

SOUTH CUMMINSVILLE

Industrial Study

Existing Conditions Analysis and Survey Findings



Prepared by the
City Planning Department
For the
Economic Development Department
September 1992

**SOUTH CUMMINSVILLE INDUSTRIAL STUDY
EXISTING CONDITIONS AND SURVEY FINDINGS**

**Prepared by:
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**For the:
Economic Development Department**

Cincinnati, Ohio

September, 1992

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INTRODUCTION

The purpose of this report is to:

- 1) identify and analyze existing conditions for the South Cumminsville Industrial area;
- 2) present results of the business survey; and
- 3) identify key issues in the study area.

The report is divided into four sections:

Section I provides background information on Cincinnati's industrial trends and outlines several steps currently being taken by the City in order to retain existing industries.

Section II identifies existing conditions; including community profiles; business and industry profiles; zoning; building conditions; traffic circulation patterns; and other aspects which contribute to the conditions in the South Cumminsville Industrial study area. The existing conditions report serves as a handbook which describes the area's assets and liabilities in relation to industrial needs.

Section III presents the results obtained from a survey of present industries located in the South Cumminsville study area. The purpose of the survey was to assess the immediate needs and future plans of the area's industries.

Section IV identifies several key issues which evolved from the existing conditions analysis as well as the survey results.

SECTION I

BACKGROUND

BACKGROUND

Cincinnati's existing industries are among the City's most valuable resources. Since much of the City's general operating revenue is generated through an earnings tax levied on people who work in the City, an industrial exodus means reduced tax revenue and decreased employment levels for area residents. It is critically important, therefore, to support existing industries and encourage new economic growth wherever possible.

In recent years, manufacturing and other types of industries have migrated from central city locations to suburban areas and in some cases to southern or western locations. The industrial migration can often be attributed to several influences including:

- 1) Cincinnati's scarce supply of available land that can be used for new industrial development or expansion;
- 2) the availability of low cost land in suburban areas;
- 3) lower crime rates, both real and perceived and what appear to be fewer social problems associated with suburban areas;
- 4) lower taxes;
- 5) lower labor costs;
- 6) less total cost of production;
- 7) changes in industry building standards from multi-story to single floor buildings that lend themselves to suburban locations.

For these same reasons, Cincinnati has an increasingly difficult time competing with suburban areas in attracting new industries and providing attractive opportunities for existing industries to expand.

The consequences of industrial out-migration are always severe. Declining employment levels mean less tax revenues to meet the City's operating costs. Therefore, the retention of Cincinnati's existing industries is critical to stabilizing both employment and a declining tax base.

In light of these trends, the City of Cincinnati in its efforts to curtail the migration of industries, has adopted several policies and strategies which support the City's existing industries. The Coordinated City Plan (CCP), Volume 2: Strategies for Comprehensive Land Use states as one of the City's goals; "promotes development by planning for the retention and expansion of the City's existing industry and the development of new industrial land use."

The City-wide policies urge that: existing industries rehabilitate and remain in their present location; new industrial land use be planned where industrial development would be compatible with existing land uses, where significant amounts of industry exist or around existing industries where new land for parking or plant expansion may encourage industries to remain in the City (See CCP, Volume 2: Strategies for Comprehensive Land Use (pp. 13-21).

The City is committed to strengthening its industrial base in accordance with CCP industrial land use policies. This can be accomplished through a variety of planning and development activities which channel technical, organizational, and financial assistance to industries within the City of Cincinnati.

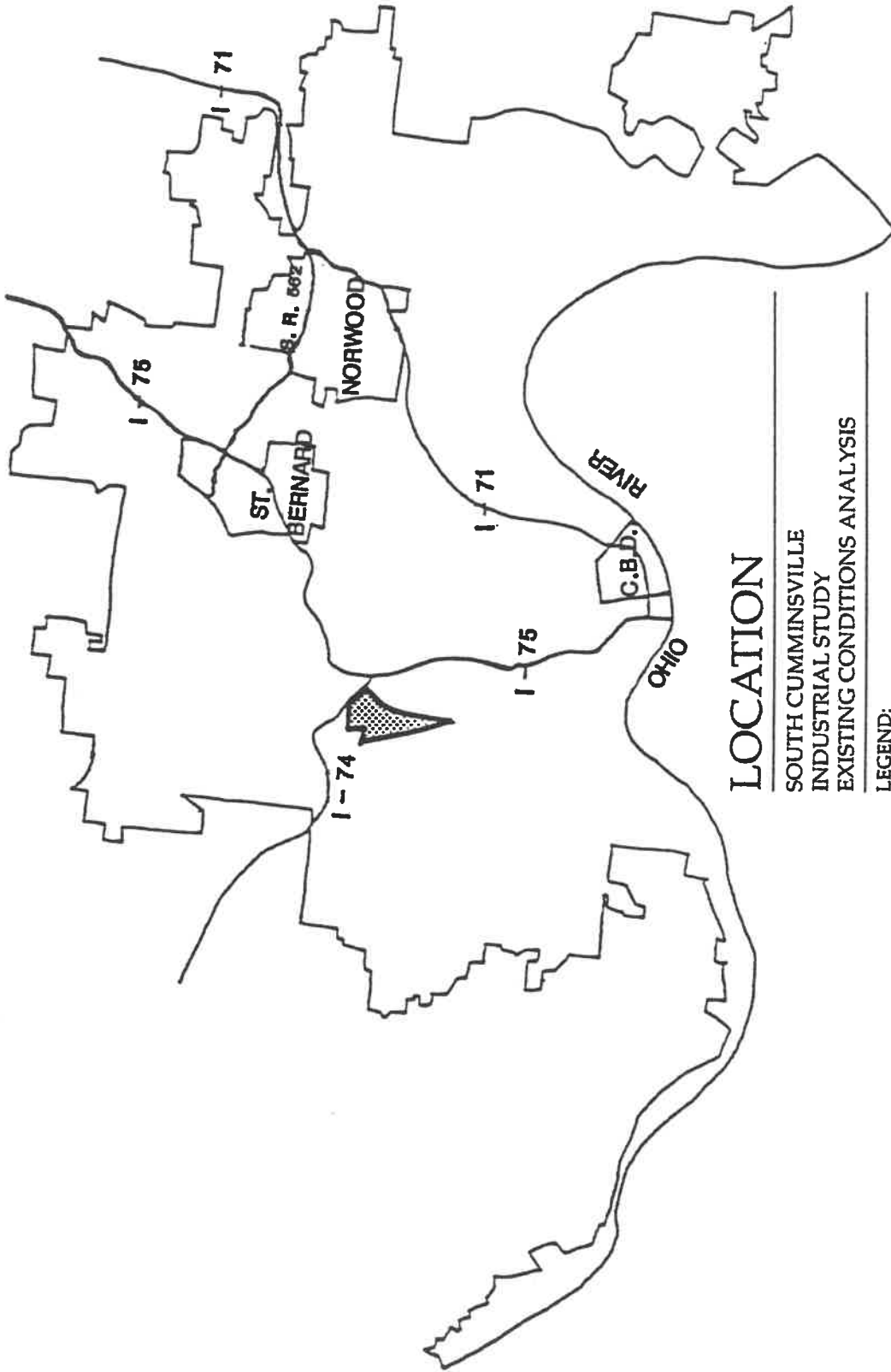
The Industrial Cluster Planning Program (ICPP), a collaboration of the Department of Economic Development and the Department of City Planning, is focused on stabilizing and retaining Cincinnati's existing industries. The ultimate objective of ICPP is two-fold: to establish a formalized mechanism of consistent communication between local industries and City government; and to facilitate the retention, and growth of the City's industries.

LOCATION

The South Cumminsville Industrial Study area is situated in the eastern portion of the South Cumminsville-Millvale statistical neighborhood and accounts for over one-third (1/3) of U. S. Census Tract Number 77's total area. Specifically, the study area is comprised of blocks 103, 104, 108, 401, 402, 403, 404, 405, 406, 407, 408, and 409 of said tract. This community of industries, businesses, and residences is physically bounded by Dreman Avenue, Elmore Street, and I-74 on the north; the Mill Creek on the east; the Hopple Street Viaduct on the south and Beekman Street and Borden Street on the west. It is located northwest and within ten (10) minutes of the Cincinnati Central Business District and is in very close proximity to I-75. Map 1 identifies the general location of the study area. Map 2 illustrates the study area boundary and census tracts.

SECTION II

EXISTING CONDITIONS ANALYSIS



LOCATION

SOUTH CUMMINSVILLE
 INDUSTRIAL STUDY
 EXISTING CONDITIONS ANALYSIS

LEGEND:

 Study Area

NO SCALE



Prepared for the
 Cincinnati Department of
 Economic Development
 By the
 Cincinnati Department of
 City Planning
 April, 1992

EXISTING CONDITIONS ANALYSIS

A. Population

According to the 1990 Census of Population and Housing, the South Cumminsville Industrial Area (Census Tract 77, blocks 103, 104, 108, and 401 through 409) had a population of 396 of which 96.5% were black and 3.5% were white. One hundred and thirty-four (134) or 33.8% of its population were under 18 years of age. See Table 1.

From 1980 to 1990 the study area experienced an 18% decline in total population from 485 persons to 382 persons. The overwhelming majority of the population continues to consist of blacks, with the percentage of blacks in 1980 at 94% and 96% in 1990.

Table 1: Population and Age Distribution

Tract	Block	Total	White	Black	Under 18
77	103	9	0	9	3
	104	65	1	64	21
	108	109	2	107	39
	401	71	3	68	26
	402	22	0	22	6
	403	35	8	27	14
	404	70	0	70	17
	405	0	0	0	0
	406	0	0	0	0
	407	0	0	0	0
	408	15	0	15	8
409	0	0	0	0	
Total		396	14	382	134

Source: Census of Population and Housing, 1990

B. Housing

According to the City of Cincinnati's Housing Monitoring System, the South Cumminsville Industrial area lost eight residential buildings for a total loss of ten dwelling units. Five of the buildings were located in an Intermediate Manufacturing, M-2, zoning district along Roll Avenue. Two buildings were razed along the east side of Beekman Avenue and one building was removed from the south side of Elmore Street.

The loss of dwelling units within the study area has not had a negative impact on the total number of dwelling units within the South Cumminsville/Millvale Communities. In 1990, the total number of housing units for census tract number 77 was 1,593 compared to 1,524 units in 1980. All of the new housing development has occurred outside the study area.

C. Socio-Economic

During the past decade, South Cumminsville residents showed a significant difference in family income compared to that of the City. In 1980 and 1990, South Cumminsville's family median income was less than half of the City's median income. See table 2.

