ABSTRACT

BROWNFIELDS REDEVELOPMENT IN CINCINNATI AND HAMILTON COUNTY:

An Internship

by Stacey Renae Dietrich

The intent of this report is to summarize an internship as the Community Redevelopment Specialist with the Port of Greater Cincinnati Development Authority (formerly the Port Authority for Brownfields Redevelopment in Cincinnati and Hamilton County). In October 1996, the City of Cincinnati and Hamilton County were awarded a $200,000 US EPA Brownfield Redevelopment Pilot Grant. As a result the City and County created the Port Authority for Brownfields Redevelopment in Cincinnati and Hamilton County in the spring of 1997. The internship, as community redevelopment specialist entailed assisting the Director, completing reports, researching other brownfield programs, developing city and county knowledge, and expanding professional proficiency.
BROWNFIELDS REDEVELOPMENT IN CINCINNATI AND HAMILTON COUNTY

An Internship Report

Submitted to the
Faculty of Miami University
in partial fulfillment of
the requirements for the degree of
Master of Environmental Science
Institute of Environmental Sciences

by
Stacey Renae Dietrich

Miami University
Oxford, Ohio
2004

Advisor ____________________________
Jerry E. Green

Reader ____________________________
Philip A. Russo

Reader ____________________________
Gene E. Willeke
# TABLE OF CONTENTS

I. PREFACE 1

II. CINCINNATI, OHIO AND THE CHAMBER OF COMMERCE 4

III. URBAN FLIGHT, SUBURBANIZATION, AND BROWNFIELDS RESEARCH 10

IV. PORT AUTHORITY FOR BROWNFIELDS REDEVELOPMENT IN CINCINNATI AND HAMILTON COUNTY EVOLVES INTO THE PORT OF GREATER CINCINNATI DEVELOPMENT AUTHORITY 13

V. MOVING FORWARD 15

VI. THE INSTITUTE OF ENVIRONMENTAL SCIENCE AND MIAMI UNIVERSITY EXPERIENCE AND ITS INFLUENCE ON MY INTERNSHIP 18

APPENDIX 1: Green Industries Request for Proposal 21

APPENDIX 2: U.S. Environmental Protection Agency – Brownfield Cleanup Revolving Loan Fund Application 37
I. PREFACE

In fulfillment of the research requirement for the degree of Master of Environmental Science at the Institute of Environmental Sciences (IES), Miami University, I completed a six month internship with the Port Authority for Brownfields Redevelopment in Cincinnati and Hamilton County (a.k.a. Port of Greater Cincinnati Development Authority). The internship, which began June 1, 2000 and ended November 30, 2000, took place in the Greater Cincinnati Chamber of Commerce’s Branch Office in Blue Ash. The Chamber offers in-kind support to the Port Authority.

Brownfields, as defined by the United States Environmental Protection Agency, are “abandoned, idled, or underused land where expansion or redevelopment may be complicated by real or perceived environmental issues” (UC Plan, 2000). In recent years, there has been a growing interest in brownfields redevelopment because of the shortage of good development sites within urban areas. Because of my interest in urban environmental issues, brownfields were a good fit with my areas of concentration in Resource Analysis and Urban and Regional Analysis.

Unforeseen circumstances resulted in the Port Authority changing hands and expanding their scope of work, which resulted in many changes during my internship. The Port Authority’s original scope of work was brownfields redevelopment within Hamilton County. After the creation of the Port of Greater Cincinnati Development Authority, the scope of work expanded beyond brownfields redevelopment to include the Banks development along the Ohio River between the football and baseball stadiums. Several months passed before the City of Cincinnati and Hamilton County made a final decision about the fate of the Port Authority. This resulted in a state of limbo during which the Port board members and employees were unsure if the Port would even be in existence let alone involved with brownfields redevelopment. Many of the projects I was working on were put on hold until the City and County made a final decision.

The third week in June, started out as a normal week (my third as intern) in the office and then the Riverfront Advisory Committee (RAC) announced that they wanted to be the Port Authority. The RAC was established to organize the development on the
riverfront in Cincinnati between the new football and baseball stadiums. It was going to be a mixed-used development with residential, office, and commercial space. The problem with this was there could only be one Port Authority in Cincinnati and Hamilton County so one of the groups would have to change.

The Port Authority for Brownfields Redevelopment in Cincinnati and Hamilton County was unsure how to respond to the RAC’s demand. They did not want brownfields to fall by the wayside and be forgotten in the push to develop the riverfront. At the next board meeting, Tom Brush, the Port Authority Board Chairman put forth several options to the other members of the board. They were as follows:

1. Do nothing.
2. Be proactive and convince the City and County we should continue as is.
3. Go out of existence.
4. Disband the present Port and reestablish as another entity (i.e. Community Investment Corporation-CIC).

The Board members voted to be proactive and lobby the city and county to continue with the brownfields mission.

John F. Shirey, Cincinnati City Manager, met with both the Port board officials and the RAC to discuss what each side would like to see happen. Mr. Shirey submitted a report to the city council that recommended any revamping of the Port Authority should not jeopardize brownfield cleanup efforts. The city council made a final decision at a much later date. The issue of what to do with the RAC’s request to become the Port Authority when a Port Authority already existed was well chronicled in the newspaper.

The city and county debated and did not make a final decision about the fate of the Port Authority for Brownfields Redevelopment in Cincinnati and Hamilton County until October when my internship was nearing its end.

In October, they finally reached an agreement and dissolved the current Port and created a new Port with the duel mission of brownfields redevelopment in Hamilton County and the Banks redevelopment along the Ohio River. The new port was named Port of Greater Cincinnati Development Authority. A new board was named and several members of the “old port” were asked to serve on the Port Authority board and the brownfield subcommittee that was created. Tim Sharp was named the interim president
of the Port of Greater Cincinnati Development Authority; previously he worked as a principal architect at Parsons Brinckerhoff Ohio, Inc. and prior to that was a Special Assistant to the City Manager for the City of Cincinnati. Mr. Welker was asked to continue his work in brownfields as the Brownfields Manager and I was to continue in my capacity as a Community Redevelopment Specialist.

The dissolution of the old port and the creation of a new port with a duel purpose could not have been foreseen. However, one good thing did come from the port power struggle. The publicity created by the controversy brought brownfields and the issues associated with the program to the forefront of Cincinnati and Hamilton County residents. More residents learned what a brownfield was in those four months than in the previous four years.

Some negative impacts of the power struggle were an unstable work environment, and a loss of confidence from clients in our ability to help a project through the development process. No one could say with any confidence whether the Port would continue to exist after the City and County reached a decision. As a result, work more or less came to a standstill and the Port’s current projects were hard to move forward because we did not know how long we would be in existence. With all of these uncertainties, Mr. Welker and I did the best we could with what we had available.
INTRODUCTION

As stated earlier, brownfields are abandoned, idled, or underused land with real or perceived environmental issues that hinder redevelopment. This definition because of its broad generalization can encompass many different sites; for example, underused could include obsolete buildings if they were seen as contaminated in some manner, whether it was real or just perceived. An effort to take action to clean up brownfield properties did not become a priority in most cities until the early to mid-nineties. This interest has been driven by several factors including:

- a desire to bring economic life back to the urban core of the community,
- a growing understanding of the need to protect human health and the environment and,
- a growing frustration with the unchecked development of surrounding open spaces such as farmland and forests (a.k.a. as urban sprawl). (CERP, 2003)

In 1995, the United States Environmental Protection Agency created the Brownfields Program to deal with these growing concerns across the country. After all, no one wanted to have another Love Canal, New York; Times Beach, Missouri; or Valley of the Drums, Kentucky occurring in their city. These incidents brought to the forefront what could happen if toxic substances were not disposed of properly. The US EPA Brownfields Program was to provide financial and technical assistance for brownfields revitalization, including grants for environmental assessment, clean-up, and job training (US EPA, 2003).

In 1996, the Port Authority for Brownfields Redevelopment in Cincinnati and Hamilton County was created as a joint effort between the city and the county following the approval of a US EPA grant, written by City and County employees from the Economic Development Department and Office of Environmental Management. The grant requested funds to establish a brownfields program in Cincinnati and Hamilton County. In order to stretch the grant money as far as possible, it was decided at that time
to hire only an Executive Director for the Port. The Greater Cincinnati Chamber of Commerce offered the use of its office and support staff to the Port as a sign of support. In the early years, the main effort of the Executive Director was towards education of the community as to what exactly was a brownfield. Other topics the Port focused on were: how to handle brownfield sites as development projects, what neighborhoods and/or individuals were most impacted by these underutilized sites, and brownfield sites that showed the most potential for redevelopment. With only one employee the Port was very limited as to what projects it could assume.

In Spring 2000, the Executive Director of the Port Authority for Brownfields Redevelopment in Cincinnati and Hamilton County resigned her position. The Port’s close relationship with the Chamber of Commerce resulted in the Business Retention Director Randy Welker being offered the Port position in addition to his current position. Mr. Welker agreed to this offer on the condition that he could hire an additional employee at the Port Authority. Mr. Welker had worked on the original US EPA grant that resulted in the creation of the Port while at the Department of Economic Development at the City of Cincinnati and had worked with the previous Port Director so he was very familiar with the Port’s goals. In June 2000, I was hired as the new Community Redevelopment Specialist at the Port Authority for Brownfields Redevelopment in Cincinnati and Hamilton County.

DAY-TO-DAY DUTIES

My first duty as the Community Redevelopment Specialist for the Port Authority for Brownfields Redevelopment in Cincinnati and Hamilton County was to become familiar with the Port’s objectives and current projects, as well as with the region itself. My supervisor, Randy Welker and other Chamber employees assisted me with this. Many of these individuals were born and raised in the Cincinnati area and therefore were very knowledgeable about the region. I learned a great deal from my coworkers at the Chamber and the Port. This initiation included meetings with my supervisor and coworkers to familiarize myself with the Port Authority projects and past history, as well the Economic Development Department of the Chamber and their current projects. Also
as part of my orientation at the Greater Cincinnati Chamber of Commerce I was required to attend a Chamber History and Profile course for new employees.

