

**Report to Congress for Future Water Resources Development (WRRDA 7001) Submission  
Package**

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: 9c09ecd9-88b5-4249-b33a-82c76cd987a1**

*Supporting Documents*

<b>File Name</b>	<b>Date Uploaded</b>
Letter of Support -Mayor.pdf	08/10/2017
Riverfront Report Updated 8-9.pdf	08/10/2017
ACOE Map updated 8-9.pdf	08/10/2017

**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.**

Sponsor	Letter of Support
Village of North Bend, Ohio(Primary)	<p>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.</p>
Hamilton County, Ohio, Miami Township, Ohio, Village of Cleves, Ohio (Land Owner)	Attached

**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.*

	<b>Federal</b>	<b>Non-Federal</b>	<b>Total</b>
<b>Study</b>	\$150,000	\$30,000	\$180,000
<b>Construction</b>	\$2,745,600	\$686,400	\$3,432,000

**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, Pavements, 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 Commission 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 plan’s “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.**

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?**

Yes

# Primary Sponsor Letter of Support

(As uploaded)

**Letter of Support -Mayor.pdf**



# Village of North Bend

21 Taylor Avenue  
North Bend, Ohio 45052  
(513) 941-0610

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

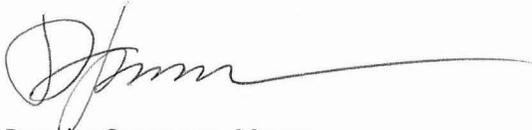
To date, the Village of North Bend, Hamilton County and our project partners have invested over \$75,000 in paid and pro-bono planning, design and administrative services.

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, III 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,

A handwritten signature in black ink, appearing to read 'D Sammons', with a long horizontal flourish extending to the right.

Douglas Sammons, Mayor  
Village of North Bend

cc: Congressman Steve Chabot  
Representative Louis Blessing, III  
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**

# NORTH BEND RIVERFRONT PARK

SCHEMATIC MASTER PLAN - SEPTEMBER 2016



**CONSULTING TEAM**



**PROJECT PARTNERS**



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# ACKNOWLEDGEMENTS

## NORTH BEND RIVERFRONT PARK

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  
Tiffiney 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

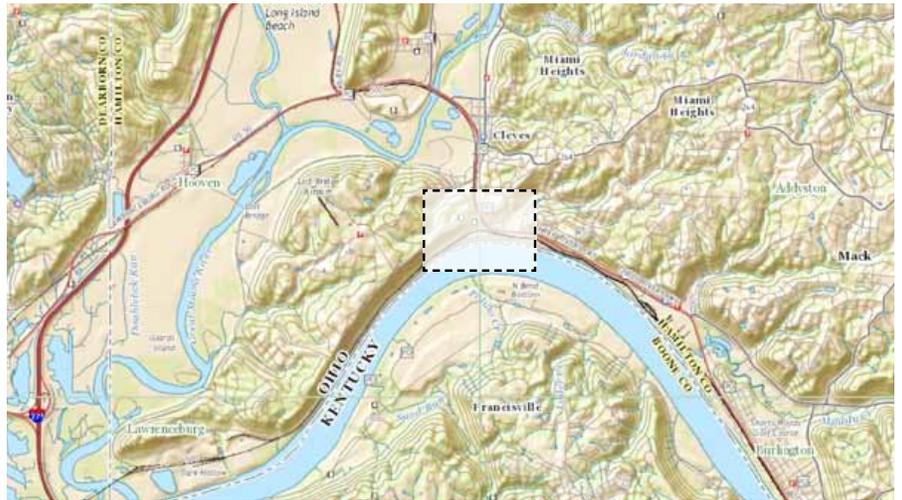
# EXECUTIVE SUMMARY

## 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.



USGS Map

# 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.



Conceptual alternative from March 2016

# 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.



North Bend Riverfront Park Master Plan

# EXECUTIVE SUMMARY

## NORTH BEND RIVERFRONT PARK

East Riverfront Master Plan

**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.



# ECONOMIC IMPACT OF PARKS & OPEN SPACE

NORTH BEND RIVERFRONT PARK

ECONOMIC IMPACT OF PARKS & OPEN SPACE

tourism, hospitality, & outdoor recreation

**ohio** outdoor recreation

**\$17.4B** annual spending

**\$1.3B** tax revenue

**196,000** jobs

Source: The Economic Benefits of the Clean Ohio Fund Conservation, 09.2012

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 activity, 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

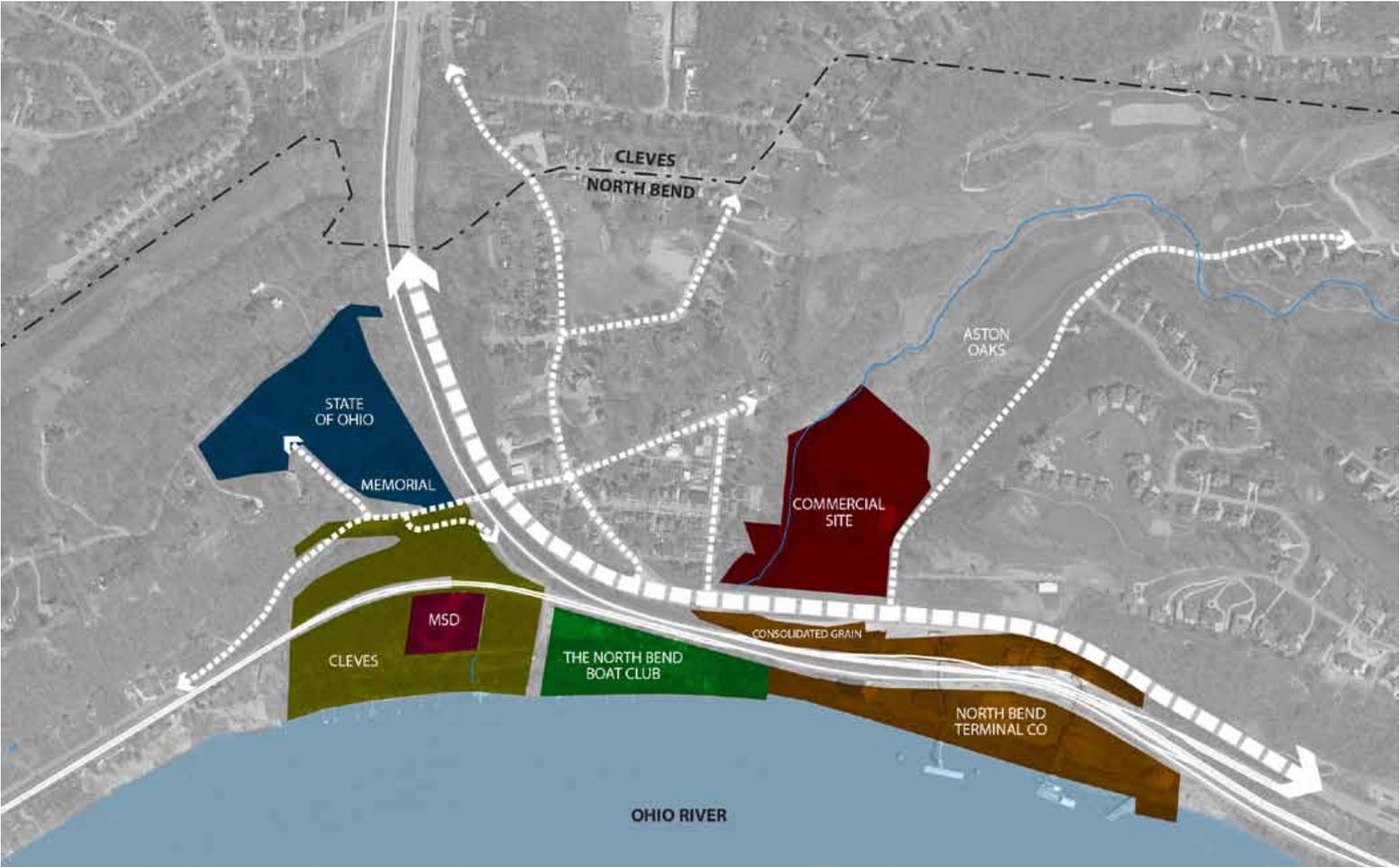
**A positive impact of 20 percent on property values** abutting or fronting a passive park area is a reasonable point of departure for estimating the magnitude of the impact of parks on property values