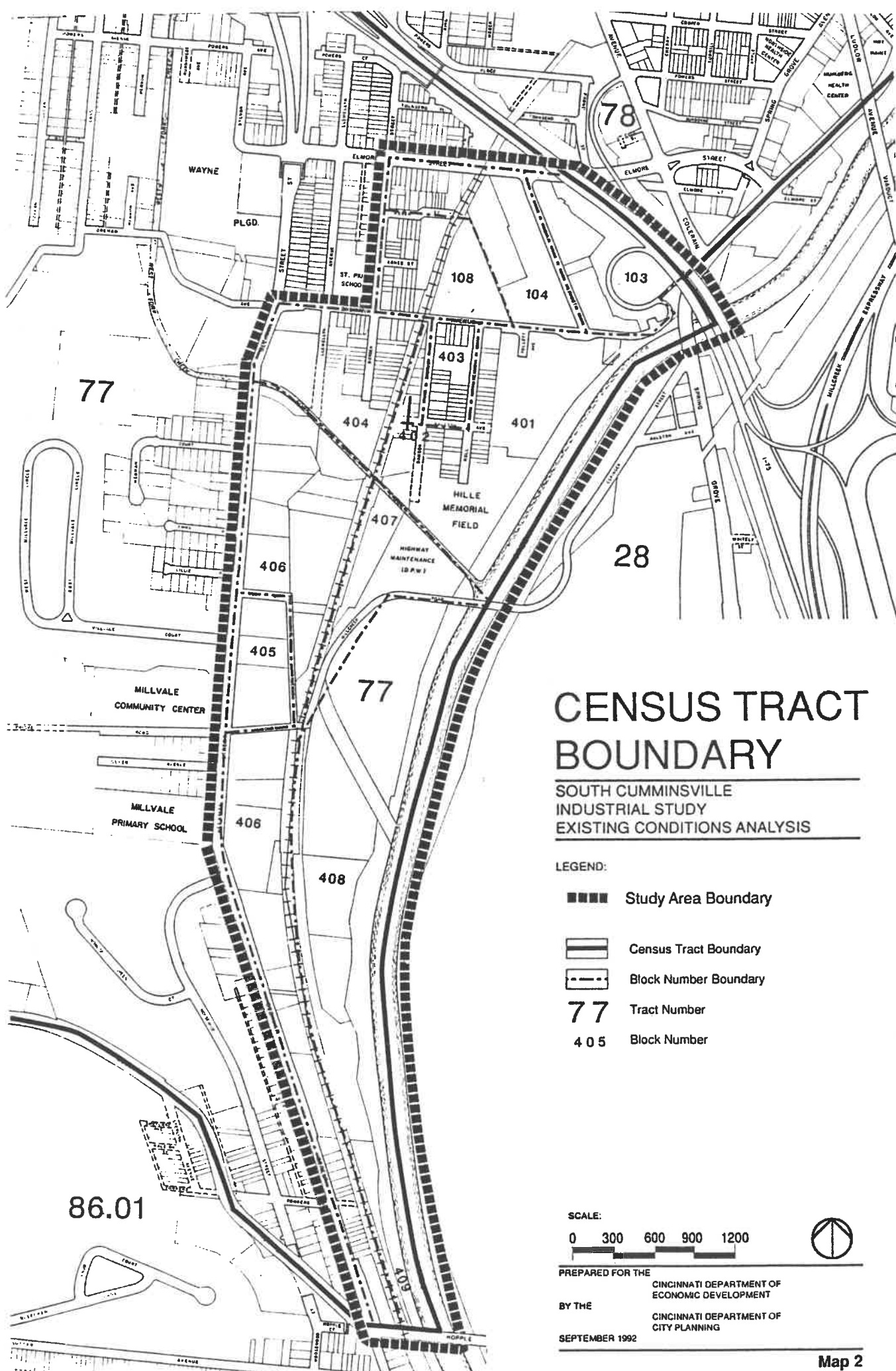
Table 2: Family Income

	<u>1980</u> <u>Median Income</u>	<u>1990</u> <u>Median Income</u>
South Cumminsville	\$7,906	\$12,687
City	16,800	26,959
% Difference from City	-53%	-64%

Source: Estimates of Family Income, Cincinnati Planning Commission

D. Land Use and Development Patterns




The South Cumminsville Industrial Area's, contains approximately 158 acres of land, and has a variety of land uses. Map 3 shows the land uses within the study area. Table 3 illustrates the location and net acreage of the land uses.

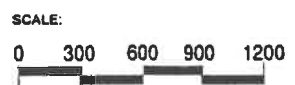


CENSUS TRACT BOUNDARY

SOUTH CUMMINSVILLE
INDUSTRIAL STUDY
EXISTING CONDITIONS ANALYSIS

LEGEND:

-  Study Area Boundary
-  Census Tract Boundary
-  Block Number Boundary
- 77** Tract Number
- 405** Block Number



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SEPTEMBER 1992

Table 3: Land Use Categories and Net Acreage

<u>Land Use-Type</u>	<u>Acres</u>	<u>% of Total Acres</u>
Manufacturing	31.57	20.03
Vacant Land	38.48	24.42
Public/Semi-Public	29.78	18.90
Wholesale and Storage	17.22	10.93
Commercial	14.46	9.18
Rail Corridor	11.50	7.30
Residential	8.45	5.36
Parks and Recreation	6.12	3.88
Total	157.58	100.00%

- The geographic distribution of land uses are as follows: the Northwest segment is predominately residential, whereas the rest of the area is dominated by industrial uses or vacant land. Incompatible uses are observed in the industrial study area. Mixed-use buildings, though few, are also observed in the area.
- A number of vacant lots are scattered throughout the study area. Such lots could be targeted for development.
- Most of the industrial sites and structures in the area are occupied, well maintained, and appear to be in good condition. This inference is based on the windshield survey recently conducted by City Planning staff. This is especially true along Beekman Street. The residential section of the area, however, consists of properties in various stages of repair. In addition, there are several residential buildings that contain unit(s) that are not occupied.
- The study area seems to have a mixture of both on-street and off-street parking. However, more off-street parking may be needed so as to mitigate the tendency for area employees to utilize neighborhood residential streets for additional parking.
- Historic resources have been identified within the area bounded by Glenmore Street on the north, Borden Street on the south and west, and Weber Street, Agnes Street and Dreman Avenue, on the east. The area is identified as the Millvale Historic District in the Cincinnati Historic Inventory, August, 1978. To date, none of the properties have been listed on the National Register of Historic Places or determined to be historic by the City Historic Conservation Office.
- The north/south rail corridor splits the South Cumminsville Industrial Plan Area into two sections. The rail line north of Dreman Avenue has been removed. The removal of the rail has created an informal access route from Dreman Avenue to Elmore Street. CSX Transportation, the owner of the line, is considering abandonment of .45 miles of track from Dreman Avenue on the north to Fricke Road on the south.

- Zoning

The South Cumminsville industrial study area is primarily zoned M-2, Intermediate Manufacturing and M-3, Heavy Manufacturing See Map 4.

Two areas are zoned for business - the B-1, Neighborhood Business, zone is located in the northwest corner where Elmore Street meets Borden Street, and the B-4, General Business, zone in the southern tip of the study area, where Beekman Street and the Hopple Street Viaduct intersect.

The remaining portion of this area is zoned R-3, Two-Family Residential and R-3(T), Two-Family Transition. The zoning in the northwest section of the study area is exclusively residential.

Nonconforming land uses are found in the study area just north of Hill Memorial Field and south of Dreman Avenue which is zoned M-2 despite the presence of a significant number of residential units.

The following defines each of the zoning classifications within the study area:

M-2 Intermediate Manufacturing - This zone permits trucking terminals, medium manufacturing, gas stations, foundries, metal reclamation, metal refining, or smelting, retail business, personal services, automobile sales, office and laboratories, food products and painting companies.

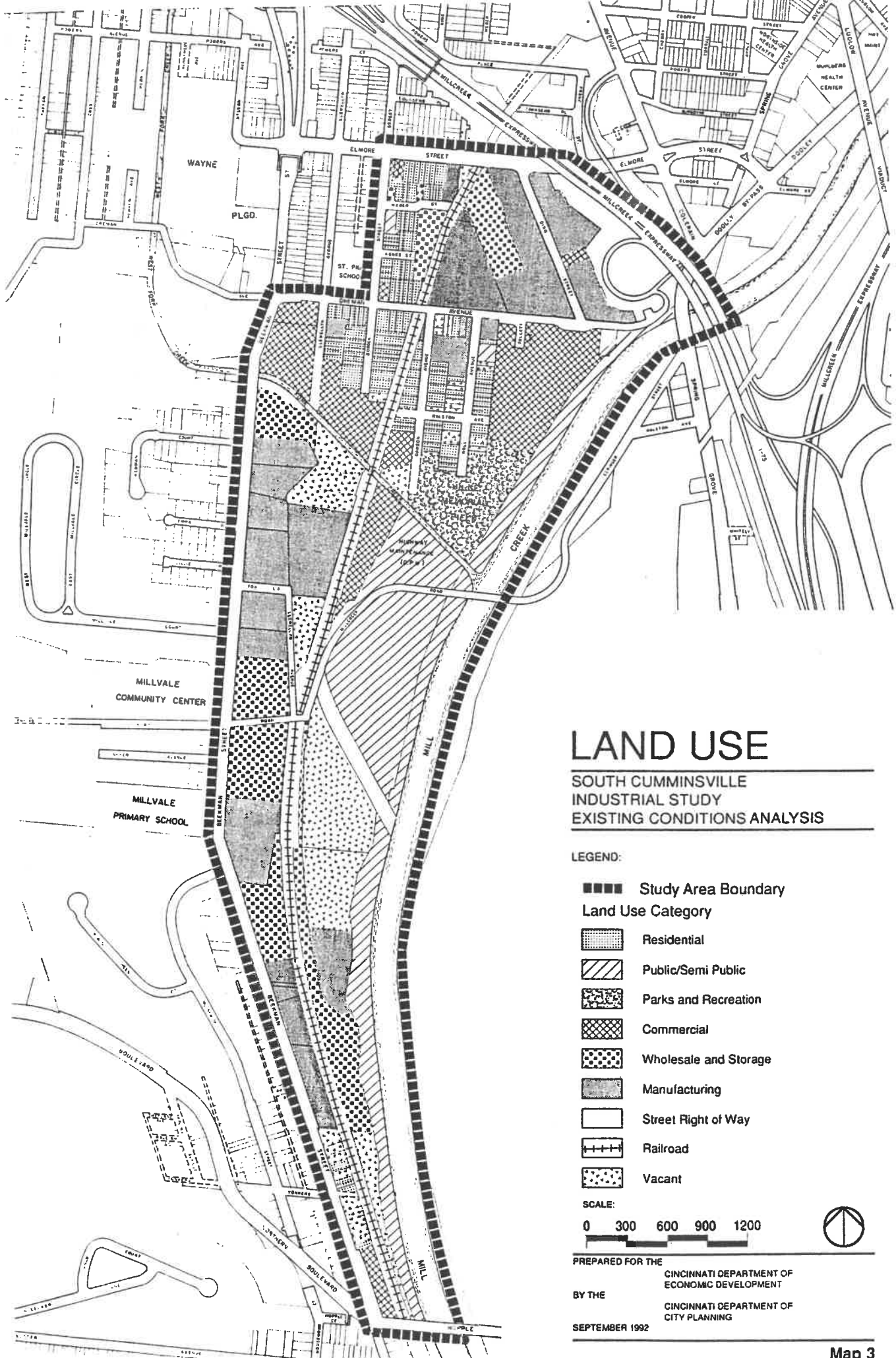
M-3 Heavy Manufacturing - The principal uses allowed in this zone are the same as M-2 district. Additional uses are permitted such as: junk yards, petroleum refining, coke ovens, open hearth or rotary furnaces and livestock slaughtering.

B-1 Neighborhood Business - Residential uses up to an R-4 density churches, schools, offices, banks, limited types of retail stores, and personal services, parking lots and garages are permitted.

B-4 General Business - The principal uses allowed in this zone are the same as B-3 district. Additional uses include: bakeries, automobile repair, gas stations, automobile sale and services, animal kennels, veterinary clinics, contractors' yards, and outdoor recreation.

R-3 Two-Family Residential - This district permits two-family dwellings, detached or attached single-family dwellings, two-family dwellings, public administration buildings, libraries, museums, art galleries, non-profit educational research centers, non-profit and non-commercial clubs such as swimming, tennis.

Transition Zone: The R and R-V Districts may be further subdivided into Transition (T) Districts. All the regulations of the R District of which it is a part are applicable to the properties in the T District, except to the extent that they are modified by the Director of Buildings & Inspections who may permit uses as permitted in the least restricted abutting district after the holding of a public hearing. (See Chapter 8 of the Zoning Code.)



