



PRICE LANDING PARK - FRAMEWORK PLAN

Reclaiming Our Western Riverfront

Price Landing Planning Group - June 2015

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Sponsors

The creation of public spaces on behalf of communities at large requires an initial investment that our sponsors have the foresight to value and the wherewithal to support. We thank the following organizations for their sponsorship of this Price Landing Park Framework Plan:

INTERACT FOR HEALTH GREATER CINCINNATI FOUNDATION

Stakeholders

Without the ongoing volunteer effort of the following groups, the Price Landing Park would be nothing more than another idea that never happened.

River West Working Group
Lower Price Hill Community Council
Price Hill Will

Price Landing Planning Group

The Price Landing Planning Group is made up of five volunteers who met, repeatedly, to guide the design team toward creating the Framework Plan. Their effort, patience, wisdom and talents were both critically needed and appreciated.

MATT CORNELL
TOM CROFT
JACK DEGANO
PAMELA TAYLOR
DAVE ZELMAN

Price Landing Framework Plan Design Team

glaserworks - Architecture & Urban Design
Human Nature - Landscape Architecture
AECOM - Civil Engineering

Additional Thanks

We would also like to thank Oyler School for providing their facilities throughout the Price Landing Park Framework Plan effort.

Our Partners

This Park Framework Plan is a middle stage of the overall effort to develop this riverfront land. Throughout the course of this initiative, which began in 2007, a partnership of various organizations in the community has come together. The groups below have offered valuable support, insight and resources.

AIA Cincinnati Urban Design Committee
Architecture for Humanity Cincinnati Chapter
American Planning Association Cincinnati Section
Cincinnati Christian University
Cincinnati Preservation Association
City of Cincinnati
 Cincinnati Park Board
 Cincinnati Recreation Commission
 Department of Planning and Buildings
 Department of Transportation and Engineering
 Department of Trade and Development
East Price Hill Improvement Association
Education Matters
Great Parks of Hamilton County
Green Umbrella
Groundwork Cincinnati Mill Creek
Metropolitan Sewer District
Niehoff Studio, University of Cincinnati
Oyler School
Queen City Bike
Riverside Civic & Welfare Club
Sedamsville Civic Association
Western Wildlife Corridor
West Side Summit

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Why We Want To Build A Park



Photo Credit: Price Hill Will / Chang Suo

As exhibited by our fervent pursuit over the past several years, we believe park space is the highest and best use of the Price Landing property.

Parks have the power to bring people together in active and passive ways; they are the living room of a neighborhood. Parks provide settings for interaction between people who might not otherwise ever meet. Parks are smart investments because they increase property values and tourism. Parks support cleaner air and water and enable people to live healthy lives.

Turning this land into a park will have many benefits. Among those are:

- A trail head and key node for regional bike trails
- Provide the Lower Price Hill neighborhood with much-needed park space
- Provide a place for healthy activities in the urban core
- A gateway to the west side along US Route 50
- Offer a more scenic view from the hills above and from the river itself
- The reclamation of natural, vegetated riverfront land
- Provide public access to the Ohio River, available at only two other locations on the West Side of Cincinnati
- Adding another in a growing string of green places along the Ohio River
- Improving the quality of life for the residents of the City and County

Price Landing Park is a local park that will add value to the region. It will add capacity to Cincinnati's urban core in its role as a component of networks: a park network, a riverfront network, a bicycle trail network and an educational network. As a local amenity it will help rejuvenate Lower Price Hill, East Price Hill, Riverside and other nearby neighborhoods.

The creation of Price Landing Park is the next step in our quest to ***reclaim our western riverfront***.



Photo Credit: Price Hill Will / Chang Suo

Project Background

Cincinnati's Western Riverwalk: A Vision for Sustainable Growth

A Hike/Bike Trail Along Hamilton County's Western Riverfront



Prepared for the Hamilton County Park District Board



West Side Summit - River West Working Group
January 2013

Templehill1969@yahoo.com
Westside Summit.com

Image Credit: West Side Summit - River West Working Group

In 2007, a group of concerned residents of the Western Riverfront neighborhoods fought a proposal which would have placed an intense industrial / transportation use on the 16-acre Price Landing site.

That group became The River West Working Group. They were asked by the Price Hill neighborhood to help create a better idea of how this land could become an asset for the region. This request prompted a rezoning request, which ultimately convinced the Cincinnati Planning Commission and City Council to rezone the property RF-R for a park use in May of 2012.

The River West Working Group believed that placing a park on the land was crucial for several reasons. A park would:

- serve as a gateway to the West Side of Cincinnati for those traveling westbound on US Route 50;
- become a key node for future bicycle and walking trails of the Ohio River Trail West network;
- add much needed recreational assets to the Lower Price Hill neighborhood
- continue the recovery of the Ohio riverfront into an active, green, scenic way

At the request of local residents, in May of 2013, the Urban Design Committee of the Cincinnati American Institute of Architects (AIA) hosted a weekend workshop for local stakeholders. At this interactive event, over 70 participants discussed ideas about possible amenities and activities, and confirmed that the land could indeed become a valued, vibrant park.

Over the next year, members of the River West Working Group presented the vision for a park on the property to community groups, government officials and potential supporters. In November of 2014, The River West Working Group and Price Hill Will announced that they had received grants from Interact for Health and The Greater Cincinnati Foundation for the creation of this Park Framework Plan. glaserworks and Human Nature were hired to prepare the Park Framework Plan.



Image Credit: Cincinnati Enquirer

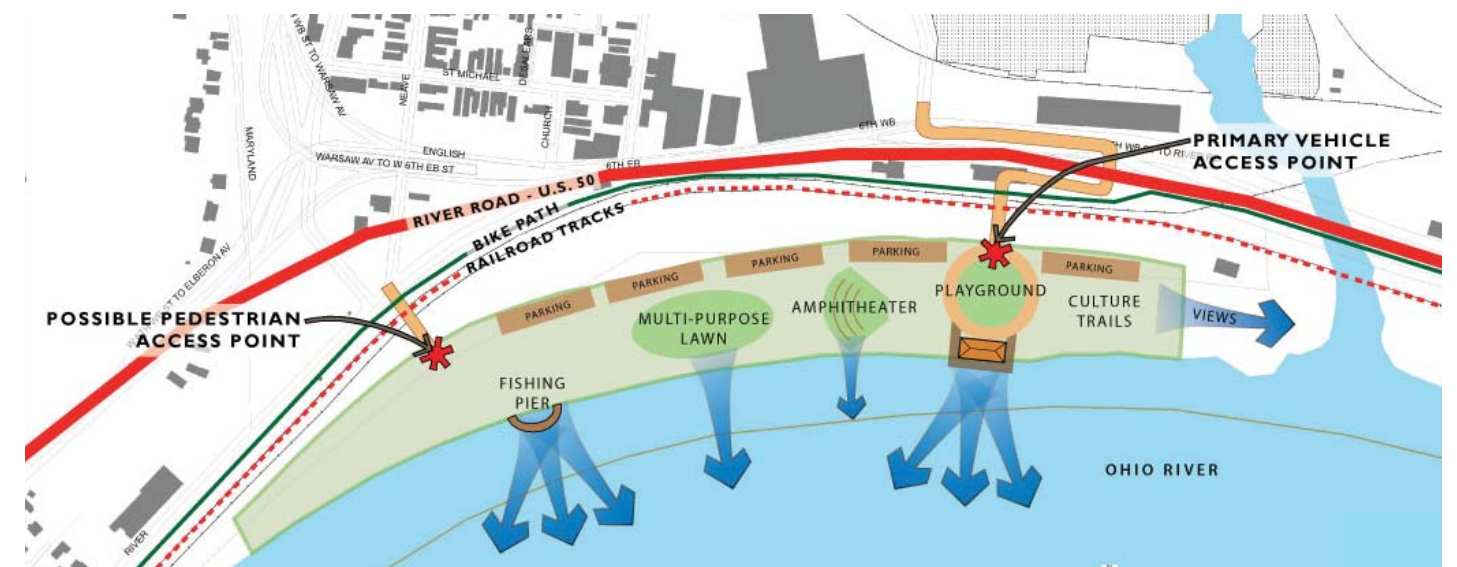


Image Credit: AIA Cincinnati and glaserwork

Historic Time-line

- 1806 First fixed bridge built near the mouth of the Mill Creek.
- C.1810 Evans Price begins the first non-Native American settlement of Lower Price Hill, followed by his son Rees E. Price.
- 1843 The Cincinnati & Whitewater Canal is built along the Price Landing site.
- 1856 Margaret Garner and her family flee Kentucky and take refuge at a home on or near the site.
- C.1860 The Ohio and Mississippi Railroad begins operation of a rail yard there.
- 1874 The Price Hill Inclined Plane opens near Eighth and State Avenues.
- 1952 The Sixth Street Viaduct opens. It is rededicated as the Waldvogel Viaduct in 1955.
- 1988 Lower Price Hill listed in the National Register as a historic district.
- 1991 Hilltop Basic Resources buys the site for recycling broken cement.
- 2003 The Cincinnati Parks Master Plan identifies the site as part of a future “Confluence Park.”
- 2007 In February, the City of Cincinnati buys the site for use in the Waldvogel Viaduct reconstruction project. Queensgate Terminals proposes an intermodal barge terminal there. In July, River West Working Group forms to promote its use as greenspace.
- 2008 Railroads begin relocation work to make way for the Waldvogel reconstruction project, which commences in 2010.
- 2011 Hamilton County Court jury trial determines money settlement with Queensgate Terminals whereby the City retains ownership of the site.
- 2012 City Council approves rezoning to Riverfront Residential/Recreational and directs City departments to work with the community on a coordinated vision for the site.
- 2013 In May, the community engages in a park visioning weekend, organized by Lower Price Hill Community Council and River West Working Group, and led by the American Institute of Architects Urban Design Committee. River West Working Group presents the results to City Council in October.
- 2014 In August, River West Working Group and Price Hill Will secure grants from Interact for Health and the Greater Cincinnati Foundation to fund creation of this Park Framework Plan. In December, the Waldvogel Viaduct reopens.
- 2015 A public workshop is held to gather input for the Park Framework Plan in February. In May, a preview plan is presented to the community.