I started my new internship orientation with the Port Authority Manual. The former Port Authority Director prepared this manual; it covered items such as the creation of the Port, the duties of the Port established by the City and County, etc. The manual helped me understand the Port’s objectives and what it was organized to accomplish by the City and County. With only one employee until recently, the Port was limited in the tasks it could accomplish.

As a Port employee, I was in charge of organizing Port Authority Board meeting agendas, meeting times and locations, and maintaining meeting minutes, as well as dealing with Board member information requests such as a list of potential brownfield sites. The board met every month, with additional meetings as necessary.

As a Chamber employee, I was required to attend monthly Chamber staff meetings at the downtown office. This was a great way to find out what else was happening at the Chamber. This enabled me to keep abreast of other issues the Chamber was involved in and determine if the Port could benefit or be of help in anyway. For example, if a company came to the Chamber wishing to relocate to the area and needed a site to build on the Port could work with the Chamber and business owner to redevelop a brownfield property instead of the business locating further out in the suburbs on a greenfield site.

My ongoing project while at the Port was to research other city’s brownfield programs to see if they could be applied to Cincinnati and Hamilton County with any success. Cincinnati and Hamilton County’s brownfields are not large parcels of land; most sites are less than ten acres.

CONFERENCE PARTICIPATION

While at the Port I also had the opportunity to attend five conferences. These conferences brought me into contact with individuals from around the county, who were involved in community and brownfields redevelopment; they included developers,
environmental lawyers and consultants, city and county officials, community organization leaders, business owners, etc. The knowledge and first hand experience the instructors and conference participants brought to the table was remarkable to me, as a first time participant and newcomer to the brownfield venue. Sentiments reiterated throughout the conferences I attended clearly made evident that community involvement is crucial to a good brownfield redevelopment plan as well as committed stakeholders in the project.

Brownfield Conferences

In September, I attended a Metropolitan Growth Issues Forum hosted by the Federal Home Loan Bank of Cincinnati. The purpose of the forum was to increase awareness of the impact of sprawl on quality of life and the impact of public policy on urban sprawl. Urban Sprawl concerns link closely with brownfields because if you are trying to preserve greenspace outside the city that results in a developer looking inside the city for development opportunities and increases the potential of a brownfield property being developed. The goal is to make the location so desirable that the possible environmental components of the project are worth the risk and unknown factors in order for the redevelopment to occur.

In October, I had the opportunity to attend the US Environmental Protection Agency’s Brownfields 2000 conference in Atlantic City, New Jersey. This was the only conference I attended that was outside the Cincinnati region. The conference had over 3,000 attendees, the most ever for a Brownfields conference. I liked it that the sole focus of this conference was brownfields. Over the three day event I had the opportunity to go to numerous seminars and attended the Phoenix Awards ceremony. The Phoenix Awards recognizes top brownfield projects from around the nation. It was helpful to see what development methods worked with brownfield properties and which had failed. The common thread repeated by most presenters was that each property is unique and look at all methods before choosing the one that best fits your property needs.
These two brownfield conferences were of value to me for several reasons. The first was that I was able to meet numerous individuals in the brownfields industry from across the country and locally, who are valuable contacts. The second benefit was that by attending the various brownfield sessions at the conferences I was able to gain an expanded knowledge of development strategies that have been successful in brownfield redevelopment. And finally, I gained a better understanding of the local region and its attitude and policies toward urban sprawl and brownfields redevelopment. Incentives are a key component to many brownfield redevelopment plans.

Community Development Conferences

At the end of June, I attended a conference sponsored by the National Council on Urban Economic Development (CUED) in Covington, Kentucky. The subject was Neighborhood Development Strategies and our instructor was Corky Neale. Mr. Neale is a Community Builder with the Department of Housing and Urban Development in Memphis, Tennessee. Cincinnati neighborhoods are no different than other neighborhoods across the nation. Continued flight out of downtown areas by employers and residents is taking its toll. Those left behind are typically unable to afford a move to the suburbs and have difficulty finding a job because the jobs are moving to the suburbs as well.

At the beginning of October, I participated in the Sustainable Cincinnati workshop at the Mayerson Academy sponsored by the League of Women Voters. My main purpose for attending was to represent the Port Authority at the workshop and show our support of the event. The purpose of the workshop was to discuss our understanding of progress and how we can measure it. A panel consisting of Sterling Uhler, President of OKI Council of Governments; Jim Wuenker, Greater Cincinnati Chamber of Commerce; Edith Thrower, NAACP Education Chair; Robin Corathers, Executive Director Mill Creek Restoration; and James Votruba, President NKU led the discussion. The League of Women Voters sponsored this workshop in the hopes of gaining support and interest for a metropolitan growth issues study for the Cincinnati region. They
wanted organizations from the region to support this study and offer suggestions of indicators they would like to see used in the study.

In November, I attended the 2000 Community Leaders Conference - Building Healthy Communities presented by Cinergy at the Cincinnati Convention Center. The keynote address given by Jim Bearden was entitled “Change, Choice, and Champions”. Mr. Bearden’s entertaining, people-paced programs are designed to increase personal and professional effectiveness and development. This conference was a great way to see other community leaders from around the region and catch up on what had been happening in their community.

These community development conferences were of value to me during my internship for several reasons. I was able to meet numerous local officials, business owners, and community leaders at these conferences, who could be potential stakeholders in a redevelopment project. Also, at these conferences I gained extensive knowledge of the Cincinnati region. I learned during my internship that keeping up on what is happening around the region is a great way to identify potential new projects or additional stakeholders in a project that you are already involved with. Being able to bring the right people together on a development project can mean the difference between success and failure.
Cincinnati, as other urban areas in America over the last 50 years, has lost residents to the suburbs in increasing numbers. Businesses looking to expand looked outside the urban core for the land necessary to grow. As the companies moved out, so did the residents able to afford the move in order to be closer to work and build larger houses. Thus leaving industrial and commercial sites vacant, as well as residential sites. Butler and Warren counties have some of the fastest growing populations in Ohio. The desire to own a large home on an acre lot has contributed to the flight of residents from downtown areas and vacant/underutilized lots are left behind within the city limits. These underutilized industrial and commercial properties are sometimes described as brownfields. Brownfields, as defined by the U.S. EPA, are “abandoned, idled, or underused land where expansion or redevelopment may be complicated by real or perceived environmental issues”. With this definition in mind, the Port Authority for Brownfields Redevelopment in Cincinnati and Hamilton County was created.

The Internet was used to research brownfields. I found many articles as well as city and county websites with their brownfield policies and successes documented. Websites were the best source for recent national data because any city, county, developer, etc., can upload brownfield information for everyone to see at a relatively low cost to them and the reader. Chicago was of particular interest to my boss because of their use of Tax Increment Financing. I also used the public library. I found several books that presented fresh ideas related to the brownfields problem; they were *Turning Brownfields into Greenbacks* by Robert Simons and *New Uses for Obsolete Buildings* by Jo Allen Gause.

An obsolete building, if underused or abandoned with potential environmental issues from past uses, could be viewed as a brownfield property. *New Uses for Obsolete Buildings* had a great example from the Cincinnati region. In 1992 Mercantile Stores Co. Inc. was looking to expand and found the perfect solution in a furniture warehouse in
Fairfield, Ohio. Built in 1972, “the building was relatively new and required no structural work, but to make the transition from furniture store to corporate offices, extensive interior construction, parking improvements, and landscaping were necessary. A new $4.2 million, 30,000 square foot corporate business university was added to the site.” (Gause, 148). Mercantile was able to subsidize their acquisition and redevelopment cost through development bonds from the City of Fairfield. I was able to use this success story at several meetings during general discussions, as a local example, to show that just because the original building use did not fit what the end user wanted it could be rehabbed to fit their needs.

Tax Increment Financing (TIF) was used successfully in Chicago to clean-up brownfield sites. Chicago was using this method on smaller sites (less than ten acres) and Mr. Welker thought this might be a good fit for Cincinnati with their smaller sites. TIF is a local government initiative that provides a stream of funds to pay back bonds used to fund cleanup costs. Districts would be established around specific sites with the best development potential and the property taxes derived from the district are dedicated to repayment of municipal revenue bonds. Property tax abatement cannot be used with TIF. (Simons, 47) For the Port Authority to use this financing tool, the State of Ohio would have to pass a bill allowing TIF to be used.

The University of Cincinnati also compiled a Brownfields Redevelopment Assessment as part of the School of Planning’s Graduate Comprehensive Planning Workshop in the spring of 2000. This project was funded through a grant from the Port Authority for Brownfields Redevelopment in Cincinnati and Hamilton County and the Greater Cincinnati Chamber of Commerce. Prior to my arrival at the Port, the former Port Executive Director worked very closely with the School of Planning to assemble this assessment. The UC School of Planning did an excellent job and brought some new perspective to the brownfield situation in Cincinnati.

The assessment started with an overview of brownfields in the United States and then turned the focus on Cincinnati’s industrial heritage. “Although not known for an
abundance of brownfields, Cincinnati does have a relatively large number of brownfield sites – particularly in the communities adjoining the Mill Creek” (UC Plan, v). Because of the large concentration of potential sites in the Mill Creek corridor, that became their focus for the three month period of the workshop. The UC students selected five study areas to focus their research on; they include Carthage, Winton Place, Northside, Millvale, and Lower Price Hill. These areas were developed on the basis of the following criteria:

1. The presence of at least one likely brownfield site within the area
2. The area’s potential for redevelopment based on characteristics such as underutilization of existing buildings, low density of buildings, evidence of deterioration, etc.
3. The availability for consideration of a land area large enough to encompass one or more large-scale redevelopment proposals. (UC Plan, 9)

The UC School of Planning students saw the greatest potential for redevelopment in these five areas based on their research. They created redevelopment plans for each study area that were feasible and would have the potential to profoundly impact those neighborhoods (UC Plan, 10). The Port Authority used the UC Brownfield Redevelopment Assessment as a tool to show individuals the potential of brownfields redevelopment in Cincinnati; this was a great visual aid with the photos and renderings of the different neighborhoods.