LAND USE

SOUTH CUMMINSVILLE INDUSTRIAL STUDY

EXISTING CONDITIONS ANALYSIS

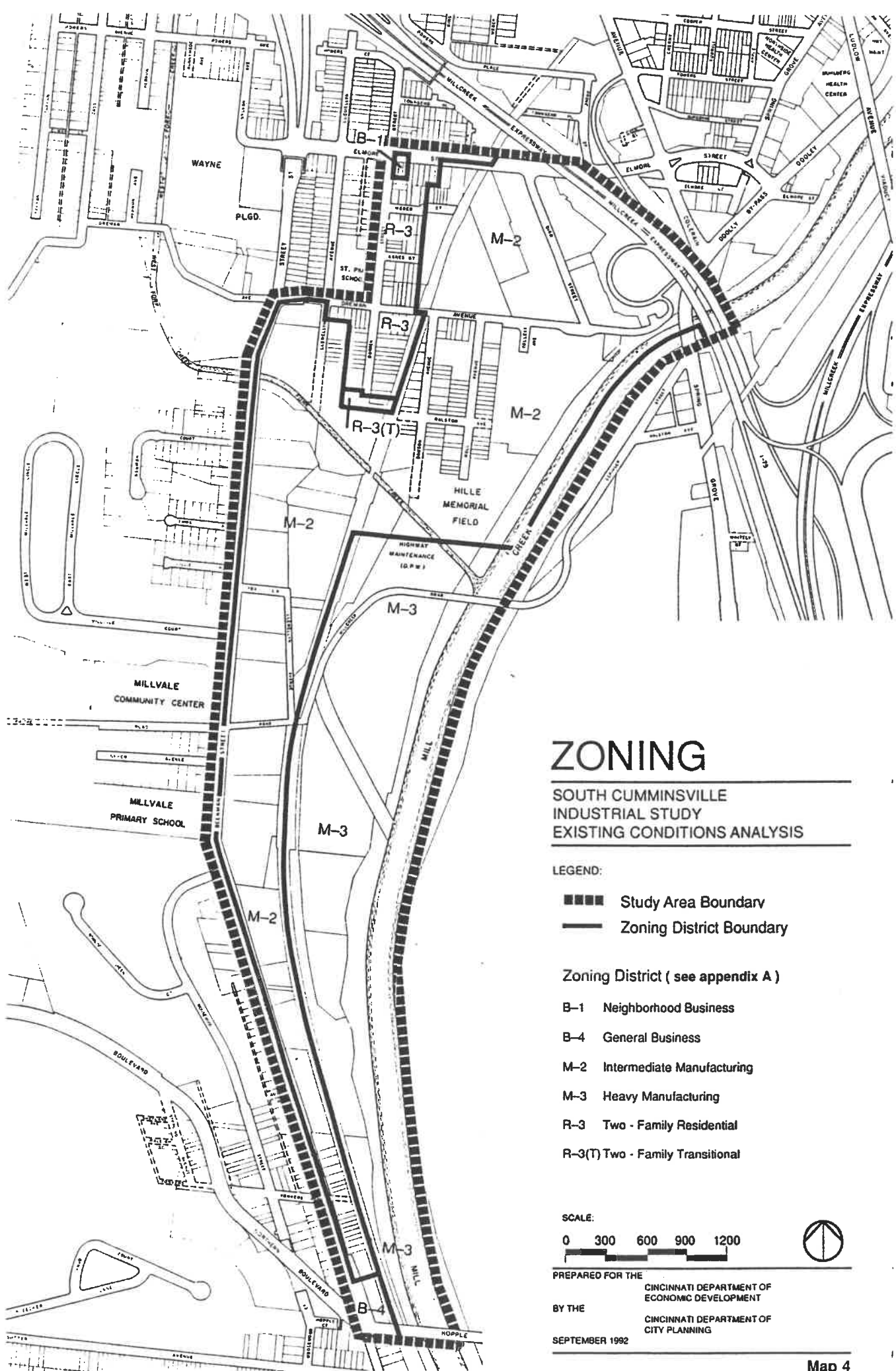
- LEGEND:
- ▣ Study Area Boundary
 - Land Use Category
 - ▣ Residential
 - ▣ Public/Semi Public
 - ▣ Parks and Recreation
 - ▣ Commercial
 - ▣ Wholesale and Storage
 - ▣ Manufacturing
 - ▣ Street Right of Way
 - ▣ Railroad
 - ▣ Vacant



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ZONING

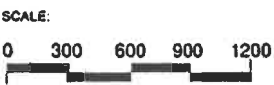
SOUTH CUMMINSVILLE INDUSTRIAL STUDY EXISTING CONDITIONS ANALYSIS

LEGEND:

- ▣▣▣▣ Study Area Boundary
- Zoning District Boundary

Zoning District (see appendix A)

- B-1 Neighborhood Business
- B-4 General Business
- M-2 Intermediate Manufacturing
- M-3 Heavy Manufacturing
- R-3 Two - Family Residential
- R-3(T) Two - Family Transitional



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F. Topography

The South Cumminsville industrial area is located in the corridor which forms the Mill Creek Valley. Much of the land within the area is flat or level. The only considerable grade change in the area occurs along the banks of the Mill Creek.

Elevation: The topographical elevation within the study area is located near Beekman Street and Interstate 74, about 525 feet above sea level. The stream bed of the Mill Creek has an elevation of 475 feet above sea level, which is the lowest point in the study area. The average topographical elevation for the flat or level areas outside of flood areas is 500 feet above sea level.

Floodplain: Much of the land along the banks of the Mill Creek lies in the 100-year floodplain. The boundaries of the 100 and 500 year floodplain for portions of the Mill Creek and the West Fork Channel in South Cumminsville are shown on the Floodplain Map #5. These floodplain boundaries were developed for the purpose of the National Flood Insurance Program. The concept of a floodway is used as a tool to assist local communities in various aspects of floodplain management. Under this concept, the area of the 100-year flood is divided into a floodway and a flood fringe. The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment (such as buildings or other structures) in order that a 100-year flood may occur without a substantial increase in water surface height. A flood fringe is an area during a flood that would act as a back water storage area for flood water.

The Mill Creek Flood Protection Project: The Flood Control Act of 1970 (PL-91-611) authorized the project and approval was obtained in December, 1970. An estimated \$32,642,000 (currently the figure is up to \$132,000,000) was set aside to cover the cost of re-channelization, beautification and development of recreational areas along the Mill Creek from the southeastern portion of Butler County south through Hamilton County to the Ohio River.

The project consists of 10 sections, seven (7) of the sections are complete. The Army Corp of Engineers in conjunction with the Mill Creek Valley Conservancy District is presently studying the costs necessary to complete the project.

G. Building Conditions

An industrial building condition survey was conducted in the South Cumminsville industrial area by the City Planning Department. The staff used a "windshield" survey (observation from a car or on foot) using the department's in-house criteria to evaluate the exterior condition of each building and assigning one of the following ratings to each:

- Sound - The structure appeared to have either no deficiencies or

only very slight defects which could probably be easily corrected through normal maintenance. Typical allowable defects include cracked, peeling, or missing paint over a relatively small portion of the structure, or broken windows.

- Minor Deterioration - The structure appeared to have easily discernible problems with broken gutters or downspouts, loose shingles, siding or trim, crumbling mortar between bricks or masonry, or similar problems.
- Major Deterioration - The structure appeared to have obvious widespread problems such as holes in siding or roofing, cracks in walls or foundations, sagging roofs or walls, or other major structural damage.

It should be noted that the above building condition rating criteria and survey is unofficial and based upon a subjective judgement which considered only the exterior appearance of each building. The results of the building condition survey are summarized below.

Table 4 : Industrial Building Condition Survey

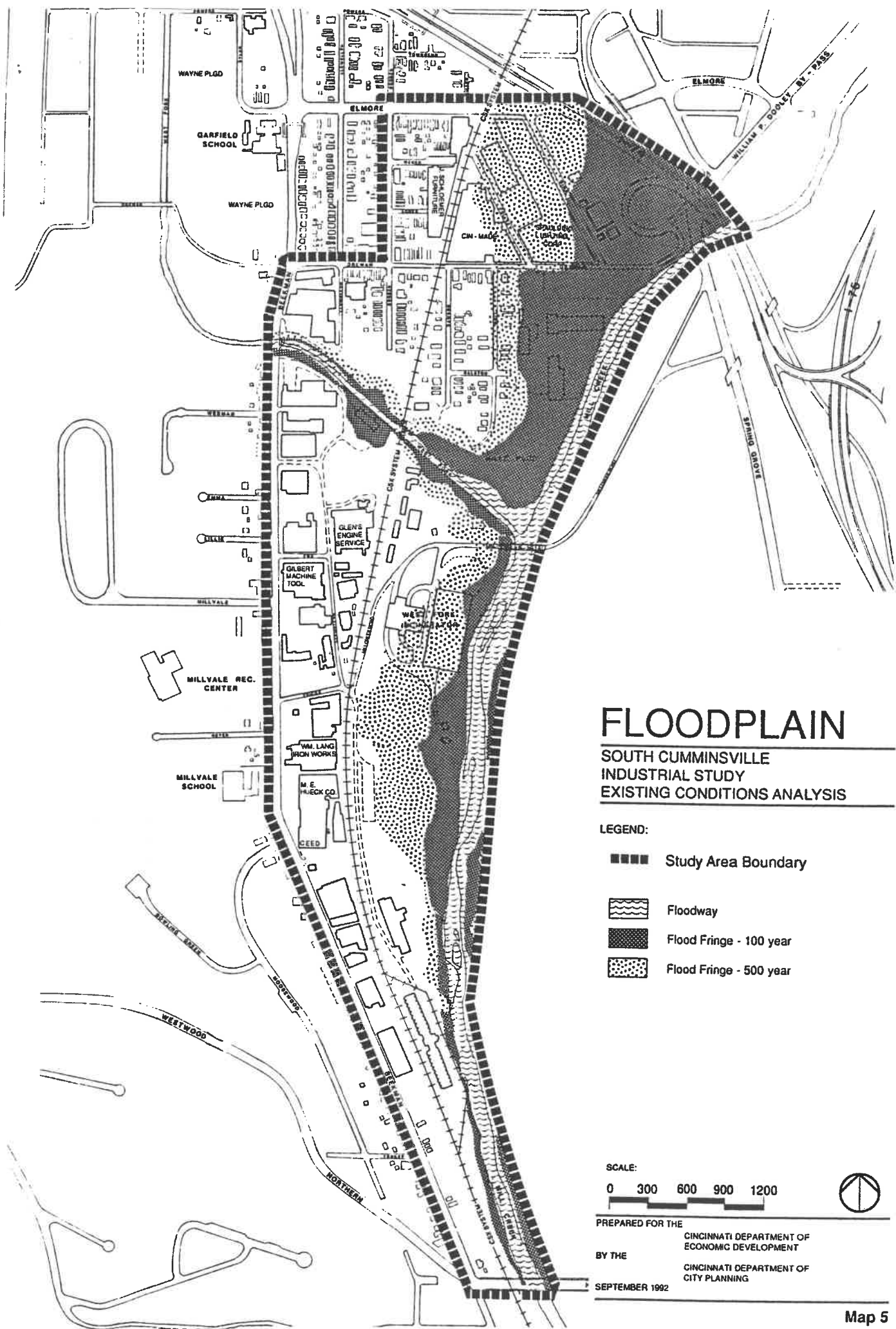
Number of Buildings	Rating Criteria		
	<u>Sound</u>	<u>Minor Deterioration</u>	<u>Major Deterioration</u>
64	52	9	3
100%	81%	14%	5%

Table 4 describes the results of the building survey performed on a total of sixty-four (64) industrial buildings. Eighty-one percent (81%) of the buildings were considered to be in sound condition, while fourteen percent (14%) and five percent (5%) were rated as having minor deterioration and major deterioration respectively. See Map 6 for geographic distribution of buildings in each category.

H. Circulation System

The South Cumminsville industrial area has excellent access to both interstates 74 and 75. A westbound connection to I-74 from this area is best achieved from Beekman Street, north of Elmore Street, while north and southbound access to I-75 from the area can be accomplished at the eastern terminus of Dreman Avenue or at the Hopple Street Viaduct. These external streets categorized as arterial provide access to other portions of the City and region.

Like many of the City's older industrial areas, South Cumminsville has an active railroad line which runs through the center of the community. Based upon the survey responses, the line is grossly under utilized by area industries.



