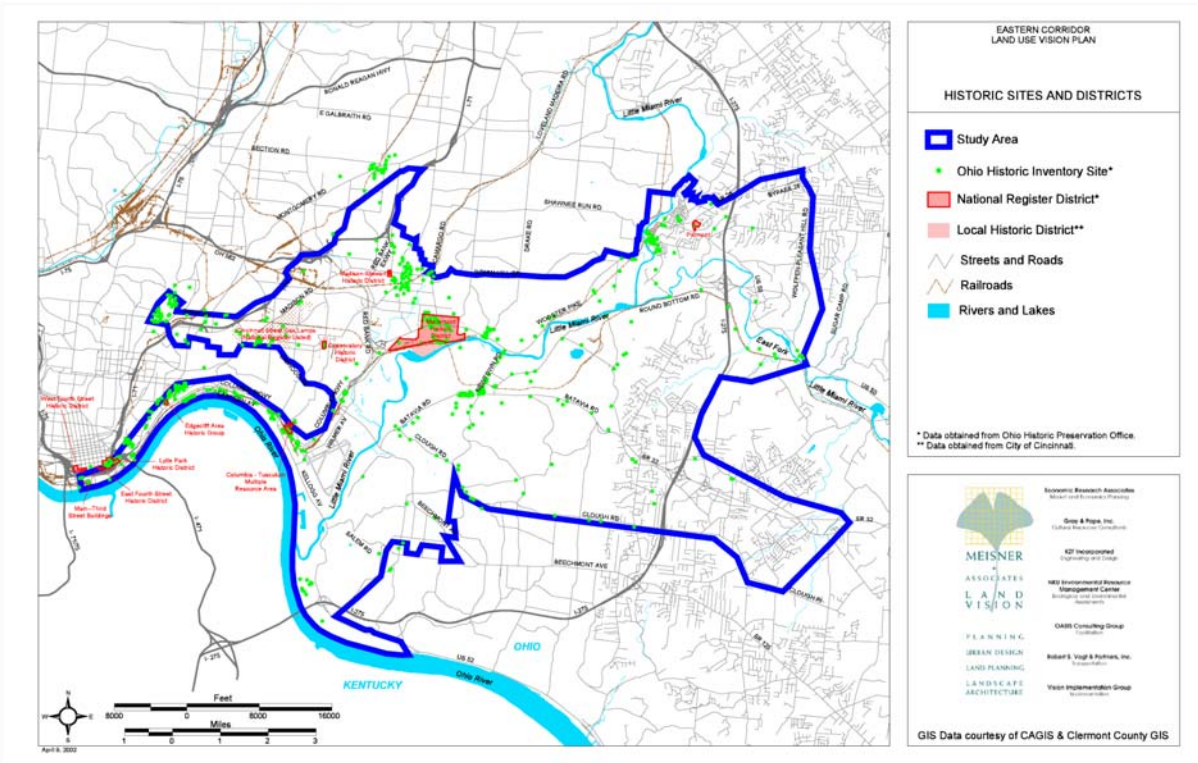
C. Cultural Resources

The Eastern Corridor Study Area was divided into three (3) sub-areas for the purposes of evaluating cultural resources. The cultural resources, which include documented Historic Sites (Figure 3-14); Areas Of Architectural Sensitivity (Figure 3-15) properties; Historic Railroad Corridors (Figure 3-16); and a generalized map of Archaeological Sites (Figure 3-17), are summarized in three (3) separate reports by Gray & Pape, listed in the bibliography. The figures below graphically display this information.

1. Historic Sites

The historic sites within the Eastern Corridor Study Area are shown in Figure 3-15. These sites were inventoried as a preliminary step in identifying areas of architectural sensitivity, discussed in the next section.

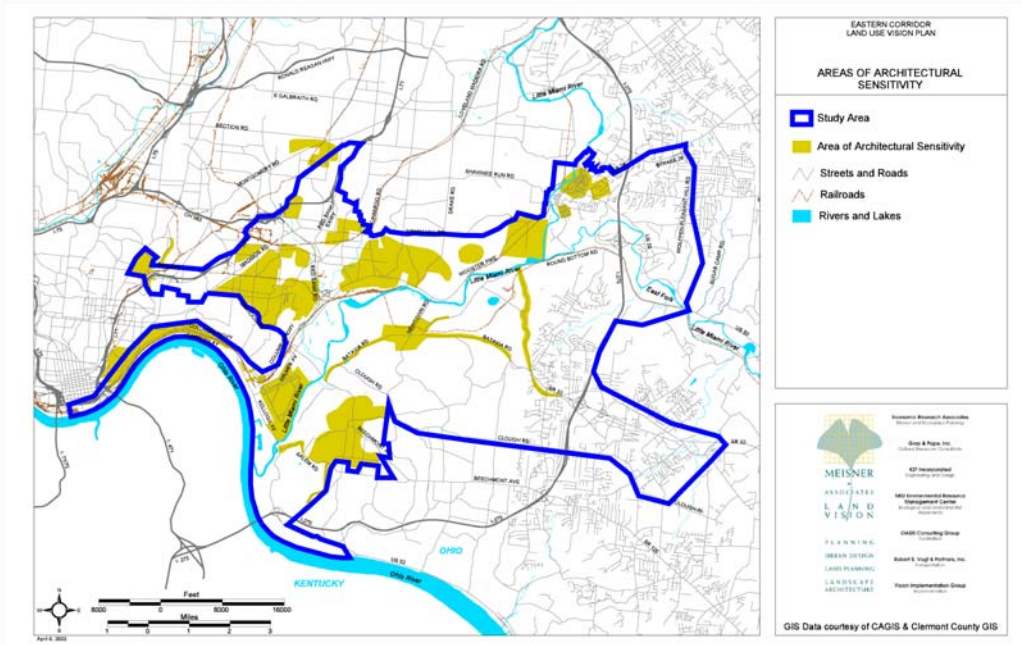
Eastern Corridor Cultural Resources – Historic Sites
Figure 3-15



2. Architectural Sensitivity

Areas of architectural sensitivity within the Eastern Corridor Study Area are shown in Figure 3-16. These are areas that are characterized as having a significant proportion of historic buildings, classified as those buildings over fifty (50) years old. Any large-scale physical improvements in these areas would need to conduct a more detailed survey of actual historic sites.

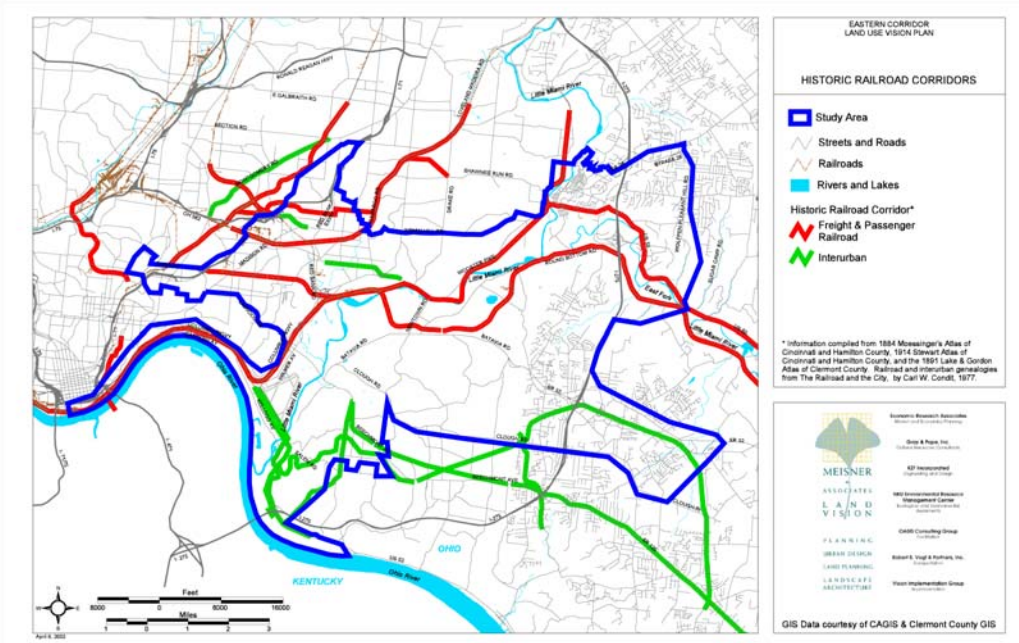
Eastern Corridor Cultural Resources – Architectural Sensitivity
Figure 3-16



3. Historic Railroad Corridors

The historic railroad corridors of the Eastern Corridor Study Area are shown in Figure 3-17. Red lines show freight and transportation corridors, while green lines represent interurban lines that connected the center city with outlying areas in the past. Some of these alignments could have a usefulness in the future, as transit corridors are potentially reestablished.

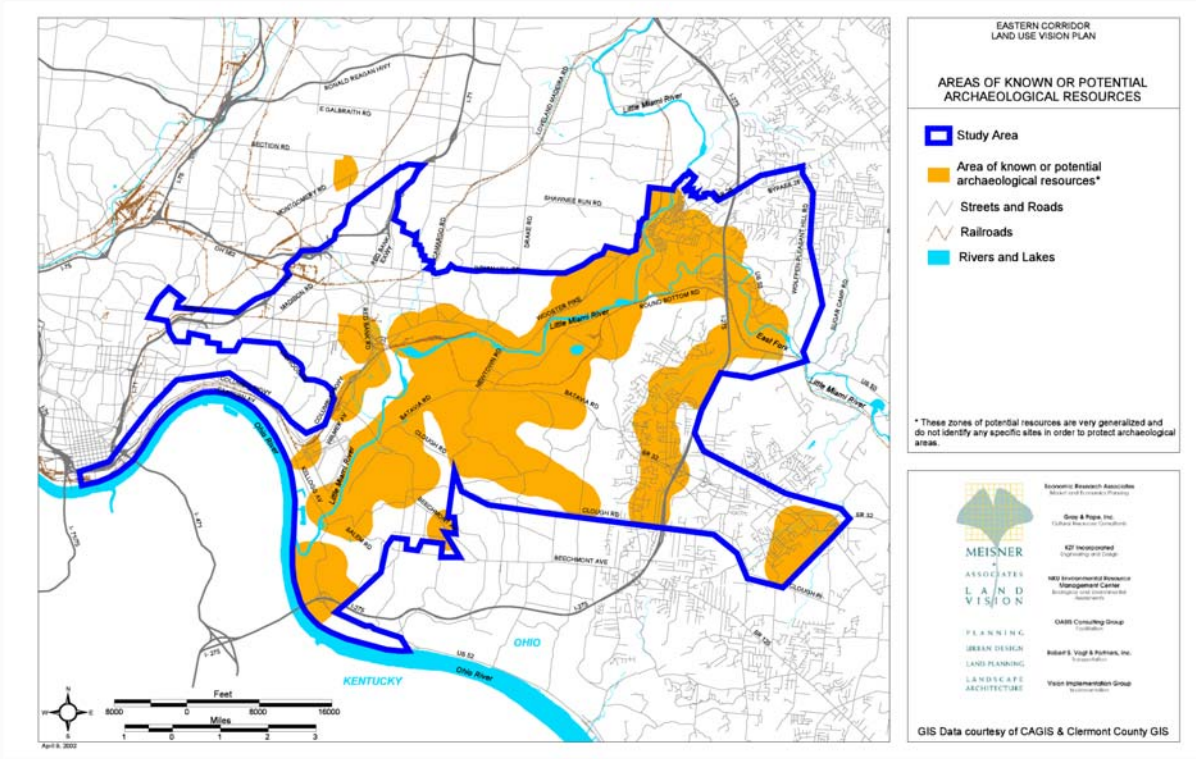
Eastern Corridor Cultural Resources – Historic Railroad Corridors
Figure 3-17



4. Archaeological Sites

A generalized map of the archaeological resources within the Eastern Corridor Study Area is shown in Figure 3-18. Specific locations cannot be identified within this document in order to protect the archaeological resources in the region. There exists, the potential, for an active archaeological dig and reconstruction of prehistoric settlements within this region, similar to the Sunwatch, along the Miami River in Dayton, Ohio

Eastern Corridor Cultural Resources – Archaeological Sites
Figure 3-18



D. Infrastructure

In order to refine the development potential (or lack thereof) throughout the Eastern Corridor, the current and planned infrastructure was examined. The following sections on electric, sanitary sewer, water and natural gas summarize the findings of the study.

1. Electric

The availability of electrical service is prominent throughout the study area. The dominant electric transmission service ranges from 69,000 volt to 138,000 volt pole mounted and 345,000 volt service on steel towers.

Cinergy Corporation provides electric service in the study area. Existing services includes:

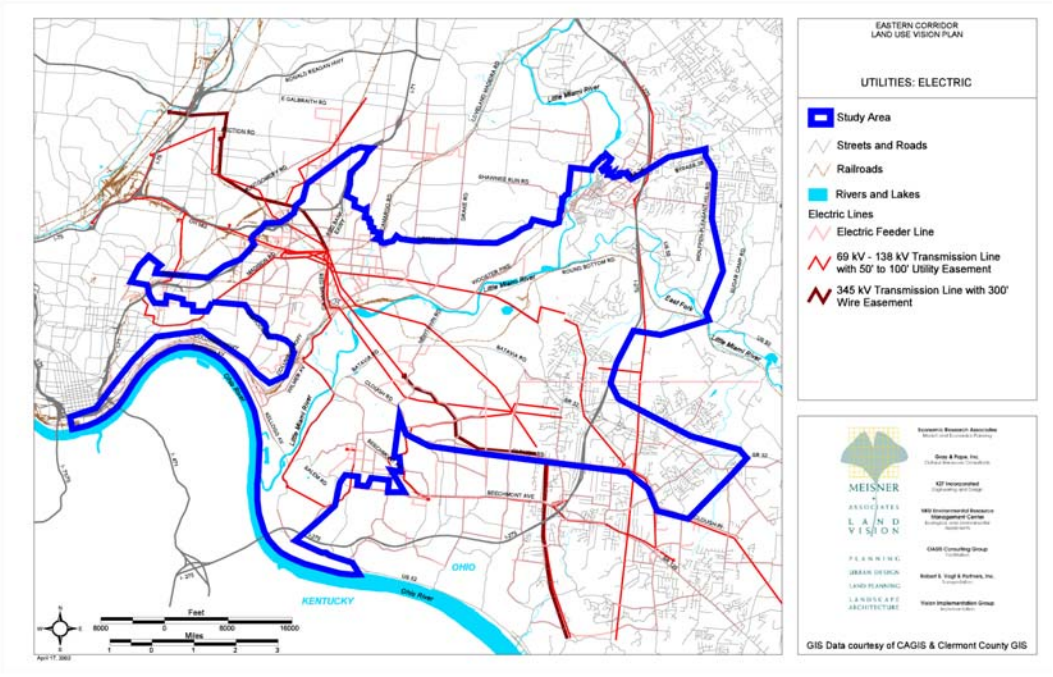
- 3 Phase services on portions of Round Bottom to Broadwell Road.
- 3 Phase service on Broadwell Road.
- 3 Phase service on Mt. Carmel Road south of Broadwell Road.
- 3 Phase services along the Railroad Bridge over Mt. Carmel Road.
- Single phase service on Round Bottom Road at Mt. Carmel Road.

Electric service appears to be adequate for those businesses and residences now located in the study area.

At the present time no major changes are planned within the next five years. No totally new facilities within the study area are planned as well. However, as new development occurs in the future, primarily the area referred to as Ancor (northeast of Newtown), it may be necessary for the power company to upgrade their system. Service improvements would be by above ground electric service extension, the cost of which is typically borne by the utility company. The level of service to each property would be determined by need on a case-by-case basis. The cost of underground service from the street to the facility would be borne by the property owner.

Figure 3-19, shows the electric transmission lines throughout the Eastern Corridor

Eastern Corridor Infrastructure - Electric
Figure 3-19



2. Sanitary Sewer

There are two (2) sanitary sewer districts within the study area. The Metropolitan Sewer District (MSD) governs the sanitary and combined sewer facilities throughout the City of Cincinnati and Hamilton County. The City of Milford has its own sewage treatment facility. The Clermont County Sewer District governs the area east of the Hamilton County line and beyond Milford.

A large portion of the study area is adequately served by existing sanitary facilities except for the following locations:

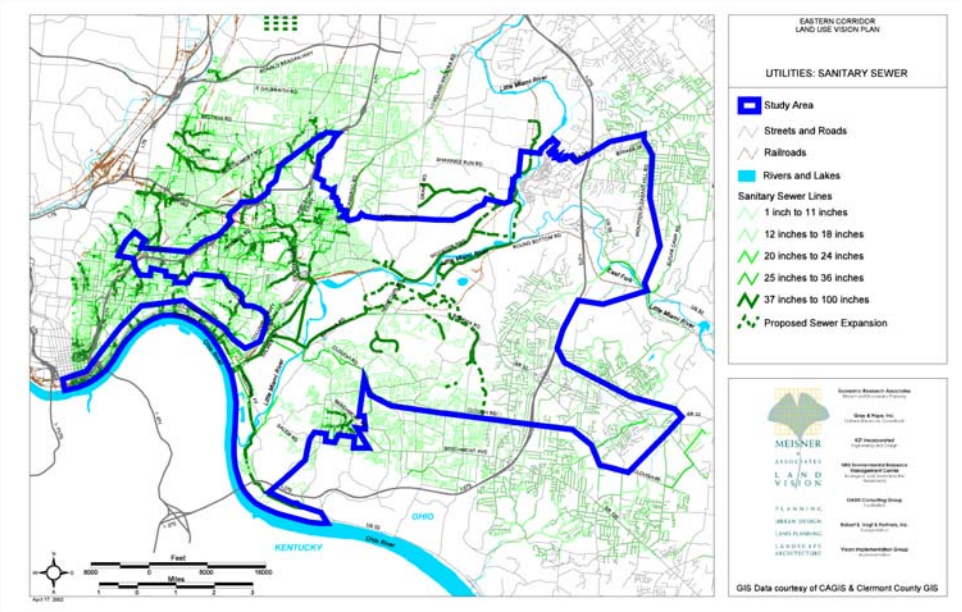
- Terrace Park: The community is currently not connected to any public sewer system.
- Round Bottom Road Area: The area surrounded by SR 32 and Round Bottom Road to the north, Newtown Road to the west and the Hamilton County Line to the east.
- Little Miami River Area: The area located north of the Little Miami River between Terrace Park and Mariemont. Currently individual properties are predominately using cavitette systems.

The following improvements are currently planned by MSD:

- A new sanitary sewer to serve Terrace Park beginning west of Newtown to Church Street, then across the Little Miami River to Wooster Pike, east on Wooster to Terrace Park to be constructed in 2002 for an estimated cost of $12.6 million.
- New sewer line beginning at Newtown Road near Valley Lane extending east along Round Bottom Road to Edwards Road, east along the north side Norfolk/Southern Rail Road for a short distance then heading south to SR 32, then along SR 32 to Eight Mile Road and south on Eight Mile Road to Bridle Road. Planned for construction in 2004 at an estimated cost of $2.2M.
- Upon completion of the above-mentioned system, MSD plans on constructing a new system beginning at a connection at Round Bottom Road continuing along Round Bottom Road to just short of Hamilton/Clermont County line. Planned construction date 2005 at an estimated cost of $3.5M.

Any future expansion or upgrade of service, not mentioned above, would be development driven. Figure 3-20, shows the current and proposed sanitary sewer lines throughout the Eastern Corridor

Eastern Corridor Infrastructure – Sanitary Sewer
Figure 3-20



3. Water

Cincinnati Water Works (CWW) supplies all of the water to the City of Cincinnati as well as the majority of Hamilton County. The water treatment plant at Kellogg Avenue can adequately serve future needs within the study area. In addition, the Indian Hills Water Works provides water services to the Village of Terrace Park. The City of Milford has its own water facility. The Clermont County Sewer and Water District predominantly supplies Clermont County.

Water service is available throughout the study area. The major area which would possibly require additional lateral connections and the upgrading of existing water mains is located between SR 32 and the Little Miami River to the north and from the Hamilton County Line to Newtown Road. At this time existing water mains are present within the above area at the following locations:

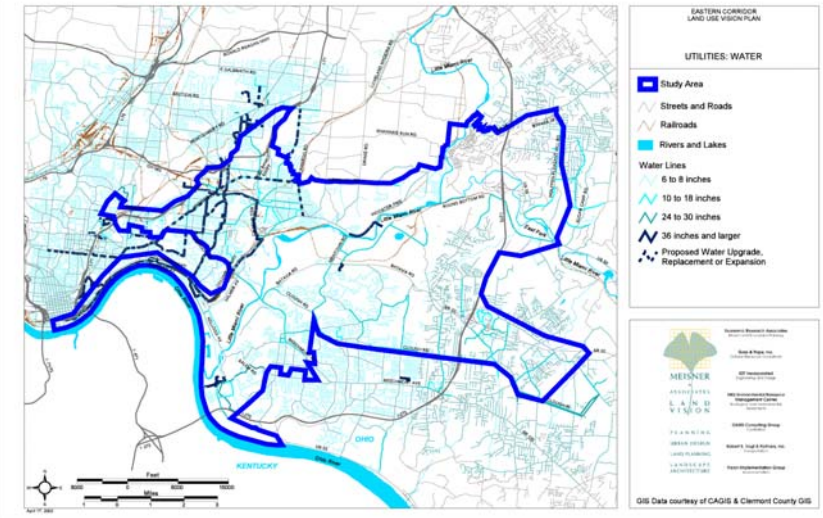
- 8 inch high pressure main along SR 32 from Newtown east to Little Dry Run.
- 16 inch main runs along Newtown Road north to SR 32 then east to Round Bottom Road.
- 12 inch main along Round Bottom Road from the 16 inch main in SR 32 to Broadwell Road.
- 12 inch main continues east on Broadwell Road to Mt. Carmel Road and north about halfway to Round Bottom Road.

The CWW is planning on completing a closed loop system for the above-mentioned area within the next 10 years. However, the actual completion timetable is development driven. The following options for completing a closed loop system are:

- Construct a new 12 inch water main between the existing in Round Bottom Road near Broadwell Road and the existing main along Wooster Pike.
- Following completion of the above a 12 inch main could be connected to the existing 12 inch main in Round Bottom Road at Broadwell Road and extend out Round Bottom Road to Mt. Carmel Road, then south along Mt. Carmel interconnecting with the existing 12 inch main.
- Connect a new 12 inch line to the existing 16 inch water main in Eight Mile Road at Bridle Road. The new line would extend along Eight Mile Road to SR 32 then east on SR 32 to Mt. Carmel Road. The new line would turn north on Mt. Carmel Road and extend down to Broadwell Road and connect to the existing 12 inch line.
- A new 12 inch water main extending west from Eight Mile Road along SR 32 to the bottom of the hill then traverses north within a new easement. However, this option would involve crossing into the area served by the Clermont County Water District.

Development would determine the extent of any future expansion or upgrade of services in the study area. Figure 3-21, shows the existing water lines throughout the Eastern Corridor.

Eastern Corridor Infrastructure – Water
Figure 3-21



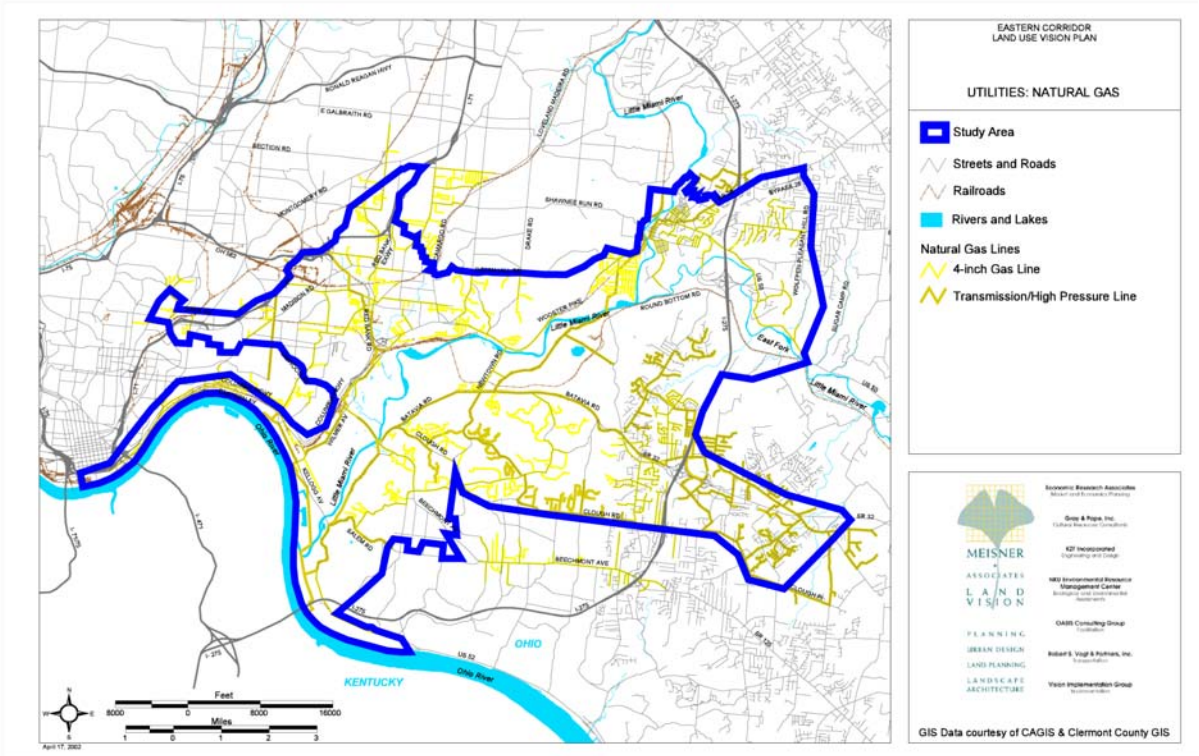
4. Natural Gas

Currently the Cinergy Corporation is the main provider of natural gas throughout the study area. Gas transmission and distribution lines are predominant throughout the study area except for the corridor located between S.R. 32, the Little Miami River and Mount Carmel Road. Although transmission lines are located along S.R. 32, Round Bottom Road to Mt. Carmel Road and Broadwell Road to Mt. Carmel, lateral service mains would be required for future development within this corridor.

Should development occur along Mt. Carmel Road north of Broadwell Road, new gas service will have to be extended into this area. The existing gas mains can be routed from the existing line in Broadwell or Round Bottom Roads. Costs to extend natural gas services is typically paid for by the developer or property owner.

Future development would determine the extent and timing of any future expansion or upgrade of services in the study area. Figure 3-22, shows the natural gas lines throughout the Eastern Corridor

Eastern Corridor Infrastructure – Natural Gas
Figure 3-22



E. Economic Context

Economics Research Associates (ERA) prepared two (2) reports regarding the Eastern Corridor. The first report, dated June 2001, examined demographics, economic trends, and real estate markets. The second report, dated January 2002, examined detailed demographics for each of the Focus Areas, development attractions, baseline development patterns, and economic impacts of selected plan elements. Relevant sections of these reports regarding development trends, focus area characterizations such as demographics and attractors for development, and potential economic impacts of transportation/access improvements, are discussed below. Further information can be found in the original reports, listed in the bibliography.

1. Development Trends

a. Metropolitan Area

In the *Eastern Corridor Overview – Demographic/Economic/Real Estate* report by ERA (June 2001), the economic, demographic, and real estate trends for metropolitan Cincinnati were examined. From these, some baseline demand estimates for the major property types have been prepared. The amount of demand is presented as the additional building space needed each year. The typical amount of building space leased or sold (absorbed) each year during the 1990s is presented for comparison. Future estimates for **the metropolitan area**, presented in Table 3-3, are based on:

- Historic market trends,
- Current position in the real estate cycle, and
- Underlying demographic and economic factors.

Metropolitan Cincinnati: Net Annual Real Estate Demand (Absorption)
Table 3-3

			Average Annual Future Estimates		
Property Type		**1990s Typical**	**0-5 Years**	**6–10 Years**	**11–20 Years**
Office	Sq. Ft.	625,000	300,000	800,000	625,000
Retail	Sq. Ft.	*Mixed	200,000	900,000	700,000
Industrial	Sq. Ft.	4,300,000	3,500,000	2,000,000	4,300,000
Single Family	Units	9,300	10,000	7,000	9,300
Multifamily	Units	1,200	2,500	500	1,200
Hotel	Rooms	375	150	400	375

* Retail construction has fluctuated throughout the 1990s, making it impossible to represent a typical annual estimate

Source: Economics Research Associates

Table 3-3 indicates that during the 1990s, an average of 625,000 square feet of Office space was built annually in the entire metropolitan region. It indicates that for the entire metropolitan region, an average of 300,000 can be expected per year from 0-5 years; an average of 800,000 square feet per year from 6-10 years; and an average of 625,000 square feet per year from 11-20 years. Projections for other land use categories can be read from the table in a similar manner.

b. Eastern Corridor

Within the Eastern Corridor, demand projections are based on:

- Overall baseline figures, assuming changes within the Eastern Corridor in themselves will not affect the overall market position of the metropolitan area[1]
- Historic and potential future household movement
- Relative access
- Regional development patterns

The Eastern Corridor is a complex region, covering overlapping and interrelated jurisdictions, submarkets, property types, development patterns, and other factors. Changes in one area will affect other areas. More detailed analysis is required to model the feasibility and impact of specific development or redevelopment projects. Such an analysis is inappropriate for a vision planning process of this scale, but should be considered during the implementation of this plan. This analysis provides general guidance for the Vision Plan and proposed implementation strategies. Table 3-4 gives estimates of future development trends **within the Eastern Corridor**.

