



BLUEASH
ASPIRE. ACHIEVE. ADVANCE.

AIRPORT PARK MASTER PLAN

Blue Ash, Ohio May 2012



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CHAPTER 1

CONTEXT FOR DEVELOPMENT

BACKGROUND

The 228 acre Blue Ash Airport site is the City’s largest remaining undeveloped open space and last remaining portion of a 1200 acre tract of land which has greatly influenced the City of Blue Ash’s formation, growth and development.

The site was one of the highest points in the unincorporated areas of rural Hamilton County and in 1921 the land was purchased and established as an airport under the name of “Grisard Field.” (Lt. John K. Grisard was the only Cincinnati pilot killed in action during World War I). The following year the Airport was leased (and later purchased) by brothers Parks and Hugh Watson – a wartime pilot trainer, “barnstormer” and aviation pioneer. The Watson brothers helped to establish one of the region’s first mail delivery and passenger ferry services and provided training for army reservists and fledgling civilian pilots.



This hanger for Hugh Watson Field was located near Cooper Road along the east side of Reed Hartman Highway. The Airport (established by brothers Hugh and Parks Watson in 1921) was originally named Grisard Field in honor of Lt. John K. Grisard, a WWI pilot killed in action during the war. Photo credit: www.flickr.com/photos/kemon01/5784475363

The Airport was owned by the Watson Brothers until it was sold to the City of Cincinnati in 1955 – the same year that Blue Ash was incorporated as a Village. Shortly after the end of World War II, The City of Cincinnati and various County officials began to make plans to develop the Blue Ash site into the metropolitan area’s primary airport. Opposition to the expansion plans became a factor in the establishment the City of Blue Ash in 1961 – soon after commercial jet service was established at Greater Cincinnati International Airport in Northern Kentucky.

In later years the City of Cincinnati sold off parcels to the east along what would become light industrial, distribution and office developments along Reed Hartman Highway (which was completed in 1978). Demand for commercial development on and around the Airport property remains extremely high to this day due to its favorable location, amenities and ease of access.



This 1924 aerial photograph shows the current Rest Haven Memorial Park along Plainfield Road and the initial development of grass runways. Source: Environmental Data Resources.



This 1956 aerial photograph shows the current Co-op Aviation building with associated parking and a small apron along Glendale-Milford Road. Note the absence of trees and the location of the primary grass runway parallel to Glendale-Milford Road. Source: Environmental Data Resources.



By 1977, the Airport’s original grass runways were abandoned and a new paved runway and taxiways were installed where they remain today. 1977 aerial photo provided by Environmental Data Resources.

In the mid-1970’s and early 1980s the City of Blue Ash began a period of tremendous growth. The Downtown area underwent a dramatic transformation through property acquisition, redevelopment and enhancement of the public realm. New housing, businesses and institutions developed throughout the City on former agricultural lands and woodlots.

In 1975, the city bought 273 acres of the original Airport tract and built the Blue Ash Golf Course. The 18-hole course which opened in 1979 has been consistently rated among the best public golf courses in the nation by Golf Digest and Golf Magazine.



Blue Ash Golf Course (shown here with the new Cooper Creek Banquet Center & Clubhouse) has been rated among the best public golf courses in the nation.

1979 was also the year the City completed a state-of-the-art recreation center on the site of an existing park and athletic fields adjacent to the Municipal complex on Cooper Road. The Recreation Center under-went successive renovations with the most recent resulting in a world-class recreation facility which serves as a tremendous draw for residents and businesses.

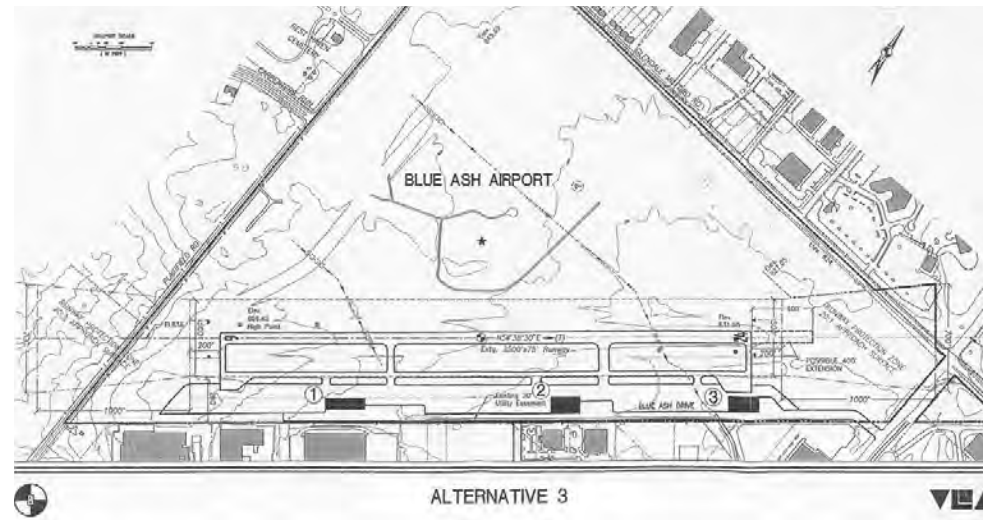
The world-class Blue Ash Recreation Center which has undergone numerous renovations.



In the summer of 2006 - in order to reserve valuable land for the use and enjoyment of current residents and future generations - the City of Blue Ash negotiated the rights to acquire 130 acres of the 228 acres owned by the City of Cincinnati. The purchase agreement represented a breakthrough in a 20+ year discussion regarding the future of the airport land. Leading up to that time a wide array of private development proposals - including a myriad of office, retail and residential development projects - had been proposed. Upon's acceptance of the terms of the agreement, Blue Ash placed before the voters a vision of acquiring the property for the purpose of developing a "Central" Park with potential amenities such as a Performing Arts and Conference Center, pedestrian plaza, walking trails, family-friendly golf facilities, and open green space. Voters approved this plan and a related 0.25% earnings tax financing plan passed via Issue 15 by a 2 to 1 margin.

Blue Ash closed on the purchase of the park property on August 31, 2007. Cincinnati was given 3 years from the closing date plus two 1-year options to extend possession (to be exercised by the end of February the same year).

While the continuance of the Blue Ash Airport operation on the remaining 98 acres retained by the City of Cincinnati was not guaranteed as part of the Issue 15 process/vote, the purchase agreement specified that Cincinnati would apply for FAA funds to reconfigure and redevelop the airport, and do so by August 2010, with extensions available until August 2012 in February 2010 and 2011. (Cincinnati did in fact request those one year extensions to give them more time to work with the FAA). The agreement also specified that Blue Ash would commit up to \$2 million in matching funds to the FAA grants received by Cincinnati. Should Cincinnati not receive the required \$10 million in FAA funds requested, they have the option of closing the airport.



The City of Cincinnati's proposed plan for the consolidation and re-configuration of the Airport would relocate fixed-base operations to the east side of the existing runway along the Carver Road property boundary.

CURRENT GOALS & OBJECTIVES

Over the past 30 years the City of Blue Ash has built upon its outstanding reputation for providing first-rate police, fire, EMS, public works and recreation services to its residents and corporate citizens. In addition to the Golf Course and Recreation Center, the Parks Department maintains a 37-acre sports center; 2 outdoor amphitheatres; numerous shelters and several smaller parks. The award-winning events held at these facilities include concerts featuring national entertainment, an exceptional 4th of July fireworks display, dances, shows, socials, community rentals and 100's of programming offerings year-round.

The Airport Park development provides the city with a unique opportunity to build upon its current reputation, expand the quality and diversity of its parks and recreation facilities as well as provide a catalyst for future investment.

In order to determine the most appropriate and responsive future design and programming for the park, the development of this master plan included the following major components:

1. Regional Market / Needs Assessment – The process and approach used to develop the preferred program for future development has involved significant public engagement, a statistically controlled telephone survey and a thorough exploration of regional and national best practices for the development of parks facilities which serve as the cultural and recreational anchors of the communities which they serve.

2. Site Inventory and Analysis – A thorough assessment of relevant development opportunities and constraints including those related to alternative development scenarios.

3. Schematic Design and Development Planning – The master planning effort has included a thorough exploration of the design and aesthetic identity of the park as well as its major facilities and amenities. The exploration of design alternatives has involved significant input from public officials, citizens and business interests leading to the development of the recommended plan.

4. Operational and Financial Modeling – In order to ensure that the proposed program for development is both culturally and economically sustainable this report includes forecasting of the projected initial development costs and the annual operating costs and revenues associated with the various programming and development alternatives which have been considered.

An aerial architectural rendering of a campus. The central focus is a large, circular plaza with a complex, multi-colored sculpture in the middle. The plaza is surrounded by paved walkways and green spaces. To the right, there is a parking lot with several cars. In the background, there are several buildings, some with large glass windows, and a winding path or road. The overall style is a detailed architectural sketch with color washes.

CHAPTER 2

SITE INVENTORY & ANALYSIS

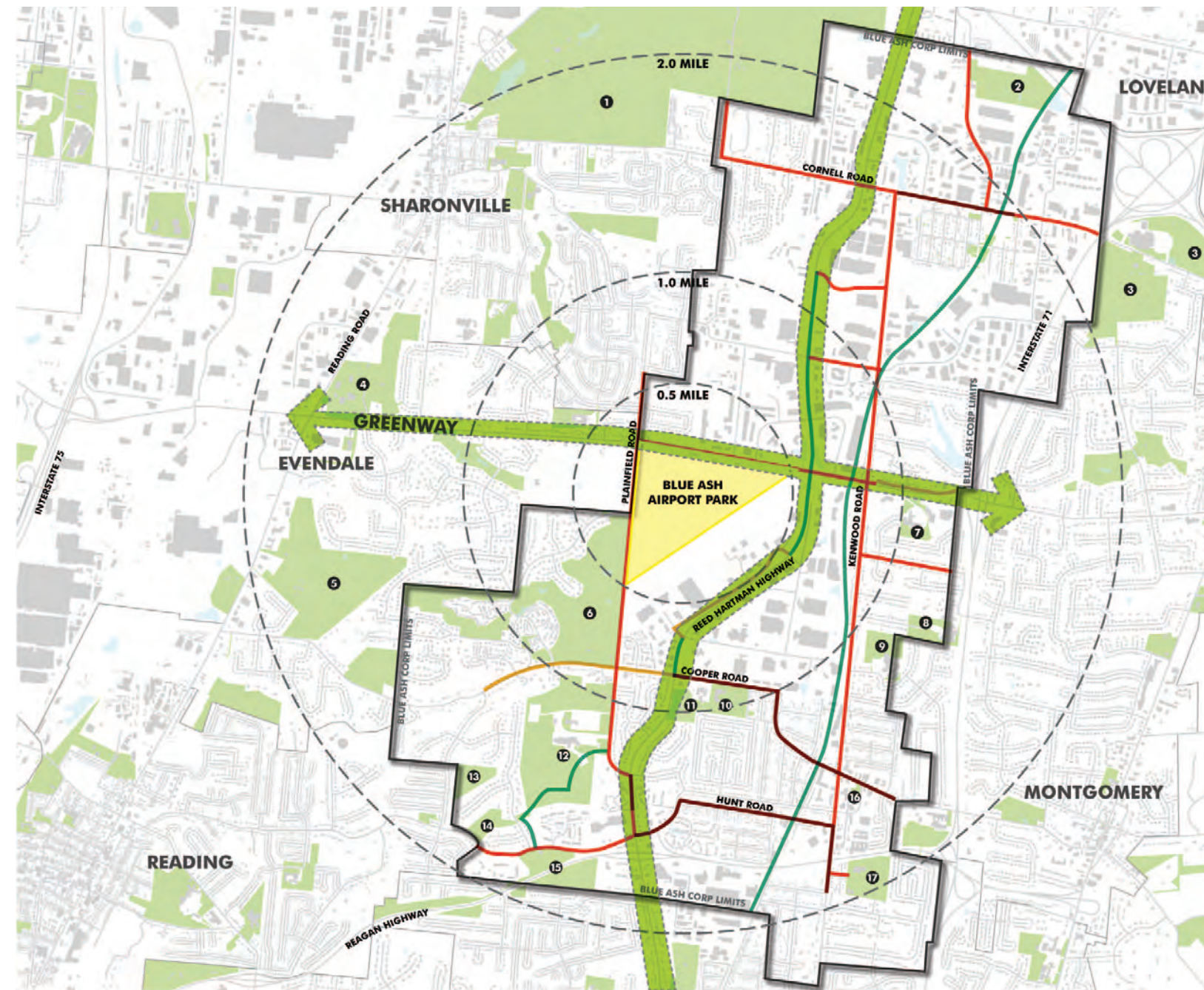
LOCAL & REGIONAL LINKAGES

1. Vehicular Access – The Airport Park Site benefits from excellent access and close proximity to the region’s major interstate highways via Reed Hartman Highway and Glendale-Milford Road. The 30 minute drive-time radius for potential regional park users captures an exceptionally high and relatively affluent demographic base across northern Hamilton, southeastern Butler and southwestern Warren Counties.

2. Regional Park and Recreation Choices – The Blue Ash Airport Park drive-time is served by several regional parks and recreational facilities including 3300 acres within two of Hamilton County’s signature regional parks and numerous public and private sports facilities.

3. Bicycle and Pedestrian Access – The City of Blue Ash is currently developing an extensive off-road multi-purpose trail system which will create a looped network around the west and north boundaries of the Airport Park site along Plainfield Road and Glendale-Milford Road. The trail system will eventually link the Airport Park site to the north along Reed Hartman Highway and to the east along Cooper Road.

4. Potential Greenway & Trail Linkages – Wide right-of-ways and deep setbacks along much of the Reed Hartman Highway and Glendale-Milford Road corridors may offer the opportunity to create greenway linkages to adjacent communities and Sharon Woods Park. Future roadway enhancements could be coordinated to transform Glendale-Milford Road and Reed Hartman Highway into dramatic parkway corridors leading into the park from all four compass directions.



- 1 Sharon Woods Park
- 2 Blue Ash Sports Center
- 3 Johnson Nature Preserve
- 4 Baxter Park
- 5 Gorman Heritage Farm
- 6 Blue Ash Golf Course
- 7 Ursuline Academy
- 8 Maple Dale Elementary
- 9 Edward Greene Intermediate
- 10 Blue Ash Recreation Center
- 11 Blue Ash Nature Park
- 12 U.C. Raymond Walters Campus
- 13 Carriage Hill Nature Area
- 14 Hunt Road Buffer
- 15 Reagan Preserve
- 16 Blue Ash Bicentennial Memorial
- 17 YMCA

Legend

- █ Greenway
- █ Shared Bike Lane
- █ Shared Use Bike Path
- █ Residential Street Sidewalk
- █ Arterial Street Sidewalk
- █ Blue Ash Airport Park
- █ Existing Open Space

Regional linkages and influences

CONNECTIVITY TO ADJOINING LAND USES

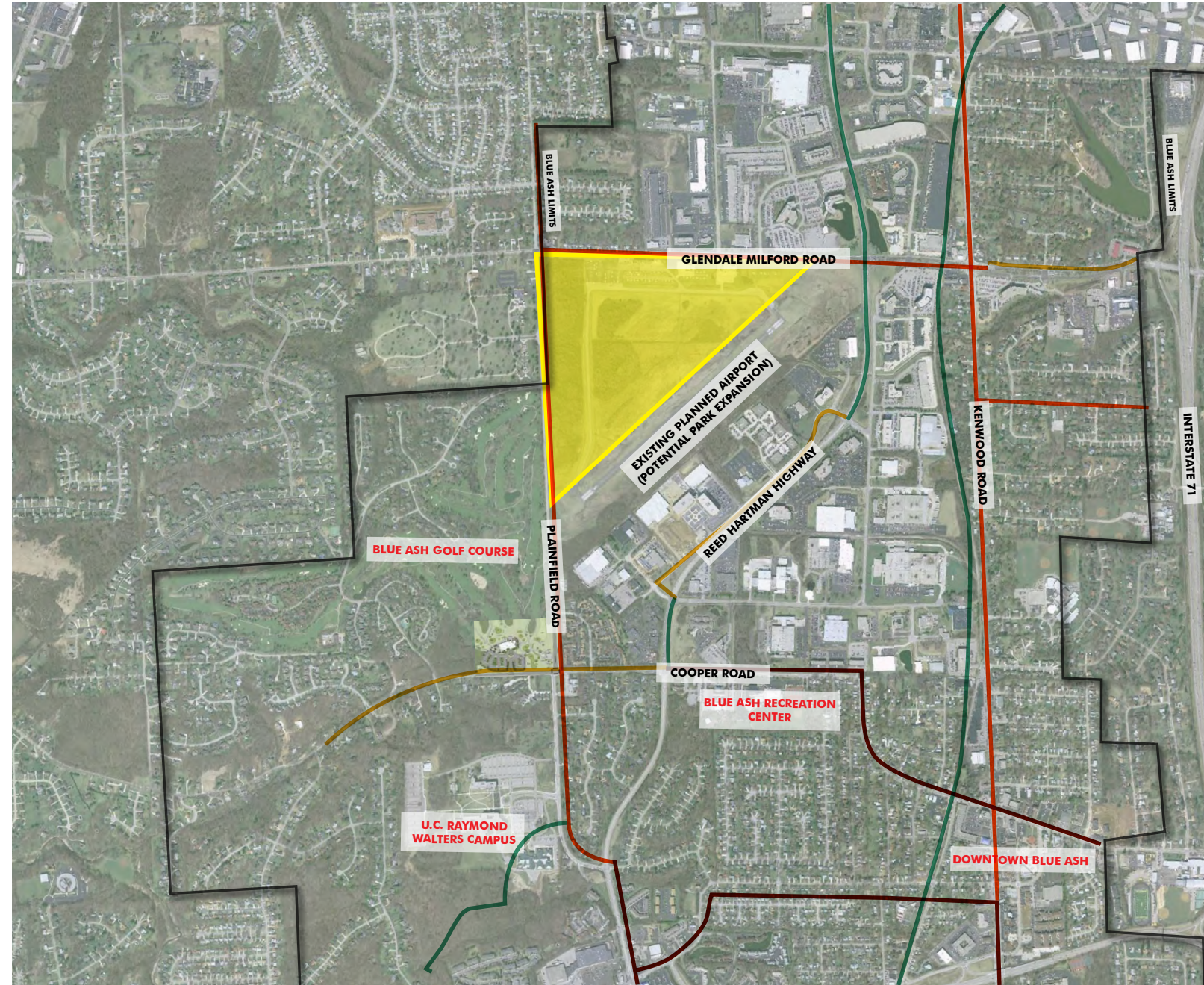
1. High quality parks and open space serve as “Beachfront Property” in urban settings. As currently envisioned, the proposed Airport Park should be expected to have a stabilizing and transformative impact on the highest and best use potential and value of surrounding properties.

2. Lake Forest and McKinley Roads provide excellent access north of the Airport Park site. Future improvements to intersections and roadways should create improved pedestrian sidewalks and dedicated, signalized crosswalks wherever practical. In order to facilitate more efficient traffic flows during major events and festivities additional access drives should be considered along Glendale-Milford and Plainfield Roads. Due to resident safety concerns along Carpenters Creek, access along Plainfield should not create a potential cut-through to Glendale-Milford Road.



Lakeforest Drive is expected to be extended south to serve as one of the primary park entrances. Existing parking lots at office buildings along Lake Forest could serve as overflow parking for weekend and evening events.

3. The Airport, Reed Hartman Highway and the railway along Kenwood Road impede both vehicular and pedestrian access to the park. Should the Airport close in the near or distant future the City should work to create a more inter-connected street grid across the Airport, Carver Road and Reed Hartman Highway.



- Legend**
- Blue Ash Airport Park
 - Shared Bike Lane
 - Shared Use Bike Path
 - Residential Street Sidewalk
 - Arterial Street Sidewalk
 - Blue Ash Corporation Limit

Local linkages and influences

EXISTING PHYSICAL CONDITIONS

1. Disturbance History – The Airport property is situated along the west boundary of the broad plateau that continues to the north and east along Glendale-Milford Road. Vegetation and drainage patterns have undergone significant change from their original patterns as a result of clearing and maintenance associated with the airport’s development and operations. Drainage patterns and successional growth resulting from the latest configuration of the airport have resulted in the development of primary and secondary successional plant communities dominated by woodlots of Red Maple, White Ash, and Black Locust. The understory of woodlots and woodland margins is dominated by Redosier Dogwood and Arrowwood Viburnum and there is relatively little invasion of Japanese Honeysuckle within the understory of woodlots. Over recent years the airport has ceased mowing across significant portions of the airport interior. As a result, woody species have started to establish over native and cultivated grasses.