*The Economic Benefits of Land Conservation - Trust for Public Land*



# CONTEXT MAP

NORTH BEND RIVERFRONT PARK



# 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

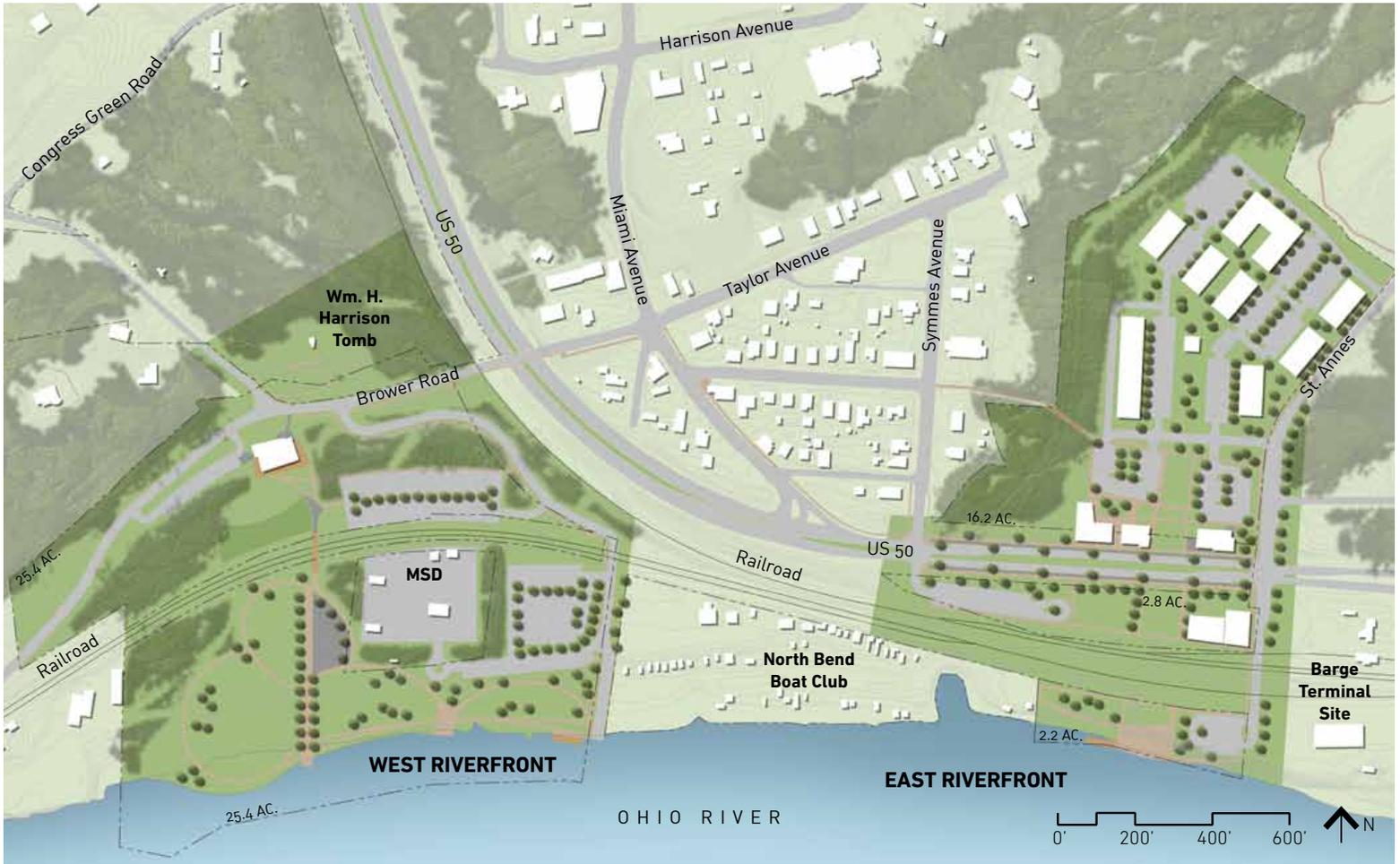
### FUTURE PHASES

- Expand park to the East
- Ferry / Water Taxi to KY
- Mixed Use Development North of US-50