Eastern Corridor Study Area : Net Building Space Demand (Absorption)

Table 3-4

Property Type		0-5 Years			5-10 Years			10-20 Years		
		Capture[1]	Avg./Yr.[2]	Buildout[3]	Capture[1]	Avg./Yr.[2]	Buildout[3]	Capture[1]	Avg./Yr.[2]	Buildout[3]
Office	Sq. Ft.	8%	24,000	120,000	8%	64,000	440,000	8%	50,000	690,000
Retail	Sq. Ft.	-10%	-20,000	-100,000	3%	27,000	35,000	3%	21,000	140,000
Industrial	Sq. Ft.	5%	175,000	875,000	5%	100,000	1,375,000	5%	215,000	2,450,000
Single Family	Units	15%	1,500	7,500	5%	350	9,250	5%	465	11,575
Multifamily	Units	5%	125	625	8%	40	825	8%	96	1,305
Hospitality	Rooms	10%	15	75	10%	40	275	10%	38	463

[1]Capture – Percent of metropolitan real estate space demanded that is likely to be developed within the Eastern Corridor
[2]Avg/Yr – Average amount of building space demanded each year for the 0-5 year, 5-10 year, and 10-20 year period, respectively
[3]Buildout – Total amount of building space demanded by the end of 5 years, 10 years, and 20 years, respectively

Source: Economics Research Associates

The capture rates presented in Table 3-4 indicate how much of the metropolitan development is currently projected to occur in the Eastern Corridor, and form a baseline with which to compare the amount of additional development that could be expected due to access and mobility improvements within this region (Section III, E, 4). The next section summarizes the development characteristics and major trends of individual communities located within the five (5) geographic Focus Areas. Since the Focus Areas encompass almost all types of urban development and represent a broad cross-section of metropolitan Cincinnati, the development trends and characteristics vary significantly between them, and may substantially differ from the overall regional trends.

[1] The Eastern Corridor covers less than 5% of the land area and represents 6.4% of the population in the Cincinnati-Hamilton Consolidated Metropolitan Statistical Area (CMSA). Changes and trends outside of the Eastern Corridor therefore have much more influence on the position and economic health of the CMSA as a whole. The Vision Plan will primarily impact areas within the Eastern Corridor and focus areas as they relate to each other and the CMSA.

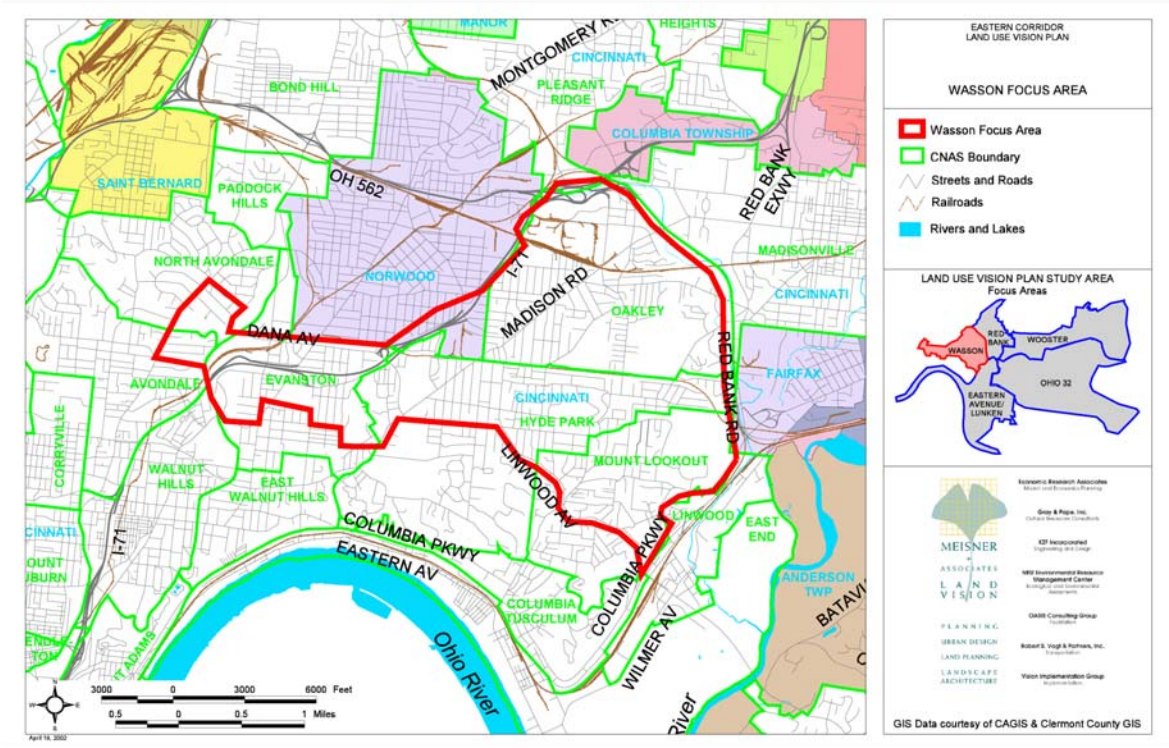
2. Focus Area Overview and Demographics

a. Wasson Focus Area

i. Overview – Wasson Focus Area

The Wasson Focus Area, as shown in figure 3-23, is made up primarily of the Cincinnati neighborhoods of Oakley, Hyde Park, and Evanston, and portions of Columbia Township and the City of Norwood. These communities are described briefly, below.

Focus Areas – Wasson
Figure 3-23



The Cincinnati neighborhood of ***Oakley***, just south of Columbia Township (and I-71) is a mixed-use area consisting of older commercial properties and institutions. The relatively isolated area of northern Oakley has several small residential subdivisions that are small and are therefore more difficult to protect and to remain viable, although they are well-kept. There have been population gains in this area. Additionally, there has been some redevelopment activity on the parcels with I-71 visibility, most notably the development on the northern portion of the Milacron property. There are additional redevelopment / infill opportunities in this area, given the interstate visibility and access. The southern part of Oakley is more uniform; it has relatively dense, established single-family residential streets developed in the first half of the twentieth century. This part of Oakley experienced population decreases in the 1990s, possible indications of troubles to come. To the south, the division between Oakley and Hyde Park lacks defined boundaries, but the transition is near the grocery-based Hyde Park Plaza shopping center. The Hyde Park Country Club is a major recreational facility with a large private membership.

The Cincinnati neighborhood of ***Hyde Park*** neighborhood consists of middle- to upper-income single-family homes, with scattered multifamily developments, dated from the first half of the twentieth century. Unlike Oakley to the north, total population figures remained somewhat stable. However, portions of the area have recently experienced increases in property values, notable rehabilitation activity, infill development, and shifting demographics. The population in Hyde Park is much younger in general, than residents in Oakley. In Hyde Park, between ten (10%) and thirty (30%) percent of the population is under age 18 years while less than fifteen percent of the population is older than 65 years. Conversely, in Oakley less than ten (<10%)percent of the population is under age 18 years while more than twenty percent is older than 65 years.

The Cincinnati neighborhood of ***Evanston*** is primarily residential and lies to the west of Hyde Park. The local character and real estate activity varies block by block from dense residential to vacant retail and commercial. Xavier University is in this area, and is included in the focus areas to incorporate the possibility of a transit rail-line along Wasson.

Columbia Township, in the Wasson Focus Area, is located north of the interchange at I-71 and Ridge Road. Much of the commercial activity at Ridge Road and Highland Ave. is within Columbia Township.

The City of ***Norwood*** is surrounded by the City of Cincinnati, and lies primarily northwest of I-71. The highly successful Rookwood development includes mid-rise office and "lifestyle" retail space along I-71, and is indicative of the increased demand for centrally located interstate accessible parcels, as well as the shifting of retail demand to areas closer to the central city.

ii. Demographics – Wasson Focus Area

The demographics of the Wasson Focus Area, as compared with the rest of the Eastern Corridor study area, can be briefly described, as follows:

- The population in the Wasson Focus Area declined slightly while the number of households increased from 1990 to 2000. CACI Marketing Systems (CACI) had projected a greater decline over this period.
- The Wasson Focus Area consists of several disconnected areas of density, population increase and decline, ethnicity, and other factors.
- The Wasson Focus Area has the lowest share of population under 18.

Table 3-5 gives the current and projected demographic characteristics for the Wasson Focus Area. Two estimates area shown for the year 2005; the Economics Research Associates (ERA) projection is a straight-line projection using the rate of change occurring between the 1990 census and the 2000 census. The CACI projections for 2000 and 2005 are based on additional data, but do not include the consideration of census data from the year 2000.

Demographic Trends For Wasson Focus Area
Table 3-5

	1990 Census	2000 Census	Annual Change	ERA 2005 Projection	CACI 2000 Estimate	CACI 2005 Projection
Population	31,920	30,193	-0.6%	29,274	28,882	27,745
Households	14,929	15,129	0.1%	15,241	14,017	13,668
Avg HH Size	2.14	2.00	-0.8%	1.92	2.06	2.03
Avg HH Inc	$ 39,136	n/a	n/a	n/a	$ 50,202	$ 77,948
Share of Total Population						
Male	44.6%	45.2%	-0.5%	45.5%	44.8%	44.8%
Female	55.4%	54.8%	-0.7%	54.5%	55.2%	55.2%
White	72.4%	69.8%	-0.9%	66.9%	69.4%	68.2%
Black	26.8%	26.9%	-0.5%	26.3%	29.3%	30.2%
Other	0.9%	3.3%	15.4%	6.8%	1.4%	1.6%
Hispanic	0.7%	1.5%	8.0%	2.1%	1.1%	1.5%
Under 18	20.0%	18.4%	-1.5%	17.6%	20.1%	19.6%
65 and Over	17.7%	15.2%	-2.3%	14.0%	18.8%	19.1%

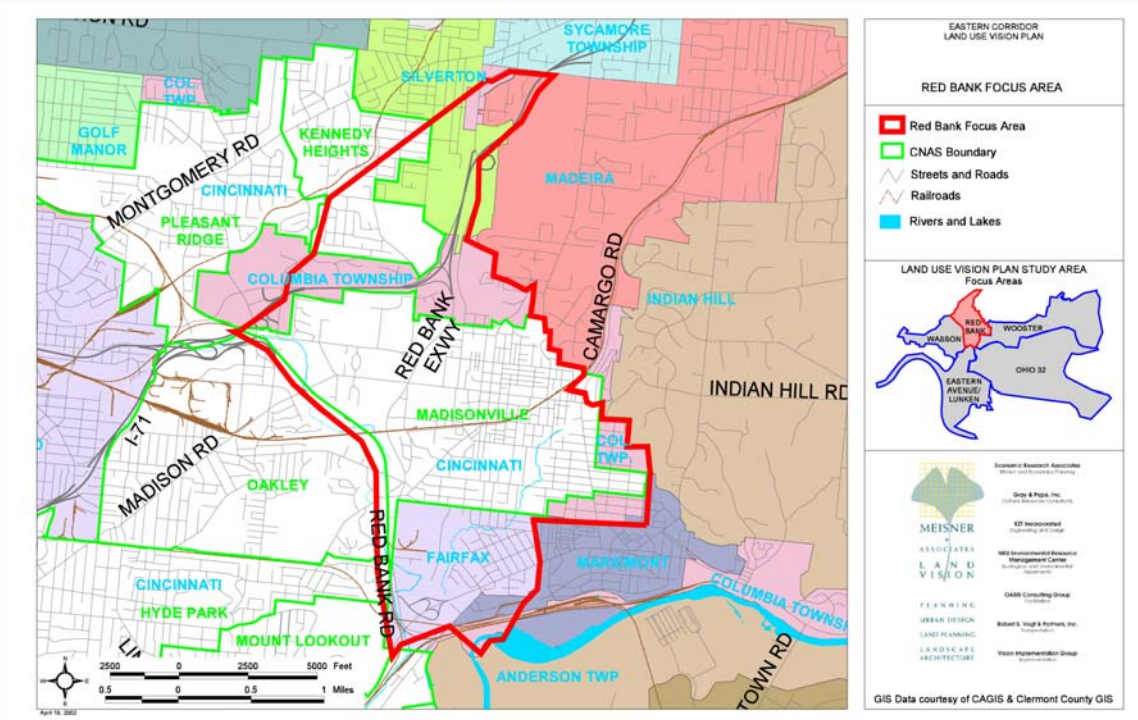
Census Tracts included to approximate focus area boundaries: 38, 40, 48, 50, 51, 52, 53, 54, 66
Sources: US Census, ERA utilizing 1990 – 2000 annual rate of change, CACI Marketing Systems

b. Red Bank Focus Area

i. Overview – Red Bank Focus Area

The Red Bank Focus Area, as shown in figure 3-24, is made up primarily of the Cincinnati neighborhood of Madisonville, the Village of Fairfax, the City of Madeira, and a portion of Columbia Township. These communities are described briefly, below.

Focus Areas – Red Bank
Figure 3-24



The Cincinnati neighborhood of ***Madisonville*** is a struggling urban neighborhood that has a central commercial corridor with storefront buildings, small lot single-family development, and mixed-use properties. The neighborhood has yet to experience the gentrification of other Cincinnati neighborhoods, and this is reflected in real estate values and (lack of) development activity. A significant portion of the building inventory suffers from lack of maintenance. A steep ridge separates this neighborhood from Indian Hill to the east and Madeira to the north. The Red Bank Expressway generally divides Madisonville from the Oakley neighborhood to the west. There are several schools along Red Bank Road near the Madison Road intersection including the Cincinnati Public Schools (CPS) Eastwood Paideia and John P. Parker, and the private Seven Hills School. There is some redevelopment in this area including the 5th/3rd Bank development at the old US Shoe facility. Fairfax and Mariemont abut Madisonville to the south. Given the urban fabric of Madisonville, and the propensity for certain demographic segments toward urban settings, revitalization may be possible for Madisonville. Care should be taken, if this begins to happen, not to cause undue displacement.

The Village of ***Fairfax*** is an older stable residential suburb with small but well-kept single-family homes largely made up of middle-income households. The commercial strip along US Route 50, near the southern boundary is somewhat careworn, and lacks a "sense of place". A revitalization plan was approved in October 2000 and is expected to be implemented starting in 2002. The southwest corner of the Village consists of older commercial (industrial, retail) properties, as well as a complex connection of Red Bank Road, Columbia Parkway, several local roads, and several railroads. The access to this location is excellent, given the number of major roadways, but market potential is currently limited by a relatively confusing local road system.

Columbia Township, in the Red Bank Focus Area, is a narrow strip of unincorporated Hamilton County that lies adjacent to Madisonville to the north and east. To the north lie the Cincinnati neighborhoods of Kennedy Heights and Pleasant Ridge, as well as the suburb of the City of Silverton. To the east lie the cities of Madeira and the Village of Indian Hill. It is generally characterized by a mixture of established residential neighborhoods; there is a large park (Drake) north of the Red Bank Road / I-71 interchange.

The City of ***Madeira*** is a suburb located between Silverton and Indian Hill. It is characterized by large affluent residential development.

ii. Demographics – Red Bank Focus Area

The demographics of the Red Bank Focus Area, as compared with the rest of the Eastern Corridor study area, can be briefly described, as follows:

- The Red Bank Focus Area experienced more rapid population losses from 1990 to 2000 than previously projected by CACI.
- The Red Bank Focus Area has the highest minority population of the focus areas.

Table 3-6 gives the current and projected demographic characteristics for the Wasson Focus Area.

Demographic Trends For Red Bank Focus Area

Table 3-6

	1990 Census	2000 Census	Annual Change	ERA 2005 Projection	CACI 2000 Estimate	CACI 2005 Projection
Population	27,510	24,510	-1.3%	22,987	25,426	24,473
Households	11,333	10,910	-0.4%	10,682	10,843	10,592
Avg HH Size	2.43	2.25	-0.9%	2.15	2.34	2.31
Avg HH Inc	$ 29,283	n/a	n/a	n/a	$ 38,355	$ 77,760
Share of Total Population						
Male	45.2%	45.6%	-1.2%	45.8%	45.4%	45.3%
Female	54.8%	54.4%	-1.4%	54.2%	54.6%	54.7%
White	45.4%	41.9%	-2.1%	38.9%	39.1%	36.9%
Black	53.7%	54.6%	-1.1%	53.5%	59.9%	62.1%
Other	0.8%	3.5%	15.8%	7.5%	1.0%	1.1%
Hispanic	0.4%	0.9%	7.7%	1.4%	0.6%	0.7%
Under 18	25.0%	24.0%	-1.7%	23.4%	25.1%	24.3%
65 and Over	16.5%	15.8%	-1.8%	15.4%	17.1%	17.2%

Census Tracts included to approximate focus area boundary: 55, 56, 58, 108, 238, 247
Sources: US Census, ERA utilizing 1990 – 2000 annual rate of change, CACI Marketing Systems

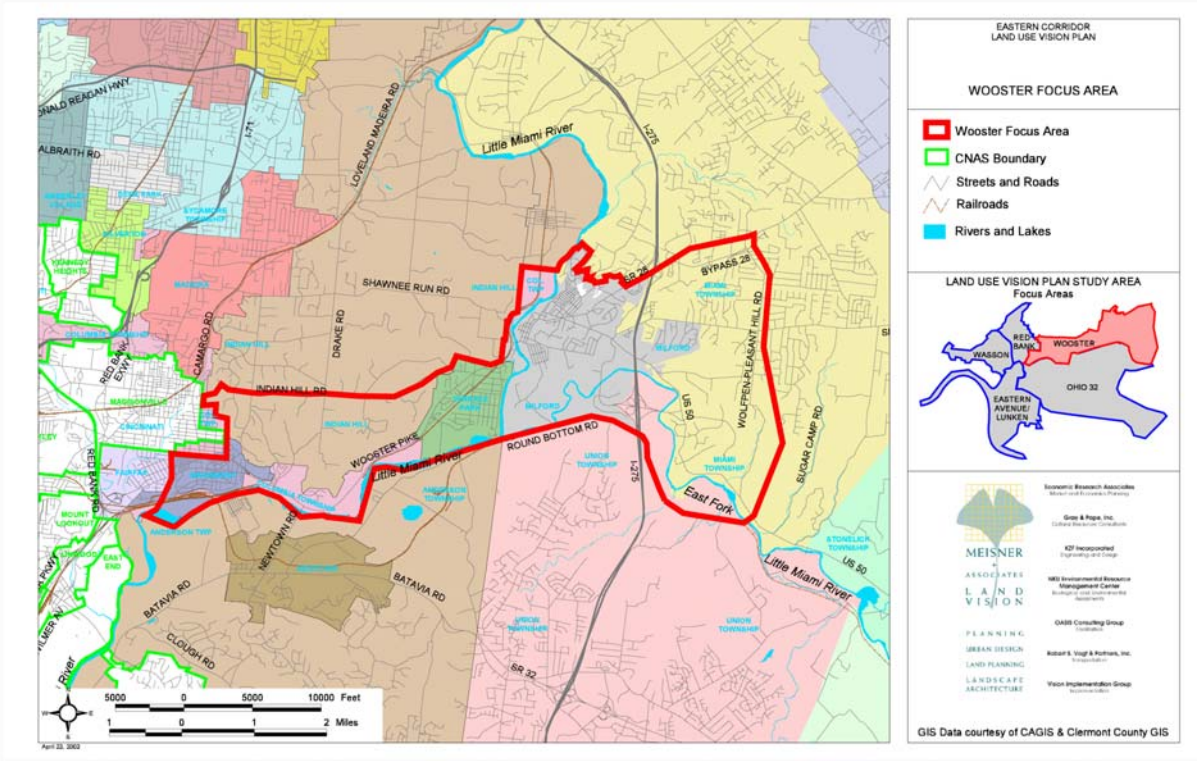
c. Wooster Focus Area

i. Overview – Wooster Focus Area

The Wooster Focus Area, as shown in figure 3-25, is made up primarily of the Cities of Milford and the Village of Indian HIll, Columbia Township, the Villages of Mariemont and Terrace Park, and Miami Township in Clermont County. These communities are described briefly, below.

Focus Areas – Wooster

Figure 3-25



The City of ***Milford*** is located just north of the expanded Exit 59 off I-275, on the boarder between Hamilton County and Clermont County. This area is experiencing new development pressure due to the expansion of Exit 59. Originally slated for a business park, development is currently retail in nature despite the overbuilt status of the Eastgate area. Downtown Milford, a historic river town dating from the late 1800s, has antique and boutique shops in the downtown commercial storefronts, surrounded by aging residential neighborhoods. This is the only section of the focus areas within Clermont to experience population losses in the 1990s. Along US 50 there is dated suburban-style strip retail that has had some difficulties in the market. However, with the connection of Exit 59 to Ohio State Highway 131 (Milford Parkway), redevelopment as well as new development could soon follow.

In ***Miami Township***, Clermont County, the Park 50 Tech Centre has had difficulties attracting business tenants from the northern Cincinnati commercial submarkets, although there are several major tenants. The park consists largely of low-rise office and industrial-flex buildings. There are still significant undeveloped land assets available for development in this complex.

The ***Mulberry*** area lies north and east of Milford in ***Miami Township***. There has been some recent development near the I-275 / Ohio State Route 28 interchange including hotels and restaurants. Farther east, the Ohio Route 28 Bypass has begun to drain market demand from the established retail strip by pulling traffic off old Ohio State Route 28. Successful retail enterprises require adequate traffic counts. Mixed-use development is currently in the planning phases for the Old Ohio Route 28 area.

A small portion of ***Columbia Township*** lies along US 50 east of Mariemont. There is currently a mix of commercial uses to the south of US 50, and a mix of commercial and residential to the north. There are several underutilized parcels along the narrow strip of land.

The Village of ***Terrace Park*** is an upper-income residential suburb nestled between a ridge and the Little Miami River, surrounded by greenspace. The community has a grid street pattern and small lot sizes. Residents of this suburb tend to have larger average household size and higher percentage of children.

The City of ***The Village of Indian Hill*** is a mid- to high-income suburb with very large lots. It sits on top of the ridge overlooking the Little Miami River basin. Due to restricted accesses (limited road connections, topography, etc.) economic interactions are minimal between Indian Hill and other portions of the Study Area on its southern corporation line. Just south of Indian Hill, along Wooster Pike, there are some suburban-style retail establishments.

The Village of ***Mariemont*** is an historic planned community with an attractive village center. There has been increasing demand for the houses and apartments in this planned community, and the downtown square has several storefront restaurants and shops. Mariemont has experienced population gains in the 1990s, in contrast to Fairfax to the west and Madisonville to the north.

ii. Demographics – Wooster Focus Area

The demographics of the Wooster Focus Area, as compared with the rest of the Eastern Corridor study area, can be briefly described, as follows:

- This is the least dense of the focus areas.
- Average household incomes in the Wooster Focus Area are only slightly lower than those in the Ohio Route 32 Focus Area.
- The Wooster Focus Area is the only focus area to experience an increase in the percentage of children as well as increasing household size.

Table 3-7 gives the current and projected demographic characteristics for the Wasson Focus Area.

Demographic Trends For Wooster Focus Area

Table 3-7

Census Tracts Included*	1990 Census	2000 Census	Annual Change	ERA 2005 Projection	CACI 2000 Estimate	CACI 2005 Projection
Population	14,728	16,084	1.0%	16,891	15,670	16,228
Households	6,095	6,617	0.9%	6,926	6,589	6,888
Avg HH Size	2.42	2.43	0.1%	2.44	2.38	2.36
Avg HH Inc	$ 46,322	n/a	n/a	n/a	$ 64,264	$129,135
Share of Total Population						
Male	46.3%	46.6%	1.1%	46.8%	46.3%	46.5%
Female	53.7%	53.4%	0.9%	53.2%	53.7%	53.5%
White	98.6%	97.4%	0.9%	95.9%	98.2%	98.1%
Black	1.0%	1.2%	3.2%	1.3%	1.2%	1.3%
Other	0.4%	1.4%	15.5%	2.8%	0.6%	0.7%
Hispanic	0.5%	0.9%	8.4%	1.2%	1.0%	1.5%
Under 18	24.0%	26.2%	2.0%	27.5%	23.0%	22.3%
65 and Over	16.3%	16.0%	0.8%	15.9%	16.2%	16.2%

*Census Tracts included to approximate focus area boundary: 245, 248, 405, 406
Sources: US Census, ERA utilizing 1990 – 2000 annual rate of change, CACI Marketing Systems

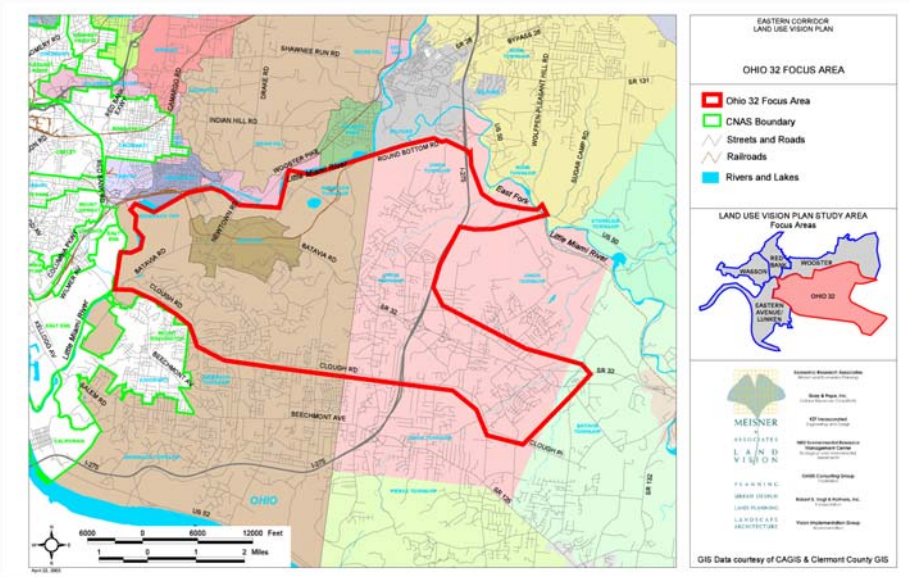
d. Ohio State Route 32 Focus Area

i. Overview – Ohio 32 Focus Area

The Ohio 32 Focus Area, as shown in figure 3-26, is made up primarily of Anderson Township, the Village of Newtown, and Union Township in Clermont County. These communities are described briefly, below.

Focus Areas – Ohio 32

Figure 3-26



Anderson Township, within Hamilton County, makes up roughly 2/3 of the Ohio State Route 32 Focus Area. This area is largely characterized by suburban-style single-family development that has occurred in the last several decades. There are still several larger agricultural parcels in the Township. More intensive development has passed over these parcels due to access, pricing, and flooding.[2] These parcels provide opportunities for future infill residential development and/or preservation as green space, most predominately sports field. It should be noted that south of the Eastern Corridor Study Area, in the Beechmont section of Anderson Township, population has been decreasing and aspects of the commercial area along Ohio Route 125 have had increased vacancies. Additionally, the Ancor Industrial Park has shown disappointing acceptance in the marketplace due largely to access issues.

The ***Little Miami Riverbasin*** is not a designated neighborhood, but a unique area that falls within the Linwood and East End neighborhoods, as well as portions of Anderson Township. It is primarily characterized by sod farms and recreational areas. Development has historically been restricted in this area due to environmental, floodplain, and access issues.

The Village of ***Newtown*** is an older community that has been surrounded by the expansion of metropolitan Cincinnati. There are several small service commercial establishments along Ohio State Route 32. Due to difficult access issues and congestion, revitalization efforts have not been largely successful. A major element in this area is an active quarry; redevelopment alternatives of this property when active mining is completed, should be considered. South of Ohio Route 32, the high-end golf and residential community of Ivy Hills was developed during the 1990s.

The Eastgate Mall area in ***Union Township***, Clermont County is most notably characterized by the commercial development along Ohio State Route 32 extending east from I-275. The retail establishments in the area, totaling almost four million square feet, have been repositioning due to historical over expansion. Office development has been slow to emerge, but there have been a few one-story professional offices and hotels added recently.