During the course of my research into brownfields around the nation, I realized there is not one specific approach to redevelopment of brownfields. A city or county must be flexible with their redevelopment tools. An approach that worked with one site may not be applicable to another site. Brownfields redevelopment can be a very time consuming endeavor and most potential developers are on a schedule and are not comfortable with unknown factors. A brownfield can be a very big unknown. Cities and counties need to streamline the brownfield redevelopment process and eliminate as many unknowns as possible. The goal is the have the developer look at the site not as a brownfield but as a great location for his/her project with an environmental component to the redevelopment.
IV. PORT AUTHORITY FOR BROWNFIELDS REDEVELOPMENT IN CINCINNATI AND HAMILTON COUNTY EVOLVES INTO THE PORT OF GREATER CINCINNATI DEVELOPMENT AUTHORITY

The battle between the Port Authority for Brownfields Redevelopment in Cincinnati and Hamilton County and the Riverfront Advisory Council (RAC) was chronicled in great detail in the local newspapers\(^1\). The RAC wanted the powers appointed to a Port Authority to aid in the development of the Banks project. The Banks is an $800 million-plus project that would create a riverfront neighborhood from scratch, blending apartments and condominiums with a 51-acre riverfront park, tree-lined city squares, a waterfront boardwalk, restaurants, shops and offices between the new sports stadiums along the Ohio River.

The Cincinnati City Council and Hamilton County Commissioners were unsure how to deal with the RAC’s request to be the Port Authority and expand the Port’s powers to enable them to tax, levy bonds, and seize land. The City Council’s community development committee recommended that if the City expanded the Port’s powers to include the riverfront development project that it also limit its powers to seize property and levy taxes by requiring the City and County’s approval. Also, considered during the City Council’s debate on the Port issue was the idea to expand the Port’s role even further to include the convention center expansion, redeveloping Fourth Street, and providing floodplain protection along the Ohio River. These ideas were eventually excluded from the Port’s mission.

Community members and current Port Authority members were concerned that this change in focus would result in brownfields redevelopment being pushed to the wayside. The RAC’s original proposal to the City and County did not include an annual budget provision for brownfields cleanup, which concerned many citizens. There was also apprehension by citizens with the RAC’s request that the new Port Board have 18 members with only 2 of those members coming from the current Port Board. The early requests of the RAC were not showing a commitment to brownfields redevelopment.

\(^1\) Newspaper articles on the Port Authority and Riverfront Advisory Council struggle can be found in the *Cincinnati Enquirer*, the *Cincinnati Post*, and *Business Courier* starting in June 2000.
The City and County held several public hearings to garner community thoughts about the reestablishment of the Port over the four month debate period. In mid September the City and County reached a tentative agreement regarding the Port Authority. The unconfirmed agreement included:

- Specific boundaries for the Port Authority.
- The port authority board, with nine members appointed by the county and nine by the city, with staggered terms.
- At least two 18-member committees appointed by the county and city for riverfront development and for brownfields development, which involves the port's long-time charge of cleaning up contaminated industrial sites.
- A statement that the authority comply with the state's open meetings law, which require meetings to be scheduled in advance and be open to the public.
- Commitments from the city and county of $350,000 each for the next three years for port authority operations. (Anglen 9/12/00)

The City and County put off a final vote on the Port until October. Finally on October 4, 2000 in separate meetings the City of Cincinnati and Hamilton County agreed on the powers and responsibilities of the new port (listed above). The old port was dissolved and the new port named the Port of Greater Cincinnati Development Authority was established to serve both the Banks project and brownfields redevelopment.
V. MOVING FORWARD

During my six month internship at the Port Authority I focused most of my time on three major projects: Green Industries, US EPA Brownfield Cleanup Revolving Loan Fund, and Issue One-Clean Ohio Fund. It was my responsibility as the Community Redevelopment Specialist to manage these projects for my supervisor.

GREEN INDUSTRIES

The Green Industries property is located at 3603 East Kemper Road in Sharonville, Ohio. The property was formerly part of a larger tract of land that housed the Autolite Manufacturing plating facility from 1930 to 1955. Autolite’s operations included plating automobile parts and accessories as part of the manufacture of automobile headlights. From 1955 to 1960, St. Joe Paper Company manufactured paper products at the site. In 1978, Maurice Green of Industries, Inc. purchased approximately 9 acres, and operated a plating facility known as Green Industries Corporation. In 1988, the property was sold to Bernie Harris, who continued to operate the facility as Green Industries Corporation until August 1995 when the corporation ceased operation. Green Industries provided a variety of electroplating and metal finishing operations for automobile, aerospace, hardware, and electrical component industries.

The property contains an approximate 160,000 square foot, one-story, slab-on-grade building. The building comprises an open manufacturing area with four rooms, office space, and a small laboratory. Two additional wood structures are located on the property and much of the rest of the property is paved.

After the Green Industries plant closed in 1995, more than 350,000 gallons of toxic substances, such as liquid cyanide and chromic acid sludge, were removed from the ground. Another 70 tons of contaminated soil was also hauled away. Key Bank and the US EPA had approximately $3 million in liens on the property for back taxes and cleanup costs.

On October 19, 2000 a Hamilton County sheriff’s sale auctioned off the Green Industries property and the Port Authority was able to purchase the property with the aid
of the City of Sharonville, as well as Key Bank and the US EPA who waived the liens on
the property.

The next step after purchasing the contaminated property was to put out a Request
for Proposal (RFP) to develop the site. I was put in charge of writing the RFP for
publication. A copy of the RFP can be found in Appendix 2. The RFP was relatively
simple to write once I knew the basic layout. A developer was not chosen before the end
of my internship. The changing scope and mission of the Port Authority at the end of
October likely affected the RFP request. Currently, the Port is working with a developer
to return the Green Industries property to a viable use. The proposed end use is projected
to generate 300 jobs, construct an 80,000 square foot office/flex space, and create
approximately $5 million in private investment (Cincinnati Port). Green Industries is
well on its way to becoming a brownfield development success story.

US EPA BROWNFIELD CLEANUP REVOLVING LOAN FUND APPLICATION

One of my projects while at the Port was to put together a US EPA Brownfield
Cleanup Revolving Loan Fund (BCRLF) application. This was the first grant application
that I wrote and it was a great experience. My work with the BCRLF application taught
me to be aware of deadlines and not be afraid to ask questions. People who have gone
through the application process previously are more than willing to help and their
knowledge and experience can be invaluable. Also, it was suggested to me that calling
those who will be reviewing the application to acquaint them with your project and
yourself can work to your advantage. A copy of the BCRLF application can be found in
Appendix 3. The application was completed before the end of my internship but due to
the uncertainty of the Port the application was not submitted until December.

ISSUE ONE-CLEAN OHIO FUND

Governor Bob Taft asked the Ohio Legislature to endorse the Clean Ohio Fund,
which is a $400 million program to preserve greenspace and farmland, improve outdoor
recreation, and revitalize blighted areas. The Ohio Legislature voted overwhelmingly to
endorse the Governor’s vision and placed Issue One on the November 2000 ballot. Ohio
residents voted to approve Issue One.
The Ohio Legislature created four competitive funding programs within the Clean Ohio Fund. They are:

1. Clean Ohio Green Space Conservation Program
2. Clean Ohio Agricultural Easement Purchase Program
3. Clean Ohio Trails Fund
4. Clean Ohio Revitalization Fund

The Revitalization Fund supports the cleanup of polluted properties so that they can be restored to productive uses. The Port’s interest in Issue One stemmed from the financial tools this fund developed to provide funding for brownfield cleanup activities. The Ohio Department of Development, through its office of Urban Development implements the Clean Ohio Revitalization Fund in consultation with the Ohio Environmental Protection Agency. The Clean Ohio Council (COC) governs the Clean Ohio Revitalization Fund. The COC was created to select projects that will receive grants and low-interest loans from the Clean Ohio Revitalization Fund. Members of the COC include the Ohio Lieutenant Governor, council chair; Director of the Ohio Department of Development, vice chair; Director of Ohio EPA; two state Senators; two state Representatives; and the Governor appoints seven individuals.

My involvement with the Clean Ohio Fund involved calling, mailing, and emailing Port contacts and asking for their support of Issue One on the November ballot. Clean Ohio Funds were granted to the Port for the Green Industries property after my internship ended. They received approximately $1.5 million to perform remediation activities. The Port was a strong supporter of the Clean Ohio Fund from the beginning.
Overall, my experience at IES and Miami University were positive. I learned a great deal about the broad spectrum that encompasses environmental science. And like any other business, you cannot work in a bubble. Numerous stakeholders from various backgrounds must be involved and committed for a successful brownfield redevelopment project.

I found several core courses to be very useful during my internship. The most beneficial course was my Public Service Project on the Feasibility Study of a Perimeter Recreation Path around Oxford. During the yearlong project I was able to work with a wide variety of people and use my skills and those of my teammates to complete a study that could be applied to the City of Oxford. I also expanded my interpersonal skills during the project, which came in very handy during the internship. Environmental Methodology expanded my skills with numerous environmental problem solving skills. It taught me problem solving is not static but can be ever changing and public involvement is crucial. During my internship it became clear through research and talking with experts that community involvement was imperative to a successful brownfield plan. Principles and Applications of Environmental Science were valuable as well for problem solving and analysis skills.