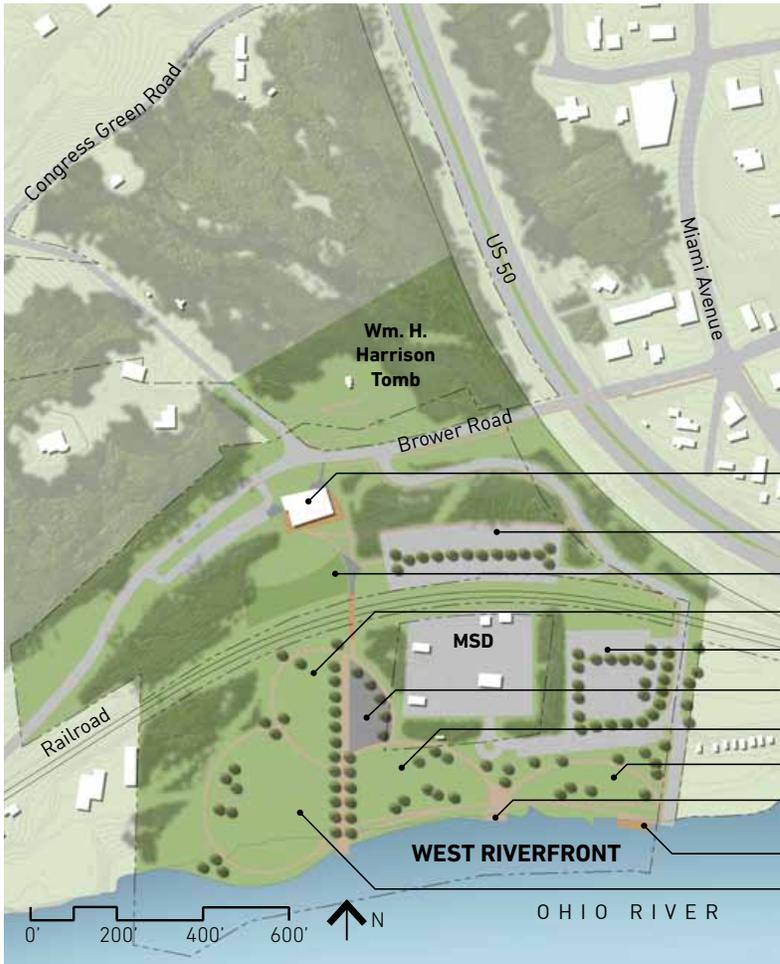
# MASTER PLAN

NORTH BEND RIVERFRONT PARK



# MASTER PLAN

WEST RIVERFRONT PARK



*“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.”*

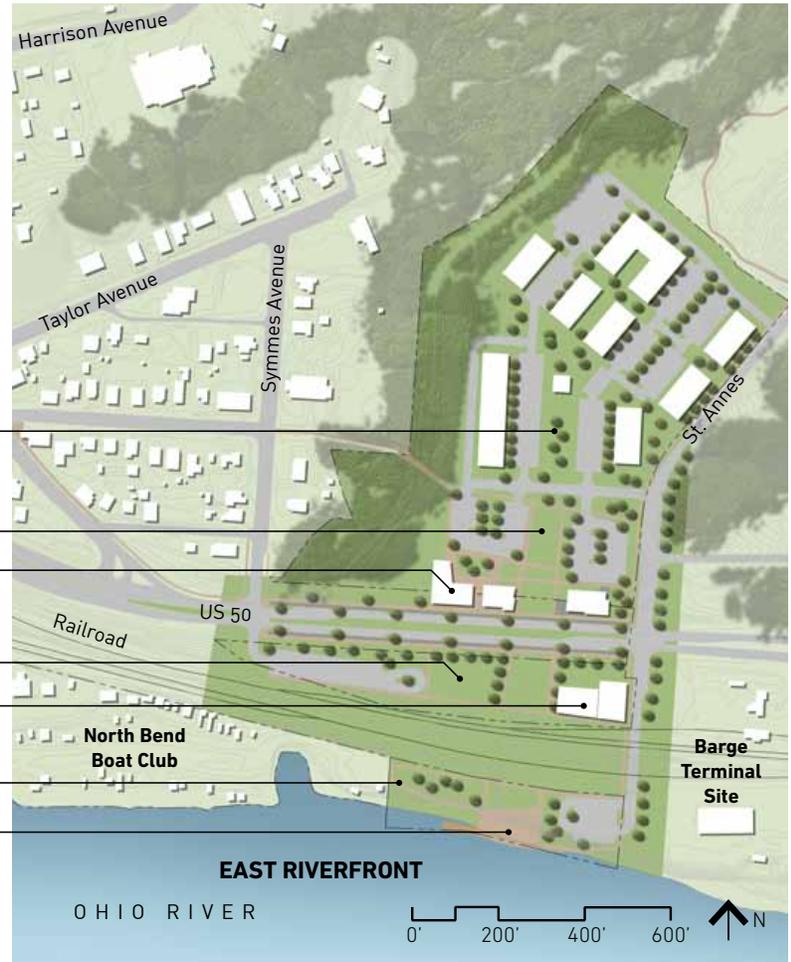
- WHH Interpretive Center/Restaurant
- Parking
- Dog Park
- Play Lawn
- Green Parking
- Playscape
- Passive Rec./Event Staging
- Camping/Picnic
- Observation Deck
- Boat Dock
- Event Lawn



# MASTER PLAN

## EAST RIVERFRONT & NORTH BEND VILLAGE

*“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 Village
- Commons/Market Space
- Restaurant Pad
- Game Lawn
- Riverview Restaurant
- Riverwalk
- North Bank Landing