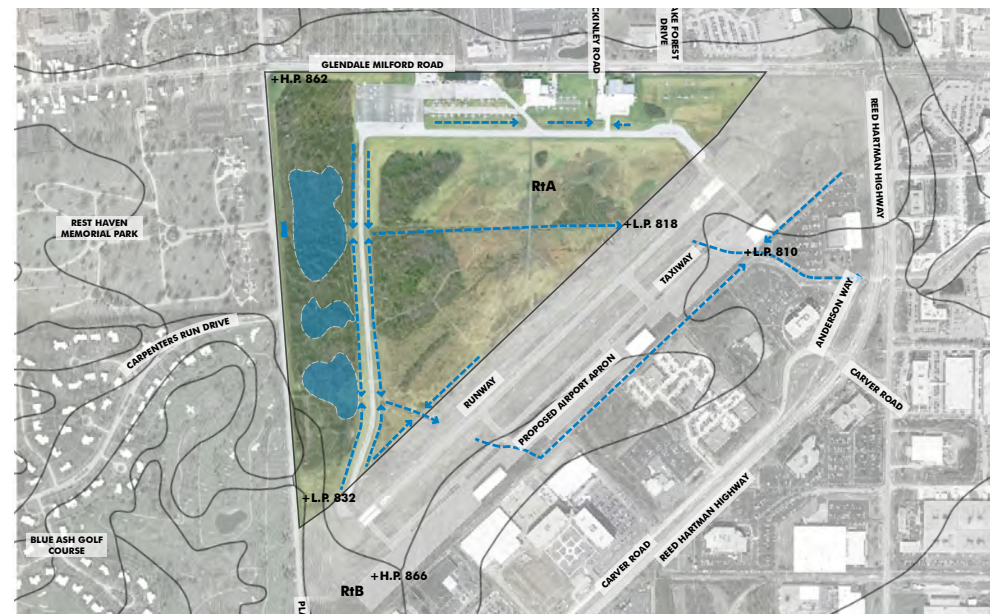


A rich variety of woodland understory and wetland plants can be found along portions of the successional woodlots east of Plainfield Road.

2. Geology, Soil Conditions and Drainage Patterns - Boring logs for recent environmental testing indicate silty clay soils to a depth of 10 to 12 feet where shale or thin interbedded layers of limestone are encountered. Soils are relatively poorly drained along the flatter northern half of the property. Drainage ditches and swales along the taxiways have areas of ponded water where mesic flora and marginal aquatic species have established. A pronounced man-made drainage channel was constructed in an east-west direction across the middle of the property – roughly in line with the entrance drive to Rest Haven Cemetery. Future planning and design of Airport facilities will require more detailed investigation to determine the location (and restrictions to) any of the jurisdictional streams and wetlands that may exist.



The relatively low relief and clay soils of the Airport property have led to the development of a unique successional habitat along the woodlots flanking the north-south taxiway.



Soil Conditions and Drainage Patterns

— Soils Group
 - - - Drainage Ways
 ■ Known / Suspected Wetland Conditions

3. Existing Buildings and Roadway Infrastructure – Airport aprons and taxiways which will be abandoned have excellent potential to be used for drives and parking areas of the park. The Blue Ash and Executive Aviation Building appear to be in good condition and could serve as temporary maintenance and operational facilities or be adapted for future permanent park facilities. The Co-op Aviation building is located adjacent to the right-of-way along the roadway and while the history of the facility is noteworthy the buildings appear to be in poor condition and should be considered for removal.



View looking northwest to the Co-op Aviation Hangers



View looking south across the apron near Co-op Aviation

4. Environmental Issues – Environmental issues associated with existing or former underground fuel storage tanks, a former waste dump and former shooting range have been noted as part of the environmental studies conducted on behalf of the City. Remediation of these areas will be conducted prior to the vacation and release of the Airport Park property. Clean-up and the removal of soil containing lead shot near the midpoint of the southeast property boundary will result in further disturbance to existing vegetation. The City of Cincinnati is responsible for all activities and costs related to remediation of the Airport Park site.



Locations of impacted soils

Impacted Soils



Fuel pumps and underground storage tanks near the Co-op Aviation building will be removed prior to the start of any park improvements.

5. Airport Operational Issue / FAA Requirements – Federal Aviation Administration requirements for glide paths and clear zones restrict heights for adjacent development. These restrictions extend to requirements for the clearing and maintenance of vegetation as well as restrictions on the height of buildings on sites within the airport approaches and glide paths.



The FAA glide path & height restrictions exhibit shows maximum heights for trees and buildings along the Airport property.

6. Significant Sight Lines, View Corridors & Gateways - The Airport property is bounded by a “perpetual” open space consisting of Blue Ash Golf Course and Rest Haven Cemetery to the west. Dramatic views to the southwest feature rolling wooded hillsides and long vistas over the Millcreek Valley. Future development of the park should capitalize on these views and minimize visual impacts from park lighting. The park frontage stretches across over one third of the city’s portion of Glendale-Milford Road where there is tremendous potential to establish a one-of-a-kind gateway corridor. The Plainfield Road and Reed Hartman Highway intersections with Glendale-Milford Road should be developed as a significant gateway to the Airport Park site.

7. Utility Services – The Airport Park property is well-served by water, gas, electric and sanitary sewers along Glendale-Milford Road. The depth and location of sanitary sewers may require that sanitary facilities near the interior of the park be served by package systems or be pumped to locations with gravity drainage. There are no sanitary mains along Plainfield Road. The City should consider the burial or re-routing of overhead utilities along Glendale-Milford Road.



View looking south along the Airport's east property boundary.



Future improvements to Glendale-Milford Road could establish a “gateway corridor” that extends from I-71 to the Evendale Village boundary at Plainfield Road.



CHAPTER 3

PARK PROGRAMMING & NEEDS

PUBLIC ENGAGEMENT

The process and approach used to develop the master plan has involved a variety of stakeholder meetings, open houses, and workshops to assure citizen input and build consensus for the preferred design and implementation plan. Community involvement to date has included the participation of City officials, residents (including high school students), business interests, prospective user groups, arts and civic organizations as well as public and private stakeholders from around the region.

Project Kick-Off Meetings, April 28 & 29, 2011

The project kick-off meetings included the project's initial **Advisory Committee & City Council meetings** on **April 28** along with a **Staff Planning Charrette** on **April 29th**.

Each of the sessions included an overview of the preliminary findings and observations of the Site Inventory and Analysis along with a review of the range of programming and amenities available at nearby regional parks. A review was also given of benchmark community facilities from greater Cincinnati and around the country. Topics discussed with staff included a review of the proposed project approach and schedule, current operational / capital considerations, the site's unique site features and a dialogue about the Airport Park's potential.

"Big Ideas" for the overall identity, theme and anchor features of the park included a discussion of the potential of the park becoming the area's signature (1) Arts and Cultural Anchor, (2) "Green Beach Front", (3) Emerald Necklace, or (4) Outdoor Living Room. The Design Team showed examples of different types of parks from around the region and across the country where open space conservation, passive recreation and social interaction were blended at a variety of scales and development intensities. The following parks were featured as potential precedents for the application of programming and design features which conserve the natural environment while providing a variety of opportunities for both active and passive recreation, social engagement as well as arts and cultural activities:

- White River State Park – Indianapolis, Indiana
- Schenley Plaza – Pittsburgh, Pennsylvania
- Addison Circle Park – Addison, Texas
- Scioto Audubon Metro Park – Columbus, Ohio
- Fairfield Village Green – Fairfield, Ohio
- Ault Park – Cincinnati, Ohio
- Smale Park (Central Riverfront) – Cincinnati, Ohio

Initial Public Engagement – June 7th, 8th & 9th, 2011

On **Tuesday, June 7th** the City hosted a **Business Stakeholder Breakfast and Regional Special Interest Lunch** in the Design Team's "Design Center" in the Recreation Center basement. Participants included representatives from local businesses and major employers, regional tourism and economic development officials, health and wellness professionals, adjacent communities, local schools and colleges.

On the morning of **Wednesday, June 8th** the Design Team gathered to begin processing the feedback from the prior meetings and develop a functional diagram for the organization and layout of the programming elements cited as the highest priorities for the park.

During the afternoon the Advisory Committee and Department Leaders visited the Design Center, reviewed the Design Team's work to date and suggest alternatives for the park's organization and design. The group offered suggestions on the most appropriate balance of vehicular access, positioning of major site features, conservation of open space, future phasing possibilities and the spacing and orientation of entertainment and social gathering spaces.

During that evening the Design Team hosted the first **Public Open House** to present their initial thoughts on planning and design concepts as well as solicit feedback from the general public, residents, and representatives of the City's various Boards & Commissions.

The Hamilton County Park District's Sharon Woods park is located less than 2 miles from the Airport Park. Combined with nearby Winton Woods park the county offers 3300 acres of scenic parkland, 190 acres of motorized and non-motorized boating lakes, and 10 miles of paved walking trails through mature forests, tallgrass meadows, wetlands and riparian environments.

Community Priorities Vision & Goals

In order to establish an initial understanding of the community's vision, goals and priorities for the park the Design Team posed the following questions at each of the public engagement sessions:

1. What do you think this park should be for Blue Ash?
2. What do you want to be able to do in the park in the next 5 years?
3. What do you want to be able to do in the park in the next 10 years?
4. What do you want to be able to do in the park in the next generation?
5. How can the park influence future private investment?
6. What "Big Ideas" might support the park's success?

The responses to the questions and findings from the April and June meetings are described on the following pages.



Sasaki's Alistar McIntosh discusses the potential for the Park with participants at the June 8th Open House in the "Design Center" in the Recreation Center basement.

What do you think this park should be for Blue Ash?

April 28th Staff and April 29th Council Kick-off Meetings

- A unique draw – arts anchor, iconic, congregation space, interactive/involved
- A place to meet – experience community
- A park for all ages – all household types

June 7th Business Stakeholder & Regional Interest Session comments

- Walker/runner-friendly trail system (Safe!) Easily shared with cyclists (ie: Chicago Lakefront) Don't have to drive to it. Provide wider variety of skill levels – Destination for cyclists.
- Provide spaces for spontaneous activity, performance and fine arts.
- Integrate nature education facility(s)
- Family oriented gathering spaces, children's play, outdoor game areas (ie: chess)
- Well-behaved dog park
- More accessible to south side of airport
- Make strong announcement of park at east and west gateways and along Glendale-Milford Road (buffer the road)
- A great place to dine in a park
- Potential to model after Piedmont Park or Chastain Park in Atlanta
- Capitalize on Airport attraction
- Do stargazing in level, dark setting (nature education, sundial, etc)

June 8th Public Open House, Boards & Commission Member Session

- Interact with water and wetlands. Harvest water for re-use / conservation.

What do you want to be able to do in the park in the next 5 years?

April 28th Staff and April 29th Council Kick-off Meetings

- Enjoy trails and open green space as soon as possible
- Enjoy outdoor dining with beer
- Do winter sports in warm season use spaces (hockey, skating, sledding, cross-country skiing, etc.)
- See transient art installations

June 7th Business Stakeholder & Regional Interest Session comments

- Need an immediate WOW Factor: concert venue / performing arts
- Provide convenient access, including to adjacent neighborhoods, business districts and adjoining communities
- Provide something to do after recreation activities
- I'd like to be able to work in the park - outdoor facilities for work, wi-fi, etc.
- Build connections now
- Have a multi-purpose pavilion for a variety of uses
- Play with grandchildren
- Put in infrastructure for "Red, White and Blue Ash"
- Have a place for evening activities

June 8th Public Open House, Boards & Commission Member Session

- "Build bike trails so I don't have to drive to Loveland"
- Build bistros soon
- Have a multi-purpose pavilion for a variety of uses
- Start with the "Green Beach" – diversity of spaces
- Incorporate the My-Gal-Sal Museum to preserve legacy
- Build a splash-grounds for children
- Need the golf range to work on my game! (...and support BAGC)

What do you want to be able to do in the park in the next 10 years?

April 28th Staff and April 29th Council Kick-off Meetings

- Open green space as soon as possible
- Connect to neighboring parks, communities, activity centers, cultural anchors

June 7th Business Stakeholder & Regional Interest Session comments

- Skate park, "X-games", BMX, climbing walls, zip lines, other extreme sports.
- Adventure play versus structured equipment (to promote imagination).
- Segway & bike rentals
- Build that year-round activity hub (Performing Arts Center)
- More dynamic, interactive spaces

June 8th Public Open House, Boards & Commission Member Session

- "Performing Arts Center is critical"
- Build golf practice facilities, family golf amenities
- More contemplative areas (labyrinth, boardwalks)

What do you want to be able to do in the park in the next generation?

April 28th Staff and April 29th Council Kick-off Meetings

- Technology-driven and supported activities
- Hub of events and activity (non-motorized)
- Maybe nothing dramatic - let the park be like Ault Park (a place to decompress)

How can the Park Influence Private Investment?

April 28th Staff and April 29th Council Kick-off Meetings

- Allow for various capacities – welcoming to individuals, small groups and large events.
- Create an environment for the promotion of healthy living and enhanced quality of life experiences.

June 7th Business Stakeholder & Regional Interest Session comments

- Youth sport tournaments could generate investment
- Local Businesses could program events and activities, provides services, do equipment rentals, equipment storage, healthy foods, etc. (support also via sponsorships, advertising, volunteer labor, etc)
- Partnerships with health care providers (ie: incentives for employees to use park) (need to build awareness and relationships)
- Partner with Blue Ash YMCA, Girl Scouts and Dan Beard Council of BSA (on-going service programs)
- Export location for performing arts, summer camp programs for fine arts and performance
- Partner with local schools
- Work with “Go Vibrant”
- Use food as revenue to support family play activities (keep accessible)
- Work with the U.C. Raymond Walters campus for educational programming

June 8th Public Open House, Boards & Commission Member Session

- Quality-of-life benefits should contribute to future success of business (no matter what sector)
- Consider purchase of desirable off-site property
- Use performing arts center to incentivize business investment
- Integrate park with on-going airport operations

How should the City Measure Success with the development of the park?

April 28th Staff and April 29th Council Kick-off Meetings

- Increased use of the park over time
- Ease of use/operation, “plug and play”. Does the park easily transition from events to everyday use?

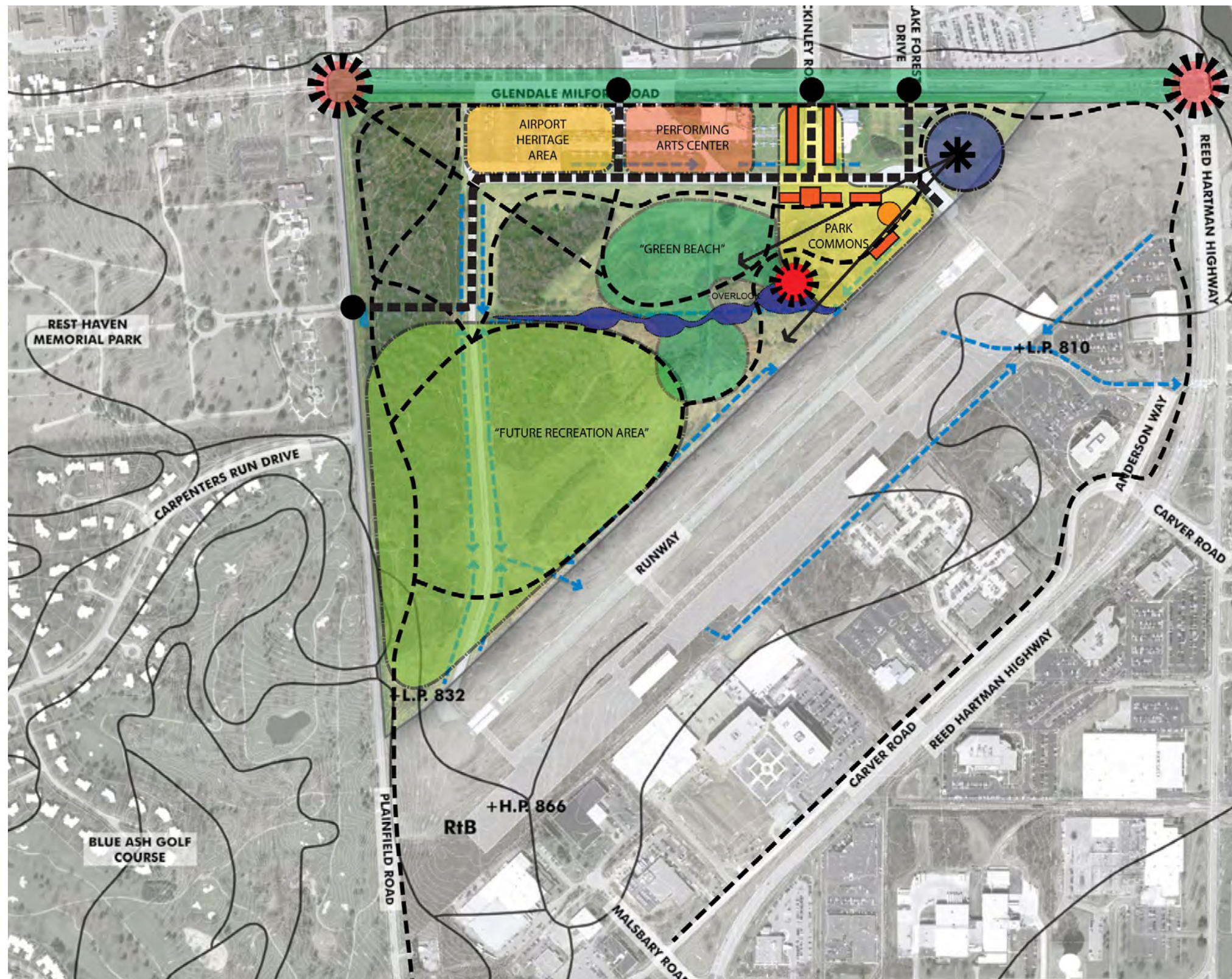
What “Big Ideas” could drive the park’s success?

April 28th Staff and April 29th Council Kick-off Meetings

- Expand golf as learning facility, championship course (LPGA, PGA Tour, Nationwide Events).
- Local aviation hub (RC planes, museum, archives).
- Heritage center
- Olympic class fitness hub, running, biathlon, cross country facility



Participants at June 7th Regional Stakeholder Breakfast pondered some “Big Ideas” for the future development of the Airport Park.



Functional diagram representing the initial programming ideas for the park as presented on June 9th.

Thursday, June 9th Initial Planning and Design Concepts

The Design Team assembled early in the day on June 9th to begin the development of site relationship diagrams and freehand design plans which responded to the programming goals and priorities cited over the first several sessions. During the early afternoon, the Advisory Committee visited the design center to review a functional diagram representing the most widely accepted programming priorities and their logical spatial relationships. In addition, three alternative sketch plans were critiqued for their ability to meet the common goals of the various stakeholders.

A consolidated sketch plan was developed over the course of the afternoon and presented before City Council during the regular Council session.

At 7:00 PM the same evening the Design Team presented its work to date before City Council and the assembled public. Comments received during and after the meeting were overwhelmingly supportive of the basic design direction and overall organization of the park.

Public Open Houses – June 29th, 2011

Over the next three weeks the Design Team prepared a more refined color rendering of the concept plan along with a compendium of precedent images that illustrated the intended character, activities and amenities of the park. An updated functional diagram and concept plan exhibits were presented at two open house sessions conducted during the mid-day and evening of June 29th in Council Chambers.

Preliminary Design Presentation to Council – August 11th, 2011

During July and into the first week of August KKG and Sasaki worked with the Administration and Parks Departments to develop a series of sketch concepts for the design of the major elements of the park including the proposed Park Commons, Gateways and Entry Features, Event Lawn, Multi-purpose Pavilion, Outdoor Canopy and Ice Rink, Picnic Grove and Contemporary Play Area.

A compendium of the plans, sketches and exhibits prepared leading up to the August 11th Council meeting were posted on the City’s website. This preliminary design submittal is included within the “Preliminary Planning and Design Alternatives” section of this report.

