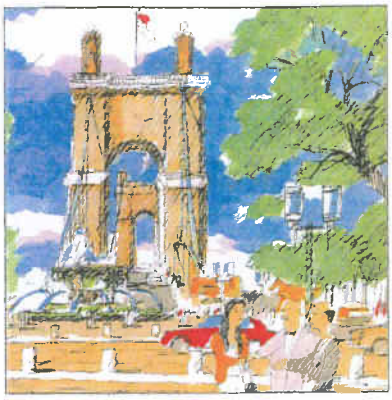

HAMILTON COUNTY / CINCINNATI

CENTRAL RIVERFRONT URBAN DESIGN AND STADIUM SITING CONCEPT PLAN

Prepared for

Hamilton County
and the
City of Cincinnati

by
UDA

April 1997

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Acknowledgements

Steering Committee

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Ronald P. Miller, AICP, Secretary/Executive Director, Hamilton County Regional Planning Commission

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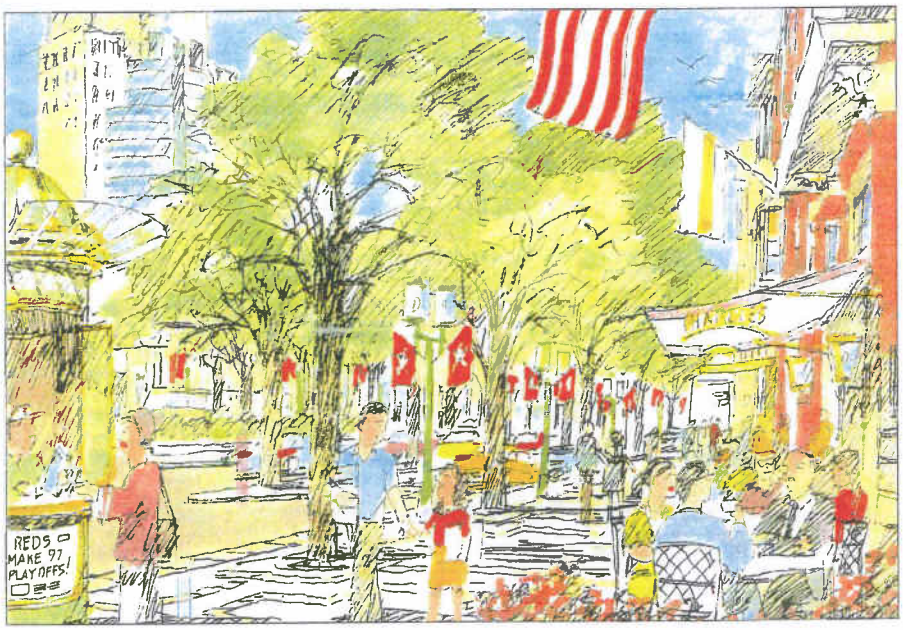
I EXECUTIVE SUMMARY

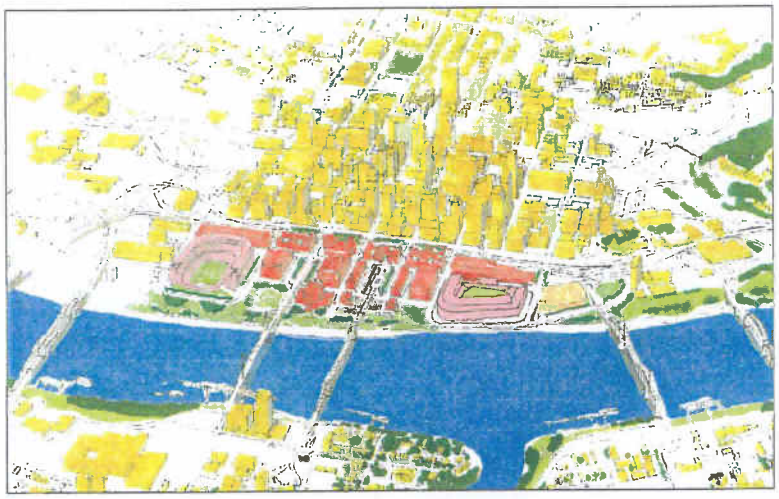


1 Recommendations and Next Steps

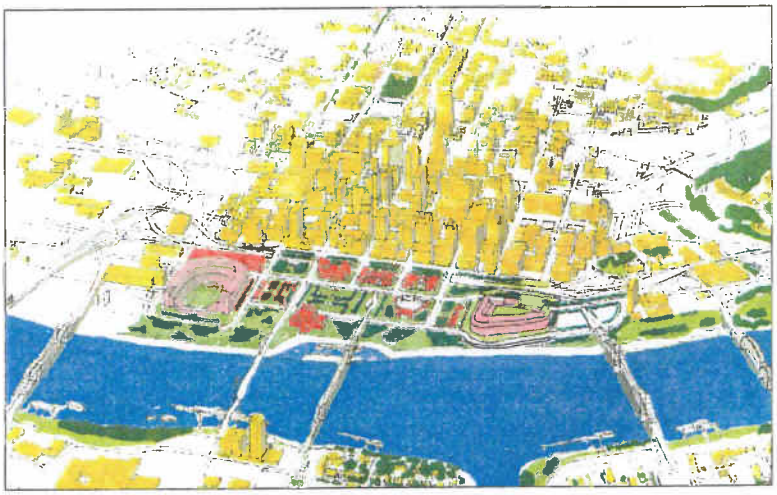
The primary purpose of the Concept Plan was to give direction to Hamilton County and the City of Cincinnati so that siting decisions could be made for two new stadiums for the Reds and the Bengals. In addition, an overall urban design framework for the central riverfront was to be developed which would result in maximum economic development benefit for downtown Cincinnati.

A multi-disciplinary team of consultants, working with a Steering Committee, conducted a participatory planning process over four months from October 1996 through January 1997 which resulted in the development of three design alternatives for stadium siting and riverfront development: **Big Bang**, which locates both stadiums on the riverfront, along with four cultural attractions, and an Urban Entertainment District (UED); **Nameplate**, which locates both stadiums on the riverfront, but which essentially landbanks the rest of the riverfront for future uses when funding or the market will support additional development; and **Baseball at Broadway**, which locates the Bengals stadium on the west riverfront and the Reds stadium on a cleared site in the northeast quadrant of the downtown.

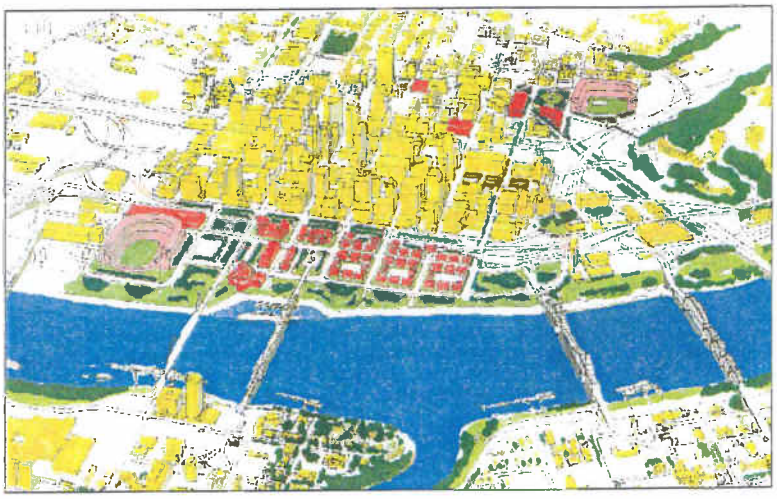
The three design alternatives grew out of an agreed set of urban design principles resulting from the participatory planning process, which involved meetings with over 150 individuals (stakeholders) as well as a public meeting attended by over 300 citizens on November 14, 1996. Those principles are: (1) reconnect the downtown to the river; (2) extend the riverfront park system to the central riverfront; (3) eliminate the highway barrier between downtown and the river; (4) create centrally located shared parking; (5) link economic



Big Bang aerial perspective



Nameplate aerial perspective



Baseball at Broadway aerial perspective

development to downtown; (6) link cultural attractions to downtown; (7) provide a light rail transit (LRT) or parking shuttle from Northern Kentucky and the I-71 corridor to downtown Cincinnati; and (8) limit the height and scale of new development on the central riverfront to protect and enhance views.

Three public investments are common to all three design alternatives: (1) reconstruct Ft. Washington Way to reduce the width of the expressway, deck over the expressway, and create new at-grade boulevards and subsurface shared parking; (2) extend the riverfront park system to the central riverfront; and (3) develop an LRT or parking shuttle from Northern Kentucky and points north to downtown Cincinnati.

Within the three design alternatives, all of which meet the requirements of the urban design principles, there are eight sites for the stadiums. A comparative analysis of the three designs and the eight stadium sites reveals the following:

The total project costs (land, stadium construction, and parking) of each alternative are in the range of $600 million. None of the three is decidedly more costly than the others. However, since land costs are shown in the comparative analysis at assessed value, not negotiated market price, the relative costs could be significantly different once the land is acquired.

The Big Bang alternative has the potential for the largest economic development spin-off, which could bring a total of 10.9 million visitors a year to the central riverfront. But it is a risk requiring an estimated additional public investment of $50 million in four cultural attractions (aquarium, I-Max theater, National Underground

Railroad Freedom Center, and the Home of Professional Baseball). The Urban Entertainment District would include 360,000 sq. ft. of cinemas, themed restaurants and nightclubs, electronic entertainment centers, and retail.

The Nameplate alternative, which also locates the two new stadiums on the riverfront, but projects no other riverfront development in the near term, preserves the option to develop the Big Bang alternative in the future if public and private funds become available.

Baseball at Broadway offers the quickest spin-off development, in that the adjacent restaurant area of Main Street, and the nearby historic Over-the-Rhine neighborhood would experience almost immediate revitalization with construction of a Reds stadium. However, social investment in the Over-the-Rhine neighborhood would be required to mitigate the impacts of dislocation on the low income population which resides there currently. Baseball at Broadway is also the alternative which could lead to the most residential development.

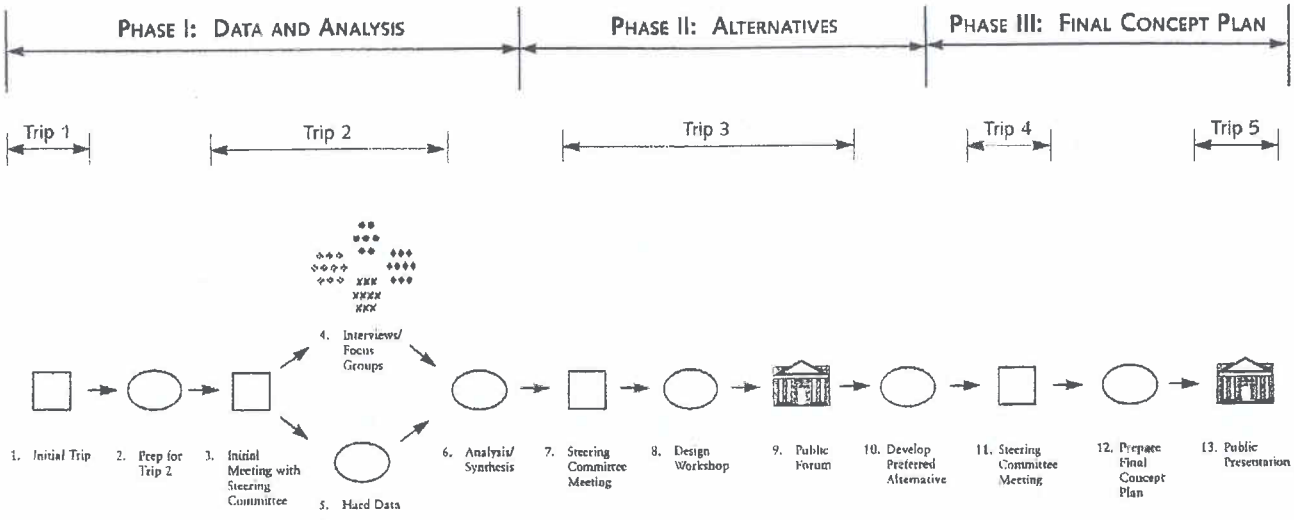
Next Steps

The Steering Committee will recommend to the County and the City its preferred sites for the two stadiums in the context of the eight urban design principles and an analysis of the three design alternatives.

The County will continue negotiations with the Reds and Bengals and the affected property owners on the selected sites.

Once agreement is reached, the consultant team will develop a detailed plan for the selected stadium sites and urban design alternative.

II PLANNING PROCESS



Flow Chart

1 FLOW CHART

Voters of Hamilton County passed an initiative in May 1996 which provided an increase in the sales tax of 1/2 cent per dollar to finance the construction of two new sports stadiums for the Cincinnati Reds baseball team and the Cincinnati Bengals football team. Hamilton County and the City of Cincinnati jointly funded a planning study to site the two stadiums.

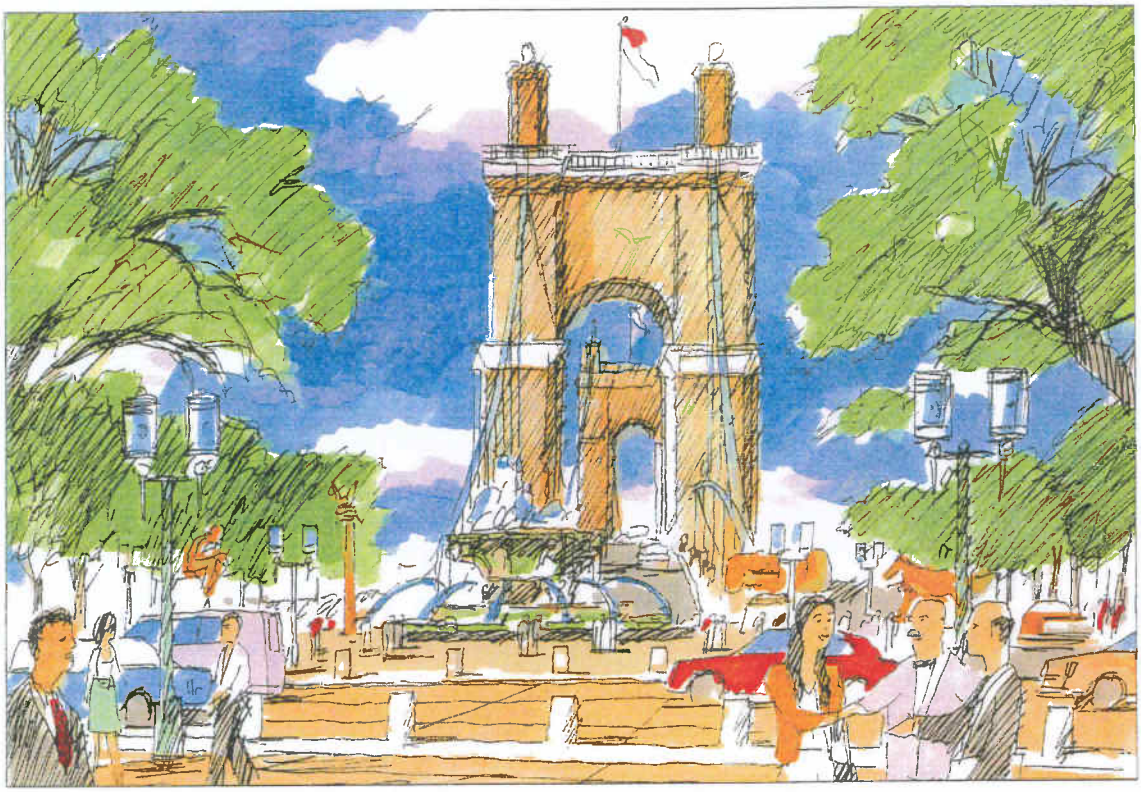
The Planning Process for the Hamilton County/Cincinnati Central Riverfront Urban Design and Stadium Plan was guided by three goals.