# PH 1 PARK CONCEPT

NORTH BEND RIVERFRONT PARK



Interpretive Center



Playscape



Event Lawn

*“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.”*



# PH 2 PARK EXPANSION/ST. ANNES GATEWAY

NORTH BEND RIVERFRONT PARK

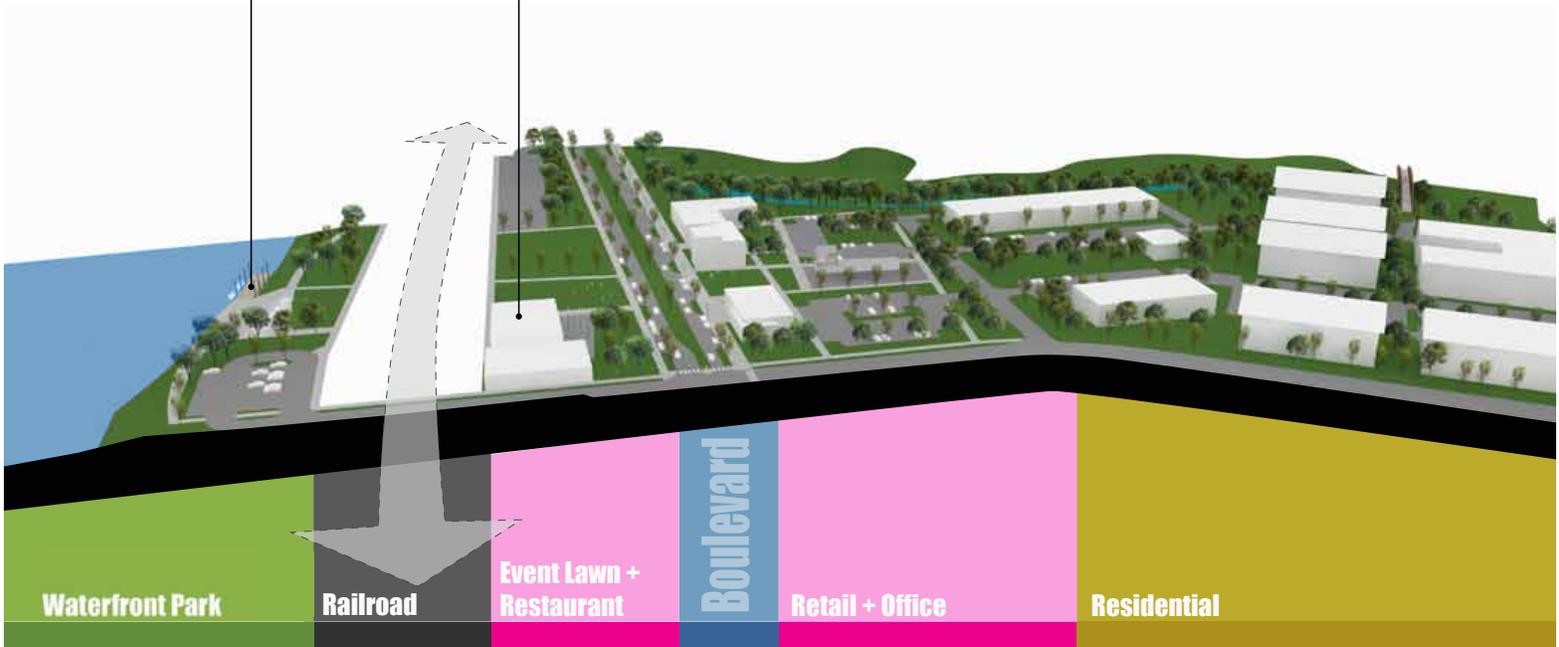


Boat Launch



Dining/Entertainment

*“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.”*



# RIVER LANDING CONCEPT

NORTH BEND RIVERFRONT PARK



# 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.”*



Streetscape



Dining/Entertainment

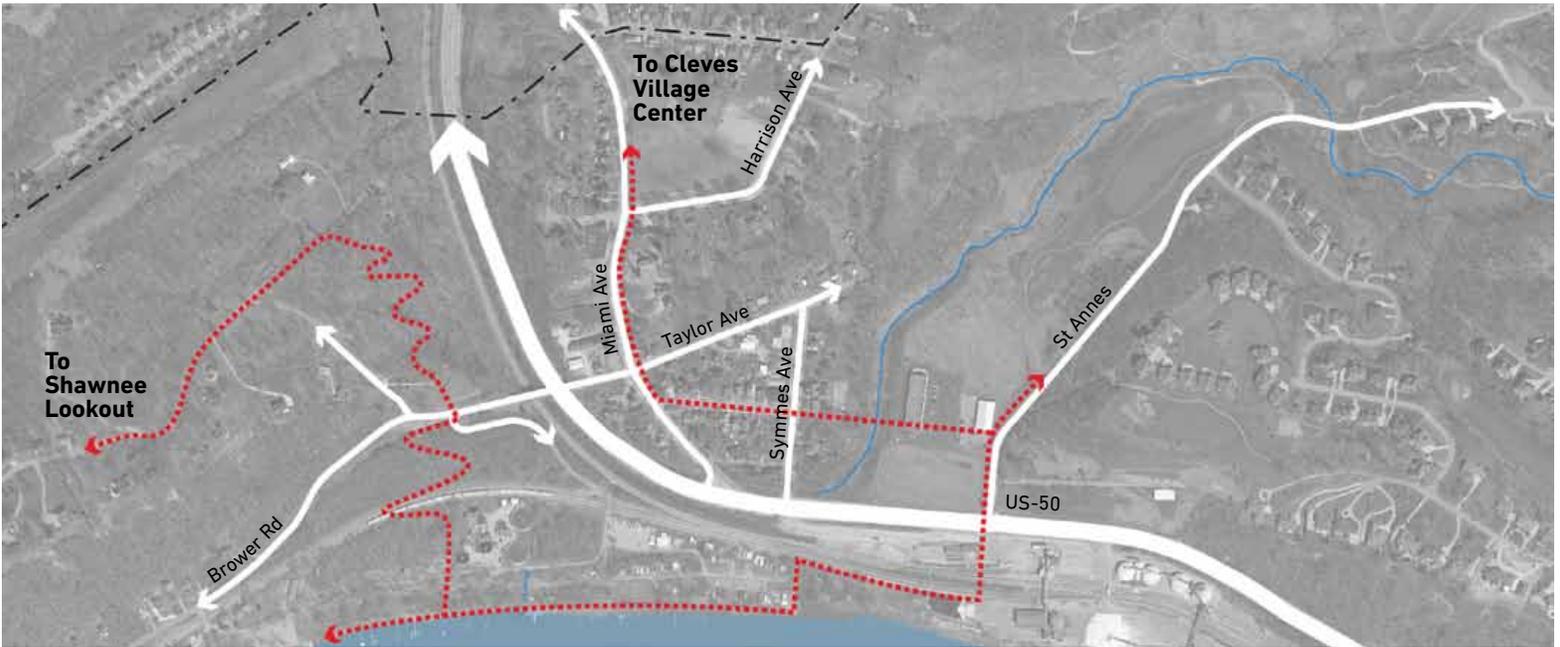


Event Pavilion



# FUTURE CONNECTIVITY

OHIO RIVER TRAIL



# BUDGET

## NORTH BEND RIVERFRONT PARK

	PH 1 PARK WEST	PH 2 PARK EAST	US 50 TRANSFORMATION
Demolition & Site Clearing	\$170,000	\$210,000	\$90,000
Earthwork	\$200,000	N/A	N/A
Pavements	\$1,640,000	\$260,000	\$800,000
Site Amenities	\$1,025,000	\$70,000	N/A
Buildings & Structures	\$850,000	N/A	N/A
Signalized Intersection	N/A	N/A	\$200,000
Landscaping	\$200,000	\$120,000	\$50,000
Site Electrical	\$200,000	\$130,000	\$130,000
Storm Drainage	N/A	N/A	\$45,000
20% Contingency	\$820,000	\$150,000	\$265,000
Lands Acquisition	N/A	\$480,000	N/A
Site Total	\$4,900,000	\$1,420,000	\$1,580,000
	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

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

**RESPONSIBLE PARTNERS**  
 North Bend, Cleves & Miami Twsp.  
 Private Business/Property Owner/Developers  
 State of Ohio/OKI  
 Federal Gov't & Agencies  
 Hamilton County  
 ODOT  
 Ham. Co. Park District/River West Trail Working Group  
 USACE  
 Charitable Trusts/Foundations  
 MSD/Port Authority/Other Public Agencies

### NEAR TERM PRIORITIES

(Next 12-18 months)

Work among project partners to confirm near-term implementation priorities and secure site control of required riverfront land(s).

Work with Hamilton County and ODOT to determine required planning and design process for reconfiguration of US 50.

Approach Consolidated Terminal (& Railroad) to discuss potential for acquisition and/or access easements across St. Annes to expanded park area.

Identify interested operators and developer(s) for dev. of riverfront restaurant, comm. parcels & Aston Oaks "Riverfront Village" site at US 50 & St. Annes.

Coordinate PR and fundraising activities for Riverfront Park and Physical/cultural trail improvements with Ohio River Trail West Advocates.

Solicit interest in dev. of William Henry Harrison Interpretive center/feature(s) with State of Ohio, Federal Officials private funders and foundations.

Complete Preliminary Design, Eng. and phasing strategy for proposed initial park dev. (including floodway modeling and permitting with USACE).

Complete final design, funding and construction of proposed pedestrian/bike facilities, streetscaping and access improvements to US 50.

	North Bend, Cleves & Miami Twsp.	Private Business/Property Owner/Developers	State of Ohio/OKI	Federal Gov't & Agencies	Hamilton County	ODOT	Ham. Co. Park District/River West Trail Working Group	USACE	Charitable Trusts/Foundations	MSD/Port Authority/Other Public Agencies
<b>PF/PA</b>					<b>SA/SF</b>					<b>SA/SF</b>
<b>PF/PA</b>		<b>SF/SA</b>		<b>SF/SA</b>	<b>SF/SA</b>	<b>SA</b>				
<b>PF/PA</b>	<b>SF/SA</b>			<b>SA</b>						<b>SA</b>
<b>PA</b>	<b>SF/SA</b>									<b>SA</b>
<b>PA/SF</b>		<b>SF</b>	<b>SF</b>	<b>SF</b>			<b>SA/SF</b>		<b>SF</b>	
<b>PA</b>	<b>SA</b>	<b>SA/SF</b>	<b>SA/SF</b>						<b>SF</b>	
<b>PF/PA</b>							<b>SA/SF</b>			<b>SA/SF</b>
<b>PA/PF</b>							<b>SA/SF</b>	<b>SA/SF</b>		<b>SA/SF</b>

# IMPLEMENTATION STRATEGY

## NORTH BEND RIVERFRONT PARK

PA - Primary Administrative Responsibility  
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 USAACE  
 Charitable Trusts/Foundations  
 MSD/Port Authority/Other Public Agencies

### 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

Complete fundraising, final design and construction of proposed phase 1 improvements to Cleves Prop.

Establish "first in" programming of events and commercial activities (i.e.: concerts, art fairs, rafting/canoe livery, food trucks, etc).

Complete preliminary design of phase 2 improvements including rail crossing(s), WHH Interpretive Center & Restaurant Sites.

Acquire expanded riverfront property south of Cleves/Boat Club parcels

	North Bend, Cleves & Miami Twsp.	Private Business/Property Owner/Developers	State of Ohio/OKI	Federal Gov't & Agencies	Hamilton County	ODOT	Ham. Co. Park District/River West Trail Working Group	USAACE	Charitable Trusts/Foundations	MSD/Port Authority/Other Public Agencies
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

# 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

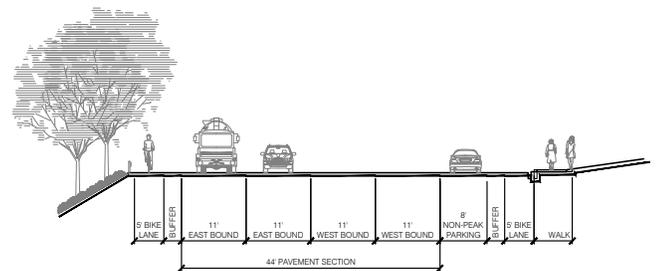
**2016 MARKET STUDY** - In 2016 Hamilton County Planning and Development awarded a \$20,000 grant to the Village of North Bend for the purpose of conducting a Market Study of the North Bend Commercial Corridor and Riverfront Trade Area. The study included both a demographic and competitive market analysis 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.