Mt. Carmel / Summerside neighborhoods in Union Township, Clermont County, lie to the west of I-275. While generally suburban in nature, there are some areas of slightly higher-density single family development, and a small strip commercial area along Ohio State Route 32. There are still infill development opportunities.

ii. Demographics – Ohio 32 Focus Area

The demographics of the Ohio 32 Focus Area, as compared with the rest of the Eastern Corridor study area, can be briefly described, as follows:

- The Ohio Route 32 Focus Area covers the largest geographic area.
- The Ohio Route 32 Focus Area has the highest average household income and the largest average household size, in spite of recent declines in household size.
- Within the Ohio Route 32 Focus Area, the areas in Anderson Township experienced the largest population gains from 1990 to 2000.
- The Ohio Route 32 Focus Area has the smallest percentage of elderly people.

Table 3-8 gives the current and projected demographic characteristics for the Wasson Focus Area.

[2] For those parcels in the Little Miami River Valley.

Demographic Trends For Ohio Route 32 Focus Area

Table 3-8

	1990 Census	2000 Census	Annual Change	ERA 2005 Projection	CACI 2000 Estimate	CACI 2005 Projection
Population	30,688	38,036	2.4%	42,854	36,178	38,145
Households	11,116	14,692	3.1%	17,154	13,591	14,582
Avg HH Size	2.76	2.59	-0.7%	2.50	2.66	2.62
Avg HH Inc	$ 46,879	n/a	n/a	n/a	$ 64,733	$158,112
Share of Total Population						
Male	48.9%	49.3%	2.5%	49.5%	48.9%	48.8%
Female	51.1%	50.7%	2.3%	50.5%	51.1%	51.2%
White	98.6%	96.2%	2.2%	93.4%	98.0%	97.8%
Black	0.5%	0.9%	8.6%	1.2%	0.7%	0.7%
Other	0.9%	2.9%	16.7%	5.4%	1.3%	1.5%
Hispanic	0.6%	1.1%	8.5%	1.4%	1.4%	2.0%
Under 18	28.0%	27.0%	2.0%	26.4%	26.6%	25.8%
65 and Over	7.4%	9.0%	4.6%	10.0%	7.6%	7.6%

Census Tracts included to approximate focus area boundary: 249.01, 249.02, 251,01, 413.02, 414.01, 414.02
Sources: US Census, ERA utilizing 1990 – 2000 annual rate of change, CACI Marketing Systems

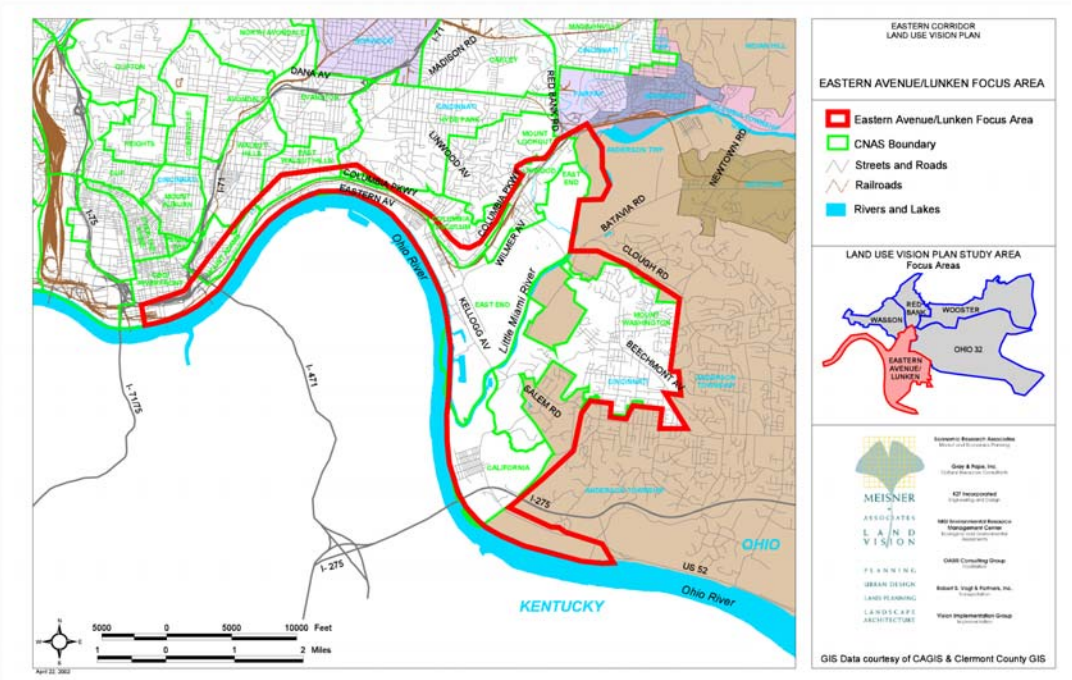
e. Eastern Avenue / Lunken Focus Area

i. Overview – Eastern Ave / Lunken Focus Area

The Eastern Ave / Lunken Focus Area, as shown in figure 3-27, is made up primarily of the Cincinnati neighborhoods of the Central Business District (CBD), East End, Columbia Tusculum, Linwood, Mount Washington, and California, as well as portions of Anderson Township. These communities are described briefly, below.

Focus Areas – Eastern Avenue / Lunken

Figure 3-27



Cincinnati's Central Business District (CBD) lies at the western edge of this focus area, and is included in the study to incorporate the possibility of a transit rail-line along the Oasis Railway. A multi-modal hub is being developed under 2nd Street, which may be the terminus of this and other lines.

The Cincinnati neighborhood of ***East End*** is largely defined by Columbia Parkway and Eastern Avenue, which are primary corridors along the riverfront from the CBD to Lunken Airfield. There are several separate developments or neighborhoods that have developed along Eastern Avenue, which parallels Columbia Parkway. Some of these lack strong connections to areas north of Columbia Parkway or further along Eastern Avenue. Notable new residential development is occurring between Columbia Parkway and the Ohio River, proceeding from downtown eastward. There are several high-rise condominiums with a likely potential for this development pattern to continue. A new K-12 school and community center is planned for the area.

Lunken Airfield is a general aviation airport owned and operated by the City of Cincinnati; several charter airlines operate there. Some redevelopment and infill activity is occurring around the edges of the airport, with "back-office" space. Much of the land use west of the airport remains in industrial operations and a Metropolitan Sewer District (MSD) treatment plant. In contrast, there are several high-end establishments in relationship to the marinas along the Ohio River to the south. To the north there is a large playfield, public golf course, and bike path that is anticipated to link with the Little Miami Bike Trail in the future. Public commercial air service would significantly impact this airport, but this is uncertain in the near future given the current status of the US airline industry.

The Cincinnati neighborhood of ***Linwood*** lies just to the north of Lunken Airfield, and is separated from other areas by topography and limited access roadways. These factors, along with the scarcity of developable land, have hampered the economic activity in this neighborhood.

The Cincinnati neighborhood of ***California*** lies along the river and is periodically flooded. It consists of single-family homes on small lots and a street grid. It is separated from the surrounding areas by significant barriers such as roadways, topography, the Little Miami River and large land uses like California Woods Preserve and golf course; these factors limit the redevelopment opportunities.

The Cincinnati neighborhood of ***Mount Washington*** is a hilltop community bordering Lunken Airfield on the east. This Cincinnati neighborhood consists of mixed-income households, tends to have an older population, and has been growing. Commercial redevelopment has been occurring in the neighborhood center. While well established, it is surrounded by newer suburban-style residential developments. The growth in these surrounding areas and investment in the business district is fueling redevelopment opportunities in this neighborhood.

A small portion of the Cincinnati neighborhood of ***Columbia-Tusculum*** is in the Eastern Avenue focus area. It is a Cincinnati neighborhood primarily looking over the Ohio River and Little Miami River valley, although a portion is in the flood plain.

ii. Demographics – Eastern Ave / Lunken Focus Area

The demographics of the Eastern Ave / Lunken Focus Area, as compared with the rest of the Eastern Corridor study area, can be briefly described, as follows:

- The number of households in the Eastern Avenue / Lunken Focus Area increased from 1990 to 2000 in spite of a slight population decline. Previously CACI had projected a decline in both population and households. The difference is potentially the result of new housing units being added along the Ohio River.
- Most other trends and figures in the Eastern Avenue / Lunken Focus Area are typical of the Cincinnati region overall.

Table 3-9 gives the current and projected demographic characteristics for the Wasson Focus Area.

Demographic Trends For Eastern Avenue / Lunken Focus Area

Table 3-9

	1990 Census	2000 Census	Annual Change	ERA 2005 Projection	CACI 2000 Estimate	CACI 2005 Projection
Population	18,630	18,210	-0.3%	17,981	17,087	16,442
Households	8,331	8,628	0.4%	8,798	7,917	7,738
Avg HH Size	2.24	2.11	-0.6%	2.04	2.16	2.12
Avg HH Inc	$ 35,332	N/A	N/A	N/A	$ 46,639	$ 78,280
Share of Total Population						
Male	46.5%	47.6%	0.0%	48.1%	46.9%	46.8%
Female	53.5%	52.4%	-0.5%	51.9%	53.1%	53.2%
White	95.2%	92.9%	-0.5%	90.1%	93.0%	92.1%
Black	3.9%	4.4%	1.1%	4.6%	5.6%	6.4%
Other	0.8%	2.8%	13.8%	5.3%	1.4%	1.6%
Hispanic	0.5%	1.1%	8.5%	1.7%	1.0%	1.4%
Under 18	22.6%	20.6%	-1.3%	19.6%	22.8%	22.2%
65 and Over	15.6%	14.6%	-1.0%	14.0%	16.1%	16.3%

Census Tracts included to approximate focus area boundaries: 6, 43, 44, 45, 46.01, 46.02, 46.03, 47.02
Sources: US Census, ERA utilizing 1990 – 2000 annual rate of change, CACI Marketing Systems

3. Attractors for Development

This section addresses the business and residential attractions and infrastructure that affect the residential and commercial real estate market position of the areas including:

- Parks / Recreation
- Public School Quality
- Transportation Assets
- Taxes and Incentives

For the Focus Areas, these components, combined with several other factors[3] create a complex interplay of economic and social forces that shape market perceptions and performance. There are several potentially significant public investment components that are examined in the impact section, which affect these factors. The current competitive geographic position of the Focus Areas based on the factors listed above include:

- **Wasson Focus Area**: Long-term residential stability is provided by parks, quality homes, and good neighborhood retail, but also depends on improving public schools and reducing tax burdens. Close-in interstate access and redevelopment incentives are catalysts to commercial development.

[3] There are many issues facing the communities in the Eastern Corridor. Some of these, such as public schools and taxes are addressed in this analysis. Other issues, such as affordable housing, crime, institutional practices, social issues, and others, fall outside of this analysis. These other factors often affect the neighborhoods as much as economic or real estate factors.

- **Red Bank Focus Area**: There are pockets of residential stability as well as neighborhoods with higher vacancy rates. Residential redevelopment opportunities could be improved with upgraded education, parks, and tax incentives. Commercial development opportunities would be enhanced if inefficient and confusing roadway configurations and access issues were resolved.

- **Wooster Focus Area**: Excellent schools and parks are provided to households that can afford to pay for them. Difficult access limits commercial opportunities in most places, although opportunities exist near interchange locations along I-275.

- **Ohio Route 32 Focus Area**: Suburban residential development is driven by low taxes and quality public schools. Commercial demand is more limited to select interchange locations. Available land gives this focus area a market advantage over most of the others. Land for new development is often less expensive than the redevelopment of land due to demolition, environmental clean-up, and land assembly costs.

- **Eastern Avenue / Lunken Focus Area**: The river edge parks and river views provide assets aiding urban residential redevelopment, but total demand in the area is limited, in part, by the quality of public schools. Physical barriers such as topography and lack of readily available construction sites also constrict development. Recent commercial opportunities are influenced by river access (marinas/terminals), airport adjacencies, and connections to downtown and I-71.

a. Parks / Recreation

Parks can be an incredible amenity for a neighborhood and a community in general, particularly in higher-density areas. Analysts have completed a number of studies that assess the value that urban parks add to the surrounding properties, starting many years ago with Frederick Law Olmsted's analysis looking at the increased tax receipts for properties surrounding Central Park in New York. The best studies attempt to control for other factors such as house size, type, improved transit and so forth. In suburban communities, park amenities are also related to healthy residential real estate markets, shown through planned-community examples such as Riverside (IL), Woodlands (TX), Reston (VA), and Columbia (MD).

The Cincinnati region is well supplied with greenspace and parks in general. In fact, there are over 150 parks and private greenspaces within the Cincinnati city limits. Additionally there are county parks, supported by a county real estate tax levy, private recreation areas, and a few state parks throughout the tri-state region.

Some of the more notable parks in the Cincinnati metropolitan area are located within the Eastern Corridor. These include:

- Eden Park – located on the eastern edge of the Study Area, this park has several cultural amenities including the Art Museum, Krohn Conservatory, and Playhouse in the Park
- Ault Park is located off Columbia Parkway near Fairfax. This passive park has access from the west only, given its situation on a hill.
- Alms Park is another passive park located on Columbia Parkway on the hill above Lunken Airfield.
- The Airport Playfield is located at the bottom of the hill, near Lunken.
- A number of parks exist and are proposed along the Ohio River and Little Miami River.
- Public parks tend to be located in established areas; they are less common in typical suburban subdivisions. There are only a few small parks in the Route 32 Focus Area. (The Cincinnati Nature Center lies just outside of the Study Area.)
- There are some commercial recreational facilities in the area such as Cincinnati Country Club, the Hyde Park Country Club, Little Miami, Indian Valley, California, and Reeves Golf Course golf courses, as well as Coney Island.

- Within the urban portion of the Study Area, the census tracts with better park access retained more population than tracts with lesser park access. For example, population was generally stable in the census tracts covering Mount Lookout / Hyde Park between Ault Park, Alms Park, and the Cincinnati Country Club. Conversely, the census tracts covering Madisonville, which have few parks and/or small playgrounds, experienced significant population losses.

Obviously, other factors affect population trends as well as parks; this is true within the Eastern Corridor as well. The economic impacts directly related to urban parks are best illustrated when a park is developed or redeveloped in an already build-out environment. Since there has been no recent significant park investment within the Eastern Corridor, a marginal analysis cannot be performed. However, a more comprehensive study could be performed, incorporating statistical analysis of historical home values. Such a study falls outside of the scope of this analysis. The results of similar studies are provided here for reference.

- Boston's Post Office Square was a redevelopment of a parking garage into a 1.7-acre urban park. According to a recent ERA study, office space facing the Post Office Square in Boston receives a ten percent (10%) premium over space in the same buildings that do not face the park. Hotel rooms facing the park, while they have similar room rates, display higher occupancies.
- In 1985, a $3.6 million reconstruction project of Union Square Park in New York resulted in a twenty percent (20%) premium of sales prices for condominiums.
- A study in 1985 in Dayton, Ohio, shows a five percent (5%) premium for the average selling price of homes near the Cox Arboretum and Park.
- A 1973 study in Columbus, Ohio neighborhood showed that seven percent (7%) of the selling price of a house was estimated to be attributable to proximity to the parks and river.

Given these examples, it can be estimated that park preservation and creation in the focus areas could have a five (5%) to twenty (20%) percent positive impact on neighboring property values.

The primary challenge in developing parkland is often the initial cost of land acquisition and development, since landowners and developers often do not see that parks increase the value of adjacent land parcels. However, previous studies show that the development of parks within under-served areas, as part of a comprehensive revitalization strategy, would assist in increasing home values and stability. This should be considered in the northern portions of the Wasson Focus Area, as well as the Red Bank Focus Area. Additionally, the planning of neighborhood parks in developing suburban areas will increase the long-term viability and sustained value of the homes there. This is particularly applicable to the Ohio Route 32 Focus Area.

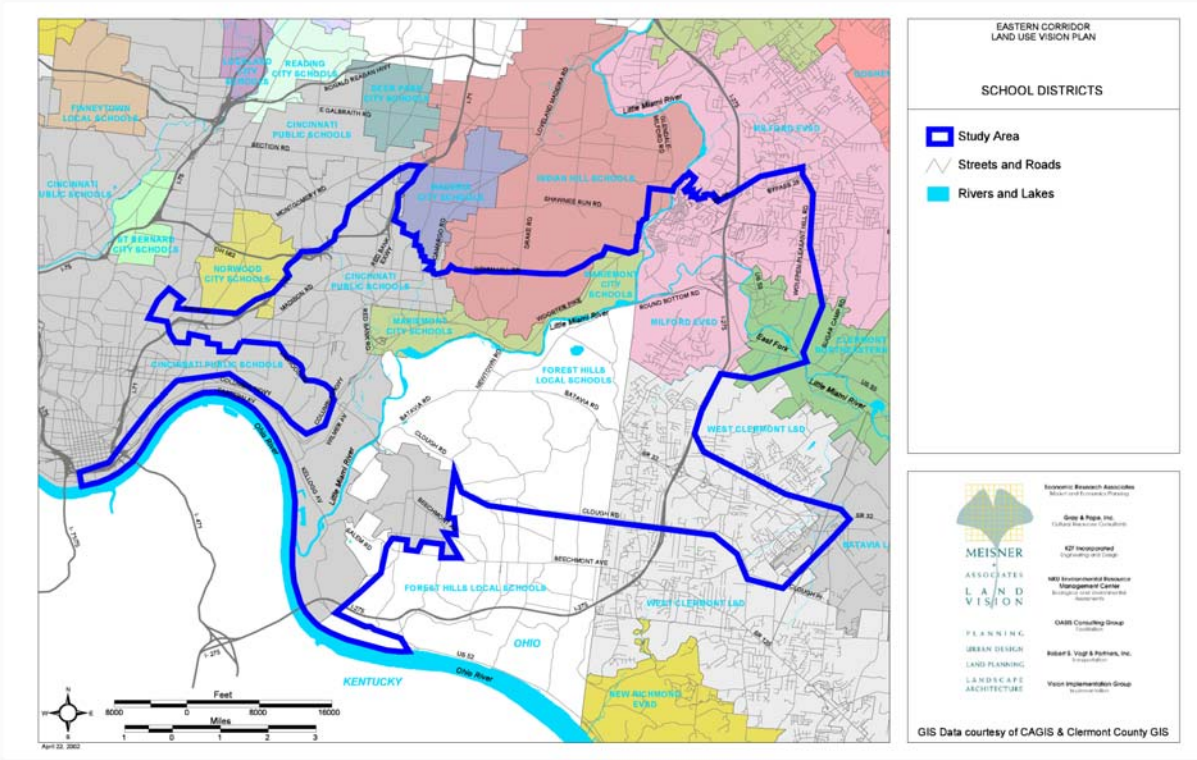
b. Public School Quality

Households with children tend to be older members of "Generation X" and younger "Baby Boomers". For these households, schools are often the primary factor to consider when choosing a home. For households without children (young professionals, middle-age singles, and empty nesters), schools are much less important. The shifting US demographics toward fewer "traditional" families is one factor driving gentrification in areas that still have sub-par schools. Regardless, a notable portion of the population still has school children and therefore quality public school districts drive development.

Within the Eastern Corridor, there are six (6) school districts, as shown in Figure 28. The State of Ohio Department of Education (ODoE) annually tests school districts based on a set of 27 criteria such as test scores, graduation rates, and other factors. (In previous

years, there were 18 criteria). The school districts are then described as "Effective", "Continuous Improvement", "Academic Watch", and "Academic Emergency" based on the number of ODoE criteria that the district meets. These ratings are presented in the following table along with other relevant data.

Eastern Corridor – School District Boundaries
Figure 3-28



As Table 3-10 shows, most of the school districts fare quite well, being deemed "Effective" or "Continuous Improvement" by the ODoE. Generally, the districts have remained quite consistent over the State's four-year study period. Only Cincinnati Public Schools (CPS) lags notably, and is designated as "Academic Emergency". It should be noted that there is great variance within CPS, with some schools performing far above others in the system. The median parental household incomes, spending per student, and percent of local funding reveals the different levels of financial resources available to the districts. The correlation between the performance of these schools and recent population gains, value increases, and development patterns is readily apparent, with greater growth in areas with better schools.

Eastern Corridor School Districts
Table 3-10

	State Average	Indian Hill EVSD	Mariemont CSD	Cincinnati CSD	Forest Hills LSD	Milford EVSD	W Clermont LSD
1996-1997							
State Rating (out of 18)		17	17	4	15	11	10
State Designation		Effective	Effective	Academic Emergency	Continuous Improvement	Continuous Improvement	Continuous Improvement
Enrollment	2,996	2,029	1,649	48,956	7,990	5,746	9,212
Median HH Income	$24,431	$44,135	$31,823	$21,826	$35,336	$29,492	$26,903
Student/Teacher Ratio	20.7/1	15.7/1	18.1/1	18.1/1	21.6/1	22.9/1	22.6/1
Spending/Pupil	$5,939	$7,801	$7,431	$6,789	$5,285	$4,880	$4,699
Local Funding Share	51.8%	87.7%	77.2%	54.4%	65.5%	56.5%	54.3%
1999-2000							
State Rating (out of 27)	15	26	27	5	25	20	18
State Designation		Effective	Effective	Academic Emergency	Continuous Improvement	Continuous Improvement	Continuous Improvement
Enrollment	2,835	2,139	1,668	43,874	7,501	5,553	9,116
Median HH Income	$29,363	$57,332	$38,445	$24,559	$43,136	$36,377	$32,107
Student/Teacher Ratio	18.1/1	15.7/1	16.5/1	18.0/1	19.8/1	20.7/1	19.7/1
Spending/Pupil	$7,057	$10,606	$8,336	$8,170	$6,462	$6,200	$5,484
Local Funding Share	50.4%	86.0%	74.4%	52.0%	61.9%	57.9%	53.3%

Source: Ohio Department of Education

CPS spends the third highest amount per student of the six (6) school districts and yet has the lowest rating, while the highest rated Mariemont CSD and Indian Hill EVSD spend the most. Therefore, there is no direct correlation between spending and quality. For Cincinnati, the increased spending can be attributed to the larger size of the district, the age of the building stock, as well as the breadth of social issues and number of poorer households that the schools must address. The recent passage of a $700 million rehabilitation bond and operations levy should improve the quality of the aging infrastructure. However, the strongest correlation appears to be between median household income and performance. It is generally believed that community and parental participation in schools is the strongest factor, which is best achieved at the neighborhood level. The new neighborhood K-12 school proposed near Eastern Avenue may help overcome market resistance to redeveloping that area. Other significant changes in the CPS include the decline in high school graduation rate, from 88.5% in 1997 to 51.0% in 2000, as well as decreasing overall enrollment. These indicate a changing policy toward "social promotion" but also reflect the continuing movement of children out of the city school system.

The challenge of improving schools is a complex issue, which would require a study unto itself. Factors such as education techniques, class sizes, facilities, and family support affect schools more than economic factors do. In fact, ODoE statistics imply that the population being served, in terms of income levels, drives school quality as much or more than state or local funding.

c. Transportation and Access Assets

Transportation is one of the most important factors to consider in business attraction and the related development of real estate. "Location, Location, Location" often refers to "location in relation to transportation". Cities were first formed at the heads of rivers or other water transportation routes when ships were the primary mode of transporting goods and people. The East Coast cities are primarily cities of water-based origin. While ports still play a significant role, the emergence of other means of transportation has

altered the landscape of our cities and development. The advent of the railroad created many of the Midwest cities, particularly where rail met water. Cincinnati grew along the river and expanded at the junction of what is now the CSX and Norfolk railroads and the Ohio River. More recently, the Interstate Highway System has impacted the development of cities by spreading development, as more areas become accessible. This is readily visible in the land use patterns surrounding interchanges and ring-road expressways and the importance of parking. Lastly, with the increase in air travel, the growth of metropolitan areas can be linked to airport development.

i. Transit Amenities

Currently there is no rail transit in the Cincinnati area. Bus transit is currently limited to primarily a hub-and-spoke system, with the Cincinnati CBD at the center. This makes it difficult to travel between communities. Several changes to the bus system are being proposed including the creation of transit hubs and cross-town routes connecting them (MetroMoves program). Given the breadth and preliminary nature of these proposals, no specific conclusions can be made in this analysis.

ii. Roadway Amenities

The Eastern Corridor currently has several major roadway amenities. These include:

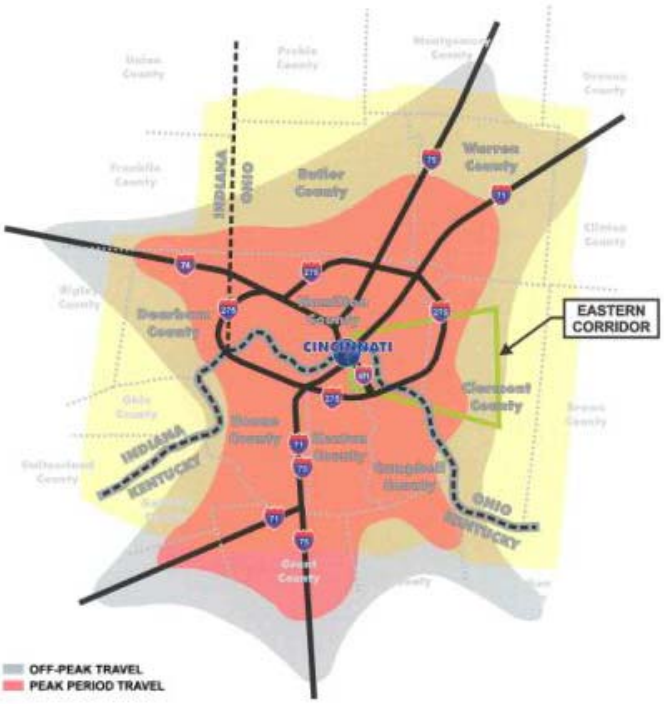
- **Interstate 71** is one of two main thoroughfares in Cincinnati (the other is I-75). These two interstates connect Cincinnati with a large portion of middle America. I-71 specifically connects Cincinnati to Columbus and Cleveland to the north, while connecting to Louisville to the south. I-71 serves north-south travel quite well.
- **Interstate 275** primarily serves as a ring road in the Eastern Corridor, and therefore secondary to I-71. Elsewhere in the metropolitan area, I-275 serves as the link between the two main thoroughfares, as well as the road to the airport.
- **Columbia Parkway (US 50)**, along the southern boundary of the corridor connects downtown Cincinnati with the core of the Study Area.
- **Kellogg (US 52)** parallels Columbia Parkway to Lunken, but then continues south of the airport along the river.
- **Red Bank Road**, in a similar fashion, connects the center of the Study Area (Fairfax) to I-71 on the north.
- **Ohio State Route 32** provides an excellent connection with I-275 with the areas immediately to the east and west.

What is particularly lacking, however, is a connection from the center of the metropolitan area to the eastern edge. Current connections in the Eastern Corridor can be characterized as follows.

- Route 32 is a two-lane road for much of the stretch between the Beechmont Levee and I-275.
- There are several local roadways such as Erie, Observatory, Wasson, Round Bottom, and Clough Pike. However, there are severe limitations to access from these roadways.

This lack of connectivity is illustrated in Figure 3-29. The orange color illustrates the distance that can be traveled to or from the CBD in a one hour period at rush hour, while the grey color illustrates the distance that can be traveled from the CBD outward in one hour during off-peak travel times.

One Hour Travel Distances to/from CBD
Figure 3-29



Most of the central–eastern portion of the Eastern Corridor, the area that lies between Lunken Airfield and I-275 on the east, has limited potential for business attraction, although there continues to be residential development. This is revealed in the development patterns, with most of the recent commercial development activity occurring along I-71 and I-275. The primary exceptions are local or community amenities like grocery stores. The challenge that faces the area is balancing any desired commercial and residential development.

iii. Lunken Airfield

Lunken was formerly the commercial airport for the Cincinnati area, but it has been replaced by the expansions at the Cincinnati-Northern Kentucky International Airport (CVG). CVG is dominated by Delta Airlines, and therefore has restrictions to competition and affordable airfare. Many people drive to nearby communities such as Columbus, Dayton, Indianapolis, or Louisville to find less expensive fares. Many larger cities have second or third airports with a discount carrier such as Southwest, American Trans Air, JetBlue, and others to alleviate this pressure. The runways at Lunken could handle smaller commercial airliners, but not the larger aircraft.

Commercial airports generally have several factors that affect both real estate and the broader economy. These factors, listed below, would need to be considered in the Eastern Corridor, if Lunken attracts commercial service.

- Noise – Some airport neighbors do not like the noise levels produced by take-off and landings, and often lobby heavily for home insulation and reduced traffic hours. Even though Lunken only has private plane activity, some neighbors already complain of noise. It should be noted that while US air passenger miles have increased from 33,399 million in 1960 to 476,562 million in 1998, technological changes have decreased the noise per flight.

- Amenities – Commercial airports require a collection of amenities including hotels restaurants, automobile rental agencies and other commercial establishments that drive demand for adjacent land. This would likely be the case near Lunken if it offered commercial air service.
- Business Development – Businesses that utilize airports heavily such as distribution centers and office buildings often locate nearby. This is shown in the growth near CVG.
- Airfare – The hub-and-spoke system of the US air industry has created several markets in which there is one dominant carrier. In these communities, airfare tends to be higher than in those communities with multiple carriers, as indicated previously.
- Economic Impacts – While airfare at hub cities can be higher, hub cities also tend to enjoy the economic benefits associated with increased air service. It is unlikely that Lunken would add significantly to the impact that CVG already has on the Cincinnati area.

