Proposal Name: North Bend Landing Riverfront Navigation & Safety Study  
Submission Date: 08/10/2017  
Proposal ID Number: 9c09ecd9-88b5-4249-b33a-82c76cd987a1

Purpose of Proposal: The proposed “North Bend Landing Riverfront Navigation & Safety Study” is a fundamental component of determining the feasibility and proper design of river channel and shoreline improvements associated with the proposed “North Bend Park and William Henry Harrison Interpretive Center” on the Ohio River in North Bend, Ohio. The intended development includes both public dock facilities and a commercial canoe and kayak livery which will serve as a hub for an expanding water trail network, support the interpretive center and enhance commercial development serving area’s emerging heritage tourism and eco-tourism trades. Safety and Security Issues—The proposed feasibility study will consider design alternatives, costs and the safety and accessibility of improvements as appropriate to maintain safe and efficient barge traffic and support the development of public dock facilities, the proposed kayak/canoe livery, water trail network and any associated public access facilities. Impacts of river currents, floating debris and sedimentation will be considered for both the existing and proposed shoreline configuration. Environmental Issues—The study will identify environmental issues and determine if river channel and/or shoreline modifications will have the potential for negative impacts to threatened or endangered species, protected habitats and ecosystems. Legal & Administrative Issues—The study will evaluate existing or potential conflicts with laws and regulations designed to protect natural systems. Impacts to social, historical, or cultural values will also be evaluated. Management Issues—The study will identify management issues associated with the proposed improvements including the determination of how existing and proposed facilities could impact the overall management plan for the river system. The effects to flood control and structures upstream or downstream will be determined. The public involvement issues and planning associated with the development will be addressed.
1. Administrative Details

Proposal Name: North Bend Landing Riverfront Navigation & Safety Study

by Agency: Village of North Bend, Ohio

Locations: OH

Date Submitted: 08/10/2017

Confirmation Number: 9c09ec9-88b5-4249-b33a-82c76cd987a1

Supporting Documents

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<tr>
<td>Letter of Support -Mayor.pdf</td>
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<tr>
<td>Riverfront Report Updated 8-9.pdf</td>
<td>08/10/2017</td>
</tr>
<tr>
<td>ACOE Map updated 8-9.pdf</td>
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2. Provide the name of the primary sponsor and all non-Federal interests that have contributed or are expected to contribute toward the non-Federal share of the proposed feasibility study or modification.

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Letter of Support</th>
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<tr>
<td>Village of North Bend, Ohio(Primary)</td>
<td>The communities of North Bend, Cleves, and Miami Township are closely linked by more than their geographic positions. Each of the three communities share a rich cultural history. Each has benefited from the influence of two native US Presidents and the scenic beauty and natural resources that attracted them and their families to settle in the area. In 2016 elected officials and other representatives from each of the three communities participated in an advisory committee that was convened to guide the establishment of a conceptual master plan intended to capitalize on the multifaceted potential of the Ohio River and the legacy of William Henry Harrison family. The planning and visioning initiative was conducted over the course of 9 months and involved a series of stakeholder meetings and a public open house where the findings and recommendations of the plan were presented. The resulting North Bend Riverfront Master Plan establishes both a vision and implementation strategy for a multi-phased riverfront development which will be funded using a variety of public and private sources. Public funding is expected to be built upon a multi-jurisdictional partnership which is expected to include the Village of North Bend, Village of Cleves, Miami Township, Hamilton County, The State of Ohio, and the Federal Government. Private funding is expected to include private investors, family foundations and tax increment financing associated with commercial development related to the proposed livery, restaurants, and other commercial enterprises. The transformational qualities of the new riverfront development and adjoining parkland will have a dramatic impact on each of the partnering communities. The new North Bank Landing, Riverwalk and park amenities are expected to create a catalytic impact on demand for tourism and recreation-based retail, dining and service businesses along US 50 &amp; Miami Avenue.</td>
</tr>
<tr>
<td>Hamilton County, Ohio, Miami Township, Ohio, Village of Cleves, Ohio (Land Owner)</td>
<td>Attached</td>
</tr>
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</table>

3. State if this proposal is for a feasibility study, a modification to an authorized USACE feasibility study or a modification to an authorized USACE project. If it is a proposal for a modification, provide the authorized water resources development feasibility study or project name.

[x] Feasibility Study
4. Clearly articulate the specific project purpose(s) of the proposed study or modification. Demonstrate that the proposal is related to USACE mission and authorities and specifically address why additional or new authorization is needed.