1. The construction of the two stadiums must be seen as an economic development project which will spin-off other private development.

2. The urban design quality of the Cincinnati central riverfront must be enhanced.

3. The public must be involved in the planning process.

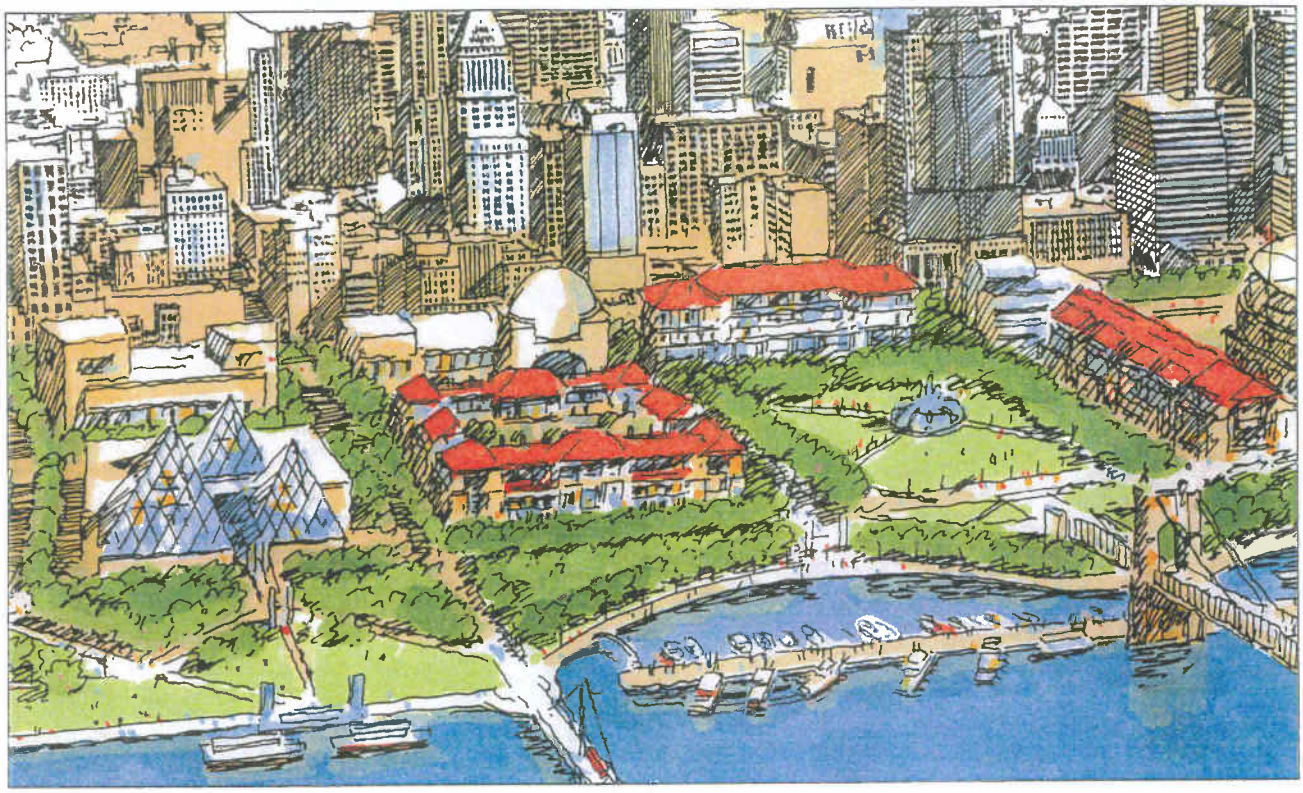
The Plan was divided into two parts: The Concept Plan (this report) and the Detailed Plan (to be completed in Spring 1997). The Concept Plan was completed in four months and was organized around two major multi-day working trips to Cincinnati by the consultant team. A Steering Committee was formed, which included the President of the Board of County Commissioners, the Mayor, three City Council members, and key County and City staff, to direct the work of the consultants. The flow chart above shows the major steps of the Concept Plan, which had three phases, listed on the following page.



Phase I Data and Analysis
In this phase, the first major working trip was in October 1996. The team collected data on land use, transportation, and program and interviewed numerous stockholders and stakeholders, including elected officials, team owners, downtown groups, neighborhood groups, agencies, and citizens.

Phase II Alternatives
In this phase, the second major working trip occurred. The consultant team set up a design studio in the Cincinnati Convention Center for four days and developed urban design principles, frameworks, and illustrative schemes. These were presented on November 14, 1996 at the Convention Center in a Public Forum attended by over 300 citizens. Small group meetings that evening also allowed for citizen input and feedback.

Phase III Final Concept Plan
In this phase, the consultant team, using input from the Public Forum and from working sessions with the Steering Committee, prepared the Concept Plan for the central riverfront and the siting of the stadiums. Two open working meetings with the Steering Committee were held on December 19, 1996 and January 16, 1997.



2 Development Program

The Sports Teams

The primary program elements of the plan are the two new stadiums. Each team has developed sports specifications for a new facility.

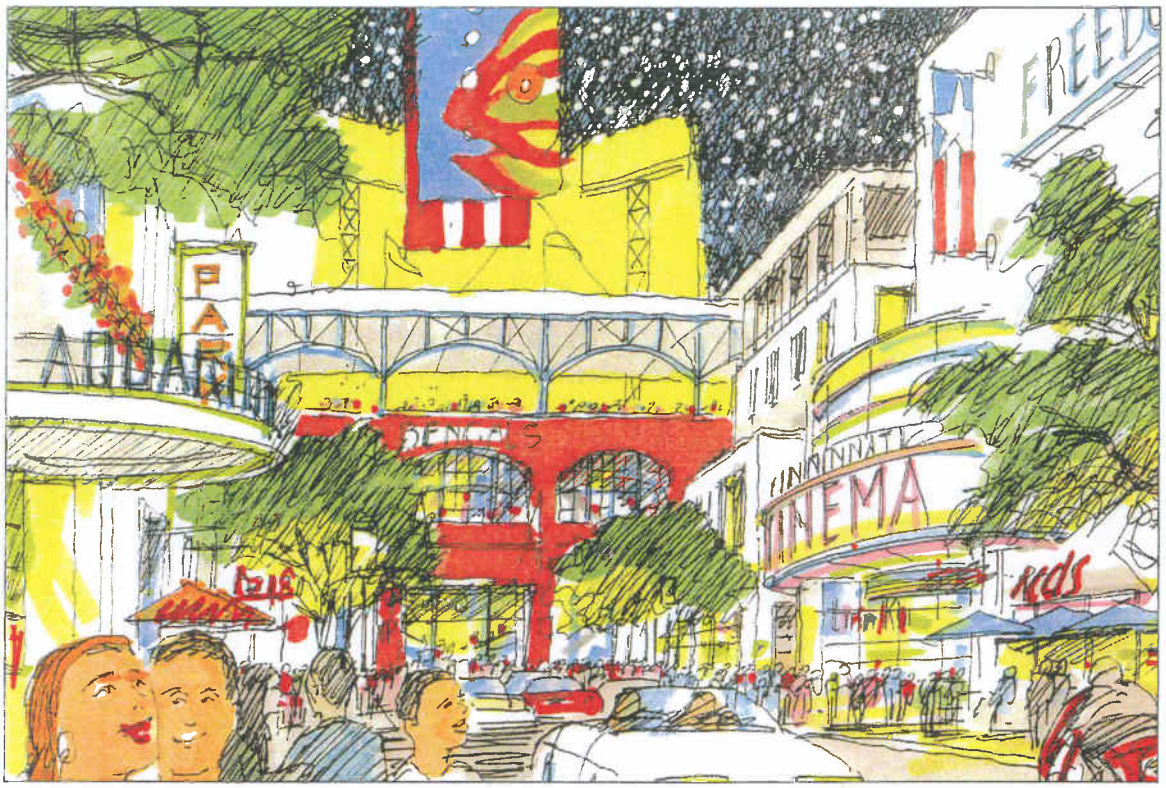
The Reds are planning a 45,000 seat baseball park, which will require 3,000 adjacent dedicated parking spaces and 16,400 parking spaces within 1/2 mile.

The Bengals are planning a 65,000 seat football stadium which will require 5000 adjacent dedicated parking spaces and 23,600 parking spaces within 1/2 mile.

Other Planned Cultural or Institutional Projects

There are four proposed projects or attractions which are in various stages of development. All currently favor riverfront locations. It is anticipated that one or more of these projects will be part of a new central riverfront development and that they would share plazas and parking with each other and with the new stadiums.

Aquarium: 156,000 sq. ft. building, 1200 parking spaces, and a 12 acre outdoor exhibit park.



Theaters of the Imagination: 100,000 sq. ft. building with a 3-D IMAX Theater, an IMAX Discovery Simulator, Planetarium, and 350 parking spaces.

National Underground Railroad Freedom Center: 113,000 sq. ft. building and 450 parking spaces.

Home of Professional Baseball and Reds Hall of Fame: 20,000 sq. ft. building and 100 parking spaces

Urban Entertainment District (UED)

If both stadiums and the other attractions are located on riverfront, the potential for private investment in an Urban Entertainment District becomes a strong possibility. The market would support a 360,000 sq. ft. complex, including a 24 screen cinemaplex, 62,000 sq. ft. of retail, 110,000 sq. ft. of entertainment, and 85,000 sq. ft. of eating and drinking establishments.

Projected Visitation

If both stadiums, the other four cultural attractions, and the Urban Entertainment District are developed on the riverfront, a critical mass of activities will be in place to put Cincinnati over the ten-million-visitor threshold of a 'gateway' tourist city. The number of projected visitors is calculated as follows:

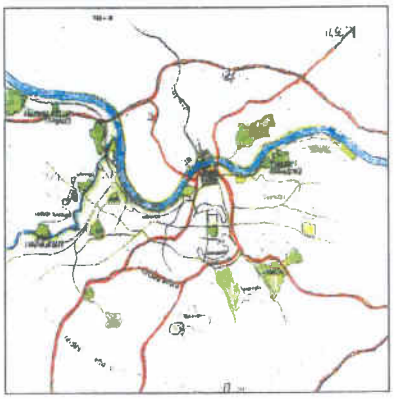
Reds baseball: 2,500,000

Bengals football plus stadium events: 800,000

Four cultural attractions: 2,700,000

Urban Entertainment District: 4,900,000

Total: 10,900,000



III ANALYSIS

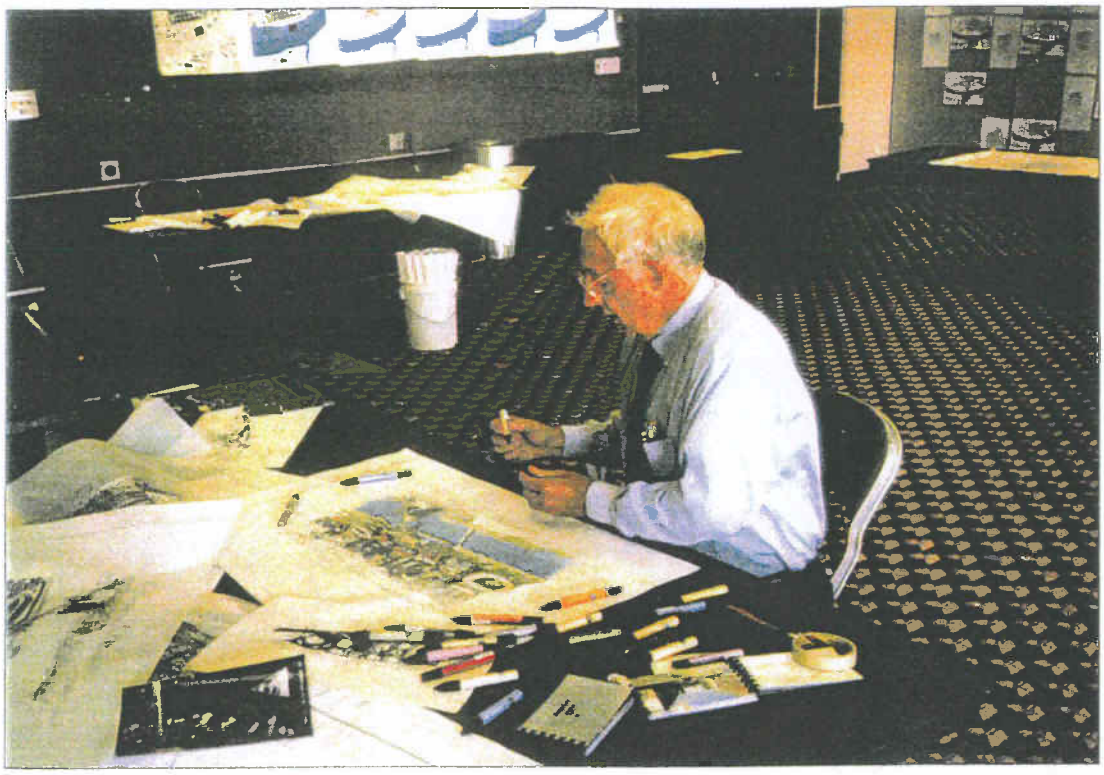
1 Summary of Interviews and Focus Groups

In October and November 1996, UDA conducted 39 individual interviews and focus group meetings which involved over 150 citizens, including the three Hamilton County Commissioners, the Mayor of Cincinnati, three members of City Council, team owners of the Reds and Bengals, representatives of the Over-the-Rhine neighborhood, downtown business owners and business groups, riverfront property owners, state and local planning and transportation agencies, cultural and recreational groups, Northern Kentucky groups, and economic development agencies.