Even though it is no longer the primary commercial airport, Lunken Airport is a major element in the Eastern Corridor, since it covers a large amount of land and does produce air traffic. The recent sale of the Blue Ash Airport offers a glimpse of the importance of land utilization, although it is unlikely that Lunken would close for redevelopment. Another possibility is expansion of service at Lunken. To determine whether commercial service is a possibility, several similarly-sized metropolitan areas were analyzed. Of the 37 areas analyzed:

- All had populations between 1,000,000 and 3,000,000 in 1990 and/or 2000.
- 32.4% had more than one airport, but the secondary airports never served more than 13% of the commercial passengers. The average secondary airport served 3% of the market.
- There was an average of 3.34 commercial enplanements[4] per person near the beginning of the 1990s, growing to 4.07 by the end of the decade. Plane travel has increased more rapidly than population gains.
- Cincinnati population gains were below the average for mid-size metro areas, while commercial enplanement gains were above average. The Cincinnati commercial enplanement ratios to population are relatively near the average.
- There appears to be sufficient air service to Cincinnati numerically, in spite of the higher airfares.
- Based on the analysis of comparable cities, if Lunken were to emerge as a second commercial airport it could have a maximum of 500,000 commercial enplanements annually. There are currently no commercial enplanements at Lunken as tabulated by the FAA, only charter flights.
- With the number of nearby affordable cities, it is less likely that commercial air service would occur at Lunken, particularly given recent troubles in the airline industry and the events of September 11, 2001.

In summary, at this time it appears unlikely that Lunken will either be expanded significantly or close. The challenges facing the Eastern Corridor relate to minimizing the noise nuisance while enhancing the charter operations and their benefits.

d. Taxes and Incentives

Market forces typically drive development to the areas with the lowest aggregate taxation. Given the proximity to Kentucky and Indiana, the Cincinnati development trends are driven by comparisons between states (as well as the relationship between central city and suburb). As shown in the following table, Ohio ranked 22nd in per capita taxes in 1997 and 30th in terms of taxing as a percentage of personal income, placing the state almost directly at the US median. As shown in Table 3-11, on a dollar per capita basis Ohio had a higher tax burden then Kentucky or Indiana, but as a percentage of personal income, the tax burden was lower than either state.

[4] One enplanement is one person getting on a commercial airplane. The figures utilized here are as tabulated by the FAA including all public carriers. Lunken currently has no public commercial enplanements.

Comparison of Ohio Tax Levels With Surrounding States

Table 3-11

State	State/Local Tax Per Capita	Rank	State/Local Tax Pct Personal Income	Rank
West Virginia	$2,122	44	10.9	14
Kentucky	$2,275	37	10.7	17
Indiana	$2,551	26	10.5	25
Ohio	$2,597	22	10.4	30
Pennsylvania	$2,654	20	10.1	32
Michigan	$2,722	17	10.6	23

Source: Ohio Department of Revenue

The Eastern Corridor is an intricate web of jurisdictions, covering two counties as well as several municipalities, townships, and school districts. Few of the boundaries match each other or those of the five focus areas. Therefore, there is complex interplay of tax rates and available incentives. A sampling of the overlap with municipalities and school districts is presented in Table 3-12. As an example, the Table shows that the Indian Hill Exempted Village School District (EVSD) accepts students from the jurisdictions of Indian Hill, Milford, and Terrace Park

Jurisdictional Overlap Between Selected School Districts And Municipalities / Townships

Table 3-12

	Municipality / Township							
School District	Anderson Twp	Cincinnati	Fairfax	Indian Hill	Mariemont	Milford	Terrace Park	Union Twp
Cincinnati CSD	■	■	■	■	■			
Forest Hills LSD	■							
Indian Hill EVSD				■		■	■	
Mariemont CSD			■	■	■	■	■	
Milford EVSD						■		
W Clermont LSD								■

Source: Hamilton County Assessor, Clermont County Assessor

Not all of the jurisdictions are included in Table 3-12, and similar complexity applies to other levels of geographic division. Table 3-13 outlines some of the more notable taxes and the approximate overlap between selected geographic areas.

Selected Tax Levels in the Cincinnati Eastern Corridor

Table 3-13

County	Sales Tax	Township or Municipality	Admissions Tax	Hospitality Tax	Income Tax	Primary School District	Property Tax (Mills)
Hamilton	6.00%	Cincinnati	3.00%		2.10%	Cincinnati	87.61
		Indian Hill			0.25%	Indian Hill	70.68
		Terrace Park			0.00%		84.02
		Fairfax			1.25%	Mariemont	113.59
		Mariemont			1.25%		123.21
		Anderson Twp			-	Forest Hills	87.74
Clermont	6.00%	Union Twp		3.00%	-	West Clermont	78.50
		Milford		3.00%	1.00%	Milford	84.75

As Table 3-13 shows, the City of Cincinnati has the highest income tax rate, while the Mariemont School District has the highest property tax rates. These factors tend to drive both commercial and residential development to unincorporated portions of the focus areas including Anderson Township, Union Township, and Miami Township.

To counteract this, within the City of Cincinnati and portions of Hamilton County there are several programs. Examples include Tax Increment Financing (TIF)[5], Enterprise Zones[6], Job Creation Tax Credits, Manufacturing and Machinery Investment Tax Credit, Export Tax Credit, Research and Development Equipment Tax Credit, and Ohio Industrial Training Program. Further analysis of economic development programs is under a separate cover.

Program benefits are generally tied to job creation activities and therefore affect commercial development more than residential development. These incentives often can slow the exodus to the suburbs but seldom overcome the cheaper land, lower taxes, and market perceptions of suburban vs. urban locations. Additionally, these programs are often available in both suburban and urban locations, minimizing the overall impact. Market forces which seek inexpensive, available, and accessible land drive a majority of location decisions.

One of the factors that can direct development is the availability of utilities (water / sewer). Without a municipal system, development is generally limited to large lot residential subdivisions that can utilize septic systems. However, this type of development is usually the worst proponent of sprawl. Throughout the Study Area, the main utility services are generally available or soon to be available in areas such as Newtown, Ancor, and Columbia Township east of Mariemont. Although not readily serviceable to every parcel, main lines generally run along the primary roadway arteries. Since most of the Study Area consists of previously developed areas, availability of utilities should not be a controlling factor to development as it can be on the fringes of the metropolitan area.

4. Potential Economic Impacts of Transportation / Access Improvements

Table 3-14 shows projected baseline capture rates (percent of demand estimated for the entire metropolitan area that is projected to occur in the Eastern Corridor) for the Eastern Corridor (labeled **Baseline**, similar to Table 3-3), as well as projected capture rates that could be expected by improved access and mobility (labeled **With Improvements**), and a tabulation of the difference between the two (2) conditions (labeled **Difference**).

During the first five (5) years, there is no projected change in the capture rates, because this would be during the construction period of the MIS improvements. From 5-10 years, there would be a large increase in demand of most land uses (e.g., 22% for Office), with that increased demand tapering off during the 10-20 year period (e.g., 12% for Office).

[5] Tax Increment Financing is a program that utilizes the increases in real estate tax revenues from the redevelopment of property to support public bonds. These bonds are issued to fund infrastructure improvements that are necessary to initially facilitate the redevelopment.

[6] The Enterprise Zone program offers incentives for businesses to remain, expand or relocate within the zone boundaries, and is authorized by the State of Ohio Revised Code. The City of Cincinnati program includes most of Cincinnati except Hyde Park, Mt. Lookout, and a portion of Columbia-Tusculum. The Hamilton County program includes portions of Newtown, Anderson Twp., Mariemont, Columbia Twp., and Norwood within the Eastern Corridor. Real or personal property tax exemptions may be granted to manufacturing, research and development and distribution operations. Office institutional, warehouse or other uses will be evaluated individually. Enterprise zone tax exemptions for retail operations may be considered in certain restricted areas.

Eastern Corridor[3] Market Potential
Comparison of Baseline with Implementation of Selected* MIS Improvements
Table 3-14

	0- 5 Yrs. Capture Rate[1]	Total 5 Yr. Buildout[2]	5 - 10 Yrs. Capture Rate[1]	Total 10 Yr. Buildout[2]	10-20 Yrs. Capture Rate[1]	Total 20 Yr. Buildout[2]
Baseline						
Office (Sq. Ff.)	8%	120,000	8%	440,000	8%	690,000
Retail (Sq. Ft.)	-10%	-100,000	3%	35,000	3%	140,000
Industrial (Sq. Ft.)	5%	875,000	5%	1,375,000	5%	2,450,000
Single Family (Units)	15%	7,500	5%	9,250	5%	11,575
Multifamily (Units)	5%	625	8%	825	8%	1,305
Hospitality (Rooms)	10%	75	10%	275	10%	463
With Improvements						
Office (Sq. Ft.)	8%	120,000	30%	1,320,000	20%	1,945,000
Retail (Sq. Ft.)	-10%	-100,000	13%	485,000	13%	940,000
Industrial (Sq. Ft.)	5%	875,000	20%	2,875,000	15%	6,100,000
Single Family (Units)	15%	7,500	16%	13,100	16%	20,540
Multifamily (Units)	5%	625	15%	1,000	20%	2,200
Hospitality (Rooms)	10%	75	20%	475	20%	850
Difference						
Office (Sq. Ft.)	0%	0	22%	880,000	12%	1,255,000
Retail (Sq. Ft.)	0%	0	10%	450,000	10%	800,000
Industrial (Sq. Ff.)	0%	0	15%	1,500,000	10%	3,650,000
Single Family (Units)	0%	0	11%	3,850	11%	8,965
Multifamily (Units)	0%	0	12%	175	17%	895
Hospitality (Rooms)	0%	0	10%	200	10%	388

[1] Capture – Percent of metropolitan real estate demanded that is likely to be developed with the Eastern Corridor
[2] Buildout – Total amount of building space demanded by the end of 5 years, 10 years, and 20 years, respectively
[3] Not including Cincinnati CBD
* This considers general access and mobility improvements, especially those created by road, rail, and general TSM improvements. Due to the uncertainty of specific bus routing options, these were not considered specifically.
Assumes no change in overall Market Potential with the implementation of MIS Improvements
Source: Economics Research Associates

For example, Table 3-14 shows that the Eastern Corridor is projected to capture 8% of the Office market from 5-10 years, which equates to a total buildout of 440,000 square feet after 10 years, under current conditions (with no significant access and mobility improvements). With improvements, the Eastern Corridor is projected to capture 30% of the office market for a total buildout of 1,320,000 square feet after ten years. This is a difference of 22%, or 880,000 square feet.

Table 3-15 shows the projected direct economic impact on the Eastern Corridor study area that the implementation of access and mobility improvements would have on the region, in terms of new residents, employment, and annual wages. There are currently an estimated 127,033 people in the Eastern Corridor study area.

Direct Economic Impacts In Study Area from Public Investment
Table 3-15

	Five Years	Ten Years	Twenty Years
New Residents	0	10,200	24,500
New Jobs	0	4,900	8,100
Additional Annual Wages ($000)	$0	$190,000	$314,000

Source: Economics Research Associates

F. Additional Planning Considerations

In addition to the analyses described previously, relevant planning related information was gathered and given to Vision Group participants in the form of a large three-ring notebook, with information divided into the following topics:

- Introductory Articles
- Regionalism
- Land Use
- Redevelopment
- Transit Oriented Development
- Transportation
- Infrastructure
- Economics and Economic Development
- Environment
- Open Space, Parks, and Recreation

Some of the topics of particular importance to this region are highlighted below.

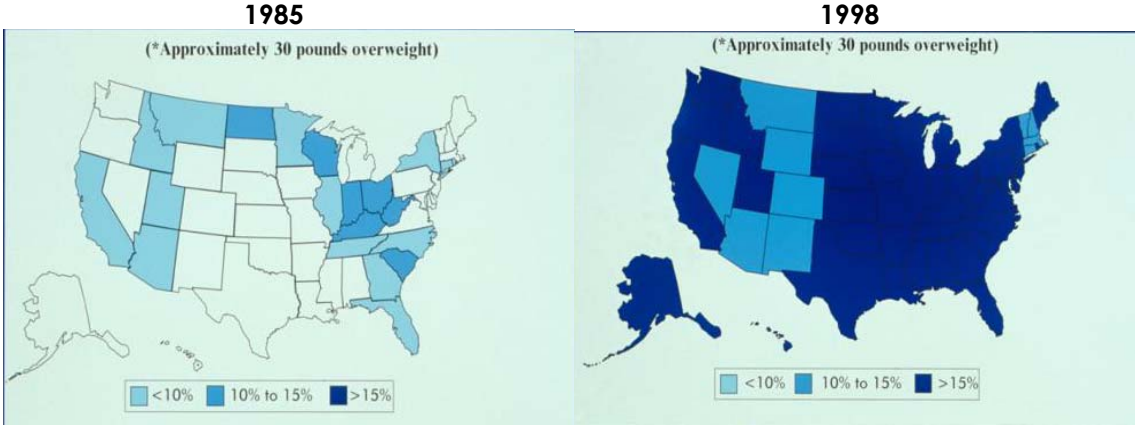
1. Planning, Public Health, and the Environment

The design of our communities has a great influence on how we interact with our surroundings, as well as the overall health of our environment. Regional development patterns that are heavily dependent on automobile trips and are not conducive to pedestrian activity have implications in terms of public health and environmental quality.

a. Benefits of Urban Density and Walkable Communities

Over the past fifteen (15) years, the prevalence of obesity has reached epidemic proportions. Figure 3-30 shows a comparison of obesity rates (defined as being more than 30 pounds overweight) between 1985 and 1998.

Comparison of Prevalence of Obesity Among Adults between 1985 and 1998
Figure 3-30



Mokhad, A.H., et al, J. Am. Med. Assoc., 1999; 282:16

Several factors have contributed to this trend, but land use planning and urban design can be one way of combating what has become a national epidemic, especially among the younger population. Some of the advantages of creating more walkable communities and destinations are listed below.

Walking as an efficient and useful means of transportation

- Weight and blood pressure control
- Lower rates of diabetes
- Lower stress levels
- Possibly lower rates of depression as a result of more exercise
- Less driving because services are more accessible

Fewer vehicle miles per resident

- Less automotive pollution
- Lower fuel costs

Fewer vehicle miles per resident

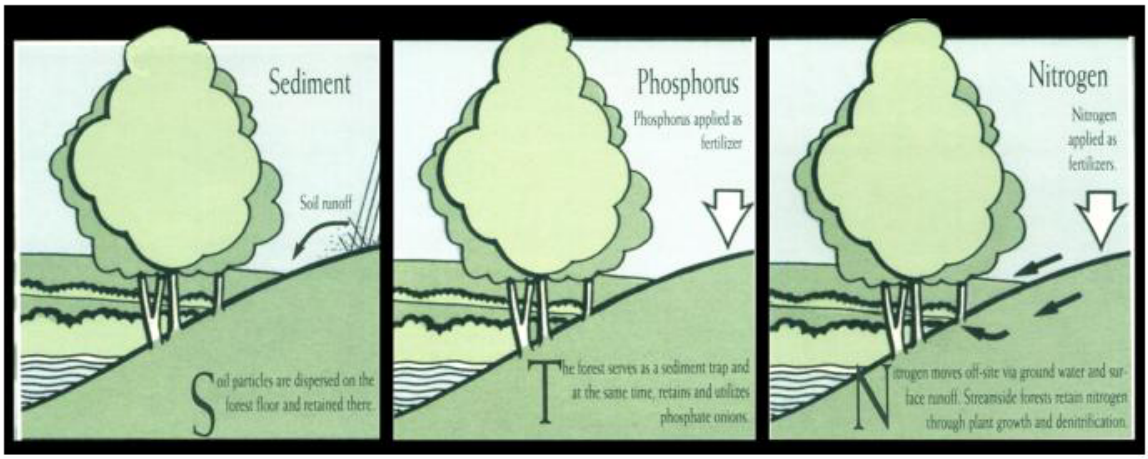
- Less concrete and asphalt needed for parking
- Less congestion, less travel time
- Less stress and road rage

b. Forested Streamside Corridors

The Little Miami River is a major feature within the Eastern Corridor, and it was expressed by those participating in the planning process, that this environmental and scenic amenity should be protected. One of the more effective ways of providing protection to surface waters, is through establishing forested streamside corridors. This is represented graphically in Figure 3-31. Although, parts of the Little Miami River lack a significant forested buffer, there is an opportunity to reestablish these streamside forests. The cost of this reforestation could be significant, and resources should be identified that could assist in this initiative. Some of the benefits of waterfront protection include:

- Buffer for silt, agricultural, and roadway runoff
- Buffer for intermittent flooding as an hydrologic "shock absorber"
- Ideal for walking, running, and bicycling trails
- Other aesthetic and recreational benefits
- Habitat for wildlife
- Intermittent ponding enhances groundwater recharge
- Vegetation-related summer cooling effects

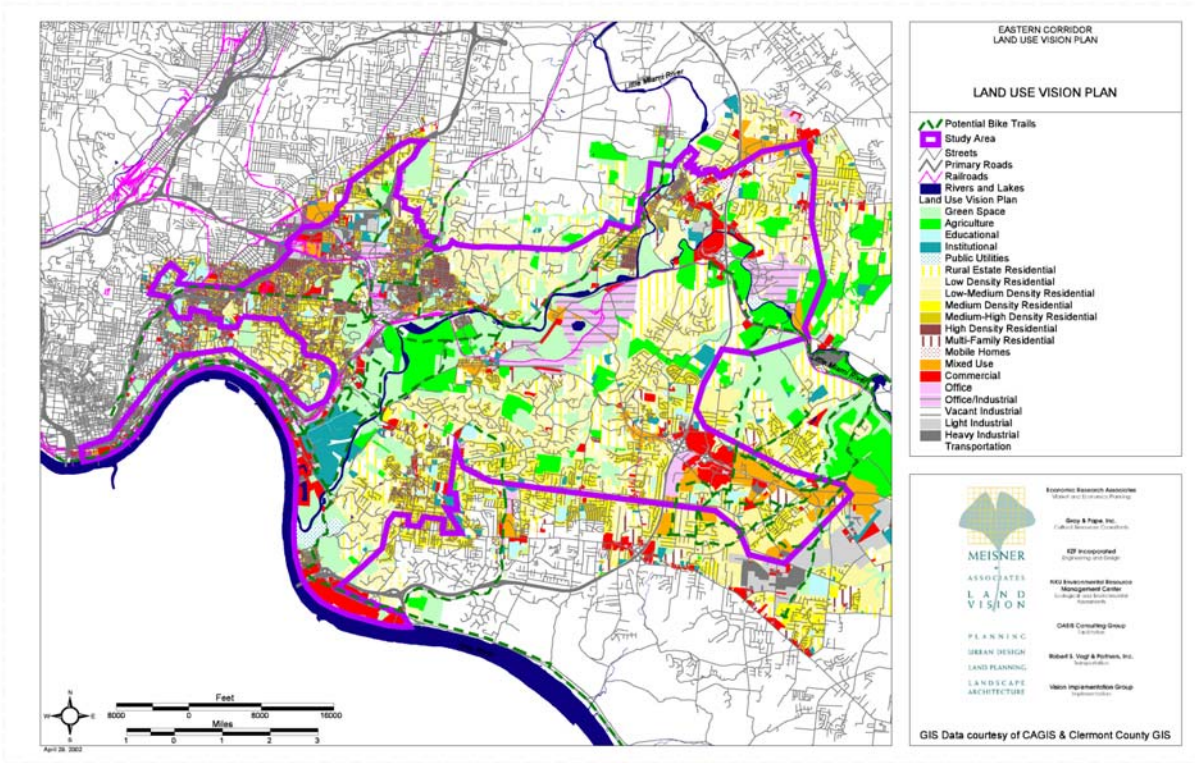
Forested Streamside Corridors and Water Quality
Figure 3-31



IV. THE LAND USE VISION PLAN

The Eastern Corridor Land Use Vision Plan is comprised of many parts, including a land use map (Figure 4-1), land use themes (Table 4-1), and a list of Action Items (Section IV B and C) to be addressed. These Action Items were given a preliminary prioritization at the Focus Area level, as well as the corridor-wide level. Future decisions regarding these Action Items may be made with these prioritizations in mind, but the other factors will also have a large bearing on the implementation of these Action Items.

EASTERN CORRIDOR LAND USE VISION PLAN
Figure 4-1



A. Land Use Vision Themes

Table 4-1 lists the land use vision themes that informed the specific findings of the planning process. These themes were developed with the Vision Group, after identifying goals for the planning process, and identifying the regions strengths, weaknesses, opportunities, and threats. These underlying themes guided the Focus Area Groups in identifying issues and opportunities to improve land use patterns in the Eastern Corridor.

LAND USE VISION THEMES Table 4-1
Good Schools
▪ Maintain good public schools to maintain / enhance the vitality of neighborhoods
▪ Address other factors that are important for maintaining good schools o Tax base o Attractors (jobs, neighborhood amenities, locational attributes)
Diversity of Residential Opportunity
▪ Create more affordable housing options in diverse locations
▪ Rehabilitate older residential structures
▪ Create more racially diverse communities
▪ Create more residential opportunities near employment centers
Smart Growth
▪ Establish inter-jurisdictional dialogue and cooperation in order to intelligently manage growth. There have been signs that this kind of dialogue and cooperation is starting to develop
▪ Create community and neighborhood centers in appropriate areas
▪ Maintain a strong urban core. This is vital to the entire metropolitan region, and decisions about development, land use, and access should bear this in mind when developing alternatives and options
▪ Initiate constructive dialogue toward preserving environmentally sensitive areas o Environmentally sensitive areas (floodplains, wetlands, hillsides, etc.) are often perceived as limiting economic development. o There is also the perception that economic benefit would come from preserving greenspace (intrinsic value of natural areas, recreation, scenic attractiveness, value added to adjacent properties and surrounding region, tourism, air quality, cooling, carbon sequestration, erosion control, stormwater runoff attenuation, etc.)
▪ Maintain discipline at the local jurisdictional level (elected officials, administrators, and zoning officials) when considering proposed changes to zoning, or the expansion of infrastructure. It is often perceived that development is approved without a long term strategic plan
▪ Discourage the expansion of new infrastructure at the expense of making proper repairs to the existing infrastructure (roads, sewers, etc.)
▪ Create livable communities with amenities such as jobs, recreation and shopping within walking distance
▪ Plan emergency, fire, and public safety to work effectively with the future envisioned land uses (wireless systems?)
▪ Ensure tax base is adequate and diverse enough to support schools
▪ Identify state and federal incentives to promote local smart growth initiatives
Access and Mobility
▪ Connect people to destinations (jobs, services, amenities [shopping, entertainment, other neighborhoods])
▪ Create a reliable, safe and convenient interconnected multi-modal access system. *It is essential that any transportation must be well interlinked (e.g., bus routes serving a local community, feeding into rail stations which can be accessed by bike trail or walked to from surrounding homes and or businesses; well placed and designed roads help to allow for the compact development to allow transit to be a viable option in the area.)*
▪ Create multiple options (walking, biking, bus, etc.) for short trip travel, especially encouraging a network of interlinked bike trails that can be use for recreation as well as short trips to work or shopping.
▪ Lay groundwork of fiber-optic information network to facilitate the exchange of information in a more environmentally friendly manner (similar to what is being done currently in Butler County, Ohio). This can greatly enhance opportunities for telecommuting

LAND USE VISION THEMES Table 4-1 continued
Economic Development
▪ Build on existing strengths and seize opportunities as they present themselves
▪ Create better access and mobility in the Eastern Corridor could be beneficial in terms of economic development potential for that region
▪ Locate places of employment near the employee base that serves it, and to locate attractive and accessible neighborhood shopping within communities to alleviate the inducement of sprawl
▪ Enhance opportunity to create workplaces near local employee base (i.e., allow opportunities for people to live close to where the work)
▪ Maintain/enhance good base of light industrial/office land uses for jobs
▪ Prioritize the use of Brownfield/Infill Redevelopment Opportunities
▪ Create higher tech job opportunities (biotechnical, software technology, communications industry, and other areas) through building on current strengths of the region (e.g., presence of very good telecommunication infrastructure, strong research university and medical facilities, high-tech manufacturing, etc.)
▪ Reduce the dependency on tax abatements to attract employers, at least to the extent the funding for schools and local infrastructure does not suffer
Environment
▪ Preserve and enhance the environmental integrity of unique local ecosystems
▪ Create interconnections and wildlife corridors between greenspace
▪ Conserve and limit the developability of certain natural areas
▪ Create opportunities for people to experience natural areas (parks, trails)

B. Action items

This section describes the action items identified throughout the land use visioning process, and the rationale behind them. This section (B) describes action items that were relevant to the entire corridor. Section C describes some of the issues that are more relevant within each of the specific Focus Areas.

1. General Action items

The following are descriptions of the action items that came out of Focus Area and Vision Group discussions. The Vision Group participants' highest priority Action Items are:

- Preserve land in river plains for agriculture or open space. Reestablish forested streamside corridors along the Little Miami River to preserve and enhance water quality
- Create connectivity improvements for people and goods
- Preserve existing parks and open space, and create new parks and open space for under-served areas
- Create areas with multiple pedestrian-friendly destinations within walking distance. These would be areas that could effectively be served by modes of transportation other than only automobiles, or could serve to reduce the amount of automobile travel necessary to accomplish multiple purposes
- Reduce Flood Hazards and moderate urban storm runoff quality
- Preserve hillsides, architectural character, and visual quality of US 52 along the Ohio River
- Create bike trail connections (e.g., from neighborhoods to an integrated bike trail network which includes the Little Miami, Lunken, and Ohio River Bike Trails)
- Preserve hillsides, Little Miami River's edge and visual quality of US 50 along the Little Miami River
- Encourage Office and Industrial uses in Red Bank Corridor while limiting Retail Development
- Develop Ancor and Northeast Newtown area with a mix of office, industrial, and recreation.
    - Preserve environmentally sensitive areas and link them with green space corridors, creating an office park atmosphere with recreational opportunities
- Develop industrial uses on brownfields and create industrial infill development where industrial uses are already established
- Minimize the negative impacts of any connectivity improvements
- Create diverse neighborhoods with housing opportunities for all

The full results of the corridor-wide prioritization of Action Items may be found in Appendix B, in the meeting notes from the April 4, 2002, meeting. These prioritizations intended to gauge support for each of the Action Items. Those action items that rated did not rate as high as others in this prioritization exercise still have validity due to the general support received throughout the public participation process. These action items were also prioritized within their relative Focus Areas. The Focus Area and corridor-wide evaluations are presented within Appendices C. The reasons for some Action Items receiving less of an allocation, besides perhaps being a lower priority, could include the following:

- The Action Item is a project that has importance locally, that is not reflected in the overall corridor-wide evaluation
- It is felt that this Action Item is one that may occur without significant additional assistance or effort on behalf of the public sector

a. Create Pedestrian – Friendly Destinations and Neighborhoods

This action item refers to the need to create areas with multiple pedestrian-friendly destinations within walking distance. These would be areas that could effectively be served by modes of transportation other than only automobiles, or could serve to reduce the amount of automobile travel necessary to accomplish multiple purposes.

There are many areas that are experiencing development pressures, and if this development continues to occur haphazardly, this could lead to many undesirable outcomes (congestion, multiple curb cuts, lack of pedestrian connections, etc.) Creating methods to guide and implement mixed use and pedestrian-friendly development can encourage future land uses to be compatible with surrounding uses and minimize negative impacts. Examples of various types of mixed use development, having varying degrees of pedestrian-friendliness, include the following areas that currently exist within the region:

- Ludlow Avenue in Clifton
- Rookwood Commons/Plaza
- Hyde Park Square
- Mariemont
- Mt. Lookout Square
- Silverton
- Norwood Business District near Surrey Square
- Whetsel Ave. and Madison Road in Madisonville
- Batavia Village
- Old Milford
- Newtown
- Oakley Square
- O'Bryonville

Within each Focus Area, some of the areas that may be suitable for creating or enhancing pedestrian-friendly design include the following. These are described in further detail within the Focus Area discussions in the following subsections.