The proposed “North Bend Landing Riverfront Navigation & Safety Study” is a fundamental component of determining the feasibility and proper design of river channel and shoreline improvements associated with the proposed “North Bend Park and William Henry Harrison Interpretive Center” on the Ohio River in North Bend, Ohio. The intended development includes both public dock facilities and a commercial canoe and kayak livery which will serve as a hub for an expanding water trail network, support the interpretive center and enhance commercial development serving area’s emerging heritage tourism and eco-tourism trades. Safety and Security Issues-The proposed feasibility study will consider design alternatives, costs and the safety and accessibility of improvements as appropriate to maintain safe and efficient barge traffic and support the development of public dock facilities, the proposed kayak/canoe livery, water trail network and any associated public access facilities. Impacts of river currents, floating debris and sedimentation will be considered for both the existing and proposed shoreline configuration. Environmental Issues-The study will identify environmental issues and determine if river channel and/or shoreline modifications will have the potential for negative impacts to threatened or endangered species, protected habitats and ecosystems. Legal & Administrative Issues-The study will evaluate existing or potential conflicts with laws and regulations designed to protect natural systems. Impacts to social, historical, or cultural values will also be evaluated. Management Issues-The study will identify management issues associated with the proposed improvements including the determination of how existing and proposed facilities could impact the overall management plan for the river system. The effects to flood control and structures upstream or downstream will be determined. The public involvement issues and planning associated with the development will be addressed.
5. To the extent practicable, provide an estimate of the total cost, and the Federal and non-Federal share of those costs, of the proposed study and, separately, an estimate of the cost of construction or modification.

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Explanation (if necessary)

The proposed feasibility study will serve as a foundation for the refinement of the conceptual plan and allow the project partners to evaluate design alternatives and their impacts on river navigation, morphology and safety. Non-federal matching funds will be pooled from discretionary sources among the local jurisdictional partners. The construction costs listed above are derived from the architect’s conceptual level estimate of Phase 1 project costs for Demolition & Site Clearing, Earthwork, Pave¬ments, Structures. The estimated costs include a 20% design and construction contingency. The nonfederal matching funds will be assembled using Tax increment financing, local bonds, and private sources. It is anticipated that all professional services associated with the study will be solicited and awarded according to all applicable federal procurement guidelines.
6. **To the extent practicable, describe the anticipated monetary and nonmonetary benefits of the proposal including benefits to the protection of human life and property; improvement to transportation; the national economy; the environment; or the national security interests of the United States.**

Protection of the Environment, Human Life & Property – The proposed feasibility study will allow jurisdictional authorities to analyze current conditions and environmental factors within the Ohio River Channel and assess the impacts of proposed shoreline modifications, river traffic, currents, seasonal fluctuation, floating debris and sedimentation against accepted standards for environmental quality, sustainability, safety, and accessibility. Improvements to Transportation - The study will inform a determination of the most appropriate ways to maintain safe and efficient barge traffic while supporting the development of increased recreational usage and inform design and safety measures which can minimize conflicts between commercial and recreational navigation, enhance access and improve safety. Cultural and Economic Impacts - Concurrent with the Planning for the Riverfront, North Bend and Hamilton County Planning and Development commissioned a Market Study of the Commercial Corridor and Riverfront Trade Area. The study was conducted by the Hamilton County Development Corporation (HCDC) and included both a demographic and competitive market analysis and an evaluation of the market potential for the proposed Riverfront Development. The study concluded that the preferred development plan “...has the potential to expand a local amenity into a regional recreational, historic, and cultural destination”. Further, the author highlighted the plans “Transformational” potential and commended the proposed program’s focus on the potential to leverage the Harrison Tomb Site, the legacy of Presidents Wm. Henry and Benjamin Harrison and the overall draw of the area’s cultural heritage to accelerate the pace of commercial investment along US 50 & the River and catalyze higher density mixed-use development with the area’s existing second tier commercial sites.
7. Does local support exist? If ‘Yes’, describe the local support for the proposal.

[x] Yes

Local Support Description

The North Bend Landing Riverfront Navigation & Safety project is a collaboration between the Village of Cleves, Miami Township, Hamilton County and the Village of North Bend. Hamilton County Planning and Development awarded a $20,000 planning grant to the Village of North Bend for the purpose of conducting a planning and design study for North Bend’s Ohio Riverfront. Hamilton County Development Corporation (HCDC) awarded a $20,000 grant to the Village of North Bend to conduct a demographic and competitive market analysis. Tri-state Trails and the Ohio Department of Transportation (ODOT) began the first phase of the proposed bicycle trail’s implementation. Congressman Steve Chabot, Representative Louis Blessing, III and Hamilton County Commissioner Denise Driehaus are also supporters of this project.

8. Does the primary sponsor named in (2.) above have the financial ability to provide for the required cost share?

[x] Yes
Primary Sponsor Letter of Support

(As uploaded)
August 7, 2017

United States Army Corps of Engineers
Mazzoli Federal Building
600 Dr. Martin Luther King, Jr. Place
Louisville, KY 40202

RE: North Bend Landing Riverfront Navigation & Safety Study

Dear Sir/Madam:

On behalf of the Village of North Bend, I am pleased to submit the North Bend Landing Riverfront Navigation & Safety Study project for consideration under WRRDA and hereby request funding assistance from the United States Army Corps of Engineers.