All individuals and groups were asked the same series of open-ended questions: What do you like best and least about downtown Cincinnati, the riverfront, and the Broadway Commons site?; What infrastructure improvements are needed?; What uses belong on the riverfront and at Broadway Commons?; and What should be avoided? A summary of the answers to these questions is in the separate Appendix. Following are some highlights of that summary:

Like best: downtown (Aronoff Center, clean and safe downtown, restaurants, and shopping); riverfront (eastern riverfront parks, beauty of the river, and festivals); Broadway Commons site (economic development potential, proximity to Main Street/Over-the-Rhine, and closeness to downtown).

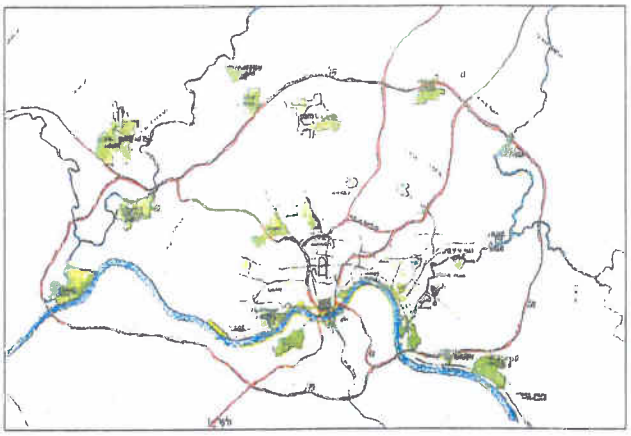
Like least: downtown (weak retail, not enough entertainment,



parking supply, and isolation from the river); riverfront (Fort Washington Way, central riverfront, and poor access); Broadway Commons site (too far from hotels, surface parking lots, and adjacency to Over-the-Rhine).

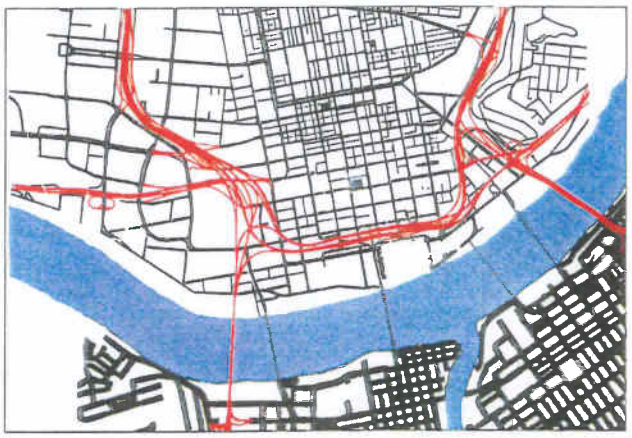
What should be avoided: riverboat gambling; blocking views from and to downtown with large stadiums or buildings; and diluting the strength of downtown.

A few general themes ran through all the interviews and meetings: reconnect downtown to the riverfront; create a new riverfront park; and develop the riverfront right this time.

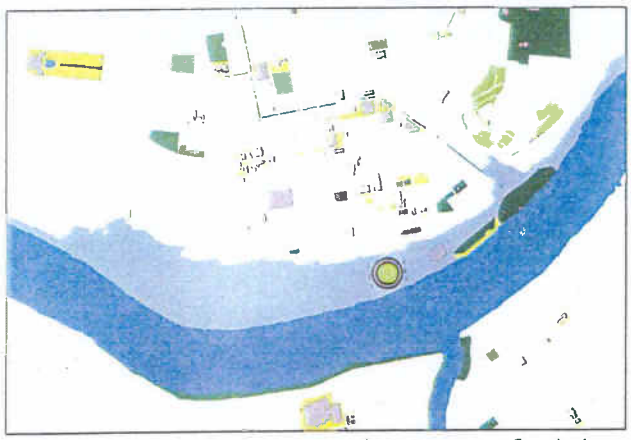


Regional open space network and major highways

Topography of downtown Cincinnati



Streets and highways in downtown Cincinnati, Covington and Newport



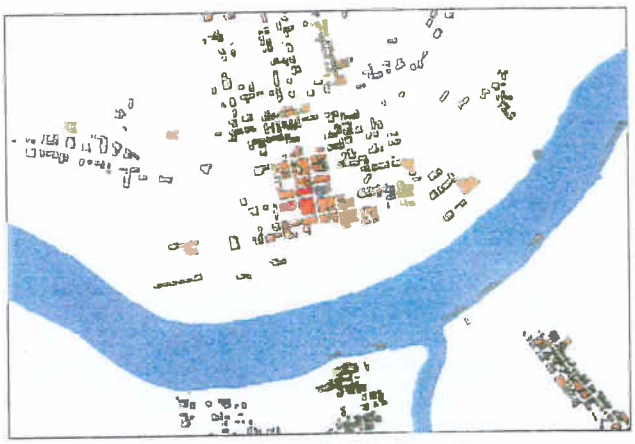
Institutions, parks, buffer areas and the 100 year flood plain

2 Urban Design Analysis

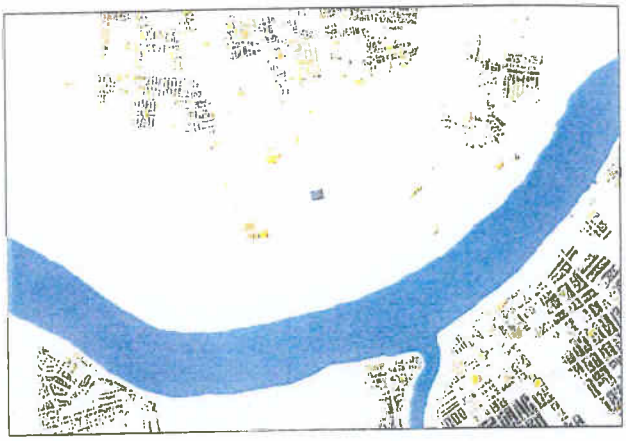
The design team prepared a series of analytical drawings focusing on downtown Cincinnati and the northern Kentucky riverfront. These drawings are often referred to as x-rays because they describe specific layers of information.

Downtown Cincinnati is situated on a bluff along a gentle bend of the Ohio River west of Mt. Adams. The riverfront is low, broad, and flat, much of which is beneath the 100-year flood plain. The city's street network is a regular pattern of 400 foot square blocks. The street grid is cut off from the riverfront by the Fort Washington Way interstate highway corridor. Highways border the eastern and western sides of the downtown. Central Parkway and Eggleston Avenue stand out as unique boulevards in the downtown's open space pattern. The street patterns of Covington and Newport in Kentucky extend to the Ohio River.

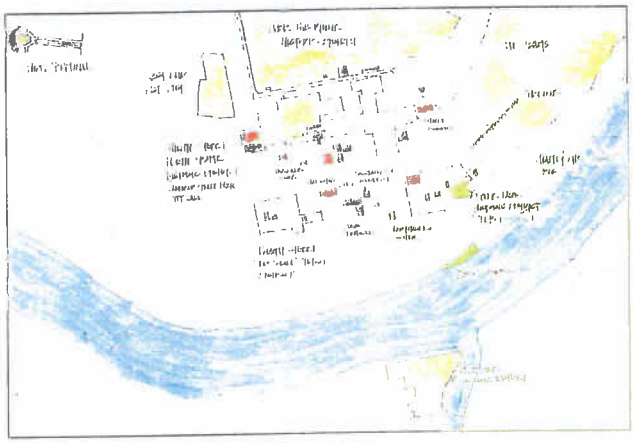
The regional open space x-ray shows that by extending a park along the central riverfront, Cincinnati can contribute to a regional network of parks and trails. Ideally, a riverfront trail would eventually extend east and west of the downtown.



Commercial uses including retail, offices and hotels



Residential areas



Historic assets and districts

Parking lots and garages

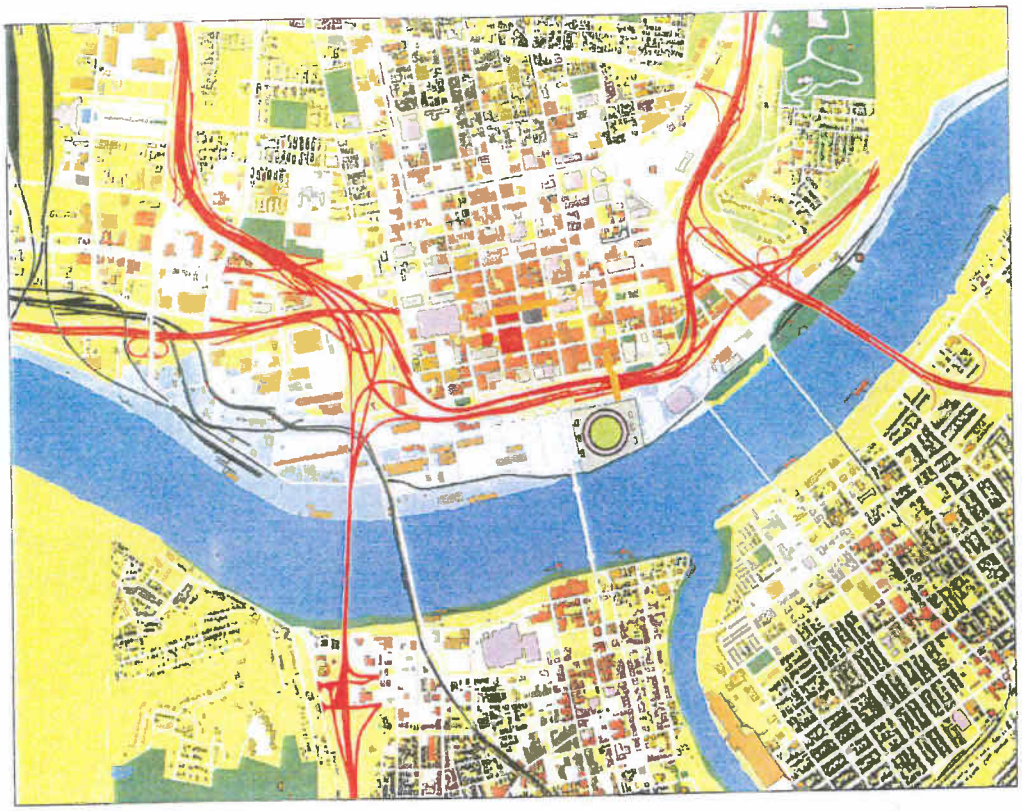
Downtown Cincinnati has a concentration of commercial activity radiating out from Fountain Square. The commercial areas of Covington and Newport are organized along 'main' streets that lead to the Ohio River.

The residential areas of Covington and Newport also extend to the river's edge. By contrast, Cincinnati has little residential in the center of the downtown on the riverfront, but has significant residential areas to the north and northeast of downtown in the historic neighborhoods of Over-the-Rhine and Mt. Adams.

Downtown Cincinnati also has a a collection of historic buildings such as Music Hall and City Hall. Fountain Square has always been the center of the downtown.

Parking resources are evenly distributed and are the predominant land use on the riverfront.

Poor street access from the downtown, and a land elevation below the 100-year flood plain, have contributed to an underutilized central riverfront.



Portrait

3 Economic Study

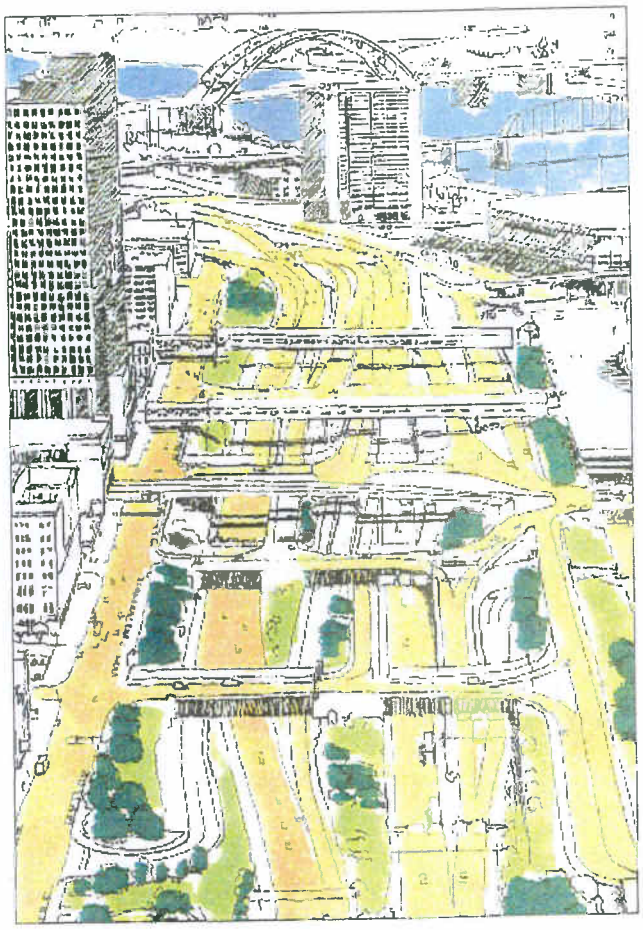
ZHA, Inc., a member of the consultant team, was given the task to assess the economic implications of siting new stadiums in various downtown Cincinnati locations. The Technical Report (see separate appendix volume) is a summary of ZHA's conclusions regarding the three final development options. Those options were developed by the consultant team in response to a desire by Hamilton County and the City of Cincinnati to build two professional sports stadiums in a manner that stimulates the downtown both economically and culturally, and also contributes to urban vitality.

The theory behind all of the development options is that mutually supporting activities will have a synergistic effect on each other and that the total impact generated will be greater than the sum of the parts.

The ZHA report describes in detail the four additional cultural attractions currently being considered for development. When combined with both new stadiums in a riverfront location these attractions can leverage additional private investment in an Urban Entertainment District (UED). With the annual draw of 10,900,000 visitors to the sports events of the two stadiums, the additional cultural attractions and the UED, Cincinnati can achieve the status of a 'Gateway City' and become a center of entertainment and culture for the region and beyond.

If baseball is located at Broadway, the County and City can choose another direction for economic development by focusing reinvestment in the historic Over-the-Rhine neighborhood and Back Stage area of the downtown.

With appropriate public investment strategies the City and County would stimulate downtown and riverfront housing which would serve a variety of markets and contribute to the creation of a 24-hour city.