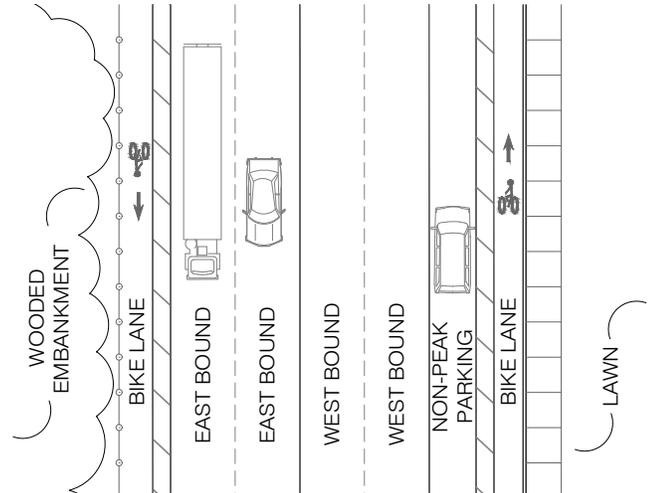
**ONGOING EFFORTS** - Hamilton County Department of Planning & Development and the Village of North Bend are currently collaborating to develop a grant application for Community Development Block Grant Funding intended to expand the organizational capacity of the partnership and fund ongoing efforts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