STAKEHOLDER SURVEY

Leisure Vision, LLC conducted an extensive telephone survey on behalf of the City during June and July of 2011. The purpose of the survey was to seek input on the design of the proposed park programming and amenities using statistically valid methods. Leisure Vision worked extensively with the planning team and City of Blue Ash officials in the development of the survey questionnaire. This work allowed the survey to be tailored to issues of strategic importance to effectively plan the future programming and amenities. The four-page survey was completed using a random sample of approximately 1,500 households in the City of Blue Ash and 1,000 households within a 5 mile radius of the City. The goal was to obtain a total of at least 500 completed surveys, with 300 being from within the City and 200 within a 5 mile radius of the City. Of this 517 surveys completed, 312 households were within the city limits and the remaining 205 were within a 5 mile radius. The results of the random sample have a 95% level of confidence with a precision of at least +/-4.3%. The full survey is available under a separate attachment to this report. The major survey findings are summarized below:

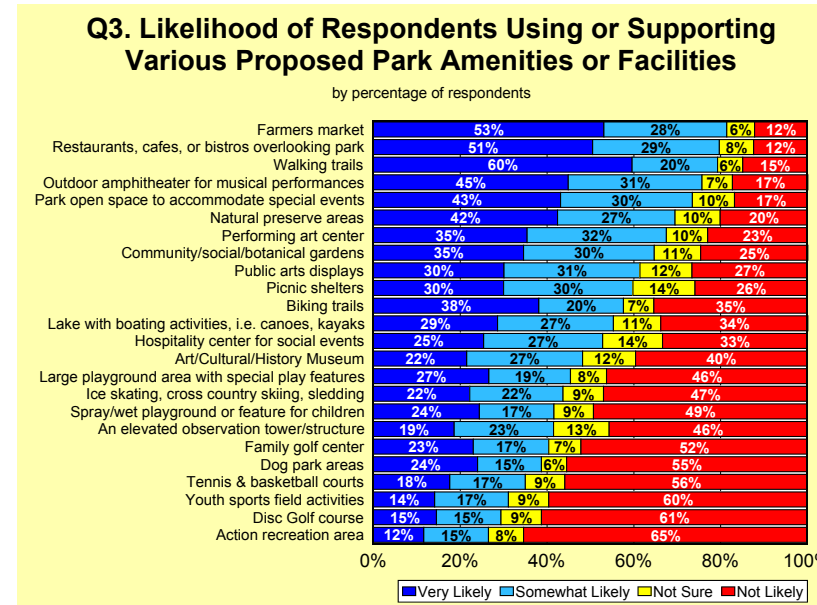
Support for Various Proposed Amenities and Facilities:

Prior Awareness of the Park - Sixty-eight percent (68%) of respondents indicated that they have either “heard a little” (46%) or “heard a lot” (22%) about the proposed park.

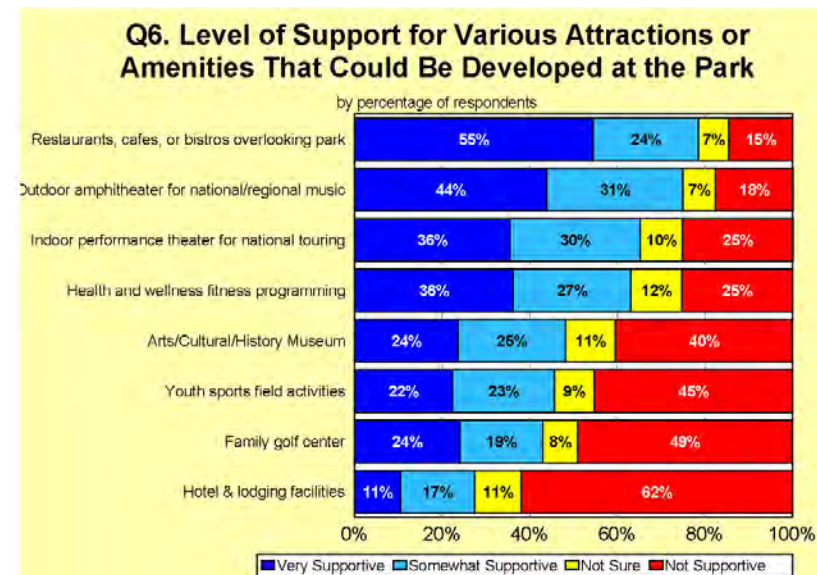
Quality of Life Priorities / Comparative Need - Seventy-five percent (75%) of respondents indicated that they think it is either “very important” (37%) or “somewhat important” (38%) to develop a new park (which provides highly desirable programming and amenities) when compared to other vital public services and amenities such as public safety, street maintenance, and code enforcement.

Support for Various Proposed Amenities and Facilities - There are four proposed park amenities and/or facilities that at least 75% of respondents indicated that they are either “very likely” or “somewhat likely” of using or supporting including:

- Farmers market (81%)
- Restaurants, cafes, or bistros overlooking park (80%)
- Walking trails (80%)
- Outdoor amphitheater for musical performances (76%)

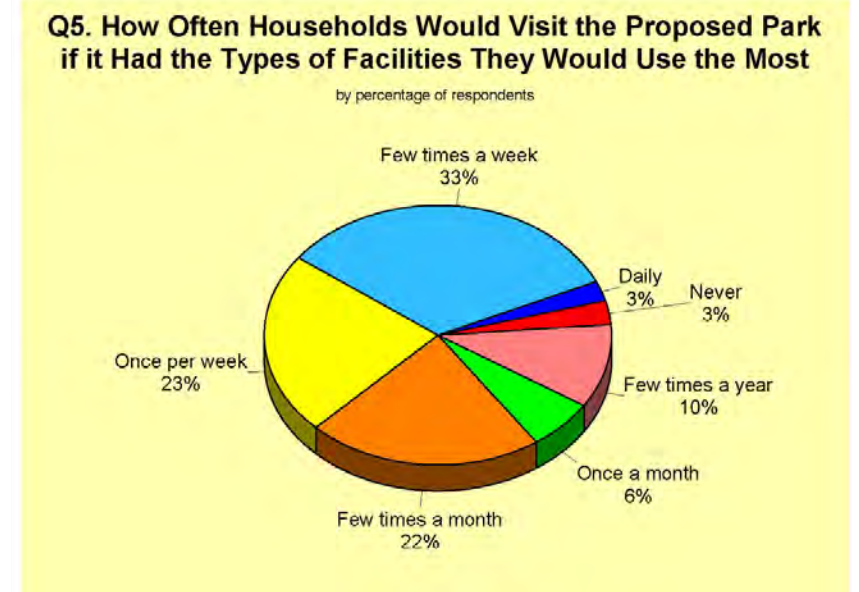


Level of Support for Various Attractions and Amenities - 75% of respondents indicated they either were “very supportive” or “somewhat supportive” of developing restaurants, cafes, or bistros overlooking the park (79%) and outdoor performance and event venue for national/regional music (75%).



Most Important Attractions and Amenities - Based on the sum of their top two choices, the attractions and amenities that households feel are most important to develop at the park include: restaurants, cafes, or bistros overlooking the park (52%) and an outdoor performance & event space (44%).

Frequency of Use - Seventy-eight percent (78%) of respondents indicated that they would visit the proposed park at least a “few times a month” if it had the types of facilities they would use the most. Only 3% indicated that they would “never” visit the proposed park if it had the types of facilities they would use the most.



Support for Private Sector Involvement - Seventy-one percent (71%) of respondents indicated that they were either “very supportive” (42%) or “somewhat supportive” (29%) of the City of Blue Ash creating partnerships whereby private companies build and operate more unique sports, recreation, aquatics, cultural and tourism attractions in the park. Of the 29% remaining, 16% indicated that they were “not sure” and 13% indicated “not supportive”.

REGIONAL DEMOGRAPHIC & MARKET ANALYSIS

PROS Consulting conducted a statistical comparative market analysis to determine the size of the potential market and identify underserved leisure and recreational programming and amenities within the local and regional market areas surrounding the proposed Airport Park. This task included an assessment of community specific-age distribution, population density, household income, race/ethnicity, and income characteristics. This data was applied to national trends in order to estimate the size and demographic profile of potential user groups and aid the City of Blue Ash in determining the most appropriate future mix of programming and amenities for the park. The leisure and recreation market is analyzed from various rings of influence.

All future demographic projections are based on historical trends and projected out utilizing straight line linear regression.

All projections should be utilized with the understanding that unforeseen circumstances during or after the time of the projections could have a significant bearing on the validity of the final projections.

Demographic Overview Within a 30-Minute Drive Time

Blue Ash market area population has grown at a slower pace over the last decade. From 1990 to 2000, the **total population** grew by 0.48% from a reported 1,337,783 to a reported 1,403,062. In 2010, the population increased to 1,474,463. Over the next five years, it is projected that the market area will continue to grow, as projections place the 2015 population at 1,521,798. The gender composition for the area is evenly split, with 48.4 % of the total current population being male.

The **population by age segment** is very similar from the national norms. Comparable to the aging trends, the largest individual age segment is 45-54 years of age, has a median age of 36.7 and 24% of the population is 55+. Nationally, the major age segment is 45-54 with a median age of 37 and 21% of the population is 55+.

Currently, **race and ethnicity** is comprised of persons identified as white (78.7%) and black alone (16.4), with the remaining 4.90% distributed among all other races.

The **income characteristics** are slightly higher than the national averages and are projected to continue to increase. The target area's median household income was \$43,819 in 2000 and is currently estimated at \$57,238. These numbers compare favorably to the current national median household income of \$54,552.

Methodology

Demographic data used for the analysis was obtained from Environmental Systems Research Institute, Inc. (ESRI), the largest research and development organization dedicated to Geographical Information Systems (GIS) and specializing in population projections and market trends. All data was acquired in June 2011 (i.e. Source: ESRI; 2011 04), and reflects actual numbers as reported in the 1990/2000 Census and demographic projections for 2010 and 2015 as estimated by ESRI.

Race and Ethnicity Definitions

The minimum categories for data on race and ethnicity for Federal statistics, program administrative reporting, and civil rights compliance reporting are defined as below. The Census 2000 data on race are not directly comparable with data from the 1990 Census and earlier censuses; caution must be used when interpreting changes in the racial composition of the US population over time. The latest (Census 2000) definitions and nomenclature are used within this chapter of the Business Plan.

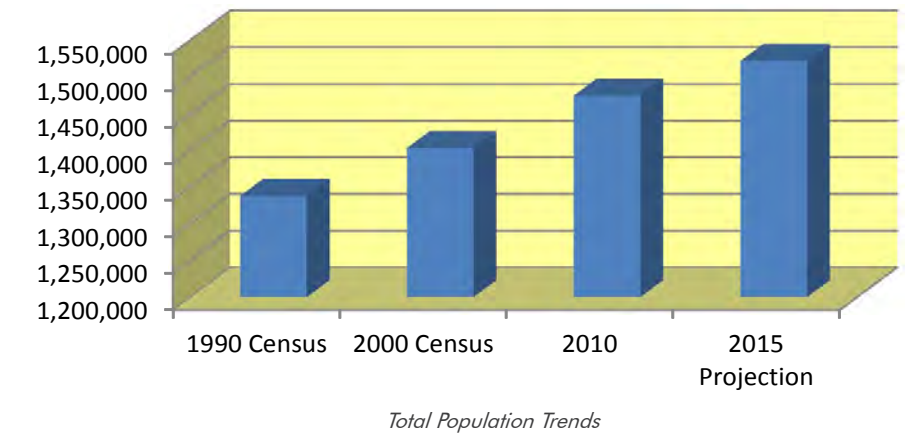
- American Indian – This includes a person having origins in any of the original peoples of North and South America (including Central America), and who maintains tribal affiliation or community attachment
- Asian – This includes a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam
- Black – This includes a person having origins in any of the black racial groups of Africa
- Native Hawaiian or Other Pacific Islander – This includes a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands
- White – This includes a person having origins in any of the original peoples of Europe, the Middle East, or North Africa
- Hispanic or Latino – This is an ethnic distinction, a subset of a race as defined by the Federal Government; this includes a person of Cuban, Mexican, Puerto Rico, South or Central American, or other Spanish culture or origin, regardless of race

Blue Ash Populace

Population

The population within a 30-minute driving radius of Blue Ash has grown at a relatively slow pace since 1990. From 1990 to 2000, the population increased by 0.48% from 1,337,783 to 1,403,062 respectively. From 2000 to 2010, the population increased to 1,474,463 persons. Five year projections reflect a continued increase in the populace, from 2010 to 2015, it is projected the population will increase to 1,521,798, a 0.63% increase.

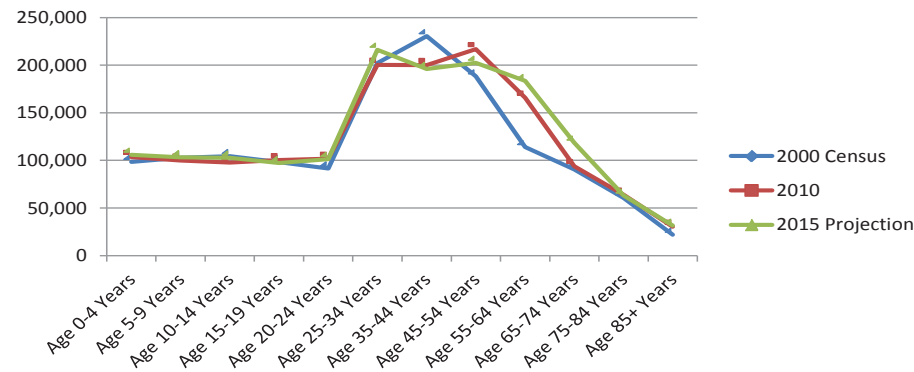
Population Trend; 30-Minute Drive Time from Blue Ash



Age Segment

Since Census 2000, the top three age segments in terms of total persons have been and are projected to remain, in order of magnitude, 25-34 years of age, 45-54 years of age, and 35-44 years of age. The three smallest age segments are the following 15-19 years of age, 75-84 years of age and 85+ years of age.

Population Growth by Age Segment; 30-Minute DriveTime from Blue Ash



Population by Major Age Segment

Population by Major Age Segment

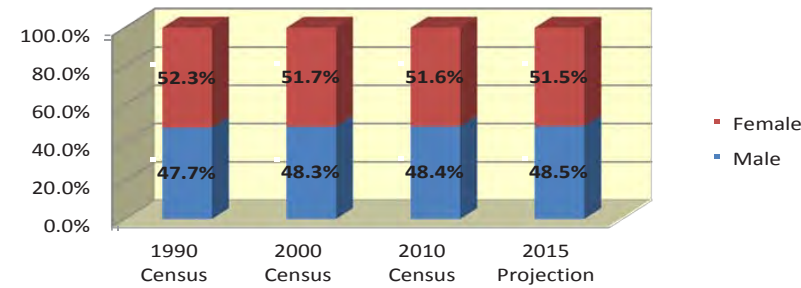
Age Segment	2000 Census	2010	2015 Projection
Age 0-4 Years	98,355	103,538	105,878
Age 5-9 Years	102,630	99,843	103,221
Age 10-14 Years	104,507	97,698	102,772
Age 15-19 Years	98,235	100,277	97,204
Age 20-24 Years	91,577	101,733	101,362
Age 25-34 Years	202,215	200,391	216,145
Age 35-44 Years	230,421	200,175	196,060
Age 45-54 Years	188,322	216,778	202,589
Age 55-64 Years	113,956	165,833	183,463
Age 65-74 Years	90,447	93,894	118,566
Age 75-84 Years	60,576	63,979	63,101
Age 85+ Years	21,821	30,324	31,437
Median Age	35.2	36.7	36.7

Population by Age Segment and Median Age (Source: ESRI 2011 06)

Gender

The gender distribution for Blue Ash is fairly split evenly between the genders. Male totals account for 48.4% of the total population. This distribution is projected to remain consistent throughout the next five years.

Population by Gender; 30-Minute DriveTime from Blue Ash

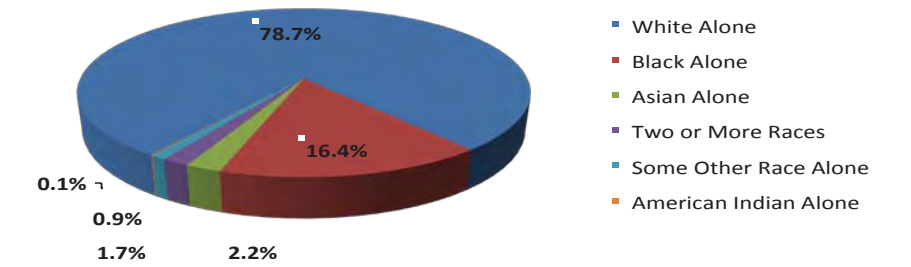


Population by Gender

Race And Ethnicity

Racial composition of a populace provides guidance for decision making based on historical and cultural heritage. In the case of the Blue Ash market area, persons classified as white account for 78.7% of the populace, persons classified as Black Alone make-up the next largest racial category – 16.4% of the population.

2010 Racial Composition; 30-Minute DriveTime from Blue Ash



Population by Race/Ethnicity

To put the racial composition in perspective, current estimates place the white populace at 1,160,402, the Black Alone at 241,812 persons and all other categories at a combined 72,249.

Participation Trends by Race/Ethnicity

The white population as a whole participates in a wide range of activities, including both team and individual sports of a land and water based variety; however, the white populace has an affinity for outdoor non-traditional sports.

Ethnic minority groups in the United States are strongly regionalized and urbanized, with the exception of Native Americans, and these trends are projected to continue. Different ethnic groups have different needs when it comes to recreational activities. Ethnic minority groups, along with Generations X and Y, are coming in ever-greater contact with white middle-class baby-boomers with different recreational habits and preferences. This can be a sensitive subject since many baby-boomers are the last demographic to have graduated high school in segregated environments, and the generational gap magnifies numerous ideals and values differences which many baby-boomers are accustomed to. This trend is projected to increase as more baby-boomers begin to retire, and both the minority and youth populations continue to increase.

The black population has historically been an ethnic group that participates in active team sports, most notably football, basketball, and baseball. The African-American populace exhibits a strong sense of neighborhood and local community through large special events and gatherings with extended family and friends, including family reunions. Outdoor and water based activities, such as, hiking, water skiing, rafting, and mountain biking, are not much of a factor in the participatory recreational activities.

Hispanic and Latino Americans have strong cultural and community traditions with an emphasis placed on the extended family, many times gathering in large recreational groups where multiple activities geared towards all age segments of the group may participate. Large group pavilions with picnicking amenities and multi-purpose fields are integral in the communal pastime shared by many Hispanics. The Asian population is a very different and distinct ethnic group compared with the three main groups in the U.S. – Caucasian, African-American, and Hispanic. The Asian population has some similarities to the Hispanic population, but many seem to shy away from traditional team sports and outdoor and water based activities.

Utilizing the Ethnicity Study performed by American Sports Data, Inc., a national leader in sports and fitness trends, participation rates among recreational and sporting activities were analyzed and applied to all major race/ethnic groups in the City.

A participation index was also reviewed. An index is a gauge of likelihood that a specific ethnic group will participate in an activity as compared to the U.S. population as a whole. An index of 100 signifies that participation is on par with the general population; an index less than 100 means that the segment is less likely to participate, more than 100 signifies the group is more likely than the general public to participate.

The most popular activities for those classified as **white** in terms of total participation percentage, the percentage by which you can multiply the entire population by to arrive at activity participation of at least once in the past twelve months, are:

1. Recreational Swimming – 38.9% participation rate (38.9% of the population has participated at least once in the last year);
2. Recreational Walking – 37.0% participation rate;
3. Recreational Bicycling – 20.6% participation rate;
4. Bowling – 20.4% participation rate;
5. Treadmill Exercise – 19.1% participation rate;

High participation percentages in freshwater fishing (17.3% participation rate), hiking (17.2% participation rate), and tent camping (17.2% participation rate) demonstrate the high value that the Caucasian population places on outdoor activities. Sailing (Index of 124), kayaking (Index of 121), and golf (Index of 120) are three activities that the Caucasian population is more likely to participate in than the general public.

Analyzing the top five activities that the **black** populace participates in at the greatest rate results in:

1. Recreational Walking – 26.7% participation rate;
2. Recreational Swimming – 20.2% participation rate;
3. Basketball – 19.8% participation rate;
4. Bowling – 17.5% participation rate;
5. Running/Jogging – 14.3% participation rate;

The African-American population, like the Hispanic population, is more than twice as likely to participate in boxing (Index of 208). Football (Index of 199) and basketball (Index of 160) are also among the higher participated in activities among the African-American populace. The five most popular activities for those of **Hispanic/Latino** descent are:

1. Recreational Swimming – 33.2% participation rate;
2. Recreational Walking – 31.2% participation rate;
3. Recreational Bicycling – 19.7% participation rate;
4. Bowling – 18.5% participation rate;
5. Running/Jogging – 18.0% participation rate;

In terms of participation index, the Hispanic populace is more than twice as likely as the general population to participate in boxing (Index of 264), very likely to participate in soccer (Index of 177), and more likely to participate in paintball (Index of 155) than any other ethnic group. For comparison reasons, although Hispanics are nearly twice as likely to participate in soccer as any other race, only 9.0% of the Hispanic population participated in the sport at least once in the last year.