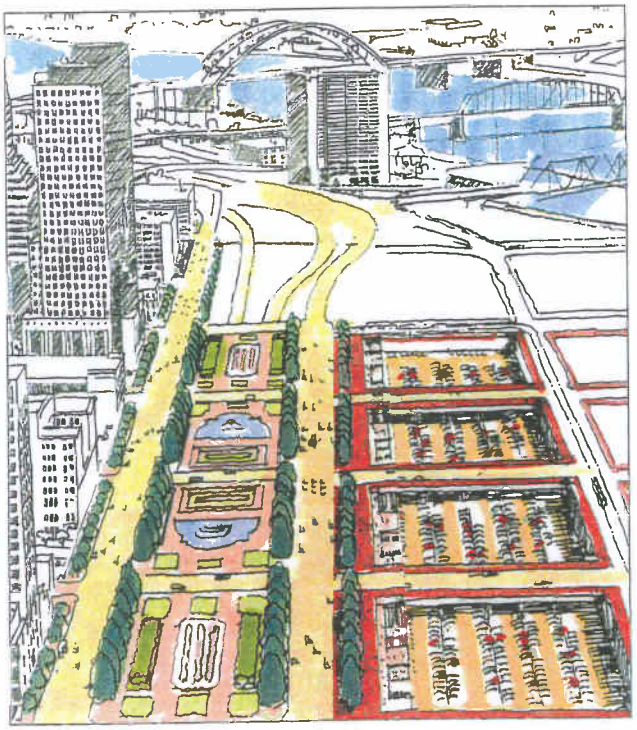
Fort Washington Way Today

4 Transportation Study

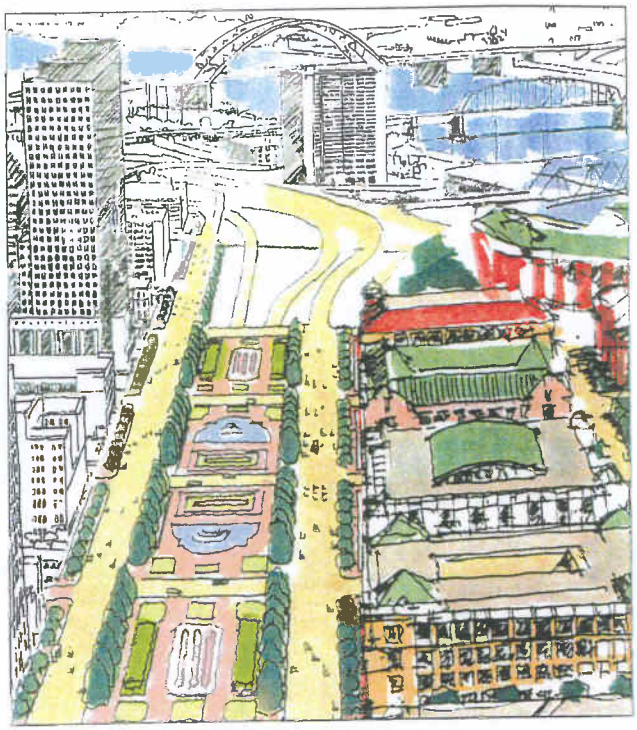
Glatting Jackson Kercher Anglin Lopez Rinehart, a member of the consultant team, studied traffic and parking related to the two new stadiums and the urban design plans for the central riverfront. Glatting Jackson identified several key issues. First, the amount of land to be consumed by two new stadiums and related parking (over 50% of the central riverfront) poses a challenge for accommodating other development. Second, the current riverfront is poorly served in that there is no arterial street network that connects the riverfront, just two east/west service roads and three or four highway ramps. Third, although rapid clearance of fans and cars after a game is often cited as a major goal, it also has the effect of inhibiting instead of encouraging related economic development spin-off, and downgrades the importance of transit.

Glatting Jackson was asked to evaluate two major public investments being considered by the region: the reconstruction of Fort Washington Way and the development of a light rail transit (LRT) connection between Northern Kentucky and points north, and downtown Cincinnati.

The Ohio Kentucky Indiana Regional Council of Governments



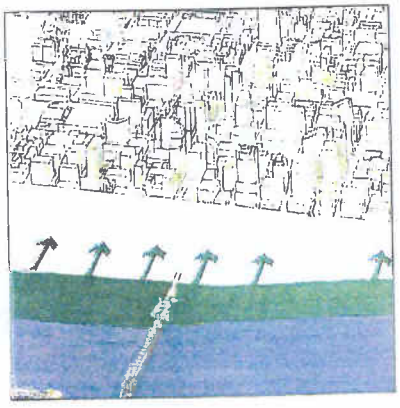
One parking alternative for Fort Washington Way



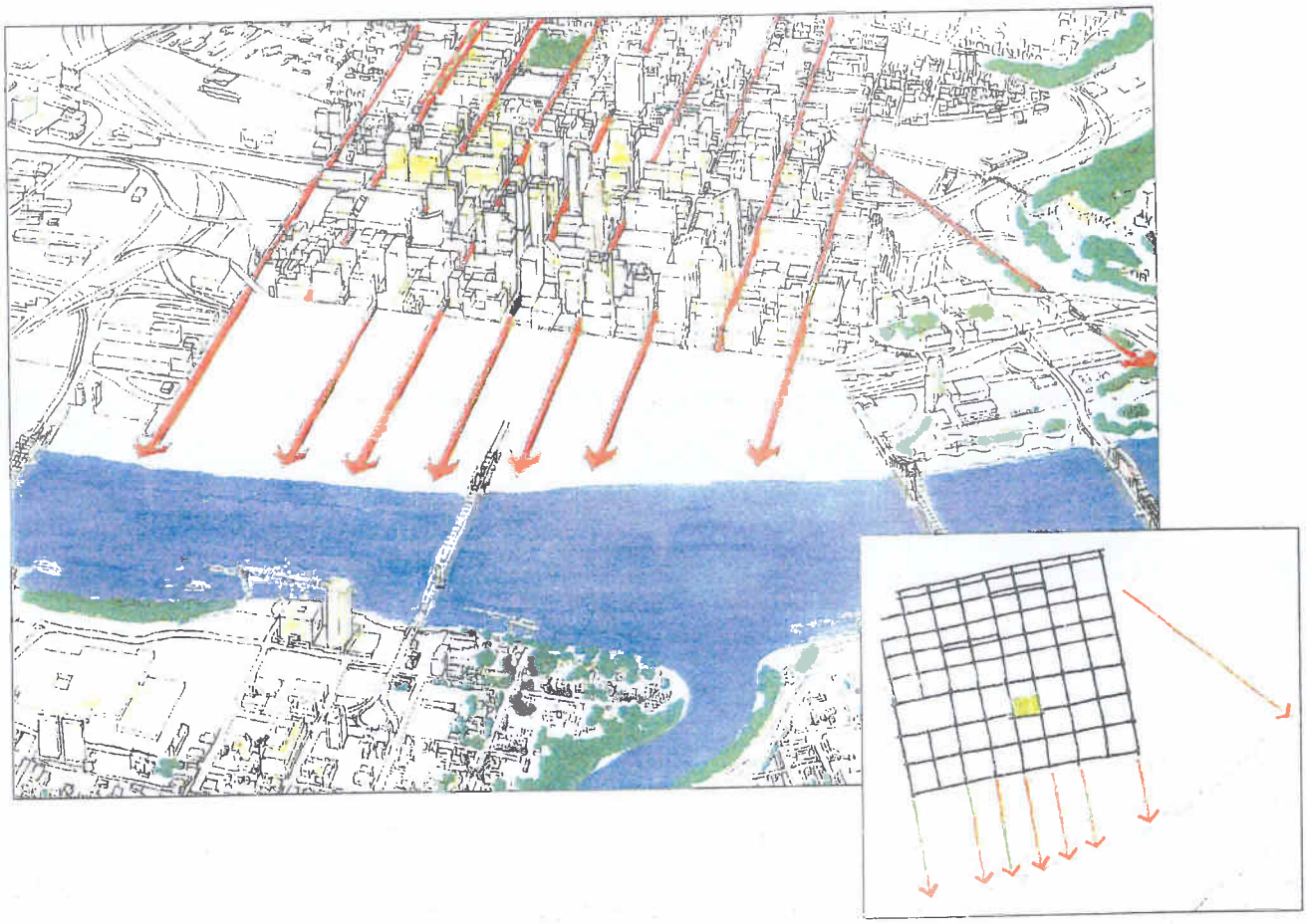
One development alternative for Fort Washington Way

(OKI) has sponsored a Major Investment Study (MIS) of the I-71 corridor which includes the Fort Washington Way section in downtown Cincinnati. A number of alternatives have been studied for reconstructing Fort Washington Way, including downgrading it to an at-grade boulevard. Other alternatives including reconfiguration of the expressway roadways and ramps, narrowing the expressway, and other combinations. Glatting Jackson recommended selection of Alternative Five for Fort Washington Way which narrows the expressway, eliminates ramps in the central riverfront area, and allows for recapture of land for new surface boulevards and development as shown in the illustrations.

The LRT option was seen by Glatting Jackson as the opportunity of a generation to leverage the stadium construction with state and federal grant programs for start-up LRT projects. An LRT system would have the following benefits for the region and for the stadium development: efficient high volume people moving; linkage to fringe parking; visitor convenience; 'celebration' of arrival at an event; image and appeal; and economic spin-off. A multi-modal transportation center and stadium stop on the central riverfront would be a major economic development site. The City sees a funding leverage of one local dollar to one state and federal dollar.



IV URBAN DESIGN PRINCIPLES

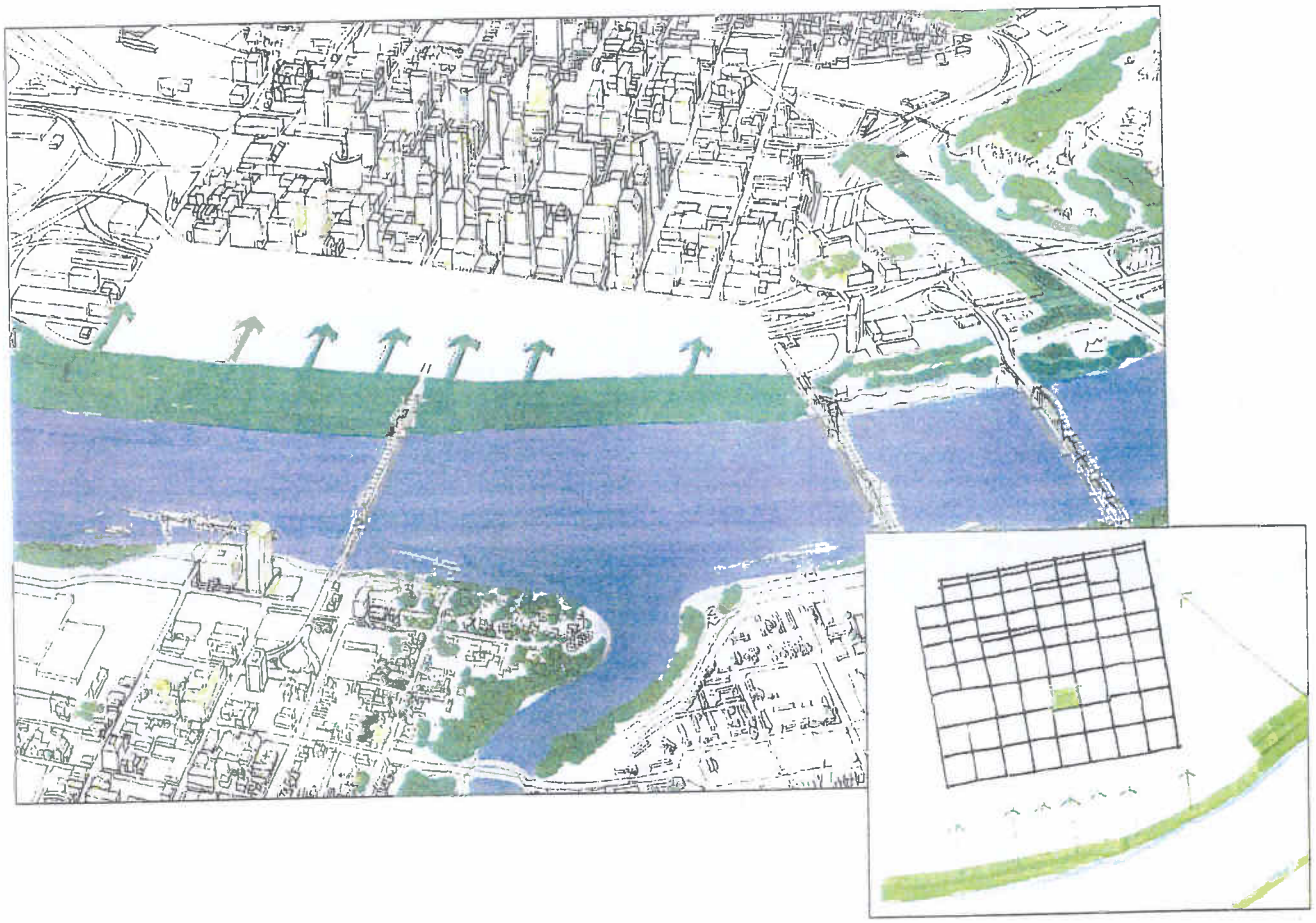


1 Streets

Re-establish the city grid to the river

The existing riverfront road system is a fragment of the historic downtown street grid. The original street network extended from Central Parkway on the northern edge of downtown to the Public Landing on the river. The heart of the city was thus connected to the river. The construction of Fort Washington Way in the 1950s effectively broke this link by severing virtually all of the north/south street connections. The waterfront was further isolated in the early 1970s by the erection of Cinergy Field and its parking decks.

In order to reconnect the City to its Ohio River address, north/south street connections to the River must be re-established. Central, Elm, Race, Vine, Main, and Walnut Streets should all be extended to the waterfront to complement the lone existing connection at Broadway. Pedestrian-friendly streetscapes must accompany the rebuilt streets to invite residents back to the water's edge. This principle of re-establishing the street grid will not only re-link downtown to the waterfront, but will also remove one of the major obstacles to riverfront redevelopment.