<u>WASSON FOCUS AREA (Pedestrian – Friendly Design):</u>

- Near Dana Ave. and Montgomery Road in Evanston, east of Xavier U.
- Near the Rookwood development
- Near Hyde Park Plaza
- Near I-71 and Ridge Ave. (north Oakley, Columbia Township, northwest Madisonville)

<u>RED BANK FOCUS AREA (Pedestrian – Friendly Design):</u>

- Madisonville
- Fairfax

WOOSTER FOCUS AREA (Pedestrian – Friendly Design):

- Miami Township along the old alignment of State Route 28
- Miami Township near Day Heights and High School
- Milford, along US 50, east of State Route 28 / Five Points
- Milford, along State Route 28, east of US 50/ Five Points
- River's Edge development, west of I-275 / US 50 interchange
- Perintown vicinity
- Near the planned new elementary in South Milford
- Columbia Township, along Wooster Pike, east of Mariemont

OHIO 32 FOCUS AREA (Pedestrian – Friendly Design):

- Mt. Carmel
- Clough Pike and Mt. Carmel-Tobasco Road
- Eastgate vicinity
- Newtown
- Beechmont Mall
- Clough Pike and Bach-Buxton

EASTERN AVE / LUNKEN FOCUS AREA (Pedestrian – Friendly Design):

- Linwood
- Columbia Tusculum
- California
- East End
- Lunken Airport Area

b. Parks and Open Space

This action item pointed out to the need to preserve existing parks and open space, as well as create new parks and open space for under-served areas. Areas to consider include the following:

WASSON FOCUS AREA (Parks and Open Space):

- Evanston
- North Oakley

RED BANK FOCUS AREA (Parks and Open Space):

- Madisonville
- Fairfax
- West side of Red Bank Road for bike trail
- Little Duck Creek Corridor

WOOSTER FOCUS AREA (Parks and Open Space):

- Along Little Miami River's edge
- Near new development
- Public playfields on the 80 acres in south Mariemont

OHIO 32 FOCUS AREA (Parks and Open Space):

- Near new development
- Preserve wetlands and hillsides
- Near lakes in Newtown / Ancor

EASTERN AVE / LUNKEN FOCUS AREA (Parks and Open Space):

- Along Ohio River's edge
- East End
- Columbia Tusculum
- Linwood

c. Create bike trail connections (e.g., from neighborhoods to an integrated bike trail network which includes the Little Miami, Lunken, and Ohio River Bike Trails)

This action item refers to the desire to have connections for bicyclists from neighborhoods to a network of bike trails that run throughout the Eastern Corridor. This bike trail network would include the Little Miami Bike Trail (currently extending northward from Milford), the Lunken Bike Trail (a loop trail around Lunken Airfield), and the planned Ohio River Bike Trail (extending from downtown Cincinnati to New Richmond, along the Ohio River). Each Focus Area had its own specific priorities, in terms of connections to the overall bicycle path network.

d. Minimize the negative impacts of any connectivity improvements (see item "s", described below within this subsection)

This action item refers to the need to ensure that any connectivity improvements are made in a way that is environmentally, aesthetically, and culturally sensitive. This includes the need to buffer environmentally sensitive areas and existing residential areas from these impacts to the greatest extent possible.

e. Create diverse neighborhoods with housing opportunities for all

This action item refers to the need for housing opportunities in a variety of price ranges throughout the metropolitan region, as well as the need for social, economic and racial diversity. These more diverse neighborhoods would allow for individuals and families, as they go through different stages in their lives, to relocate in a different type of housing, but still remain within their community and be able to better maintain social bonds that have formed there.

f. Make neighborhoods accessible for physically disabled, senior citizens and youth

This action item refers to the need for neighborhoods to be designed is such a way that children have safe places to play, and that people who are more physically challenged have options for independent living.

g. Preserve the historic built environment

This action item refers to the need to be respectful of the rich historic fabric within the Eastern Corridor, and the need to preserve the character of established communities and neighborhoods.

h. Create streetscape and gateway improvements along key corridors

This action item refers to make aesthetic improvements that enhance the identity of communities, and create a sense of place. Some of the specific locations for these improvements are found in the subsection of this report discussing Focus Area recommendations.

i. Explore the possibilities of creating incentives (e.g., special economic districts, conservation easements, purchase/transfer of development rights, developer incentives for providing socially desirable features in their projects, etc.) that would facilitate appropriate development, make the best of use of the resources available, and help to create an equitable distribution of the benefits of development and preservation in the region.

This action item refers to the need to take a proactive role in finding tools and resources that would further the implementation of the recommendations of the Land Use Vision

Plan. It is anticipated that through the investigation of these tools and resources, opportunities will be identified for more efficient implementation through cooperative efforts of several parties or jurisdictions serving multiple interests. A preliminary list of some of the geographic areas that these implementation activities could take place includes:

- Ancor / Newtown East
- Beechmont Mall
- Red Bank Corridor
- River Plains
- I-71 and Ridge
- Eastgate South
- Anderson Riverfront
- others

j. Reduce flood hazards and moderate urban storm runoff

This action item refers to the need to reduce flood hazards in areas throughout the Eastern Corridor. This includes the need to better protect areas of existing development, as well as the need to prevent further flood hazards from new development.

k. Preserve hillsides, Little Miami River's edge and visual quality of US 50 along the Little Miami River

This action item refers to the need to preserve and enhance the visual quality and the integrity of hillsides along US 50 (aka, Columbia Parkway and Wooster Pike) throughout the corridor, from the CBD to Milford.

l. Preserve hillsides, architectural character, and visual quality of US 52 along the Ohio River

This action item refers to the desire to preserve and enhance community character, hillside integrity, and scenic visual quality along US 52 (aka, Eastern Ave. and Kellogg Ave.) from the CBD eastward throughout the corridor.

m. Enhance pedestrian-friendly character using traffic calming measures, preferably with a planted median in most locations listed below

This action item refers to creating a more pedestrian-friendly environment through the creation of traffic calming measures such as planted medians, as well as adequate rights-of-way for pedestrian and bicycle traffic. Some locations that this would be appropriate include:

- Fairfax (Wooster Pike)
- Columbia Township, east of Mariemont on Wooster Pike
- Columbia Tusculum along Columbia Parkway between Delta and Stanley Avenues
- US 50 Corridor in Milford, east of Five Points
- Old SR 28 alignment in Miami Township

n. Reduce congestion caused by through traffic to allow for a more pedestrian friendly design

This action item refers to creating more direct transportation options in order to reduce heavy amounts of through traffic communities and enhance the character of local communities. The areas that reducing through traffic were discussed include:

- Fairfax (Wooster Pike)
- Mariemont (Wooster Pike)
- Columbia Township, east of Mariemont on Wooster Pike
- Newtown
- Eastgate / Eastgate South

o. Develop, or find existing, criteria to evaluate and assess proposed development in environmentally sensitive areas, such as South Milford, so that sensitive areas are preserved or enhanced.

This action item refers to the need to take a proactive approach toward preserving environmentally sensitive areas and creating sustainable communities. It was suggested that a set of criteria could be developed by which new development proposals could be rated with regard to how well they met or exceeded these criteria toward achieving community goals. One potential set of criteria, the Leadership in Energy & Environmental Design (LEED) Program is discussed in the Implementation section of this report (Section V). Some of the criteria evaluated by the LEED Program include energy efficiency, efficient use of water, stormwater management, reduced site disturbance, urban redevelopment and brownfield redevelopment, lower life cycle costs of materials, and other issues. It is very important to remember that the LEED program, or any design criteria, is a tool that needs to be understood rather than applied indiscriminately; and as such, it needs to be attuned to local context. Defining the goals of the criteria is every bit as important as crafting the actual criteria. The environmental indicators being developed as part of the eight (8) county Sustainable Cincinnati effort could also be an appropriate starting point for creating criteria for evaluating development and preservation options.

p. Preserve land in river plains for agriculture or open space. Reestablish forested streamside corridors along the Little Miami River to preserve and enhance water quality

This action item refers to the desire to maintain land in the river plains as open space, green space, or agricultural land. The river plains, in this case, are loosely defined as the area south and east of the Little Miami River, north of the Beechmont Levee, and west of Newtown. It was also deemed important to reestablish forests along the Little Miami River in this area to act as a buffer and enhance water quality.

q. Preserve/Enhance air, water, and visual quality in the region

This action item refers to the overall desire to preserve and enhance the environmental and scenic quality of the Eastern Corridor, and the region as a whole.

r. Develop industrial uses on brownfields and create industrial infill development where industrial uses are already established

This action item refers to focusing new industrial development in brownfields and areas that have existing industrial uses.

s. Create connectivity improvements for people and goods

This action item refers to the need to make connectivity improvements that relate to future land use patterns. This could include any or all of the following (subject to recommendations of the Eastern Corridor Travel Demand Modeling and Engineering studies):

Basic Eastern Corridor Major Investment Study (MIS) recommendations:

- Intersection / Interchange Improvements
- Park-and-pool or park-and-ride lots
- Expanded use of motorist information system message boards (ARTIMIS)
- Better traffic signal coordination
- Road Widenings
  - New and expanded bike lanes and trails
  - More frequent service on existing bus routes
- Expanded bus transit system coverage (new routes) service
- New rail transit service

- Widened, expanded, or new roadways
- New Road Alignments

Additional recommendations and considerations that came out of Focus Area discussions:

- Transit service to neighborhoods by smaller shuttle buses
- Create convenient and direct forms of transit
- New, relocated or consolidated barge terminals
- Rail freight improvements
- Water Taxi service (Ohio River)
- Commuter air passenger service (Lunken) **(endorsed by all Focus Areas excpet the Wooster Focus Area)**
- Air freight (Lunken) **(endorsed by all Focus Areas excpet the Wooster Focus Area)**

Also:

Red Bank Focus Area:

- Maintain at-grade connection of Madison Road at Red Bank

Eastern Ave / Lunken Focus Area:

- Consideration of other transit options such as transit that may not follow existing rights-of-way, but could run in air-space above the ground surface / road ways. Views of the Ohio River could be an amenity associated with this type of transit. One example of this kind of transit is Personal Rapid Transit (PRT) that could run on an elevated guideway.

C. Focus Area Discussion

The Action Items listed above have application throughout the Eastern Corridor. In addition to those listed in the previous section, there are some Action Items that are relevant to specific Focus Areas.

Within each of the Focus Areas, "zones of potential change" were identified, and a series of Action Items suggesting what actions should be taken. How soon change may come to these areas, if it does indeed come, is subject to many factors. The "zones of potential change" within each Focus Area, and the action items recommended for them are presented below.

1. Wasson Focus Area

The following section describes the "zones of potential change" in this Focus Area, and Action Items associated with them. Figure 4-2 shows the Eastern Corridor Land Use Vision Plan within the Wasson Focus Area and its surroundings, with the general locations associated with the action items for this Focus Area labeled on the map, where appropriate. Action Items listed in the previous section, such as focusing new industrial development in brownfields and areas that have existing industrial uses, are applicable in this Focus Area.

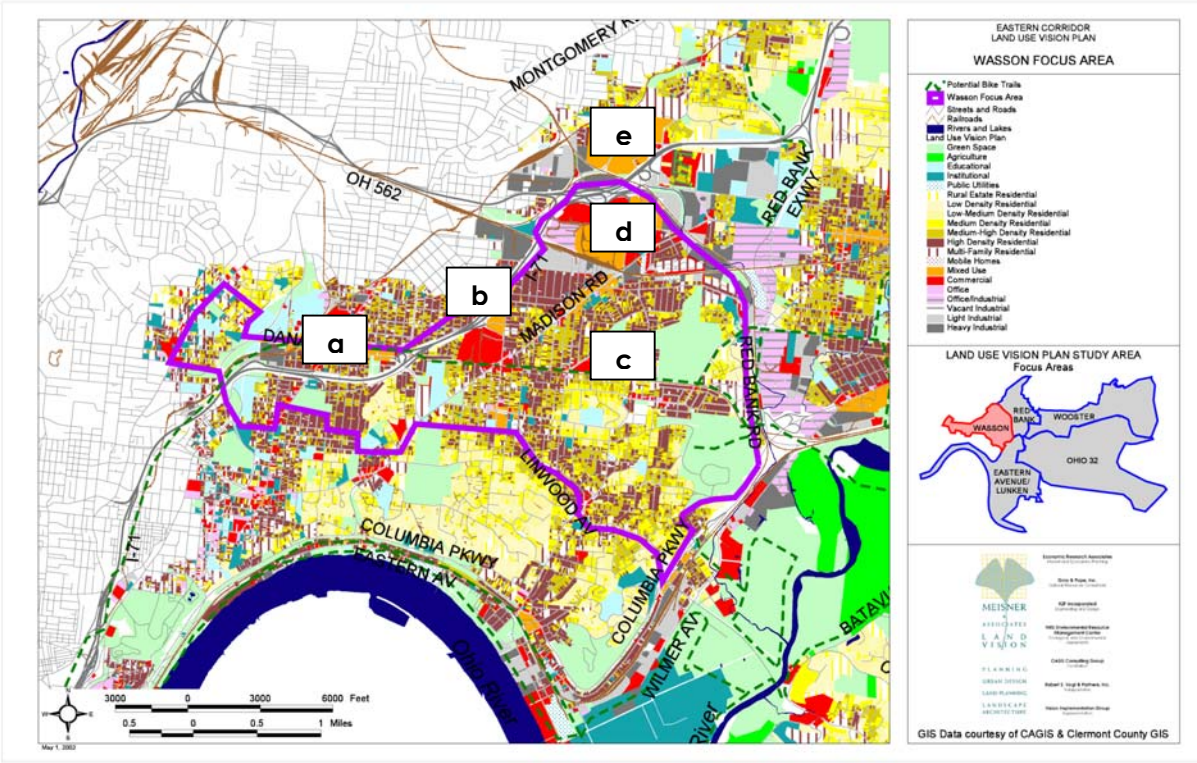
The Focus Area participants' highest priority Action Items are:

- Create areas with multiple pedestrian-friendly destinations within walking distance. These would be areas that could effectively be served by modes of transportation other than only automobiles, or could serve to reduce the amount of automobile travel necessary to accomplish multiple purposes
- Create connectivity improvements
- Create bike trail connections (e.g., to and from Ault Park; along Wasson; to Little Miami, Lunken, and Ohio River Bike Trails)
- Create / Revitalize Evanston NBD, east of Xavier, near Montgomery Road and Dana Ave.
- Preserve existing parks and open space, and create new parks and open space for under-served areas (e.g., Evanston, North Oakley, etc.)

The full results of the Focus Area Prioritizations may be found in Appendix C, in the meeting notes for the last meeting of this Focus Area. The results of a corridor-wide prioritization of Action Items may be found in Appendix B, in the meeting notes from the April 4, 2002, meeting. These prioritizations intended to gauge support for each of the Action Items. Those action items that rated did not rate as high as others in this prioritization exercise still have validity due to the general support received throughout the public participation process.

Considerations regarding the implementation of Action Items may be found in Section V.

LAND USE VISION PLAN – WASSON FOCUS AREA
Figure 4-2



a. Evanston and southern Norwood, near Xavier University

This zone of potential change refers to the area along Dana Avenue, between I-71 and Xavier University, and the surrounding neighborhoods. The intersection of Dana Avenue and Montgomery Road is a major intersection in this area.

i. Create / Revitalize Evanston NBD, east of Xavier, near Montgomery Road and Dana Ave.

This action item refers to the desire to create a neighborhood business district in Evanston, near Montgomery Road and Dana Avenue, just east of Xavier University. The former BASF site at Montgomery Road and Dana Ave. is just one of the underutilized sites in this area. A revitalization plan for this area in Evanston was created in 1998. The preferences expressed within this planning process were for neighborhood business mixed with single and multi-family housing. There seems to be ample opportunity for a complementary relationship between Xavier University and

this area, and there is also a good potential for developing a transit hub in this region incorporating both bus and rail transit, potentially.

b. North of Rookwood development

This zone of potential change refers to the area north of the Rookwood development, along Edwards Ave., and to the west. Good access and visibility make this area attractive to commercial development. Recently constructed commercial development has made this area less suitable for the single-family housing that currently exists there.

i. Given the pressure for development in the area north of Rookwood (along Edwards Ave., near on-ramp to I-71), guide that development to minimize the creation of further congestion, and create pedestrian connections within the development and to the surrounding areas.

A strong preference was expressed for any new development in this region to be a mix of office and other non- retail commercial development, designed in such a way that pedestrian connections are made to the surrounding destinations and neighborhoods. Congestion should be minimized through shared access and parking, preferably with buildings set near the street and parking in the rear. Multi-family residential could also be appropriate in this area, if properly designed.

c. Hyde Park Plaza

Hyde Park Plaza is located northeast of the intersections of Paxton and Wasson Road in the Cincinnati neighborhood of Oakley. The Hyde Park Plaza can be described as a suburban-style shopping center that does not fit well in its urban surroundings.

i. Make Hyde Park Plaza area more pedestrian-friendly and fit better with local context

It would be desirable for the plaza to be reconfigured over time to create a more pedestrian friendly layout that fits better with the surrounding neighborhood. A recent influx of higher density housing along Paxton Road could help to support a more pedestrian-oriented shopping center. The potential for a transit hub that could possibly include both rail and bus could further reinforce the need for a more pedestrian-friendly design.

d. South of Interchange at I-71 and Ridge Road

This zone of potential change refers to the area south of the interchange at I-71 and Ridge Road. Good access and visibility make this area attractive to commercial development. Recently constructed commercial development has made this area less suitable to the single-family housing that currently exists there.

i. Develop south of I-71 and Ridge Ave. (near Milacron site) with a mix of office, retail, and residential, and retain nearby industrial uses

This action item was developed as a response to big box retail development that was in the process of being constructed in this area during the development of the Eastern Corridor Land Use Vision Plan. The desire was expressed to complement the new retail development with a mix of office and residential uses, designed in such a manner that they are buffered from any negative impacts of large-scale retail. Pedestrian connections, and recreational amenities, could serve to create a neighborhood atmosphere, complementing this area's potential as a retail and employment center. The goal, in part, is to create a mix of land uses that have

different peak travel demands associated with them could also serve to reduce the anticipated traffic congestion associated with this development. Another goal is to maintain quality employment opportunities and protect the interdependent industries in the area. The current industrial users make use of energy generated locally. The interrelationships between these local industries should be taken into account prior to considering any action that may cause the displacement of any of the existing industrial uses. Creating local transportation improvements will be necessary to accommodate new development, and this should be done in such a way that pedestrian connections are created and residential uses are buffered from negative impacts.

e. North of Interchange at I-71 and Ridge Road

This zone of potential change refers to the area north of the interchange at I-71 and Ridge Road. Although it is slightly outside of the study area boundary, the new commercial development south of the interchange led participants to suggest that the area north of the interchange, near Highland Ave. and Ridge Road may soon be ripe for redevelopment.

i. Develop north of I-71 and Ridge Ave. (the area around John Nolan Ford, Circuit City, K-Mart, Sam's Club, etc.) with a mix of office, retail, residential, and light industrial uses, as appropriate.

This action item was formulated in response to the developments occurring south of the interchange, described in the previous action item. With the influx of new retail south of the interchange and the planned relocation of Sam's Club and recent bankruptcy of K-Mart, north of the interchange, an opportunity was identified for this area near Highland Avenue and Ridge Road to be reinvented as a mixed use area, having office, multi-family residential, in addition to the retail and light industrial that currently exists in the area. If efficient transit were to serve this area, it could further reinforce mixed-use development at this locale.

2. Red Bank Focus Area

The following section describes the "zones of potential change" in this Focus Area, and Action Items associated with them. Figure 4-3 shows the Eastern Corridor Land Use Vision Plan within the Red Bank Focus Area and its surroundings, with the general locations associated with the action items for this Focus Area labeled on the map, where appropriate. Action Items listed in the previous section, such as focusing new industrial development in brownfields and areas that have existing industrial uses, are applicable in this Focus Area.

The Focus Area participants' highest priority Action Items are:

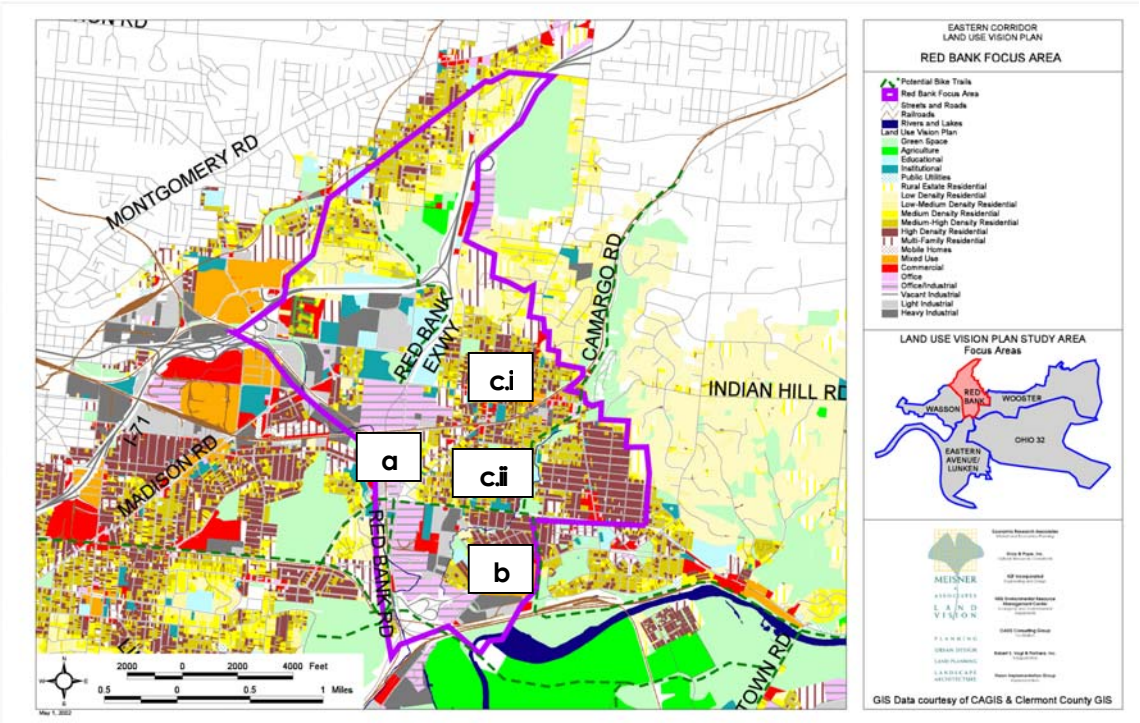
- Preserve existing parks and open space, and create new parks and open space for under-served areas (e.g., More Greenspace along Red Bank Road, Duck Creek, and Little Duck Creek; Parks in Madisonville, Fairfax, etc.)
- Revitalize Madisonville NBD near Whetsel Ave. and Madison Road
- Create bike trail connections (e.g., to Ault Park; along Murray Ave.; to Little Miami, Lunken, and Ohio River Bike Trails)
- Encourage Office and Industrial uses in Red Bank Corridor while limiting Retail Development
- Reduce Flood Hazards and moderate urban storm runoff
- Create streetscape and gateway improvements along key corridors
- Revitalize / Create smaller Madisonville NBD at Whetsel Ave. and Bramble

- Explore the possibilities of creating incentives (e.g., special economic districts, conservation easements, purchase/transfer of development rights, developer incentives for providing socially desirable features in their projects, etc.) that would facilitate appropriate development, make the best of use of the resources available, and help to create an equitable distribution of the benefits of development and preservation in the region.
- Create connectivity improvements

The full results of the Focus Area Prioritizations may be found in Appendix C, in the meeting notes for the last meeting of this Focus Area. The results of a corridor-wide prioritization of Action Items may be found in Appendix B, in the meeting notes from the April 4, 2002, meeting. These prioritizations intended to gauge support for each of the Action Items. Those action items that rated did not rate as high as others in this prioritization exercise still have validity due to the general support received throughout the public participation process.

Considerations regarding the implementation of Action Items may be found in Section V.

LAND USE VISION PLAN – RED BANK FOCUS AREA
Figure 4-3



a. Red Bank Corridor

This zone of potential change refers to the length of Red Bank Road, from Madison Road south to Columbia Parkway (US 50). There are numerous vacant and underutilized sites in this area. In addition to discussions regarding limiting retail development in the area, it was also strongly recommended that improvements should be made along Red Bank Road to improve its scenic quality, and to create pedestrian and bike paths.

i. Encourage Office and Industrial uses in Red Bank Corridor while limiting Retail Development

This action item refers to the desire to prevent retail-related congestion along the Red Bank Road corridor, as well as create quality employment opportunities for local residents. Creating quality employment opportunities in office and industrial development was preferred over retail development. A mix of office and industrial use is envisioned for this corridor. This includes opportunities to:

- Develop Business incubators, perhaps in campus-type setting
- Redevelop Brownfields and under-utilized sites
- Target industries that have a synergistic relationship and can create an "industrial ecology"

Further discussion of the Red Bank corridor area is found in the Section V D, regarding implementation.

b. Fairfax

This zone of potential change refers to the area along Wooster Pike in Fairfax, east of Wooster Road. A revitalization plan was completed for this area in 2000.

i. Revitalize / Create Fairfax NBD

This action item developed from Fairfax's desire to create a sense of place along Wooster Pike. Traffic-calming measures and pedestrian-friendly enhancements could further reinforce this sense of place for the Fairfax NBD. A revitalization plan was completed for this area in 2000. A mix of office and institutional uses are envisioned south of Wooster Pike, in addition to neighborhood retail to the north.

c. Madisonville

Madisonville is an eastern neighborhood of Cincinnati, east of the neighborhood of Oakley, south of Silverton and Madeira, and north of Fairfax and Mariemont.

In addition to the Action Items listed below, Madisonville was identified as having a need for more convenient transit options and better access to services such as grocery stores, preferably within walking distance. Potential locations for transit hubs were discussed for Madisonville. These included locations along Madison Road, either near Red Bank or near Whetsel Ave. The general preference within Focus Area discussions was toward a location near Red Bank Road, but there may also be merit in a transit hub closer to the neighborhood business district. Discussions with the local community council would be necessary in order to determine the most appropriate design and location of a transit hub in this area, as well as to determine what kinds of complementary services could be located near the transit hub (e.g., grocery store, etc.). The Red Bank Focus Area, which includes Madisonville and Fairfax, received the highest favourable support for the location of a transit hub in or near their communities in a telephone public opinion survey conducted February 2002 (UC IPR, 2002). Maintaining at-grade connections along Madison Road in the vicinity of Red Bank was also suggested during Focus Area discussions.

i. Revitalize Madisonville NBD near Whetsel Ave. and Madison Road

This action item refers to the desire to revitalize Madisonville's neighborhood business district along Madison Road, with Whetsel Ave. as its main intersection. This would involve the revitalization of the existing neighborhood business district serving the

needs of the local residents, and may entail the creation of higher densities of residential uses in the vicinity to support this NBD. The expansion of recreational opportunities in the immediate vicinity would also be appropriate to serve the local residents and attract residents to the area. An economic study performed during this planning process (ERA, 2002) indicates that the Cincinnati neighborhood of Madisonville is ripe for revitalization, the rehabilitation of building stock being an important factor in this. Care must also be taken to avoid undue displacement of people currently living in this neighborhood.

ii. Revitalize / Create smaller Madisonville NBD at Whetsel Ave. and Bramble Ave.

This action item refers to the desire to create or revitalize a smaller neighborhood business district at Bramble Ave. and Whetsel Ave. This would involve the creating the core of a viable, although small, neighborhood business district serving the needs of the local residents.

3. Wooster Focus Area

The following section describes the "zones of potential change" in this Focus Area, and Action Items associated with them. Figure 4-4 shows the Eastern Corridor Land Use Vision Plan within the Wooster Focus Area and its surroundings, with the general locations associated with the action items for this Focus Area labeled on the map, where appropriate. Action Items listed in the previous section, such as focusing new industrial development in brownfields and areas that have existing industrial uses, are applicable in this Focus Area.