FLOODPLAIN

SOUTH CUMMINSVILLE
INDUSTRIAL STUDY
EXISTING CONDITIONS ANALYSIS

LEGEND:

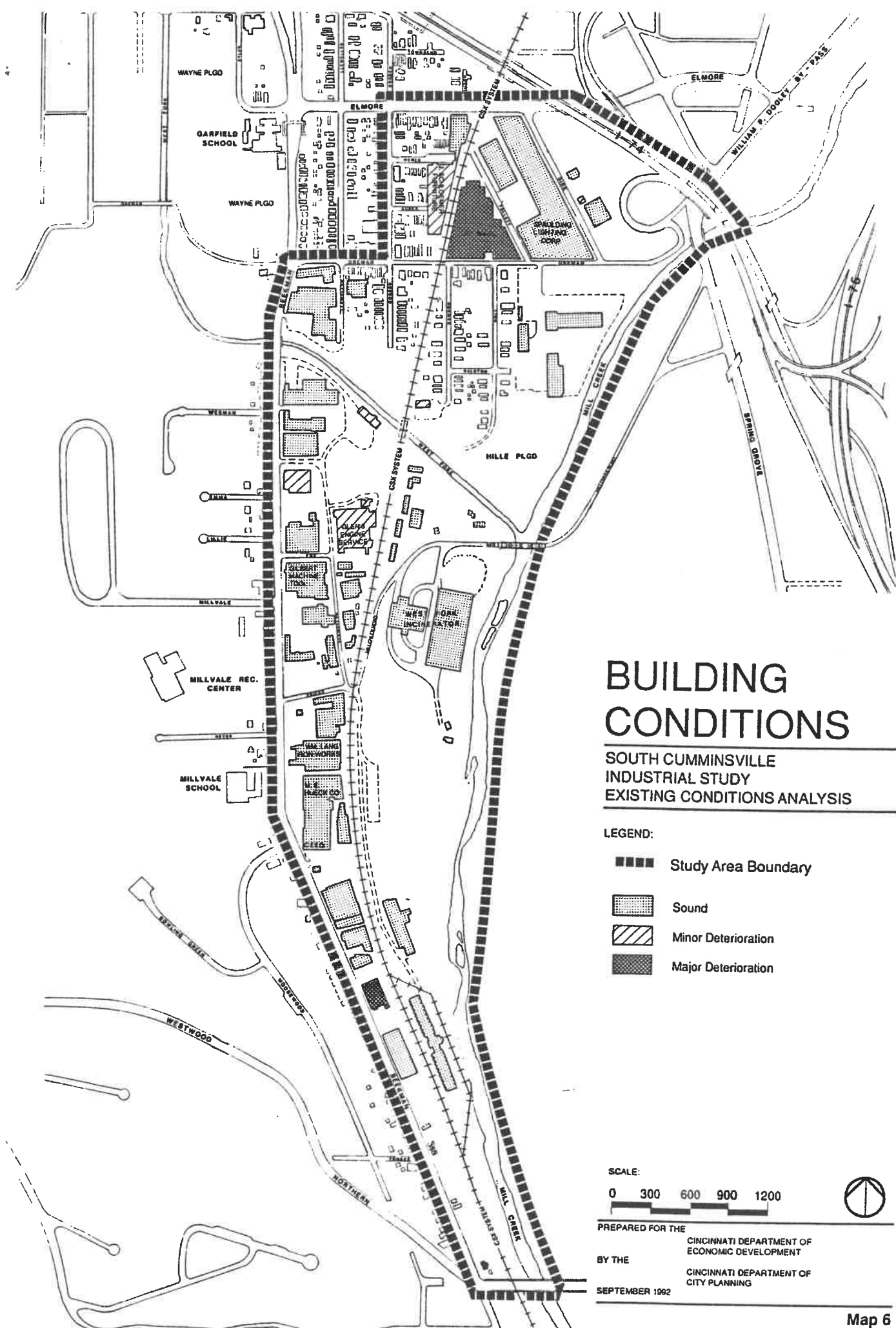
- ▣▣▣▣ Study Area Boundary
- ▤▤▤▤ Floodway
- ▦▦▦▦ Flood Fringe - 100 year
- ▧▧▧▧ Flood Fringe - 500 year



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BUILDING CONDITIONS

SOUTH CUMMINSVILLE
INDUSTRIAL STUDY
EXISTING CONDITIONS ANALYSIS

LEGEND:

-  Study Area Boundary
-  Sound
-  Minor Deterioration
-  Major Deterioration



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a. Street Classification

The streets which form the circulation system of South Cumminsville can be classified by their various functions. In the community, as is the case citywide, all streets are classified either as freeways, arterial, collectors, or local streets, and are described below:

Freeways - Highway capacity intra-regional and interregional routes consisting of the interstate freeways and other local routes that meet freeway standards. Access to abutting properties is prohibited and fully controlled by grade separations for all intersecting traffic flows.

Arterial - Facilitate through traffic movements between communities and also provide access to the freeways. Direct access to abutting properties should be considered secondary to providing efficient traffic flow.

Collectors - Provide for both local through traffic and direct access to abutting properties; distribute traffic to and from the arterial.

Local Streets - Provide access to abutting properties; are not conducive to through traffic movements.

The street system in South Cumminsville consists primarily of local streets. However, there are two streets, Beekman and Elmore, which are classified as arterial and one collector street, Dreman Street.

Map 7 identified each type of street within the South Cumminsville study area.

b. Traffic Volumes

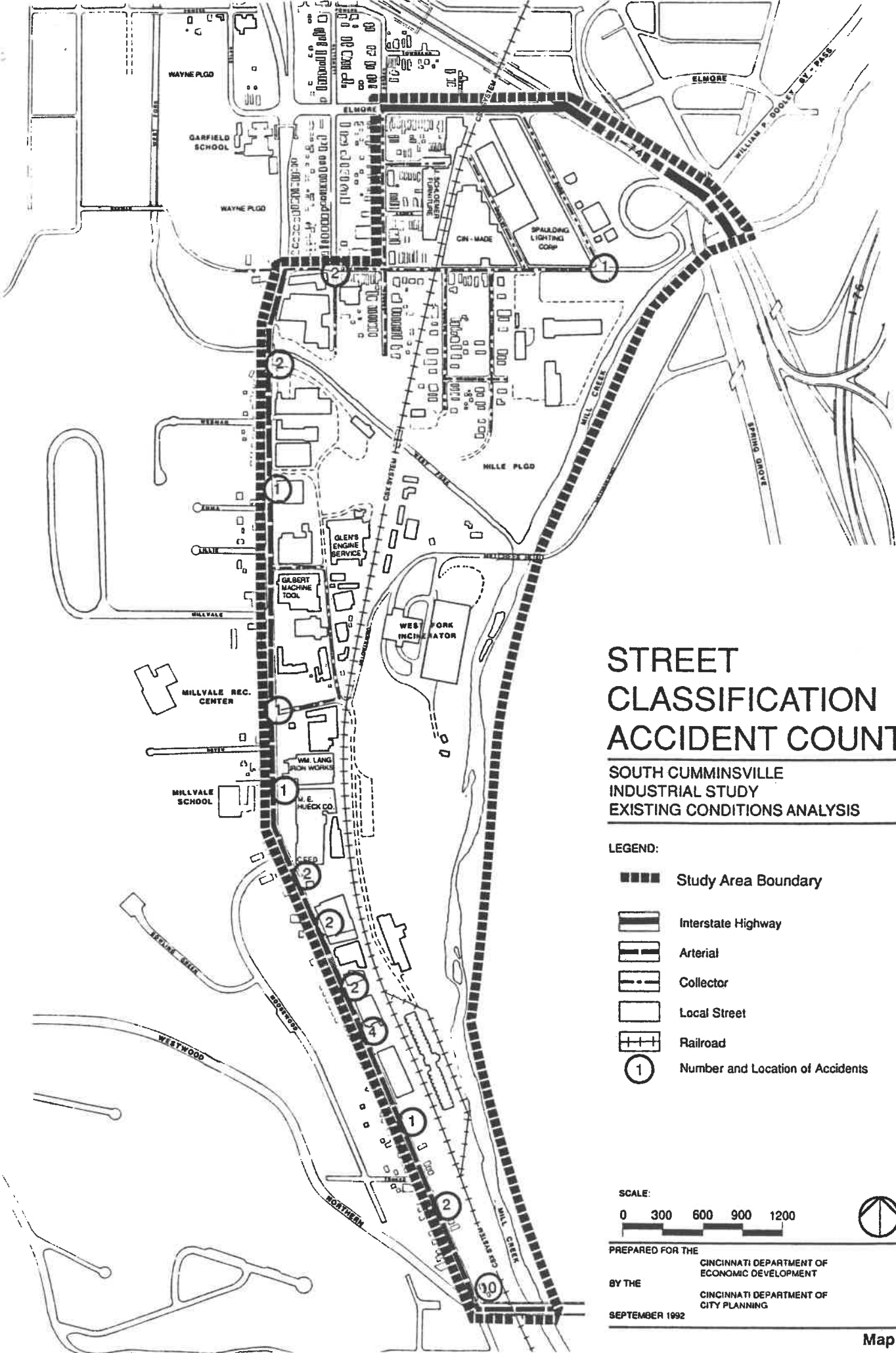
Traffic volume counts are reported for five locations in the South Cumminsville industrial area. Three counts are at signalized intersections and two counts on streets within the study area that are recorded in the report prepared by the City's Traffic Engineering Division dated July 22, 1992.

The intersection at Beekman Street, Hopple Street Viaduct, and Westwood Northern Boulevard carries the highest volume of traffic with 28,375 vehicles per 24 hours. The intersection at Beekman and Dreman Streets has a daily count of 10,543 vehicles. The third intersection, Beekman at Moosewood Street accounts for a volume of 10,403 vehicles daily.

In addition, two streets within the study area had traffic volume counts done. Beekman, an arterial street, generates nearly 10,000 vehicles per 24 hours. The other is Dreman, a collector street, which has a daily count of 1,650 vehicles.

c. Accident Counts








The data base shows that there is a direct relationship between traffic volumes and the number of accidents which occur on a particular street. In general, streets which carry a heavy volume of traffic are more likely to have a higher number of accidents. On the average, for every one million cars which cross an intersection, two accidents can be expected to occur.



STREET CLASSIFICATION ACCIDENT COUNTS

SOUTH CUMMINSVILLE
INDUSTRIAL STUDY
EXISTING CONDITIONS ANALYSIS

LEGEND:

-  Study Area Boundary
-  Interstate Highway
-  Arterial
-  Collector
-  Local Street
-  Railroad
-  Number and Location of Accidents



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The Division of Traffic Engineering determines which intersections are dangerous based on number of accidents per year. Such intersections need to be studied further to determine the cause of such a high incidence of accidents.

In 1990, a total of thirty-one (31) accidents were reported in the study area. The intersection of Beekman Street-Hopple Street Viaduct-Westwood Northern Boulevard had ten (10) accidents. Of the remaining twenty-one (21) accidents, eighteen (18) occurred along Beekman up to Dreman, and three (3) accidents were along Dreman from Beekman to I-74. Map 7 illustrates the geographic locations and number of accidents reported within the study area during 1990.

d. Street Conditions

The public right-of-way contributes to the functioning of any industrial area. Circulation and utility demands of an industry are substantially greater than those of residential areas. The public rights-of-way are conduits which provide access, utilities, security and other needs for industries, commercial establishments and residential properties. The city can improve the conditions and functional efficiency of an area by providing improvements such as, street paving, lighting, landscaping and traffic control devices. Maintaining streets in good condition also contributes to a healthy visual image of the area.

Of the streets surveyed by the City's Department of Public Works Highway Engineering Section, more than fifty percent (50%) of the aggregate square feet of pavement surface has been determined to be in good to excellent condition. Twenty percent (20%) are in fair condition. Poor street conditions occur along certain portions of Borden Street, Dreman Avenue, Llewellyn Avenue and Roll Avenue. See Map 8.

e. Loading Facilities

A vast majority of the buildings in South Cumminsville were constructed with off-street loading docks. However, a number of buildings have loading areas designed before the use of large semi-tractor trailers. This situation creates a maneuvering problem for these large trucks and may partially block traffic lanes when loading areas are too shallow.

Many loading problems in South Cumminsville occur where semi-tractor trailers extend into the right-of-way. In particular, Llewellyn Street south of Fox Lane, the Dirr Street, Follet Avenue, and portions of Beekman Street present the vast majority of congestion due to loading dock locations.

f. Parking Facilities

Adequate parking facilities are an important consideration for an industrial area, and the specific needs of each company will depend upon the number of employees and building use. Nearly all the

forty-four (44) businesses in the South Cumminsville Industrial Study Area maintain their own off-street parking or share parking facilities with a neighboring industry.

The scattered parking lots, which average 10 spaces per lot, are inadequate for the estimated 3,000 employees in the area. See Map 9. This is indicated by the use of on-street parking spaces and a number of informal parking areas.

In some cases, parking facilities double as temporary storage areas for material. This practice affects the availability of off-street parking and increases on-street parking in neighboring residential areas.