PROPOSED SECTION



PROPOSED PLAN VIEW



# US 50 CORRIDOR STUDY

SCHEMATIC MASTER PLAN - SEPTEMBER 2016



## PROJECT PARTNERS



**MKSK**

# 2016 MASTER PLAN



# 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



1 - Google Street View Facing West



CAGIS Aerial View

# ST ANNES TO MOUNT NEBO - EXISTING CONDITIONS

60' PAVEMENT SECTION WITH 8' SHOULDERS EACH SIDE



1 - Google Street View Facing North

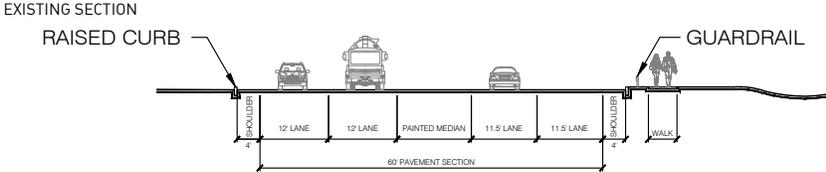


# ST ANNES TO MT NEBO - EXISTING CONDITIONS

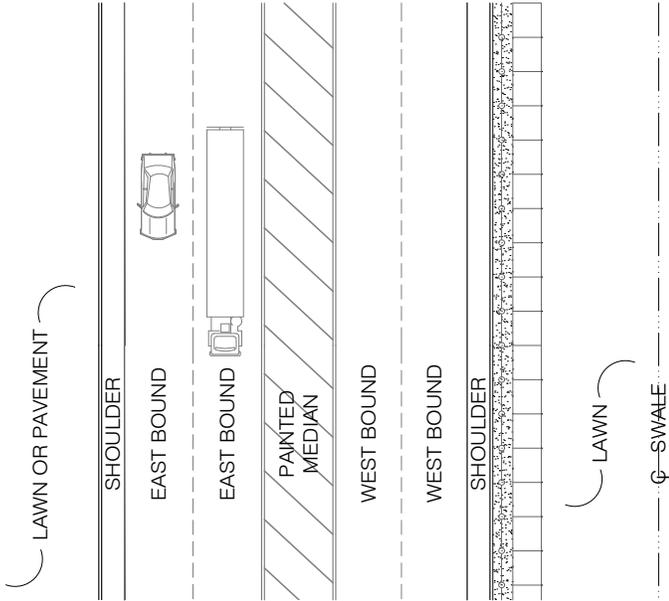
60' PAVEMENT SECTION WITH 4' MINIMUM SHOULDERS EACH SIDE



# ST ANNES - EXISTING CONDITIONS

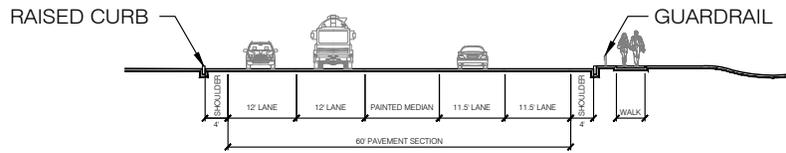


EXISTING PLAN VIEW

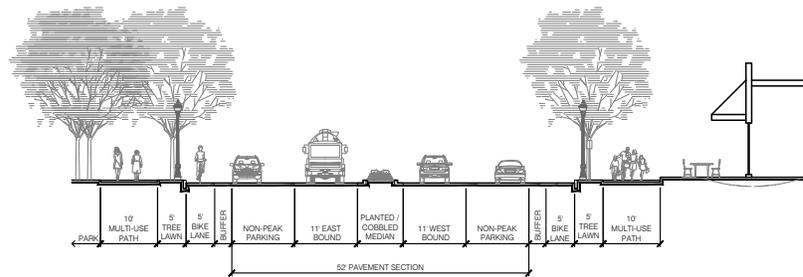


# ST ANNES - LANE DIET

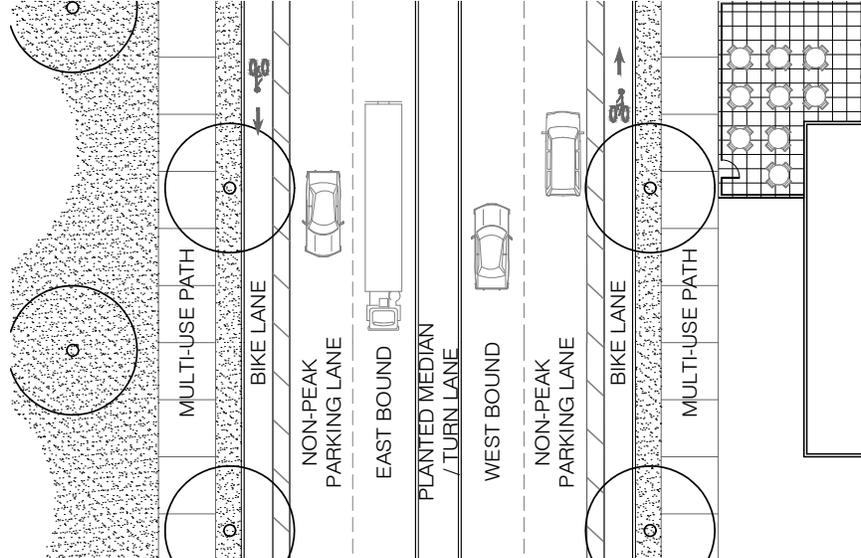
EXISTING SECTION



PROPOSED SECTION



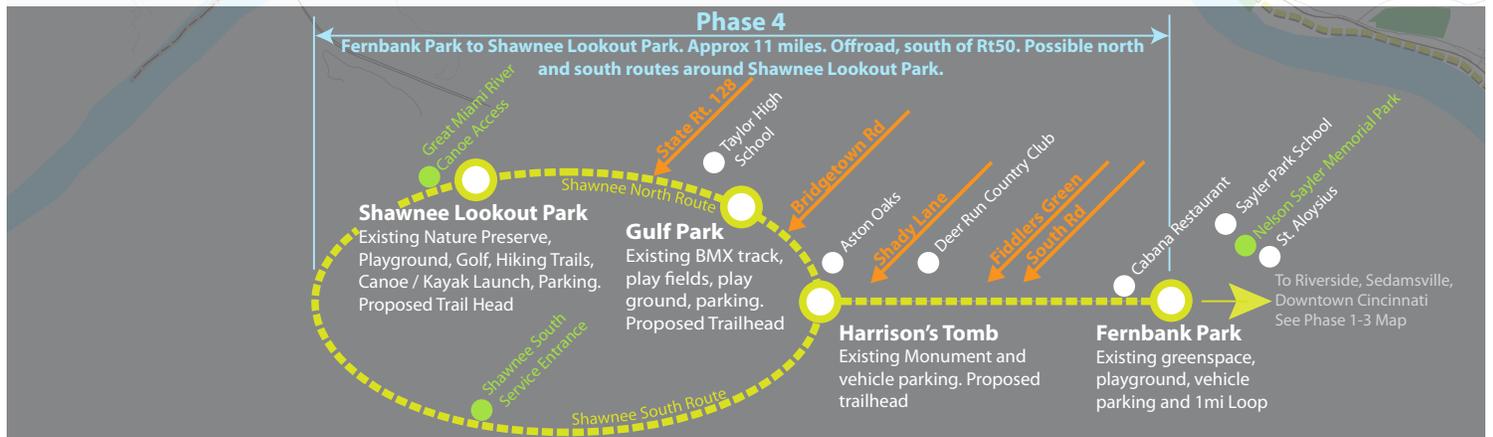
PROPOSED PLAN VIEW



# OHIO RIVER TRAIL WEST



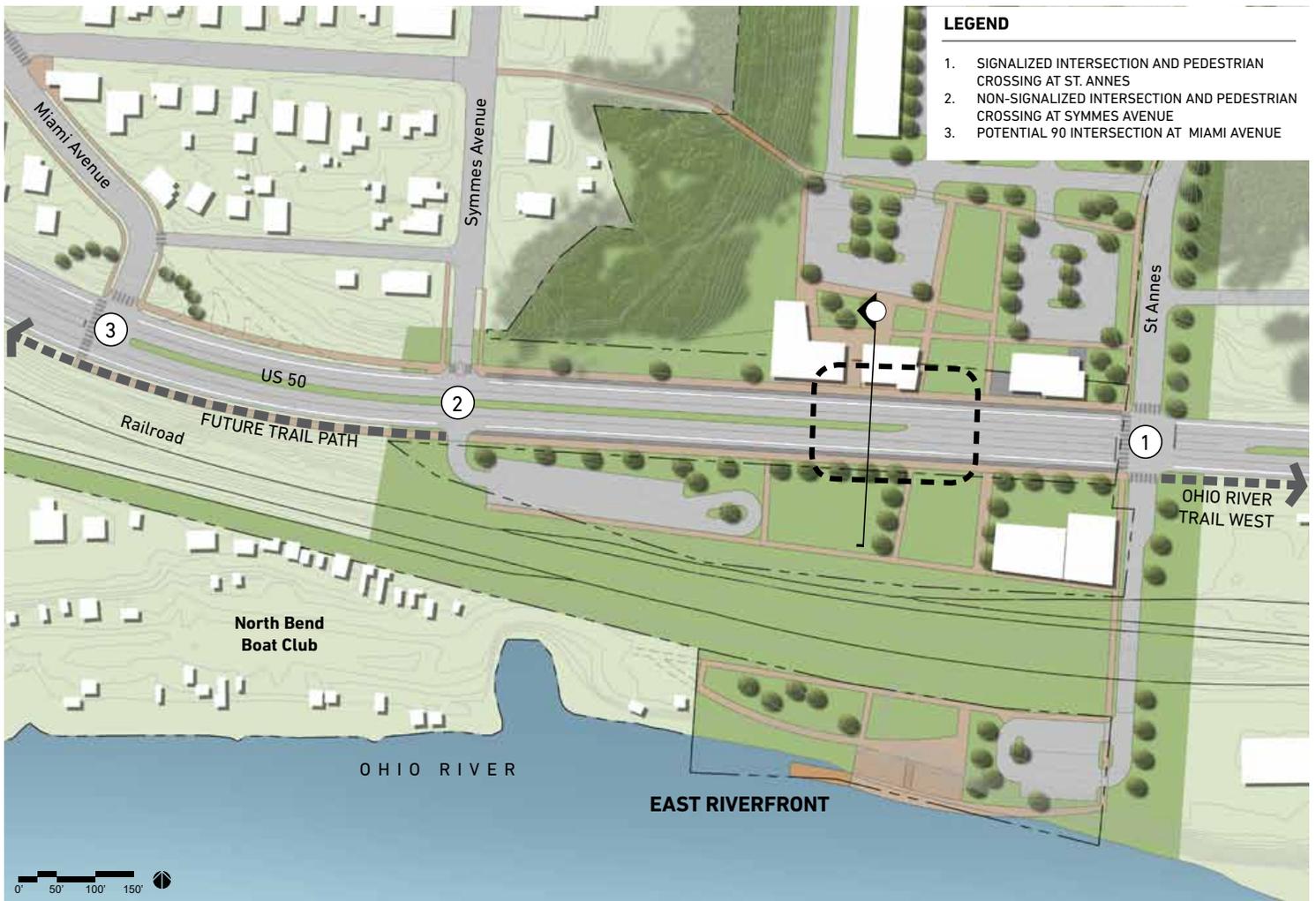
## Ohio River Trail West Phase 4 Fernbank Park to Shawnee Lookout Park