The North Bend Landing Riverfront Navigation & Safety project is a collaboration between the Village of Cleves, land owner, Miami Township and Hamilton County, financial and administrative partners and the Village of North Bend, the primary organizer, convener of partners and jurisdiction of property.

Completed Work

2016 Planning & Design Study - In 2016 Hamilton County Planning and Development awarded a $20,000 planning grant to the Village of North Bend for the purpose of conducting a planning and design study for North Bend’s Ohio Riverfront. The Riverfront property includes a 6-acre parcel that is owned by the Village of Cleves and is currently used as both a limited public access and seasonal camping site. Elected officials and other representatives from North Bend, Cleves, Miami Township, Hamilton County Planning & Development, the Hamilton County Development Corporation and the Greater Cincinnati Metropolitan Sewer District participated in an advisory committee that was convened to guide the establishment of a conceptual master plan intended to capitalize on the multifaceted potential of the Ohio River and the legacy of William Henry Harrison family. The committee solicited qualifications and proposals from several capable planning and design teams and ultimately selected MKSK (Lead Planners and Landscape Architects) and Burgess & Niple (Lead Engineering) to perform the requested work. The planning and visioning initiative was conducted over the course of 9 months and involved a series of stakeholder meetings and a public open house where the findings and recommendations of the plan were presented.
During the course of the study MKSK & Burgess and Niple completed a review of existing and available studies of the river pool including a review of current FEMA mapping for the site. Three alternative concepts for development were presented and eventually consolidated into a preferred design plan and phasing approach. The resulting North Bend Riverfront Master Plan establishes both a vision and implementation strategy for a multi-phased riverfront development which will be funded using a variety of public and private sources. Public funding is expected to be built upon a multi-jurisdictional partnership which is expected to include the Village of North Bend, Village of Cleves, Miami Township, Hamilton County, The State of Ohio, and the Federal Government. Private funding is expected to include private investors, family foundations and tax increment financing associated with commercial development related to the proposed livery, restaurants, and other commercial enterprises.

2016 Market Study - In 2016 Hamilton County Planning and Development awarded a $20,000 grant to the Village of North Bend for the purpose of conducting a Market Study of the North Bend Commercial Corridor and Riverfront Trade Area. The study, conducted by the Hamilton County Development Corporation (HCDC), included both a demographic and competitive market analysis including an evaluation of the market potential for the proposed Riverfront Development. The study concluded that the preferred development plan "... has the potential to expand a local amenity into a regional recreational, historic, and cultural destination".

Further, the author highlighted the plans "Transformational" potential and commended the proposed program's focus on the potential to leverage the Harrison Tomb Site, the legacy of Presidents William Henry and Benjamin Harrison and the overall draw of the area's cultural heritage to accelerate the pace of commercial investment along US 50 and the Miami Avenue Corridor and catalyze higher density mixed-use development with the area's existing second tier commercial sites. HCDC noted,

"Historic tourism's public appeal is an artful mixture of history and compelling presentation. Health and recreational activities that include, walking and hiking trails provide a more comprehensive visitor experience and link the initial riverfront site to other communities and facilities, forming a network of venues to attract visitors new to the village and otherwise unfamiliar with its metropolitan area location."

2017 US 50 Corridor Study - Early in 2017 the Village of North Bend, the Hamilton County Department of Planning & Development, Tri-state Trails, and the Ohio Department of Transportation (ODOT) began the first phase of the proposed bicycle trail's implementation via a $7500 planning and design study which evaluated options for the development of bicycle facilities along US 50. During the summer of 2017 ODOT completed final design for the development of dedicated bike lanes which will extend from the Great Miami River east to the City of Cincinnati corporation line. The new facilities are scheduled to be installed as part of ODOT's US 50 resurfacing project in 2018.
Ongoing Efforts

To date, the Village of North Bend, Hamilton County and our project partners have invested over $75,000 in paid and pro-bono planning, design and administrative services.

Hamilton County Department of Planning & Development and the Village of North Bend are currently collaborating to develop a grant application for Community Development Block Grant Funding intended to expand the organizational capacity of the partnership and fund ongoing efforts in project administration, grant writing, fundraising and promotion.

In 2018, the project partners anticipate submitting a Transportation Alternatives Grant application to the Ohio-Kentucky-Indiana Regional Council of Governments. The TA Grant will be targeted to access improvements to and within the development.

We also have support from Congressman Steve Chabot, Representative Louis Blessing, Ill and Commissioner Denise Driehaus. These individuals are currently drafting letters of support and will provide them upon request. Thank you for your consideration on behalf of the Village of North Bend.