My elective courses in geography were most beneficial to me during my internship. Regional Land Use Capability Analysis, Urban and Regional Planning, as well as a GIS course, were positive and informative. I learned to look at issues from a planning standpoint and consider the overall picture. As well as consider all of the factors with regards to land use and future needs. GIS gave me the opportunity to visualize those issues and create maps. During my internship, the Port received permission to be a CAGIS (Cincinnati Area GIS) subscriber, which was useful.
The objectives of the IES program that were met and drawn on during my internship include:

1. Knowing how to approach and design a solution for an environmental problem.
2. Understanding the complexity and ambiguity of environmental problems.
3. Knowing how to work with and lead teams of people with different backgrounds.
4. Understanding the institutional aspects of environmental problems.
5. Having competence in oral and written communications.

My education at Miami University expanded my technical writing skills, trained me to work with a wide variety of people and group situations, and increased my confidence with public speaking.

In conclusion, my experience at IES and Miami University prepared me for my internship as a Community Redevelopment Specialist. I have learned that change is always present and as such you have to be prepared to move with the changes or be left behind. Both IES and the Port of Greater Cincinnati Development Authority have outfitted me to deal with the uncertainty that is inherent in the environmental venue and most every business setting.
REFERENCES

Books


Internet
Cities of St. Louis and East St. Louis Community Environmental Resource Program (CERP) homepage, http://stlcin.missouri.org/cerp/aboutcerp.cfm

Greater Cincinnati Chamber of Commerce homepage, http://www.gccc.com

Port of Greater Cincinnati Development Authority homepage, http://www.cincinnatiport.org


Other Resources

Port Authority for Brownfields Redevelopment in Cincinnati and Hamilton County, Manuals, 3 vols, 1998.
APPENDIX 1: Green Industries Request for Proposal
Port of Greater Cincinnati Development Authority

Request for Proposal

Green Industries
3603 East Kemper Road
Sharonville, Ohio 45241
Port of Greater Cincinnati Development Authority
Green Industries Property
Available for Commercial/Industrial Development

Location: 3603 East Kemper Road
Sharonville, Ohio
South side of Kemper Road, East of Reading Road and West of Lebanon Road

Acreage: 9-Acre Tract

Government Jurisdictions: Sharonville, Hamilton County, Ohio (north of Cincinnati)

Current Uses and Tenants: vacant industrial (fenced property w/ USEPA warning signs of hazardous materials on site – overgrown and poorly maintained)

Surrounding Land Uses: Kemper Road and industrial properties border the site on the north, which include Goodyear and Diversy-Lever properties; other industrial properties are located to the west, which includes Rockquest- a recreational reuse of an old remediated and redeveloped transformer house and active rail road right-of-way, to the south is commercial and industrial properties – Neyra Development Co. which remediated and redeveloped an old industrial facility and turned it into an office park and light industrial uses and to the east other industrial and commercial properties

Zoning: GI- General Industrial

Transportation Routes

Interstate:  
Interstate 71  less than 5 miles to I-71
Interstate 75  approximately ½ mile to the west for I-75 interchange, Exit 15
Interstate 275  ½ mile to northwest for I-275
Air: Cincinnati/Northern Kentucky International Airport

Railroad: CCC & St. Louis Railroad, to the west of the property, with the potential of an active spur on or bordering the property on the south

**Incentives**

General Information about the Site
The property was formerly part of a larger tract of land that housed the Autolite Manufacturing plating facility from 1930 to 1955. Autolite’s operations included plating automotive parts and accessories as part of the manufacture of automobile headlights. From 1955 to 1960, St. Joe Paper Company manufactured paper products at the site. In 1978, Maurice Green of Green Industries, Inc. purchased approximately 9 acres, referred to herein as the Property, and operated a plating facility known as Green Industries Corporation. In 1988, the Property was sold to Bernie Harris, who continued to operate the facility as Green Industries Corporation until August 1995 when the corporation ceased operation. The Property is currently vacant. Green Industries Corporation provided a variety of electroplating and metal finishing operations for automotive, aerospace, hardware, and electrical component industries.

The Property contains an approximate 160,000-square-foot, one-story, slab-on-grade building. The building comprises an open manufacturing area with four rooms, office space, and a small laboratory. Loading docks are located along the south side of the building. Two additional wood structures are located on the Property. Much of the rest of the Property is paved.

**RFP Questions**
All questions concerning the RFP must be submitted in writing by **Friday, March 16** to:

Randy Welker  
Port of Greater Cincinnati Development Authority  
4540 Cooper Rd., Suite 305  
Cincinnati, OH 45242  
Fax: (513) 686-2999  
Email: rwelker@gccc.com

Responses to all written questions will be compiled and mailed to all Consultants requesting a copy of the RFP.
Oral questions will **not** be answered.

**Submittal Information**
Interested parties should submit six (6) copies of the Proposal in a sealed envelope to:

Randy Welker  
Port of Greater Cincinnati Development Authority  
4540 Cooper Rd., Suite 305  
Cincinnati, OH 45242

Consultants submitting Proposals in response to and consistent with the RFP should submit:

1. **A complete Proposal.**
2. **A complete Form 147, Equal Employment Opportunity Program.**
3. **A complete Form 59, Vendor Registration.**
4. **Certificates of insurance evidencing required coverage or a statement that the necessary coverage will be obtained.**

**The DEADLINE** for responding to the RFP and for submitting all related materials is **5:00pm, Friday, March 16, 2001.**

**Contract Details**
1. Services are of a professional nature.
2. All respondents will be subject to provisions of the Equal Employment Opportunity Program, of the City of Cincinnati contained in Chapter 325 of the Cincinnati Municipal Code. Section 325-9 of the Cincinnati Municipal Code is hereby incorporated by reference into this Agreement.
3. Detailed information on Cincinnati’s Small Business Enterprise Program may be obtained from the Office of Contract Compliance, Two Centennial Plaza, 805 Central Avenue, Suite 130, Cincinnati, Ohio 45202, (513) 352-3144.
4. On the basis of the signed contract for the Green Industries Property, the Developer may be retained for additional 1-year contracts (entire contract period not to exceed five years) to complete implementation tasks, whose costs will be determined.

**Selection Process**
A selection committee for the Port Authority will review and evaluate all properly submitted Proposals, which are received on or before the deadline. The committee will then rank the Proposals based on which appear to be the “Most Advantageous” to the Port of Greater Cincinnati Development Authority, taking into account the evaluation factors set forth below:
1. Content and completeness of the Proposal submitted by the Developer.
2. Advantages and disadvantages to the Port Authority as described by the Proposal of the Developer.
3. The fees proposed by the Developer.
4. The number of successful environmental cleanup projects of this type that have been performed for other public entities by the Developer.
5. Ability of the Developer to complete the scope of work and issues a final report within twenty four months from the date of contract signature.

Selected Developers may be required to make an oral presentation of their Proposals.

The Port Authority reserves the right to ask for additional information and clarification from or about any or all of the Developers. The Port Authority reserves the right to reject any or all Proposals.

The Port Authority’s selection committee will submit a recommendation for approval to the Port Authority Board.

**Public Record**

Developers are advised that Ohio Revised Code Section 149.43 Availability of Public Records provides that materials contained in the proposals will become Public Records which may be viewed and copied by any member of the public, including news agencies and competitors. Ohio law only exempts trade secrets, clearly marked “TRADE SECRETS” from becoming public record.

**Process for Entering into Agreements**

The developer whose Proposal is found to be the “Most Advantageous” to the Port Authority will be offered the opportunity to enter into an Agreement with the Port Authority. The scope, terms and conditions of those Agreements shall be in substantial conformance with the terms, conditions and specifications described in this RFP. See the section entitled Standard Terms and Conditions for further details.

**Proposal**

The Proposal received from a Developer is limited to 20 pages (8-½” x 11” one-sided, not less than 12 point font), excluding resumes and firm brochures. The Proposal must include, but not be limited to, the following information:

1. Organization’s name, address, telephone and fax numbers, and federal identification number.
2. Years established and any former name(s) of the firm; number of years firm has been doing business in the relevant areas; brief history of firm.

3. Financial data and/or statements of the organization. The Port Authority will use the financial information as a tool to determine each developer’s ability to remain as a going concern for the life of the contract. This information will provide the Port Authority with an extra level of comfort that the developer is financially sound and that project implementation will not be impeded by inadequate financial ability of the developer to perform.

4. Names and addresses of officers of the Board of Directors/Trustees.

5. Chart of the firm’s organization showing level of organizational responsibility of key staff to be assigned to this project.

6. Names of principals of the firm. Include type and status of relevant professional license, registration or certification held by the principals, name of the state in which the principals are licensed, registered or certified, and the time period(s) in which such licenses, registrations, or certifications have been held.

7. Names of key personnel, including managers and in-charge field personnel who may be assigned to this project, relevant experience of each, and length of time with the firm. Include type and status of relevant professional license, registration or certification held by key personnel, name of the state in which key personnel are licensed, registered or certified, and for the time period(s) in which such licenses, registrations, or certifications have been held. Provide evidence of continuing education and/or current expertise in relevant function.

8. Name, title, address and phone number of Developer’s primary contact person.

9. One page summary of the organization’s qualifications in developing the Green Industries Property for a public entity.

10. Identification of any outside consultants to be used as subcontractors, their addresses and telephone number. Indicate the nature, degree, and quality of work performed by them. Indicate which of these firms are owned or controlled by women or members of minority groups. Include type and status of relevant professional license, registration or certification held by staff of the outside consultants and associates, name of the state in which staff are licensed, registered or certified, and the time period(s) in which such licenses, registrations, or certifications have been held.
11. Examples and lists of similar completed projects over the last five years on which the film was the principal consultant.

12. Description of firm’s quality assurance/quality control procedures.


14. Copy of a current declaration page of professional liability, malpractice, or errors and omissions insurance indicating policy limits.

15. Detailed cost estimate

16. Additional tasks suggested by the Developer and their additional costs, if needed to provide the Port with a more comprehensive development plan.

17. Sample checklists to be used for developing the Green Industries Property.

18. Client references (no less than five), complete with address, phone numbers, and contact persons, including other public entities for whom the Developer has done similar work.