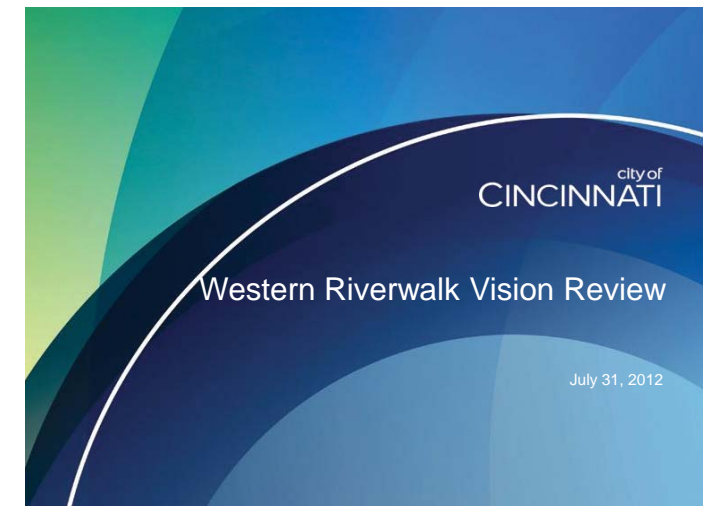


Image Credit: City of Cincinnati



Image Credit: AIA Cincinnati

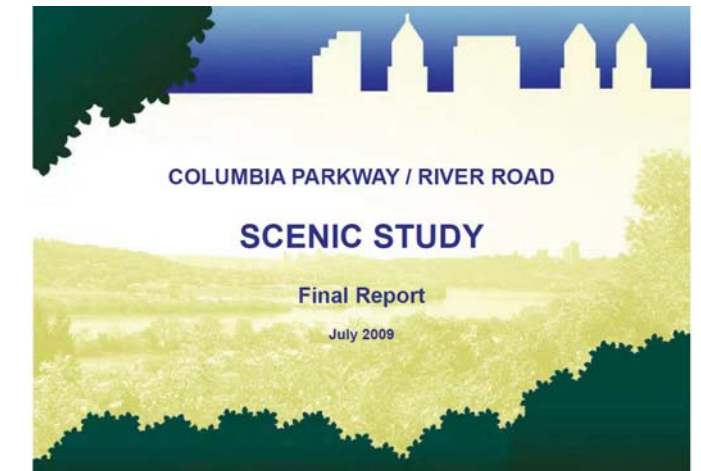


Image Credit: City of Cincinnati



Image Credit: City of Cincinnati

What We Mean by “Park Framework Plan”

The Park Framework Plan is intended to be a fundamental document that describes the components of the Price Landing Park along with key initiatives that will be required to build it.

While the Framework Plan includes a Conceptual Site Plan, this site plan is a graphic tool that shows one possible placement of the pieces of the park. Similarly, the other graphic imagery (photos and drawings) are also conceptual, showing an initial recommendation for various park amenities and features. These drawings should not be considered final.

The Park Framework Plan is intended to be used as a tool to further the development of the park. It can be used to build political support; seek funding; coordinate solutions to remaining challenges; and to provide a firm basis for future design documents. More documentation and community engagement will be required before construction of the park can begin. Such documentation includes a final Schematic Plan for the park, and architecturally-designed and engineered construction documents for the park and specific features as well as design and engineering of access to the Park.

The Park Framework Plan exists as a “pdf”, a paper document, and a slide presentation.

Briefly put, the Park Framework Plan is both a conceptual vision for a park and a list of things to do to get it built.



The Framework Planning Process



Price Landing Design Workshop

WORKSHOP SIGN-IN SHEET

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This project is made possible by support from Interact For Health and the Greater Cincinnati Foundation



Photo Credit: Price Hill Will / Chang Suo

The Price Landing Planning Group was formed to give direction to the Design Team repeatedly throughout the Framework planning process. The planning process was configured to encourage input from local residents, government officials, and interested stakeholders while being guided with professional experience.

To begin the process, the Design Team reviewed previously-created documents including the 2013 AIA workshop drawings. The Design Team then created several conceptual site plans for the park and gathered imagery showing an array of potential character for each proposed park amenity.

On Saturday, February 7, 2015, the group hosted a Workshop in Lower Price Hill's Oyer School. Approximately 60 attended. Participants watched a presentation of the 3 conceptual site plans and then separated into small groups where they reviewed the conceptual site plans, amenity imagery, photographs of the site and context, and maps of the area. Discussions ranged from vehicular and pedestrian access to the preferred character of each amenity and feature to the expense of park operations.

During subsequent weeks, the Design Team and the Planning Group distilled the information gathered at the Workshop; performed additional research on key issues; and shaped the Park Framework Plan.

On Wednesday, April 15, 2015, The Planning Group presented a draft of the Framework Plan in the Oyer School Auditorium. After that presentation, adjustments were made and the final Price Landing Park Framework Plan was issued.

This is that document.

In 2013 the communities of the Western Riverfront came together at a meeting hosted by local design professionals to share ideas for a park on the Ohio River in Lower Price Hill. Now we are preparing to take the next step, to design the park now called:

Price Landing

Please join us at a workshop to help create the conceptual design for Price Landing. The workshop will be held on:

Saturday, February 7, 2015
 9:00am to 12:00 noon
 at
Oyer School
 (2121 Hatmaker Street, Lower Price Hill, Cincinnati, Ohio 45204)

This project is made possible by support from the Greater Cincinnati Foundation and Interact For Health

glaserworks AECOM Human Nature

PRICE LANDING FRAMEWORK PLAN

Concept 3: Ecological Ribbons

184 Parking Spaces

Glaserworks AECOM Human Nature



An Urban Context

The Price Landing site is owned by the City of Cincinnati and is located on the Ohio River two miles west of downtown Cincinnati. It is located on the western side of the basin created by the Mill Creek, which flows into the Ohio River east of the site.

The site is part of the small, historic Lower Price Hill neighborhood, but is physically separated from that neighborhood by a swath of transportation uses.

Because of the topography of the region, this site acts as a “funnel” where the relatively flat lands of the basin continue westward along the riverfront. For this reason, this area has historically been a major gateway and transportation node serving points west of the city.

The site is visible from Kentucky and, of course, from boats on the Ohio River. The site is visible from relatively far away locations including hillside houses of East Price Hill and Ludlow, Kentucky as well as from certain high-ground parks such as Mt. Echo Park and Devou Park in Kentucky. The photograph on the cover of this Park Framework Plan is from Mt. Echo Park.



An Urban Context



The transportation corridor includes 4 sets of railroad tracks and US Route 50 (locally called River Road and 6th Street). The tracks are currently used by two railroad companies on a daily basis. The tracks were recently moved to their current location.

Similarly, US Route 50 (6th Street & River Road) was rebuilt in 2014. Part of it is an elevated roadway known as the Waldvogel Viaduct. This new viaduct partially restores visibility between Lower Price Hill and the Ohio River. US Route 50 carries about 28,000 vehicles per day west of the viaduct, and over 50,000 vehicles per day east of the viaduct.

US Route 50 / River Road continues along the Ohio River westbound for several miles, and is one of the few east-west arteries to reach the west side of Cincinnati across the Mill Creek valley.

Trail Network



Image Credit: Groundwork Cincinnati

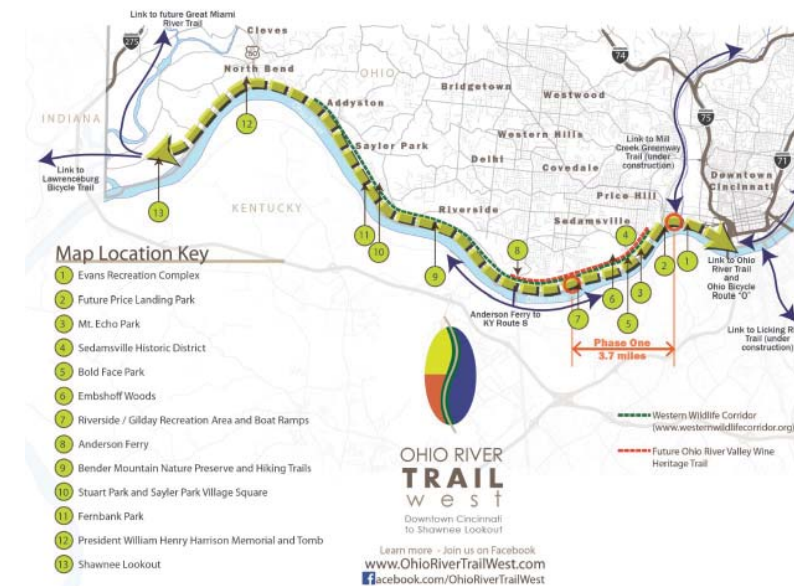


Image Credit: Ohio River Trail West

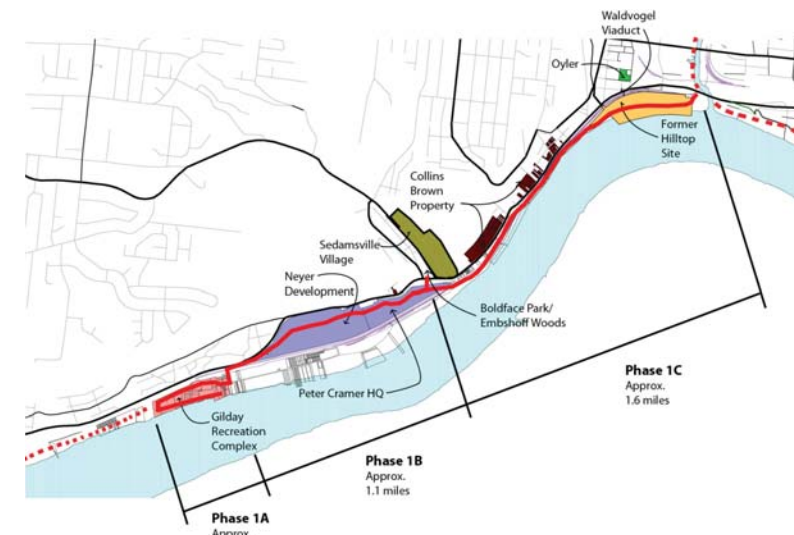
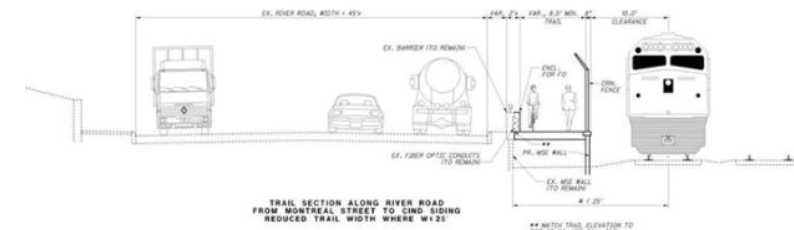


Image Credit: Dave Zelman

Two portions of the River West Trail will come together at or near the Price Landing Park.

The primary trail that runs along the Ohio River will be called the Ohio River Trail. It will ultimately extend along the entire length of the Ohio River in Hamilton County. The portion from Smale Riverfront Park to Shawnee Lookout is called Ohio River Trail West. Engineering of this western leg of the trail has begun. The first segment that will be constructed will run 3.7 miles downriver from Evans Fields Recreation Area to Riverside Gilday Recreation Area. Partial funding for this first segment has been secured.

Approaching the Price Landing site from the west, the trail will run along a narrow strip of land between US Route 50 and the railroad tracks. This means that the trail will need to cross the railroad tracks at some point in order to enter downtown. This crossing may take place on the Price Landing site. This is addressed in the "Access and Connectivity" section of this Framework Plan.

Another trail will enter the Price Landing site from the north. The proposed Mill Creek Greenway Trail will more than likely run along the east side of Evans Street - which nearly touches the Price Landing site at its northeast corner. The existing set of tracks is still used, and may provide leverage for the development of new business in the Lower Price Hill and Mill Creek area. So too might the Mill Creek Greenway trail which is proposed to run alongside it.