Sincerely,

 Douglas Sammons, Mayor
 Village of North Bend

cc: Congressman Steve Chabot
    Representative Louis Blessing, Ill
    Hamilton County Commissioner Denise Driehaus
    Jan Rouse, Mayor, Village of Cleves
    Paul Beck, Trustee, Miami Township
    Steve Johns, Hamilton County Planning and Development
Additional Proposal Information

(This is as uploaded, a blank page will show if nothing was submitted)
Riverfront Report Updated 8-9.pdf
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**NORTH BEND RIVERFRONT PARK**

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5. MASTER PLAN
6. PH 1 PARK CONCEPT
7. PH 2 PARK EXPANSION/ST. ANNES GATEWAY
8. RIVER LANDING CONCEPT
9. US 50 TRANSFORMATION CONCEPT
10. FUTURE CONNECTIVITY
11. BUDGET
12. IMPLEMENTATION STRATEGY
13. APPENDIX
   A - FUNDING PLAN
   B - ADDITIONAL STUDIES & ONGOING EFFORTS
We would like to thank all who have attended public meetings, open houses, and workshops for contributing their time and ideas. Further, we would like to extend a special note of thanks to the following individuals whose efforts made the completion of this study possible:

VILLAGE OF NORTH BEND
Douglas Sammons, Mayor
Shirley Smith, Council Member
Ron Nunnery, Council Member
Dave Moorman, Council Member
Scott Sollmann, Village Law Director
Marilyn Kramer, Deputy Clerk
Rick Schultz, Village Maintenance Supervisor

VILLAGE OF CLEVES:
Danny Stacy, Mayor
Jan Rouse, Vice Mayor
Michael Flynn, Council Member
Tiffney Myers, Council Member
Mike Rahall, Administrator

MIAMI TOWNSHIP:
Paul Beck – Trustee

AGENCY REPRESENTATIVES:
Steve Johns – Hamilton County Planning & Development
Stacy Todd – Hamilton County Planning & Development
Bruce Smith, Hamilton County Metropolitan Sewer District
Barry Strum, Hamilton County Development Corporation
EXECUTIVE SUMMARY
NORTH BEND RIVERFRONT PARK

HISTORIC CONTEXT - The communities of North Bend, Cleves, and Miami Township are closely linked by more than their geographic positions. Each of the three communities share a rich cultural history dating back to the time that Tecumseh and the Native Indian confederacy which controlled the land that was later claimed by the US Congress - and governed by William Henry Harrison - through the establishment of the Northwest Territory. Each jurisdiction owes their growth and development to the Ohio, Whitewater & Great Miami Rivers, the Miami & Eire Canal, the Railroad, and US 50. Each has benefited from the influence of two United States Presidents and the scenic beauty and natural resources that attracted them and their families to settle in the area.

While the William Henry Harrison Tomb may be the most prominent and iconic historic site, the richness and depth of the area’s historic and cultural significance can be seen throughout the three communities.

The multi-jurisdictional partnership toward the development of the proposed Riverfront Park provides an opportunity for each of the communities to leverage the unspoiled scenic beauty of the North Bend’s Riverfront setting with the historical significance of the establishment of the Northwest Territory, Tecumseh & The Indian Wars, The Battle of Tippecanoe, and the legacy of North Bend’s two native presidents - William Henry Harrison and Benjamin Harrison.
**EXECUTIVE SUMMARY**

**NORTH BEND RIVERFRONT PARK**

**2016 PLANNING & DESIGN STUDY** - In 2016 Hamilton County Planning and Development awarded a $20,000 planning grant to the Village of North Bend for the purpose of conducting a planning and design study for North Bend’s Ohio Riverfront. The Riverfront property includes a 6-acre parcel that is owned by the Village of Cleves and is currently used as both a limited public access and seasonal camping site. Elected officials and other representatives from North Bend, Cleves, Miami Township, Hamilton County Planning & Development, the Hamilton County Development Corporation and the Greater Cincinnati Metropolitan Sewer District participated in an advisory committee that was convened to guide the establishment of a conceptual master plan intended to capitalize on the multifaceted potential of the Ohio River and the legacy of William Henry Harrison family. The committee solicited qualifications and proposals from several capable planning and design teams and ultimately selected MKSK (Lead Planners and Landscape Architects) and Burgess & Niple (Lead Engineering) to perform the requested work. The planning and visioning initiative was conducted over the course of 9 months and involved a series of stakeholder meetings and a public open house where the findings and recommendations of the plan were presented. During the course of the study Burgess and Niple completed a review of existing and available studies of the river pool including a review of current FEMA mapping for the site. Three alternative concepts for development were presented and eventually consolidated into a preferred design plan and phasing approach. The resulting North Bend Riverfront Master Plan establishes both a vision and implementation strategy for a multi-phased riverfront development which will be funded using a variety of public and private sources. Public funding is expected to be built upon a multi-jurisdictional partnership which is expected to include the Village of North Bend, Village of Cleves, Miami Township, Hamilton County, The State of Ohio, and the Federal Government. Private funding is expected to include private investors, family foundations and tax increment financing associated with commercial development related to the proposed livery, restaurants, and other commercial enterprises.
**EXECUTIVE SUMMARY**

**NORTH BEND RIVERFRONT PARK**

**VISION** - This conceptual master plan depicts a phase-able approach for the development of contiguous riverfront parkland to the east and west of the Miami Avenue corridor where it meets US 50.