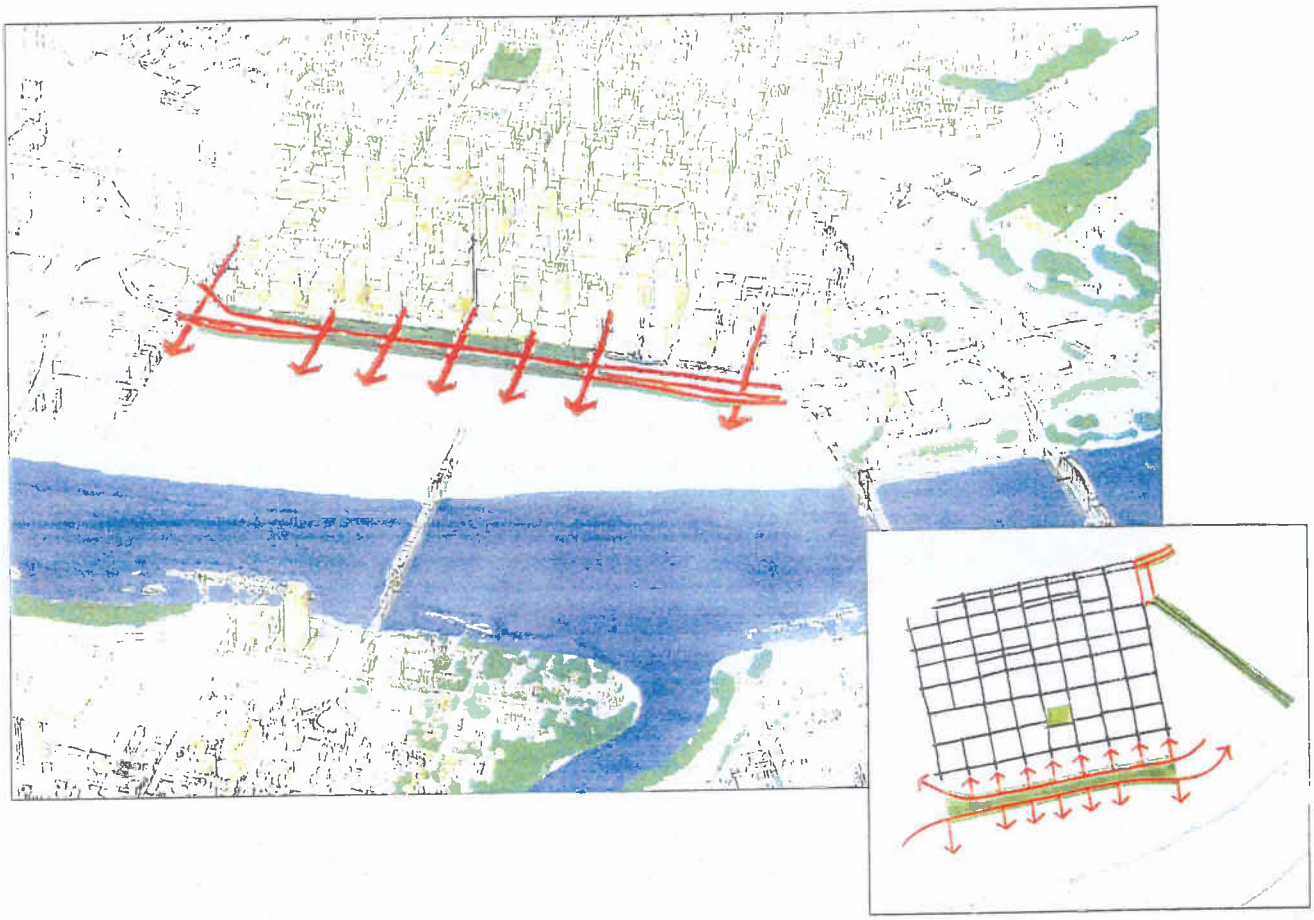


2 Parks and Open Space

Transform existing isolated parks into a riverfront park system

The existing parks to the east of the central riverfront form one of the world's most inviting riverfront greenspaces. Yeatman's Cove, Bicentennial Commons at Sawyer Point, and International Friendship Park each reflect the correct pattern of riverfront development, in which a park acts as a mediator between the City and the river. The only criticisms which can be made of these parks are that they are disconnected from downtown and neighborhood pedestrian networks and isolated from residential and commercial development.

Redevelopment of the area between the Clay Wade Bailey and Taylor Southgate Bridges will transform the isolated parks into a riverfront park system. Approximately 50 acres of parking lots and warehouses can be remade into a public open space as a new front door for downtown. Mehring Way will be reconfigured to create a defined northern edge to the park. Only by reclaiming the riverfront for public use will the City have an opportunity to establish the proper urban relationship at the river.

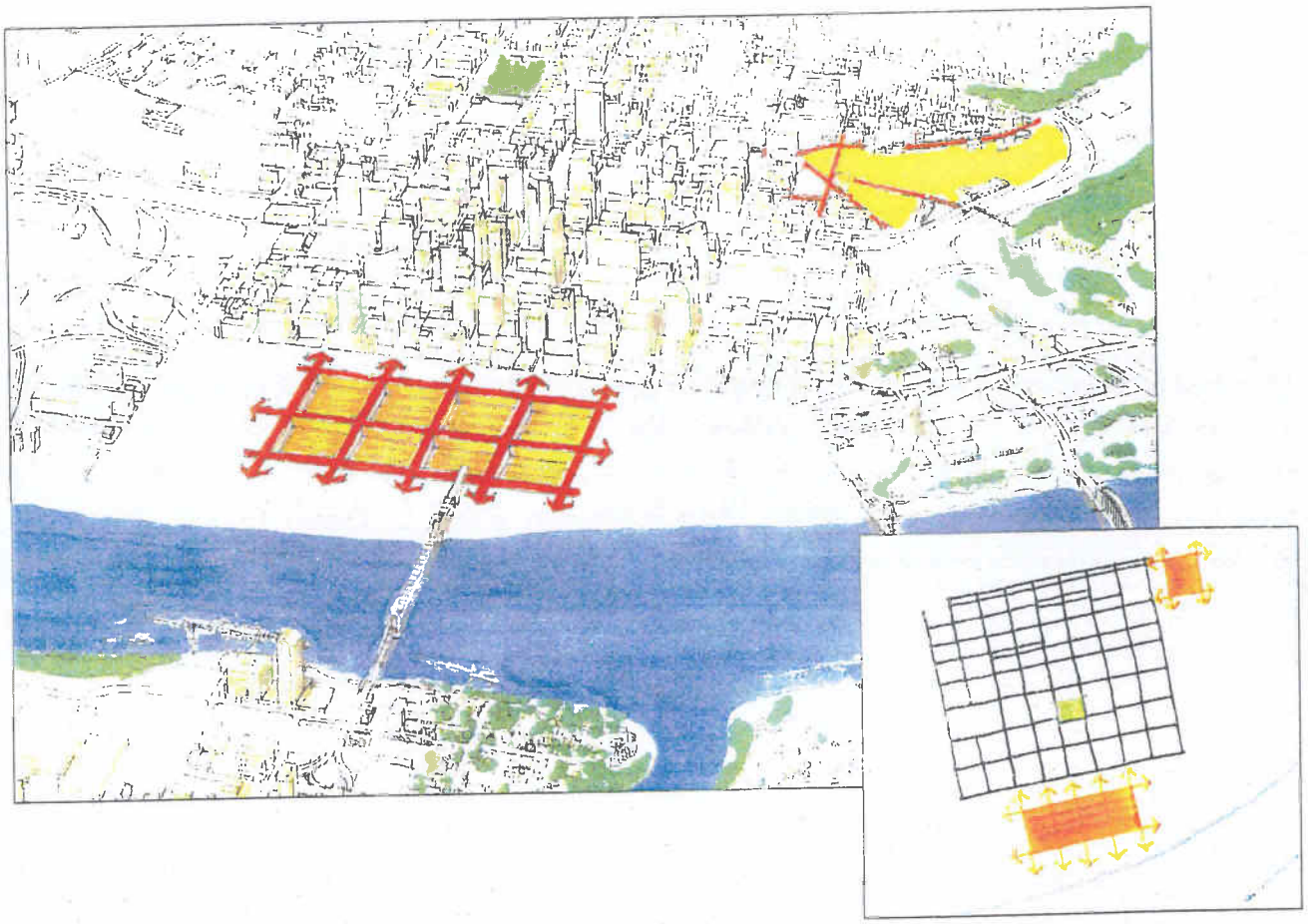


3 Highway Barriers

Seize the opportunity to remove Fort Washington Way as a barrier to the riverfront

Fort Washington Way was built at the height of interstate highway construction in the 1950s to connect I-75 to I-71 and to provide direct interstate access to downtown Cincinnati. Although the concept seemed correct at the time, the execution of the highway design resulted in a tangled system of ramps, bridges and intersections. It also had the unplanned effect of cutting off the physical and perceptual links between downtown and the riverfront.

An opportunity exists today to remove the elements of Fort Washington Way's design which make it a barrier to the riverfront. The proposed reconstruction is designed to facilitate below-grade east/west through movements and to restore the historic surface street pattern. Sidewalks and street trees will replace the existing maze of highway exits and unclaimed spaces and the highway corridor will be narrowed to be in scale with typical city blocks. Removing Fort Washington Way as a barrier is a key principal for the successful redevelopment of the central riverfront.

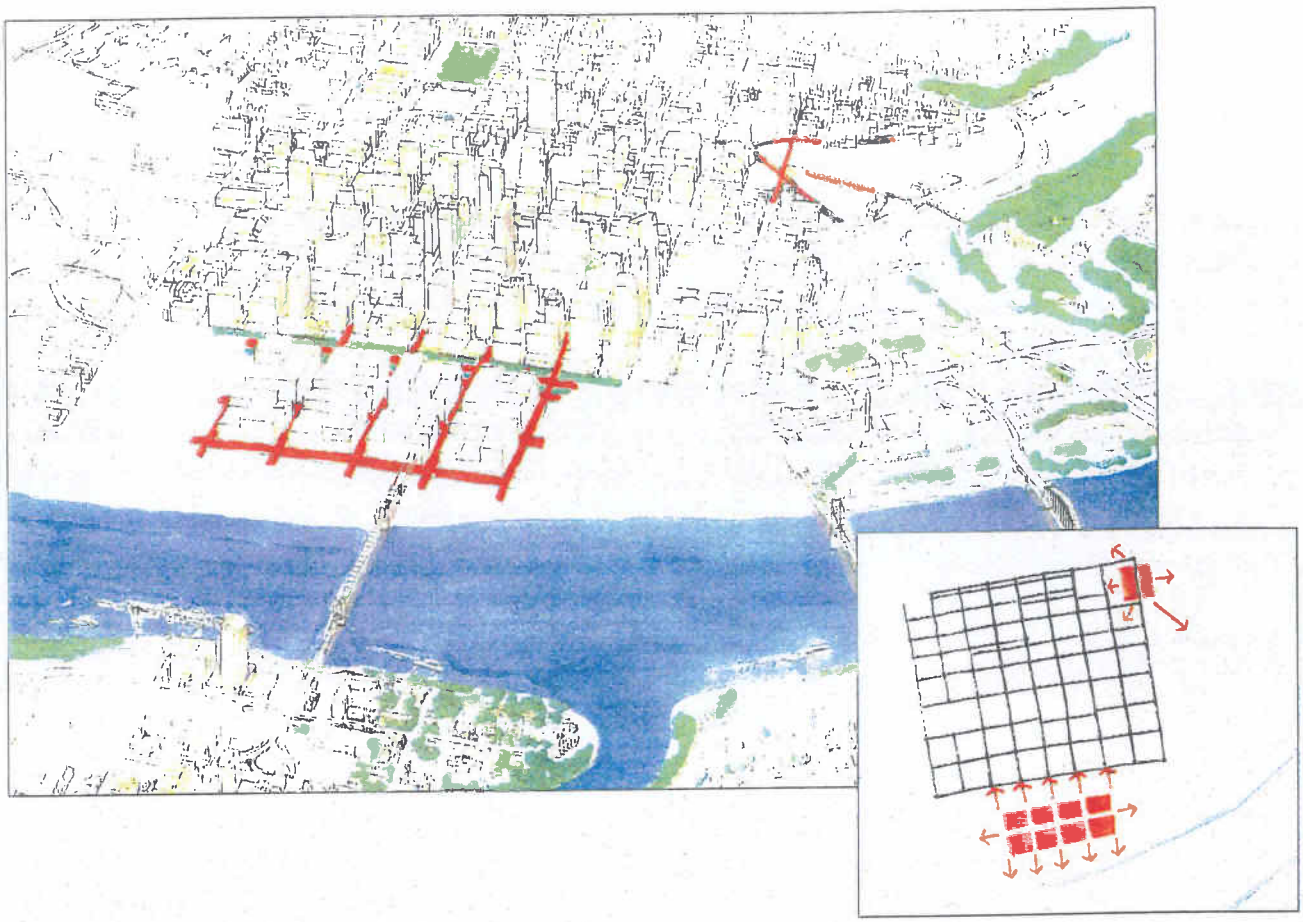


4 Parking

Create centrally located multipurpose parking

A 1993 study of Cincinnati's downtown parking resources revealed that although the City has an abundance of parking spaces, many of them are located far from where they are most needed. Excess capacity at the perimeter of downtown currently offsets a severe shortage of parking in the Central Business District. The riverfront, with its over 8000 spaces, is a key part of this excess capacity and an essential resource.

To preserve the balanced parking supply, new structured parking must be built to serve both downtown office and stadium users. Since office workers will typically only walk a quarter of a mile or less, new structured spaces should be concentrated in the central riverfront and/or west of Broadway Commons. The creation of a new shared parking reservoir is the best insurance against downtown parking shortages and uneconomical remote garages.



5 Economic Development Sites

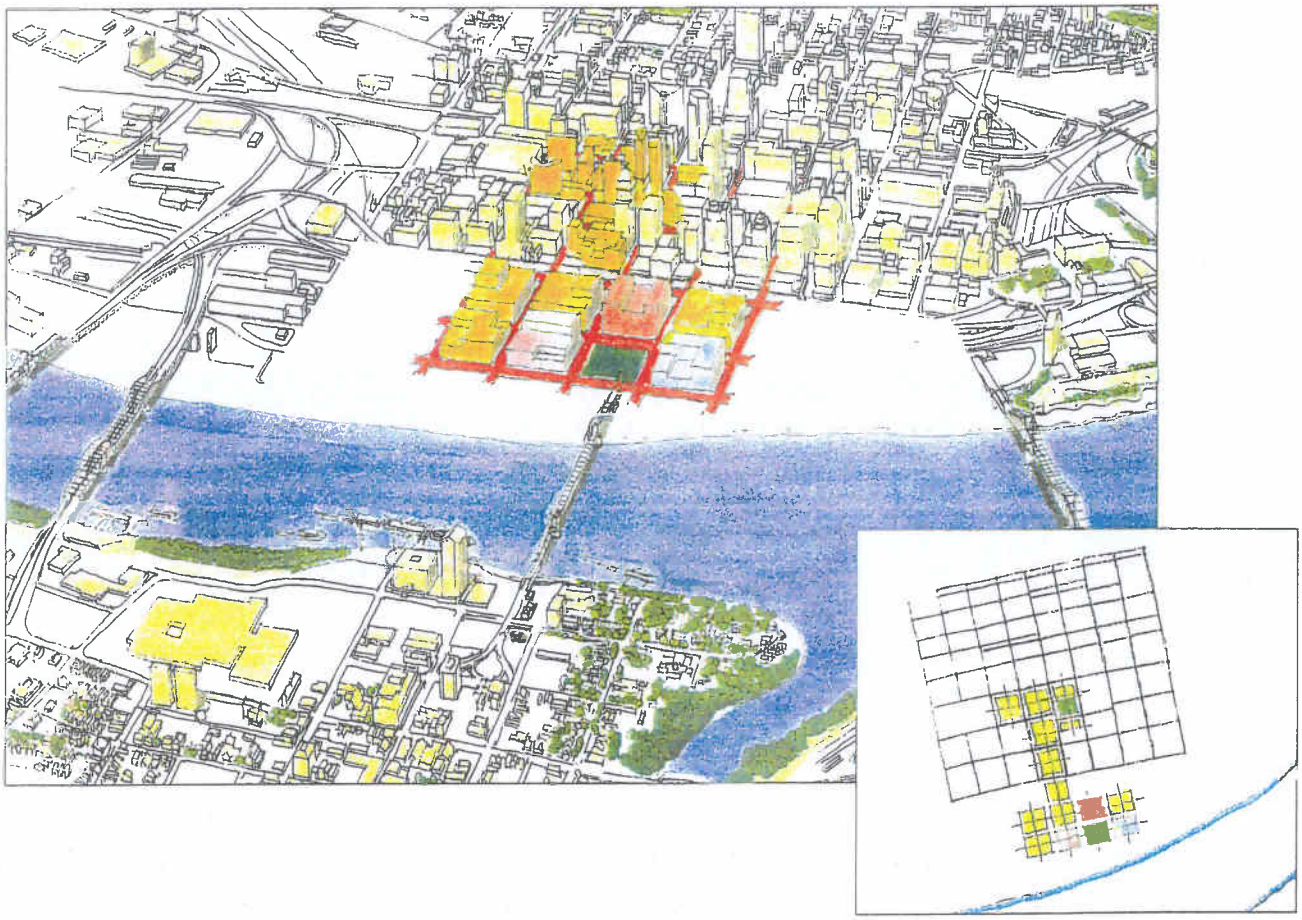
Preserve sites which are linked to downtown, the riverfront, the stadiums, and parking for economic development

The riverfront and Broadway Commons are the two likely sites for stadium and economic development. Within these two sites, the central riverfront between Elm and Walnut Streets and the western tip of Broadway Commons have the unique feature of being simultaneously linked to downtown, the riverfront, the stadium sites, and parking. This characteristic makes these two areas the best sites to preserve for future development opportunities.