Therefore, Price Landing Park will be a trail head for two trails and will be a destination point for bicyclists and pedestrians using the trails.

Riverfront Park Network

In addition to playing a role in the trail network and educational network of the region, Price Landing Park will also be a prime component in Cincinnati's and Hamilton County's park network – specifically its riverfront park network. These riverfront parks will ultimately all be linked by the Ohio River Trail and will serve as trail heads and places for pausing and recreating.

Significant progress has been made over recent decades in reclaiming portions of the riverfront for both active and passive recreational uses. These parks, playgrounds and recreational places are well populated throughout the year. Their success proves that people from throughout the region, and tourists from elsewhere, seek a meaningful interaction with the Ohio River.

Great parks are good economics as well. Nationally recognized groups ranging from the Urban Land Institute to CEO's For Cities have repeatedly studied and proclaimed the benefits of parks toward the economies of cities. Great parks retain and attract workers – and the businesses that employ them – and they provide opportunities to attract tourists.

Price Landing will continue this region's already impressive progress along the riverfront of Cincinnati.



The Price Landing Site

Summary

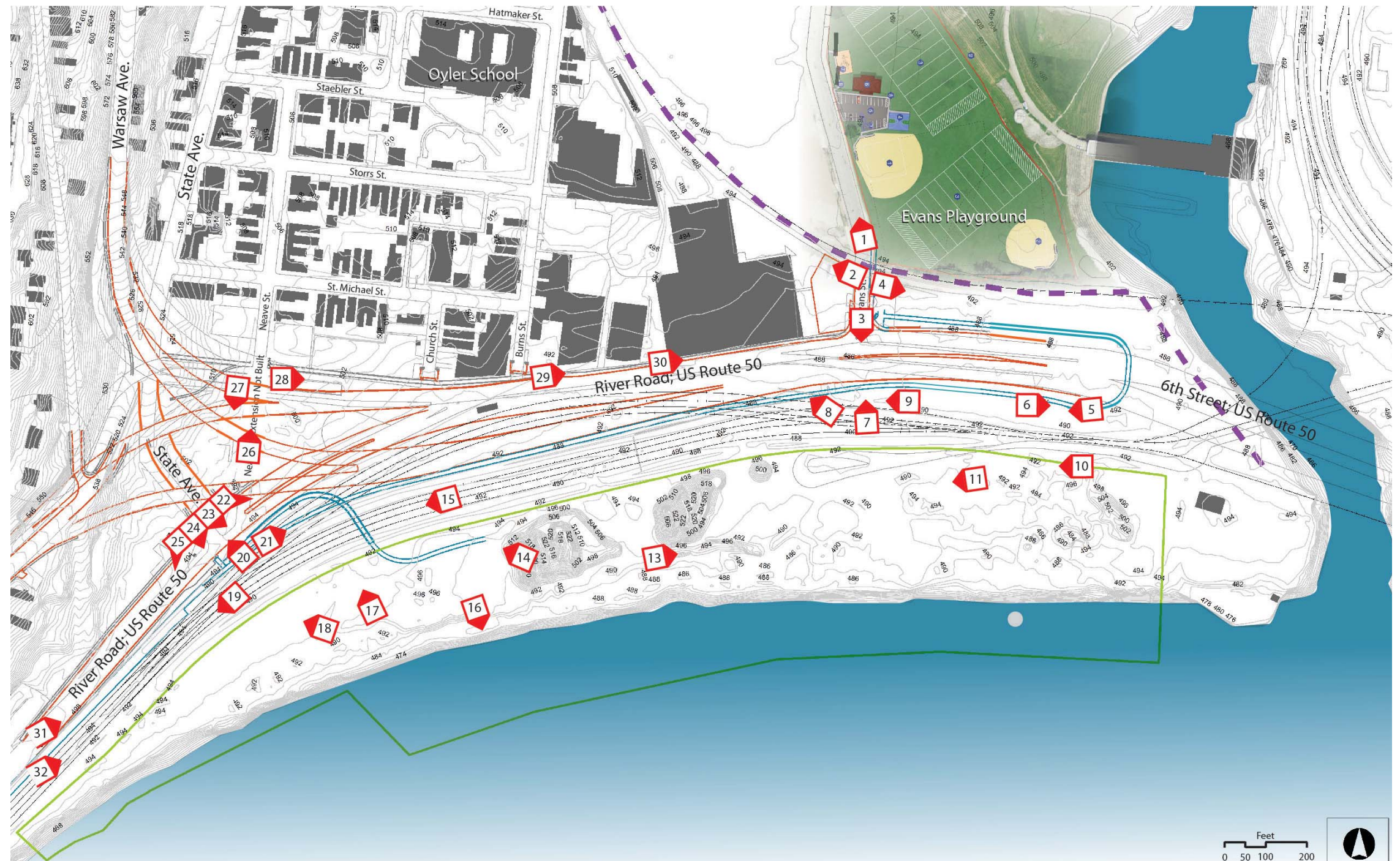
The site is an elongated shape situated between the Ohio River and the transportation corridor which contains railroad tracks and US Route 50.

The only vehicular access to the site comes from the industrial property to the east - across the Mill Creek. There is no pedestrian access currently, and no access that crosses US Route 50 and the railroad tracks. The City does, however, own property that crosses the railroad tracks at the State Street intersection. Access to the site has been proposed near the east end of the property which would extend from Evans Street and go under the 6th Street Viaduct bridge.

The eastern boundary of the site does not reach all of the way to the Mill Creek. The property to the east of the site is privately owned by a company that uses it for barge freight handling.

The site is approximately 16 acres. It is only 350' wide (north to south) but nearly 3000' long (east to west). It previously hosted railroad uses for most of the 20th Century, which included a roundhouse. The site was also used for the open storage and recycling of structural concrete during the past 25 years. Vegetation is gradually returning to the site. While the site is fairly flat, grade toward the southern, river, edge falls approximately 20' down to the Ohio River. The Ohio River pool elevation is: 455'; the 100 year flood elevation is: 496'.

There is no official river access on the site. The concrete mooring piers just offshore of the site are used periodically for barge fleeting operations and layovers.



The Price Landing Site



11 On site looking west

PRICE LANDING - FRAMEWORK PLAN
This project is made possible by support from [Interact For Health](#) and the [Greater Cincinnati Foundation](#)



13 On site looking east

PRICE LANDING - FRAMEWORK PLAN
This project is made possible by support from [Interact For Health](#) and the [Greater Cincinnati Foundation](#)



17 On site looking north toward Lower Price Hill

PRICE LANDING - FRAMEWORK PLAN
This project is made possible by support from [Interact For Health](#) and the [Greater Cincinnati Foundation](#)



22 Looking southeast, at site, from State Avenue (#1 of 4 picture array)

PRICE LANDING - FRAMEWORK PLAN
This project is made possible by support from [Interact For Health](#) and the [Greater Cincinnati Foundation](#)

The Price Landing Site

Fundamental Property Information

The groups who have been pursuing the development of the Price Landing property into a park have done a significant amount of research and preparation. The following facts have been established.

- The property was deemed environmentally 'clean' when the City of Cincinnati acquired it in February, 2007
- A Phase I Environmental Site Assessment was performed on the property and found no significant issues
- The property is neither in a historic district nor is it a landmark
- No object of archaeological importance has been found on the property
- The property is not in a wetland (see flood plain information below)
- The property is zoned RF-1 (which permits the establishment of a park)
- Two Combined Sewer Overflows (CSO's) run through the property and discharge into the Ohio River

Flooding Information

- The entire site is within the 100 Year Flood Plain
- Most of the site is above elevation 488'
- The 100 year flood elevation is 496'
- The Ohio River pool elevation is 455'
- The 52' flood stage of the Ohio River is at approximately elevation 482.
- The ordinary high water elevation of the Ohio River is 468'

In essence this means the Price Landing site will not flood very often, but the structures built on it must be structurally designed to withstand flooding and river-flow forces.

Fundamental Development Information

In order to proceed with the design of the park, the following must take place:

- The Army Corps. of Engineers must approve any construction or manipulation of land on the site
- The City of Cincinnati must review and approve of any construction on the site, and access to the site, pertaining to zoning, building construction (including unenclosed structures), stormwater & water and traffic concerns
- The railroad companies, CSX and Genesee Wyoming, must approve of the placement of any road and sidewalk crossing of the railroad tracks
- The Ohio Department of Transportation must approve of any modification to US Route 50 including intersections, roadway / sidewalk modifications and overhead bridge construction