19. General scope of work.

**Terms and Conditions**

Terms and Conditions, substantially in the form contained herein, shall be included in the Agreement between the Port Authority and the Developer.

**Term**

The term of this Agreement shall commence on _____________, 2000 and expire on __________, 2001.

**Subcontracting**

None of the work or services covered by this Agreement shall be subcontracted, except as set forth herein, without the prior written approval of the Port Authority. Any work or services subcontracted hereunder shall be specified by written contract or agreement and shall be subject to each provision of this Agreement.

**Assignment**
The Developer shall not assign any interest in this Agreement, and shall not transfer any interest in the same, whether by assignment or novation, without the prior written consent of the Port Authority.

Compliance with Laws and Policies

A. This Agreement is subject to and Developer shall comply with all statutes, ordinances, regulations, and rules of the Federal Government, the State of Ohio, the County of Hamilton and the City of Cincinnati.

B. This Agreement is subject to the provisions of the Equal Employment Opportunity Program of the city of Cincinnati contained in Chapter 325 of the Cincinnati Municipal Code. Section 325-9 of the Cincinnati Municipal Code is hereby incorporated by reference into this Agreement.

C. This Agreement is subject of the provisions of the Small Business Enterprise Program contained in Chapter 323 of the Cincinnati Municipal Code. Section 323-99 of the Cincinnati Municipal Code is hereby incorporated by references into this Agreement.

Details concerning this program can be obtained from the Office of Contract Compliance, Two Centennial Plaza, 805 Central Avenue, Suite 130, Cincinnati, Ohio 45202, (513) 352-3144.

The Developer shall utilize best efforts to recruit and maximize the participation of all qualified segments of the business community in subcontracting work, including the utilization of small, minority and women business enterprises. This includes the use of practices such as assuring the inclusion of qualified Small Business Enterprises in bid solicitation and dividing large contracts into smaller when economically feasible.

Hold Harmless

The Developer shall protect, defend and hold harmless the Port of Greater Cincinnati Development Authority, its agents and employees from any and all loss, claims, expenses, actions, causes of action, casts, damages, and obligations, financial or otherwise, including attorney fees and legal expenses, arising from any and all acts of the Developer, its agents, employees, licensees, or invitees, that result in injury to persons or damage to property.

Indemnification and Insurance

A. The Consultant shall indemnify and hold harmless the City of Cincinnati, its agents and employees from any and all loss, claims, expenses, actions, causes of action, costs, damages, and obligations, financial or otherwise,
including attorney fees and legal expenses, arising from any and all acts of the Developer, its agents, employees, or licensees, that result in injury to persons or damage to property.

B. The Developer, at its sole cost and expense, shall procure and maintain at all times during the term of this Agreement general liability or other insurance in an amount not less than One Million Dollars ($1,000,000) for liability for acts of the Consultant or its agents and/or employees. The Port Authority shall be an additional named insured. Proof of coverage shall be provided to the Port Authority by one of the following:

1. Policy or policies naming the Developer, subcontractors and as noted herein, the Port Authority, as additional named insured.

2. Certificates of Insurance, City Purchasing Form 68, executed by the insuring company or its authorized agent indicating that the Developer and subcontractors have the specified coverage with the Port Authority named as an additional insured under the policy as noted herein.

   a. Worker’s Compensation Insurance
   b. Comprehensive General Liability Insurance
      Bodily injury $1,000,000 per occurrence/combined single limit.
      Property Damage $1,000,000 per occurrence/combined single limit.
   c. Automobile Liability Insurance (with the Port Authority named as an additional insured).
      Bodily Injury $1,000,000 per occurrence/combined single limit.
      Property Damage $1,000,000 per occurrence/combined single limit.
   d. Excess Liability Insurance for Bodily Injury and Property Damage Combined (Umbrella Form) (with the Port Authority named as an additional insured) $1,000,000 per occurrence.
   e. Professional Liability Insurance in the amount of $1,000,000.

Conflict of Interest

A. No officer, employee, or agent of the Port Authority who exercises environmental compliance assistance functions or responsibilities in connection with the planning and carrying out of the project, nor any immediate family member, close business associate, or organization which is about to employ any such person, shall have any personal financial interest, direct or indirect, in the Developer or in this Agreement and the Developer shall take appropriate steps to assure compliance.

B. The Developer agrees that it will not contract with any subcontractor in which it has any personal financial interest, direct or indirect. The Developer
further covenants that in the performance of this Agreement no person having any conflicting interest shall be employed.

Reports Information and Audits

The Developer, at such times and in such form as the Port Authority may require, shall furnish the Port such reports as may be requested pertaining to the work or services undertaken pursuant to this Agreement, the costs and obligations incurred or to be incurred in connection therewith with, and any other matters covered by this agreement. The Developer shall retain all financial and administrative records for a period of three years after the expiration or termination of this Agreement, and shall permit the Port Authority or any of its representatives or auditors access to such records.

Confidentiality

The Developer, its agents, and its employees, will keep and retain any and all information and records generated under this Agreement in the strictest confidence and will neither use such information or records nor disclose such information or records to anyone without the explicit written permission of the Director of the Port Authority. The Developer warrants that it has and will continue to have safeguards in place to assure that such information and records are kept confidential by Developer, its agents, and its employees.

Ownership of Property

The Developer agrees that, at the expiration or in the event of any termination of this Agreement, any Memoranda, Maps, Drawings, Working Papers, Reports, and other similar documents produced in connection with this Agreement shall become the property of the Port Authority and the Developer shall promptly deliver such items to the Port Authority.

Non Exclusive Agreement

This is a nonexclusive Agreement, and the Port Authority may procure the same or similar services from other developers at any time during the pendency of this Agreement.

Default and Termination

A. If, through any cause, the Developer shall fail to fulfill in a timely and proper manner the Developer’s obligations under this Agreement or if the Developer violates any of the terms and conditions, covenants, or agreements of this Agreement, if no attempt is made to cure the failure within a period of ten (10) days or a longer period specified in writing, the Port Authority shall have
the right to terminate this Agreement by giving written notice to the Developer specifying the effective date of the termination, at least five (5) days before such effective date. Notwithstanding the above, the Developer shall not be relieved of liability to the Port Authority for damages sustained by the Port Authority by virtue of any breach of this Agreement by the Developer, and the Port may withhold any payments to the developer for the purposes of set-off until such time as the exact amount of damages due the Port Authority from the developer is determined. Exceptions may be made with respect to defaults of subcontractors.

B. The Port Authority may terminate this Agreement by giving notice in writing from the Port to the Developer. If this Agreement is terminated by the Port Authority as provided, the Developer will be paid an amount which bears the same ratio to the total compensation as the services actually performed bear to the total services of the Developer covered by this Agreement, less payments of compensation previously made.

Independent Contractor

Developer shall perform all work and services described herein as an independent contractor and not as an officer, agent, servant, or employee of the Port. Developer shall have exclusive control of and exclusive right to control the details of the services and work performed hereunder and all persons performing the same and shall be solely responsible for the acts and omissions of its officers, agents, employees, contractors, and subcontractors, if any. Nothing herein shall be construed as creating a partnership or joint venture between Port Authority and Developer. No person performing any of the work or services described hereunder shall be considered an officer, agent, servant, or employee of Port Authority, nor shall any such person be entitled to any benefits available or granted to employees of Port Authority.

Notices

This Agreement requires that all notices be personally served or sent by certified mail, postage prepaid and return receipt requested, addressed to the parties as follows:

To the Port of Greater Cincinnati Development Authority:

    Randy Welker
    Port of Greater Cincinnati Development Authority
    4540 Cooper Road, Suite 305
    Cincinnati, Ohio 45240
To Developer:

Waiver

This Agreement permits waivers. A waiver of any breach of any provision of this Agreement shall not constitute or operate as a waiver of any other breach of such provision or of any other provisions, nor shall failure to enforce any provision hereof operate as a waiver of such provision or of any other provision.

Law to Govern

This Agreement is entered into and is to be performed in the State of Ohio. Port Authority and Developer agree that the law of the State of Ohio shall govern the rights, obligations, duties and liabilities of the parties to this Agreement and shall govern the interpretation of this Agreement.

Amendment

This Agreement may be modified or amended only by a written agreement duly executed by the parties hereto or their representatives.

Entirety

This Agreement and the Exhibits attached hereto contain the entire Agreement between the parties as to the matters contained herein. Any oral representations or modifications concerning this Agreement shall be of no force and effect.

Severability

This Agreement shall be severable, if any part or parts of this Agreement shall for any reasons be held or unenforceable by a court of competent jurisdiction, all remaining parts shall remain binding and in full force and effect.
Attachment A

Sharonville Zoning Requirements For Office Building

**OB- Office Building District**

1. Office buildings and offices: professional, financial, governmental, public utility, executive and administrative, and sales offices provided only samples are displayed or stored on the lot and no goods shall be distributed.

2. Assembly halls and mortuaries.

3. Similar uses as determined by the Planning Commission in accordance with the provisions of Chapter 1161.

4. Accessory buildings and uses as defined in Sections 1123.01 and 1125.02.

5. Cellular or Wireless Personal Communications System by Conditional Use. (Ord. 97-39. Passed 8-12-97.)
Attachment B - REGIONAL DEMOGRAPHIC DATA
Sharonville, Ohio

- **General Population:**
  
  Total Population: 5,936
  
  Total Area: 1.4 Sq. Mi.
  