The “West Riverfront” development area is designed to serve as both a local hub for everyday recreation, passive enjoyment and a wide variety of civic and cultural events. The west parcel’s shoreline features nearly one-quarter mile of waterfront access along a proposed promenade punctuated with a boat dock and two observation platforms where visitors can realize a boat-captain’s view of the beautiful Ohio. The proposed William Henry Harrison Interpretive Center will serve as both a regional and national anchor for heritage tourism and afford stunning vistas across the North Bend of the Ohio to fields, hills and woodlands that have changed little since the days that Governor Harrison established residency in the area. A dog park, playscape, and event lawns will draw everyday patronage from both the local communities and many others extending from Lawrenceburg to Bridgetown.

Increasing the visibility and accessibility of parks maximizes their economic contribution to the surrounding communities. The “East Riverfront” area capitalizes on the opportunity to re-establish a strong visual linkage between the Miami Avenue and US 50 corridors and the Ohio River. The Master plan proposes to extend St. Annes Drive across US 50 and create up to 5 acres of new parkland on a portion of the existing Consolidated Grain and Barge property. The transformational qualities of the new riverfront parkland will have a dramatic impact on the image and identity of each of the partnering communities. The new “postcard view”, North Bank Landing, Riverwalk and park amenities have the potential to create a catalytic impact on demand for tourism and recreation-based retail, dining and service businesses along US 50 & Miami Avenue.
EXECUTIVE SUMMARY
NORTH BEND RIVERFRONT PARK

US 50 ENHANCEMENTS – Prior to the construction of I-275 and I-74, US 50 served as western Hamilton County’s interstate highway. The newer interstate system and local changes in transportation patterns and daily traffic volumes suggest that there may be an opportunity to transform US 50 into a roadway more closely resembling both the function and appearance of US 50 in the nearby Village of Mariemont, Ohio. While more detailed study of the possible scope and extents of modifications will be required, traffic calming and design features could range from beautification measures such as planted medians and street trees to reductions in lane widths and other “road-diet” options where space previously allocated to vehicular travel lanes might be reallocated to on-street parking, tree lawns, sidewalks or bikeways.

“NORTH BEND VILLAGE” – The East Riverfront Master Plan depicts the potential for increased development and the creation of walkable, mixed-use village atmosphere on the existing “North Bend Towne Centre” site. New retail and dining venues would be clustered along US 50 and St. Annes Drive where patrons would have the ability to leave their cars at their townhouse or condominium and walk between the restaurant, shops and riverfront.
Travel and tourism is one of the nation’s leading retail sales industries, and outdoor recreation is one of the strongest growth areas of the nation’s economy. Parks and open space play a significant role in this tourism economy. In addition to hosting festivals, concerts, sporting events, and civic activities, well-designed signature parks serve as tourist attractions themselves and an anchor for the community’s hospitality industry. Landmark parks such as Central Park, Balboa Park, Golden Gate Park, and Millenium Park serve as destinations that attract out-of-town, overnight visitors as well as day-trip and local visits. The top five most visited city parks in the country totaled over 84 million visitors in 2009.

Tourism and visitor activity is a vital source of local spending and a driver for economic development. Retail and restaurant sales, hotel bed nights, and support of cultural, historic, and civic resources are all by-products of a healthy tourism economy and can be both supported and driven by high-quality parks and open space. Parks-based tourism activity can account for up to 15% of tourism revenue in major cities such as San Diego, New York and Philadelphia, and can generate larger percentages in communities where parks are the primary civic and cultural attractions.
ECONOMIC IMPACT OF PARKS & OPEN SPACE

North Bend Riverfront Park

ECONOMIC IMPACT OF PARKS & OPEN SPACE
municipal revenue

Commercial rents, residential sale prices, and assessed values for properties near a well-improved park generally exceed those in surrounding submarkets.
How Smart Parks Investment Pays the Way - Ernst & Young

criteria for greatest economic impact

located in urban areas
well-designed
well-maintained and managed
highly visible and accessible
passive, natural resource-based
local partners and advocates

A positive impact of 20 percent on property values abutting or fronting a passive park area is a reasonable point of departure for estimating the magnitude of the impact of parks on property values.
The Economic Benefits of Land Conservation - Trust for Public Land
PARK DEVELOPMENT PRIORITIES
NORTH BEND RIVERFRONT PARK

1ST PHASE
- Riverfront Promenade
- Restaurant
- Adventure Playground for Adults & Children
- Paths and Trails
- Event Lawn
- Dog Park
- Boat Docks
- Beach Volleyball
- Food Trucks
PARK DEVELOPMENT PRIORITIES
NORTH BEND RIVERFRONT PARK