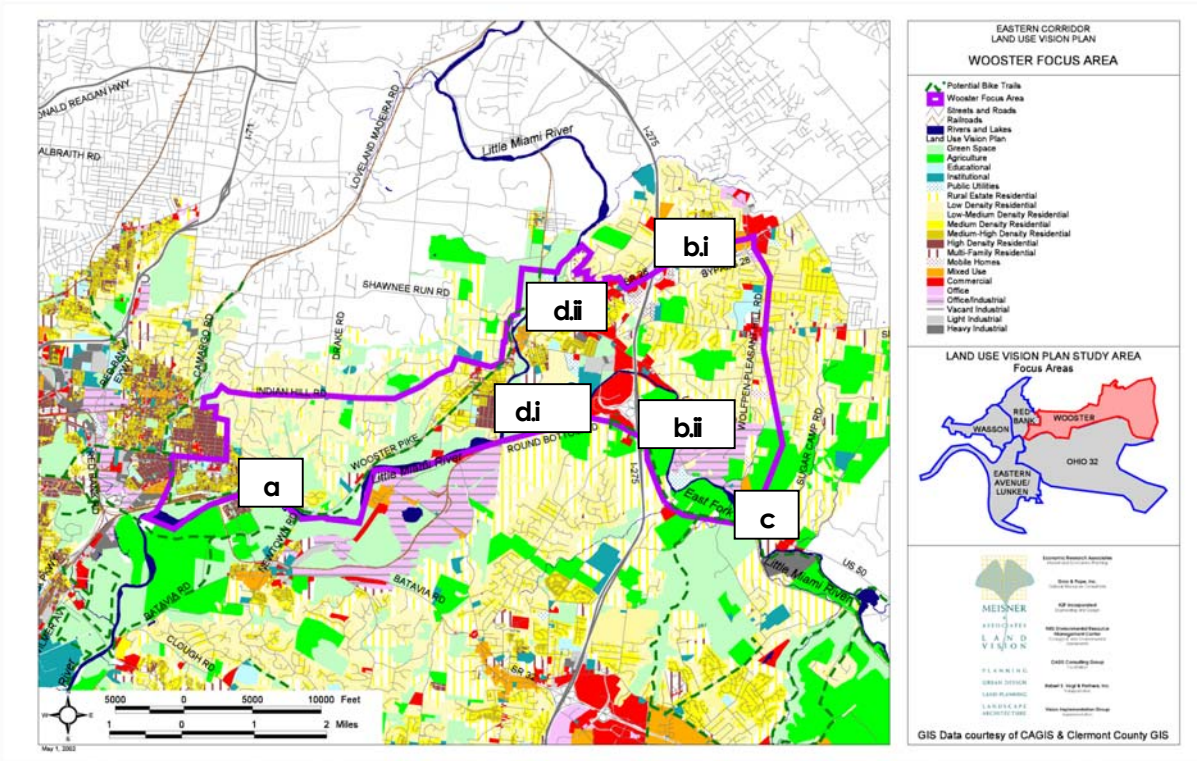
The Focus Area participants' highest priority Action Items are:

- Create connectivity improvements
- Create areas with multiple pedestrian-friendly destinations within walking distance. These would be areas that could effectively be served by modes of transportation other than only automobiles, or could serve to reduce the amount of automobile travel necessary to accomplish multiple purposes
- Design any new development in south Milford in an environmentally sensitive manner
- Preserve existing parks and open space, and create new parks and open space for under-served areas (e.g., in new developments, improved access to recreation along the Little Miami River, public playfields on the 80 acres in south Mariemont, etc.)
- Preserve hillsides, Little Miami River's edge and visual quality along US 50 along the Little Miami River
- Redevelop along US 50 corridor in Milford to be more pedestrian friendly
- Create bike trail connections (e.g., from existing Little Miami Trail to Lunken, and Ohio River Bike Trails)
- Create streetscape and gateway improvements along key corridors
- Reduce congestion to enhance pedestrian-friendly character
- Redevelop Columbia Township along Wooster Pike east of Mariemont with a mix of housing & neighborhood retail

The full results of the Focus Area Prioritizations may be found in Appendix C, in the meeting notes for the last meeting of this Focus Area. The results of a corridor-wide prioritization of Action Items may be found in Appendix B, in the meeting notes from the April 4, 2002, meeting. These prioritizations intended to gauge support for each of the Action Items. Those action items that rated did not rate as high as others in this prioritization exercise still have validity due to the general support received throughout the public participation process.

Considerations regarding the implementation of Action Items may be found in Section V.

LAND USE VISION PLAN – WOOSTER FOCUS AREA
Figure 4-4



a. Columbia Township along Wooster Pike, east of Mariemont

This zone of potential change refers to the area along Wooster Pike, east of Mariemont. This length of Wooster Pike currently lacks a "sense of place", but has the potential to be a mixed-use pedestrian-friendly destination. Future bike trail connections near this area could enhance the viability of a neighborhood business district here.

i. Redevelop Columbia Township along Wooster Pike east of Mariemont with a mix of housing and neighborhood retail

This action item refers to the desire to create a neighborhood business district along Wooster Pike east of Mariemont with a mix of housing and commercial uses to the north, and complementary commercial uses to the south that could take advantage of the Little Miami River and the future bike trail connection nearby.

ii. Create planted median in Columbia Township with green strips on either side of Wooster Pike and create provisions for bicycle traffic and connections to planned hike/bike trails

This action item refers to the potential for the part of Columbia Township, just east of Mariemont and west of the Newtown Road Bridge to be a more pedestrian friendly mixed-use destination. This mixed-use development would be primarily commercial on the south side of Wooster Pike, with some residential development to the north. The commercial character could be attuned to the potential recreational connections nearby.

With the planned construction of a new pedestrian/bicycle bridge next to the existing Newtown Road bridge and the creation of a bicycle trail head at Avoca Park (east of the Newtown Road bridge), it is important to create pedestrian and bicycle connections throughout this part of Columbia Township, especially relating to the south side of Wooster Pike, to facilitate movement from neighborhoods to this vital link in the regional bike trail network.

Focus area participants expressed the desire to improve the overall character of the region through the creation of a planted median and the reduction in the number of curb cuts and the creation of shared access and parking to businesses on the south side of Wooster Pike.

b. Miami Township

This zone of potential change refers to the area along the old alignment of State Route 28, east of I-275, as well as the area along US 50 east of Milford. A new post office has recently been built along State Route 28, but pedestrian facilities are inadequate.

i. Redevelop Ohio 28 Corridor in Miami Township as mixed-use pedestrian friendly development

This action item refers to the desire to create a mixed-use, new urbanism development along the old alignment of State Route 28 in Miami Township, east of I-275. A mix of residential and commercial uses along this road which was previously developed with strip retail, would enhance its sense of place, as well as create a system of land uses that is not as dependent on the flow of through traffic that this length of road had previously experienced, prior to the construction of the State Route 28 bypass. This would also allow the creation of shared access drives that reduces the number of curb cuts along State Route 28. Land use planning efforts to this effect have been underway, independent of the Eastern Corridor land use visioning process.

ii. Develop the US 50 Corridor from Milford to Perintown with a mix of office and industrial uses

This action item is formulated in response to current development patterns and accessibility along the US 50 corridor east of Milford. It seeks to encourage, where appropriate, a mix of complementary office and industrial uses. This is a continuation of current trends. Shared access drives should be created wherever possible, to reduce the number of curb cuts along US 50.

c. Perintown

This zone of potential change refers to the area along US 50 east near Wolfpen-Pleasant Hill Road and Round Bottom Road.

i. Develop the area around Perintown with mixed-use pedestrian friendly development

This action item refers to potential for the Perintown area, along US 50, near Wolfpen-Pleasant Hill Road and Round Bottom Road, to be an attractive mixed-use pedestrian-friendly destination. There is currently acreage for sale at the corner of Wolfpen-Pleasant Hill Road and US 50, and the preference was expressed that this area be developed as mixed-use, rather than as a predominately retail development. This mix of uses could include residential as well as neighborhood retail, office and service uses. This was not necessarily viewed as a high priority for

the immediate future, but was deemed to be a desirable outcome for the area if development were to occur.

d. Milford

These zone of potential change refers to the area east of South Milford Road, and areas east of Five Points in Milford, along US 50, and State Route 28. There are some underutilized sites in this area, and any redevelopment to occur should enhance the pedestrian-friendly character envisioned for this area.

i. Design new development in south Milford in an environmentally sensitive manner

This action item refers to the area in south Milford, east of South Milford Road and north of the East Fork of the Little Miami River. A variety of proposals have been presented for this region, and these proposals have met with some amount of public opposition. This action item indicates the need to ensure that any development that is to occur in this area should be done in an environmentally sensitive manner. It was from the discussion of this area, that the more proactive Action Item of developing criteria by which to evaluate the suitability of development proposals was formulated (described above in Section IV, B, 1, o).

ii. Redevelop along US 50 and State Route 28 corridor in Milford to be more pedestrian friendly

This action item refers to the potential for the area east of Five Points in Milford, along US 50 and State Route 28, to be more pedestrian-friendly. Along State Route 28, a new post office was recently constructed, yet pedestrian connections are sorely lacking. Discussions of this action item also included the incorporation of a planted median in the road along US 50.

4. Ohio 32 Focus Area

The following section describes the "zones of potential change" in this Focus Area, and Action Items associated with them. Figure 4-5 shows the Eastern Corridor Land Use Vision Plan within the Ohio 32 Focus Area and its surroundings, with the general locations associated with the action items for this Focus Area labeled on the map, where appropriate. Action Items listed in the previous section, such as focusing new industrial development in brownfields and areas that have existing industrial uses, are applicable in this Focus Area.

The Focus Area participants' highest priority Action Items are:

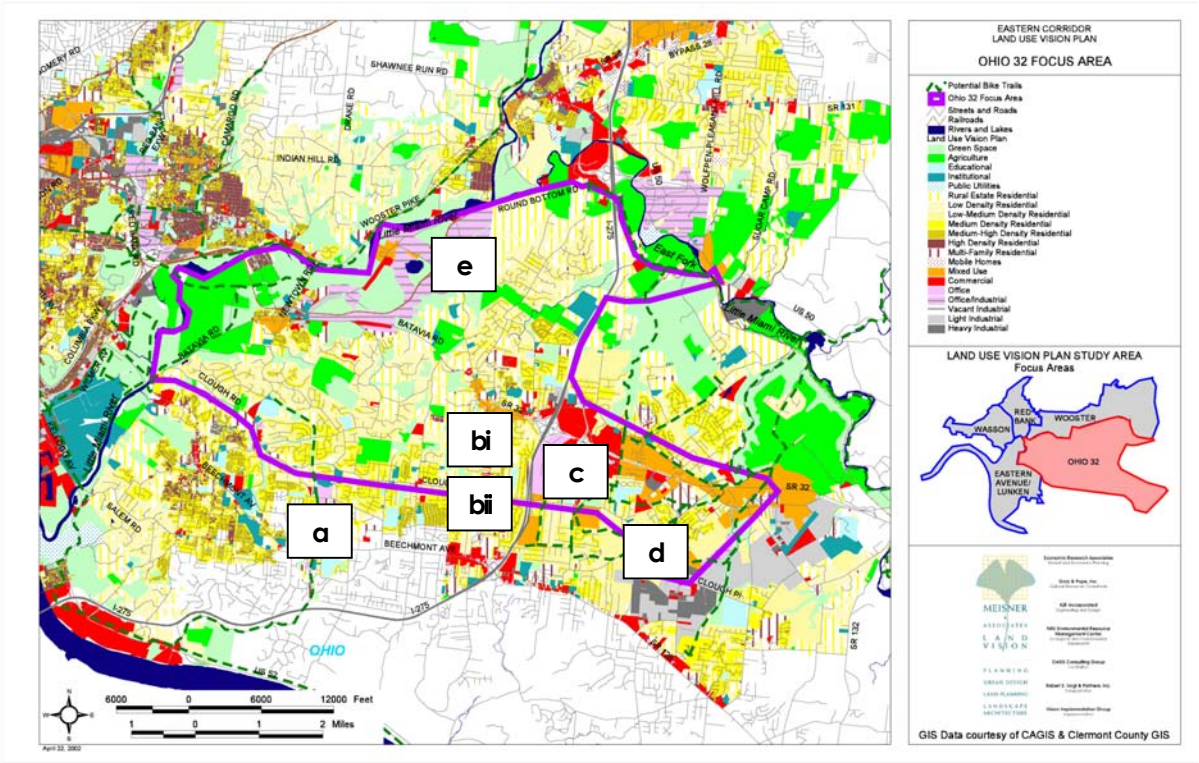
- Create connectivity improvements
- Reduce Flood Hazards and moderate urban storm runoff
- Preserve land in river plains for agriculture or open space. Reestablish forested streamside corridors along the Little Miami River to preserve and enhance water quality
- Develop Ancor and Northeast Newtown area with a mix of office, industrial, and recreation
  - Preserve environmentally sensitive areas and link them with green space corridors, creating an office park atmosphere with recreational opportunities
- Revitalize / Create Newtown Neighborhood Business District
- Create areas with multiple pedestrian-friendly destinations within walking distance. These would be areas that could effectively be served by modes of transportation other than only automobiles, or could serve to reduce the amount of automobile travel necessary to accomplish multiple purposes

- Preserve existing parks and open space, and create new parks and public open space for under-served areas (e.g., new developments occurring in Union Twp., Anderson Twp., etc.)
- Revitalize / Create Anderson Township Town Center at Beechmont Mall site

The full results of the Focus Area Prioritizations may be found in Appendix C, in the meeting notes for the last meeting of this Focus Area. The results of a corridor-wide prioritization of Action Items may be found in Appendix B, in the meeting notes from the April 4, 2002, meeting. These prioritizations intended to gauge support for each of the Action Items. Those action items that rated did not rate as high as others in this prioritization exercise still have validity due to the general support received throughout the public participation process.

Considerations regarding the implementation of Action Items may be found in Section V.

LAND USE VISION PLAN – OHIO 32 FOCUS AREA
Figure 4-5



a. Beechmont Mall

The Beechmont Mall is located northeast of the intersection of Beechmont Avenue and Five Mile Road. In recent years the viability of this mall has declined, due in part to congestion and access issues, as well as retail competition from surrounding areas.

i. Revitalize / Create Anderson Township Town Center at Beechmont Mall site

This action item refers to the desire to redevelop the Beechmont Mall area as a mixed-use town center for Anderson Township. The potential for a bus transit hub in this area would further enhance its potential as a pedestrian friendly mixed-use

development. This mix of uses was discussed as including retail, office, and institutional. There may also be potential for higher density residential uses.

b. Mt. Carmel

The two areas discussed below are (1) the area along Old 74 and Mt. Carmel-Tobasco Road, and (2) the intersection of Clough Road and Mt. Carmel-Tobasco Road. These two areas may not necessarily change significantly in terms of land use, but they do have the potential to change in character.

i. Revitalize Neighborhood Center in Mt. Carmel, along Old 74 and Mt. Carmel - Tobasco Road

This action item refers to the revitalization of a neighborhood center in Mt. Carmel, along old 74 and Mt. Carmel-Tobasco Road. It was discussed that this area could develop more of a pedestrian-friendly character with a "sense of place" noted as currently lacking. This would involve better pedestrian connections with the surrounding residential neighborhoods, and creating a building orientation that creates a more inviting atmosphere for pedestrians.

ii. Clough Crossings (Mt. Carmel-Tobasco and Clough Road)

It was discussed that this area could develop more of a pedestrian-friendly character with a "sense of place" noted as currently lacking. This would involve better pedestrian connections with the surrounding residential neighborhoods, and creating a building orientation that creates a more inviting atmosphere for pedestrians.

c. Eastgate Area

This zone of potential change refers to area around the interchange of I-275 and State Route 32, primarily the area to the southeast of the interchange. There may also be potential for land use change in the other quadrants around the interchange, especially if it is reconfigured, and if transit becomes more established in this region.

It was discussed that this area could develop more of a pedestrian-friendly character with a "sense of place" noted as currently lacking. Office development is currently planned for the region south of Aicholtz Road near Eastgate Boulevard, and the potential for neighborhood centers exists in the nearby areas.

i. Consider the creation of pedestrian-friendly mixed-use development in appropriate locations in Union Township

This action item refers to the opportunities for creating special places in the area south of Eastgate, to enhance the sense of place and community. The character of these areas, and the specific mix of land uses would need to be based on community preferences taking into account market demand. Two of the areas discussed include:

- Near Clough Pike and Gleneste-Withamsville
- Near Aicholtz and Ferguson

The location at Gleneste-Withamsville might be appropriate for senior housing (discussed in the Clermont County – Ohio 32 Land Use Vision Plan, Meisner + Associates, 2000) or other residential, while the location near Aicholtz and Ferguson might be more predominately office, with some local retail.

d. Southern Union Township

This zone of potential change refers to southern Union Township, particularly the area along Clough Pike near McMann and Bach-Buxton Roads. There is currently a strong employment base in the southeastern portion Union Township, and it was discussed that this employment base could be expanded upon and extended to the east and northeast toward the Clermont County Airport.

i. Develop the area along Clough Pike near Bach-Buxton with a mixed-use development. Primarily a mix of office and industrial to the east

This action item refers to an area in Union Township that has some existing industrial land use. It proposes mixed-use development near Clough Pike's intersection with Bach-Buxton that could include neighborhood retail, office, and multi-family housing. To the east, extending toward the Clermont County Airport, office and industrial uses were discussed as being more appropriate.

e. Newtown / Ancor

This zone of potential change refers to the Newtown NBD and the area north and east of the intersection of State Route 32 and Round Bottom Road.

i. Revitalize Newtown Neighborhood Business District

This action item refers not so much to significant land use change, as it does to the revitalization of the neighborhood business district in Newtown, along State Route 32. Reduced congestion and improved access could help to make this possible.

ii Develop Ancor and Northeast Newtown area with a mix of office, industrial, and recreation

This action item refers to the desire to develop quality employment opportunities with office and industrial land uses in the area northeast of Newtown's NBD. An important component of this development is the preservation of environmentally sensitive areas and linking them with green space corridors, creating an office park atmosphere with recreational opportunities. There is also an opportunity to target industries that have a synergistic relationship and can create an "industrial ecology" to locate in this area.

Further discussion of the Ancor area is found in the Section V D, regarding implementation.

5. Eastern Ave / Lunken Focus Area

The following section describes the "zones of potential change" in this Focus Area, and Action Items associated with them. Figure 4-6 shows the Eastern Corridor Land Use Vision Plan within the Eastern Ave / Lunken Focus Area and its surroundings, with the general locations associated with the action items for this Focus Area labeled on the map, where appropriate. Action Items listed in the previous section, such as focusing new industrial development in brownfields and areas that have existing industrial uses, are applicable to this Focus Area. This could involve the relocation and/or consolidation of barge terminals along the Ohio River. Considering other forms of transit such as personal rapid transit (PRTs), and creating water taxis that would run from to and from Downtown and the neighborhood of California or near Coney Island were also discussed within this Focus Area.

The Focus Area participants' highest priority Action Items are:

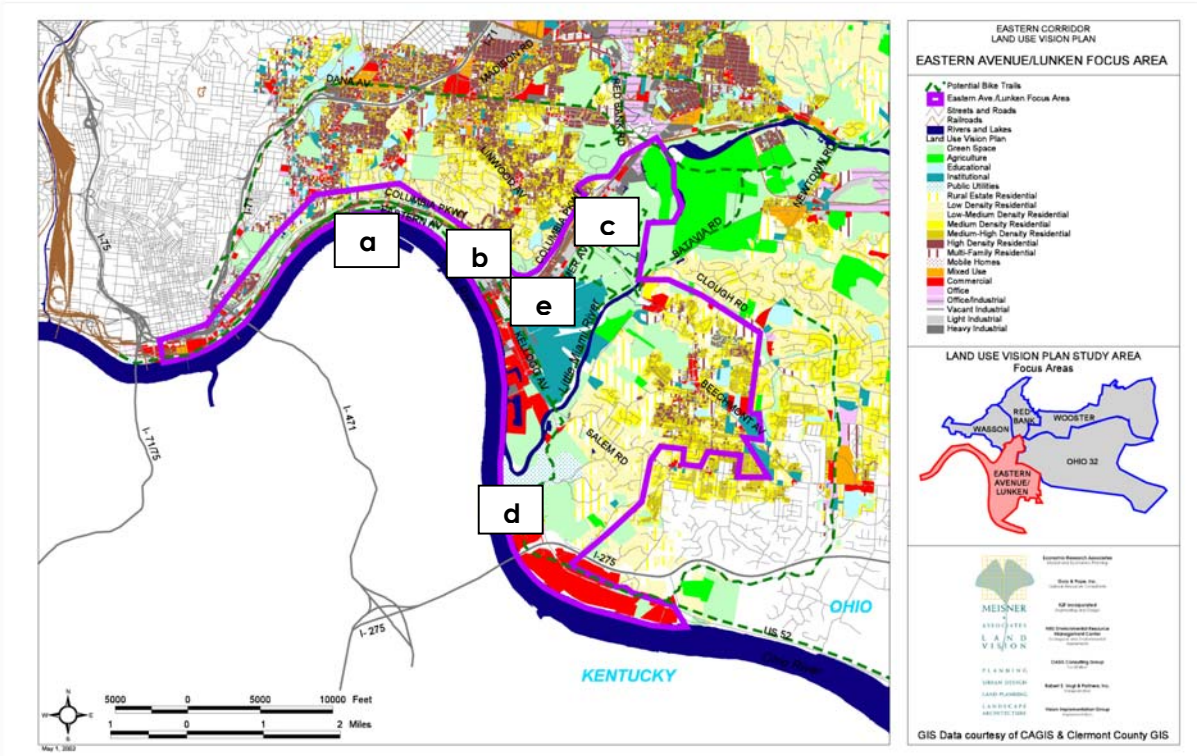
- Reduce congestion and create traffic calming enhancements to enhance pedestrian-friendly character

- Create areas with multiple pedestrian-friendly destinations within walking distance. These would be areas that could effectively be served by modes of transportation other than only automobiles, or could serve to reduce the amount of automobile travel necessary to accomplish multiple purposes
- Preserve existing parks and open space, and create new parks and open space for under-served areas (e.g., improved access to recreation along the Ohio River, etc.)
- Create connectivity improvements
- Create diverse neighborhoods with housing opportunities for all
- Redevelop / Create Columbia Tusculum Neighborhood Business District (along Columbia Parkway and to the south, between Stanley and Delta) as mixed use pedestrian friendly development
- Create bike trail connections (e.g., from Ohio River Bike Trail to existing Little Miami Trail and Lunken)
- Create K-12 School and Community Center along Kellogg Avenue, near Delta or Stanley
- Minimize the negative impacts of any connectivity improvements and make sure they are done in an environmentally and aesthetically sensitive manner
- Preserve hillsides and visual quality of US 52 along the Ohio River
- Encourage attractive light industry / office development near Lunken Airport

The full results of the Focus Area Prioritizations may be found in Appendix C, in the meeting notes for the last meeting of this Focus Area. The results of a corridor-wide prioritization of Action Items may be found in Appendix B, in the meeting notes from the April 4, 2002, meeting. These prioritizations intended to gauge support for each of the Action Items. Those action items that rated did not rate as high as others in this prioritization exercise still have validity due to the general support received throughout the public participation process.

Considerations regarding the implementation of Action Items may be found in Section V.

LAND USE VISION PLAN – EASTERN AVE / LUNKEN FOCUS AREA
Figure 4-6



a. East End

This zone of potential change refers to the area along Eastern Avenue, from Downtown to Stanley Ave. There has been an increase in residential demand along the Ohio Riverfront recently, and two areas along Eastern Avenue (one near Collins Ave., and one further to the west nearer to Kemper Lane) were designated as being potential neighborhood centers in the East End community plan. The community plan for this region is currently undergoing revisions. Some of the Action Items listed below are not necessarily changes in land use, as much as they are amenities that were identified during the visioning process that could enhance the overall attractiveness and quality of life in the area.

i. Redevelop / Create Neighborhood Center (s) in East End

This action item refers to the creation or revitalization of neighborhood centers in East End. Two possible locations, referenced in the East End plan are:

- Near Eastern Ave. and Kemper
- Near Eastern Ave. and Collins

ii. Expand residential opportunities along the Ohio River in a way that they are kept away from flood hazards

This action item refers to the riverfront amenity afforded by the Ohio River, and the demand for residential properties along the Ohio River. This action item is a continuation and expansion of current trends of creating residential opportunities along the Ohio River. The prevention of flood damage to any new residential development is an important consideration.

iii. Create new East End K-12 School and Community Center along Kellogg Avenue, near Delta or Stanley

This action item refers to an ongoing initiative to create a Kindergarten through Twelfth Grade school, that would also serve as a community center. The location discussed for this community center and school is on Kellogg Avenue, near Stanley Ave.

iv. Preserve / Expand the Farmer's Market on Wilmer Ave., near Kellogg

This action item refers to the desire to ensure that the Farmer's Market that currently takes place in the gravel parking lot north of Kellogg Ave., on the east side of Wilmer Ave., is not displaced.

v. Create / Encourage Bed + Breakfasts in California, Columbia Tusculum, and East End

This action item developed in response to the recreational and scenic amenities of the Ohio River (and the planned bike trail) in the neighborhoods along the Ohio River, and the complementary aspect that these bed and breakfasts would have with in this area.

b. Columbia Tusculum

This zone of potential change refers to the area between Delta Ave. and Stanley Ave. in the Columbia Tusculum neighborhood of Cincinnati. There is currently a plan to create a neighborhood business district in this area. Streetscaping improvements and traffic calming measures could enhance the pedestrian character of this region.

i. Redevelop / Create Columbia Tusculum Neighborhood Business District (along Columbia Parkway and to the south, between Stanley and Delta) as mixed use pedestrian friendly development

This action item refers to the revitalization of a neighborhood center in Columbia Tusculum, along Columbia Parkway and to the south. Land uses in the area would include neighborhood commercial and residential. Traffic calming measures and streetscaping could further enhance the character of this district.

ii. Expand residential opportunities along the Ohio River in a way that they are kept away from flood hazards

This action item refers to the riverfront amenity afforded by the Ohio River, and the demand for residential properties along the Ohio River. This action item is a continuation and expansion of current trends. The prevention of flood damage to any new residential development is an important consideration.

iii. Create / Encourage Bed + Breakfasts in California, Columbia Tusculum, and East End

This action item developed in response to the recreational and scenic amenities of the Ohio River (and the planned bike trail) in the neighborhoods along the Ohio River, and the complementary aspect that these bed and breakfasts would have with in this area.

c. Linwood

This zone of potential change refers to the neighborhood of Linwood, north of the Beechmont Levee.

i. Redevelop / Create Linwood Neighborhood Center along Eastern Ave., north of Beechmont

This action item refers to the creation of a neighborhood center in Linwood, along Eastern Avenue, north of Beechmont Avenue and Linwood Avenue. It was discussed that this area could develop more of a "sense of place" noted as currently lacking, partly due to the roadway configuration. Flooding is also an occasional issue in this area.

d. California / Anderson Township Ohio Riverfront

This zone of potential change refers to the area along Kellogg Ave., to the east and west of I-275. The Cincinnati neighborhood of California could experience a revitalization of its neighborhood business district, especially with the potential for the Ohio River bike trail that could pass through this area. There are several entertainment destinations (River Bend, Coney Island, River Downs) to the west of I-275 on Kellogg Ave. that could be served by complementary commercial development, such as office, hotel, and other uses.

i. Revitalize California Neighborhood Business District along Kellogg Ave.

This action item refers to the revitalization of the California neighborhood business district, along Kellogg Avenue.

ii. Create / Encourage Bed + Breakfasts in California, Columbia Tusculum, and East End

This action item developed in response to the recreational and scenic amenities of the Ohio River (and the planned bike trail) in the neighborhoods along the Ohio

River, and the complementary aspect that these bed and breakfasts would have with in this area.

e. Lunken Airport Area

This zone of potential change refers to the area adjacent to Lunken Airport, primarily to the south and east. There are currently some underutilized sites in this region that would be appropriate for commercial development that could make use of the airport as an amenity. Targeting the attraction of appropriate industries and creating design guidelines could help to improve the character of this region. A relocation and consolidation of barge terminals was discussed for the area to the southwest of the airport. Although there was not a consensus supporting this idea, it is a use that might be compatible with being located near an airport.

i. Encourage attractive light industry / office development near Lunken Airport

This action item is in response to the transportation amenity afforded by Lunken Airport, and the appropriateness of commercial uses nearby. While these land uses are most appropriate, adjacent to a municipal airport, it is desirable that this commercial development be non-polluting, and be constructed in an aesthetically sensitive manner, that is relatively pedestrian-friendly, partially to enhance its serviceability by any future transit improvements that may occur.

6. River Plains Focus Area

The Focus Area participants' highest priority Action Items are:

- Preserve land in river plains for agriculture or open space. Reestablish forested streamside corridors along the Little Miami River to preserve and enhance water quality
- Reduce Flood Hazards and moderate urban storm runoff (Fairfax, Newtown, Linwood, etc.)
- Preserve existing parks and open space, and create new parks and public open space for under-served areas (e.g., better recreational access to Little Miami and Ohio Rivers, etc.)
- Create connectivity improvements
- Create bike trail connections (e.g., connections from neighborhoods to Little Miami, Lunken, and Ohio River Bike Trails)
- Create areas with multiple pedestrian-friendly destinations within walking distance. These would be areas that could effectively be served by modes of transportation other than only automobiles, or could serve to reduce the amount of automobile travel necessary to accomplish multiple purposes
- Reduce congestion, create traffic claming measures, and enhance pedestrian-friendly character

The full results of the Focus Area Prioritizations may be found in Appendix C, in the meeting notes for the last meeting of this Focus Area. The results of a corridor-wide prioritization of Action Items may be found in Appendix B, in the meeting notes from the April 4, 2002, meeting. These prioritizations intended to gauge support for each of the Action Items. Those action items that rated did not rate as high as others in this prioritization exercise still have validity due to the general support received throughout the public participation process.

Considerations regarding the implementation of Action Items may be found in Section V.