# POTENTIAL LANE DIET PHASING

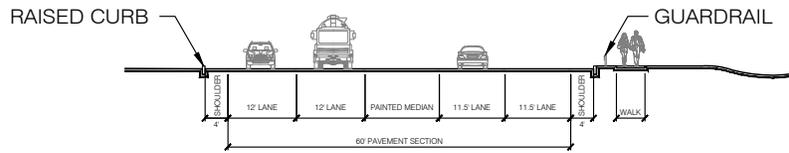


# MIAMI AVENUE REALIGNMENT ALTERNATIVE

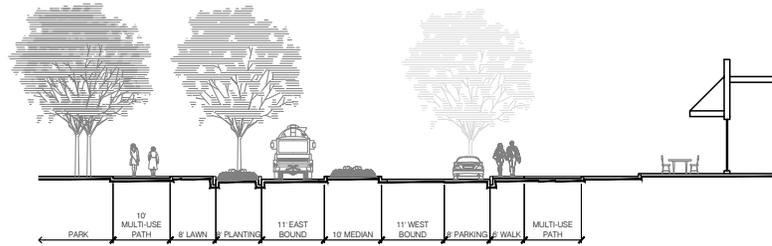


# ST ANNES - ROAD DIET

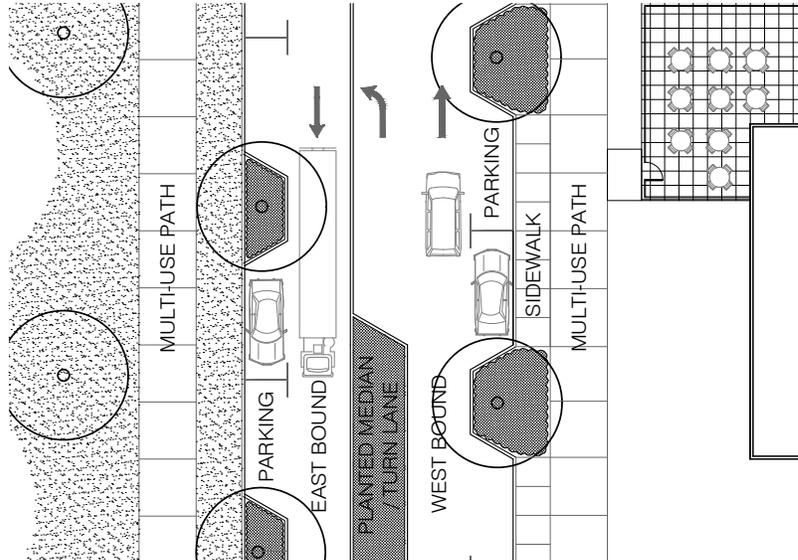
EXISTING SECTION



PROPOSED SECTION



PROPOSED PLAN VIEW



# POTENTIAL BIKEWAY PHASING



# SHADY LANE - EXISTING CONDITIONS

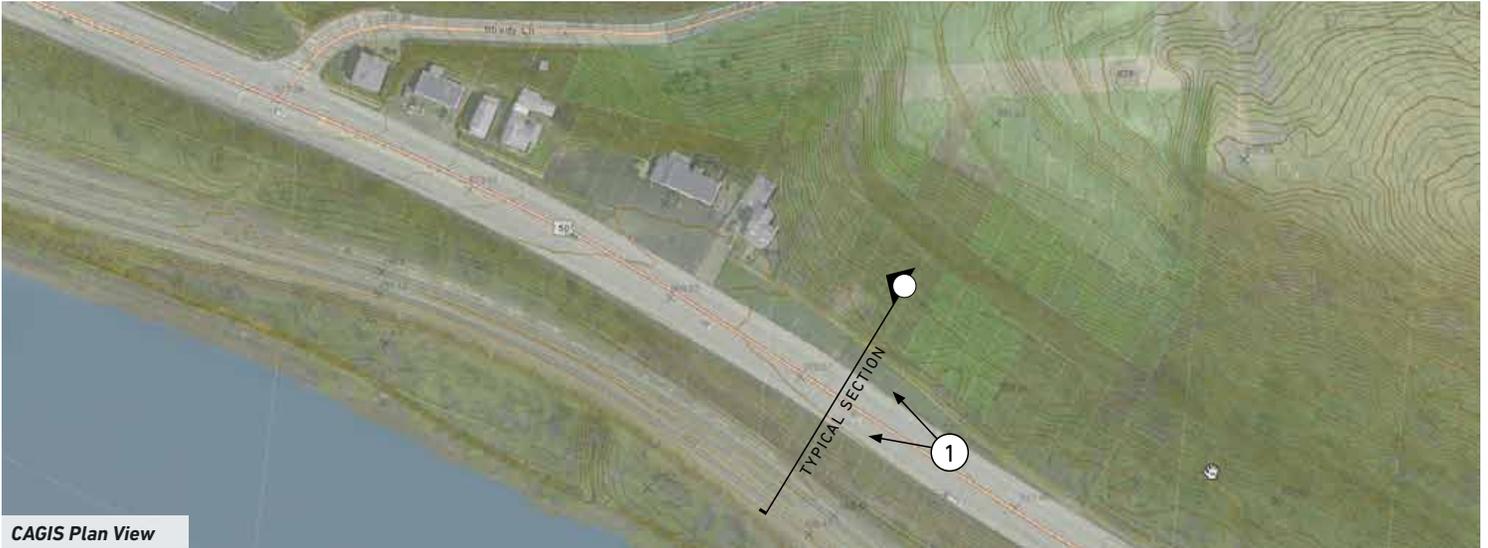
48' PAVEMENT SECTION WITH 8'-12' SHOULDERS