2ND PHASE
- William H. Harrison Interpretive Center
- 2nd Restaurant
- Convert US-50 into walkable/bikeable Thoroughfare
- Explore Acquiring Consolidated Barge Terminal Site
- "Green Screen" for MSD
- Extend St. Annes Drive across Railroad tracks

FUTURE PHASES
- Expand park to the East
- Ferry / Water Taxi to KY
- Mixed Use Development North of US-50
“The West Riverfront’s shoreline features nearly one-quarter mile of waterfront access along a proposed promenade punctuated with a boat dock and two observation platforms where visitors can realize a boat-captain’s view of the beautiful Ohio.”
"New retail and dining venues at the East Riverfront would be clustered along US 50 and St. Annes Drive. Patrons would have the ability to leave their cars at their townhouse or condominium and walk between the restaurant, shops and riverfront."
“The proposed William Henry Harrison Interpretive Center will serve as both a regional and national anchor for heritage tourism and afford stunning vistas across the North Bend of the Ohio. A dog park, playscape, and event lawns will draw everyday patronage from both the local communities and many others extending from Lawrenceburg to Bridgetown.”
"The East Riverfront Master Plan depicts the potential for increased development and the creation of walkable, mixed-use village atmosphere on the existing North Bend Towne Centre site."
US 50 TRANSFORMATION CONCEPT
NORTH BEND RIVERFRONT PARK

“US 50 traffic calming and
design features could range from
beautification measures such as
planted medians and street trees
to reductions in lane widths and
other “road-diet” options where
space previously allocated to
vehicular travel lanes might be
reallocated to on-street parking,
tree lawns, sidewalks or bikeways.”
**FUTURE CONNECTIVITY**

**OHIO RIVER TRAIL**
## BUDGET
**NORTH BEND RIVERFRONT PARK**

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<th>PH 2 PARK EAST</th>
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Not Included:
- Interpretive Center/Restaurant
- MSD Enclosure Modifications
- Utility Relocation
- Soil Exportation
- Remediation

Not Included:
- Private Site Improvements
- Utility Relocation
- Soil Exportation
- Remediation
## IMPLEMENTATION STRATEGY

**NORTH BEND RIVERFRONT PARK**

### NEAR TERM PRIORITIES

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<th>SA</th>
<th>SM&amp;P</th>
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<td>Work among project partners to confirm near-term implementation priorities and secure site control of required riverfront land(s).</td>
<td>PA</td>
<td>SF/SA</td>
<td>SF/SA</td>
<td>SF/SA</td>
<td>SA</td>
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<td>Work with Hamilton County and ODOT to determine required planning and design process for reconfiguration of US 50.</td>
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<td>SF/SA</td>
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<td>PA</td>
<td>SF/SA</td>
<td>SA</td>
<td>SF</td>
<td>SA</td>
</tr>
<tr>
<td>Approach Consolidated Terminal (&amp; Railroad) to discuss potential for acquisition and/or access easements across St. Annes to expanded park area.</td>
<td>PA</td>
<td>SF/SA</td>
<td>SA</td>
<td>SA</td>
<td>SA</td>
<td>SA</td>
<td>PA</td>
<td>SF/SA</td>
<td>SA</td>
<td>SF</td>
<td>SA</td>
</tr>
<tr>
<td>Identify interested operators and developer(s) for dev. of riverfront restaurant, comm. parcels &amp; Aston Oaks “Riverfront Village” site at US 50 &amp; St. Annes.</td>
<td>PA</td>
<td>SF/SA</td>
<td>SF</td>
<td>SF</td>
<td>SA/SA</td>
<td>SF</td>
<td>SA</td>
<td>SF</td>
<td>SA/SA</td>
<td>SF</td>
<td>SA</td>
</tr>
<tr>
<td>Solicit interest in dev. of William Henry Harrison Interpretive center/feature(s) with State of Ohio, Federal Officials private funders and foundations.</td>
<td>PA</td>
<td>SF</td>
<td>SF</td>
<td>SF</td>
<td>SF</td>
<td>SF</td>
<td>PA</td>
<td>SF</td>
<td>SF</td>
<td>SF</td>
<td>SM&amp;P</td>
</tr>
<tr>
<td>Complete final design, funding and construction of proposed pedestrian/bike facilities, streetscaping and access improvements to US 50.</td>
<td>PA/PF</td>
<td>SA/SA</td>
<td>SA/SA</td>
<td>SA/SA</td>
<td>SA/SA</td>
<td>SA/SA</td>
<td>PA/PF</td>
<td>SA/SA</td>
<td>SA/SA</td>
<td>SA/SA</td>
<td>SM&amp;P</td>
</tr>
</tbody>
</table>
## Implementation Strategy