Removing Fort Washington Way as a barrier to riverfront development is a critical supporting initiative for the riverfront strategy. Creating a multi-modal transit and parking facility in the Fort Washington Way corridor is also a key to attracting new investment.

Development on the Broadway Commons site will not only benefit from supporting uses, but will in turn fuel residential revitalization in the Over-the-Rhine neighborhood.

By preserving the central riverfront between Elm and Walnut Streets and the western tip of Broadway Commons for future economic development, Cincinnati will be establishing the foundation for the only opportunity to extend the downtown core.

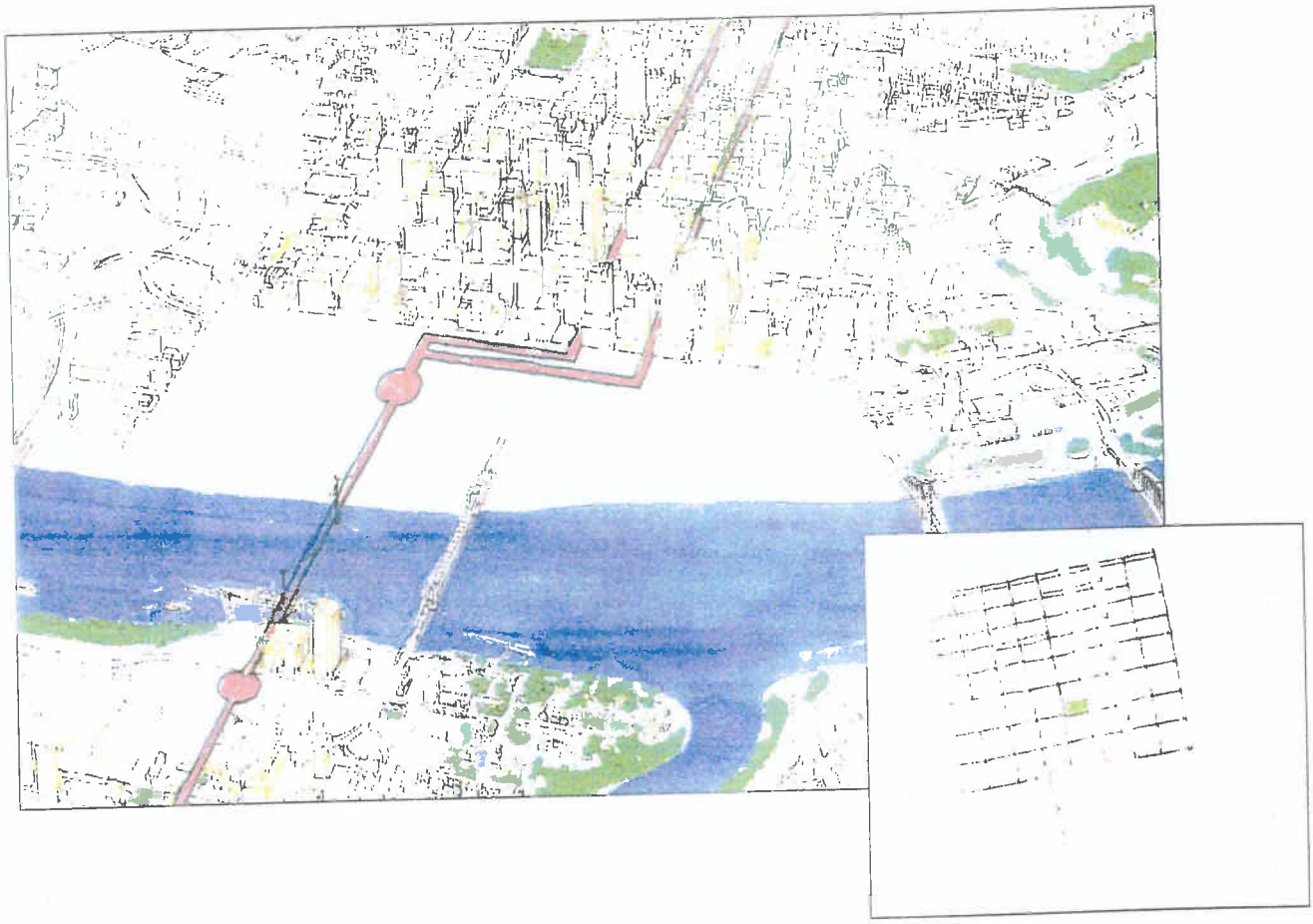


6 Attractions

Link attractions to the downtown retail/office core

A major goal of the public investment in the two sports stadiums is to strengthen downtown retail, entertainment, and cultural businesses and organizations. If cultural attractions and an Urban Entertainment District (UED) are developed on the central riverfront, they should be linked to the Fourth Street retail core, Fifth Street hotels, Fountain Square, and the Backstage cultural district.

The new riverfront attractions can be seen as a 'string of pearls,' a collection of valuable cultural assets. This 'string of pearls' runs from the riverfront, across the reconstructed Fort Washington Way, and into the downtown. Thus the developed riverfront becomes just one part of a vibrant and seamless downtown with a variety of uses, including stadiums, cultural attractions, retail, hotels, entertainment, housing, offices, and parks—a true 24-hour city.

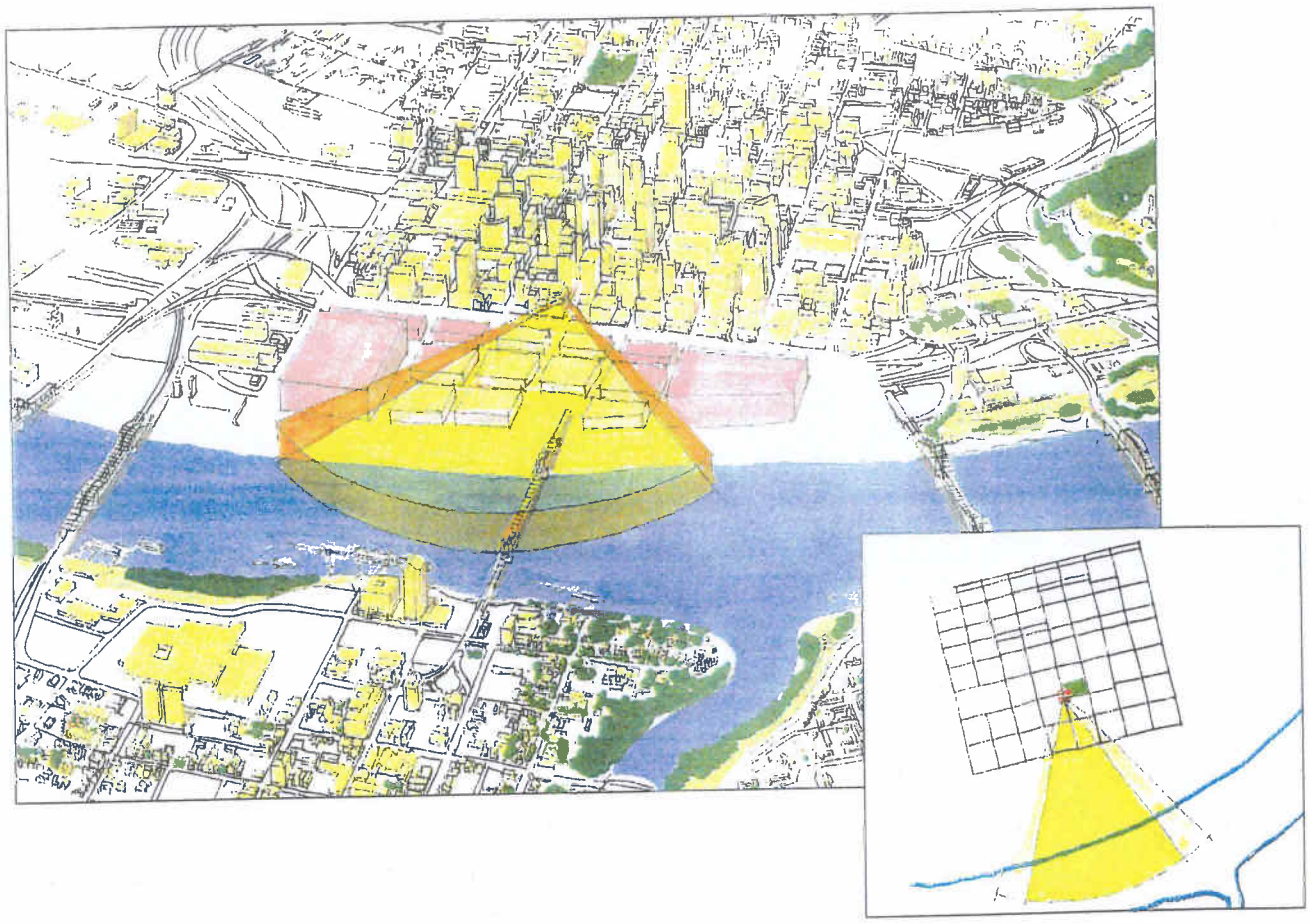


7 Public Transportation

Construct an LRT or parking shuttle to link neighborhoods and parking with downtown Cincinnati and Northern Kentucky

A new light rail transit line to link the airport, Northern Kentucky, downtown Cincinnati, the University of Cincinnati, and northern neighborhoods has been in the conceptual planning stages for some time. The preferred alignment would bisect the Covington and Cincinnati riverfronts at Madison Avenue and Race Street respectively. An 'intermodal' hub just east of Race Street is planned as the line's key transfer point to bus and interurban rail networks.

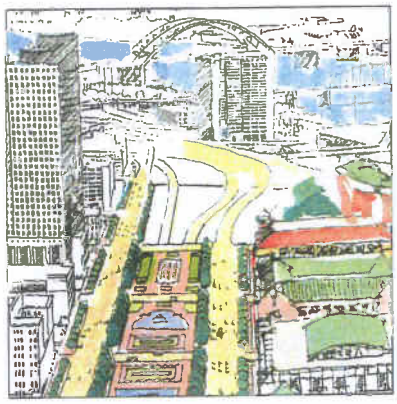
Although the region's transportation plan has many other important projects, the option of light rail (or an equivalent parking shuttle system) should be part of the revitalization of the Cincinnati riverfront. One key argument for the LRT is that it would link remote parking reservoirs with stadium and Central Business District parking needs, thereby reducing the requirement for new downtown structured parking spaces. Not only would the city have to build fewer parking garages, but additional land would remain available for future economic development.



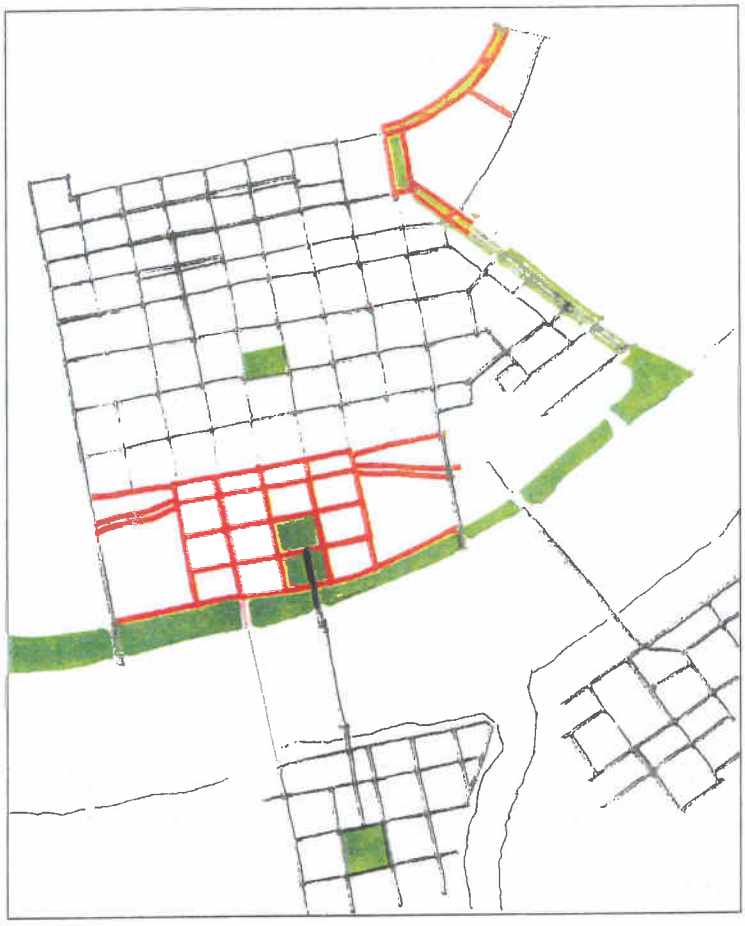
8 Scale of Development

Preserve the view from downtown to the river and from the river to downtown

Among Cincinnati's greatest assets are the views from the Central Business District to the Roebling Bridge and Ohio River, and from the Ohio River and the Kentucky riverfront back to downtown Cincinnati. Many citizens said that the City skyline as viewed from the south is Cincinnati's signature image. In order to preserve this asset, new buildings in the central riverfront should be scaled to support existing sight lines. Building heights should step down from no more than four stories along Fort Washington Way to two stories at Mehring Way, with stadiums pushed as far to the east and west as possible. This approach will guarantee that the maximum number of existing and future downtown buildings will share the City's most prestigious riverfront address.