Image Credit: City of Cincinnati



14 On site looking northwest



16 Looking south to Ohio River

Nearby Amenities

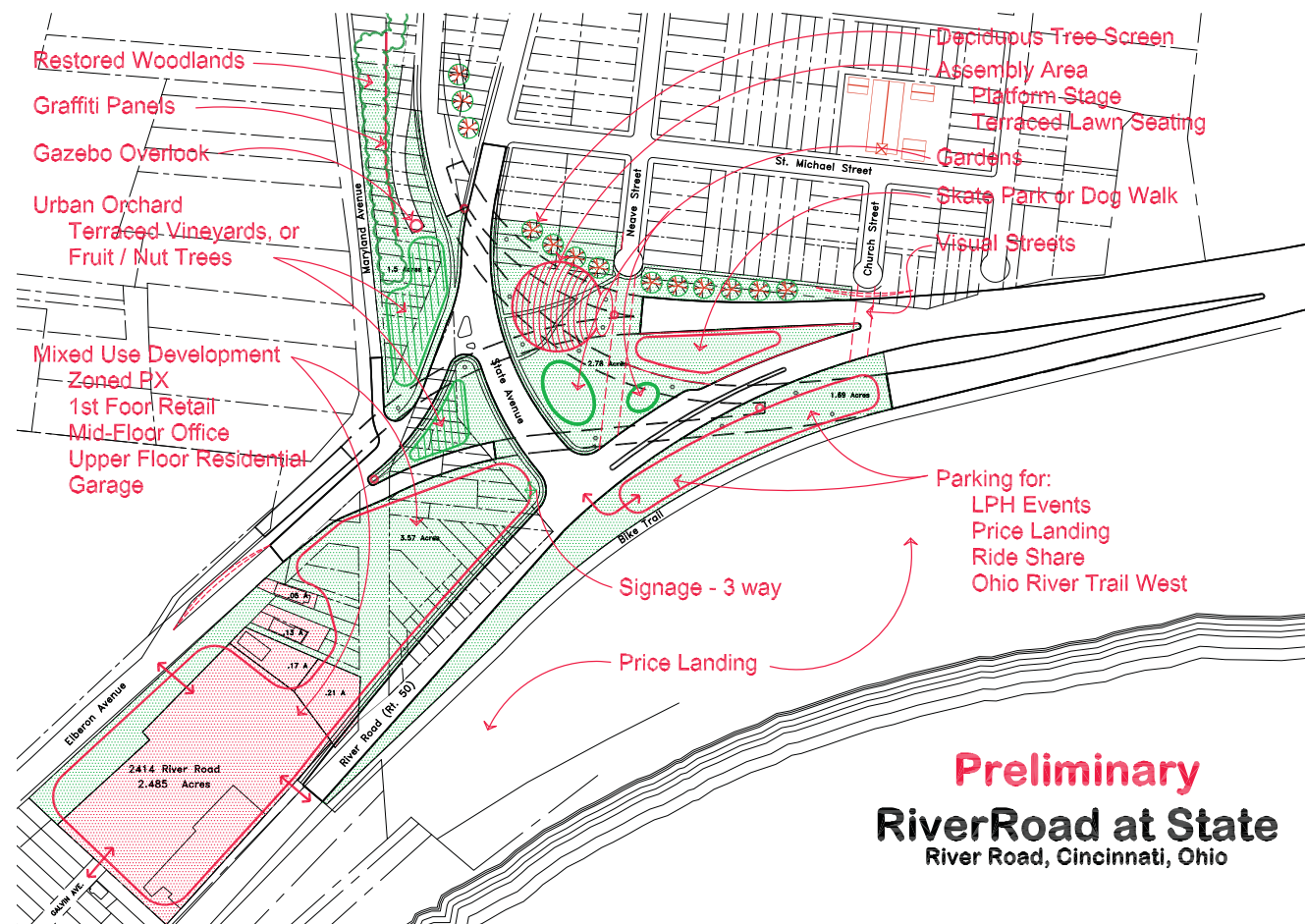


Image Credit: Greg Lang



Image Credit: Cincinnati Recreation Commission

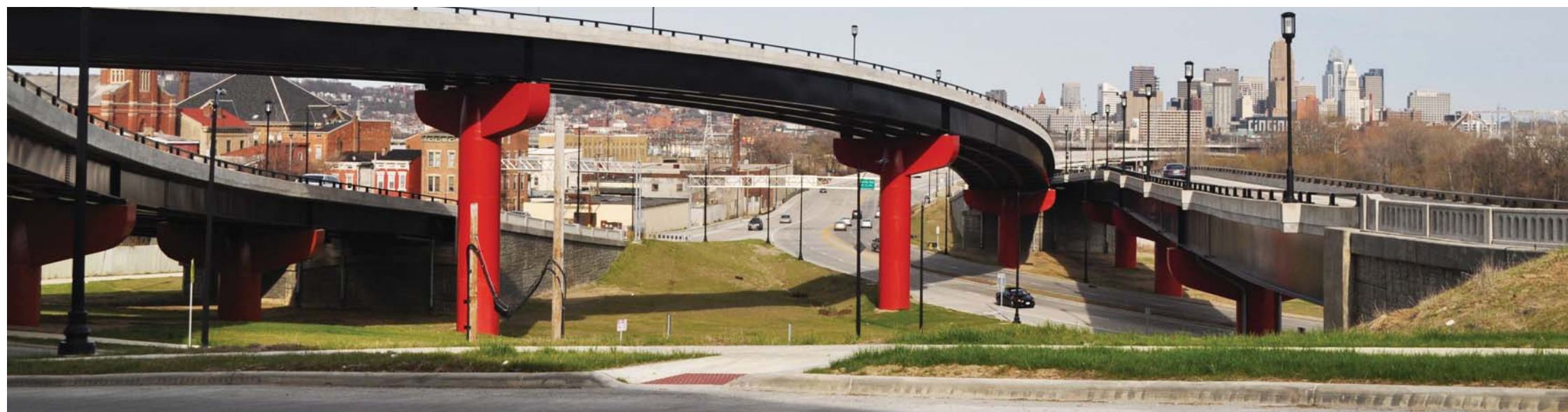
As a regional asset, Price Landing Park will strive to not duplicate existing and proposed nearby amenities but compliment them.

Cincinnati Recreation Commission's Evans Playground lies to the north of Price Landing – at its eastern end. It is located across the transportation swath of US Route 50 and the railroad tracks, on Evans Street. It is accessed from Evans Street. The facility currently has two baseball fields, a football / soccer field, a basketball court and play equipment. A large scale improvement for the facility has been proposed but is not yet funded.

Near the west end of the Price Landing site (also to the north) there is another area that has the potential to host some recreational amenities. This area has been made available by the recent Waldvogel Viaduct reconstruction. It is situated between the State Street / River Road intersection and the Lower Price Hill neighborhood. A portion of the site is under the roadway bridges.

The Lower Price Hill Neighborhood Council has worked to consider options for the area. Perhaps the most noteworthy option for this area is a skate-park. A skate-park would be a good use for this area because it would be accommodating to the youth of Lower price Hill, surrounding neighborhoods, and would be built of materials that do not require sunlight.

The Lower price Hill also has a small playground area at Oyler School. This are includes a small water spray park.



Conceptual Site Plan

The Design Principles

- The Park will have several places where visitors can directly see, or physically interact with, the Ohio River.
- Any structures should be simple, and may celebrate the transportation railroad heritage of the site
- All park elements should be accessible by those with mobility and sensory impairments of varying degrees, and should be designed for all ages
- The park will be used primarily during daylight hours
- The park should have at least one iconic element, or should act as an iconic element as a whole, that is emblematic of a resurgent community, and that can be seen by westbound travelers of US Route 50 (6th Street Viaduct)

The Placement of Elements

The placement of the key elements of the park depends largely on the final location of access to the park – both vehicular and pedestrian. For example:

The boat launch (for non-trailer boats) should be accessible by vehicles, or very near the parking lot, so boaters don't have far to carry their canoes and kayaks. Also, the Eco-Lab should be close to the drop off area so students don't have far to walk from the buses that drop them off.

However, the placement of some key elements can be established as principles. Those elements and their placement principles are:

- Parking lots should align the northern edge of the property – near the highway and railroad tracks
- The Amphitheater / Large Overlook should be somewhat centrally located
- The Eco-Barge would be located near the east end of the park, between the edge of the land and 2 large, existing concrete mooring piers
- The boat launch will be located up river of the CSO's
- A majority of site landscaping should consist of native plants

Ordering Elements

The Conceptual Site Plan has two ordering elements: trail paths and earthen mounds.

All of the Park's key amenities and features will be linked by a meandering loop of trail paths. The trail path may vary in its material, width and curvature / straightness to be in sync with its context. This means the trail path may be narrower, more curvy, and made of paver materials in more naturalistic areas of the park, whereas it may be wider, and straighter in more urban areas of the park.

The earthen mounds will be generally aligned east-to-west, along the long axis of the site. These mounds will be positioned between the major spaces of the park and the highway to mitigate the unsightly view of US Route 50 and its noise. The mounds will vary in height from 3' to as high as 20' tall.

Amenities & Features List

Site Key

- 1 Overlook
- 2 Outdoor Classroom / Shelter
- 3 Vegetated Mounds
- 4 Site Access Paths
- 5 Multi-Purpose Lawn
- 6 Dog Park
- 7 Amphitheater (at Major Overlook)
- 8 Playground and Viewing Area
- 9 Rain Garden Planters
- 10 Arrival Plaza
- 11 Picnic Shelter & Lawn
- 12 Bus Parking / Drop-Off
- 13 Parking Lot
- 14 Fishing shore & Boat Launch
- 15 Eco Barge / Environmental Education center
- 16 Reinforced Turf / Overflow Parking
- 17 Bike Trail Network Paths

Conceptual Site Plan



Arrival Plaza

The Arrival Plaza will be the central destination in the overall sequence of arrival. It will be more than just a point where a sidewalk leads from a parking lot. It will be a celebrated space that gives a special sense of arrival to new and repeat visitors.

The Arrival Plaza will be somewhat formal. It will have patterned hardscape paving and regularly-spaced vegetation that blooms with colorful arrangements.

As visitors leave the parking lot and enter the park, they will pass by two small rain gardens that capture and cleanse stormwater from the pavement. Next, a small grove of trees provide shade and create a natural threshold for entering the park. Beyond the trees, a paved plaza will serve as the crossroads of several paths and as the primary hardscape-based civic gathering space. The plaza will have a fountain and / or flagpole. The fountain could also be a raised planter that would hold future artwork (perhaps a statue of Mr. Price welcoming visitors) or interactive features.

The Arrival Plaza will also have ample seating to allow visitors to gather as they enter, or leave, the park.

From this single place, a visitor's experience will transition from arrival to immersion into the park. Several paths will extend from the Arrival Plaza, each with well-designed wayfinding (signage) directing visitors to their preferred destination.

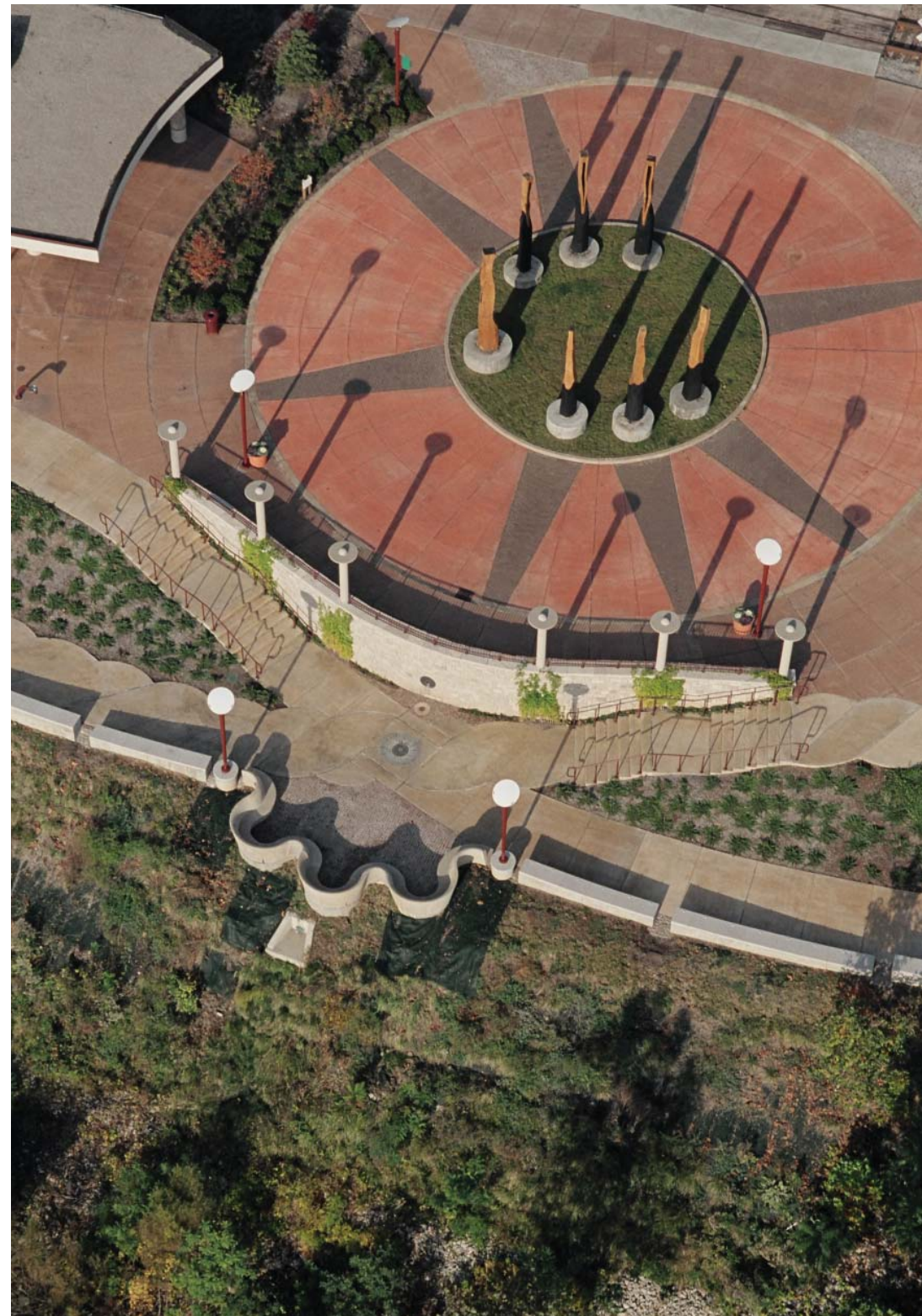


Photo Credit: Human Nature



Photo Credit: Human Nature



Bike Trail Network Paths



Photo Credit: Human Nature



Photo Credit: Marc Cramer



One of the roles for the Price Landing Park will be to provide a trail head for the River Trail West network – and an intersection with the Mill Creek Greenway Trail. In Price Landing, the primary bike and pedestrian trail will be consistently wide (12' or so), fairly flat, concrete (or other hardscape materials) and well lit for evening use. Its primary purpose will be to allow bike riders to travel through Price Landing on their way to someplace else – perhaps pausing for a little while.