The top five recreational activities for the **Asian** populace in regards to participation percentages are:

1. Recreational Walking – 33.3% participation rate;
2. Recreational Swimming – 31.9% participation rate;
3. Running/Jogging – 21.6% participation rate;
4. Bowling – 20.5% participation rate;
5. Treadmill Exercise – 20.3% participation rate;

The Asian populace participates in multiple recreational activities at a greater rate than the general population, with lacrosse being the activity boasting the greatest index of 615. Squash (Index of 414), mountain/rock climbing (Index of 262), yoga/tai chi (Index 229), martial arts (227), artificial wall climbing (224), badminton (222), and rowing machine exercise (206) each represent an activity that Asian's are more than twice as likely to participate in than the general public.

Household and Income

The 30-minute drive time household count has changed from 561,586 as reported in Census 2000 to an estimated 590,121 in 2010. The five-year projection places household totals at 609,542 in 2015, a projected change of 0.65% annually from the 2010 total. Average household size is currently estimated at 2.44 persons. The number of families in the current year is 371,723 in the market area.

Currently, 56% of the 661,259 housing units in the market area are owner occupied; 33.2% are renter occupied, and 10.8% are vacant. These percentages have roughly stayed consistent since Census 2000.

Home values statistics are:

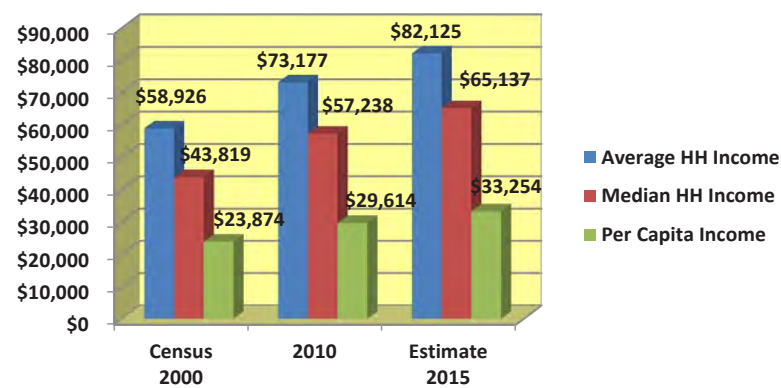
- Median home value (2010) in the demographic area is \$135,419, compared to a median home value of \$157,913 for the US
- It is projected that in 2015 the median home value will increase to \$148,476

Household income characteristics are currently higher than the national averages.

Statistics are the following:

- Current median household income is \$57,238 compared to \$54,552 for all US households
 - Median household income is projected to reach \$65,137 by 2015
 - In 2000, median household income was \$43,819
- Current average household income is \$73,177, compared to \$70,173 for all US households
 - Average household income is projected to reach \$82,125 in 2015
 - In 2000, average household income was \$58,926
- Current per capita income is \$29,614, compared to US per capita income of \$26,739
 - The per capita income is projected to be \$33,254 by 2015
 - In 2000, the per capita income was \$23,874

**Income Characteristics;
30-Minute Drive Time to Blue Ash Airport Park**



REGIONAL RECREATIONAL ASSESSMENT

Future programming of the Airport Park should energize the site and drive business to the site. The city should consider five key themes to focus on and they are as follows:

- Health and Wellness
- Entertainment and Music
- Special Traditional Special Events
- Family Events
- Sports Competition where possible

Each of these themes provide good use of the park and its planned amenities and provide wide age segment appeal. Phase one amenities currently being planned support strong adult use primarily with the exception of family events held in the Pavilion like ice skating, family related special events, the dog park and picnic grove. The higher the level of experience that the park can provide for each age segment (i.e., 2-5 year olds, 6-10 year olds, 11-14 year olds, 15-18 year olds, 19-23 year olds, 24-30 year olds, 31-45 year olds, 46-60 year olds, 61-70 year olds, 71 years plus) will tremendously impact the park. Ideally at least five experiences per age segments should be quantified in the park (at a minimum) to maximize the appeal and draw of the park.

Outdoor Entertainment District	Outdoor Performances	Covered Stage	Ice Skating Rink	Retail / Restaurants	Hi-tech Video	Nearby Hotels
Fountain Square District – Cincinnati, OH	X	X	X	X	X	X
Phyllis W. Smale Riverfront Park – Cincinnati, OH	X		X	X	X	X
Blue Ash Town Square – Blue Ash, OH	X	X		X		
Fairfield Village Green – Fairfield, OH	X	X	X	X		
Newport on the Levy – Newport, KY	X			X		X

Regional recreational assessment comparison matrix

The following regional recreational assessment looks at the supply and potential demand of (a) facilities which are being considered as part of phase 1, (b) those which have been proposed as part of later phases and (c) those which could uniquely serve the recreational, cultural and entertainment interests and needs of Blue Ash residents and potential patrons within the region.

Outdoor Entertainment Districts & Multi-Use Performance Venues

There are five outdoor entertainment districts identified in the local market area which offer outdoor performance and event spaces with the flexibility to host a wide variety of cultural events and musical performances in combination with privately-operated café's, restaurants, and retail destinations. As with Blue Ash's Town Square, each of the venues cited below are intended to serve as a draw for nearby residents and businesses and each - with the exception of Newport on the Levy - are regularly programmed by the local park district and / or downtown merchant's association.

The outdoor "amphitheaters" and performance spaces found within these venues take many forms depending upon the purpose, setting and programming intended for the space. The following listing of local venues lists the basic features and amenities of the various sites.

Fountain Square District

Fountain Square is a city square in Cincinnati. Founded in 1871, it was renovated in 1971 and 2005 and currently features many shops, restaurants, hotels, and offices. Different amenities found at Fountain Square are:

- Music venues (2 new stages)
- Interactive waterfall for kids
- Seasonal ice skating
- Bike racks
- Bus transit
- Carriage rides
- Retail
- Restaurants
- Free Wi-Fi
- Dynamic landscaping and lighting
- Main Street Entertainment District

The P & G Music Stage has been added as a permanent to the square. The stage is now 36' x 24', equipped with LED lighting, new sound system and has a canvas roof.

Phyllis W. Smale Riverfront Park

Phyllis W. Smale Riverfront Park is a new park/entertainment district currently being developed on 45 acres between the Paul Brown Stadium and Great American Ballpark. The park will include:

- Playgrounds
- Boat docks
- Green spaces for festivals and community events
- A carousel
- Gardens
- Bike trails
- Walkways
- A river's edge promenade with over-sized "porch" swings
- Water features
- Grand stairs

The Jacob G. Schmidlapp Stage & Event Lawn is envisioned to be a venue for programs, cultural and educational activities, and performances. The lawn will be next to the future Moerlein Lager House brewery and restaurant and surrounded by pedestrian promenades.



Visitor Center at Phyllis W. Smale Riverfront Park

Blue Ash Town Square

Blue Ash Town Square has served as the City's signature downtown event venue for nearly 30 years. The venue has been modified and expanded several times in order to accommodate the Veteran's memorial, a covered stage and restrooms. Regular programming includes a Friday evening summer concert series and the signature "Taste of Blue Ash" festival. These events are expected to continue.

Fairfield Village Green

The City of Fairfield's Village Green Park is a traditional "town green" with a small performance stage, lawn seating, water feature and green space. Regular programming includes a summer concert series, art fair, and movie nights. The Village Green is flanked by single story retail and restaurants on the south with the Lane Library and Fairfield Community Arts Center to the east and west. As with the Blue Ash Town Square, the Village Green is intended to serve primarily as the city's signature downtown event space. Larger events such as the City's annual Independence Day Celebration and Fireworks Display are held in the 161 acre Harbin Park.

Newport On The Levy

Newport on the Levy is an entertainment-focused retail center on the Newport Kentucky side of Cincinnati's Central Riverfront. A small public plaza serves a pedestrian-only "main street" for several restaurants and cafes, a book store, ice cream shop and retail kiosks. Regular programming includes small musical acts, art fairs, and private parties and promotional events associated with the retail center and the Newport Aquarium.

Findings – While Newport on the Levy, Fairfield Village Green and Blue Ash Town Square are within the 30 Minute Drive-time radius of the Airport Park they are primarily district-focused venues which do not compete with the Airport Park site or offer the same potential access, visibility, programming, and amenities. Fountain Square and Smale Riverfront Park will draw patrons from within and around Blue Ash but they do not capture so much of the potential consumer market to believe that the proposed program for the Airport Park would not be successful.

Golf Practice Facilities

Blue Ash Golf Course and the Cooper Creek Banquet Center provide area residents and businesses with exceptionally high quality golf and event facilities and serve as strong draws for business recruitment and retention. The golf operation has functioned without a purpose-built practice area since its establishment in 1979. The lack of a practice area constrains the revenue potential for lessons, clinics and training and remains a competitive disadvantage and limiting factor in the appeal of the facility for junior golf programs, tournaments and competitive events which require a driving range.

The Meadow Links Golf Academy (Forest Park), Little Miami Golf Center (Newtown) and the Golf Center at Kings Island (Mason) offer “academy courses” tailored to golf training and instruction. The Golf Center at Kings Island’s 4-hole academy course is designed to appeal to working professionals and golf enthusiasts who don’t have the time to play a full 9 or 18-hole round. The City of Blue Ash has conducted prior studies that explore the potential for the development of an academy course, golf practice and training facility on the Airport Property.

The current master plan envisions the opportunity to develop a driving range with grass and synthetic tees, chipping and putting areas which would be used for lessons, clinics and golf instruction oriented to juniors, families and golf enthusiasts from local businesses. An academy course could be developed at a later date depending on local demand and the long-term operational and financial goals of Blue Ash Golf Course. Blue Ash would be the only local public golf center that combines championship golf and banquet facilities with a full range of golf practice facilities.

Location and Operational Models

The following golf practice and training facilities are located within the 30 minute drive time of Blue Ash. Etter’s Custom Golf Center is less than a mile from Blue Ash Golf Course but does not offer natural grass chipping and putting areas. None of the other facilities listed are close enough to attract significant numbers of daytime users from within the Blue Ash office market.

Depending upon the size of the facility, annual gross revenues for a golf practice facility could be expected to range from \$150,000 to \$200,000. Operations and maintenance costs could range from \$50,000 to \$75,000 per year.

Facility	Driving Range	Chipping / Putting	Academy Course (holes)	Championship Course	Banquet Facilities
Cincinnati Golf Center - Mason	X	X			
Etter’s Custom Golf Center - Evendale	X				
Glenview Golf Course – Glendale	X	X		X	
Eagle Tee Golf Center – West Chester	X	X			
Avon Field Golf Course - Cincinnati	X	X		X	
Reeves (Lunken) Golf Course - Cincinnati	X	X		X	
Neumann Driving Range - Cincinnati	X	X		X	
Fairfield Golf Center – Fairfield	X	X		X	X
Little Miami Golf Center – Newtown	X	X	X (9)		
Meadow Links Golf Academy – Forest Park	X	X	X (9)		
Golf Center at Kings Island - Mason		X	X (4)	X	X
Walden Ponds Golf Course - Hamilton	X	X		X	X

Top Golf Amenities

- Restaurants
- Bar
- Leagues
- Instructors
- Pro Shop
- Lounge



Top Golf in Allen, TX

Operational Models And Potential Revenues

Top Golf facilities typically house 75 practice/game stalls which accommodate up to 4 “players” each. The sites offer full service casual dining and bar service typical of franchises like “Dave & Busters”. Land area required is approximately 12 acres with a minimum of 150 to 200 parking spaces. Prices range from \$3 to \$6 per (20 ball) game. Group rates are available for leagues and parties. Golf lessons are available for individuals and groups. Existing sites in the suburban Dallas and Chicago areas generate \$3,000,000 to \$4,000,000 in annual gross sales. Land owners can expect to receive 2 to 3% of annual gross revenues. Land leases to date extend between 20 to 30 years with lease values at approximately 15% of the market value of comparable commercial land.

REGIONAL RECREATIONAL ASSESSMENT

The following recreational and sporting facilities are examples of the types of facilities and programming alternatives which could expand the daily utilization and demographic appeal of the proposed park. Each of the examples generate revenues which are capable of covering both capital and operational costs and draw direct and indirect revenues which benefit local retail, hospitality and restaurant business operators.

Top Golf

Top Golf is a new kind of driving range; it’s a golf entertainment complex. Top Golf makes golf practice a competitive activity. Players aim at targets spaced at multiple distances — 50 yards, 100 yards or 200 yard and sensors read a microchip embedded in each driving-range ball. Points are awarded depending on how close the balls come to the targets. Scores are displayed on large touch-screen monitors in each oversize driving bay, the better to share with your teammates and opponents. According to CNN Money magazine approximately half of the clients are “leisure customers” who see TopGolf as an alternative to bowling or a movie, 25 percent are recreational golfers, and 25 percent are hard-core golfers. There are currently four Top Golf facilities in the United States: Wood Dale, IL, Allen, TX, Dallas, TX and Alexandria, VA.

Olympic Training Facilities

Olympic training facilities bring a high level of notoriety and interest to the communities which host them. The City of Indianapolis has gained both national and international recognition as a center for amateur sports and sport facilities including those devoted to training. The proposed airport park and adjoining golf course offer excellent opportunities for the development of cross country events and sports training facilities centered upon cross country, running, and cycling. The following Olympic training centers are examples of just a few found around the country. All of the following facilities are indoor practice facilities and between 10,000 sq. ft. - 65,000 sq. ft. Initial capital costs and annual operating expenses are typically covered through sponsorships. Indirect revenues would vary with the type of facility.

Facility	Location
Ice Castle International Training Center	Lake Arrowhead, CA
National Institute for Fitness and Sports	Indianapolis, IN
Los Angeles School of Gymnastics	Culver City, CA

Ice Castle International Training Center

The Ice Castle Training Center is an ice skating rink found 80 miles east of Los Angeles. The training center features an ice surface 85x185 ft.



Ice Castle International Training Center

National Institute for Fitness and Sports

The National Institute for Fitness and Sport Center is located on the IUPUI campus in downtown Indianapolis. The facility is 65,000 sq. ft. and features an NBA regulation court, indoor track, and state-of-the-art fitness equipment.

Los Angeles School of Gymnastics

The LA School of Gymnastics is an Olympic caliber facility specializing in gymnastics and cheerleading. The facility is a non-profit organization and has been around since 1975.

Olympic Training Center Amenities

Training centers offer a few different amenities which include but are not limited to:

- Concession Area & Lounge
- Locker Rooms & Showers
- Memberships
- Fitness Programs, Classes & Instructors

Fieldhouses

A Fieldhouse is a sports complex that has multiple courts or turfs to allow multiple sports or the same sport to be played at one time. Local variations of the concept include the 15 acre / 191,000 square foot Sports Plus Sports Center on Reading Road and the 9 acre / 97,000 square foot Kids First Sports Center on Kemper Road. While larger facilities may not be appropriate for the Airport Park site based on the potential impact to the park, the Sparta, New Jersey facility listed below could fit within one of the parcels between the east-west taxiway and Glendale-Milford Road.

Name	Location
The Fieldhouse at Sparta	Sparta, NJ
Fieldhouse USA	Frisco, TX
Virginia Beach Fieldhouse	Virginia Beach, VA

Fieldhouse at Sparta

The Fieldhouse at Sparta is a 24,000 sq. ft. multi-sport and activity complex. Guests have 60x40 yards of playing turf and the facility can seat up to 200 spectators.



The Fieldhouse at Sparta

Fieldhouse USA

The Fieldhouse USA is a 144,000 sq. ft. facility on 10.55 acres and is equipped with 12 full size hardwood courts and an indoor multi-use turf field.

Virginia Beach Fieldhouse

The Virginia Beach Fieldhouse is a 177,000 sq. ft. facility with 8 regulation volleyball courts, 4 basketball courts, and 6 turf fields.

Fieldhouse Amenities

Some of the amenities that are included at different Fieldhouses are but not limited to:

- Party rooms
- Conference rooms
- Food Courts
- Seating Arena
- Lounge
- Locker Rooms
- Showers

Potential Venues

Fieldhouse facilities have the potential to generate \$3,000,000 to \$4,000,000 per year in gross revenues. Evening leagues drive significant patronage at local dining venues and weekend tournaments contribute to significant increases in room rentals at nearby hotels. Land lease values vary with location and associated amenities.

Canopy Tours

A canopy tour is a guided tour over tree tops using zip lines and aerial bridges between platforms built in trees. Each guest is harnessed to a steel cable throughout the entire tour for safety precautions. A guide is there to lead the group through different obstacles and tasks. Zip line courses appeal to a 12 to 40-something age group. Many different companies use this outing as a workshop for understanding the importance of teamwork. Zip line courses can be integrated with complimentary “edge sport” activities such as cycle-cross, rock climbing and repelling courses to broaden the expected daily use and appeal of the park. Patrons have the option of purchasing seasonal or monthly passes. Daily rates typically start at \$15 per 1.5 hour session. Annual gross operating revenues could exceed \$1,000,000. Land owners can expect to receive 10 to 12% of annual gross sales.



Zip Line Through Wooded Area

OPPORTUNITY ANALYSIS

An opportunity analysis was performed to specifically identify facilities and/or amenities that may have the greatest potential for success and sustainable operation in Blue Ash, OH. Much of the categorization of opportunities in this analysis is based on the industry experience of the PROS Consulting Team having conducted over 700 similar projects and studies over the last 15 years throughout the United States. This analysis is illustrated in the tables that follow.

Service Market Analysis

The first opportunity analysis was performed based on the number of existing facilities within the 30-minute drive time region of the study area. These results are based on multiple variables such as:

- Number of current facilities
- Unique service market of facilities
- Population density
- Household income
- Operational cost

Facility/Amenity	Market Saturation: 1=Highly Saturated/ 5=High Opportunity				
Entertainment Districts	1	2	3	4	5
Amphitheaters	1	2	3	4	5
Driving Range	1	2	3	4	5
Top Golf	1	2	3	4	5
Olympic Training Centers	1	2	3	4	5
Field Houses	1	2	3	4	5
Canopy Tours	1	2	3	4	5
Recreation Centers	1	2	3	4	5
Golf Courses	1	2	3	4	5
Nature Center	1	2	3	4	5
Traditional Parks	1	2	3	4	5
Community Gardens	1	2	3	4	5

EXISTING CITY-WIDE PARKS & RECREATION ASSESSMENT

At the outset of the planning exercise the City provided a comprehensive inventory of its current parks and recreation facilities. While the overall land area dedicated to parks and open space is relatively modest the distribution, quality and access to park and recreational facilities is remarkable for a city of less than 20,000. The proposed Airport Park will more than double the City’s inventory of Parks and greatly expand the land area dedicated to open space. In recognition of the dramatic changes and influences that the new park brings this report includes the following recommendations for future development and/or consolidation of parks and recreation facilities.

Athletic Fields– The Grooms Roads Sports Park provides 11 Baseball Fields, 1 Synthetic Turf Soccer Field and 4 Natural Turf Soccer Fields along with a concession stand, shelter and two restroom facilities. Coupled with the Recreation Center and Oakwood Park Baseball Field the inventory of athletic fields appears to be more than adequate to meet community needs.



The Grooms Road Sports Center is located close to I-275 near other regional sports fields and indoor facilities at Sycamore High School, Sharon Woods, Kids First and Sports Plus.

Play Grounds – The master plan for the Airport Park recommends the addition of a natural adventure play area, contemporary play area and traditional play structures to expand the daily draw and appeal of the park. The Nature Park on Cooper Road currently has 5 play structures. We recommend that the city consider not replacing a portion of the structures as they reach the end of their useful lives to reduce annual operational costs and increase the inventory of naturalized areas.



Play structure at the Blue Ash Nature Park

Performance Spaces – The Airport Park Master Plan will provide the City’s first multi-use performance pavilion along with a temporary staging area capable of serving festivals and events such as the Summerbration and Independence Day festivities. The existing Town Square Amphitheater in the Downtown District is more than adequate to meet existing and project programming needs. The City should consider whether or not there is sufficient demand to warrant the ongoing repair or replacement of the covered canopy and Outdoor Amphitheater within the Nature Park.



The Amphitheater at Blue Ash Nature Park is located behind the Municipal Complex north of the Ravenwood Neighborhood.

Active Recreation/Community Centers – The Blue Ash Recreation Center provides a very high quality array of indoor sports, fitness, and recreation activities along with an outdoor pool, water park, youth soccer field, baseball field and tennis courts. The facility is centrally located between Downtown, the Golf Course & Cooper Creek Banquet Center and Airport Park Site and will soon be linked by a well-development network of multi-purpose trails which extend into the northern part of the City and connect to the Grooms Road Sports Complex.

The proposed development of the Airport Park Multi-purpose Pavilion and the soon-to-be-completed addition of the Cooper Creek Banquet Center provide the City and its residents with diverse and extensive inventory of public meeting and event facilities that are more than adequate to meet community needs. Due to the significant commitment of staff time and management resources required for these facilities consideration should be given to replacing the older, more remote, and less flexible Hazelwood Recreation Center with a more modern and convenient shelter and event pavilion. The nearby Hopewell Park and Bechtold Park pavilions are excellent examples of outdoor meeting and event spaces which encourage social interaction and provide high quality picnic and restroom facilities for local neighborhoods and the community at-large.