V URBAN DESIGN FRAMEWORKS



Ideal Framework Plan

1 Ideal Framework

Build on strengths and eliminate weaknesses

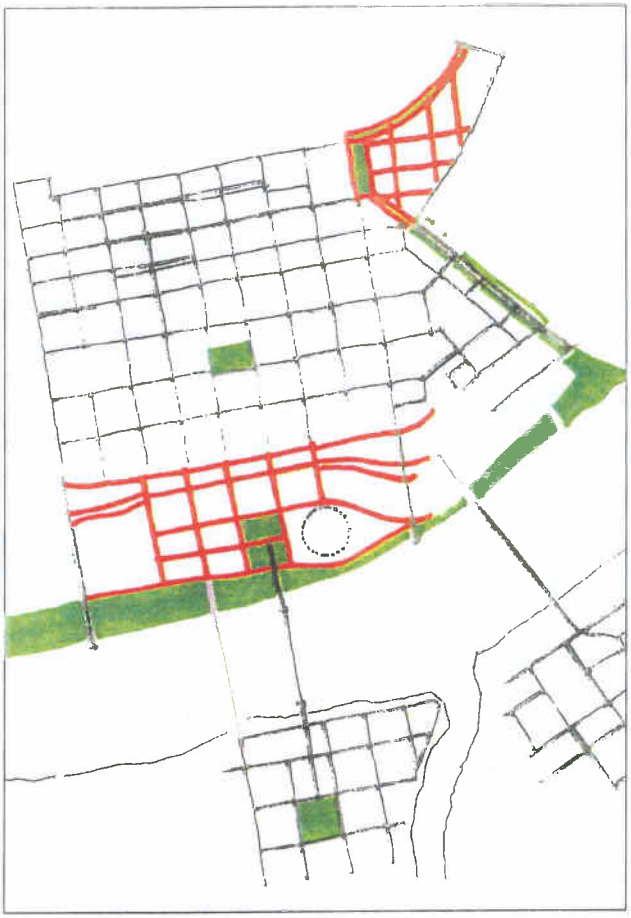
UDA used the urban design principles to develop an ideal framework and a series of alternative frameworks. The ideal framework is the plan which best exemplifies the principles. The alternative frameworks explore less successful development alternatives.

In the ideal framework, (pictured above) four blocks of the city street grid are extended to Mehring Way. Mehring forms the edge of a new riverfront park which is a western extension of Yeatman's Cove.

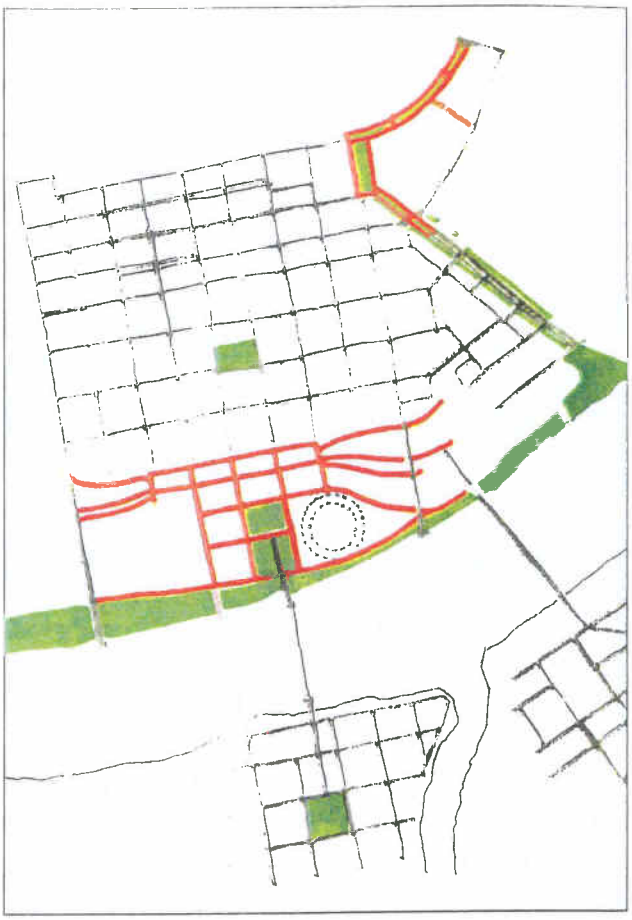
Fort Washington Way is reconstructed to complete the framework, using Alternative scheme Five which will narrow the freeway and trench, strip all ramps to cross streets, build a new Second Street, create 25 acres of useable land south of the trench and extend north-south streets across the I-71/I-75 connection.

Stadium sites are created by the highway ramps leading to the trench which block the extension of Plum Street and Sycamore Street resulting in 800 foot long blocks at the eastern and western ends of the riverfront.

The Broadway site offers a third opportunity for a stadium location.



Alternate Framework Plan 1



Alternative Framework Plan 2

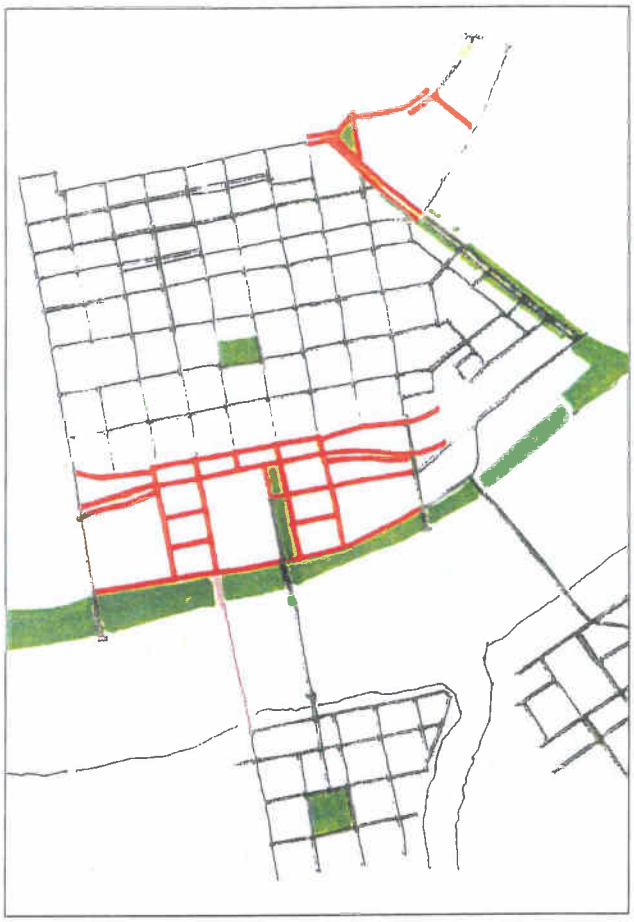
2 Alternative Frameworks

Four alternative frameworks were studied which locate stadium sites closer to the Roebling bridge than in the Ideal Framework. Each alternative reduces the land available for redevelopment in the central riverfront and reduces the number of street grid connections to the riverfront. In all four alternatives, Broadway Commons remains a viable stadium site.

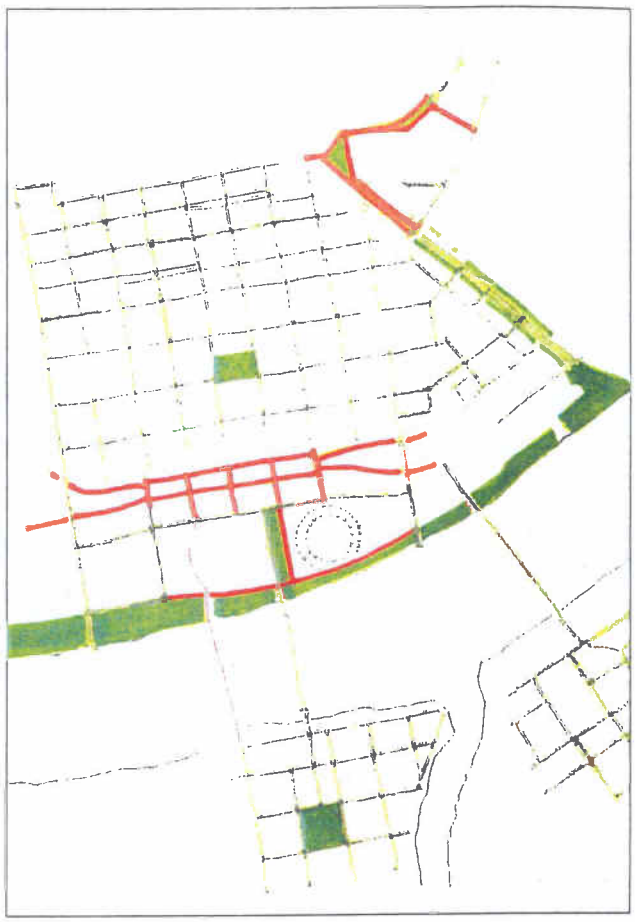
These alternatives progressively fulfill fewer and fewer of the urban design principles in Chapter IV. Alternatives 3 and 4 are not recommended.

Alternative Framework Plan 1 assumes Cinergy Field will be re-used for one of the sports teams and that a western stadium site is between Central and Elm. Three blocks extend to the riverfront. Broadway Commons is shown as an economic development site.

Alternative Framework Plan 2 assumes the western stadium site is moved eastward one block. Only two city blocks extend to the riverfront.



Alternative Framework Plan 3

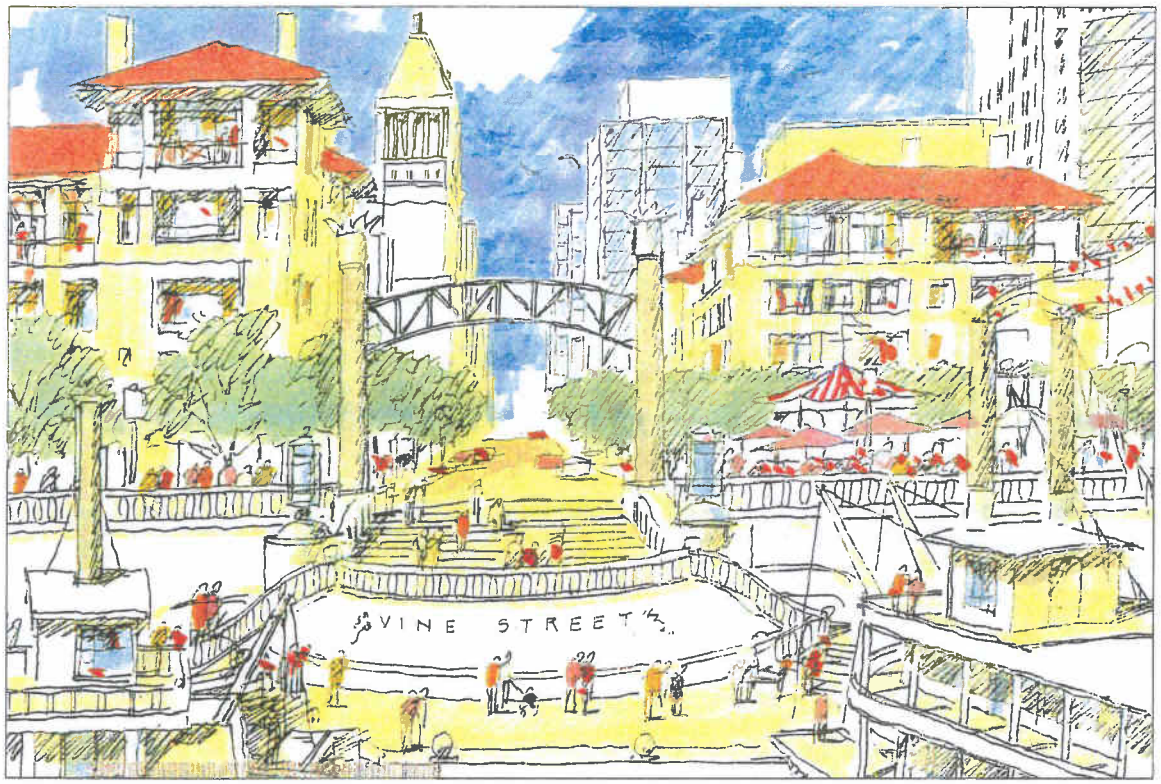


Alternative Framework Plan 4

Alternative Framework Plan 3 assumes new stadiums located just west of the Roebling bridge and between Central and Elm on the west. The central riverfront is consumed by a stadium and parking. Two city blocks separated by a stadium extend to the riverfront.

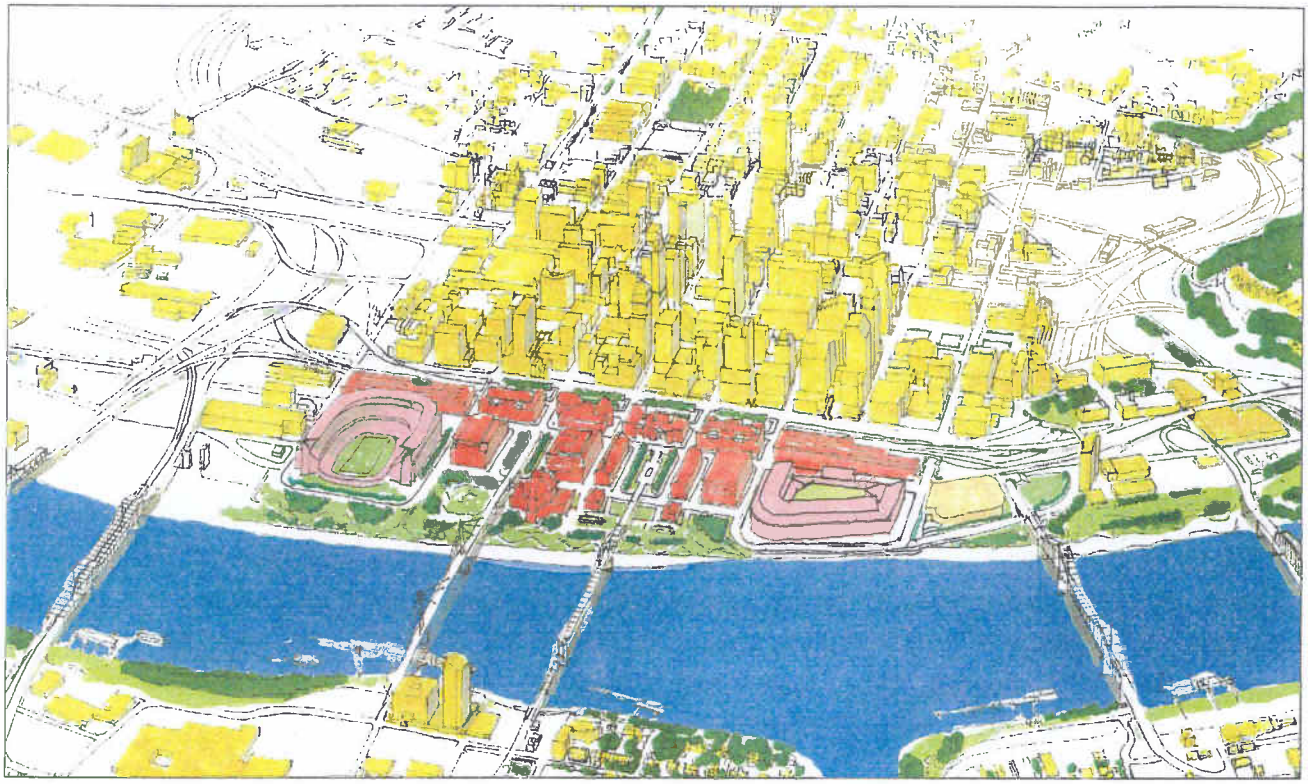
Alternative Framework Plan 4 assumes a stadium west of the Roebling Bridge and the re-use of Cinergy Field. No city blocks extend to the riverfront. The central riverfront is consumed by a stadium and parking.