  1999-2004 Population Growth: -0.9%
  
  1999-2004 Median Age: 37.9-38.5 years old
  
  1999 Average Household Income: $72,243
  
  Wealthiest Block Group: 230.021

- **Racial Composition:**
  
  1999: 95.4% White, -1.6% since 1990
  
  Slight African-American and Asian population increase since 1990
  
  Typical Greater Cincinnati Community: 87% White, 12% African-American, 1% Other Minority

- **Educational Attainment**
  
  Highly Educated Population – nearly 20% of residents with Bachelor/Post Graduate Degree – yet still below regional averages
  
  Largest: 31.6% with High School Diploma
  
  22.6% do not have HS Equivalent

- **Martial Status**
  
  63.7% Married
  
  20.7% Never Married
  
  6.7% Widowed
  
  7.8% Divorced
  
  1.1% Separated

- **Income Composition**
  
  1999 Per Capita Income: $26,951
  
  2004 Per Capita Income: $33,152

- **Business Locations**
  
  Total of 113 businesses
  
  Retail, F.I.R.E. largest category

- **Average Household Expenditures**
  
  Reliable indicator of future spending
  
  Households averaged $25,000-$34,000 year in total spending – 230.021 highest average
  
  Total Spending Power: $67,000,000+ in 26 categories
  
  Grocery Stores highest spending category - $4,931/household – Total: $11,000,000+
  
  Followed by restaurants, department stores, and service stations

- **Employment Status**
  
  66% of residents in Labor Force
  
  33% not in Labor Force
  
  Very Low Unemployment Rate (1.3%)

- **Employment Type**
  
  Largest: Technical, Sales, Administrative Support (38%)
  
  2/3 of residents in white-collar occupations
  
  Greater Cincinnati has similar averages
SELECTED CRITERIA

Proposals will be evaluated on the basis of economic benefits to the region as well as:

A. Benefits to the area and the community of Sharonville.

B. Benefits and role of the Port, if any, in the project.

C. Scope of the proposed environmental cleanup at the Property.

D. The proposed use of the Property.

E. The type of architecture for the proposed building.

F. The applicant’s proposed investment in the project.

G. Business experience of the person or company submitting the proposal.

H. Renovation of the building vs. demolition of the building.

I. The development project should stimulate economic inclusion and ensure an equal opportunity to participate among all ages, races, and genders in all aspects, including design, construction, execution, and operation.

Other Criteria:

• Tax Benefits (Real/Personal Property)

• Job Creation

• Clean Reuse

• Level of Clean-up
APPENDIX 2: U.S. Environmental Protection Agency – Brownfield Cleanup
Revolving Loan Fund Application
Port of Greater Cincinnati Development Authority’s

Proposal for Brownfields Cleanup Revolving Loan Fund Demonstration Pilot

United States Environmental Protection Agency

December 18, 2000
Proposal Title: Port of Greater Cincinnati Development Authority’s Proposal for Brownfields Cleanup Revolving Loan Fund Demonstration Pilot

Names and Location of Pilot Areas/Targeted Assessments covered under this demonstration pilot:

1) Green Industries
   3603 East Kemper Road
   Sharonville, Ohio
   Hamilton County

2) Hamilton County

Scope and Population of the Pilot Area: City of Sharonville- 13,500
                                       Hamilton County- 840,443

Applicant Identification: Port of Greater Cincinnati Development Authority
                         4540 Cooper Road, Suite 305
                         Cincinnati, Ohio 45242-5617

Name, mailing address and phone/fax/e-mail of Proposal Director:
Randy Welker
Port of Greater Cincinnati Development Authority
4540 Cooper Road, Suite 305
Cincinnati, Ohio 45242-5617
513-686-2953
513-686-2999 (fax)
rwelker@gccc.com

Name and mailing address of Assessment Pilot Chief Executive:
Tim Sharp
Interim Executive Director
Port of Greater Cincinnati Development Authority
4540 Cooper Road, Suite 305
Cincinnati, Ohio 45242-5617

Federal Empowerment Zone/Enterprise Community:
Cincinnati Empowerment Zone
Population of the Most Populous City: Cincinnati - 364,040
Zone Population: 49,877
Approximate Zone Size: 7 square miles
Poverty Rate: 47%
Unemployment Rate: 15%
Education: 44% of adult Zone residents lack a high school diploma
Date Submitted: December 18, 2000

BCRLF Pilot Period: September 2001 – September 2004 (ensuring 3 years from the date of the cooperative agreement with USEPA to make loans, 5 years to closeout)

Community Background: Hamilton County
Ministry Population 22.4%
Unemployment 4.0%
Persons below Poverty Level 11.7%
Children below Poverty Level 18.9%

Cooperative Partner: Hamilton County Development Corporation
1776 Mentor Avenue
Cincinnati, Ohio 45212
513-631-8292
513-631-4887 (fax)
www.hcdc.com
Proposal Overview

Port of Greater Cincinnati Development Authority’s Proposal for Brownfields Cleanup Revolving Loan Fund Demonstration Pilot

One of the unfortunate byproducts of Ohio’s industrial heritage is the number of contaminated sites scattered throughout the State. Valuable land sits idle because of fear of immense liability and cleanup costs deterred off potential developers, businesses and banks. Ohio and the federal government have made progress addressing these concerns. Ohio’s Voluntary Action Program (VAP) streamlined cleanup opportunities and created financial incentives to encourage redevelopment of brownfields. However, these efforts have not been enough to ensure the continued success of brownfield redevelopment. It is clear that Ohio needs additional financial incentives to make brownfields properties a viable and marketable option for redevelopment.

US EPA’s Brownfield Cleanup Revolving Loan Fund (BCRLF) pilot provides much needed money for the cleanup of brownfield properties. The BCRLF also provides an opportunity for the Port of Greater Cincinnati Development Authority to test theories for future funding opportunities on both the State and Federal level.

The Port of Greater Cincinnati Development Authority is submitting a proposal for the US EPA BCRLF demonstration pilot award for the Green Industries property and Hamilton County. The Port has taken a strong role in brownfields cleanup and redevelopment in Hamilton County. Hamilton County Development Corporation’s involvement provides fund management expertise, which alleviates concerns with administering the loan money. This will help us maximize the BCRLF dollars, using them to prime the pump for additional public and private financing.

Tremendous interest has been expressed for the Green Industries site; however the remedial and acquisition costs have made the project infeasible for the private sector. The Port has acquired, and plans to remediate and demolish the property. The Port used $35,000+ of US EPA grant money to conduct the ESA work. Another $164,000 in assessment work will be required in order to take the site through the Ohio VAP. Ohio EPA will provide in-kind technical assistance in preparing a No-Further-Action (NFA) letter. The Port is in the process of Request for Proposals to select a private partner for the redevelopment of the site. The Port is working with a variety of stakeholders to develop a financing strategy. The US EPA BCRLF will help leverage these and other resources for the project.

The majority of the EPA Cooperative Agreement funds will be used to capitalize the revolving loan fund and to conduct the community relations and public involvement activities required to support BCRLF activities. The Port of Greater Cincinnati Development Authority hopes to use 10% of the award amount to cover legal fees, professional services, and to offset some of the loan administration fees in order to 1) keep the loans as attractive as possible for private sector borrowers and 2) to channel repayments of principal and interest back into the revolving loan fund.
## Proposed Budget

<table>
<thead>
<tr>
<th>BCRLF</th>
<th>Budget Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loan Capitalization</td>
<td>$700,000</td>
</tr>
<tr>
<td>Assessment and other Fees</td>
<td>$200,000</td>
</tr>
<tr>
<td>Program Administration</td>
<td>$100,000</td>
</tr>
<tr>
<td><strong>Sub-Total</strong></td>
<td><strong>$1,000,000</strong></td>
</tr>
<tr>
<td>In-Kind Contributions</td>
<td></td>
</tr>
<tr>
<td>Economic Development Staff</td>
<td>$35,000</td>
</tr>
<tr>
<td>Brownfields Site Manager</td>
<td>$15,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$1,050,000</strong></td>
</tr>
</tbody>
</table>
Threshold Criteria (Sections A and B)

A. Existing Local Commitment to Brownfields

In October of 1996, the City of Cincinnati and Hamilton County were awarded a $200,000 US EPA Brownfield Redevelopment Pilot Grant. During the spring of 1997, the City and County adopted the necessary local ordinances to create the new Port Authority for Brownfields Redevelopment (recently renamed the Port of Greater Cincinnati Development Authority). The executive director was hired in February 1998. In the spirit of this collaborative effort between the City and County, the Greater Cincinnati Chamber of Commerce (Chamber) offered the Port Authority office space/equipment and other in-kind support, such as assistance from its economic development, marketing, government affairs and finance departments. Collaboration occurs frequently with key personnel in the Economic Development, Planning and Environmental Services Departments at the City of Cincinnati and Hamilton County. The executive director also fostered working relationships with the Ohio Department of Development, Ohio EPA, Ohio Water Development Authority, US EPA’s Region V and Washington, DC Offices and HUD’s Cincinnati Office. The Ohio Revised Code grants port authorities, political subdivisions of the State, a range of economic development tools. The Port is an independent economic development authority, created to target brownfields redevelopment. It is unique in that it institutionalizes public participation and is regional in nature, serving 21 cities, 16 villages, 12 townships and the county. The objective is to assist and enhance existing private and public brownfield and economic development efforts. The agency has become the local clearinghouse for brownfield information and assistance. Centralizing the initiative saves other political subdivisions time and money since they do not need to hire or dedicate existing staff to coordinate brownfield projects. A cost-effective operation, with minimal bureaucracy, is maintained by keeping the Port’s staff lean. All professional services are contracted. The Port serves as a liaison between the private sector and various levels of the government.

Listed below are accomplishments that have been funded outside the Brownfields Demonstration Pilot.

♦ Approximately $80,000 of the City of Cincinnati funds committed to date were used to conduct Phase I and partial Phase II ESAs at Vine Street properties.
♦ The City of Sharonville donated $325,000 toward the purchase of Green Industries, 3603 East Kemper Road.
♦ The Port has executed contracts to assist the Mill Creek Restoration Project (MCRP) and Village of Lockland with environmental assessment work and real estate transactions.
♦ It is estimated that the Greater Cincinnati Chamber of Commerce has contributed more than $225,000 in in-kind operational support, including paying for the executive director’s salary and benefits in the year 2000.
♦ Ohio EPA has pledged $15,000 - $30,000 in technical assistance for the Port’s brownfield pilot projects.