The Blue Ash Nature Park offers 5 shelter facilities along a wooded multi-use trail.

Shelters and Picnic Facilities – The Airport Park Master Plan and the possible addition of a new shelter and event pavilion at Hazelwood Park would increase the inventory of shelter facilities beyond what is needed city-wide. The City should consider whether or not there is sufficient demand to warrant the ongoing repair or replacement of each of the five shelters within the Nature Park.



An open-air shelter like the Bechtold Park Pavilion in Sycamore Township could serve as a more flexible picnic shelter and social gathering space for Hazelwood Park.

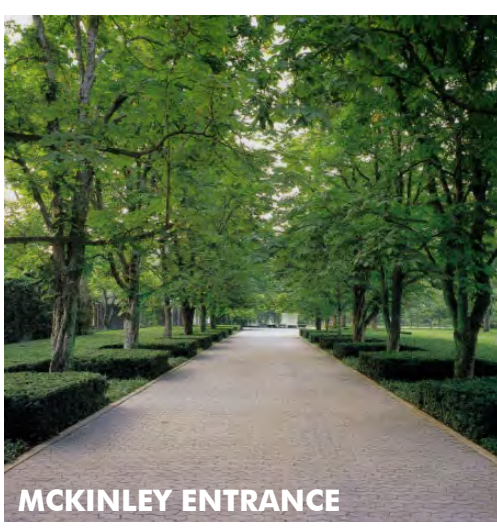
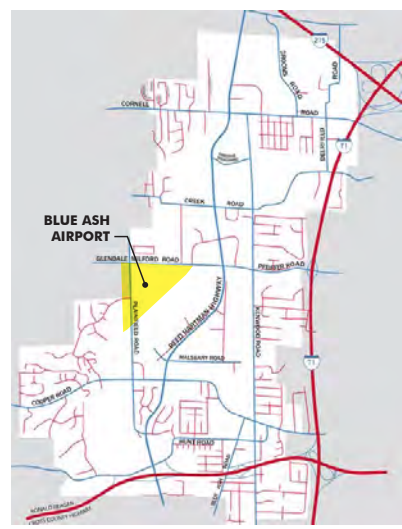


CHAPTER 4

**PRELIMINARY PLANNING &
DESIGN ALTERNATIVES**

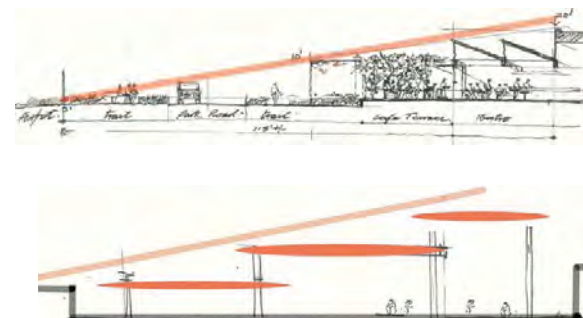
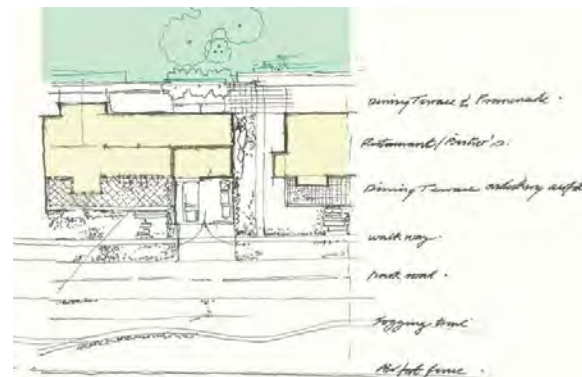
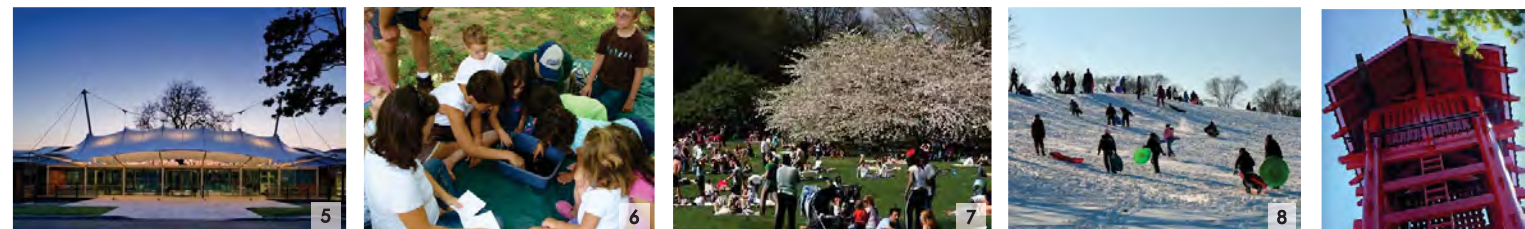
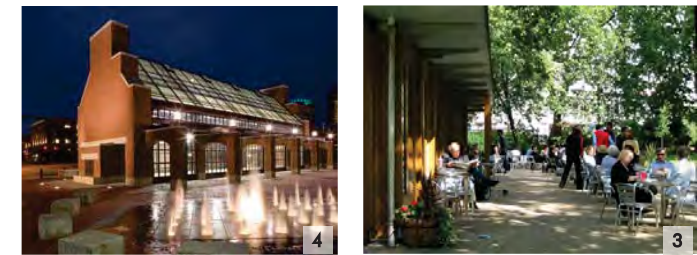
PUBLIC OPEN HOUSE EXHIBITS - JUNE 29, 2011

The following exhibits were prepared as a follow-up to the June 7th - 9th Design Charrette.

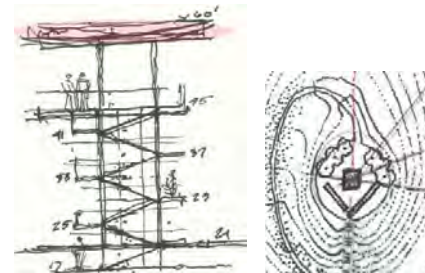




- Legend**
1. Entry Pocket Park with Water / Splash Pad
 2. Themed Play Area
 3. Restaurants, Bistros & Retail
 4. Farmers' Market & 3-Season Community Pavilion
 5. Open Air Tensile Shade Structure
 6. Outdoor Education Land Lab
 7. Great Lawn
 8. Knoll & Observation / Lookout Tower
 9. Dog Park
 10. Fitness / Wellness Accommodations
 11. Community Gardens
 12. Terraced Lawn
 13. Formal Gardens
 14. Park Identity Landscape Feature
 15. Potential Performing Arts Center
 16. Potential Aviation Heritage Center
 17. Water Feature & Drainage Way
 18. Potential Golf Practice Facility
 19. South Woodlands & Meadow / Potential Future Recreation Area
 20. Lawn / Overflow Parking
 21. Trails
 22. Pedestrian Promenade / Bosque of Trees



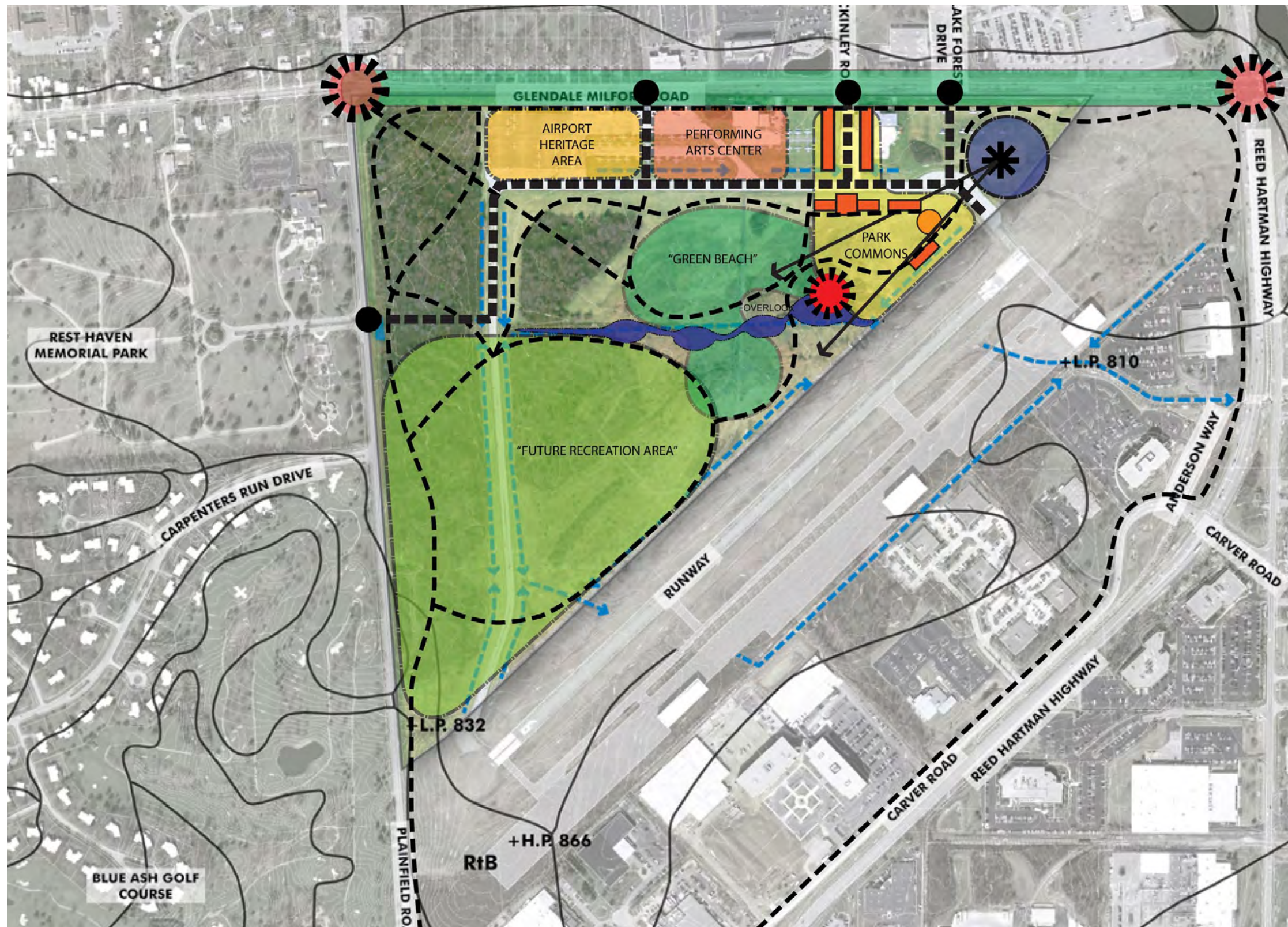
The canopy concept is based on an aircraft wing. A Wright Brother's era plane of skeletal frames and fabric.



The airport tower sits atop the mound with an overlook. The grading strategy is to cut the open lawn into a gentle east west valley with water running through and fill to create the mound. This mound area is accessible by a sloped walk. The tower is an open frame with a stair leading to the upper overlook. The canopy is another version of the wing concept.

PRELIMINARY MASTER PLAN SUBMITTAL - AUGUST 11, 2011

The following exhibits depict refinements to initial concepts developed through the month of July and early August. The compendium report was presented to City Council on August 11th.



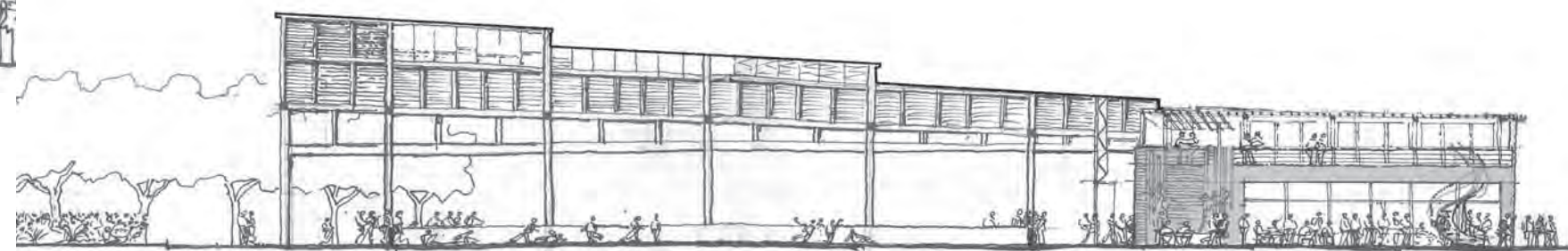
Legend

1. Future improvements along Glendale Milford Road could be directed toward establishing a cohesive and inviting parkway which extends from the I-71 interchange west to the corporation boundary.
2. Wayfinding, landscape enhancements and lighting treatments at the Reed Hartman and Plainfield Road intersections should draw from design elements used along the Park's primary entrance drives in order to create an extended sense of anticipation and arrival.
3. The existing airport taxi-way could be adapted for continued use as a pedestrian-friendly park drive. Airplane aprons could be improved (with additional landscaping, lighting and drainage) for re-use as more park-like parking areas.
4. Primary park access drives should be developed across from the existing cemetery entrance and at McKinley and Lake Forest Drives.
5. Social gathering, event, and entertainment spaces such as proposed bistros, a multi-purpose pavilion and a farmers market should be clustered to create a strong sense of place. The "Park Square" concept depicts a strong central axis and view corridor as the organizing feature for a series of outdoor spaces which would support a diversity of social and recreational activities.
6. Future development east of Lake Forest Drive could feature a pedestrian gateway, contemporary gardens and dynamic water feature which creates a sense of passage and extends the park to the Reed Hartman Gateway.
7. The "Green Beach" zone is proposed to contain a variety of outdoor spaces and open lawn area which support everyday uses and major performances and events such as the Fourth of July Concert.
8. An observatory tower would provide panoramic views above the treeline.
9. A multi-use trail system would weave throughout the park and provide access to woodlands, wetlands and meadow areas west of the "Green Beach" and "Park Square".
10. Future development of the area south of the existing drainage channel could feature a cross country course, golf practice facilities, zip lines, "off-road" bike trails or other more challenging fitness activities which can be sensitively integrated among the diverse terrain and ecological zones.

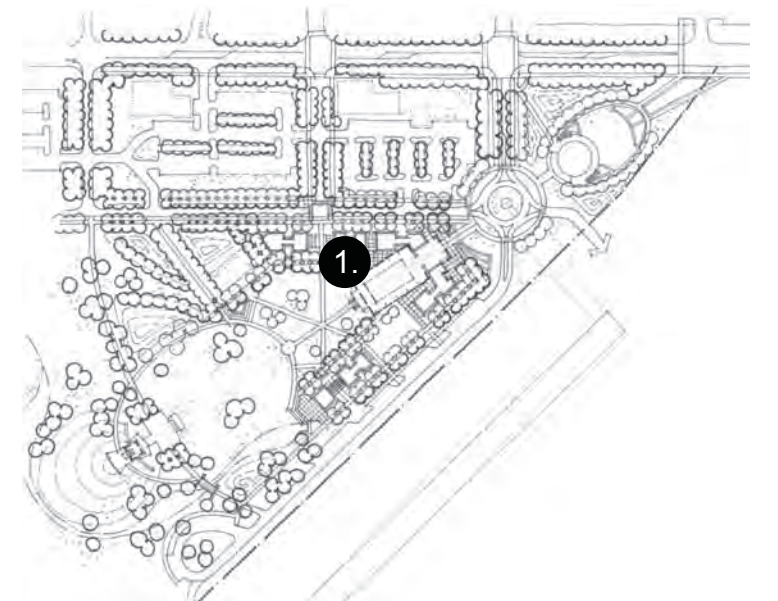


Legend

1. The proposed "Park Commons" would feature a small cluster of unique bistros, cafe's and park-oriented retail spaces organized around an elevated terrace & lawn.
2. Multi-purpose Pavilion - The commons would be anchored by a multi-purpose pavilion which would support a wide variety of public and private functions and events. A larger open-air space to the south ("B") would feature a vaulted, clear span canopy which could house a 70' x 130' removeable ice rink intended to serve as a winter season attraction.
3. A potential modern rondabout would provide a dramatic sense of entry to the park and facilitate the possible future extension of a new public street which would connect the park to office district south of the Airport.
4. A proposed "Welcome Garden" would establish a framed vista along the central spine of the Park Commons.
5. Sculptural mounding and a meandering stream would form the foundation and backdrop to an observatory tower. The lower level of the tower could house restrooms and electrical equipment to service the southern portion of the park.
6. The proposed stream channel would originate along the existing drainage ditch at the west side of the park. The channel would be designed with a series of riffles and pools to facilitate drainage of the event lawn and would store and filter stormwater runoff generated by the park development.
7. Existing aprons and taxi-ways could be improved for re-use as parking. Adjacent lawn areas could serve as dry-weather event parking for the 4th of July or other major festivities.



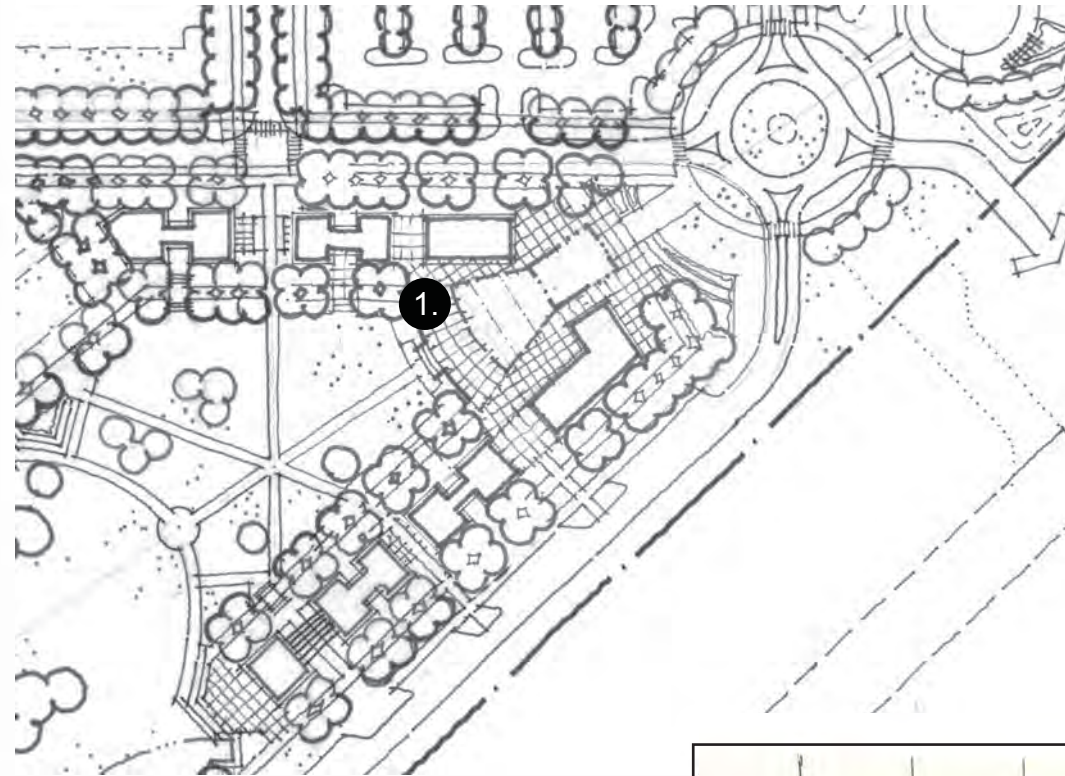
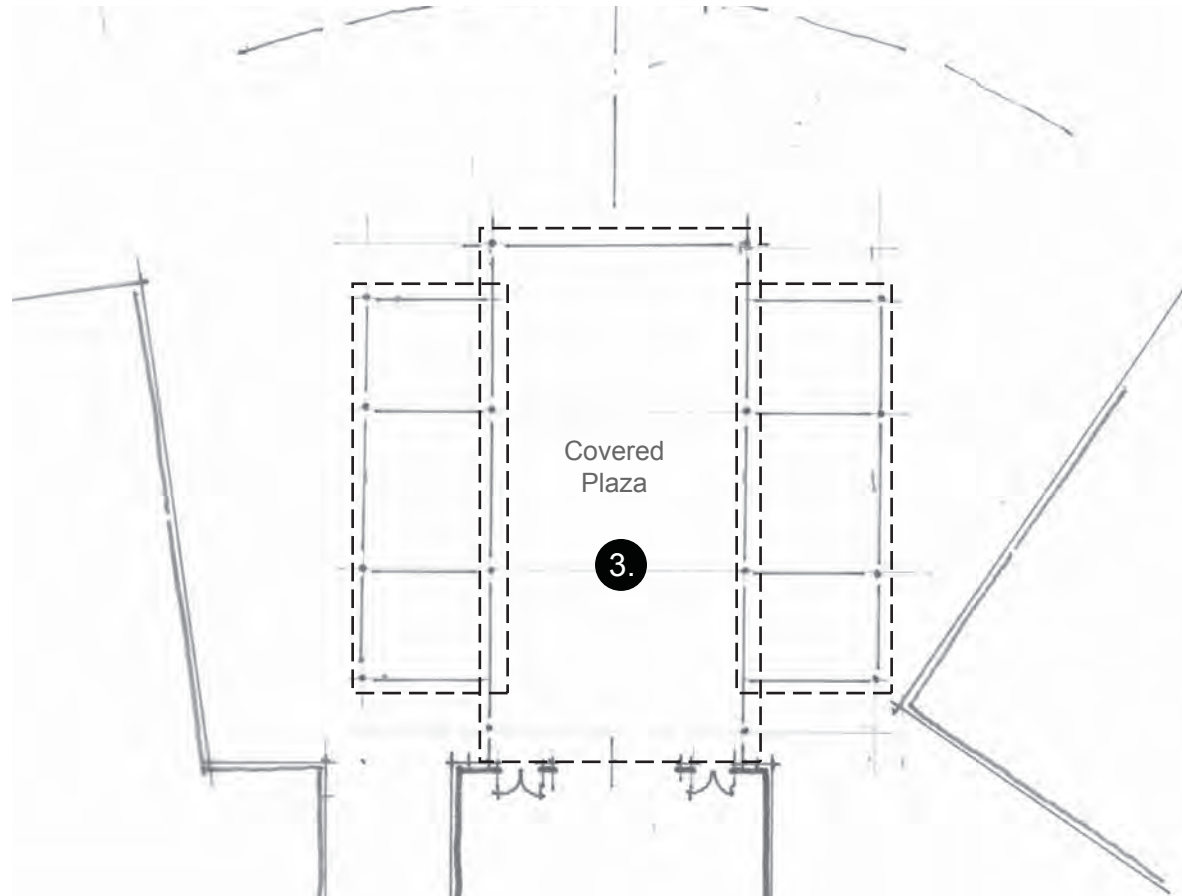
Key Map