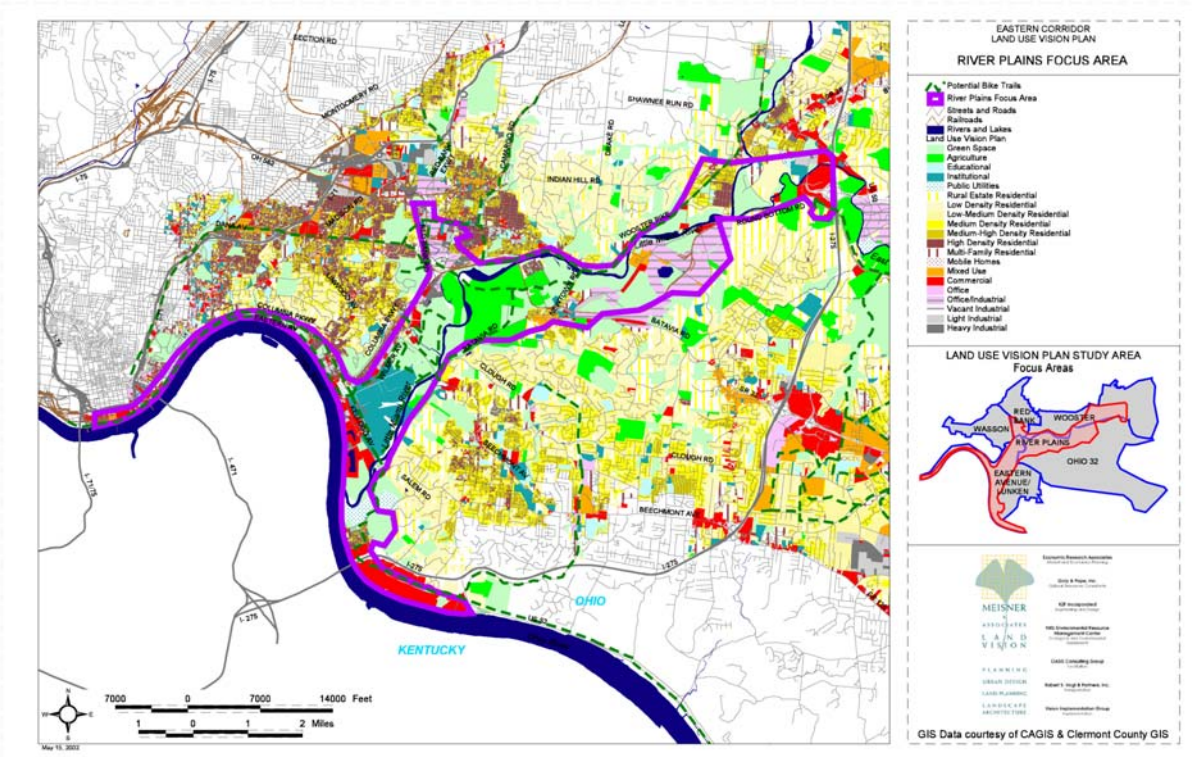
The recommendations from the River Plains were incorporated into the general recommendations and the recommendations of the other Focus Areas. One Action Item specific to this Focus Area is discussed below.

a. River Plains

The river plains, in this case, are loosely defined as the area south and east of the Little Miami River, north of the Beechmont Levee, and west of Newtown. It was also deemed important to reestablish forests along the Little Miami River in this area to act as a buffer and enhance water quality. Current land uses within this region are primarily recreational and agricultural.

LAND USE VISION PLAN – EASTERN AVE / LUNKEN FOCUS AREA

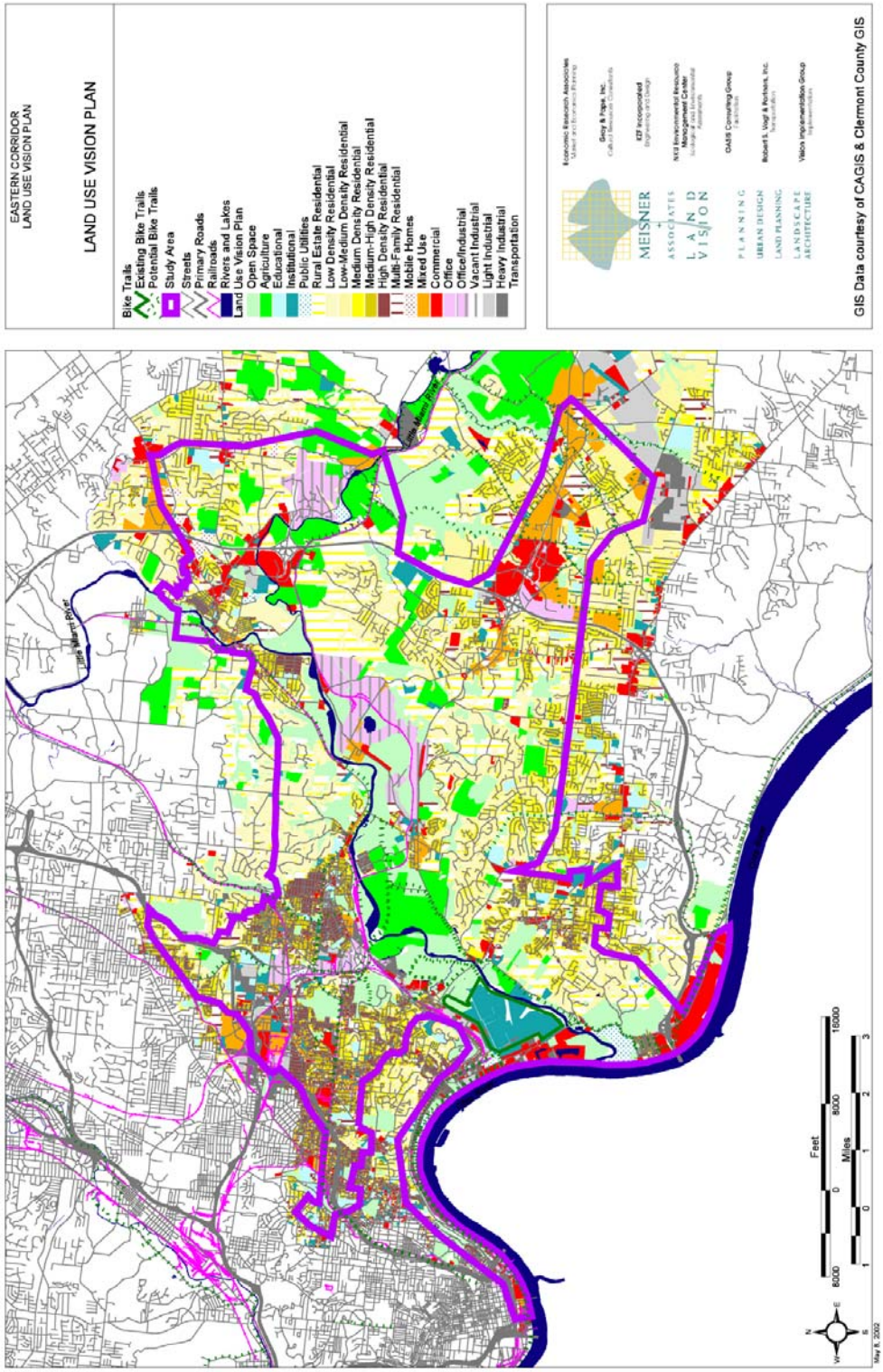
Figure 4-7



D. LAND USE

The land use visioning process resulted in the following land use map, shown in Figure 4-7, on the following page. The land uses shown on this map are described in Table 4-2.

EASTERN CORRIDOR LAND USE VISION PLAN
Figure 4-8



LAND USE DEFINITIONS Table 4-2	
LAND USE and EXAMPLES	**DESCRIPTION**
RESIDENTIAL USE	*Residential densities are based on the number of dwelling units per acre*
Rural Estate Residential Example: Indian Hill	Rural estate residential is detached housing at very low densities. This zone is generally associated with the rural environment. This zone recommends development densities of no more than 1 unit per 5 acres.
Low Density Residential Examples: ▪ Anderson Township along Mt. Carmel Road near Broadwell	Detached housing at low densities with compatible related uses. This zone recommends development a no more than a maximum density of 1 unit on 1 acre.
Low-Medium Density Residential Examples: ▪ Ivy Hills (upper hill) ▪ Union Township south of Clough Pike east of I-275	Detached housing at moderately low densities with compatible related uses. This zone ranges in density from 1 unit per acre to 2.17 units per acre, which equates to a lot size of 20,000 to 43,560 sq ft per dwelling unit.
Medium Density Residential Examples: ▪ Ivy Hills (base of hill) ▪ Anderson Twp north of State Rd between Nagel and Wolfangel Roads	Detached housing at medium densities with related compatible uses. This zone ranges in density from 2.17 units per acre to 4.35 units per acre, which equates to a lot size of 10,000 to 20,000 sq ft per dwelling unit.
Medium-High Density Residential Examples: ▪ Most of the neighborhood of Madisonville south of Madison ▪ Most of the Village of Mariemont south of Wooster Pike	Detached housing at moderately high densities with related compatible uses. This zone ranges in density from 4.35 units per acre to 7.26 units per acre, which equates to a lot size of 6,000 to 10,000 sq ft per dwelling unit.
High Density Residential Examples: ▪ Village of Fairfax north of Wooster ▪ Neighborhood of Madisonville along Plainville Road ▪ Neighborhood of Oakley, north of Oakley Square	Detached housing at high densities with related compatible uses. This zone is typically near activity or transit nodes. This zone is greater than 7.26 units per acre, which equates to a lot size of 6,000 sq ft or less per dwelling unit.
Multi-Family Residential Examples: ▪ Drexel Apartments (across from Hyde Park Plaza)	Attached housing (apartments or condominiums) at high densities with related compatible uses. This zone is typically near activity or transit nodes.
Mobile Home District Example: Romar Villa (Rt 28 Milford)	Detached mobile home units usually at high densities with related compatible uses. The density of this zone is typically less than 7 units per acre.
Commercial Use Example: ▪ Hyde Park Plaza ▪ Beechmont Avenue ▪ Rookwood Commons ▪ Eastgate	Commercial land use consists of retail, office, and industrial uses. The Commercial designation on the Land Use Vision Plan not specify particular land uses (e.g., office, retail, or industrial) to give flexibility to local jurisdictions to respond to market demands and local development preferences.

LAND USE DEFINITIONS Table 4-2 (continued)	
LAND USE and EXAMPLES	**DESCRIPTION**
Mixed Use Examples: ▪ Hyde Park Plaza and the surrounding area ▪ Hyde Park Square ▪ Mt. Washington ▪ Mt. Lookout Square ▪ Old Milford ▪ Madisonville Neighborhood Business District (NBD) ▪ Mariemont NBD ▪ O'Bryonville ▪ Batavia Village ▪ Silverton NBD ▪ Oakley NBD	Mixed Use can refer to one of two situations: 1. Where two or more different uses occur within the same building (e.g., apartments above retail). 2. Where two or more different uses occur within the same area (e.g., multi-family housing near office and retail uses). Whether or not an area is considered "Mixed Use" under this definition depends upon the scale at which an area is being viewed (e.g., Hyde Park Plaza is a Commercial Use, but if you include both the Plaza and the surrounding area, it could be considered "Mixed Use." Mixed Use designations are used to designate these larger areas in the Land Use Vision Plan in order to give flexibility to local jurisdictions in determining the most appropriate mix of development (and greenspace preservation).
Office	Office buildings recommended in this area.
Light Industrial Examples: ▪ Coca-Cola distribution plant (Duck Creek Road) ▪ Firstar processing center (old Wooster)	Smaller scale industrial uses such as warehouses, storage, limited manufacturing, research and development, transit terminals and wholesaling activities in enclosed facilities without offensive emissions or nuisance. Uses typically have minimal to moderate requirements for freight transportation and for employment bases and convenient access to major roads.
Heavy Industrial Examples: ▪ Senco Products ▪ Brewer Cote	Larger scale industrial uses as intensive manufacturing activities that may contain outside storage. Uses typically have moderate to high requirements for freight transportation and employment bases and convenient access to primary highways or rail system.
Office-Industrial Use	Land use allowing both Office and Industrial activities, but discouraging Retail. The office use could typically be either low rise or high-rise. Typically the industrial use would be light, however this may include heavy industry were appropriate.
Recreational/Greenspace Example: Anderson Township soccer fields	Passive or active outdoor recreational activities and related uses – often in floodplain areas – that retain the natural features of the environment. Typically forests, wildlife reservations and cemeteries.
Agricultural Example: Sod farms along Little Miami near Newtown	Agricultural activities including crop propagation, dairying, stock animal and raising poultry.
Institutional Example: Anderson Mercy Hospital	Facilities for public or private use. Typically low to moderate intensity development. These facilities vary in densities and intensities of use.
Educational Example: ▪ Walnut Hills High School ▪ John P. Parker Elementary	Facilities used for educational and related purposes. Typically school buildings and related structures. Intensity of use typically changes from high intensity from fall to spring and low intensity during the summer season.
Public Utilities Example: MSD Treatment Plant	Facilities for gas, electric, water, sewer, cable television or other utilities. Typically any use that is controlled by the Public Utilities Commission of Ohio or government service.

Table 4-3 shows a comparison, between existing land use and the Eastern Corridor Land Use Vision Plan, of the amount of land within each category. These tabulations are for the area shown in Figure 4-7, which expands slightly beyond the study boundary.

Comparison of Land Use Acreages between Existing Land Use and the Eastern Corridor Land Use Vision Plan
Table 4-3

Land Use	Land Use Vision Plan Acreage	Existing Land Use Acreage	Acreage Change
Agriculture	6556	6451	105
Open Space	11230	8917	2313
Educational	1138	1147	-8
Institutional	2362	2486	-124
Rural Estate Residential	6416	4869	1547
Low Density Residential	9615	7842	1774
Low-Medium Density Residential	8694	6892	1801
Medium Density Residential	5064	4587	477
Medium-High Density Residential	2493	2339	154
High Density Residential	2189	1914	275
Multi-Family Residential	2454	2475	-21
Mobile Homes	135	136	-1
Mixed Use	2465	28	2437
Commercial	3766	3459	306
Office	502	554	-51
Office/Industrial	1970	0	1970
Light Industrial	1713	1229	484
Heavy Industrial	976	1774	-798
Public Utilities	607	618	-11
Transportation	4558	4636	-78
Vacant Agriculture	0	3828	-3828
Vacant Commercial	54	1453	-1399
Vacant Industrial	30	1149	-1119
Vacant Residential	510	6717	-6207

Three (3) of the largest increases in land use are in the categories of open space, office/industrial and mixed use. Office/Industrial is a classification that was not previously used, while Mixed Use had been previously used, in Hamilton County, but only has 28 acres present in the Eastern Corridor Study Area, currently. Both of these categories, Office/Industrial and Mixed Use, are used here to allow flexibility to local jurisdictions in determining specific land use patterns in an area. The goal of the Office/Industrial category is to create employment centers and limit retail development and can be responsive to new shifts in the local economy. The Mixed Use category is meant to allow the thoughtful and effective mixing of uses, such as retail, office, and higher density residential uses, to create communities that are pedestrian oriented and have activity occurring throughout the day and evening. More detailed descriptions of each of these categories are found on the previous pages, in Table 4-9. Increases in residential, commercial, and office/industrial uses generally correspond to the decreases in vacant residential, vacant commercial, and vacant industrial. The increase in open space corresponds to the decrease in vacant

agriculture, but this does not necessarily imply that this land could not revert to active agricultural use, if appropriate.

When evaluating this land use map, it must be kept in mind that only a certain amount of growth is expected to occur over the next 20 years (see Table 3-14 for growth estimates, with and without improvements in access and mobility), and this Land Use Vision Plan allows excess capacity for this growth to occur. How this growth occurs is subject to social and political forces, as wells as market forces. During the course of this planning process, a recurring theme was the need for guiding growth to the most appropriate areas, facilitating brownfield redevelopment and infill development, ensuring that the benefits and costs of new development or redevelopment are equitably distributed, and ensuring that good design principles are followed in creating new development. Some of the strategies that can be used to achieve these objectives are discussed in the following section, Section V.

V. IMPLEMENTATION

The planning, input and creative processes that have been manifest in the Eastern Corridor Visioning process have resulted in clearly identified preferences and priorities. This is the essential link between visioning, planning, and implementation. The purpose of this section is to provide an overview and examples of how these preferences and priorities can actually be brought to fruition. The complexities of having eighteen (18) political jurisdictions, and ten (10) school districts, in whole or in part within the Eastern Corridor Vision Area means that a premium has to be placed on intergovernmental cooperation before serious progress can be made regarding implementation.

Many of the implementation tools that will be described in this section are tools that can be used to activate the vision. The tools are not ends within themselves, but rather are methods and techniques by which local stakeholders can have a means to progress the vision. Governments are frequently the vehicle for advancing a project or vision (as evidenced in plan adoption, zoning code revisions, financing, stakeholder and citizen input, etc.). A second point to consider is that these tools are not "one size fits all", but rather provide a means to advance vision and project goals; the application of the implementation tools needs to be adapted to the local context, practices and culture.

In the context of the Eastern Corridor, implementation is oriented toward targeting economic development to the most suitable areas, equitably distributing the benefits of development, creating and revitalizing pedestrian-friendly neighborhoods and communities, and preserving environmentally sensitive areas, and enhancing the quality of life for residents. Economic development incorporates existing projects and businesses and takes into account that the vitality of the area has to be built upon the existing economic base, as well as the preservation and enhancement of "quality of life". Development, in addition to its common interpretation, also means redevelopment, infill development, site intensification, reuse, etc. Some of the general implementation goals and objectives are listed below:

Make the highest and best use of the limited land and resources available

- Generate sufficient revenue to support and sustain development and other functions
- Involve local jurisdictions and neighborhoods in regional planning efforts
- Understand that economic development projects can be measured in cost-benefit terms and that all types of benefits, some intangible, need to be factored into the use of land and resources.
- Recognize that economic development implementation is one goal among many and that other goals (e.g. quality of life, etc.) also need to be factored into the project and decision-making process.
- Coordinate transportation planning between jurisdictions

Equitable Distribution of Benefits from Economic Development

- Increase cooperation and reduce competition between neighboring jurisdictions to attract and retain employers and other economic development attractions
- Appreciate that Cincinnati, as the central city and the first-ring suburbs are facing challenges in development and redevelopment that will require creative and possibly unusual partnerships to achieve their respective economic development goals
- Appreciation that economic development is not a zero-sum game, but rather one in which the sharing of vision, planning, and results can have beneficial results as projects actually are accomplished
- Ensure fair revenue to local jurisdictions that pays for the cost of providing services (transportation, sewer, water, school capacity, etc.) to new development
- Guide development toward most suitable areas while preserving other areas where development might not be as appropriate

Facilitate desirable types of development

- Encourage mixed-use and pedestrian-friendly design, where appropriate
- Encourage environmentally sensitive design
- Designate land for public purposes (e.g., open space, public buildings, etc.) with the understanding that such designation can add value to private land and development opportunities
- Limit commercial zoning where appropriate
- Reuse brownfield and other commercial sites that have the potential for reuse and recycling as part of the economic mainstream

Create Partnerships to identify and leverage resources

- Layer Special Economic Districts and other multi-jurisdictional agreements, where appropriate, to create a synergistic impact
- Create Public - Private Partnerships which may avail themselves of some of the implementation tools
- Identification of sources of matching funds and programs
- Appreciate that infrastructure development creates value as well as economic development potential and that some of that value may need to be capture to create opportunities.
- Use infrastructure funding as opportunity to create additional economic development opportunities
- Understand and appreciate that school districts, as recipients of substantial property tax revenue, face challenges that can not always be realized through declining or stable revenue sources; school districts have a considerable stake in improving land values (e.g. through more intense development) and need to be partners during the planning and implementation phases.
- Accept that economic development opportunities may arise from a variety of paths and that as long as the development is compatible with with the planning vision, it does not matter if government, a combination of governments, neighborhood associations, private developers, the Chamber of Commerce or State of Ohio marketing, or whatever the source, may initiate a project.
- Facilitate the creation / "freeing up" of capital. /As an example, of a public - private partnership, a private development may need to free capital to accomplish its goals. In this case, a public entity (or entities) may provide offsets that free private capital. Recently the Hamilton County Economic Development Corporation purchased a site from a private firm, and then leased back the site to that a major project could occur. This partnership freed capital and assisted in creating additional investment in the community and creating and retaining jobs for the community. Creative approaches such as this can be the catalyst for development and investment.

A. Implementation Tools - General

The different implementation tools available to jurisdictions mean that they have a variety of approaches to use once there is basic agreement on the vision or direction they individually or jointly desire to pursue. The key element of all of the tools is that there is a plan guiding the use of the implementation devices and one that the constituents can appreciate and respond to. Most of the tools as authorized in the Ohio Revised Code (ORC) have a planning requirement and/or minimum conditions or criteria that have to be met. The bottom line is that users of the various implementation tools discussed here will necessarily be armed with:

1. A plan in process or in place
2. Resources identified or created that can implement the plan
3. Capacity to negotiate and execute agreements
4. Staff capacity to oversee implementation
5. A tracking/reporting requirement that meets minimum state standards
6. A commitment to implement contracts, projects and agreements

The following is a list of different economic development and conservation tools that may be of use in implementing portions of the Eastern Corridor Land Use Vision Plan, or other relevant

opportunities. This is by no means intended to be an exhaustive list of all the implementation tools available. Nor is it meant to imply that economic development tools, regulatory tools, and public/private partnerships are mutually exclusive types of tools. In fact, using a number of these tools in concert with each other can be an effective way to leverage resources. This list is meant to give an overview of some of the types of tools, and to encourage innovative thinking on the parts of the involved parties to create opportunities to improve their communities and the region as a whole through cooperative efforts in planning and implementation.

1. Economic Development and Conservation Tools

a. Legal Instruments

- Zoning
- Subdivision Regulations
- Special Public and Overlay Zone Districts
- Incentive Zoning
- Environmental review and regulation
- Parking and traffic regulatory issues
- Design Guidelines
- Criteria for evaluating proposals for development

b. Special Economic Districts

- Joint Economic Districts (JEDDs) – between municipalities, townships and/or unincorporated areas that can include counties later
- Cooperative Economic Development Districts (CEDAs) – between municipalities and townships that can include counties, state, or state agencies later
- Tax Increment Financing (TIFs) – can be used by municipalities, townships, counties
- Tax Incentive Districts using TIF – available to municipalities, townships and counties

c. Public / Private Partnerships

- Conservation Easements (Donation, Transfer, Purchase)
- Development Agreements that may use infrastructure funding, special economic development district resources, joint planning, etc., to accomplish multiple goals
- State and Federal Programs
  - Ohio Issue 1 (Clean Ohio Fund)

d. Other Development Tools

- Community Reinvestment Areas - CRAs
- Community Urban Redevelopment Corporations -CURCs
- Community Improvement Corporations - CICs
- Enterprise Zones/Empowerment Zones
- Historic Preservation Tax Credits and other incentives
- Special Assessment Districts (e.g. Business Improvement Districts)
- Port Authorities
- Transportation Improvement Districts
- Tax Exempt Financing (e.g. Industrial Revenue Bonds, loan programs, etc.)

B. Legal Instruments

1. Zoning and Subdivision Regulations

Once a collective vision has been established for the future of a region, land use tools such as zoning and subdivision regulations must be put in place that allow the types of uses desired. The specific land use regulations would be determined by the local jurisdictions, and it is important that these regulations are relatively easy to comprehend, that they are not overly cumbersome, and that they actually promote the land uses desired by the

community. Additional considerations for creating land use regulations include the following:

1. Mix land uses, where appropriate
2. Take advantage of compact building design
3. Create a range of housing opportunities and choices
4. Create walkable communities
5. Foster distinctive, attractive communities with a strong sense of place
6. Preserve open space, farmland, natural beauty, and critical environmental areas
7. Strengthen and direct development toward existing communities and infrastructure
8. Provide a variety of transportation options
9. Make development decisions predictable, timely, fair, and cost effective
10. Ensure that the benefits and costs of development are equitably distributed
11. Encourage community and stakeholder collaboration in development decisions

Where the future land use envisioned is different from current land use, a simple zone change may be sufficient to accomplish this, if the desired land use fits one of the current zoning classifications. For future land uses that do not necessarily fall into existing categories, it may be necessary to revise the zoning code. This may be the case where it is desirable to have a mix of land uses in an area, particularly in areas to be served by transit. Higher market values for land and the need for higher density of activities could lead to the need for more flexibility in development plans, so that they may effectively meet the needs of the local jurisdictional entities and the community as a whole. One possible strategy for modifying zoning codes would be to set ranges of desired percentages for each land use (e.g., 20-50% employment, 20-40% residential, 20-40% retail/entertainment). Design criteria, development guidelines, and incentives can be used to further ensure that future development is guided toward having the character desired by the community.

2. Development Guidelines, Design Criteria, and Incentive Zoning

In addition to the land use regulations of zoning and subdivision regulations, guidelines can be established by which to evaluate development proposals. Incentives can be granted that give bonuses such as increases in Floor to Area Ratios (FARs) or number of units built, for meeting or exceeding these standards. These guidelines and criteria can (1) help to create development that has a coherent and aesthetically pleasing theme throughout a community, (2) evaluate a development proposals ability to meet the goals of the community (e.g., reduction of erosion and stormwater runoff, creation of public open space, using environmentally-friendly construction materials, etc.), and (3) create incentives for meeting or exceeding these criteria.

One example of criteria for evaluating development proposals is the Leadership in Energy & Environmental Design (LEED) Program.

This set of criteria can be used to evaluate the sustainability of a design, including such issues as the following:

- Energy Efficiency
- Efficient use of Water
- Stormwater Management
- Reduced site disturbance
- Urban Redevelopment and Brownfield Redevelopment
- Lower life cycle costs of materials
- Other issues

Points are awarded for how well a development's design meets or exceeds on the various criteria and incentives can be granted based on how well the design scores in terms of

meeting the community's goals. The LEED program, or any design criteria, is a tool that needs to be understood rather than applied indiscriminately, and needs to be attuned to local context. Defining the goals of the criteria is every bit as important as crafting the actual criteria.

3. Conservation Easements[1]

Conservation easements are restrictions that landowners voluntarily place on their property that legally bind the actions of present and future owners of the property. Property ownership includes certain privileges that allow a landowner to exercise certain property rights (for example, the right to mine, develop or subdivide a property.) A conservation easement restricts the landowner's ability to exercise some of these rights. The rights given up and those retained by the owner are set forth in a legal document (the conservation easement) which is then transferred to a qualified organization, such as a land trust or The Nature Conservancy.

Each conservation easement must be specifically designed for a particular property, tailored to protect the unique natural features and flora and fauna of the property. The specific rights retained by the landowner or restricted by an easement vary with each property. General provisions of the conservation easement may include: preserving open spaces, natural water sources, traditional land uses, timber management, and wildlife habitat, and/or permitting one (1) or two (2) cabin sites for the buyer, but no further subdivision or development.

a. Tax Benefits of Conservation Easements

i. Income Tax Benefits

If a conservation easement meets certain criteria, the donor may generally deduct the value of the conservation easement from his or her adjusted income, provided that the deduction does not exceed 30 percent of his or her adjusted gross income in the year of the gift. Any excess balance of the deduction may be carried over for up to five succeeding years, subject to the same annual 30 percent limitation.

ii. Property Tax Benefits

Some state tax codes direct local tax assessors to consider the restrictions imposed by a conservation easement. This provision generally lowers property taxes on restricted parcels if the land is not already enrolled in a differential assessment program. Differential assessment programs direct local tax assessors to assess land at its value for agriculture or forestry, rather than its "highest and best" use, which is generally for residential, commercial, or industrial development.

iii. Estate Tax Benefits

The donation or sale of a conservation easement usually reduces the value of land for estate tax purposes. To the extent that the restricted value is lower than fair market value, the estate will be subject to a lower tax. In some cases, an easement can reduce the value of an estate below the level that is taxable, effectively eliminating any estate tax liability.

Recent changes to federal estate tax law, enacted as part of the Taxpayer Relief Act of 1997, provide an additional incentive for landowners to grant conservation easements. Executors can elect to exclude 40 percent of the value of land subject to

[1] Source: Preserveland.com

a donated qualified conservation easement from the taxable estate. This exclusion will be phased in over a five-year period. In 1998, landowners could exclude up to $100,000 under the provision, which has increased to the maximum of $500,000 in 2002. The full benefit offered by the new law is available for easements that reduce the fair market value of a property by at least 30 percent. Smaller deductions are available for easements that reduce property value by less than 30 percent.

The value of a conservation easement must be based upon an appraisal for tax purposes. While it is often difficult to appraise, the value of an easement is generally the difference between the value of the land unrestricted and the value of the land with perpetual conservation restrictions in place. For example, if a tract of land is valued at $50,000 without restrictions and at $20,000 after the conservation easement has been given, the value of the conservation easement (and the amount of the tax deduction) is $30,000.

(CAUTION: Each parcel of land and each conservation easement are unique, and there can be no set or average percentage of value attributed to the rights relinquished. Each situation will be different.)

The conservation easement is an instrument that can be used to preserve and protect natural scenic beauty and natural resources while offering distinct tax advantages for the new landowner.