Ten scholarships were awarded to representatives of Cincinnati community-based groups, so they could attend a two-day Brownfield Workshop conducted by the Council for Urban Economic Development (CUED). Several private companies and the Village of Lockland collectively donated $4,300 toward the CUED event.

Hamilton County has provided about $53,000 to the Port for operational expenses for legal counsel, an asbestos survey at the Green Industries project, and other similar professional services.

Cinergy, the local utility company, has provided a $10,000 cash donation to the Port to launch the Urban Redevelopment Information System (UPRISE) Project.

A final “Port Report” has been produced with the assistance of the Chamber and 500 copies were disseminated to community members and other stakeholders.

The Chamber also assisted in developing and printing (500 copies) a marketing piece that explains the Port’s services and other local, state and federal brownfield assistance programs.

The Chamber has incorporated the Port within its web site, providing information about incentives and Port bids.

B. **Ability to Manage a Revolving Loan Fund and Environmental Cleanups**

B.1 **Demonstrate That You Have an Effective Institutional Structure in Place or Planned**

**Lead Agency:** The Port of Greater Cincinnati Development Authority will serve as the lead agency. Randy Welker, Director of the Brownfields Revitalization effort will serve as the Brownfields Site Manager. Mr. Welker’s resume can be found in Attachment 1. The Port Authority works with its US EPA coordinator, Ted Smith, to routinely file detailed quarterly progress reports along with budget reports to the Regional Office. The Port Authority has prepared a final project report for US EPA and the community and has distributed nearly 500 copies to a variety of stakeholders. (After the total funds have been expensed, the Port Authority plans to prepare an addendum to the report.) A Quality Assurance Project Plan and Work Plan were filed with US EPA for the Port Authority’s assessment work at the Green Industries project (City funds were used for the Vine Street Project). See Attachment 2 for final project report.

Overall the assessment pilot proceeded as agreed upon in the cooperative agreement, with minor adjustments to budget and project details along the way. For instance, many of the tasks identified in the Work Plan took longer to come together than anticipated. Also, some funding needs for specific expenses were underestimated, while other expense items simply proved unnecessary. Therefore, the Port worked with its Regional US EPA contact to make appropriate adjustments to the budget. The need to make adjustments to the time line, budget or project activity resulted from the difficulties associated with creating a new, multi-jurisdictional agency to lead the community’s brownfield initiative. Competition between communities within a region often promotes urban sprawl and inefficient use of public and natural resources. Therefore, this investment in time and
resources to build a collaborative institutional foundation for the community’s brownfield initiative is well worth the effort. With a solid base under foot, the Port is now prepared to charge forward on remediation and redevelopment at two brownfield projects.

Since it took longer than expected to set up the institutional framework for the Port, it has requested two extensions on its US EPA grant. However, the funding from this original grant was used by the end of the first quarter of 2000. About $13,406 of the funds carried over to the 2000 budget, the Port re-appropriated those funds for professional environmental services related to site investigations.

**Fund Manager**: Hamilton County Development Corporation (HCDC) will serve as the fund manager.

### B.2 Demonstrate Your Legal Authority to Manage BCRLF Cleanups

The Port Authority has the authority to manage environmental cleanups and to carry out or delegate to its Fund Manager, or Brownfield Site Manager, all of the responsibilities described in the definition of Lead Agency.

### B.3 Demonstrate Your Legal Authority to Manage a Revolving Loan Fund

The Port has the legal authority to carry out or delegate to its Fund Manager, the responsibility of managing a revolving loan fund, including the ability to enter into the cooperative agreement, hold funds, make loans, enter into loan agreements, hold collateral, charge interest, and collect repayments.

### B.4 Demonstrate the Applicant’s Status as a Political Subdivision

The Port of Greater Cincinnati Development Authority is a political subdivision according to state law.

**Evaluation Criteria (Sections C-F)**

Those applicants that meet the threshold criteria will be evaluated based on their responses to four evaluation criteria: (1) demonstration of need; (2) commitment to creative leveraging of EPA funds; (3) benefits of BCRLF pilot loans to the local community; and (4) long-term benefits and sustainability.

#### C. Evaluation Criteria: Demonstration of Need

##### C.1 Problem Statement and Unique Needs of the Community

In the Port Authority’s initial application for a pilot grant, this section of Hamilton County was identified as being similar to many other older industrial areas in other parts of the country: a declining employment base as companies move from contaminated
industrial sites to new facilities in our suburban areas, leaving behind decaying buildings and urban blight.

According to Bureau of Census data from 1990, all of the neighborhoods adjoining the Industrial Corridor in Hamilton County have declined in population. Preliminary information from the 2000 Census indicates that the trend continues.

The result, from a brownfield standpoint, is that within the Industrial Corridor in Hamilton County and in particular in the Mill Creek Valley, there are over 500 acres of vacant property with over 5 million square feet of vacant industrial buildings. Environmentally, much of this area has been impacted adversely by the prior development of railroad sidings, roundhouses, workshops, and other railroad uses.

For the most part, this area does not have large, abandoned brownfield sites; rather, it has many small, scattered, privately owned sites that are obsolete and under-utilized. Typically, up-front remedial and other predevelopment costs make these deals financially viable only if public money is available to make up project gaps.

There are a number of financing tools that are being used to assist in the creation of jobs and to encourage private investment in this region. The Enterprise Zone Program is used extensively to grant tax incentives to companies that agree to expand or relocate their operations to the region. The Job Creation Tax Credit and Manufacturing and Machinery Investment Tax Credit are two programs also available that encourage reinvestment.

C.2 Description of Potential Borrowers and Property

Potential borrowers may come from a variety of economic development organizations, developers, municipalities, public utilities, non-profit organizations, community groups and other interested parties concerned with the redevelopment of brownfield sites.

Several projects have been identified in the Brownfields Pilot Project Work Plan submitted by the City of Cincinnati in its most recent grant. If the Green Industries site were cleaned up, demolished and ready to build, it would be very attractive to a developer. It has great access to I-275 and I-75, is big enough to meet modern development demands, is in an economically viable community, and is in a booming industrial area. Although a number of prospects have expressed interest in the property, the private sector has been unable to redevelop this site since the deal is “up-side-down.” The combination of liens and costs associated with site acquisition, clean up and predevelopment preparation will exceed the market value of a “clean” property. The building roof contains holes and asbestos in deteriorating condition is found throughout the building. Neither the property nor its building can be reused in their present condition.

Located in Sharonville, Ohio, Green Industries is a 9-acre site, with a 160,000 square foot industrial building on it. The facility was an electroplating and metal finishing operation. In 1985, Ohio EPA investigated the site and subsequently the owner was convicted for
violating the Resource Conservation and Recovery Act (RCRA). Later, evidence was also found that spent acids had been illegally discharged to an on-site drainage ditch, contaminating on-site soils and surface water. In August of 1995, Green Industries ceased operations, abandoning the property. In 1996, the US EPA conducted an emergency removal action and found over 350,000 gallons of hazardous wastes at the facility. Although the US EPA eliminated the immediate threats to public health and safety and the environment, remnant contamination still exists at the property. Furthermore, the property was encumbered by approximately $7 million in liens against it, including US EPA’s $3 million, Key Bank of $3 million, delinquent taxes of $290,000 and miscellaneous mechanics liens of $750,000.

The Port acquired the property on October 19, 2000 free and clear of existing liens through the tax foreclosure process, and proposes to remove the asbestos, demolish the structure and remediate the property. In the near future, the Port hopes to issue a RFP to identify a private partner for the redevelopment of the site. The Port will have a ground lease to the private owner or the land will serve as the Port’s long-term equity in the private revenues generated on the project. The Port anticipates that a likely end use for the site will be 150,000 square foot new structure for light industrial flex space. It is estimated that such redevelopment will generate roughly 100 jobs at an average salary of $30,000 per year. Additionally, the community will benefit from $7 million in private investment for redevelopment of the site, estimated annual real estate tax revenue of $117,800 and estimated annual payroll tax revenue of $30,000. The Port will remediate the property under the Ohio Voluntary Action Program (VAP). As a part of the remedial activity, the Port Authority is also securing a Prospective Purchases Agreement from the US EPA and plans to resolve outstanding RCRA issues with the Ohio EPA through Director’s Final Findings & Orders (DFF&Os). The predevelopment activities are estimated to cost $1,015,000, including: acquisition through Sheriff’s Sale $295,000; asbestos removal $187,000; demolition $237,000; and, environmental work $315,000 ($164,000 of which is additional non-asbestos VAP Phase II ESA work). The Port will use the $60,000 of the supplemental US EPA funds to conduct portions of the Phase II Environmental Assessment Work under the VAP.

The City of Sharonville allocated $325,000 to the Port Authority toward the purchase of Green Industries building and land and this money was used at the Sheriff’s Sale. The City of Sharonville is investing $1 million in infrastructure improvements to Kemper Road, which provides access to the Green Industries property on the north. The enhancements will include a bike path and center turn lane to improve safety and access to businesses along Kemper Road and reduce traffic congestion. The Ohio EPA has granted the Port in-kind technical advisement for the preparation of the No-Further-Action (NFA) letter to be submitted for the VAP. Hamilton County has pledged its support to the Green Industries project and has provided an additional $40,000 in operational support for the Port Authority for fiscal year 2000.

Other potential sites will be identified through the Urban District Revitalization project. The final task to be undertaken involves creating urban revitalization districts in areas/neighborhoods of Cincinnati and Hamilton County where a business is looking to
expand, but cannot do so in its current location because the surrounding properties are
tainted by contamination or the fear of contamination. This past spring, the University of
Cincinnati’s School of Planning used the planning workshop for their graduate students
to create a brownfield redevelopment assessment for the Port Authority. The purpose of
the assessment was to identify a proposed approach to assist the Port Authority in
resolving this particular problem. A copy of the University of Cincinnati’s School of
Planning brownfields assessment is found in Attachment 6.