Legend

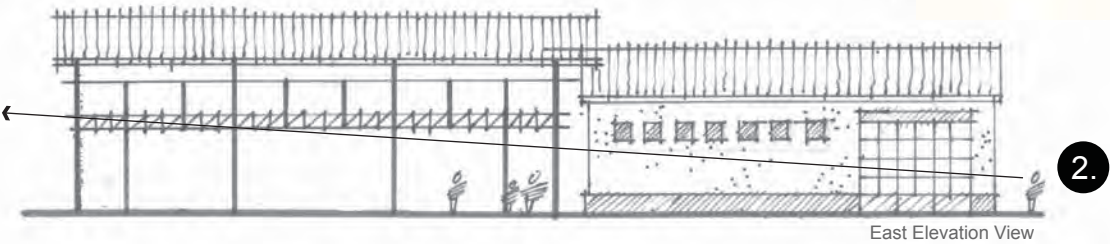
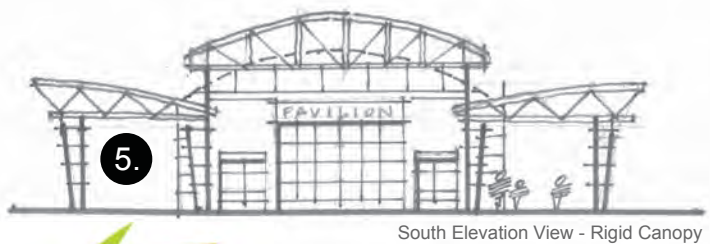
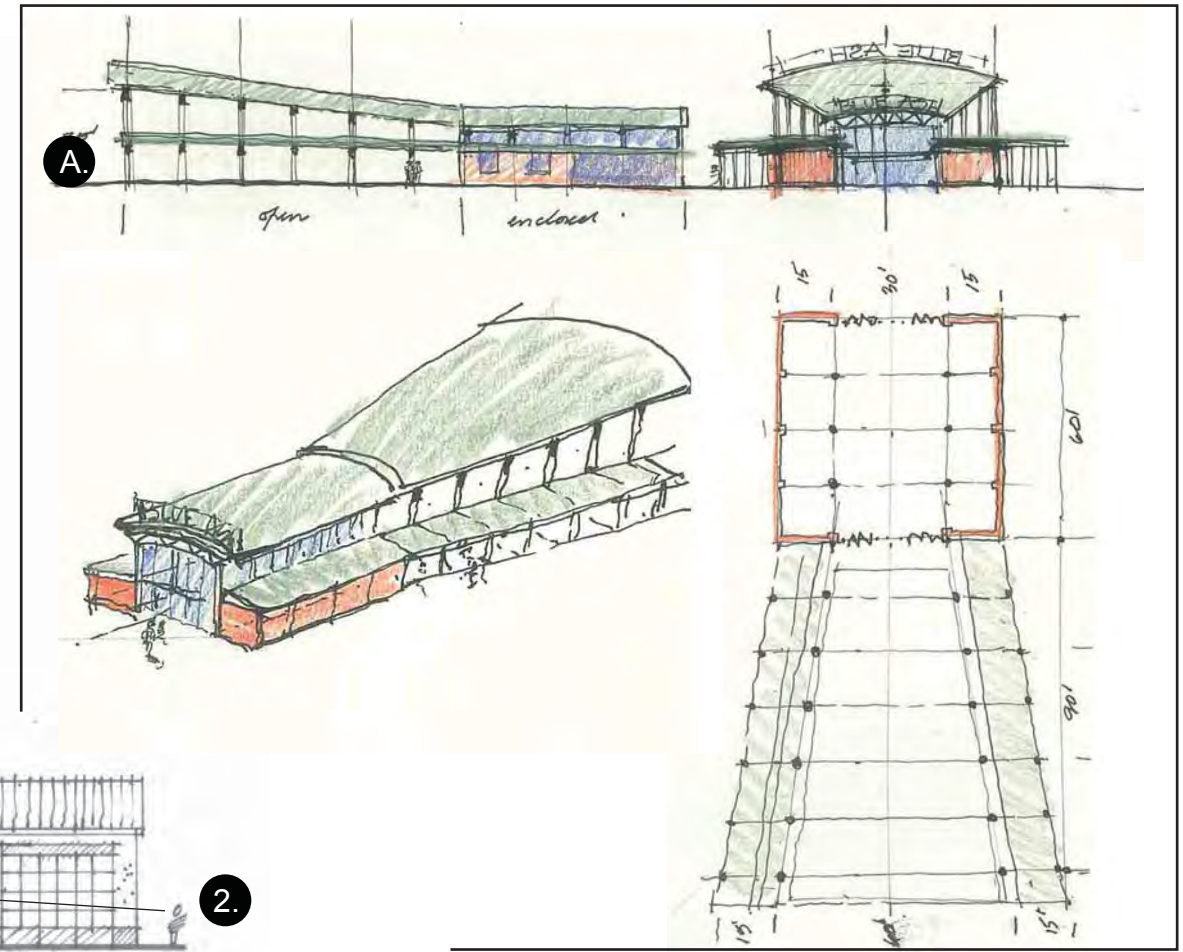
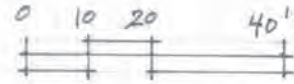
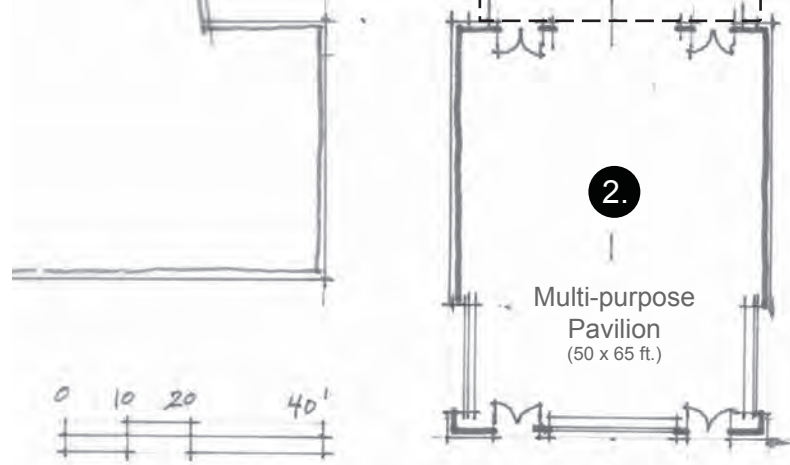
- 1. The proposed Multi-purpose Pavilion would draw inspiration from civic building forms and provide transparent covered spaces which support a variety of social, recreational and performance uses.





Legend

1. This plan for the commons shows a 3200 square foot free-standing, enclosed pavilion which would be built to anchor the social zone of the Park Commons. A 5000 to 7000 square foot open-air canopy would span an expanded terrace to the south.
2. The Multi-purpose Pavilion would be a highly transparent space with roll-up or sliding glass doors and a clear span of sufficient height to facilitate unobstructed views from north to south along the central axis of the commons.
3. An open-air canopy and covered plaza would expand the usable area of the pavilion and support "everyday" performance and event uses.
4. The design of the canopy could feature a wide, tall central bay with lower ceiling clearances along each flank.
5. Flanking canopies could utilize sweeping forms and shapes common to classic civic structures.





Key Map



- 1. Roundabout with illuminated Sculpture
- 2. Multi-purpose Pavilion
- 3. Open-air Canopy
- 4. Observatory Tower / Event Terrace
- 5. Bistro / Retail Space
- 6. Picnic Grove / Play Area
- 7. Commons
- 8. Event Lawn

Key Map



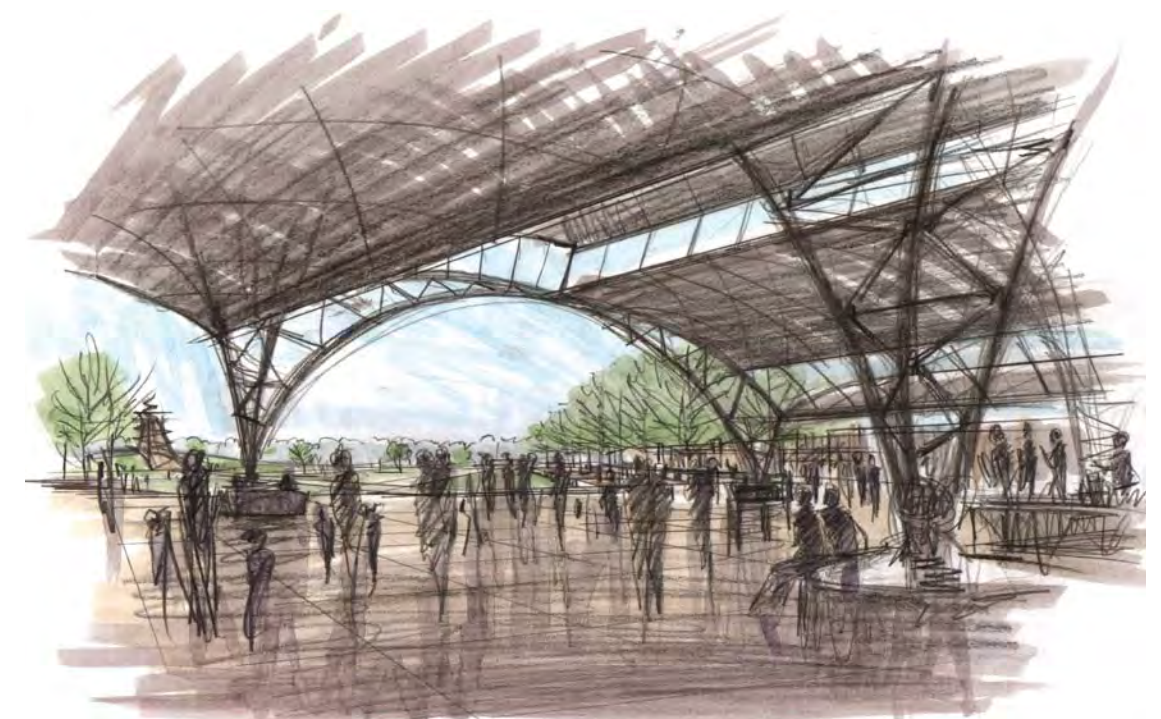
- 1. Terrace Walk
- 2. Open-air Canopy



TERRACE WALK AND BISTRO



TERRACE WALK AND EVENT TENTS



VIEW TO SOUTHWEST BELOW CANOPY

A. Formal Gardens & Public Art/Sculpture



B. Roundabout & Public Art/Sculpture



Key Map



Zip Line



Bouldering



Ropes Course



Legend



BMX & Mountain Biking



A. Golf Practice Range



B. Dog Park



C. Disc Golf



Legend



An architectural rendering of a campus layout. The scene is viewed from an elevated perspective. In the foreground, a large, circular plaza with a central sculpture is surrounded by walkways and green spaces. To the right, there are several parking lots with cars. In the background, there are buildings, more green spaces, and a winding path. A blue text box is overlaid on the right side of the image.

CHAPTER 5

**PRELIMINARY PHASING &
IMPLEMENTATION STRATEGY**



Legend

1. Entry Pocket Park
 - Formal Gardens
 - Seat Walls
 - Trellis with Bench Swings
2. Roundabout with Park Identity Sculpture
3. Park Commons
 - Open Air Structure & Seasonal Ice Skating Rink
 - Farmers' Market
 - Contemporary Play Area
 - Terraced Lawn
 - Bistros
 - Splash Pad
 - Lawn Games
 - Community Health/Fitness Programming
4. Great Lawn
5. Observation Tower
 - Plaza/Stage
 - Restrooms
 - Shelter
 - Seasonal Sledding Hill
6. Natural Play Area
7. Enhanced Stream Corridor
8. Rainwater Harvesting Pond
9. Picnic Area
10. Potential Reuse of Existing Buildings
11. Parking Area
12. Community Gardens
13. Potential Performing Arts Center Site
14. Pedestrian Neighborhood Entry
15. Bouldering Course
16. Active Adventure Area
17. Dog Park
18. Zip Line
19. Ropes Course
20. Plainfield Rd. Entry
21. Golf Practice Facility
 - Driving Range
 - Practice Green
 - Club Kiosk
22. Varying Pathway System
23. Mountain Biking Course
24. Possible Gated Park Access/Entry
25. Future Development Area
26. Trail Staging Area
27. Concert/Performance Staging Area

The future development of the airport park is expected to occur over several phases. The sequencing of implementation will be based on the priorities identified through the survey and public involvement process and would proceed as available financing and demand would dictate.

PHASE 1 DEMOLITION AND SITE IMPROVEMENTS

The initial phase of park construction is expected to start in 2012 and would begin with grading and drainage, the installation of utility services, and the construction of the roads and drives necessary to provide suitable access and use of the park.

Initial Park Access & Operations Center - The Co-op Aviation building and a portion of the existing parking area and apron would be removed to consolidate access and allow for the installation of a multi-purpose trail and streetscaping along Glendale-Milford Road. The Blue Ash Aviation and Executive Aviation buildings are in very good condition and sit far enough away from the Glendale-Milford Road right-of-way that they could be adapted for re-use as park operations, convenience and maintenance facilities or for other uses, as yet, not determined. Either or both of the buildings could be adapted to provide restroom and meeting facilities which serve through the construction of the proposed Multi-purpose Pavilion and associated convenience facilities.



Either the Blue Ash Aviation or Executive Aviation facilities could remain as the Airport Park's construction administration and park operations center.

McKinley Road Extension – The McKinley Road Extension will provide the first signalized access into the park and link to the existing sidewalk network along Glendale-Milford Road. Portions of the existing apron and parking areas will be removed to provide more controlled access and allow for the installation of sidewalks and tree lawns along the roadway. New pedestrian signals and crosswalks would be installed across Glendale-Milford. Overhead electric lines along the south side of Glendale-Milford terminate at the west side of the intersection where they move underground to the north and east. The Park's main electric service could be routed along the new drive.



Future improvements along Glendale-Milford Road could include the burial of all overhead utilities as part of the road's evolution to a more-pedestrian-oriented "parkway".

West Access Drive – The proposed access road west of the Blue Ash Aviation building would provide a controlled access alternative during major events and construction periods. The new drive would align with the multi-purpose path that serves the event lawn and facilitate staging for larger festivals, events and performances.

Park Commons Area Earthwork, Utilities and Walkways – The Park Commons Area will require the most intensive modifications to the physical conditions of the park. In order to set the stage for the least disruptive and orderly sequencing of future improvements, such as the proposed Multi-purpose Pavilion and Bistros, significant site grading and utility work will need to be performed. Electric, gas, telecommunication, sanitary sewer and water mains will be installed at sufficient capacity to meet the long-term needs of the park.

Grading and storm drainage improvements will provide the foundation which defines the Park Common's major outdoor spaces and provide greater visual interest and flexibility in the use of the "Great Lawn". The formal allée of trees and the interior walkways of the promenade would be installed along with the perimeter pathway which leads from the Park Commons to the Event Lawn and staging area. The Event Lawn will be graded to promote positive drainage and an underground drainage system will be installed to expand the usability of the lawn during periods of wet weather. A sledding hill at the terminus of the main axis will be formed from excavated fill generated by the development of the stream channel to the south of the observatory.

A rainwater harvesting pond will collect and filter stormwater run-off from the park drives and parking areas and recycle the water to irrigate the Park Commons and Event Lawn and reduce the annual costs of lawn irrigation.



Water Quality & Rainwater Harvesting Ponds such as this example from Gate of Heaven in Montgomery, Ohio provide aesthetic and recreational benefits in addition to providing for the extended detention of and filtering of stormwater flows.



Planned Improvements

- Phase 1A:
- Trails (+/- 1.34 miles)
 - Non-paved Trails (+/- .42 miles)
 - Trail Head
 - Plainfield Road. Gateway
 - East Gateway (Partial)
 - Apron Parking
 - Access Drive Extension
 - Partial Taxiway/Parkway Renovation
 - Gated Entries
 - Restrooms in Existing Buildings
 - Portable Restrooms (PR)
 - Potential Reuse of Existing Buildings
 - Demolish Co-Op Aviation
- Phase 1B
- Trails (+/- .28 miles)
 - Non-paved Trails (+/- .53 miles)
 - Parkway Extension
 - Parking
 - Relocated Portable Restrooms (PR)
- Phase 1C
- Trails (+/- .27 miles)
 - Non-paved Trails (+/- .76 miles)
 - Bikeway Trail Connection (+/- .6 miles)
 - Parkway Completed to Plainfield Road.
 - Shelter Building / Interpretive Signage
 - Relocated Portable Restrooms (PR)

PHASE 1 PARK AMENITIES

Trail Network – A network of paved multi-purpose trails would be installed to provide access throughout the park. The park’s internal trails would link to the roadside trails which are currently under design and construction along Reed Hartman Highway and Plainfield Road.

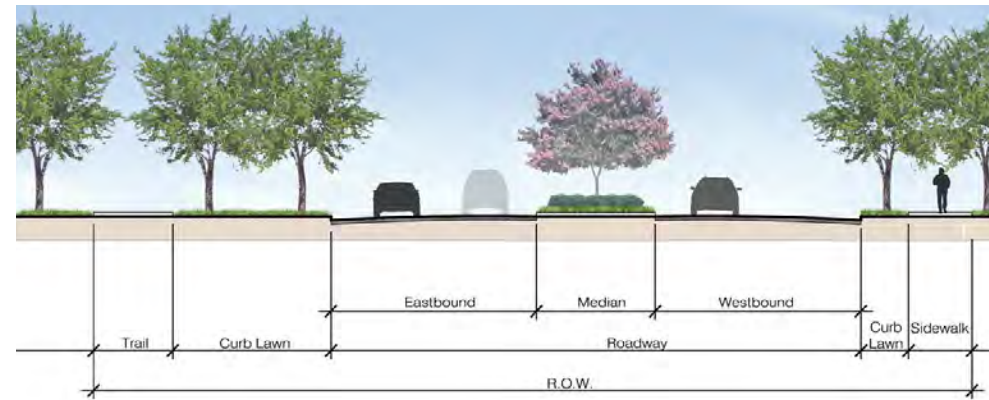
The initial phase of construction would provide a paved multi-purpose trail along the woodland and wetland areas between the existing taxi-way and Plainfield Road. A second paved loop would extend into the interior woodland and drainage channel east of the southbound taxiway.