Price Landing will also have its own internal loop of bicycling and pedestrian trails that will extend from the primary bike trail. These will be more naturalistic. These trails may be made of concrete or other durable surfaces. They can be slightly hilly and may weave in and out of vegetation. While some trails may extend up and onto the earthen landscape mounds, the primary trails will be accessible by those in wheelchairs – and those pushing strollers.



The trail network in Price Landing will weave alongside landscape mounds. The mounds will not completely obscure trails in deep valleys. Rather, the mounds will be gently sloped and shaped to define the trails and lawns – not hide them.

The trail network within Price Landing will link all of the Amenities and Features of the park.

Vegetated Mounds

One of the challenges of the Price Landing site is the noise and visual prominence of the railroad and US Route 50. To mitigate these issues Price Landing will have vegetated earthen mounds. The mounds will be located primarily between the railroad tracks and the park – but will also be located in other places to define spaces within the park.

The trail network in Price Landing will weave alongside the vegetated mounds. The mounds will not completely obscure trails in deep valleys. Rather, the mounds will be gently sloped and shaped to define the trails and lawns – not hide them.

Mounds will also define the grassy multi-purpose lawns in long, ‘thin’ organic shapes – echoing the long and thin overall shape of the site.

The vegetated mounds will have a variety of low-maintenance, planted materials on their surfaces. Some will have walking trails so people can reach the tops of the mounds for a better view of the terrain that shapes the Ohio River basin.



Photo Credit: Human Nature



Photo Credit: museumofthecity.org

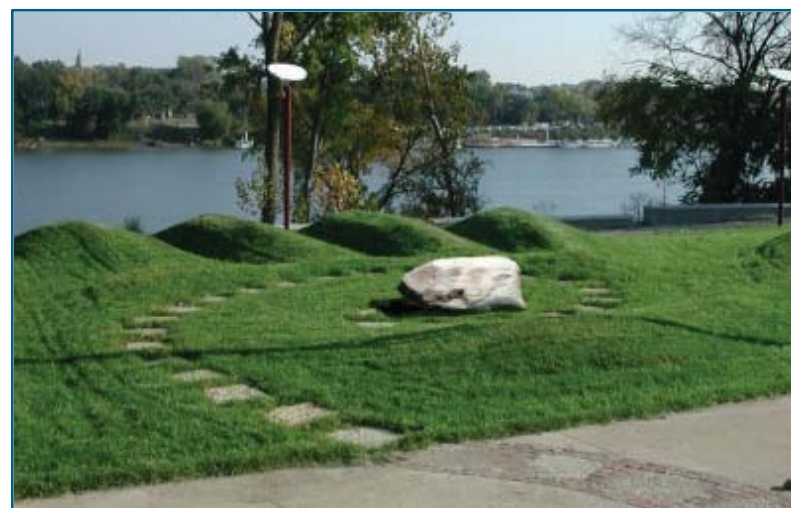


Photo Credit: Human Nature



Photo Credit: Londonist.com



Photo Credit: dazzlingplaces.com

Open Multi-Purpose Lawns



Price Landing Park will have several places that are simply places to play and relax. It is in these areas where visitors can picnic, throw Frisbees, lie under the sun and listen to concerts.

As conceptually designed, there will be three Multi-Purpose Lawns. Each lawn will have a view of the Ohio River either over low vegetation or framed views at overlooks.

The central lawn will be gently sloped - shaped like a dish - around the amphitheater.

The lawn to the east of the Arrival Plaza will complement the picnic shelter and playground and provide an open play area for those areas.

A third open lawn will be west of the amphitheater. While this lawn consists of mown grass, the edges of the area are defined by native plantings that begin to transition to more natural areas farther west.

All lawns will be slightly sloped down toward the river for drainage.



Photo Credit: Geoffrey Mercene



Photo Credit: Presidio.gov



Major Overlook and Amphitheater

Many parks within just a few miles of Price Landing have amphitheatres. The amphitheater at Price Landing is not envisioned as a regional destination, but rather a local place for small concerts and performances.

The amphitheater will be simple but symbolic because it will be the largest built object in the park, and one of the few vertical elements of the park. It will be one of the few elements in the park that can be seen from more distant places, and that can act as a symbol of resurgence and vitality at the site.

It will consist of a concrete stage and a roof – seating will be on the shaped lawn to the north. Its exact design will come in future phases of the planning and design process, but it should be informed by the railroad and maritime heritage of the site through materials and detail. The stage will be accessible for people with mobility impairments.

The amphitheater will be located so that the audience can look past the stage to the scenic view of the Ohio River and Kentucky. The amphitheater is located on the major overlook to make 'double-duty' of the construction that will be necessary for both. Also, this location will encourage visitors to occupy the shaded stage even when it is not used for a performance. The sheltered stage can function as a place for large gatherings such as: family reunions, sports team celebrations, birthday parties, etc.



Photo Credit: Jason Cruze



Aerial View Looking Southwest



Aerial View Looking West

Education Facility



Photo Credit: Groundwork Hudson Valley



Photo Credit: Groundwork Hudson Valley



Photo Credit: Urban Ecology Center - Milwaukee



Photo Credit: Groundwork Hudson Valley

Price Landing Park will serve as an education venue for children. Visiting children can learn about:

- The natural environment;
- Inland waterway / river ecosystems (and specifically the Ohio River ecosystem);
- Wildlife and fishing;
- Maritime history, river culture and heritage;
- Industrial culture, history and heritage (specifically railroad history at the site);
- Abolitionist history – Margaret Garner and the Underground Railroad

The Educational Facility will be an enclosed structure that can host groups in pleasant or inclement weather. It will be a simple structure that will allow the storage of educational materials and exhibits and that can host lectures in an informal setting. It can also house a laboratory for ongoing testing of ecological elements and exhibitions of scientific acts.

The Eco-Barge

This Framework Plan envisions the Educational Facility as an “Eco-Barge”. This would be a decommissioned barge that is permanently moored in the Ohio River. The Eco-Barge would be moored near the existing 30’ diameter concrete mooring piers at the eastern end of the site. The Eco-Barge will be a very unique feature that will become a hallmark of Price Landing and a destination throughout the region.

The Eco-Barge will require the establishment of an operating arrangement with an appropriate entity who will manage its operations. If the Eco-barge cannot be adequately erected and operated, then the Educational Facility can be constructed as a building on the site.

River Connections

Price Landing is envisioned as a park where visitors can have a direct, meaningful – sometimes physical – contact with the Ohio River.

The river's edge at Price Landing will accommodate visitors of varying ages and interests – and with a range of physical abilities – to connect with the river. Those who want to fish in the river will have several places from which to do so – including man-made overlooks. People with canoes and kayaks will be able to launch from a ground-based boat launch. Joggers, bicyclists and people with wheelchairs and strollers will be able to watch the river from one of several overlooks or the Eco-Lab dock.

The overlooks will be nodes of interaction where people sitting on benches can strike up a conversation with people who are fishing or resting during a jog – all within view of the river to the south and the open lawn to the north.



Photo Credit: Pealsland.gov



Photo Credit: Virginia Dept. of Conservation



Aerial View Looking Northwest



Interpretive Features & Artwork



Brewery District Urban Redevelopment Corp.



Photo Credit: Presidentsusa.net

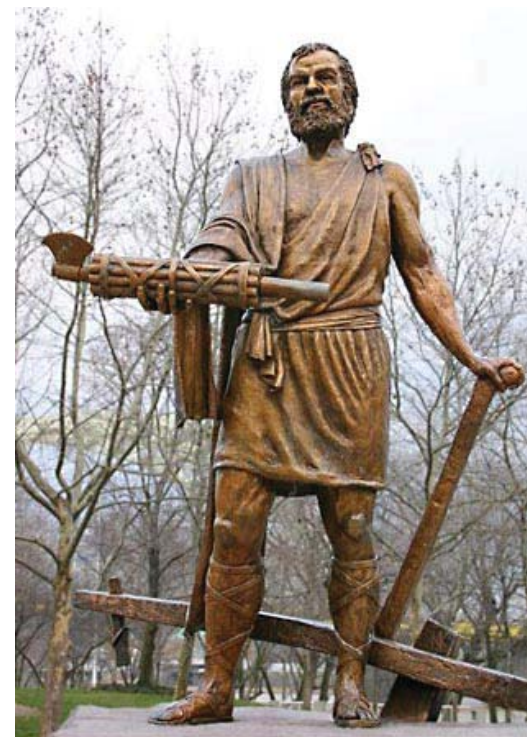


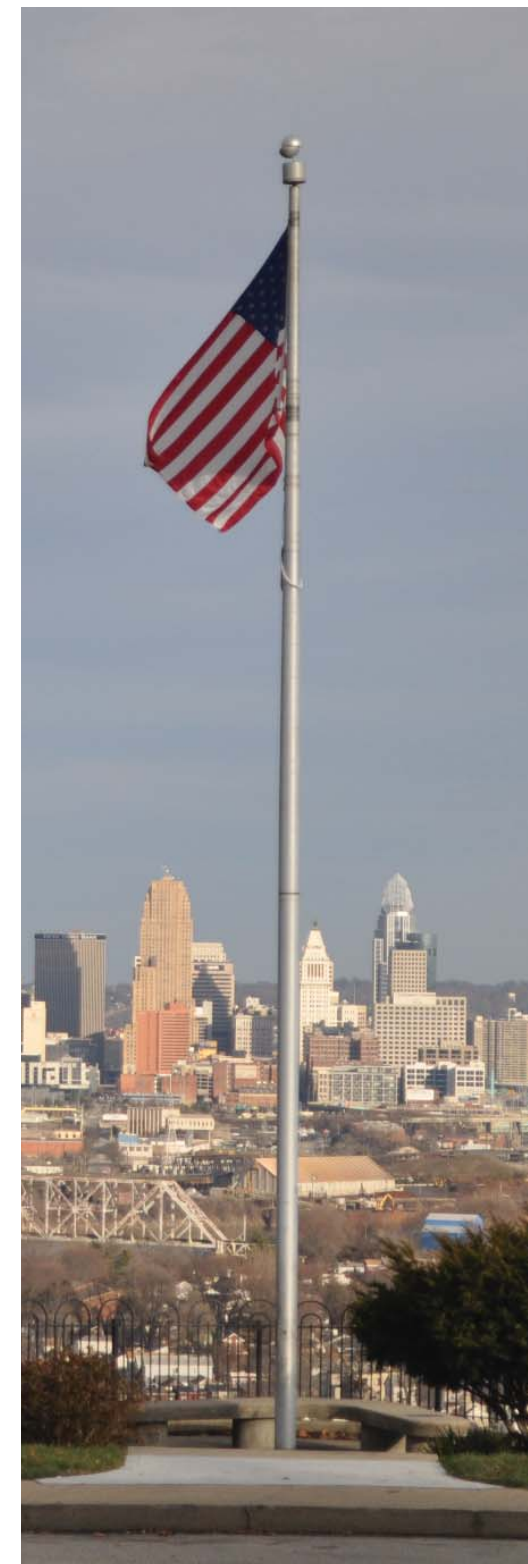
Photo Credit: Cincinnati-USA.com



Photo Credit: Railroad Museum of Pennsylvania



Photo Credit: Urban Ohio



Price Landing will be designed to create many places where artwork and interactive features can be installed at the inception of the park and well into its future.