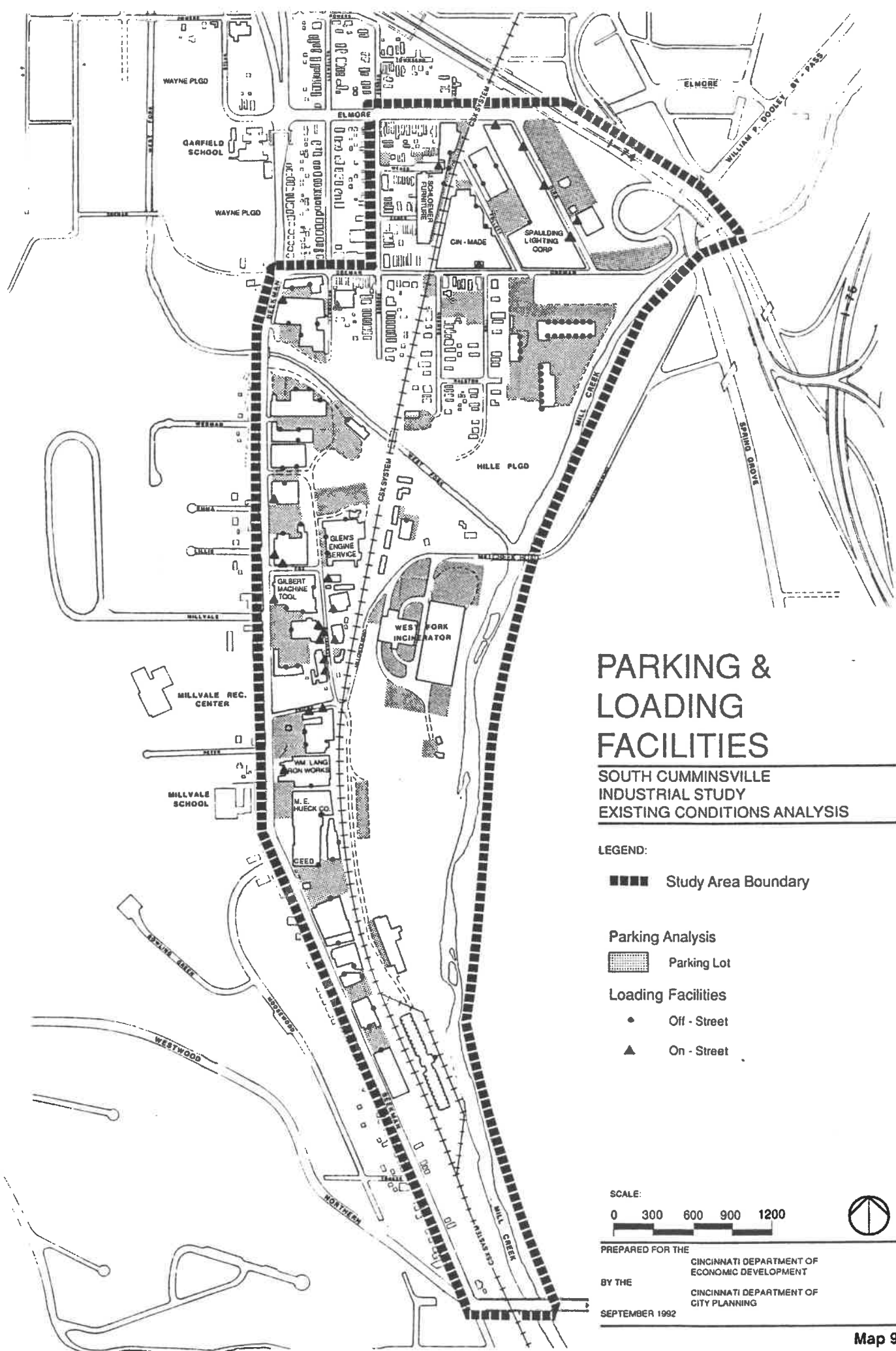
Streets such as Follett Avenue, Llewellyn Avenue, and adjacent residential streets provide unrestricted parking. Other streets within the industrial area, ie; Elmore Street, Dirr Street, Dreman Street, Fox Lane and Beekman Street, restrict the amount and length of time on-street parking is available. Fricke Road, between Beekman Street and Llewellyn Street, does not indicate whether parking is available or not. This street could be considered too narrow and heavily utilized to provide adequate on-street parking.

g. Railroad Services

A single railroad line runs through the community. The railroad line runs north and south from Interstate 74 to the Hopple Street Viaduct parallel to the Millcreek and bisecting the industrial area. This line, which is still active is owned by CSX Transportation, Inc.

h. Bus Services

To complement the area's established circulation systems, one bus route (Route 27) serves the community. It operates weekdays from 4:50 A.M. to 11:18 P.M. with headway of about 20 minutes and 30 minutes for peak periods and off-peak respectively. See Map 10.



PARKING & LOADING FACILITIES

SOUTH CUMMINSVILLE
INDUSTRIAL STUDY
EXISTING CONDITIONS ANALYSIS

LEGEND:

■■■■ Study Area Boundary

Parking Analysis

▨ Parking Lot

Loading Facilities

• Off - Street

▲ On - Street

SCALE:

0 300 600 900 1200



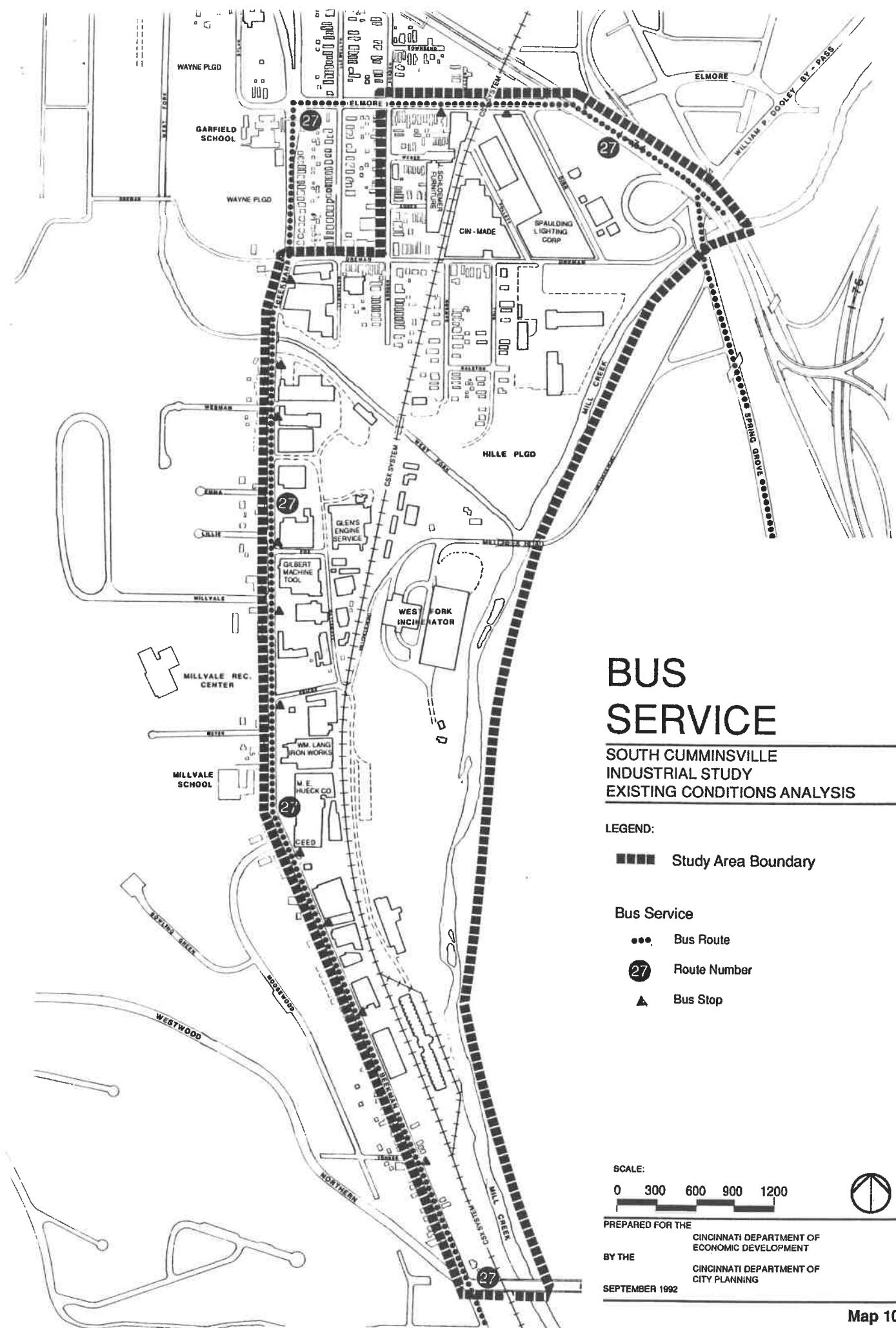
PREPARED FOR THE

CINCINNATI DEPARTMENT OF
ECONOMIC DEVELOPMENT

BY THE

CINCINNATI DEPARTMENT OF
CITY PLANNING

SEPTEMBER 1992



BUS SERVICE

SOUTH CUMMINSVILLE
INDUSTRIAL STUDY
EXISTING CONDITIONS ANALYSIS

LEGEND:

■■■■■ Study Area Boundary

Bus Service

●●● Bus Route

②⑦ Route Number

▲ Bus Stop

SCALE:



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CITY PLANNING
SEPTEMBER 1992

SECTION III

SURVEY FINDINGS REPORT

SURVEY FINDINGS REPORT

A. SOUTH CUMMINSVILLE INDUSTRIAL SURVEY

The findings in this report are based on the responses of the South Cumminsville businesses to a survey conducted during the first half of 1992. The purpose of the survey was to determine the present needs, problems, and future plans of businesses in South Cumminsville. This report represents a preliminary identification of problems and concerns of the industries in South Cumminsville.

The City Planning Department mailed the survey questionnaires to a total of forty-four (44) businesses. Eleven (11) businesses completed and returned the surveys after the first mailing and six additional businesses completed the survey after a follow-up mail request for a total response rate of 39%.

A copy of the survey questionnaire is included in Appendix A of this report. The questions and format were developed through research on survey techniques, previous survey interviews, and consultation among the City's Industrial Planning staff.

Table 5: Survey Questionnaire Log

<u>Company Name</u>	<u>Mailed</u>	<u>Completed</u>	<u>Comments*</u>
Martin Young, Inc.	X		
Borman Engraving Co.	X		
General Chain Mfg.	X		
Color Litho, Inc.	X	X	
Ebele & Sons Co.	X		
Abel Mfg. Screw Machine	X	X	
M.E. Henk Kitchen Tool Mfg.	X		
William Lang & Sons Co.	X	X	Anticipate relocating to KY between 2 to 4 years.
C. W. Wood Machinery	X		
U.S. Industrial Lubricant	X	X	
Cinti. Gilbert Machine Tool	X	X	Anticipate relocating to KY, Warren or Clermont County between 2 to 4 years.
Armor Metal Fabrication	X		
Super Products Co.	X	X	
F. D. Lawrence Elec. Co.	X		
GRK Mfg. Co.	X	X	Anticipate relocating to Oakley within 6 months to 1 year.
Ray Gordon Co.	X		
Andy's Delivery & Trash	X		
Cincinnati Marble	X	X	
Cincinnati Bethel	X	X	
Pavilion Remodeling	X		
Truck Way Leasing Inc.	X		
Republic Oil	X		
Northside Contracting	X		
Spaulding Lighting, Inc.	X		
Interstate Trailer & Equip.	X		
Cin-Made Company	X	X	
B & M Metal Craft Inc.	X	X	
Weber's Cafe	X		
Alliance Knife, Inc.	X		
B & B Barber Shop	X	X	
Quality Carpet Cleaners	X		
Dit & Benny's Elmore Cafe	X	X	
Nebel Machine Tool Corp.	X		
Sanitation Div.	X	X	
Reece Campbell, Inc.	X	X	
Stites Scale Co.	X	X	Anticipate relocating between 1 to 2 years to St. Bernard or Northside.
Schloemer Furn. Warehouse	X		
State Truck Way	X		
Kault Productions	X		
Beekman Development Co.	X		
Peeno Electric Corp.	X		
Acme Machine Tools	X		
Enterprise Machine Co.	X	X	
Silmering Tile Co.	X		

* These four (4) businesses making comments contribute \$10,300,000 in sales to the local economy and account for 122 jobs.

B. SURVEY RESULTS

1) Longevity

The average length of occupancy at their present location for the 16 responding companies is 24.4 years and the median is 11 years. Seven companies have been at their location for a period up to 10 years, 10 companies have been at their location for up to 20 years, and 6 companies for more than 30 years, with U.S. Industrial Lubricants being the longest, sixty five years (65).

Nine (9) out of fourteen (14) or sixty four percent(64%) of the responding companies have been located somewhere else prior to their present location. The majority, sixty seven percent (67%), of companies relocated from within the City of Cincinnati limits. Reasons for relocation were: more space - seven (7) firms; to buy to own - two (2) firms; and economic development zone incentives.