The core of their program was to inventory and evaluate the potential brownfield
redevelopment of sites in five study areas on the west side of the Mill Creek. The five
sites shared several commonalities. The sites were located in neighborhoods that included
some parcels that currently or historically housed medium and heavy industry. The sites
were located in neighborhoods that contained both residential and industrial land uses,
and has had a contentious relationship with developers in the city. The study and details
on the plans are also available on the project web site:
http://www.ucplanning.uc.edu/brownfields.

The Brownfield Redevelopment Assessment duplicates certain aspects of the approach
taken by the City of Chicago in establishing redevelopment districts, but applies their
recommendations to the conditions found in Cincinnati. Cincinnati is not like other
brownfield cities such as Cleveland, Pittsburgh or Chicago. Most of our sites are smaller,
4-5 acres, and are clustered in certain areas. Therefore, by approaching the
redevelopment of our brownfield sites in a districting fashion, we will have a more
systematic and successful program.

The Brownfield Redevelopment Assessment study focused on several recommendations
intended to encourage redevelopment and infuse vitality into our urban communities.
Their recommendations included improving developer and business awareness of
brownfields’ potential and requirements; facilitating access to the redevelopment process;
and improving the political and administrative environment in which brownfield
redevelopment is pursued.

Four basic strategies were outlined in their recommendations. Those strategies were:
invest in infrastructure, acquire vacant and inexpensive land first, look for potential
catalysts, and concentrate on the smallest and most contaminated properties. The
conclusion offered by the study is that the area has significant potential for
redevelopment and that the existing barriers can be overcome.

The State of Ohio is also creating an urban revitalization program that will be tapped to
complement this final task. Issue One passed in November, and as a result the state will
initiate a program that will have $200 million from a bond issue to be used for urban
projects involving brownfield cleanup. As with most programs, the funds must be
leveraged by monies from other areas. This program will assist us in meeting those
requirements.
The goal of this final portion of the grant is to formally approve 3 to 5 urban revitalization districts that will utilize the grant funds for assessment of sites deemed to be contaminated. The Phase I and Phase II assessments will enable the Port Authority to continue its efforts to verify the contamination of the identified sites. Several areas, beside the five listed in the Brownfield Redevelopment Assessment, are under consideration. All areas are within the City of Cincinnati. Once the city has approved the boundaries of the districts, a complete inventory of the parcels and ownership will be completed. At this time, sites will be identified for the environmental assessment.

D. **Evaluation Criteria: Commitment to Creative Leveraging of EPA Funds**

D.1 **Describe Your Proposed BCRLF Pilot Financial Plan**

It is the Port Authority’s goal to put as much of the grant toward loans as possible. The Port proposes to capitalize the revolving loan fund with $700,000 of grant dollars. This amount will provide loan dollars, as well as allow the Port to meet the public information and community involvement requirements of the BCRLF.

Loans are anticipated to be short term, low interest loans. (For example, the Port foresees a two-year term for the loans with rates 1 to 2 points below prime.) Terms may vary based on dollar amount borrowed. Requests for loans greater than $150,000 will be considered on a case-by-case basis.

BCRLF loans are needed for remediation in follow-up to the environmental assessments prepared through the Brownfields Assessment Pilot Grant program. Other possible program tie-ins are with the State tax exemption programs offered through Ohio’s Enterprise Zone Program or Ohio’s Voluntary Action Program. The State has created numerous financial incentives in the form of grants, low-interest loans and tax breaks. Two entities: the Ohio Water Development Authority (OWDA) and the Ohio Water Pollution Control Loan Fund offer loans for remediation and for projects that will result in water quality benefits.

D.2 **Ability to Attract and Support Other Financing**

The Ohio EPA has displayed its support for Brownfields redevelopment through the creation of the Voluntary Action Program. The VAP is a program for voluntary real estate reuse and cleanup. Ohio EPA issues a Covenant Not to Sue (CNS), upon satisfactory completion of environmental cleanup activities, which promises a volunteer that the Ohio EPA will not require further investigation or cleanup of a property. The use of the VAP will increase participation in cleanup activities and aid in identifying other sources of funding for the redevelopment of Brownfields.

Ohio EPA also administers the Water Pollution Control Loan Fund (WPCLF) which offers low-interest loans for voluntary investigation activities and voluntary remediation. The Ohio Water Development Authority (OWDA) also offers a similar low-interest loan
program for voluntary investigation activities and voluntary remediation. Additionally, the Ohio Department of Development (ODOD) administers the Brownfields Site Cleanup Tax Credit Program, which offers $30 million in tax credits for voluntary action conducted through the Ohio EPA.

Ohio voters recently approved Issue One, a $400 million conservation and revitalization bond. The bond fund is for local governments and government approved entities to finance projects preserving green space and clean water as well as the clean up of toxic properties in Ohio cities and towns. Local leaders will be able to access the funds in the form of grants and loans, with $200 million available for environmental preservation and $200 million for the clean up of abandoned industrial sites. The Port has been in contact with state officials and plans to apply for funding as soon as it becomes available.

D.3 Cash and In-Kind Contributions

The City of Sharonville has already provided the Port with $325,000 for the purchase of the property. The Princeton School District has agreed to return to the Port a portion of the back taxes owed to them from Green Industries.

The Port will commit approximately $50,000 of in-kind services in the form of salaries for the Brownfields Site Manager and Economic Development staff.

D.4 Efficiency of Planned Administrative Structure

The Port of Greater Cincinnati Development Authority already has a working relationship with its environmental consultant, and the potential Fund Manager. There will be no duplications of responsibilities of efforts. Each entity has the proper authority and training to perform their role.

E. Evaluation Criteria: Benefits of BCRLF Loans to the Local Community

E.1 Announcement and Notification of BCRLF Fund Availability

The Port of Greater Cincinnati Development Authority will provide the public with an operating plan for the BCRLF program which will serve as notice of its availability, and as an opportunity to comment on the proposed program structure. In advance of the plan’s distribution, various informational tools, such as newsletters, web site notices, and presentations, will be used to announce the BCRLF program and the plan. This plan will be distributed to the local stakeholders’ thirty (30) days in advance of a public information meeting/hearing on the proposed BCRLF program. After considering any comments, which are received, the Port of Greater Cincinnati Development Authority will adopt the plan and follow it in its implementation of the BCRLF.

E.2 Community Involvement in Future Land Reuse

50
Borrowers will be asked to initiate some level of public involvement in regards to the development of the property. Specific details of this involvement may vary from project to project, but will be spelled out in the borrower’s agreement.

Standards for land-use based environmental cleanups for the property in Sharonville will be decided by the Brownfields Site Manager in conjunction with the environmental consultant on the project.

E.3 Contribution to Community Economic Development Plans

Under the BCRLF, it is expected that the Port of Greater Cincinnati Development Authority will continue to play an integral part in the County’s redevelopment efforts. This will come primarily in the form of leads for redevelopment projects as well as marketing the program and the successes within the program.

The Port also works closely with the Greater Cincinnati Chamber of Commerce and its Partnership for Greater Cincinnati and Regional Marketing Partners, to bring new business into as well as retaining businesses in the region. This regional approach to economic development provides for cost-effective options in approaching marketing, education and training, prospecting and program administration.

E.4 Environmental Justice Benefits

Hamilton County’s economy was based on the development of heavy industry. As a result, during its growth many lives have been impacted by the characteristics associated with industry, many of which have now been determined to be potential health risks. The revitalization of Hamilton County’s tax base will provide job opportunities close to home for many individuals, as well as provide tax revenues to improve public services and the quality of life for all Hamilton County residents.

Through redevelopment of our brownfields we are addressing Hamilton County’s environmental and public health priorities which are: 1) to eliminate real or perceived health risks associated with heavy industry, 2) to minimize and/or prevent future contamination of soils, groundwater or air; and 3) to create a new image for Hamilton County as a clean and healthy location to work and live.

To insure environmental risks do not increase during cleanup and redevelopment of these properties, all remediation will be handled according to prescribed methods and monitored by the Lead Agency and Brownfields Site Manager.

E.5 Projected Sustainable Benefits

The County and City are committed to developing a sustainable brownfields redevelopment program within the Port of Greater Cincinnati Development Authority. Long-term benefits from the development of a sustainable BCRLF program and the current brownfields redevelopment program within Hamilton County will include various
environmental indicators including increased property tax revenues, increased job opportunities, and an institutionalized environmental outreach program via educational outreach materials.

F. Evaluation Criteria: Long-Term Benefits and Sustainability

F.1 National Replicability

The Port is confident that it can achieve sustainable development through brownfield redevelopment within the target area. With the assortment of available programs to assist the Port in its redevelopment efforts, it is believed that almost any property can be placed into productive reuse at a reasonable cost. The BCRLF provides an opportunity for the Port to explore theories for future funding opportunities on both the State and Federal level. The Port can be a model for other local entities interested in a BCRLF.

F.2 Measures of Success

One measure of success will be the determination of an explicit number of brownfield sites eligible for participation in the BCRLF program through the number of loans made and applications received. The identification and remediation of these sites will assist in the development of a strategic plan for appropriate reuse. The Port will assist property owners in marketing their sites when appropriate.

The continued implementation of a comprehensive and thoughtful program that will efficiently address the critical issues associated with brownfield reuse is another goal for the Port. A measure of success for this particular goal is the program’s ability to identify and formulate creative financing solutions for successful remediation of brownfields. As a direct result of the cleanup activity, the amount of the acreage/square footage placed back into productive reuse will be an appropriate measure of the success of the Port of Greater Cincinnati Development Authority’s brownfields redevelopment.

Success in this demonstration pilot will be measured in terms of environmental achievement and economic revitalization of the property. Successful integration of the BCRLF with other funding sources may also be considered as a measure of success.