4. Transfer Development Rights (TDR)[2]

a. Description

In other jurisdictions, the Transfer of Development Rights (TDRs) has been used. Not widely used in Ohio, it may require adaptation to local practice and authorization. And at this point challenges can be expected from any one adversely affected. Transfer of development rights programs allow landowners to transfer the right to develop one parcel of land to a different parcel of land. Generally, TDR programs are established by local zoning ordinances. In the context of farmland protection, TDR is used to shift development from agricultural areas to designated growth zones closer to municipal services. The parcel of land where the rights originate is called the "sending" parcel. When the rights are transferred from a sending parcel, the land is restricted with a permanent conservation easement. The parcel of land to which the rights are transferred is called the "receiving" parcel. Buying these rights generally allows the owner to build at a higher density than ordinarily permitted by the base zoning. TDR is known as transfer of development credits (TDC) in California and in some regions of New Jersey.

TDR programs are based on the concept that property owners have a bundle of different rights, including the right to use land, lease, sell and bequeath it, borrow money using it as security, construct buildings on it and mine it, subject to reasonable local land use regulations. Some or all of these rights can be transferred or sold to another person. When a landowner sells property, generally all the rights are transferred to the buyer. TDR programs enable landowners to separate and sell the right to develop land from their other property rights.

TDR is most suitable in places where large blocks of land remain in farm use. In communities with a fragmented agricultural land base, it is difficult to find a viable

[2] American Farmland Trust (1997), **Saving American Farmland: What Works**; (Northampton, MA)

sending area. Jurisdictions also must be able to identify receiving areas that can accommodate the development to be transferred out of the farming area. The receiving areas must have the physical capacity to absorb new units, and residents of those areas must be willing to accept higher density development. Often, residents of potential receiving areas must be persuaded that the benefits of protecting farmland outweigh the costs of living in a more compact neighborhood. TDR programs are distinct from Purchase of Agricultural Conservation Easement (PACE) programs because they involve the private market. Most TDR transactions are between private landowners and developers. Local governments generally do not have to raise taxes or borrow funds to implement TDR. A few jurisdictions have experimented with public purchase and "banking" of development rights. A TDR bank buys development rights with public funds and sells the rights to private landowners.

b. History

TDR is used predominantly by counties, towns and townships. The 1981 National Agricultural Lands Study reported that twelve (12) jurisdictions had enacted TDR programs to protect farmland and open space, but very few of these programs had been implemented. In the 1980s and 1990s, many local governments adopted TDR ordinances. A survey in the spring of 2000 identified fifty (50) jurisdictions with TDR ordinances on the books. Three (3) programs had been revoked. Despite the widespread adoption of TDR, only fifteen (15) programs have protected more than 100 acres of farmland and only eight (8) programs have protected more than 1,000 acres of farmland. Twenty-two (22) programs, or 44 percent, have not protected any agricultural land. Since 1980, Montgomery County, Maryland, has protected 40,583 acres using TDR, or 60 percent of the national total (67,707 acres).

c. Functions & Purposes

TDR programs can be designed to accomplish multiple goals including farmland protection, conservation of environmentally sensitive areas and preservation of historic landmarks. In the context of farmland protection, TDR programs prevent non-agricultural development of farmland, reduce the market value of protected farms and provide farmland owners with liquid capital that can be used to enhance farm viability.

TDR programs also offer a potential solution to the political and legal problems that many communities face when they try to restrict development of farmland. Landowners often oppose Agricultural Protection Zoning (APZ) and other land use regulations because they can reduce equity. APZ can benefit farmers by preventing urbanization, but it may also reduce the fair market value of their land. When downzoning is combined with a TDR program, however, landowners can retain their equity by selling development rights.

d. Issues to Address

In developing a TDR program, planners must address a variety of technical issues. These issues include:

- Which agricultural areas should be protected?
- What type of transfers should be permitted?
- How should development rights be allocated?
- Where should development be transferred, and at what densities?
- Should the zoning in the sending area be changed to create more of an incentive for landowners to sell development rights?
- Should the zoning in the receiving area be changed to create more of an incentive for developers to buy development rights?
- Should the local government buy and sell development rights through a TDR bank?

One of the most difficult aspects of implementing TDR is developing the right mix of incentives. Farmers must have incentives to sell development rights instead of building lots. Developers must benefit from buying development rights instead of building houses according to the existing standards. Thus, local governments must predict the likely supply of and demand for development rights in the real estate market, which determines the price. TDR programs are sometimes created in conjunction with APZ: New construction is restricted in the agricultural zone, and farmers are compensated with the opportunity to sell development rights.

Because the issues are so complex, TDR programs are usually the result of a comprehensive planning process. Comprehensive planning helps a community envision its future and generally involves extensive public participation. The process of developing a community vision may help build understanding of TDR and support for farmland protection.

e. Benefits of TDR

The benefits of TDR include the following:

- TDR protects farmland permanently, while keeping it in private ownership.
- Participation in TDR programs is voluntary - landowners are never required to sell their development rights.
- TDR promotes orderly growth by concentrating development in areas with adequate public services.
- TDR programs allow landowners in agricultural protection zones to retain their equity without developing their land.
- TDR programs are market-driven--private parties pay to protect farmland, and more land is protected when development pressure is high.
- TDR programs can accomplish multiple goals, including farmland protection, protection of environmentally sensitive areas, the development of compact urban areas, the promotion of downtown commercial growth and the preservation of historic landmarks.

f. Drawbacks of TDR

The drawbacks of TDR include the following:

- TDR programs are technically complicated and require a significant investment of time and staff resources to implement.
- TDR is an unfamiliar concept. A lengthy and extensive public education campaign is generally required to explain TDR to citizens.
- The pace of transactions depends on the private market for development rights. If the real estate market is depressed, few rights will be sold, and little land will be protected.

C. Special Economic Districts

Within the state of Ohio, there are several special economic districts that can be implemented to generate revenue for projects development or to facilitate the equitable sharing of tax revenues and the provision of services. These tools include, but are not limited to:

- Joint Economic Development Districts (JEDDs)
- Cooperative Economic Development Agreements (CEDAs),
- Tax Increment Financing (TIF) and Incentive Districts

These tools are described in the following subsections.

1. Joint Economic Development Districts (JEDDs)

A Joint Economic Development District (JEDD) is an agreement between municipalities with or without townships and unincorporated areas to facilitate economic development. JEDDs have the following characteristics:

- Areas are generally contiguous to one other, but do not have to be
- No Residential use of funds generated
- County can enter into agreement with the JEDD, once it has been created regarding the provision of services within the JEDD

a. JEDD Powers

JEDD Powers include the following:

- **Income Tax:** Can levy an **income tax**; the level of income tax cannot exceed the highest rate of any one of the JEDD parties
- **Zoning and Land Use:** Can determine the substance and administration of **zoning and other land-use regulations**, building codes, etc.
- **Annexation:** Can **limit and control annexation** of unincorporated territory within the JEDD;
- **Tax Abatements:** Can **limit property tax abatements** and other tax incentives within the JEDD;
- **Other powers** as are described in the Contract.

b. JEDD Process

The process for establishing a JEDD is as follows:

1. Public inspection of the JEDD Contract and Plan
   (a) A schedule of the new, expanded, or additional services, facilities or improvements;
   (b) A schedule for the collection of any JEDD-levied income tax;
   (c) Description of the area to be included within the JEDD, including a map,
2. Public hearing;
3. Adoption of legislation by each township, municipality and/or county;
4. Signing of the Contract;
5. Filings with the board of county commissioners;
6. Passage of a resolution by each county's board of commissioners approving or disapproving the creation of the JEDD;
7. If county commissioners approve JEDD, a vote of the township electors proposed to be in the JEDD.

c. JEDD Governance

TheJEDD board of directors is composed of the following:

- **Municipalities**: one person representing all municipalities that are Contracting Parties,
- **Townships**: one person representing all **townships** that are Contracting Parties,
- **Business Owners:** one person representing the business owners of located within the JEDD,
- **Employees**: one person representing all **persons working** within the JEDD,
- **One additional person** selected by the four people previously selected (who shall serve as chairperson).

2. Cooperative Economic Development Agreements (CEDAs)

Cooperative Development Agreements are another means by which jurisdictions can undertake mutually beneficial development. Cooperative Economic Development Agreements (CEDAs) are somewhat similar to JEDDs, with the following exceptions:

- State or State Agency can join a CEDA
- CEDA is one contiguous area
- CEDA has no income taxing ability
- CEDAs do allow service payments
- CEDAs do have bonding capacity
- CEDA has no income taxing ability

a. CEDA - Powers

The powers of a CEDA include the following:

1. Provision of joint services and permanent improvements anywhere within the territory covered by the CEDA;
2. Provision of services and improvements by a municipal corporation in the unincorporated portion of a township;
3. Provision of services and improvements by a county or township within the territory of a municipal corporation;
4. Payment of service fees to a municipal corporation by a township or county;
5. Issuance of bonds and notes by a municipal corporation, county, or township for public purposes authorized by the CEDA and provision for the allocation of the debt service payments and other costs related to the issuance and servicing of the debt;
6. Issuance of industrial development bonds (O.R.C. 165), and debt of a municipal corporation to finance projects located outside the municipal corporation and provision for the allocation of the debt service payments and other costs related to the issuance and servicing of the debt;
7. Limitations on annexation of unincorporated property that is part of the CEDA;
8. Agreements among a municipal corporation, a township or county, and landowners or developers of land that is to be annexed concerning the provision of public services, facilities, and permanent improvements;
9. Limitations on the use of tax abatements within the CEDA territory;
10. Changes in township boundaries to exclude annexed territory from the original township, and provision of services to that territory;
11. Earmarking by a municipal corporation for its general revenue fund of a portion of the utility charges it collects in territory located outside the municipal corporation, but only if the CEDA does not cover any matters relating to annexation;
12. Payments in lieu of taxes to be paid by a municipal corporation to a township, which may be in addition to any other payments required by law to be made to the township; and
13. Any other matter pertaining to the annexation or development of territory subject of the CEDA.

b. CEDA - Process

The process for creating a CEDA is described below:

- **Public Hearing: Jointly** hold a public hearing concerning the CEDA.
- **Notice:** Each of the parties must provide at least thirty (30) days notice to residents of the territory affected by the CEDA of the time and place of the public hearing.
- **Public Inspection:** During that thirty (30) day notice period, each of the local jurisdictions proposing to enter into the CEDA must make a copy of the agreement available for public inspection.

3. Tax Increment Financing (TIF) and Tax Incentive Districts (using TIF)

Tax Increment Finance techniques and districts have been in existence for over thirty years and are in use, in one form or another, in over thirty (30) states. Ohio has one of the more limited forms of TIF, although the potential use of TIF Districts was extended in December, 2001. The concept of a TIF project is that in many ways, the project assists in its own development by capturing a portion of the increased value – in Ohio through increased real estate valuation – to cause the project to be able to advance. In some states, income taxes, utility taxes and sales taxes can be part of the taxes that are captured as part of the "increment". In Ohio, Tax Increment Finance (TIF) has the following uses and characteristics:

- Finance public infrastructure, improvements, land acquisition, brownfield remediation, site preparation, residential and other public purposes
- Has to have a public purpose. Economic development and job creation/retention activities can be such a public purpose as could be the use of TIF funds for creating public open space within the tax incentive districts
- Has been used on a project-by-project basis wherein the new project helped pay for some of the development costs or activities through the use of payments-in-lieu-of-taxes for a specified period (usually the term of the bond)
- Redirect **new (e.g. the increment)** real property tax revenues from new projects
- Target new incremental tax revenues to debt retirement fund and/or residential loan pools under the new TIF law
- Creation authority for Tax Incentive Districts "sunsets" June 30, 2007
  New Law (Am. Sub. HB 405)
  - Permits "Incentive Districts" in addition to project-by-project TIFs – applies to municipalities, townships and counties
  - Districts can be **up to 300 acres** with a continuous boundary (a circle of ¼ mile radius, an area considered to be reasonable walking distance from a centrally located transit station, is approximately equal to 125 acres)
  - Importance of district boundaries, what is included and what is eligible for fund expenditure are key planning considerations
  - District life can be from **10 to 30 years** depending upon certain criteria (e.g. school board endorsement, percentage of taxes abated, etc.)
  - District has to meet <u>one</u> (1)of <u>seven</u> (7)criteria:
    1. At least 51% of residents have incomes less than 80% of area
    2. Unemployment for 12 months has been 150% of the State
    3. At least 20% of residents are below poverty level
    4. The area is blighted
    5. District is "situationally distressed"
    6. Public infrastructure is inadequate to meet development needs
    7. District is comprised entirely of unimproved land in a distress area.
  - **Residential use** of TIF funds can be used for loans, grants, deferred loans, etc.
  - Note that tax increment finance and tax abatement tend not to work together since tax abatement through a CRA, Enterprise Zone or some other device reduces or eliminates the tax increment that would be generated in the first place. Hence, thoughtful planning and negotiations are essential to balance the use of TIF and tax abatement as development tools and/or incentives.

a. TIF Districts – How They Work

The operation of TIF Districts can be described generally by the following:

- Current real estate tax base is established (note: other states have permitted the use of income tax, utility taxes and sales taxes to considered as part of a TIF district)

- Public purposes and goals are defined through a planning and public input process
- Additional real estate taxes due to development can be set aside as service payments, or Payment In Lieu Of Taxes (PILOT)
- Bonds can be issued based on anticipated incremental revenue from the service payments.
- Needs a plan in place for public purpose
- Provides that service Payments made In Lieu Of Taxes (PILOT) in an incentive district be used to finance public improvements that benefit or serve parcels in the district, instead of financing only improvements directly benefiting the single parcel for which payment is made as under ongoing TIF law.
- Requires school board approval, as under ongoing TIF law, if the tax exemption is for more than ten years or if the percentage of taxes exempted is more than 75%.
- Requires additional information to be included in the annual report that all local governmental authorities must submit to the Director of Development when they establish any form of TIF.
- Authorizes townships to spend Payments made In Lieu Of Taxes (PILOT) received under a traditional TIF on infrastructure not originally designated.
- Establishes a separate fund for payments
- Housing – may use TIF payments for housing renovation as long as certain other provisions are met. Uses can include loans, deferred loans, and grants.
- Authorizes bonds and other financing techniques to be repaid from TIF proceeds

4. Example Of Development Implementation And Overlays

These tools, described above, can be used individually, or can be combined, as described below.

- A **Tax Increment Finance (TIF) District (see below)** or a **JEDD** could be created concurrently to provide fiscal resources to accomplish the purpose of the **CEDA**.
- Example: if a **CEDA** issues a bond, then a **TIF** incentive district that creates new revenue could retire the debt.
    - Notice the importance of school district cooperation to extend the life of the **TIF** district beyond ten (10) years (up to thirty (30) years).
- Similarly, a **JEDD** with income tax sharing could accomplish the same purpose

As indicated previously, a single development tool may not be sufficient to cause a project do be developed. To illustrate the complexities and necessities of creative approaches, the following theoretical model was devised. It uses estimates that are illustrative of development projects and demonstrates how the public purpose requirements used to cause private investment and job creation/retention can also have a broader public benefit beyond jobs and income taxes.

An area targeted for development needs land acquired and infrastructure added, but there it is not in the current capital programming budget of any of the jurisdictions.

1. An area targeted for development needs land acquired and infrastructure added, but there it is not in the current capital programming budget of any of the jurisdictions.
2. $10,000,000 would be invested in a site that currently is valued at $700,000 and has no employment or other development on site. It is a former industrial site that could need some brownfield assistance.
3. Neighboring jurisdictions could negotiate and form a **JEDD** that would permit an income tax to be levied on the development parcel. If Cincinnati is one of the partners in the JEDD, the maximum rate would be 2.1% since that is Cincinnati's income tax rate.
4. Concurrently, a Tax Incentive District could be formed in cooperation with the JEDD jurisdictions and the local school district that would permit up to thirty year financing of any revenue bonds that might be issued to finance a portion of the project.

5. Necessary and essential brownfield remediation and infrastructure costs are estimated at $2.5 million
6. About 500 new office jobs, averaging $50,000, would be created
7. To create the project, public participation is needed.
8. Table 5-1 provides estimates of the possible Tax Increment that could be created based on a $10 million project and use of 75% of the additional real estate taxes from the tax incentive district. Bonds typically do not use the full anticipated amount, so a "coverage ratio" is used which means that the anticipated revenue is 125% in this example; or only about 80% of anticipated revenue is used to calculate the maximum amount of the bond. In, only 75% of the anticipated revenue from payments-in-lieu-of-taxes is used for debt service.

Tax Increment Example (Incentive District)
Table 5-1

Current land value	$700,000
New Investment	$10,700,000
Potential development / Value to be used in increment	$10,000,000
Mil rate	89.38
Estimated Taxes	$184,782
75% for debt service	$138,586
Bond rate	4.0%
Term	20
Coverage ratio	125%
Supportable debt	$1,506,746

9. Since the project would help create 500 new jobs, there could be income taxes generated from the project. Table 5-2 provides an estimate of the taxes that could be generated. Note that no assignment between participating jurisdictions of the JEDD is made since that would need to be negotiated. However, under the JEDD involvement, the additional income tax revenue could be used to support the project development or debt service on a bond.

JEDD Income Tax Example
Table 5-2

Building Size	100,000
Est. Number of employees	500
Average wage	$50,000
Total wages	$25,000,000
JEDD income tax rate	1.5%
JEDD-generated income tax	$375,000

10. Other public improvements could also be included in the project, as the Table 5-3 (Examples of Funding Sources and Uses) shows. A table such as this is useful to explain and examine project financial configurations, and provides a means by which alternative development scenarios can be created.

Examples of Funding Sources and Uses Table 5-3					
Sources and Uses	**Source of Funds**				
Use of Funds	**TIF Bond**	**JEDD Income Tax**	**Capital Programming**	**State Funding**	**Total**
Brownfield Remediation (Issue 1)	$500,000			$500,000	$1,000,000
Infrastructure Extension	$500,000		$500,000	$1,000,000	$2,000,000
Traffic Improvements	$100,000		$1,000,000	$500,000	$1,600,000
Parkway Improvements			$250,000		$250,000
Bike path	$100,000	$300,000			$400,000
A & E	$72,000	$18,000	$105,000	$120,000	$315,000
Contingency	$120,000	$30,000	$175,000	$200,000	$525,000
Estimated Total	**$1,392,000**	**$348,000**	**$2,030,000**	**$2,320,000**	**$6,090,000**
Available Resources	$1,506,746	$375,000	From Capital Budgets	State Participation	

As the example implies, there are many complex negotiations that would be necessary to make the project occur; yet the cooperation between the private developer, the JEDD and TIF participating jurisdictions, and the State could create a viable project. Note also that the traffic, parkway and bikeway improvements, funded in part by TIF and JEDD income taxes, could have a broader public purpose and benefit and could be used to leverage other funds and resources.

D. Exemplary Projects

During the course of the Eastern Corridor Visioning Process, several different development and preservation opportunities emerged as the region was discussed by the participants in the land use visioning process. These development and preservation opportunities are compatible with the vision, goals and strategies that have become central to the final consensus-building process and which would activate the public input along with private and governmental development objectives. Some of the most immediate or readily apparent projects for implementation are discussed below. Other projects, identified in Subsection 3, could also be considered for near term implementation.

1. Fairfax-Cincinnati Red Bank Road

The focused activity along the Red Bank Road corridor is a case study in potential and opportunity.

- The realignment of Red Bank Road is in the process of increasing capacity while reducing congestion points
- The old Ford plant will have better access as will the industrial area that includes NuTone and other, older industrial sites
- The potential for development at the Corisca Hollow site provides a development focus
- Long-term potential redevelopment of the Oakley Drive-in site could be benefited from both the Red Bank Road improvements and possible extension of access to Red Bank Road

- Fairfax's plans for improvement and expansion of the "village center" along Wooster Pike could benefit from the Red Bank Road improvements
- Since Red Bank Road serves so many purposes and could impact redevelopment opportunities, the possibility of joint and mutual development between Cincinnati and Fairfax could include:
    - Negotiation and creation of a JEDD agreement between Cincinnati and Fairfax that could jointly define their mutual and individual goals
    - Establish an income-tax for the JEDD area that could be shared between the two municipalities
    - Study the formation of a Tax Incentive District (TIF) that could further define the issues and benefits for Fairfax and Cincinnati as well as create an additional funding mechanism that could address the public purposes of the Vision process and those that are further refined in the redevelopment/development assessment

2. Ancor-Newtown-Anderson Township

The Ancor site, a former-but-never-used munitions plant for World War I, presents a development opportunity that has been identified by Hamilton County, Anderson Township, Newtown and private developers as desirable and feasible, provided the right infrastructure improvements can be put in place and that appropriate planning mitigates additional traffic and transportation impacts.

- Development at the Ancor site would create impacts and potential benefits for Newtown and Anderson Township through direct investment and indirect spin-off investment
- Depending upon the intensity of development (e.g. office or industrial) additional traffic, some using OH 32 through Newtown, could be created
- Additional income taxes could be generated
- Increased real estate taxes could result from commercial/office/industrial development
- Increases on the local school systems would potentially be minimal since the focus of the Ancor site is commercial development
- The potential project area could be good opportunity for Anderson Township and Newtown to form a JEDD or CEDA (with possibly Hamilton County joining the CEDA later) to further plan and define development options
- Use of the new Tax Incentive District legislation could provide an additional source of funding for potential development at the Ancor site that could partially fund infrastructure and other public improvements within the District.

3. Other Potential Locations

There are many other potential locations for the use of implementation tools and public private partnerships for implementing recommendations of the Land Use Vision Plan in the near term future. This list, which is by no means exhaustive of the possibilities in the region, includes:

- I-71 and Ridge Road
- River Plains
- US Route 50 through Cincinnati, Fairfax, Mariemont, and Columbia Township
- Evanston and southern Norwood, near Xavier University
- Eastgate and Eastgate South
- Beechmont Mall area
- Ohio Riverfront in Cincinnati and Anderson Township, near I-275
- Miami Township and Milford

4. Multi-modal Transportation Related Development Opportunities

The major transit and transportation improvement concepts that have been part of the Eastern Corridor Vision Process present development opportunities that, on a case-by-case basis, could be included in future site-specific planning. Specific transit and transportation elements include:

- Metro Moves

- Regional light rail and commuter options
- Ohio 32 possible realignment

Some specific development desires that were articulated during the Visioning process included:

- The desire to reinforce and redevelop neighborhood business districts. Oakley and Madisonville are two examples of these
- To foster diversity within neighborhoods through improved housing options and opportunities
- To create additional commercial development in neighborhoods where appropriate, through the use of existing and possibly new business development tools

Experience over the last fifty years has found, that when properly research, planned and structured, transit and transportation can enhance and serve as a catalyst for development around the transportation nodes and improvements. It could also provide funding sources for environmental restoration and the implementation of recreational trails. Issues that could be applied to the Eastern Corridor development nodes include:

- Consideration that transit and transportation siting have impacts, frequently beneficial, on adjacent property values
- New commercial development opportunities could be created at the transit nodes
- Since an articulated goal is improvement in walking and commuter options, beneficial impacts on housing options could also be created adjacent to transit nodes
- Research, analysis and planning for these impacts could provide additional sources of funding through tax incentive districts, etc. that could benefit from the public funds that would already be programmed for transit and transportation improvements, thereby extending those funds impacts through planning and coordination.
- Creation of tax incentive districts around transit-planned nodes could capture the increased property values to be directed to public purposes (e.g. economic development, residential development, open space, etc.). Note that the new Ohio law regarding the tax incentive districts permits residential development as a permit use.

E. Potential Funding Sources

1. Clean Ohio Fund* – H.B. 3 (Issue 1) - Signed by Governor Taft July 26, 2001

The Clean Ohio Fund programs has the following characteristics:

- $400 million of state bonds may be issued.
- $200 million in revenue bonds to the Clean Ohio Revitalization Fund (created under law) and Clean Ohio Assistance line item (created under law)
- $200 million in general obligation bonds to the Clean Ohio Conservation Fund (created under law)

Not more than $50 million of bond obligations may be issued for each fund within a single fiscal year ($100 million total). $10 million of the annual monies within the Clean Ohio Revitalization Fund can be transferred to the Clean Ohio Assistance line item.

* Summary based on **Bill Analysis** as introduced to the Senate Energy, Natural Resources, and Environment Committee (Ohio Legislative Service Commission) and **Fiscal Note & Local Impact Statement** of H.B. 3 as reported by the Senate Energy, Natural Resources, and Environment Committee (Ohio Legislative Service Commission). Legislation as enacted will be available in **Laws of Ohio** at the conclusion of the 124th General Assembly.

a. Fund Details and Grant Limitations

i. Clean Ohio Revitalization Fund ($50 million per fiscal year minus transfers to the Clean Ohio Assistance line item)

- Used to make grants for brownfields revitalization projects
- Brownfields are defined as abandoned, idle, or under-used industrial or commercial properties where expansion or redevelopment is complicated by a known or potential contamination by a hazardous substance or petroleum
- Eligible grant applicants include counties, townships, municipal corporations, port authorities, conservancy or park districts, similar park authorities, non-profit organizations, and for-profit organizations working in conjunction with one of these entities
- Reserved for applicants in "eligible areas" which include certain counties and municipal corporations that qualify as distressed areas, inner city areas, labor surplus areas, and situational distressed areas
- Grant awards are not to exceed 75 percent of the estimated cost of any revitalization project
- Individual grants not to exceed $3 million

ii. Clean Ohio Assistance line item (up to $10 million per fiscal year)

- Used to make grants to distressed areas to pay for assessments, cleanup or remediation of brownfields and public health projects related to a release or threatened release of hazardous substances or petroleum at a property where little or no economic redevelopment potential exists
- Total grants awarded for public health projects capped at $25 million

iii. Clean Ohio Conservation Fund ($50 million per fiscal year)

- 75 percent used to make grants for open space acquisition and related development ($37,500,000 per fiscal year)
- Eligible projects include acquisition of land or land rights for parks, forests, wetlands, endangered plant or animal habitat, and connecting corridors for natural areas; projects for construction or enhancement of facilities that are necessary to make open space areas accessible to the public; projects that protect or enhance riparian corridors and watersheds; and projects which construct or enhance recreational trails
- Eligible grant applicants include counties, townships, municipal corporations, park districts, similar park authorities, conservancy districts, soil and water conservation districts, joint recreation districts, and non-profit organizations
- Grant awards are not to exceed 75 percent of the estimated cost of any conservation project
- Base allocation to Natural Resources Assistance Councils of $109,375 per county, plus per capita allocations

iv. Clean Ohio Trail Fund (part of Clean Ohio Conservation Fund)

- 12 ½ percent used by Department of Natural Resources to provide matching grants for purchasing land or interests in land for recreational trails and for the construction of recreational trails ($6,250,000 per fiscal year)
- Eligible grant applicants include counties, townships, municipal corporations, and charitable organizations
- Grant awards are not to exceed 25 percent of the value of the project

v. Clean Ohio Agricultural Easement Fund (part of Clean Ohio Conservation Fund)

- 12 ½ percent used by Department of Agriculture to provide matching grants for purchase of agricultural easements ($6,250,000 per fiscal year)
- Eligible grant applicants include counties, townships, municipal corporations, and charitable organizations
- Grant awards are not to exceed 75 percent of the value of an agricultural easement
- Individual matching grants for purchase of agricultural easements not to exceed $1 million

b. Fund Administration

i. Clean Ohio Revitalization Fund

- Clean Ohio Council (created under law) approves and disapproves all grant applications
- No more than six (6) grant applications may be submitted from each Public Works District (19 districts in state) to the Clean Ohio Council

ii. Clean Ohio Conservation Fund

- Natural Resources Assistance Council approves and disapproves all grant applications
- A Natural Resources Assistance Council will be appointed in each of the 19 Public Works Districts
- Director of the Department of Agriculture makes grants for agricultural easement purchases; Farmland Preservation Advisory Board provides advice regarding the design and implementation of an agricultural easement purchase program
- Director of the Department of Natural Resources makes grants for recreational trail land purchase and development; Clean Ohio Trail Advisory Board provides advice regarding the selection of applications that will be awarded matching grants

F. Other Implementation Considerations

The timing of implementation of the recommendations within the Eastern Corridor Land Use Vision Plan will be dependent on several factors, including political climate, technological change, economic conditions, and development occurring independently from the ECLUVP near the Eastern Corridor (e.g., Norwood, etc) and throughout the Cincinnati metropolitan region (e.g., West Chester).

It is recommended that a multi-jurisdictional "Joint Implementation Group" be formed to facilitate and guide the implementation of the Land Use Vision Plan, in conjunction with, and beyond the implementation of access and mobility improvements. The productive multi-jurisdictional discussions, focused on improving the region as a whole, should be further reinforced through the creation of a forum where these ideas and opinions can continue to be exchanged. This forum can be used to refine strategies to identify complementary projects and joint funding sources that can leverage local funds and resources with those available elsewhere.

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