2) Company Size

Of those firms surveyed, the range in size of employees is from one (1) to one hundred fifty (150). The mean number of employees per firm is approximately 32, and the median company size is 16 employees. Table 6, illustrates the size distribution of firms by the number of employees.

Table 6: Company Size Distribution

<u>Company Size # of Employees</u>	<u>Frequency</u>	<u>Employees in Category</u>	<u>% of Firms Interviewed</u>	<u>% of Firms Employees</u>
1-10	5	33	38	8
11-100	7	232	54	56
100-150	<u>1</u>	<u>150</u>	<u>8</u>	<u>36</u>
Totals	13	415	100	100

As the above frequency column shows, one respondent, the City's Sanitation Division, employs 150 people, and represents over one-third (1/3) of the total number employed by the thirteen (13) responding companies. In contrast, eight percent (8%) or thirty eight (38) employees work for companies with ten (10) or fewer employees. This category accounts for over two-thirds (2/3) of the total number of firms surveyed.

3) Physical Facilities

A substantial number (81%) of the companies surveyed own their facility. Nineteen (19%) of the companies are leased facilities.

The average size of buildings in the study area, is 29,486 square feet, with a mean size of 26,000 square feet. Of the respondents, the Cin-Made Company is by far the largest with a total of 117,000 square feet. Table 7 shows the range of building size in square feet. The 10,001 to 50,000 square feet range includes the largest number of companies responding to the survey. This category includes small and medium size plants.

Table 7: Building Square Footage Table

<u>Size Range</u>	<u>Companies</u>	<u>Percentage of Companies</u>
1,000 to 5,000 sq. ft.	2	15
5,001 to 10,000 sq. ft.	2	15
10,001 to 50,000 sq. ft.	7	55
50,001 to 150,000 sq. ft.	<u>2</u>	<u>15</u>
	13	100%

Manufacturing is the primary function of the 16 responding companies. Other functions identified were distribution, a general contractors' yard, a restaurant, a community employment office, a scale service, and the City's Sanitation operation.

Thirteen (13) out of sixteen (16) companies indicated they maintain their own parking for employees and visitors, and eleven (11) firms stated they have adequate parking. The total number of additional parking spaces required by one firm is roughly 20 spaces. Of those companies who do not operate their own parking facilities, one indicated their employees park on-street where available and two indicated their employees park off-street. Of the two respondents whose employees park off-street, one firm indicated its employees park in a private lot, and the other firm's employees park in a public lot.

4) Products and Markets

Of the nine (9) companies who reported their 1991 sales, one firm with total sales of \$40,000,000 had the most earnings. All others combined, have average yearly sales of about \$6,625,000 and ranged between \$900,000 and \$35,500,000.

Companies and individuals in the State of Ohio are the primary consumers of South Cumminville products with the City of Cincinnati getting the largest share which amounts to more than double that of Hamilton Country's share (excluding City of Cincinnati). Ohio provides a majority of the material goods, with the City of Cincinnati being the largest contributor.

5) Movement of Goods and Services

South Cumminville industries use trucks almost exclusively to transport their materials and products. Five firms utilize trucks exclusively. Five companies out of thirteen utilize rail. Six companies out of thirteen use trucks exclusively and 3 of the 13

utilize air. Two companies utilize rail for shipping.

Over one-third of the companies which answered the survey operate their own distribution system.

Since trucking is vital for the movement of goods and services in the South Cumminsville area, provisions for truck loading facilities are crucial. Seventy-six (76%) percent of the responding businesses have loading facilities of which 85% are off-street.

Only three (3) companies indicated they have direct rail access. All fifteen (15) responding companies feel neither railroad nor river access is needed for their business.

6) Workforce and Labor Needs

Five of the companies surveyed use union employees. These employees represent 52% of the area work force. Most employees (75%) of the responding firms live within Hamilton County. Fourteen percent (14%) live within a 50 mile radius excluding Hamilton County. Only three (3) businesses indicated a total of four (4) employees live in the immediate neighborhood. One company reported that two (2) of its employees reside more than 50 miles from their job. The Cincinnati Sanitation Division is the only respondent who states employees have a transportation problem getting to and from work.

Sixty-two percent (62%) of the respondents indicated that new entry level employees do not have sufficient training prior to commencing work. The most common concerns were that they do not have specific skills, such as technical and machine trades, computer literacy and related technologies, or lack of training in order to be familiar with equipment. Deficiencies in leadership skills, teamwork and quality control were also cited.

The respondents also cited the need in the next two or three years for workers who have different training and more varied skills from those currently employed.

The average hourly wage for entry level professional managerial, clerical and sales workers, craft and technicians and laborers are \$14.65, \$8.05, \$7.52, and \$6.31 respectively. The salary in all occupational areas are considered medium by most of the respondents. The following table illustrates company satisfaction with the existing supply of labor.

Table 8: Company Satisfaction With Labor Supply

<u>Occupational Area</u>	<u>Adequate</u>	<u>Inadequate</u>
--------------------------	-----------------	-------------------

Professional/Managerial	100%	0%
Clerical and Sales	100%	0%
Craft and Technicians	43%	57%
Laborers	57%	43%
Transport Workers	N/A	N/A

7) Location

The companies surveyed were generally positive about their South Cumminsville location and their access to the interstate highway system (I-74, I-75, etc.). Cited as major advantages to doing business at their present location were: excellent access to job sites via expressways and highways, access to clients, close proximity to customers and adequate space for expansion.

Some companies cited crime, blight, traffic, lack of space for expansion, and excessive lease cost as major drawbacks. Suggestions given for ways to improve the business environment are: improve and maintain traffic circulation, establish community business partnerships, and provide a "welcome mat" for business expansion.

Since trucking plays an important role in the transfer of goods for South Cumminsville businesses, adequate traffic conditions, street maintenance and highway access are crucial. Table 9 summarizes the attitudes of responding businesses about the specified conditions.

Table 9: Attitudes Toward Surrounding Condition

<u>Characteristic</u>	<u>Rating of Condition</u>				
	<u>Very Good</u>	<u>Good</u>	<u>Reasonable</u>	<u>Poor</u>	<u>Very Poor</u>
(a) Street Conditions	1 (6%)	5 (31%)	9 (57%)	1 (6%)	0 (0%)
(b) Traffic Conditions	0 (0%)	6 (38%)	8 (50%)	2 (12%)	0 (0%)
(c) Access to an inter-state hwy.	8 (50%)	6 (38%)	2 (12%)	0 (0%)	0 (0%)
(d) Visual Appearance of surroundings	0 (0%)	0 (0%)	8 (53%)	6 (40%)	1 (7%)
(e) Street Maintenance	0 (0%)	4 (25%)	10 (63%)	1 (6%)	1 (6%)
(f) Building Conditions	0 (0%)	4 (25%)	8 (50%)	3 (19%)	1 (6%)

One characteristic of particular concern was the visual appearance of the surroundings. This was rated poor to very poor by 47% of the responding firms. The respondents also rated the factors which influenced the selection of their present location. Table 10 presents these responses.

Table 10: Factors In Choosing Facility's Present Location

<u>Description of Factor</u>	<u>Very Important</u>	<u>Moderately Important</u>	<u>Not Important</u>	<u>Not Considered</u>
<u>Location</u>				
a) Accessibility of business and professional services	3	8	4	1
b) Acquisition cost for a different site	11	4	1	0
c) Proximity to customers	6	4	6	1
d) Proximity to supplies	6	7	3	0
e) Proximity for distribution of products	3	9	3	1
f) Proximity of labor force required and skill level desired	7	6	2	1
g) Cost of Labor	10	1	3	1
h) Taxes	5	6	5	1
<u>Access to and Cost of</u>				
i) Water Service	4	4	5	3
j) Sewer Service	3	4	5	3
k) Waste disposal	3	4	5	3
l) Electricity	7	2	4	3
m) Natural gas	4	4	4	3
n) Telephone Service	3	6	4	3
o) Fire Service	6	5	3	2
p) Police Service	6	4	4	2
q) Ohio River	1	1	5	7
r) Railroad	1	1	4	8

8) Development Plans

Eighty percent (80%) of the companies have invested in production equipment. Of these companies, fifty-eight percent (58%) invested at the rate equal to the amount of depreciation and forty-two percent (42%) at the rate higher than depreciation of their equipment. Only four of the fifteen responding firms have expanded the physical size of their building or property in the last two years.

In the next two years, half of the sixteen responding companies are planning no expansion. The remaining fifty percent (50%) are planning expansion depending mainly on increased demand for product, state of the economy and the availability and cost of state/local development incentives.

Thirteen percent (13%) of the respondents indicated they have land for expansion which is adequate to meet their needs. Eighty percent (80%) stated they did not have land for expansion. Of these, thirty-three percent (33%) are interested in expansion and will need additional land.

Thirty-one percent (31%) of the companies have increased production in the last two years (by increasing hours of operation) while the majority, sixty-nine percent (69%), did not.

More than half, sixty-three percent (63%), of all companies who answered the survey are planning to increase output by means other than physical expansion.

9) Cincinnati Business Climate

Of the sixteen (16) businesses who responded, thirty-eight percent (38%) consider the City's "business climate" favorable and the same percentage rated it satisfactory.

Thirty-one percent (31%) rated the local government's attitude as being positive, while fifty-six percent (56%) considered it indifferent.

10) Relocation

Four (4) of the companies surveyed identified an interest in relocating. These four companies account for 122 jobs and contribute \$10,300,000 in sales to the local economy. Of those companies who are considering relocating, one company anticipates the move to take place within six (6) months to one (1) year; one company within one (1) to two (2) years; and two companies within two (2) to four (4) years. Of the four (4) firms, three (3) anticipate relocating to areas outside City limits', two (2) to Northern Kentucky and another to St. Bernard. The one relocating within City limits anticipates doing so in Oakley.

11) Formation of Industrial Council

Of the companies who answered the question regarding the formation of an industrial council, sixty-three percent (63%) said they would be interested.

SECTION IV

CONCLUSION

CONCLUSIONS

The following are key issues identified as a result of an analysis of the existing conditions and responses to the survey.

Issue 1: Land for expansion is scarce.

Issue 2: Employee and visitor parking is inadequate.

Issue 3: Loading facilities are inadequate.

A number of loading facilities are on-street and contribute to circulation problems for trucks and other traffic.

Issue 4: Traffic circulation needs to improve.

Street design and circulation patterns often force industrial traffic thorough the residential neighborhood.

Issue 5: Out-migration by industries.

The survey indicated that two companies are considering leaving the area. There are three vacant buildings.

Issue 6: Job skills and training of the residents is below average.

There is high unemployment in the area. Local firms indicated a small portion (14%) of their employees are from South Cumminville.

Issue 7: Boarded and condemned housing units are present in the area.

Issue 8: Image of the area is poor.

Based on the survey, attitudes toward the visual appearance of surroundings and building conditions were substantially more negative. Nearly half (47%) of the responding businesses think the visual appearance of the surroundings is either poor or very poor and twenty-five percent (25%) think the same of building conditions.

Issue 9: Crime.

Breaking and entering/vandalism are major concerns of area businesses.

Issue 10: Local industries are not unified.

Over sixty percent of respondents indicated they would be interested in joining an industrial council.

APPENDIXES

APPENDIX A - SOUTH CUMMINSVILLE SURVEY QUESTIONNAIRE

SOUTH CUMMINSVILLE INDUSTRIAL SURVEY QUESTIONNAIRE

This survey will take approximately 30 minutes of your time to complete. The completion of this survey is vital to an economic development effort within South Cumminsville. All the questions in this survey, except Question 1, pertain to your facility only. They do not apply to any other facility your company may have or to your parent company, if you have one.

The individual responses from this survey will be kept completely confidential.

First, we would like to ask you a few questions pertaining to your company's background.

1. Company Name _____

Local Address _____ Zip _____

Phone _____/_____

Parent company (If Applicable) _____

2. How many years has your company been at its present location?

3. Do you () own or () rent or () lease your facility?

4. Was your company located somewhere else prior to where you are presently located?

() No

() Yes

a. Where was your facility located?

b. Why did you decide to move from your previous location?