**North Bend Riverfront Park**

### Mid-Long Range Objectives

(Next 2-5 years)

| Establish Tax Increment Financing Model as appropriate to fund public improvements at US 50 and Commercial Parcels | SA | SA | PA/PF |
| Complete fundraising, final design and construction of proposed phase 1 improvements to Cleves Prop. | SA | SA | PA/PF | SA/SF | SF | SF |
| Establish “first in” programming of events and commercial activities (i.e.: concerts, art fairs, rafting/canoe livery, food trucks, etc.) | SA | PA/SF | SF |
| Complete preliminary design of phase 2 improvements including rail crossing[s], WHH Interpretive Center & Restaurant Sites. | PA/PF | SA/SF | SA/SF | SA/SF |
| Acquire expanded riverfront property south of Cleves/Boat Club parcels | PA/SF | SA/SF | SF | SF | SA/SF | SA/SF |

**Responsibility Partners**

- **PA** - Primary Administrative Responsibility
- **PF** - Primary Financial Responsibility
- **SF** - Supporting Financial Interest
- **SA** - Supporting Administrative Role
- **SM&P** - Supporting Marketing & Promotional Interest

**Responsible Parties**

- North Bend, Cleves & Miami Twsp.
- Private Business/Property Owners/Developers
- State of Ohio/OHGO
- Federal Gov’t & Agencies
- Hamilton County
- ODOT
- Ham. Co. Park Dist./River West Trail Working Group
- USACE
- Charitable Trusts/Foundations
- MSD/Port Authority/Other Public Agencies

**Note:**

- SA - Supporting Administrative Role
- SM&P - Supporting Marketing & Promotional Interest
APPENDIX ‘A’ - FUNDING PLAN

NORTH BEND RIVERFRONT PARK

In 2016 elected officials and other representatives from each of the three communities participated in an advisory committee that was convened to guide the establishment of a conceptual master plan intended to capitalize on the multifaceted potential of the Ohio River and the legacy of William Henry Harrison family. The planning and visioning initiative was conducted over the course of course of 9 months and involved a series of stakeholder meetings and a public open house where the findings and recommendations of the plan were presented. The resulting North Bend Riverfront Master Plan establishes both a vision and implementation strategy for a multi-phased riverfront development which will be funded using a variety of public and private sources. Public funding is expected to be built upon a multi-jurisdictional partnership which is expected to include the Village of North Bend, Village of Cleves, Miami Township, Hamilton County, The State of Ohio, and the Federal Government. Private funding is expected to include private investors, family foundations and tax increment financing associated with commercial development related to the proposed livery, restaurants, and other commercial enterprises.

Early in 2017 the Village of North Bend, the Hamilton County Department of Planning & Development, Tri-state Trails, and the Ohio Department of Transportation (ODOT) began the first phase of implementation via a planning and design study which evaluated options for the development of bicycle facilities along US 50. During the summer of 2017 ODOT completed final design for the development of dedicated bike lanes which will extend from the Great Miami River east to the City of Cincinnati corporation line. The new facilities are scheduled to be installed as part of ODOT’s US 50 resurfacing project in 2018.

Hamilton County Department of Planning & Development and the Village of North Bend are currently collaborating to develop a grant application for Community Development Block Grant Funding intended to expand the organizational capacity of the partnership and fund ongoing efforts in project administration, grant writing, fundraising and promotion.
**APPENDIX ‘B’ - ADDITIONAL STUDIES & ONGOING EFFORTS**

**NORTH BEND RIVERFRONT PARK**

**2016 MARKET STUDY** – In 2016 Hamilton County Planning and Development awarded a $20,000 grant to the Village of North Bend for the purpose of conducting a Market Study of the North Bend Commercial Corridor and Riverfront Trade Area. The study included both a demographic and competitive market analysis including an evaluation of the market potential for the proposed Riverfront Development. The study concluded that the preferred development plan “…has the potential to expand a local amenity into a regional recreational, historic, and cultural destination”.

**2017 US 50 CORRIDOR STUDY** – Early in 2017 the Village of North Bend, the Hamilton County Department of Planning & Development, Tri-state Trails, and the Ohio Department of Transportation (ODOT) began the first phase of the proposed bicycle trail’s implementation via a $7500 planning and design study which evaluated options for the development of bicycle facilities along US 50. During the summer of 2017 ODOT completed final design for the development of dedicated bike lanes which will extend from the Great Miami River east to the City of Cincinnati corporation line. The new facilities are scheduled to be installed as part of ODOT’s US 50 resurfacing project in 2018.

**ONGOING EFFORTS** - Hamilton County Department of Planning & Development and the Village of North Bend are currently collaborating to develop a grant application for Community Development Block Grant Funding intended to expand the organizational capacity of the partnership and fund ongoing efforts in project administration, grant writing, fundraising and promotion.