Interactive features may include historic markers, educational kiosks and signage, fitness apparatuses, railroad / industrial heritage information and other features that others may decide in future years.

The Price Landing site, and the Price Hill neighborhoods in general, have significant history in the Underground Railroad and abolitionist movement. These and other stories of Price Hill's history can be told through static and interactive media at key locations in Price Landing Park.

The park will have larger, more formal spaces - such as the Arrival Plaza - and several intimate spaces that can host public art and interactive features. Further design of the park will shape these places specifically so that artwork is located in key positions and within framed, focused vistas.

These works do not necessarily have to be built when the park opens; they can be installed over many years and may be sponsored by different patrons and supporting organizations. The interactive elements should be for use by all - including the young and those with sensory impairments.

Dog Park

Price Landing will have an area specifically reserved for dogs and their human friends. Two fenced-in areas will allow people to have their dogs off-leash.

The dog park will have benches, drinking fountains (one for people and one for dogs) trash receptacles and a Mutt Mitt dispenser for waste collection.

Dog Parks bring people of different walks of life together. Their common interest - dog ownership and the experiences that go with that - provides plenty of conversational opportunities for strangers to get to know each other.

In addition to providing a place for off-leash exercise, the Dog Park will attract people to the park throughout the year - even in winter - which will help maintain the park as an active vital place.



Photo Credit: Greta Raser



Photo Credit: J. Miles Wolf



Playground



Photo Credit: Playworld Systems



Photo Credit: Andy Snow



Photo Credit: AccessiblePlayground.net

Like most parks, Price Landing will have a playground. The playground will be placed near the picnic area and other amenities often use by families.

The playground will be usable by all types of kids – even kids with mobility and sensory impairments.

The playground will consist of both custom and off-the-shelf play features that will provide a variety of experiences and activities. These will be fun and will help children develop physically, mentally, and socially. The custom portion will help make the playground environment place specific and will include elements that express the unique history and character of the community.

The Price Landing playground will also have adult games nearby also such as chess tables, horseshoes, and areas where visitors can set up their own cornhole, volleyball, croquet and other yard-games.

The playground may also have a water feature for hot summer days, although this feature will not duplicate the splash park at Oyler School.

One of the most enjoyable things about a playground is spectatorship. Price Landing's playground will be designed not only for the kids (and adults) who play in it, but also for the parents and grandparents who come to watch. There will be a viewing area where spectators – even those who are disabled – can watch their children play.



Photo Credit: J. Miles Wolf



Photo Credit: Andy Snow

Support Facilities

Price Landing will have one public restroom building and sensitively designed parking lots and drop-off areas.

The restrooms will be designed to be safe, durable, floodable, easily maintained and accessible by those with mobility and sensory impairments. The restroom building will be simple but thoughtfully designed. It will complement the architecture of the Amphitheater and may also harken back to the railroad heritage of the site.

Some on-site parking will be necessary at Price Landing to accommodate people with disabilities, people with small children & elderly persons, dog-walkers and visitors who will be carrying items such as picnic coolers, games / equipment, tackle boxes, hiking gear, strollers, etc. It is not necessary for the parking areas to be large however. Parking for large events that may be occasionally held at Price Landing can be provided along the access drive and at both Evans Playground and possibly under the Waldvogel Viaduct (under US Route 50). The on-site parking areas will hold approximately 70 spaces.

The parking areas may be built of pervious paving materials and will drain to rain gardens at the entry so rainwater can infiltrate into the soil, and ultimately the river, without entering the municipal storm sewer system.

Price Landing will not have a permanent food service building but it will be able accommodate food trucks and ice cream trucks in designated areas of its parking lot.



Photo Credit: Landscape Online

Photo Credit: PerviousPavement.org

The Access Challenge

Existing Conditions

The greatest challenge to creating Price Landing Park is providing access to the park by motor vehicles, bicycles and pedestrians. Yet, as overwhelmingly voiced by the participants of the February 7, 2015 Workshop, direct access to the site – especially pedestrian access – is extremely important.

Because the site is separated from the Lower Price Hill neighborhood - and its local street network - by four sets of railroad tracks, only a limited number of access points are possible. The heavy and fast-moving traffic of US Route 50 is another complication that must be addressed. It is common for vehicles to travel in excess of 60 mph on this stretch of US Route 50.

Necessities

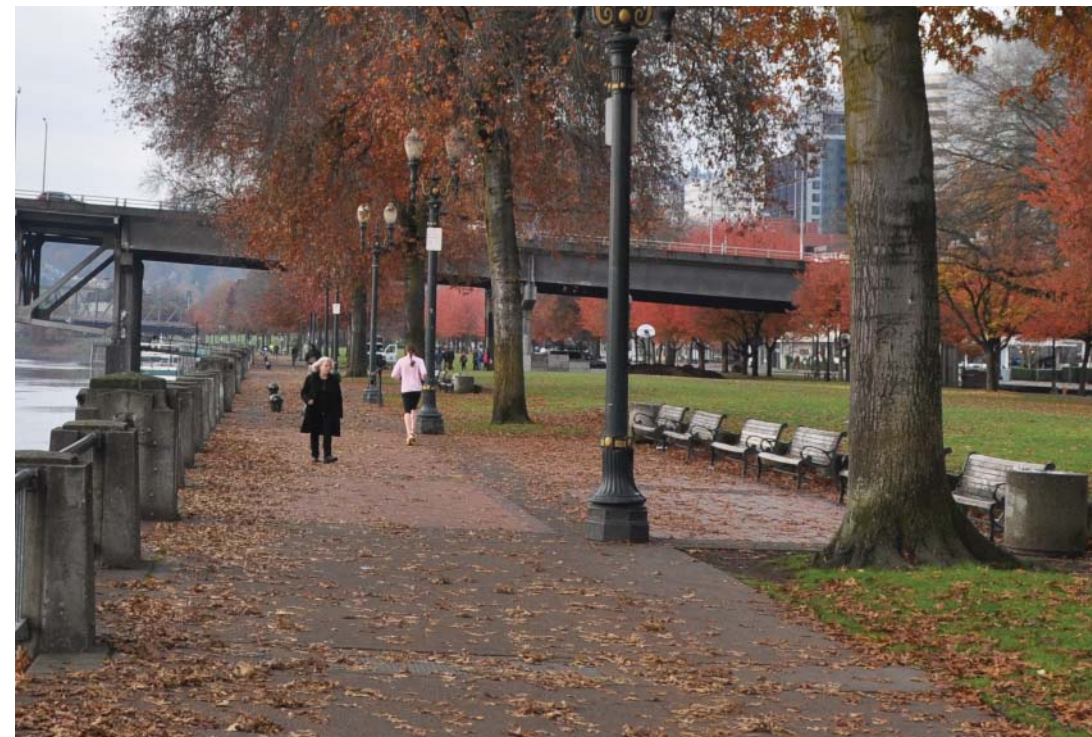
Price Landing Park is a local park that will add significant value to the region. It will add capacity to Cincinnati's urban core in its role as a component of several networks (a park network, a riverfront network, a bicycle trail network and an educational network). As a local amenity it will help rejuvenate Lower Price Hill, East Price Hill, Sedamsville and Riverside.

To perform as a local park, it is critical that the access to Price Landing Park meet the following criteria. Access to the Price Landing Park must be:

- Easily found and navigated by drivers, bicyclists and pedestrians
- A reasonably short distance for pedestrians coming from Lower Price Hill
- Safe and comfortable for pedestrians
- Safe for occupants of motorized vehicles and bicyclists
- Visually celebrated



Priorities



Pedestrians

Many children and senior adults from the Lower Price Hill neighborhood will use Price Landing Park often. It is critical that pedestrians have a safe, simple, short walk to Price Landing from Lower Price Hill. Pedestrian access to Price Landing Park was the most often cited requirement from the February 7th Workshop - by far. Providing a safe, convenient, comfortable pedestrian connection from the heart of Lower Price Hill to the Ohio River is a core purpose of this park.

Bicyclists

It is also important that bicyclists have a safe, readily available access into and through the Price Landing Park. As previously stated in this Framework Plan, Price Landing is expected to serve as a trail head - and a nexus point - in the regional trail network. To engage bicyclists who want to pause in Price Landing, or for whom Price Landing is their destination, it is crucial that the bicycle trail to Price Landing be safe, well defined and available to riders of all skill levels.

Motor Vehicles

Finally, Price Landing must be an easy destination for motorists to find and safely access. Drivers from all directions, and particularly from the west and east along US Route 50 (River Road and 6th Street, respectively), must be able to find their way to the park by a robust, well-designed wayfinding system.

Analysis

Prior Access

Prior access to the site was from the east, across neighboring property and the Mill Creek. The access road is a dirt driveway that crosses over one set of railroad tracks. This access drive originates from West Mehring Way at a point approximately ¼ mile to the east of Price Landing weaving under a bridge and around utility buildings in a hidden area. The drive was previously used by heavy trucks delivering broken concrete and picking up crushed materials.

This access is most appropriate for an industrial type of traffic: commercial trucks being driven by employees who already know where they are going and where a celebrated, aesthetically pleasing sequence of arrival is not needed.

Presumed Access

A presumed access to the site is located at Evans Street. An access drive at this location would originate at Evans Street near the intersection with 6th Street / US Route 50, and would loop under the 6th Street Viaduct and return into the site. The placement of a recently erected railroad signal (an established light-controlled stopping point for trains) would allow this presumed "Evans Loop" access drive.