Trailhead and Apron Improvements – The first phase of park improvements would be accessed by an improved parking area within the limits of the existing airport apron west of the Co-op Aviation building. Portions of the apron would be removed to provide space for the addition of trees, landscaping and an overland drainage system which would utilize grassed or planted swales to drain the parking area and filter run-off which flows east into the headwaters of Sycamore Creek. Trail-head signage would provide wayfinding and interpretive information regarding the habitat of the northeast area of the property. Improvements to the apron area would include a trail connection along the north side of the taxiway leading west toward the current Blue Ash Aviation building and its associated paved parking area.

Plainfield Road Entrance & Gateways – Park signing, trails and wayfinding improvements will be established at the Glendale-Milford Road intersection and along the proposed new entrance road across from the Rest Haven Cemetery drive. The gateway features and amenities would include paved trails and lighting and would be staged to coincide with the construction of the Plainfield road bike trail. The Glendale-Milford Road gateway could establish a significant architectural landmark to identify the park and create a welcoming entrance at the City’s corporation boundary. A series of garden spaces along the pedestrian promenade could feature interpretive markers which describe the history of the property including the Airport heritage and the adaptive re-use of the Airport’s infrastructure. Gateway features at the new entrance drive along Plainfield Road would likely occur as part of a later stage due to the detailed design and permitting required to meet regulatory requirements and preserve the sensitive wetland habitat along Plainfield Road.

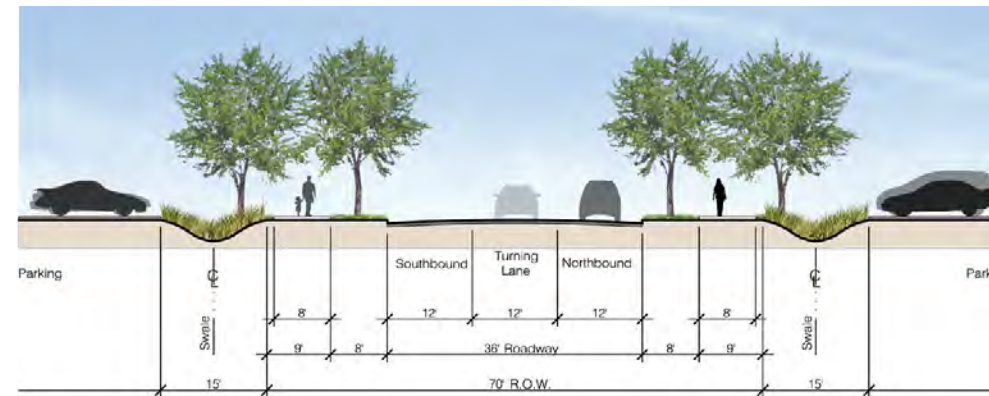


Plainfield Road Entrance & Gateways enlargement



Glendale Milford Road: Looking West

Lake Forest Drive Extension – The Lake Forest Drive Extension is intended to be the park’s signature entrance and the hub of the parks internal drive and walkway network. Sanitary sewer and water mains would be routed below the road or along the outside of the tree lawns and sidewalks which parallel the roadway. The proposed roundabout at the intersection with the taxiway would be studied to determine the most appropriate configuration and geometry for the intersection. The proposed signature sculpture at the center point of the could be installed with the roadway or be phased-in at a later date.

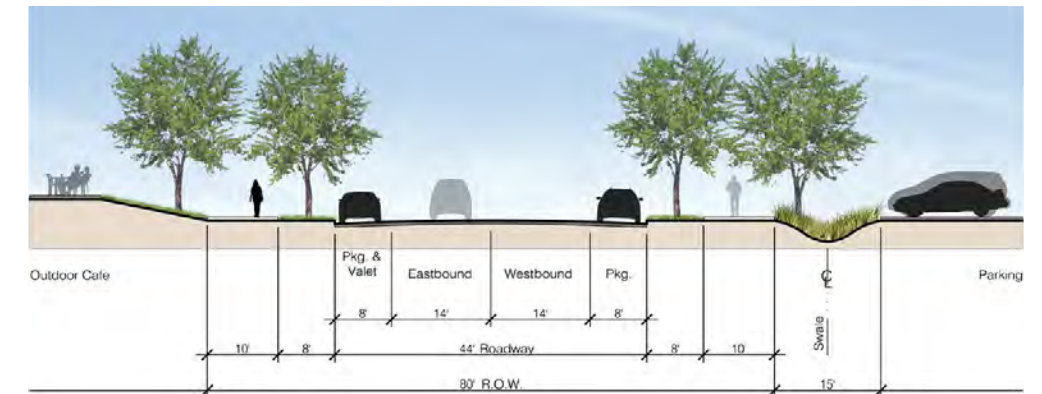


McKinley Road / Lake Forest Drive: Looking North

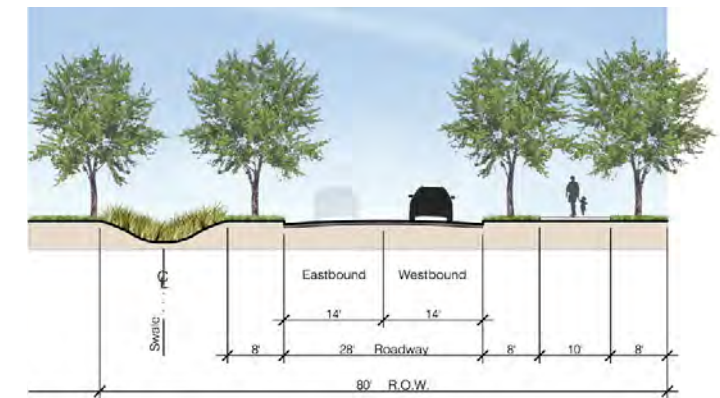
Taxi-way / Park Drive Improvements – The existing east-west taxiway will be adapted to become the parks primary internal drive. The cross-sectional width will be reduced to a two lane drive with valet drop-off and parking areas provided along the south side east of McKinley. On-street parking will be maintained along both sides west of McKinley. Curbing and storm drainage infrastructure will be installed to preserve present durable and manicured appearance along the Park Commons. The cross-sectional design of the roadway west of McKinley could feature grassed swales and other low-impact development practices which lessen long-term maintenance and replacement costs.



Parkway / Taxiway Perspective

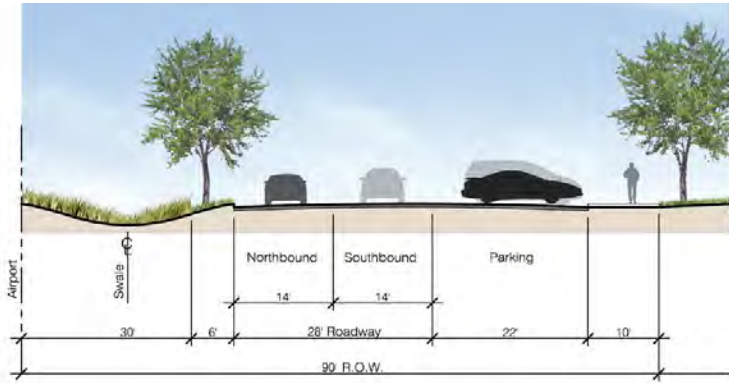


Curbed Taxiway Section: Looking West



Parkway / Taxiway Section: Looking West

Observatory Drive – The Observatory Drive provides the southernmost access point into the park and enframes the east side of the Park Commons. The drive would be designed for possible future use a public street which would access the adjoining airport property and provide a very desirable linkage to Reed Hartman Highway and the commercial districts and neighborhoods to the east. A turn-around would accommodate access to the observatory and event plaza.



Observatory Drive: Looking South

Lake Forest Promenade and Sculpture Garden – The proposed promenade and sculpture garden at the east boundary of the park would serve as the primary pedestrian access from the north and east. A water feature or sculptural element would provide a strong focal point at the foreground of the main axis through the Park Commons. Sculptural mounding and low seat-walls would frame the gardens and create a more intimate scale and framework for the development of the park’s most manicured gardens and finely landscaped areas. The final design of the garden areas and art installations could be developed through a collaboration with local horticultural, landscape industry associations and a call for artists. Residents, businesses and local stakeholders could take on the sponsorship of the gardens and assist in determining the theme of the installation. Annual Art and Horticultural expositions could be modeled after regional fairs and expositions such as Summerfair or the Cincinnati Flower Show.



Lake Forest Promenade and Sculpture Garden enlargement



The small canopy for the event lawn at White River State Park (shown above) accommodates smaller cultural events and everyday use. Sound and Lighting equipment for larger performances is brought in by truck and trailers along a reinforced multi-purpose path.

Multi-purpose Pavilion & Canopy – The detailed programming and design of the Multi-Purpose Pavilion and Canopy would proceed along the same schedule as the first phase of site improvements. Service and utility requirements must be determined prior to the completion of site infrastructure. Features and amenities are expected to include a 3200 s.f. fully-conditioned flexible event space, restrooms, and open air canopy sufficient to support “everyday” performance, a Farmer’s Market and event uses and cover a 70 by 130 foot removable ice rink. The event space would be capable of hosting private parties, receptions, and corporate events ranging from less than 50 to over 300 people. Mechanical and storage spaces required for staging and operation of the facilities would be built to the east of the multi-purpose space. A concession area and rentable spaces for fitness, running, bicycles, skating or other complimentary outdoor recreation amenities could be included as part of the first phase.



A view through the Multi-purpose Pavilion to Park Commons and the Observation Tower in the distance.

Annual maintenance costs are projected to be about \$7 per square foot or approximately \$24,000 dollars per year. The Pavilion will rent for \$2,500 dollars a day at a minimum and PROS feels the Park system can rent the site 60 days a year and generate \$150,000 a year in gross revenue from the Pavilion. The city should evaluate the possibility of having the booking, catering and management of the Multi-purpose facility be a part of the Cooper Creek Banquet Center management agreement (or as a separate contract service). Permits for the use of the facility would typically include the cost to serve the site plus a percentage of food and beverage at a minimum of 12% of gross.

Major Event Plaza & Staging Area – The Major Event Plaza and Staging Area is intended to anchor The “Green Beach” zone and contain a variety of outdoor spaces and open lawn area which support everyday uses and major performances and events such as the Fourth of July Concert and Festival. The lawn has the potential to be temporarily fenced for private and fee-based events which have the potential to serve as a secondary source of operating revenues. Rental rate for similar facilities typically range from 10% of admittance fees with minimum daily fees starting at \$10,000 plus expenses.



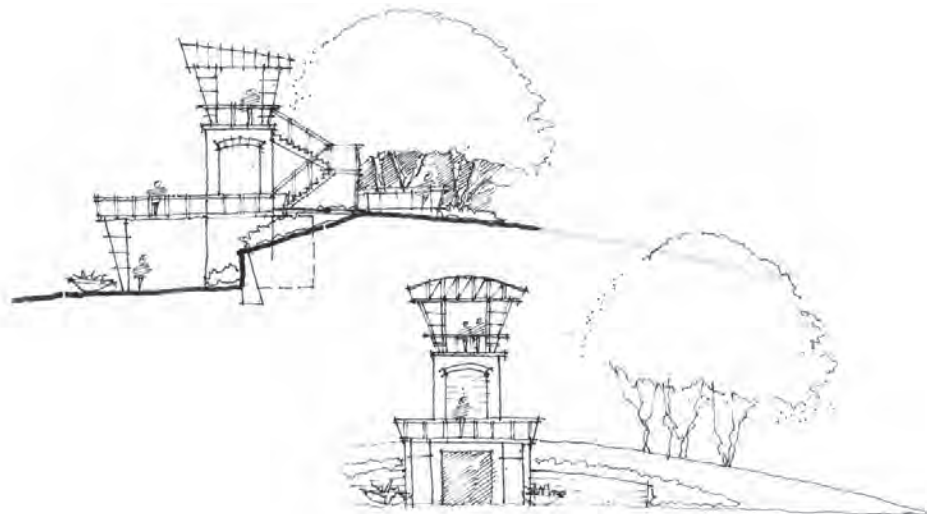
The proposed event lawn would accommodate a temporary stage, lighting and sound equipment for larger events. The photo of the temporary event set-up shown above is from Addison Circle Park near Dallas, Texas.

Contemporary Play & Picnic Grove – The contemporary play area and picnic grove are intended to compliment the adjacent performance space and provide an interactive social dining and play area under a canopy of shade trees within view of the commons and performance lawn. The Picnic Grove and Play Area have the potential to be rented for private parties and events. The site will support fees up to \$225 a hour for a 6 hour minimum.



Contemporary play structures can be integrated into the park providing an socially interactive within close proximity to the commons and performance lawn.

Observatory Tower – The proposed Observatory Tower would provide a strong focal point and social gathering space at the boundary between the Event Lawn and the naturalized area of the park. Sculptural mounding and a meandering stream would form the foundation and backdrop to the tower. The lower level of the tower would house restrooms and electrical equipment to service the temporary event stage and the southern portion of the park.



Serving as a strong focal point and social gathering space, the Observatory Tower would help bridge the boundary between the event lawn and the naturalized area of the park.

Bistros – The proposed Airport Park Master Plan includes a variety of active and passive recreation, arts and interaction components as well as some commercial uses. The mix of uses is designed to enhance the attractiveness of the park development and strengthen the economic model in support of the City’s investment.

The commercial nature of the Bistros and retail offerings will be directed to enhance the park experience and will not be positioned as a retail-dining or entertainment district. The following general guidelines suggest ways to enhance the appeal and vitality of the Park Commons Bistros:

- **Competitive Niche & Impacts** – The proximity and density of the local employment population, coupled with excellent regional access, suggests that there is more than sufficient demand to expand the restaurant offerings in the area. Nearby destinations such as Parker’s, Firehouse Grill, BW3, and Applebee’s stand to benefit from additional weekend traffic and evening demand generated by the park. Definitions and terms differ, but the Park Commons area is envisioned to offer a variety of dining and food service alternatives modeled around a traditional Café, Bistro or Casual Dining concept. The dining alternatives would logically be positioned to meet demand for breakfast and lunch services to daily park patrons, employees and residents. Depending upon the concept venues could remain open for dinner service or cater to special events in the evenings and on weekends.
- **Café / Bistro** - A café is a limited menu restaurant that does not offer table service. Like Fast Casual Dining customers, service in Cafés is done from a counter but generally from a more limited menu. Coffee Shops are a common form of café in the US with Starbucks and other local variations in high demand. A café menu traditionally offers things such as coffee, espresso, pastries and sandwiches. They are known for their casual, unhurried atmosphere. Outdoor seating is another trademark of a café. The term bistro suggests a café that offers full meals generally at a more value price point compared to casual dining establishments.



Active Bistro settings can enhance the park experience offering Fast Casual Dining with a more limited menu along a beautiful park setting.

- **Fast Casual Dining** - Slightly more upscale than fast food with self-service counters and disposable packaging. These restaurants offer a wider variety of food choices in more upscale presentation and sometimes even limited alcohol. Open kitchens are popular with fast casual chains, where customers can see their food being prepared. National franchise examples include Five Guys, Chipotle, and Panera Bread.
- **Pubs / Sports Bars** - Pubs and Sports Bars are a popular restaurant choice in the United States. “Pubs” - short for Public House, date back hundred of years to Europe, especially Great Britain and offer laid back bar environments with some limited food offerings. Sports Bars and Pubs feel more like a bar but also can offer full menus, as well as appetizers. Many casual style restaurants have a separate pub side to their establishment.
- **Casual Style Dining** - Also known as family style dining in the United States. Casual style restaurants offer moderately priced entrees in a more full service setting. This is one of the largest markets in the US right now. Casual style dining can be any number of themes, from Italian to seafood to Mexican.
- **Adjacency and Scale** – The clustering and location of the proposed building pads is intended to provide suitable visibility from Glendale-Milford Road while maintaining a strong pedestrian-orientation. Grouping restaurants and retail close together creates a sense of place that enhances the long-term viability of the park – offering patrons more reason to visit and extend the use of the site.
- **Kiosks & Pop-Up Concepts** – The Park Commons is intended to remain flexible to accommodate varying demand through the accommodation of smaller fixed and moveable retail and food services spaces which would be located within the vicinity of the covered event plaza. Special events (“Fourth of July”, “Jazz & Ribs”, “Taste of Blue Ash” as sample ideas, etc) and ongoing activities such as Farmer’s Markets are important sources of customer traffic and ways to enhance the visitor experience, build local patronage and energize the park environment.



Small retail and food services spaces would provide a flexible space to accommodate various program requirements within the vicinity of the covered event plaza.



Planned Improvements

- Phase 1A:
 - Trails (+/- 1.34 miles)
 - Non-paved Trails (+/- .42 miles)
 - Trail Head
 - Plainfield Road. Gateway
 - East Gateway (Partial)
 - Apron Parking
 - Access Drive Extension
 - Partial Taxiway/Parkway Renovation
 - Gated Entries
 - Restrooms in Existing Buildings
 - Portable Restrooms (PR)
 - Potential Reuse of Existing Buildings
 - Demolish Co-Op Aviation

- Phase 1B
 - Trails (+/- .28 miles)
 - Non-paved Trails (+/- .53 miles)
 - Parkway Extension
 - Parking
 - Relocated Portable Restrooms (PR)

- Phase 1C
 - Trails (+/- .27 miles)
 - Non-paved Trails (+/- .76 miles)
 - Bikeway Trail Connection (+/- .6 miles)
 - Parkway Completed to Plainfield Road.
 - Shelter Building / Interpretive Signage
 - Relocated Portable Restrooms (PR)

- Phase 2A
 - Lake Forest Drive Extension
 - Plainfield Road. Entry
 - Taxiway Improvements
 - Roundabout with Park Identity Sculpture
 - Park Commons
 - Event Pavilion
 - Open Air Structure & Seasonal Ice Skating Rink
 - Farmers' Market
 - Contemporary Play Area / Picnic Area
 - Terraced Lawn
 - Initial Bistros
 - Community Health / Fitness Programming
 - Great Lawn
 - Sledding Hill
 - Stream Enhancements
 - Rainwater Harvesting Pond
 - Pond Shelter
 - Varying Pathway System

- Phase 2B
 - McKinley Drive Extension
 - Natural Play Area
 - Dog Park
 - Observation Tower Foundation

PHASE 2 AMENITIES AND PARK IMPROVEMENTS

Performing Arts Center – The Park Master plan maintains a site for a possible future Performing Arts and Conference Center. The Performing Arts Center was envisioned to be a joint facility, consisting of meeting/conference/banquet space, as well as performance/auditorium space. Early this year the city conducted an update of a prior market study that showed an increase in the competitive supply of conference and event space – most notably via the Sharonville Convention Center expansion, the addition/establishment of the Great Wolf Lodge, and the pending opening of the Cooper Creek Event Center. In addition, the Market study cited a weakening in demand for the Performing Arts Center component which was believed to require an annual subsidy.

Should the market conditions improve in the future it is likely that the size of the performance venue would decrease from the original vision of 1,200 seats to 600 seats. As a result, the City expects to pursue the Performing Arts Center project slowly and with more due diligence before making a final decision.



This rendering represents a concept aesthetic of the future Performing Arts and Conference Center which the Park Master Plan maintains a site for.

Dog Park – Dog Parks are becoming a popular social amenity for pet owners and attract a broad and varied demographic population to parks. The proposed facility, if developed, should be approximately 5 acres in size in order to provide three activity zones – one for large dogs, one for small dogs, and one floating “rest area” that can be rotated to provide for the recovery of the turfgrass that becomes worn through extensive use.

Adventure Play / Nature PlayScape™ Area – “Adventure Play Grounds” are outdoor habitats and natural ecosystems which are specifically enhanced to provide children and families opportunities to explore and play outdoors. Children are provided with natural materials such as boulders, rocks, logs, and water to connect with the natural environment and use their own creativity and imagination to engage in “hands-on”, unscripted outdoor play. The proposed Adventure Play site would be located southeast of the Observatory Tower and would provide an opportunity for children to interact in woodland, meadow, wetland and riparian habitats along the path of trail and stream channel which winds across the interior of the park.



The Cincinnati Nature Center provides a comprehensive Nature Play Scape program to enhance the opportunities for children and families to connect with the natural environment.

Playgrounds – The park development budget includes an allowance for the future development of traditional play equipment which would appeal to a range of age groups. These playgrounds would be placed along the walkway network north of the Event Lawn within the “Green Beach” zone of the park

Picnic Areas – Future phases are expected to include the incremental development of picnic areas which accommodate small groups and families.

Community Garden – The Park Master Plan suggests the possible location of a community garden which could be used to promote the benefits of locally grown produce, compliment the proposed Farmer’s Market and provide a learning lab for children and adults.

Annual Maintenance Standards and Staff Needs:

The National Recreation and Park Association (NRPA) categorizes three levels of maintenance which apply to the proposed Airport Park.

The Park Commons and roadsides along the East-West Taxiway, McKinley, and Lake Forest Drive Extensions would be “Level 1” maintenance acres. Total acreage to be maintained at Level 1 is 20 acres. This will cost the Park Department approximately \$210,000 or \$10,500 an acre. This covers all areas of level one park elements.