5. What type of production process does your firm most closely resemble?
(Check all that apply)

() Job shop (short production runs, many products produced)

() Line flow operation (long production runs, few products)

() Composite operation (includes line flow & job shop)

() Warehouse/storage operation

() Transportation/trucking operation

() Other (Please Specify) _____

6. Rate the importance of each of the following factors in choosing and/or remaining at your facility's present location:

	VERY IMPORTANT (1)	MODERATELY IMPORTANT (2)	NOT IMPORTANT (3)	NOT CONSIDERED (4)
a. Accessibility of business & professional services:	_____	_____	_____	_____
b. Acquisition cost for a different site:	_____	_____	_____	_____
c. Proximity to customers:	_____	_____	_____	_____
d. Proximity to supplies:	_____	_____	_____	_____
e. Proximity for distribution of products:	_____	_____	_____	_____
f. Proximity of labor force required and skill level desired:	_____	_____	_____	_____
g. Cost of labor:	_____	_____	_____	_____
h. Taxes:	_____	_____	_____	_____
ACCESS TO AND COST OF:				
i. Water service:	_____	_____	_____	_____
j. Sewer service:	_____	_____	_____	_____
k. Waste disposal:	_____	_____	_____	_____
l. Electricity:	_____	_____	_____	_____
m. Natural gas:	_____	_____	_____	_____
n. Telephone service:	_____	_____	_____	_____
o. Fire service:	_____	_____	_____	_____
p. Police service:	_____	_____	_____	_____
q. Ohio River:	_____	_____	_____	_____
r. Railroad:	_____	_____	_____	_____

- 7. Describe to what extent your company has invested in production equipment in the last 2 years
 - Investment higher than depreciation of the equipment
 - Investment equal to the amount of depreciation
 - No investment
 - Not in operation 2 years ago

- 8. Describe to what extent your company has expanded the physical size of your building or property in the last 2 years.
 - Physical expansion greater than 50% of original facility
 - Physical expansion less than 50% of original facility
 - No expansion
 - Not in operation 2 years ago

9. Are you planning to expand in the next 2 years?

- No
- Yes . if yes Will it depend on (check all that apply):
 - The state of the economy
 - Increase demand for your product
 - Availability and cost of financing
 - Availability and cost of state/local development incentives
 - Other (please specify) _____

What is the square footage of your current facility? _____

10. Do you presently have land for expansion?

- Yes . If yes, how adequate is the land for expansion?
 - Adequate
 - Inadequate (please explain) _____

- No . If no, do you need land for expansion?
 - No
 - Yes (How much _____)

11. Has your establishment increased its production in the last 2 years (i.e. by increasing your hours of operation)?

- Yes
- No
- Not in operation 2 years ago

12. Is your establishment planning to increase its production output by means other than physical expansion?

- No
- Yes . If yes, how _____

13. What is (are) your primary product(s)/services(s) _____

14. What is (are) your secondary product(s)/service(s)? _____

15. If possible, will you indicate the value of your 1991 sales? \$ _____

16. Approximately what percentage of your products are sold to companies/consumers located in the following areas? _____% Ohio
_____ % City of Cincinnati
_____ % West End Neighborhood of Cincinnati
_____ % Hamilton County (excluding City of Cin.)
_____ % Butler, Warren, Clermont County
_____ % Northern Ohio
_____ % Northern Kentucky
_____ % Other (please specify) _____

17. Approximately what percentage of your material goods do you obtain from companies located in the following areas? _____% Ohio
_____ % City of Cincinnati
_____ % West End Neighborhood of Cincinnati
_____ % Hamilton County
_____ % Butler, Warren, Clermont County
_____ % Northern Ohio
_____ % Northern Kentucky
_____ % Other (please specify) _____

This section concerns issues of transportation and other services which affect your company.

18. Approximately what percentage of your material goods are received via the following modes of transportation (within Greater Cincinnati)? _____ % River
_____ % Rail
_____ % Truck
_____ % Air
_____ % Other (please specify) _____

19. Approximately what percentage of your products are shipped via the following modes of transportation (within Greater Cincinnati)? _____ % River
_____ % Rail
_____ % Truck
_____ % Air
_____ % Other (please specify) _____

20. Are you truck loading facilities located:

- () On-street
- () Off-street
- () Don't have

21. Do you have direct rail access?

- () Yes
- () No

22. Do you operate your own truck distribution system for your products?

- () Yes
- () No

23. Is direct railroad access becoming a requirement for your business?

- () Yes
- () No

24. Is () direct or () indirect river access becoming a requirement for your business.

- () Don't need

*IF YOU HAVE ANY QUESTIONS PLEASE CALL FELIX BERE
CITY PLANNING DEPARTMENT AT 352-3296*

25. Please rate the following as to their existence and/or importance on the scale provided.

	VERY GOOD	GOOD	REASONABLE	POOR	VERY POOR
a. Street conditions:	_____	_____	_____	_____	_____
b. Traffic conditions:	_____	_____	_____	_____	_____
c. Access to an inter-state highway:	_____	_____	_____	_____	_____
d. In general, the visual appearance of surrounding businesses in your area are:	_____	_____	_____	_____	_____
e. Street Maintenance:	_____	_____	_____	_____	_____
f. Building Conditions:	_____	_____	_____	_____	_____

34. Do your employees have difficulty obtaining transportation to and from your location?

- () No
- () Yes

Please explain the nature of their difficulties. _____

35. Generally speaking, do new entry level employees have sufficient training to meet your needs prior to beginning work with your company?

- () Yes
- () No

a. Briefly describe what are the major training deficiencies?

36. Over the next two or three years, do you anticipate needing workers who are either better or differently trained from those currently employed?

- () No
- () Yes

a. Briefly describe the additional training needs you anticipate.

37. The following questions are about the nature of your workforce by occupational area.

OCCUPATIONAL AREA

	PROFESSIONAL MANAGERIAL	CLERICAL & SALES WORKERS	CRAFT & TECHNICIANS	LABORERS	TRANSPORT WORKERS
a. Percentage of total workforce	_____%	_____%	_____%	_____%	_____%
b. Average entry level (per hours)	\$_____	\$_____	\$_____	\$_____	\$_____
c. Labor rate for area is	() High () Medium () Low	() High () Medium () Low	() High () Medium () Low	() High () Medium () Low	() High () Medium () Low
d. Supply of qualified workers:	() Adeq. () Inadeq.	() Adeq. () Inadeq.	() Adeq. () Inadeq.	() Adeq. () Inadeq.	() Adeq. () Inadeq.

The following questions are about the business climate in Cincinnati.

- 38. How would you rate the "business climate" in Cincinnati?
 - () Very Favorable
 - () Favorable
 - () Satisfactory
 - () Poor
 - () Very Poor

- 39. How would you rate your local government's attitude toward your company's operation:
 - () Very Positive
 - () Positive
 - () Indifferent
 - () Negative
 - () Very Negative

40. What are the major advantages to doing business at your present location within the City of Cincinnati?

41. What are the major drawbacks to doing business at your present location?

42. What specific suggestions do you have for ways to improve the business environment?

43. Has serious consideration been given to relocating:

- () No
- () Yes

a. If yes, how soon do you foresee this possible relocation as taking place?

- () Within 6 months to 1 year
- () Between 1 to 2 years
- () Between 2 to 4 years

b. To what area did you anticipate relocating?

44. Would you be interested in meeting with other interested business people from your area to discuss the possibility of forming an industrial council. An industrial council would attempt to enhance the market and development potential of your area by bringing together area business leaders to develop plausible solutions to common problems within the context of an Industrial Plan for your area. The City of Cincinnati, Department of Economic Development, would provide professional planning and design staff to assist in problem solving and plan design solutions.

- () Yes
- () No

Please fill in your name and title:

_____ Title _____

Thank you for taking the time to complete this survey.

INDUSTRIAL CLUSTER PLANNING

The City of Cincinnati's Industrial Cluster Planning has been in existence since 1977. The concept behind this program is to utilize a combination of problem solving and planning techniques and applying these tools to local industrial cluster areas, such as South Cumminsville. The idea is to work with local industries to discover common problems in an effort to improve the immediate physical environment. The program focuses upon the City's industrial community to assist in attempting to solve common problems such as parking shortages, persistent crime problems, updating equipment, property improvements, plant expansions, and land acquisition, where possible.

The Industrial Cluster Planning Program revolves around an interested group of area industrial leaders and business people who form a council of area industry. The council functions as a forum for problems identification and assists in the preparation of an industrial plan. The industrial council work activities and program execution are accomplished with assistance from the:

- (a) Department of Economic Development
- (b) City Planning Department
- (c) Public Works Department; Division of Architecture and Urban Design

Thank you again for taking the time to complete this survey.

APPENDIX B - ZONING AND THE ZONING CODE OF THE CITY OF CINCINNATI, OHIO

AN INFORMATION LEAFLET ON ZONING AND
THE ZONING CODE OF THE CITY OF CINCINNATI, OHIO

Department of Buildings and Inspections

Department of City Planning

What is Zoning and City Planning?

Zoning is a governmental program involving the separation of a city into districts or zones and the regulation of building development and the uses of land and buildings in such districts. Zoning is accomplished through the exercise of the police power of government. Its general goal is the preservation and protection of the public health, safety and welfare. Under zoning each individual property owner to some degree surrenders the right to develop and use his property in any way he wishes, and in return receives protection through the enforcement of similar controls on the property of his neighbors.

City Planning is a much broader type of activity than zoning. Planning involves the development, following research and analysis of data, of programs, plans and policies for the creation of a better community. The typical city plan emphasizes physical development - land and building uses, streets, parks, public buildings, educational facilities, utilities, public transportation, etc. However, non-physical factors also are taken into account in the modern plan - population trends, economic forecasts, social problems of the municipality. Zoning is one of the methods used to effectuate a plan - to help achieve the goals in planning. A zoning ordinance is based largely on the community's land use plan, which is an important part of the comprehensive city plan. As a general rule, therefore, the development of a city plan should precede the enactment of a zoning ordinance - although this often is not the case.

It also should be made clear at this time that zoning is quite different from municipal building codes, which prescribe in great detail the materials, methods, and techniques to be used in construction of buildings. Zoning also is in no way related to private restrictive covenants which are often inserted in deeds to property in order to control minimum house costs, architectural styles used in construction, land uses and other matters, and are legally enforced by private owners or community associations.

A Zoning Code is designed to guide the use of land and the location of buildings in a way that will enable private development to take place in a manner consistent with the general welfare of the community. It is designed to stabilize property values and to achieve an orderly pattern of land uses for the City. The Code consists of a text and a map. The text defines the districts and their characteristics, and sets down rules for the administration of the ordinance, while the map indicates the location and boundaries of the various districts or zones. The following material attempts to give a general summary of the text part of the Code.

By necessity this leaflet cannot recite the many features in the Code. Only a brief, incomplete recitation of the uses is possible and final reliance should not be made upon the contents of this leaflet in the case where building or investment programs are to be initiated.

The City is divided into the following zoning and overlay districts:

<u>Chapter</u>	<u>District</u>	<u>Title</u>
10	R-1A, R-1	Single-Family Low-Density
11	R-2	Single-Family Medium-Density
12	R-3	Two-Family
13	R-4	Multi-Family Low-Density
14	R-5	Multi-Family Medium-Density
15	R-6	Multi-Family High-Density
16	R-7	Multi-Family High-Density
17	R-V	Residence View
18	O-1A, O-1	Suburban Office
19	O-2	Urban Office
20	B-1	Neighborhood Business
21	B-2	Community Business
22	B-3	Retail-Wholesale Business
23	B-4	General Business
24	DD	Downtown Development
25	I-R	Institutional-Residential
26	M-1	Neighborhood Manufacturing
27	M-2	Intermediate Manufacturing
28	M-3	Heavy Manufacturing
29	RF-1	Riverfront Recreational-Residential
30	RF-2	Riverfront Commercial-Enclosed Industrial
31	RF-3	Riverfront Heavy Industrial
32	SHO	Special Housing Overlay
33	IDC	Interim Development Control
34	EQ	Environmental Quality
35	HD	Historic District
36	NHR	Neighborhood Housing Retention
37	R-B	Residence-Business Mixed Use

Group Projects: A development of two or more buildings on a parcel of ground. There are special requirements for access, height, density and open space that differ from the standard requirements of the existing zone district. (See Chapter 7 of the Zoning Code.)

Transition Zone: The R and R-V Districts may be further subdivided into Transition (T) Districts. All the regulations of the R District of which it is a part are applicable to the properties in the T District, except to the extent that they are modified by the Director of Buildings and Inspections who may permit uses as permitted in the least restricted abutting district after the holding of a public hearing. (See Chapter 8 of the Zoning Code.)