Analysis



Property Boundaries

The boundary line of the City-owned, Price Landing property includes an area that crosses over the railroad tracks. This area is approximately 60' wide. This area is located just south of the State Avenue / US Route 50 intersection. The tracks at this location are approximately 5' below the grade level of US Route 50.

The property lines between the newly placed railroad tracks and the City-owned Price Landing parcel, and possibly between the railroad tracks and the newly placed US Route 50, need to be appropriately realigned due to the recently completed Waldevogel Viaduct project.

Analysis

The Price Landing Planning Group carefully listened to the comments voiced at the February 7, 2015 Workshop, and considered many aspects of the access challenge. Ultimately, the access to Price Landing Park will require engineering and will need to be negotiated with the City of Cincinnati, the railroad companies and the community, especially the Lower Price Hill neighborhood.

The Price Landing Planning Group analyzed four access options:

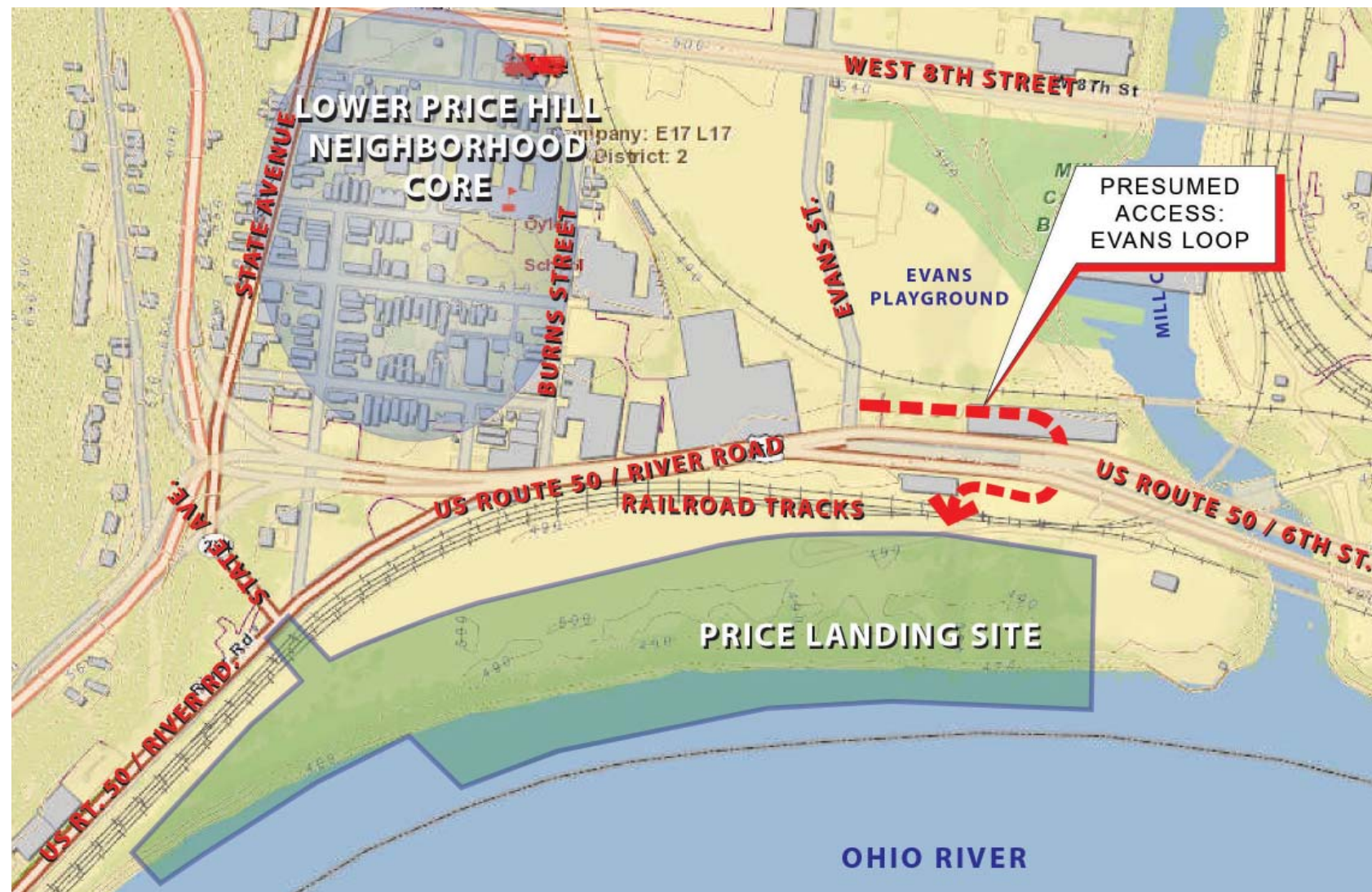
1. Evans Loop Drive (includes sidewalks and bike path with an at-grade crossing over railroad tracks)
2. State Avenue Drive (includes sidewalks and bike path with an at-grade crossing over railroad tracks)
3. Burns Street Bike & Pedestrian Bridge over US 50 and railroad tracks (with Evans Loop Drive)
4. State Avenue Bike & Pedestrian Bridge over railroad tracks (with Evans Loop Drive)

The recommendation of this Framework Plan is Option #4: **State Avenue Bike & Pedestrian Bridge with Evans Loop Drive.**

The following pages are a review of the analysis.

Option 1 - Evans Loop Drive (At-Grade Crossing)

(Shown without Complimentary Bike & Pedestrian Access at State or Burns)



Positives

- City's expectation
- Railroads have seen this option – train signal allows for it
- Less likely to be blocked by parked trains since east of signal
- Arrives at wider end of park
- Links with Evans Playground
- Entrance under bridge - could be made into gateway
- Pedestrians don't have to cross US 50

Negatives

- Longest walk from Lower Price Hill (22+ minutes)
- Dangerous walk from Lower Price Hill along US Route 50
- No left turn from eastbound US 50
- Eastbound cars on US 50 have to find circuitous route to entry
- Access at one end of park
- Entrance under bridge will require robust lighting
- Access driveway curb-cut at Evans Street is close to US 50
- Crossing at railroad will have to be well-signed and signaled

Option 2 - State Avenue Drive (At-Grade Crossing)



Photo Credit: Living Streets Aotearoa

Positives

- Direct, 12 minute walk (from St. Michael Church)
- Direct link to Lower Price Hill's "Main Street"
- Nice link to future skate park, etc.
- Walk under bridge - could be made into gateway
- Lowest cost (when other options are paired)
- City still owns land and may have rights to crossing tracks
- Direct, right and left turn for vehicles into park from US 50
- Possible bus stop at intersection
- Will link well with bike trail
- Traffic light already there

Negatives

- Crossing at railroad will have to be well-signed and signaled
- ODOT may have objections
- Train signal would have to be moved
- Topograph: tracks are about 5' lower than road
- Railroad pre-emption (traffic will back-up onto US 50 when trains crossing)
- Crossing at curve in tracks
- Will need to change traffic signal from 3 phase to 4 phase
- No emergency access if entrance blocked by parked train

Option 3 - Burns Street Bike & Pedestrian Bridge with Evans Loop Drive

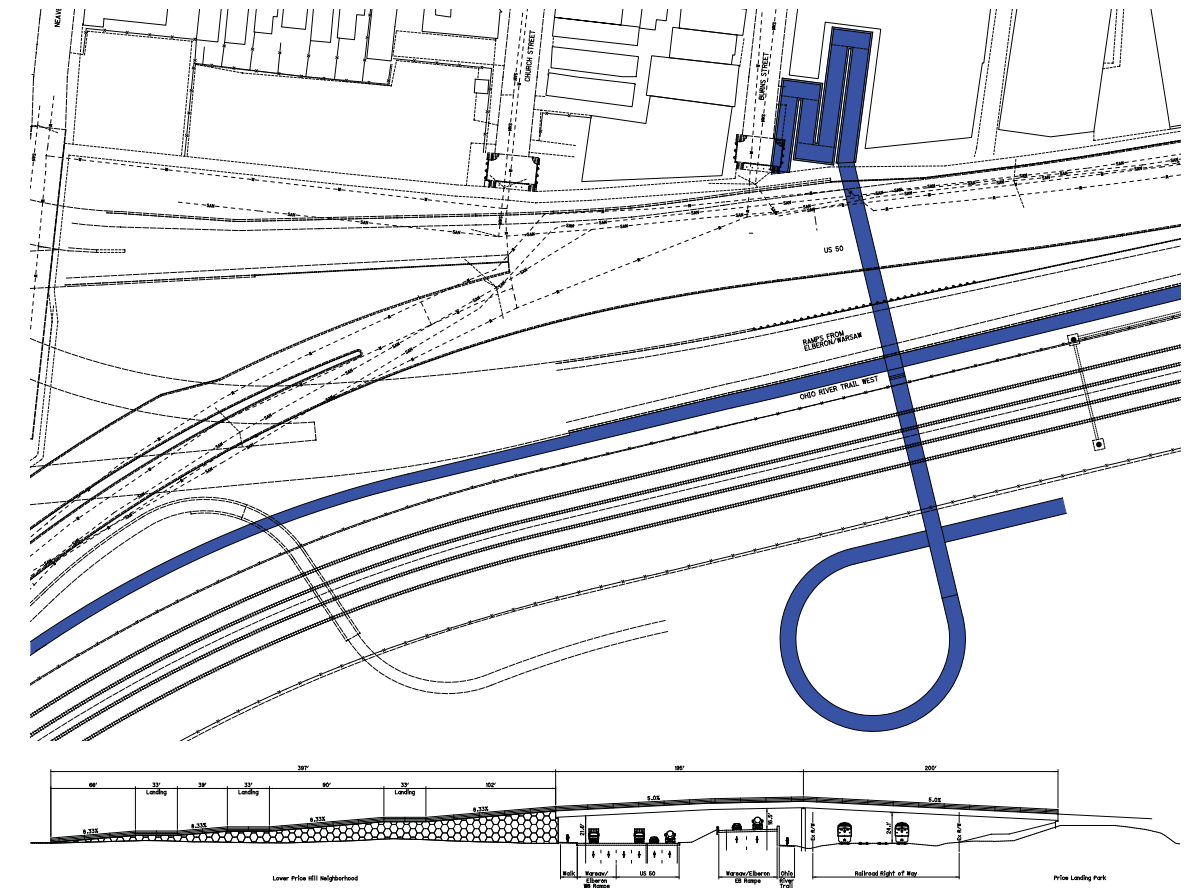


Image Credit: AECOM

Positives

- City owns most property on east side of Burns
- Probably no railroad objection
- Safe crossing over tracks
- Fairly short walk from Lower Price Hill (9 minutes)
- Centrally located landing in park
- Major 'gateway' opportunity
- Entrance to park from bridge could be a major feature
- Commanding views of downtown from bridge
- Mound tie-ins
- 9 minute walk (from St. Michael Church)

Negatives

- No direct connection to Ohio River Trail West
- Most expensive option (capital and maintenance)
- Vehicle access still must be built elsewhere (State or Evans)
- Longest bridge length 400' minimum
- Ramp length over 400'
- Most complex to build and maintain
- Ramp in vacant lot would have lots of landings and U-turns

