



FREQUENTLY ASKED QUESTIONS
July 2016

Who is the Port of Greater Cincinnati Development Authority?

The Port of Greater Cincinnati Development Authority (Port Authority) is a quasi-governmental, economic development agency that initiates projects to improve property value and promote job creation throughout Hamilton County. The Port Authority has broad development-related powers and expertise that allow it to take on complex projects that catalyze private investment, with operational focus on real estate development, community revitalization, public finance, and transportation.

Why Did the Port Authority Purchase 2100 Section Road?

The Port Authority purchased 2100 Section Road in June 2016 as part of its Industrial Revitalization Strategy. This board-supported strategy focuses on repurposing large, underperforming tracts of real estate with the goal of producing pad-ready sites that will attract investments in advanced manufacturing, create jobs, and enhance the local real estate tax base.

As a publically-owned and controlled property, 2100 Section Road will be redeveloped in partnership with Amberley Village to ensure the highest and best use of the site.

What Can I Expect During Demolition and Site Preparation?

What is the redevelopment project?

The Port Authority will demolish, remediate, and clear the site for future development by a company or end user.

The Project includes asbestos abatement, limited soil remediation, demolition of the existing structure, demolition of an existing storm water infrastructure, site clearance, and construction of a new storm water channel.

What company will perform the demolition? What is the method for demolition?

The contractor has not yet been identified for the project. The project is tentatively scheduled to be bid in late July. As such, project mobilization is not expected to occur until mid-late September. It is anticipated the project will take 180 days to complete. The selected contractor will make their own determination of the method to complete the project while the Port Authority continues oversight of this and every aspect of the redevelopment process.



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Is the material from demolition able to be recycled?

The Port Authority strives to utilize sustainable, environmental practices in all projects. Where appropriate, building materials will be recycled and incorporated into the project. All other material will be properly disposed of and delivered to a licensed demolition debris landfill.

How will dust be controlled during the project?

The contractor will be required to comply with all applicable local dust control requirements and take appropriate action to minimize dust emanating from the site. Reasonable precautions may include use of water during structural demolition, the covering or tarping of transported materials, and the wetting down of masonry and plaster materials.

How will safe removal of asbestos occur?

Asbestos abatement will occur early in the project and will be limited to the interior of the building. All asbestos containing material will be disposed of in approved containers, covered, and placed in storage until proper removal from the site to an approved asbestos landfill.

The contractor will be required to comply with all Federal and State laws including the U.S. Department of Labor Occupational Safety & Health Administration (OSHA), US. Environmental Protection Agency (EPA), and the Ohio Department of Health during the safe removal of asbestos.

What are the quiet hours in the Village? What can be done about work outside the quiet hours?

Amberley Village Ordinance 95.53 restricts the creation of noise before 7:00 a.m. or after 11:00 p.m.

The contractor will be required to confine productive work hours to 7:00 a.m. to 6:00 p.m. The contractor may perform other minor, non-critical / non-disruptive forms of work such as cleanup, securing the site and other similar activities between 6:00 p.m. and 7:00 p.m. No work is to occur after 7:00 p.m. without the written permission of the Port Authority.

Which streets or routes will be utilized to gain access in and out of the site? Will long delays or street closures be expected along the route?

The contractor will be required to coordinate truck routes with Amberley Village and the Ohio Department of Transportation (ODOT.) The contractor will not place truck traffic in the surrounding residential neighborhoods.



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The project should not unnecessarily impede or interfere with traffic. Should the contractor need a street closure, the contractor will coordinate with the governing department of transportation and Village for permission. The contractor will also notify local Police and Fire Departments of their intention to close streets or alleys before the actual closing takes place.

If the Village determines a street cannot be closed, the contractor will reexamine their project programming and adjust accordingly.

What Can I Expect During Site Clearance and Storm Water Channel Construction?

What is involved in site clearance?

The redevelopment of 2100 Section Road includes clearing approximately 21-acres of currently wooded area to allow for maximum development of the site. The Port Authority has evaluated the wooded area to determine vegetation and appropriate removal. The Port Authority is also conducting a consultation of endangered species.

What is the storm water channel?

The existing storm water infrastructure at the site will need to be removed in order to maximize the overall developable footprint of the property. As such a new storm water channel will be constructed around half of the perimeter of the site. This portion of the project will also correct current flooding and remove the existing floodplain designation in the rear parking lot.

The storm water channel will be constructed in a sustainable, green manner. The channel will be designed to accommodate flood plain storage, detention and water quality for the site. This design will need to be approved by the Village and Federal Emergency Management Agency (FEMA).

It is anticipated that the maximum depth of the channel will be 31 feet and the bottom 2.5 feet wide. Side slopes of the channel will be seeded upon completion of construction and contain some vegetation. Grading for the channel will start at the property line. The channel will usually be dry, but designed to promote the flow of water for drainage during rain events.



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How do I Get More Information about the Project?

How do I receive ongoing updates about the phases of this project?

Information about the project can be obtained by contacting the Port Authority directly at 513.621.3000. Alternatively, updates will be posted on the Port Authority's website at www.cincinnatiport.org or on the Amberley Village website at www.amberleyvillage.org

Who should I contact if I questions or a complaint about what is happening on the site?

All questions or complaints should be directed to the Port Authority. Melissa Johnson, Director of Industrial Development & Logistics is the primary contact for the project and can be reached directly at 513.632.3833 or at mjohnson@cincinnatiport.org

2100 Section Road

Tentative Redevelopment Timeline



Port of Greater Cincinnati
DEVELOPMENT AUTHORITY

Amberley Village considers Rezoning and Street Vacation Requests.



August 2016

Contractor Mobilization (delivery of heavy equipment, installation of security fence). Start of asbestos abatement.



October 2016

Demolition of existing storm water infrastructure. Construction of new storm water channel begins.



January 2017

Project site work is complete. Property is marketed for future development in partnership with Amberley Village.



April 2017

July 2016



Port Authority Requests Rezoning and Street Vacation to Amberley Village.

September 2016



Port Authority Awards Demolition and Site Preparation Contract. Contractor has 180 days to perform the work.

Amberley Village approves rezoning request.



November-December 2016



Structural demolition and site clearance begins.

February-March 2017



Final grading and site preparation.

Timeline and sequence of events are subject to change based on contractor's determination and approval of the Port Authority.