Planned Unit Development (PUD): The purpose of the planned unit development regulations is to provide for orderly improvement of a specific property while protecting the property's natural open space, ecological, topographical, geological, and historic features which may exist from damage which might occur from development permitted by conventional zoning and subdivision regulations and to allow for a more efficient and economic development of a specific property. The PUD regulations are intended to permit property to be used in a manner not permitted by the existing district regulations, without detriment to neighborhood properties. (See Chapter 9 of the Zoning Code.)

HEARING EXAMINER

The hearing examiner shall review and examine all information, conduct public hearings and prepare a record thereof, enter findings and conclusions; and approve, disapprove, or approve with specific conditions all applications for land use development in E.Q. Districts.

DIRECTOR OF BUILDINGS AND INSPECTIONS

The Director of Buildings and Inspections, or his designee, has the power to hear, decide, grant or deny applications for: conditional uses; extension of or substitution for a non-conforming use, transitional district uses; variances; and certificates of occupancy. Zoning Board of Appeals reviews any decisions of the Director of Buildings and Inspections.

SUMMARY OF ZONING CODE DISTRICTS

In the following table those uses above the solid line are PERMITTED USES (PER) and those uses below are CONDITIONAL USES (COND). The PUD uses are the uses below the dash line. For more complete information and requirements, see Zoning Code.

DISTRICT	PRINCIPAL USES	MAXIMUM HEIGHT	MINIMUM LOT AREA	MINIMUM LOT AREA PER DWELLING UNIT
R-1A	(PER) Single-family dwellings, churches, elementary and high schools, publicly owned or operated recreational uses, country clubs	3 stories or 35 feet (whichever is less)	20,000 Sq. Ft.	20,000 Sq. Ft.
	(COND) Private, non-profit and non-commercial clubs, private and non-profit swim and tennis clubs, bed and breakfast inns			
	----- Detached or attached single-family dwellings		100,000 Sq. Ft.	20,000 Sq. Ft.
	(PUD) Historic buildings for multi-family dwellings		NONE	20,000 Sq. Ft.
R-1	(PER) Same as R-1A	Same as R-1A	10,000 Sq. Ft.	10,000 Sq. Ft.
	(COND) Same as R-1A, bed and breakfast homes			
	----- (PUD) Same as R-1A		100,000 Sq. Ft.	10,000 Sq. Ft.

DISTRICT	PRINCIPAL USES	MAXIMUM HEIGHT	MINIMUM LOT AREA	MINIMUM LOT AREA PER DWELLING UNIT
R-2	(PER) R-1 uses, public administration buildings, libraries, museums, art galleries	Same as R-1	6,000 Sq. Ft.	6,000 Sq. Ft.
	(COND) Same as R-1, but with lesser restrictions			
	(PUD) Same as R-1A		100,000 Sq. Ft.	6,000 Sq. Ft.
R-3	(PER) R-2 uses, two-family dwellings, private and non-profit tennis clubs and swim clubs, shared housing for elderly	Same as R-2	5,000 Sq. Ft.	4,000 Sq. Ft.
	(COND) Same as R-2, child day-care center, bed and breakfast homes			
	(PUD) Detached or attached single-family dwellings, multi-family dwellings		50,000 Sq. Ft.	4,000 Sq. Ft.
	(PUD) Historic buildings for multi-family dwellings		NONE	4,000 Sq. Ft.
R-4	(PER) R-3 uses, multi-family buildings, child day-care centers, homes for adjustment, crematories	45 feet	5,000 Sq. Ft.	(Eff.) 2,000
	(COND) Same as R-3, nursing and rest homes, limited parking facilities, offices for the practice of medicine, dentistry or optometry, bed and breakfast inns and homes			(Int.) 2,000
	(PUD) Office uses permitted in O-1A in PUD of 100 units or more, limited retail in PUD of 200 units or more		50,000 Sq. Ft.	As above
	(PUD) Historic buildings for restaurants, art galleries, studios, etc.		5 Acres	-----
R-5	(PER) R-4 uses, nursing and rest homes	2 times the distance from bldg. line to center line of street	5,000 Sq. Ft.	(Eff.) 1,200
	(COND) Same as R-4, Fraternities and sororities			(Int.) 1,200
	(PUD) Same as R-4		50,000 Sq. Ft.	(Reg.) 1,500 As above

DISTRICT	PRINCIPAL USES	MAXIMUM HEIGHT	MINIMUM LOT AREA	MINIMUM LOT AREA PER DWELLING UNIT
R-6	(PER) R-5 uses, fraternities, sororities, rooming houses, dwelling on lots less than 5,000 sq. ft. with conditions	Same as R-5	Same as R-5	(Eff.) 600
	(COND) Same as R-5, radio and television studios and antennae, parking facilities			(Int.) 800
	(PUD) Same as R-5			(Reg.) 1,000
R-7	(PER) R-6 uses, commercial greenhouses or nurseries, radio and television studios and antennae, offices for the practice of medicine, dentistry, optometry, limited office uses.	Same as R-5	Same as R-5	(Eff.) 400
	(COND) Same as R-6			(Int.) 550
	(PUD) Same as R-6			(Reg.) 550
R-V	(PER) All forms of dwellings, churches, schools, bed and breakfast inns.	Same as R-5	Same as R-5	(Eff.) 1,200
	(COND) Limited parking facilities, bed and breakfast homes. (Provides for view protection)			(Int.) 1,200
	(PUD) Same as R-6			(Reg.) 1,500
RF-1	(PER) Residential uses of R-3, agricultural uses, churches, amphitheatres, recreational facilities, harbors, marinas, boat sales, ferry terminals	35 ft. above base flood elevation	10,000 Sq. Ft.	4,000 Sq. Ft.
	(COND) Multi-family of R-3 PUD, hotels and motels, recreational vehicle parks, amusement parks, professional offices			

DISTRICT	PRINCIPAL USES	MAXIMUM HEIGHT	MINIMUM LOT AREA PER DWELLING UNIT	MAXIMUM FLOOR AREA RATIO
R-B (PER)	R-7 uses, offices, delicatessens, barber and beauty shops, shoe repair, tailoring, home occupations, arts and crafts, including studios and workshops	Same as R-5	NONE	3.00
0-1A (PER)	R-5 uses, offices, banks, funeral homes, art studios, art galleries, recording studios, hospitals, educational and research facilities	Same as R-5	Same as R-5	.60
(COND)	Same as R-5			
0-1 (PER)	R-7 uses, 0-1A uses, limited barber and beauty shops, medical, dental, and prosthetic labs	Same as R-5	Same as R-7	1.75
(COND)	Same as R-7, optical laboratories, veterinary clinics and community correctional facilities			
0-2 (PER)	Multi-family, offices, business and professional services, banks, radio and television studios, limited M-1 uses, scientific research facilities, community correctional facilities	100 ft.	NONE	5.00
(COND)	Parking lots for contiguous buildings, veterinary clinics			
B-1 (PER)	All forms of dwellings, churches, schools, offices, banks, limited types of retail stores and personal services, parking lots and garages, bed and breakfast inns and homes	30 ft.	Same as R-4	NONE
(COND)	Art supplies, hobby shops			

DISTRICT	PRINCIPAL USES	MAXIMUM HEIGHT	MINIMUM LOT AREA PER DWELLING UNIT	MAXIMUM FLOOR AREA RATIO
B-2 (PER)	B-1 uses, homes for adjustment, funeral homes, retail sales, business, personal and repair services, eating, drinking and entertainment places, advertising signs, post office, medical, dental and prosthetic labs, veterinary clinics, hospitals, scientific research facilities	85 ft.	Same as R-5	NONE
(COND)	Residential uses on first floor, outdoor eating places			
B-3 (PER)	B-2 uses, wholesale distributors, warehouses, hotels and motels, printing, outdoor eating places	Same as B-2	Same as R-6	NONE
(COND)	Auto upholstering, off-site motor vehicle storage lots			
B-4 (PER)	B-3 uses, bakeries, trade schools, gas stations, automobile sales, service and repair, kennels, contractors' yards, repair trades, outdoor recreation, some M-1 uses, community correctional facilities	Same as B-2	Same as R-7	NONE
(COND)	Drive-in theaters, machine shops			
I-R (PER)	Hospitals, clinics, educational facilities, scientific research facilities, permitted uses of the most restrictive district abutting or across the street from the I-R lot	NONE	2 acres	4.0
(COND)	Conditional uses of the most restrictive district abutting or across the street from the I-R lot			

DD The Downtown Development District permits offices, multi-family buildings, retail sales and services, business services, entertainment uses and various public buildings. Uses such as light manufacturing, wholesale, transportation terminals, public utility stations and hotels and motels are permitted in limited areas of the district. Floor area bonuses are given to buildings containing public amenities. Certain regulations have provisions that vary according to the location of the development within the district. These subdistricts control height limit, zero setback, retail continuity, skywalks, parking, floor area limit and land uses. (See Chapter 24 of the Zoning Code.)

DISTRICT	PRINCIPAL USES	MAXIMUM HEIGHT	MINIMUM LOT AREA	MAXIMUM FLOOR AREA RATIO
M-1 (PER)	Office buildings, laboratories, printing establishments, light manufacturing uses, food products industries, churches, agricultural uses, wholesale, topsoil sale, airports	2 stories or 35 feet (Whichever is less)	10,000 Sq. Ft.	.60 (Maximum Building Coverage 40%)
(COND)	Parking facilities, machine shops			
M-2 (PER)	O-2 uses, B-4 uses, M-1 uses, concrete plants, truck terminals medium manufacturing uses, gas stations, community correctional facilities. (Many prohibited uses. See Zoning Code.)	NONE except when within 100 ft. of R District, then same as R District	NONE	NONE
(COND)	Limited bulk storage of acid, non-ferrous metal smelting, correctional facilities.			
M-3 (PER)	M-2 uses, heavy manufacturing uses, (Some prohibited uses, see Zoning Code)	Same as M-2	NONE	NONE
(COND)	Junk yards, stockyards, petroleum refining, metal smelting, correctional facilities			
RF-2 (PER)	M-1 uses needing barge access, hotels and motels, professional offices, harbors, marinas, boat building and sales, river terminals with enclosed storage, blending and packaging operations, petroleum reclamation	NONE except when within 500 ft. of R or RF-1 Districts	NONE	NONE
(COND)	M-2 uses needing barge access, barge fleeting.			
RF-3 (PER)	M-1 uses needing barge access, river terminals with enclosed storage, blending and packaging operations, barge fleeting, shipyards, refineries	NONE	NONE	NONE
(COND)	M-2 and M-3 uses needing barge access, outdoor storage of chemicals, minerals, aggregate, salvage and reclamation			

OVERLAY DISTRICTS

SHO (Special Housing Overlay) A district which allows, in selected locations, well-designed, intensive housing development not hampered by conventional subdivision requirements or the regular area, dimension, or density controls and to protect the environment and the privacy of both the residents of such developments and those who live nearby while allowing the construction of dwellings which make more efficient use of the land and are thus more affordable.

IDC (Interim Development Control) A district which may be overlaid over any other district. It is the purpose of this chapter to provide for the application of interim development controls pending the study and adoption of proposed amendments to the Zoning Code in order to protect the integrity and purposes of such proposed amendments by preventing establishment of uses inconsistent with such proposed amendments and sound, comprehensive planning.

EQ (Environmental Quality) A district which may be overlaid over any other district. An EQ district may be applied to a geographic area of the city exhibiting special and distinctive environmental characteristics which are of significant value to the public; and which characteristics include natural phenomena such as unique geologic strata, soil formations, slopes, vegetation, water flow, significant scenic views or other similar natural features (EQ-HS); or which characteristics include man-made qualities such as substantial public investment including structures, parks, plazas, landscaping, streets, or other public improvements (EQ-PI) as well as public investment in business district plans which coordinate public and private investment (EQ-UD).

HD (Historic District) A district which may be overlaid over any other district. It is the purpose of this chapter to promote the conservation, protection, restoration, rehabilitation, use, and overall enhancement of structures, sites and districts within the city having special historic, architectural, community, or aesthetic interest or value.

NHR (Neighborhood Housing Retention) A district which may be overlaid over any other district. It is the purpose of this chapter to promote the availability of decent, safe and sanitary housing for low-income residents of the city. It is intended that the displacement of low-income residents is minimized by controlling demolition of the existing housing stock.