The Event Lawn and North-South taxiway would be maintained as Level 2 maintenance areas. A total of 25 acres is included in the designation. This will cost the City approximately \$150,000 or \$6,000 an acre based on level 2 maintenance standards. This will include the dog park. This cost covers all park maintenance elements of level 2 maintenance areas.

The balance of the park will be maintained at a Level 3 standard. This will cost the City \$3,500 an acre annually or \$164,500 dollars.

PROS suggests that the city contract for all level one maintenance. The other levels of maintenance 2 and 3 (total 72 acres) could be done by City staff. This will require 3.5 full time equivalents or 2 fulltime staff and four seasonal staff.

In addition to the landscape maintenance expenses cited above the City will eventually maintain several miles of hard surface trails. The 4.5 miles of trails included in phase one will cost approximately 12k a mile to maintain at a level one designation which includes snow removal, cleaning/sweeping, trash removal, edge mowing, etc. Soft surface trails will cost \$3000 a mile to maintain each year. This work should be done by existing park staff

OUTSIDE FUNDING STRATEGIES

In order to capitalize on current interest and momentum; and in recognition of the limited availability of federal, state, and local government funds, this plan should be actively used in the recruitment of private-sector investors and funding partners. Corporate entities such as Local and National Banks, Health and Wellness Providers, and Technology Companies frequently sponsor the construction and operations of Health and Wellness Initiatives and Significant Civic Facilities such as those planned at the park. These potential partners should receive assistance in gaining an understanding of the benefits of public / private partnering.



The Fifth Third Pavilion has become the City of Lexington's primary outdoor gathering and performance space and hosts the downtown farmer's market and weekly "Thursday Night Live" event at Cheapside Park.

Private / Corporate Grant Assistance

KaBOOM! Playground Grant (in association with Dr. Pepper Snapple Group). Contact: grants@kaboom.org. Up to \$15,000 in co-op funding.

Public Funding Sources

In addition to traditional municipal funding sources, potential sources of green infrastructure funding include several state and federal funding programs.

Federal Parks Funding Programs

The National Park Service (NPS) - Land and Water Conservation Fund (LWCF)
The NPS - Urban Park and Recovery Fund (supports Ohio Park districts within urban areas).

State of Ohio Department of Natural Resources Programs - The NatureWorks grant program through ODNR has \$133,087 available for Hamilton County in 2011.

Clean Ohio Funds - The State of Ohio passed House Bill 3, the Clean Ohio Fund, which includes the following funding alternatives:

The Public Works Commission administers the Clean Ohio Fund for Open Space and is available for purchases of open space, conservation areas, watershed protection, and passive recreational opportunities.

An advisory board through ODNR administers the Clean Ohio Trails Fund (COTF) for recreational trails.

The Department of Development administers the funds set aside for "Brownfields" and environmental clean up.

OEPA Section 319 Restoration Grants

Ohio Environmental Education Fund / OEPA – The Hamilton County Soil & Water Conservation District) sponsors or provides funding assistance for educational and demonstration, natural resource-based redevelopment restoration programs.

Other Federal/State Funding Programs

Surface Transportation Program (STP) Funds - These funds can be used for bicycle and pedestrian facility construction or non-construction projects such as brochures, public service announcements, and route maps. The projects must be related to bicycle and pedestrian transportation and must be part of the Six-Year Highway Plan. The Metropolitan Planning Organization (MPO) or the Area Development (ADD) District in the Transportation Improvement Program (TIP) programs these funds.

Transit Enhancement Activity (TEA-21 funding) - TEA-21 funding provides State-administered federal transit funding for trails, greenways, sidewalks, signage, bikeways, and safety education. There is a 20 percent (20%) match of local funds required. Federal grants are usually for construction only - not front-end costs of design, environmental review, engineering, land acquisition. Local government pays up front and the federal share is reimbursed after satisfactory completion.

Congestion Mitigation and Air Quality Improvement Program - The Congestion Mitigation and Air Quality Improvement (CMAQ) Program is an innovative program established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The ISTEA created flexible guidelines that allow the CMAQ Program to cut across traditional boundaries and encompass projects and programs dealing with highways, transit, and non-traditional areas, such as vehicle emission inspection and maintenance to name just a few. The CMAQ program was created to reduce congestion on local streets and improve air quality. Funds are available to communities designated as "non-attainment" or "maintenance" areas for the National Ambient Air Quality Standards, as determined by the EPA. Funds are distributed to states based on population by county and the severity of air quality problems. A 20 percent local match is required.

CMAQ Program Funds (Section 1008) may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as brochures, public service announcements, bike racks on buses, and route maps) related to safe bicycle use.

Transportation and Community and System Preservation Pilot Program (TCSP)

TCSP - TCSP provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships between transportation and community and system preservation and to identify private sector-based initiatives. The TCSP is a Federal Highway Administration program being jointly developed with the Federal Transit Administration, the Federal Rail Administration, the Office of the Secretary, the U. S. Department of Transportation, and the U. S. EPA. States, MPOs, and local governments are eligible to receive planning and implementation grants for projects that: reduce impacts of transportation on the environment, reduce the need for costly future infrastructure investments, and improve the efficiency of the transportation system. Projects involving partnerships among public and private sectors are given priority. See: <http://www.fhwa.dot.gov/tea21/fedreg3.htm>

US EPA Water Quality Funding Sources – the US EPA lists a variety of potential grants and low interest loan sources which can be used on water quality improvement projects. See <http://cfpub.epa.gov/npdes/greeninfrastructure/fundingopportunities.cfm> for a listing of potential sources.

CONSTRUCTION COST PROJECTIONS:

Preliminary estimates of probable construction costs have been created to guide budgeting for the phased implementation of park improvements. Future phasing will be contingent upon several factors including the availability of public funding, the sequencing of complimentary projects, and private-sector participation in the leasing and development of park amenities and programming. Proposed phases could be separated or combined based upon coordination issues and the availability of funds.

All of the budget estimates are based upon the conceptual design standards proposed herein. The estimates have been conceived without the completion of more detailed engineering and the limitations of the available mapping. While these estimates are useful in establishing relative improvement budgets and in pursuing supplemental project funding, additional design will be necessary to predict specific project costs.

COST ALLOWANCE SUMMARY

	TOTALS
Site Demolition	\$272,700
Earthwork & Stream Restoration	\$571,450
Pedestrian Walks, Trails & Amenities	\$1,803,870
Roadway Pavements	\$1,501,450
Parking Area Pavements	\$549,010
Phase 1 Facilities	
Multi-purpose Pavilion	\$1,995,000
Outdoor Canopy Structure and Support Facilities	\$2,820,600
Observation Tower	\$415,000
Event Plaza Pavement	\$110,500
Site Amenities	\$792,500
Landscape Plantings & Restoration	\$2,057,800
Site Electric & Lighting	\$1,179,000
Telecommunications	\$50,500
Storm Drainage	\$287,800
Sanitary Sewer	\$102,000
Water Service	\$362,100
Gas Service	\$81,000
Subtotal - Phase 1:	\$14,952,280
Phase 2 Facilities	
Driving Range	\$350,000
Dog Park	\$14,200
Children’s Playgrounds	\$75,000
Natural Playground	\$50,000
Subtotal - Phase 2:	\$489,200
Subtotal - Phases 1 & 2:	\$15,441,480
20% Contingency:	\$3,088,296
8% A&E costs:	\$1,235,318
Total Budget:	\$19,765,094

Note: All costs are stated in current year values.

PARK OPERATIONAL & FINANCIAL MODEL

Over the course of the Master Plan’s development the consulting team has conducted research into the costs and operational models of similar facilities. Potential costs and revenues for the various components of the proposed park development listed herein are benchmarked from actual construction costs, operational expenses, fees and revenue streams where available. Total event dates for the Multi-purpose Pavilion, Outdoor Canopy and Picnic Grove are based on the consulting team’s assessment of the potential depth of the local and regional market. Further study to verify potential costs and revenues should be conducted as part of subsequent detailed programming and design work to be conducted prior to construction.

Phase 1 Amenities - Budget Allowances

Revised: October 20, 2011

Multi-purpose Pavilion

Description	Area (sf)	Est. Cost/sf	Total
Conditioned Event Pavilion - Shell	3200	\$300	\$960,000
Event Pavilion Interior Finishes		\$100	\$320,000
Catering Kitchen	1000	\$350	\$350,000
Restrooms (# fixtures)	800	\$300	\$240,000
Skate Rental / Concession Area	300	\$150	\$45,000
Table/Chair Storage	400	\$100	\$40,000
Trash Enclosure/Storage	200	\$100	\$20,000
	5900		\$1,975,000

Canopy @ Performance Space

Description	Area (sf)	Est. Cost/sf	Total
Outdoor Canopy	12,000	\$150	\$1,800,000
Ice Sheet Mech. Systems & Equip.		\$70	\$637,000
Mech. Equipment & Storage Room	400	\$200	\$80,000
			\$2,517,000

Picnic Grove / Contemporary Play Space

Description	Area (sf)	Est. Cost/sf	Total
Safety Surfacing	2,500	\$25	\$62,500
Equipment	lump	\$45,000	\$45,000
Specialty Lighting			\$0
			\$107,500

Furnishings & Equipment

Description	Area (sf)	Est. Cost/ea.	Total
Banquet Tables	30	2500	\$75,000
Exterior Furnishings	40	2500	\$75,000
			\$150,000

Airport Park Development Potential Revenues & Expense Model

Revenue Source	Avg. Hourly Rental Fee (1)	Avg. Daily Rental Rate (2)	Projected rentals per year (3)	Projected Annual Gross Revenues	Annual Facility Maintenance Expenses	Balance
Event Pavilion	\$175	\$2,500	60	\$150,000	\$24,000	\$126,000
Outdoor Canopy/Plaza	\$175	\$2,000	30	\$60,000	\$10,000	\$50,000
Bistro Pad #1	n/a	n/a	n/a	\$8,000		\$8,000
Bistro #1 CAM Fees (4% of Gross Revenue @ \$2 mil ea.)	n/a	n/a	n/a	\$30,000	\$10,500	\$19,500
Bistro Pad #2	n/a	n/a	n/a	\$10,000		\$10,000
Bistro #2 CAM Fees (4% of Gross Revenue @ \$2 mil ea.)	n/a	n/a	n/a	\$40,000	\$10,500	\$29,500
Bistro Pad #3	n/a	n/a	n/a	\$12,000	\$10,500	\$1,500
Bistro #3 CAM Fees (4% of Gross Revenue @ \$2 mil ea.)	n/a	n/a	n/a	\$40,000	\$10,500	\$29,500
Kiosk Lease #1	n/a	n/a	n/a			\$0
Kiosk Lease #2	n/a	n/a	n/a			\$0
Pavilion Retail/Concession Space	n/a	n/a	n/a			\$0
Pavilion Bike Rental Space	n/a	n/a	n/a	\$6,000		\$6,000
Ice Rink Seasonal Revenues				\$100,000	\$36,000	\$64,000
Event Lawn & Stage (10% of gate fees - \$10,000 Minimum)		\$10,000	8	\$80,000		\$80,000
Picnic Grove	\$225	\$1,350	30	\$40,500		\$40,500
Zip Line / Canopy Tours				\$100,000		\$100,000
Projected Total:				\$676,500	\$112,000	\$564,500

Park Operations & Maintenance Expenses

Level 1 Park Maintenance Costs (22 acres):	\$178,500
Level 2 Park Maintenance Costs (25 acres):	\$150,000
Level 3 Park Maintenance Costs (47 acres):	\$164,500
Trail Maintenance (4.5 miles):	\$60,000
Total O & M Expenses:	\$553,000
Annual Balance:	\$11,500

Notes:

1. Average hourly rental rate based on rates charged at comparable facilities. See listing for details.
2. Daily rental based on average daily event fees at comparable facilities.
3. Projected annual rental dates based on comparison with comparable facilities.

MOVING FORWARD

Detailed Design - The size and scope of the future park development will require significant coordination over several phases involving both the public and private sector interests. In order to ensure that future development of the bistros, cafes or vendor kiosks meet the City’s expectations for quality, durability, appearance and identity we recommend that consideration be given to establishing design guidelines for all leased spaces and building sites.

The development of design guidelines could be coordinated with the detailed design and documentation of the Multi-purpose Pavilion, Outdoor Canopy, Observatory Tower or other near-term improvements.

Due to the high level of coordination required to match site infrastructure to building requirements consideration should be given to proceeding with site and building design on a parallel path – this will be particularly important for coordination of initial site improvements to the Park Commons area.

Construction Practices - Construction practices used for the future development of the park should employ low impact and sustainable design and building systems wherever practical.

Building a more sustainable urban ecology begins with creating a road network that minimizes non-essential lane width and favors wider tree lawns, rain gardens, and vegetated drainage channels over curbs and gutters. More pedestrian-friendly, attractive streets and sidewalks encourage people to walk greater distances to destinations that may seem more remote along an un-inviting streets and sidewalks. Operational policies can also make a significant contribution to the greening of the park environment. New York City’s Department of Transportation has recently adopted policies which encourage their employees to serve as role models by avoiding single occupant vehicle trips in favor of walking, cycling or the use low-emission vehicles and shuttles.

Sustainable Best Management Practices The following practices could be employed throughout the Park to reduce development impacts and lead to a healthier overall environment.

Porous / Permeable Pavements - Porous pavement systems are hard surface pervious pavement materials, equal in strength and durability to conventional pavements; that allow stormwater runoff to percolate through the pavement into the ground thus reducing storm water runoff and surface water pollution. Gravel base courses lying underneath the porous pavement surface serve as a ‘reservoir’ to temporarily store the percolated stormwater, thereby lengthening the infiltration period into the underlying soil. Pervious pavement options include Porous Asphalt, Porous Concrete and Permeable paving systems.

Recycled Pavements & Building Materials - Pavements made from recycled sources ultimately save resources and energy. Recycled asphalt unit pavers provide a very appealing alternative to traditional brick and concrete unit pavers. Recycled asphalt pavement reduces pollution, waste and fossil fuel (petroleum) consumption associated with the manufacture and transportation asphaltic pavement materials. Specifying recycled asphalt in roadway construction and resurfacing projects should be considered as a means to reduce the city’s contribution to greenhouse gas emissions.

Note: While porous asphalt and concrete may be too coarse in appearance for use in the heavily used and highly visible pedestrian use areas – the use of permeable paving units deserves serious consideration for parking and service areas.

Rain Gardens, Bio-retention Cells & Storm Water Planters - Rain Gardens, Bio-retention Cells & Storm Water Planters utilize a series of landscaped or turf covered catchment areas designed to capture, cool, cleanse and infiltrate stormwater runoff from urban streets. These systems are an effective method of integrating landscaping and stormwater management into the more intensively-developed areas of the park.

Green (vegetated) Roofs - Vegetated or ‘green’ roofs provide excellent benefits to high performance buildings including reductions in the rate and quantity of stormwater runoff and increased energy efficiency.

Geo-thermal Well Fields – Large fields and open lawns such as the Park Commons and Event Lawn have excellent potential for the development of geothermal well fields.

Native Landscape Plantings – Native plant species should be utilized in the restoration of heavily modified and disturbed areas of the park. Native species are non-invasive and typically require less maintenance, supplemental watering, pesticides or fertilization than non-native landscape plantings. Native turfgrasses and meadow species can be selected for their year-round ornamental qualities, height, texture and color characteristics. Native plantings still require maintenance during the establishment phase however the establishment period can be as little as one year.



The landscape design of Rain Gardens, Bio-retention Cells, & Stormwater Planters can compliment the geometry and organization of the park. This example employs a clean, architectural design for the stone channel protection that lines the channel bottom.

COMPENDIUM OF BEST PRACTICES

The following best practice exhibits were prepared to facilitate the conversation and understanding of what the park could look like as key program elements were developed for the Master Plan.



A. Formal Gardens & Public Art/Sculpture



B. Roundabout & Public Art/Sculpture



Key Map



A. Bistros



B. Bocce Ball



C. Terraced Lawn & Seat Walls



D. Splash Pad & Fountains



Key Map



E. Ice Skating



A. Imagination Play



Key Map



A. Cross Country Skiing and Sledding



B. Community Gardens & Farmers' Market



C. Picnicking



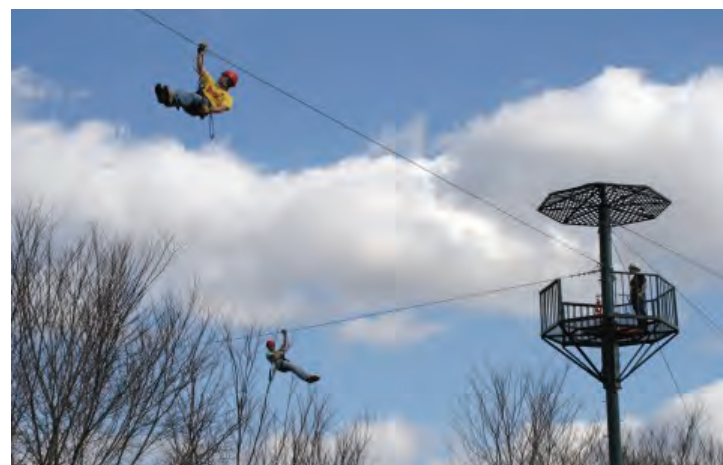
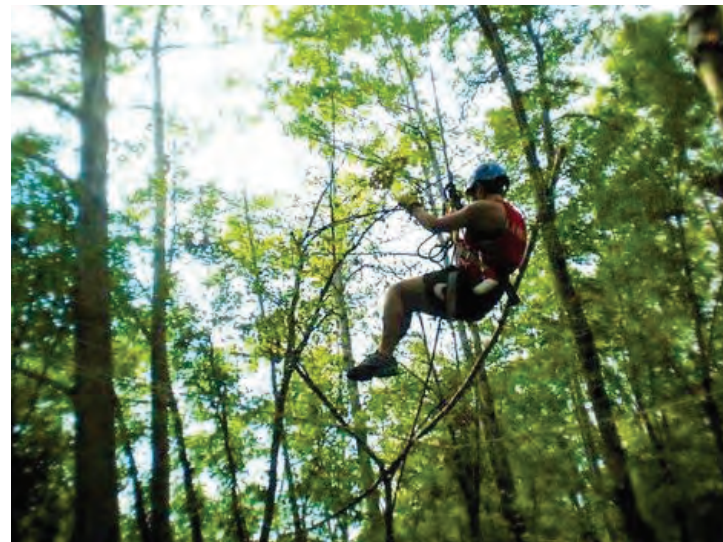
D. Wellness/Fitness Equipment & Programs



Key Map



Zip Line



Bouldering



Ropes Course



Key Map



BMX & Mountain Biking



A. Golf Practice Range



B. Dog Park



C. Disc Golf



Key Map



A. Water-Front Circulation



B. Bike-Friendly Trails



C. Open Pedestrian Trails



Key Map



D. Wooded Nature Trails





CHAPTER 6

**INITIAL PLANNING AND
IMPLEMENTATION**

In December of 2011 the City began the initial due-diligence to determine market forces influencing the proposed program of uses and investigate design and phasing alternatives which anticipate the potential future redevelopment of the City of Cincinnati's remaining Airport property.

MASTER PLAN DESIGN ALTERNATIVES

In January of this year City staff met with the design team to discuss the potential for increasing the visibility of the Park Commons including the potential of bringing the proposed Multi-purpose Pavilion and Bistros closer to Glendale-Milford Road. In addition, and in recognition of the uncertain disposition of future Airport operations, the design team was asked to study alternatives for possible linkages into and across the remaining airport property.

Two alternative plans resulted from the exercise. Each of the alternatives maintains the previously-proposed programming and amenities including the functional relationships between the multi-purpose pavilion, bistros and major park spaces. Further, each of the alternatives maintains access to Glendale-Milford road at the previously designated intersections with McKinley Road and Lake Forest Drive. The differences between the alternatives are centered on the possible placement of the future Performing Arts Center, the arrangement of bistro pads along the performance lawn and the possible development of a park lane leading across the park and Airport property between Glendale-Milford and Carver Roads

MASTER PLAN ALTERNATIVE A



Alternate 'A' of the masterplan depicts the potential to cluster four (4) bistro pads and picnic pavilions around the Park Commons. In this concept the future Performing Arts Center would remain in the location shown on the earlier masterplan concept.

MASTER PLAN ALTERNATIVE B

Alternate 'B' of the masterplan update depicts up to six (6) bistros or picnic pavilions. Two (2) bistro pads would be clustered at either side of the multi-purpose pavilion. A new "park lane" would provide future access across the airport if or when the property is re-developed. The future location of the Performing Arts Center is shown immediately adjacent to the Park Commons and Event Lawn.