In 2018, the project partners anticipate submitting a Transportation Alternatives Grant application to the Ohio-Kentucky-Indiana Regional Council of Governments. The TA Grant will be targeted to access improvements to and within the development.
US 50 CORRIDOR STUDY
SCHEMATIC MASTER PLAN - SEPTEMBER 2016
US 50 THROUGH MARIEMONT

Google Plan View - Transitions from 3 lanes at 35 mph to 4 lanes at 25 mph with parking at Village Green

Google Street View - Transitions from 3 lanes at 35 mph to 4 lanes at 25 mph with parking at Village Green
US 50 THROUGH TERRACE PARK

Google Plan View - 3 lanes of traffic at 35 mph with center median / turn lane

Google Street View - 3 lanes of traffic at 35 mph with center median / turn lane
US 50 THROUGH FAIRFAX

Google Plan View - Transitions from 5 lanes at 35 mph to 3 lanes at 25 mph at Meadowlark Ln. intersection

Google Street View - Transitions from 5 lanes at 35 mph to 3 lanes at 25 mph at Meadowlark Ln. intersection
BARDSTOWN ROAD, LOUISVILLE, KY

Google Street View - Restricted parking during peak hours
ST ANNES TO MOUNT NEBO - EXISTING CONDITIONS

+/- 60’ Pavement Section with 8’-9’ Shoulders Each Side
ST ANNES TO MOUNT NEBO - EXISTING CONDITIONS

60’ PAVEMENT SECTION WITH 8’ SHOULDERS EACH SIDE

1 - Google Street View Facing North

CAGIS Plan View
ST ANNES TO MT NEBO - EXISTING CONDITIONS

60' PAVEMENT SECTION WITH 4' MINIMUM SHOULDERS EACH SIDE

1 - Google Street View Facing West
2 - Google Street View Facing West

CAGIS Plan View
ST ANNES - EXISTING CONDITIONS

EXISTING SECTION
RAISED CURB
GUARDRAIL

EXISTING PLAN VIEW
ST ANNES - LANE DIET

EXISTING SECTION
RAISED CURB

GUARDRAIL

PROPOSED SECTION

PROPOSED PLAN VIEW

US 50 CORRIDOR STUDY
Ohio River Trail West Phase 4

Fernbank Park to Shawnee Lookout Park

**Phase 4**
Fernbank Park to Shawnee Lookout Park. Approx 11 miles. Offroad, south of Rt50. Possible north and south routes around Shawnee Lookout Park.

**Shawnee Lookout Park**

**Gulf Park**
Existing BMX track, play fields, play ground, parking. Proposed Trailhead.

**Harrison’s Tomb**
Existing Monument and vehicle parking. Proposed trailhead.

**Fernbank Park**
Existing greenspace, playground, vehicle parking and 1mi Loop.

**To Riverside, Sedamsville, Downtown Cincinnati**
See Phase 1-3 Map.

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**US 50 CORRIDOR STUDY**
POTENTIAL LANE DIET PHASING

LEGEND
1. SIGNALIZED INTERSECTION AND PEDESTRIAN CROSSING AT ST. ANNES
2. NON-SIGNALIZED INTERSECTION AND PEDESTRIAN CROSSING AT SYMMES AVENUE
MIAMI AVENUE REALIGNMENT ALTERNATIVE

LEGEND
1. SIGNALIZED INTERSECTION AND PEDESTRIAN CROSSING AT ST. ANNES
2. NON-SIGNALIZED INTERSECTION AND PEDESTRIAN CROSSING AT SYMMES AVENUE
3. POTENTIAL 90 INTERSECTION AT MIAMI AVENUE
POTENTIAL BIKEWAY PHASING

LEGEND
1. SIGNALIZED INTERSECTION AND PEDESTRIAN CROSSING AT ST. ANNES
2. NON-SIGNALIZED INTERSECTION AND PEDESTRIAN CROSSING AT SYMMES AVENUE
SHADY LANE - EXISTING CONDITIONS

48' PAVEMENT SECTION WITH 8'-12' SHOULDERS

1 - Google Street View Facing West

CAGIS Plan View

CAGIS Plan View

US 50 CORRIDOR STUDY
SHADY LANE - EXISTING CONDITIONS

EXISTING SECTION

EXISTING PLAN VIEW
SHADY LANE - LANE DIET WITH BUFFERED BIKE LANES

EXISTING SECTION

PROPOSED SECTION

PROPOSED PLAN VIEW
SHADY LANE - LANE DIET WITH CYCLE TRACK

**EXISTING SECTION**

- GUARDRAIL

**PROPOSED SECTION**

- CYCLE TRACK
- WOODED EMBANKMENT

**PROPOSED PLAN VIEW**

- WALK
- LAWN
- SHOULDER / PARKING
- CYCLE TRACK
- WOODED EMBANKMENT
NEXT STEPS
Map Document

(This is as uploaded, a blank page will show if nothing was submitted)
ACOE Map updated 8-9.pdf