Option 4 - State Avenue Bike & Pedestrian Bridge with Evans Loop Drive

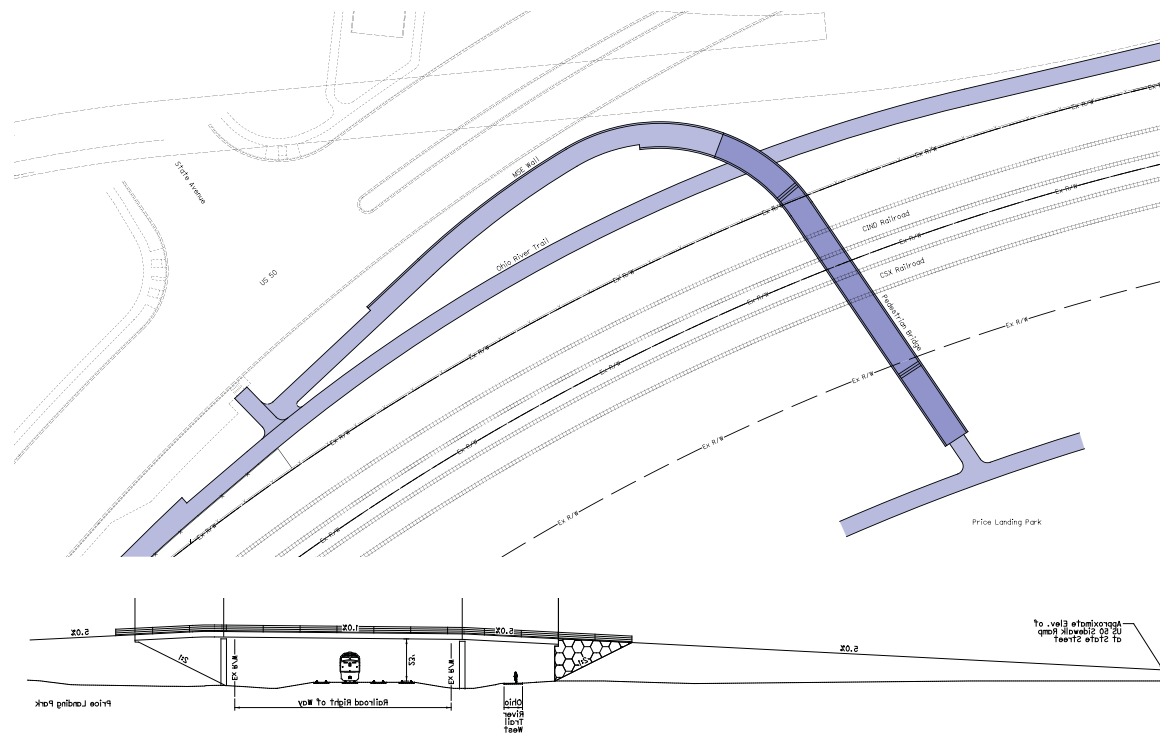
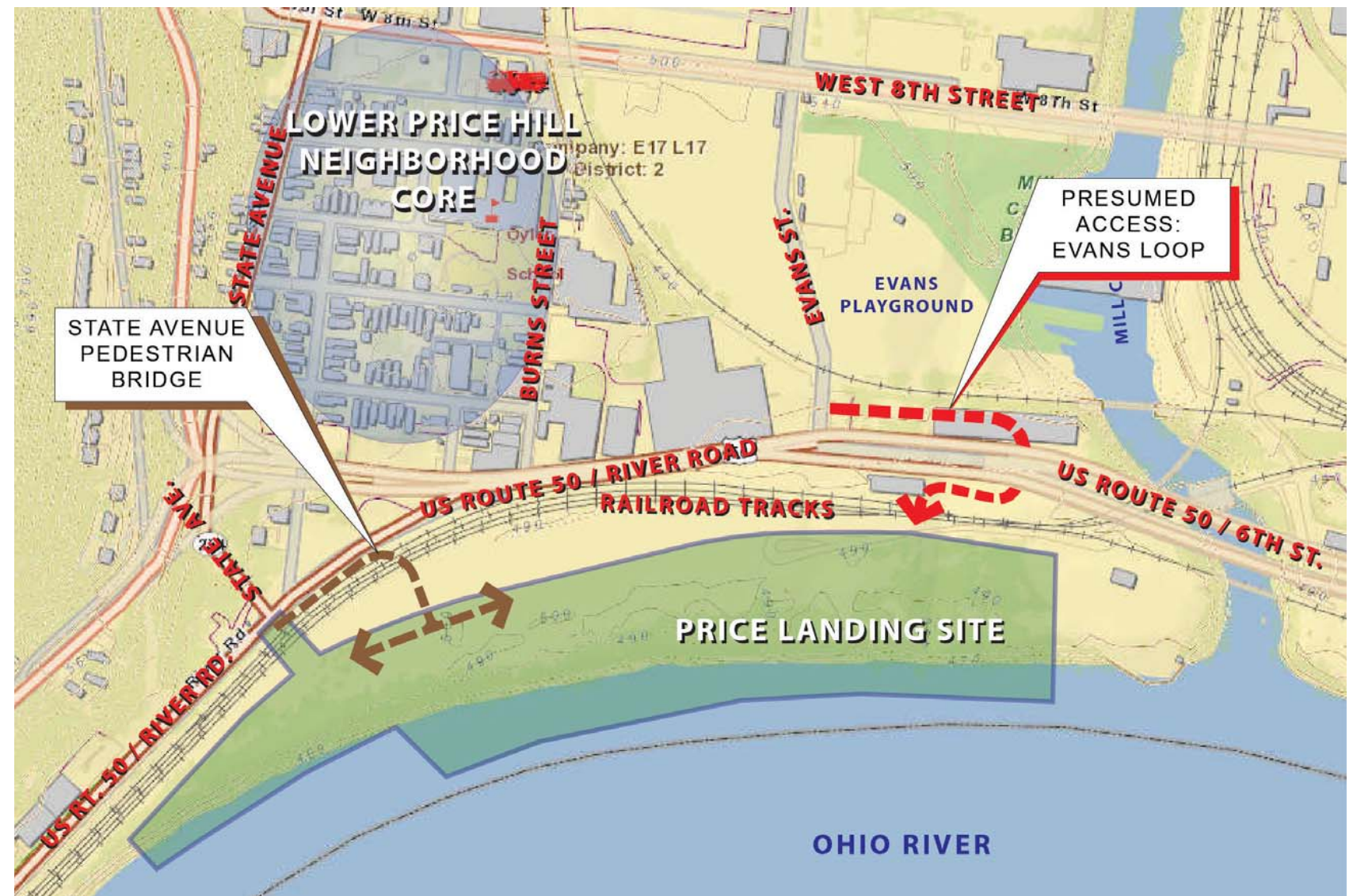


Image Credit: AECOM



Positives

- Does not compromise railroad operation
- Visual feature for west end of park
- Gateway element – especially from west side
- Safe crossing over tracks
- Could be unique sequence of arrival
- Shorter bridge length than at Burns (approx. 200' vs. 400')
- Mound tie-ins
- 16 minute walk (from St. Michael Church)

Negatives

- Will take up a lot of room for ramping up and down
- Vehicle access still must be built elsewhere (Evans)
- Access for motor vehicles and main access for bikes and pedestrians are at opposite ends of park (if coupled with Evans Loop Drive)

Preferred Access Option

ACCESS ISSUE CONCLUSION

The preferred access to Price Landing is **Option 4: “State Avenue Bike & Pedestrian Bridge with Evans Loop Drive”**. The Evans Loop Drive would include associated sidewalks and an at-grade railroad crossing.

While Option 2, “State Avenue At-Grade Crossing”, may best resolve the access issues specific to Price Landing, we believe the obstacles to obtaining the necessary approvals from the railroad companies will be extremely difficult to achieve, and will delay or possibly derail the project.

Option 4, “State Avenue Bike & Pedestrian Bridge with Evans Loop Drive” may cost approximately \$3.8 million.

It is important that the bike and pedestrian bridge be constructed. This bridge will provide the necessary safe, convenient and comfortable access to the park, and will relieve the temptation for people to cross the railroad tracks at an unmarked location.

To reach the State Avenue Bike & Pedestrian Bridge, pedestrians will have to cross Route 50 at State Avenue in the crosswalk - see the sketch to the right. Very significant efforts should be made to calm vehicular traffic in this stretch of Route 50, running from State Avenue to Evans Street, to make this area comfortable and safe for pedestrians and bicyclists. Currently, it is not uncommon for vehicles to travel in excess of 60 mph on Route 50. *This traffic must be slowed.*

The preferred option does not resolve the issue of east bound traffic on US Route 50 that is destined for Price Landing. These vehicles will not be able to turn left onto Evans Street and would therefore have to navigate a circuitous route in order to arrive at Price Landing Park. Therefore, it is imperative that substantial wayfinding be installed at several locations in the Lower Price Hill Neighborhood. It is possible that this traffic will benefit the Lower Price Hill neighborhood businesses. An effort should be made to leverage this arrival sequence to capture business potential from park visitors.



As stated previously in this section of the Framework Plan, the access issue to Price Landing will have to be resolved by working with several stakeholders such as the City of Cincinnati, ODOT and the Railroads.



Next Steps

The following steps should be taken to build Price Landing Park:

- Establish a Price Landing Park Steering Committee to spearhead the following tasks
- Disseminate this Park Framework Plan to community at-large through presentations to neighborhood groups, web-based interface, etc.
- Present this Park Framework Plan to key potential partners such as:
 - City of Cincinnati
 - Great Parks of Hamilton County
 - Cincinnati Park Board
 - Cincinnati Recreation Commission
- Seek adoption of this Framework Plan as the policy of the City of Cincinnati
- Seek adoption of this Framework Plan as the policy of Hamilton County
- Compose a funding plan and identify sources
- Present this Park Framework Plan to the railroads and negotiate park access
- Work with Cincinnati's Department of Transportation and Engineering to resolve issues regarding access to the park
- Present this Park Framework Plan to the Army Corp. of Engineers and vet / resolve issues for Ohio River construction
- Seek a partner organization(s) for the Education Facility (Eco-Barge)
- Estimate annualized operations costs
- Perform final design and engineering of all park components
- Prepare final cost estimate
- Acquire funding
- Construct Park

Preliminary Estimate of Probable Cost

At this time (May, 2015) we project the total cost for the Price Landing Park to be approximately \$20 million.

This includes:

Site Prep. / Utilities / Earthwork	\$3,190,000
Arrival Plaza (9,10)	\$435,000
Bike Trail Network Paths (17)	\$659,000
Vegetated Mounds (3)	\$958,000
Open Multi-Purpose Lawns (5,7,11)	\$58,000
Major Overlook & Amphitheater (7)	\$3,783,000
Education Facility (Eco-Barge) (2,15)	\$2,210,000
River Connections (1,14)	\$467,000
Interpretive Features & Artwork	\$271,000
Dog Park (6)	\$66,000
Playground (8)	\$1,066,000
Support Facilities (11,12,13)	\$1,711,000
Design Costs:	\$1,500,000
State & Evans Access Option (4)	\$3,862,000