1 - Google Street View Facing West



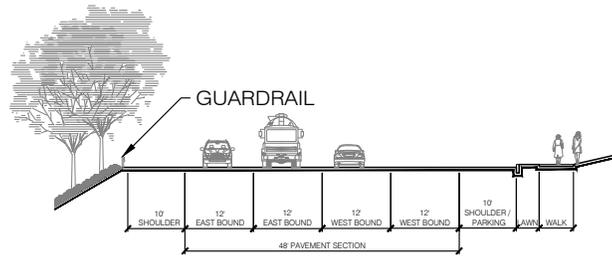
CAGIS Plan View



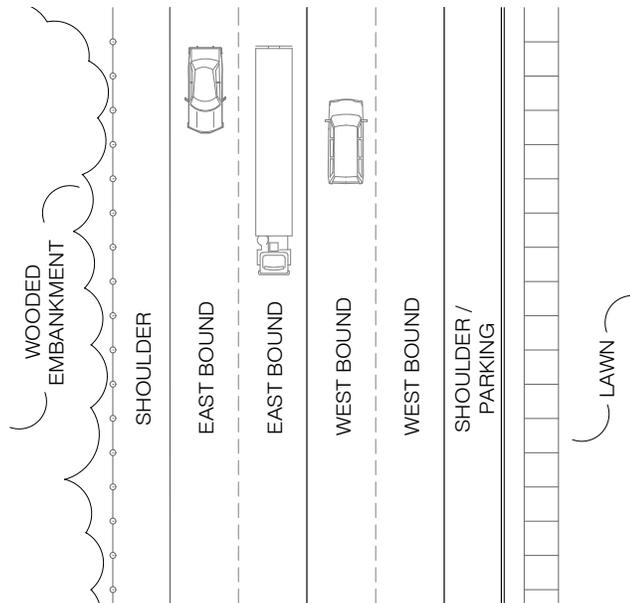
CAGIS Plan View

# SHADY LANE - EXISTING CONDITIONS

EXISTING SECTION

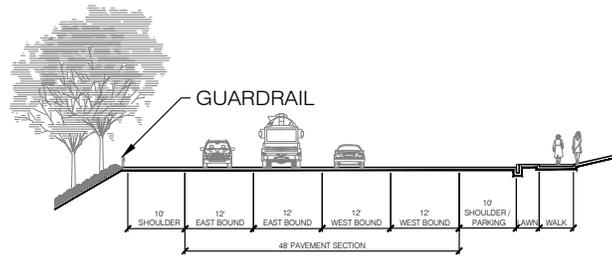


EXISTING PLAN VIEW

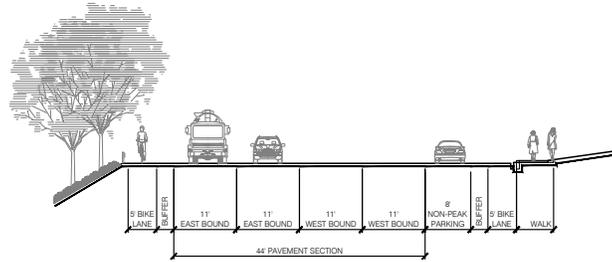


# SHADY LANE - LANE DIET WITH BUFFERED BIKE LANES

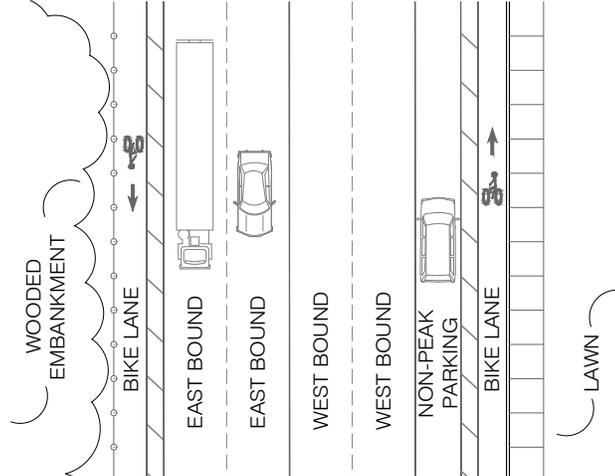
EXISTING SECTION



PROPOSED SECTION

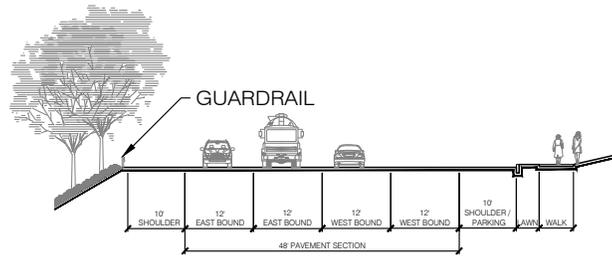


PROPOSED PLAN VIEW

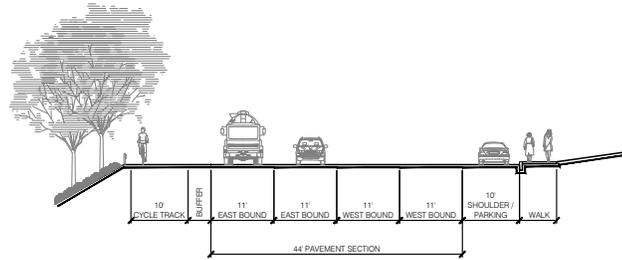


# SHADY LANE - LANE DIET WITH CYCLE TRACK

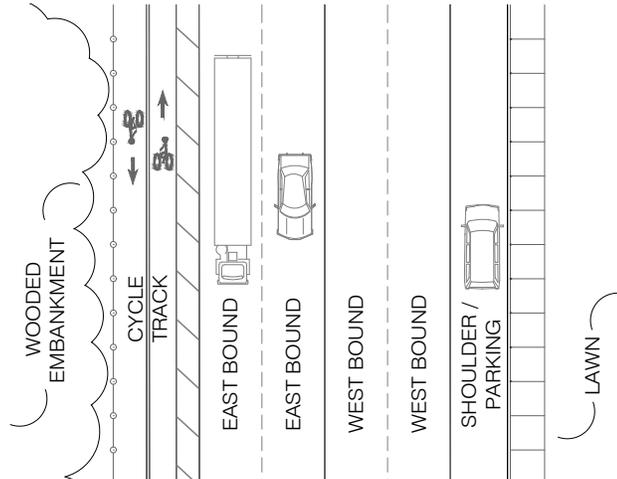
EXISTING SECTION



PROPOSED SECTION

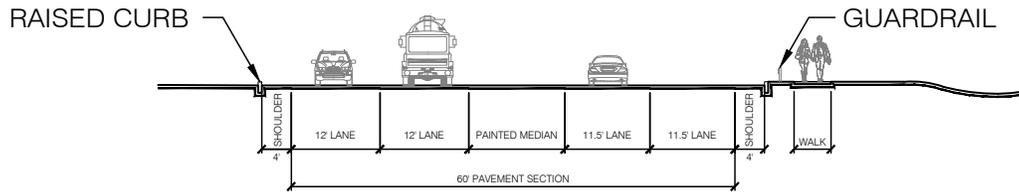


PROPOSED PLAN VIEW

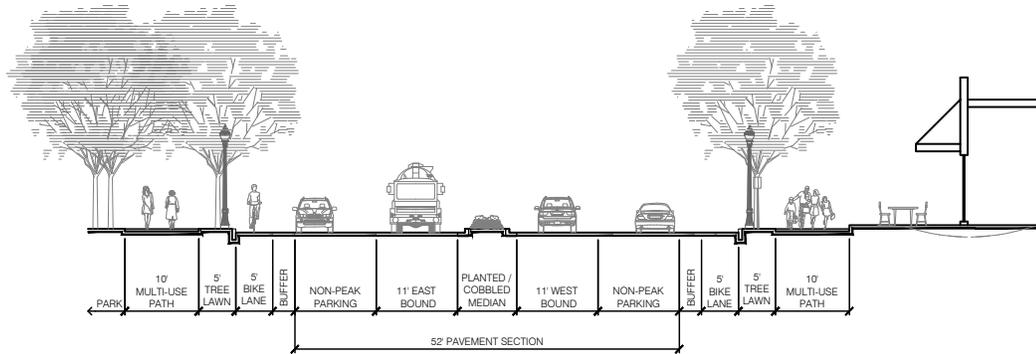


# QUESTIONS / COMMENTS

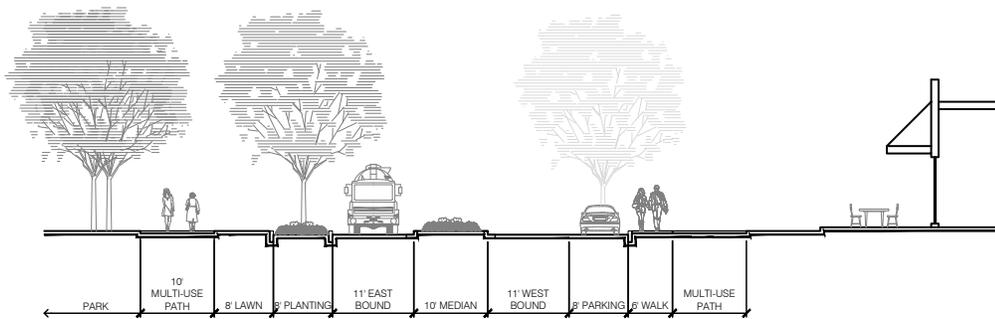
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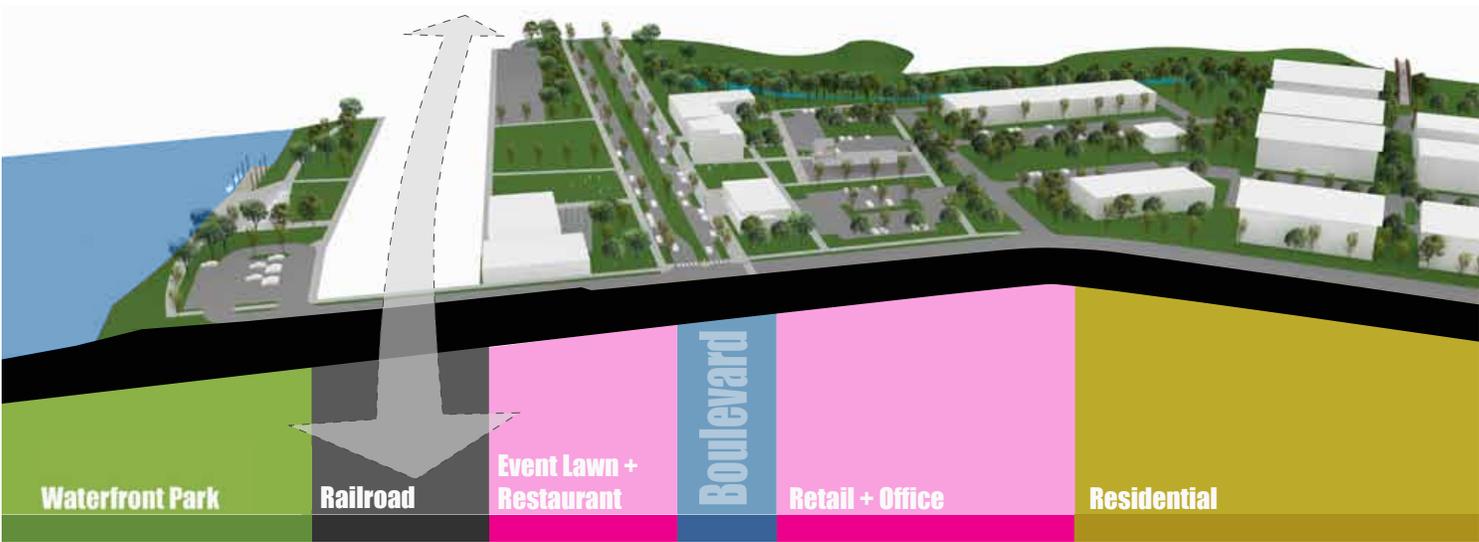
PROPOSED LANE DIET SECTION



PROPOSED ROAD DIET SECTION



# NEXT STEPS



# Map Document

(This is as uploaded, a blank page will show if nothing was submitted)

**ACOE Map updated 8-9.pdf**

# CONTEXT MAP

NORTH BEND RIVERFRONT PARK



## CONSULTING TEAM



## PROJECT PARTNERS