VI URBAN DESIGN ALTERNATIVES



1 Introduction

Urban design principles and frameworks were used to develop three urban design alternatives which have been nicknamed Big Bang, Nameplate, and Baseball at Broadway after each scheme's representative characteristic. On the following pages an aerial perspective, plan and parking/phasing diagram are shown for each design, along with a detailed explanation of each plan's special features. The Big Bang and Nameplate schemes explore the option of two riverfront stadiums with development between, while the Baseball at Broadway scheme examines a new football stadium on the riverfront and a new baseball stadium at Broadway Commons. These three urban designs are distinguished from the stadium siting alternatives shown in the next section by the fact that each adheres to all of the urban design principles and the ideal framework.



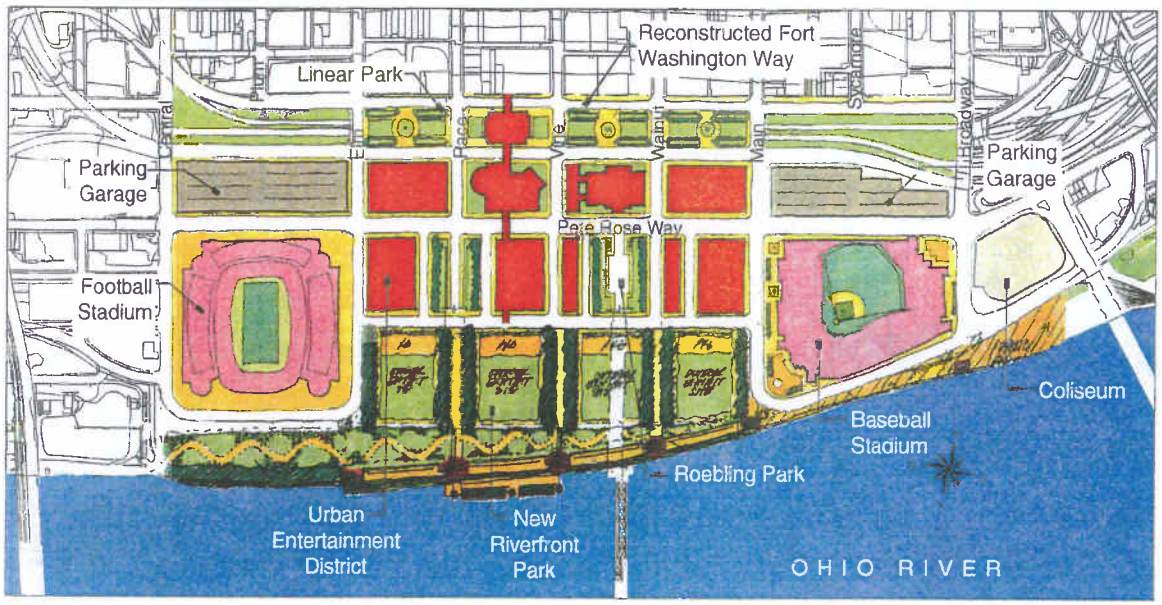
Big Bang aerial perspective

2 Big Bang

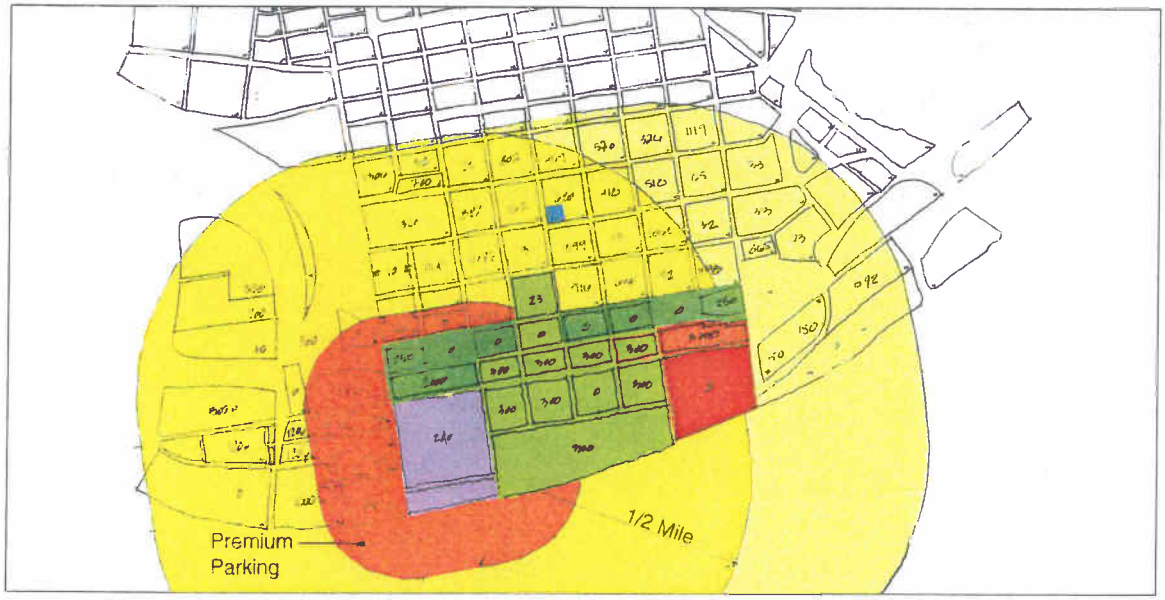
The Big Bang alternative illustrated above and on the following page is the most complete fulfillment of the urban design principles (Chapter IV) and the ideal framework described in Chapter V.

The Big Bang includes: two new stadiums on the riverfront (football to the west, baseball to the east); four new cultural attractions on the central riverfront (aquarium, National Underground Railroad Freedom Center, Theaters of the Imagination, and the Home of Professional Baseball Museum); a 360,000 square foot Urban Entertainment District (UED) with a 24 screen cinema, electronic entertainment venues, themed restaurants, and related retail; extension of the city grid of streets to the central riverfront; the reconstruction of Fort Washington Way; a light rail transit line from Northern Kentucky to downtown Cincinnati; and a new riverfront park.

The Big Bang requires public and private commitment for implementing the four cultural attractions. Without them, the private development of a UED will not occur. See Chapter VIII (Comparative Analysis) for an evaluation and costs for the Big Bang alternative.

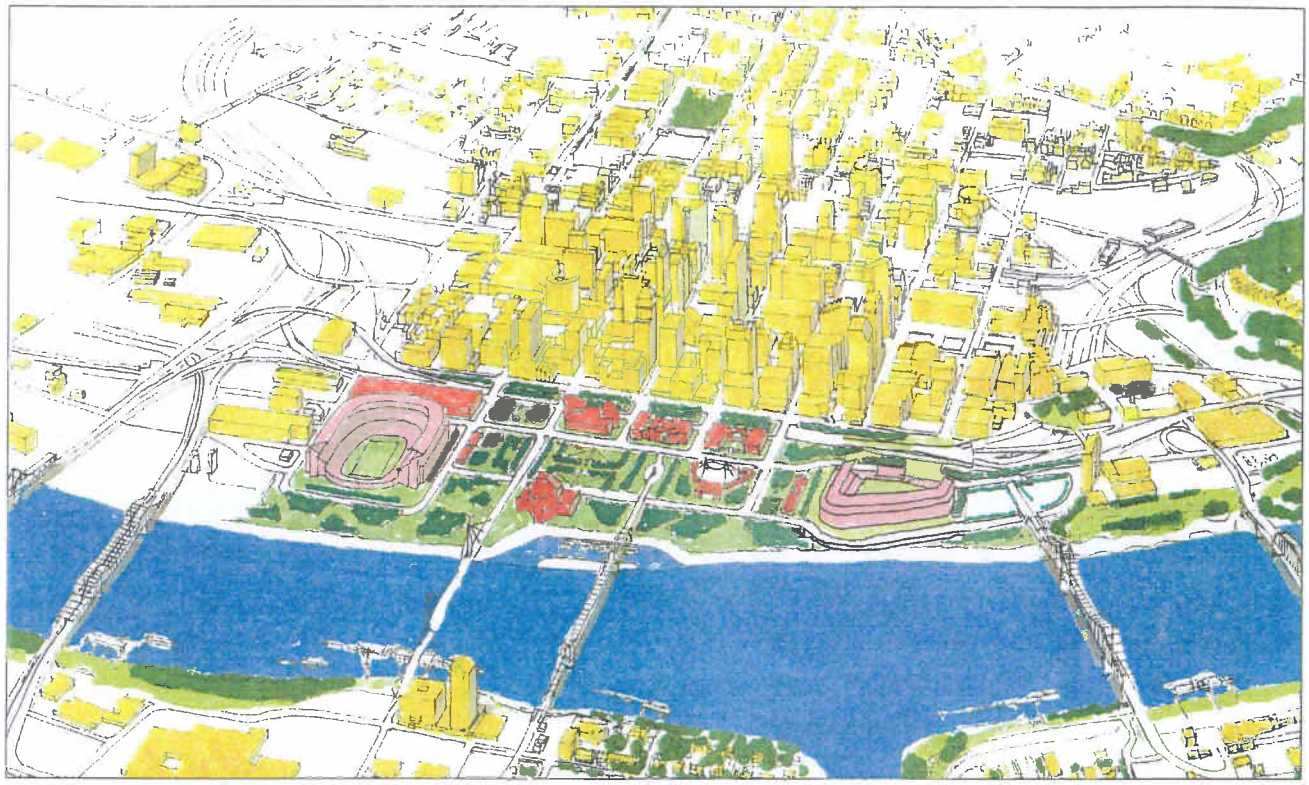


Big Bang plan



Big Bang parking/phasing diagram

The parking/phasing diagram above shows the parking radii for football (6,995 premium spaces and 23,258 spaces within 1/2 mile for a total of 30,493) and baseball (5,160 premium spaces and 27,028 spaces within 1/2 mile for a total of 32,188). See Chapter VIII (Comparative Analysis), Section 4 for details on the phasing of parking.



Nameplate aerial perspective

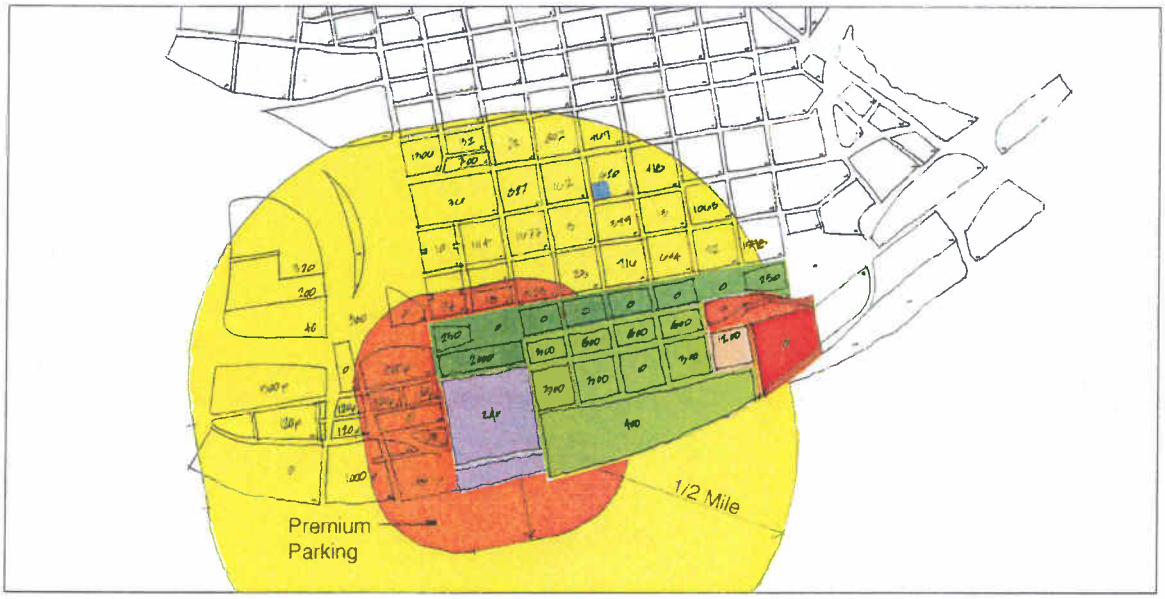
3 Nameplate

The Nameplate alternative illustrated above and on the following page shows the scheme which results if the four cultural attractions and the UED are not developed. This is in effect a scaled down version of the Big Bang, which allows the City the flexibility for future development of a UED and the other uses. One or two of the cultural attractions and other development are shown in a park-like setting on the central riverfront to illustrate this future development potential.

As in the Big Bang there are two new stadiums on the riverfront, extension of the city grid of streets to the central riverfront, a reconstructed Fort Washington Way, an LRT from Northern Kentucky to downtown Cincinnati, and a new riverfront park. This alternative shows the demolition of the Coliseum which would allow the construction of a new baseball stadium prior to the demolition of Cinergy Field. The Reds would therefore not have to be accommodated in a new Bengals stadium for two or three years. See Chapter VIII (Comparative Analysis) for an evaluation and costs for the Nameplate alternative. Note that those costs do not include the cultural attractions or other development on the central riverfront shown in these illustrations.

The riverfront park in the Nameplate illustrations includes a marina along the shoreline as an alternative form for the park. This park design could also be used in the Big Bang

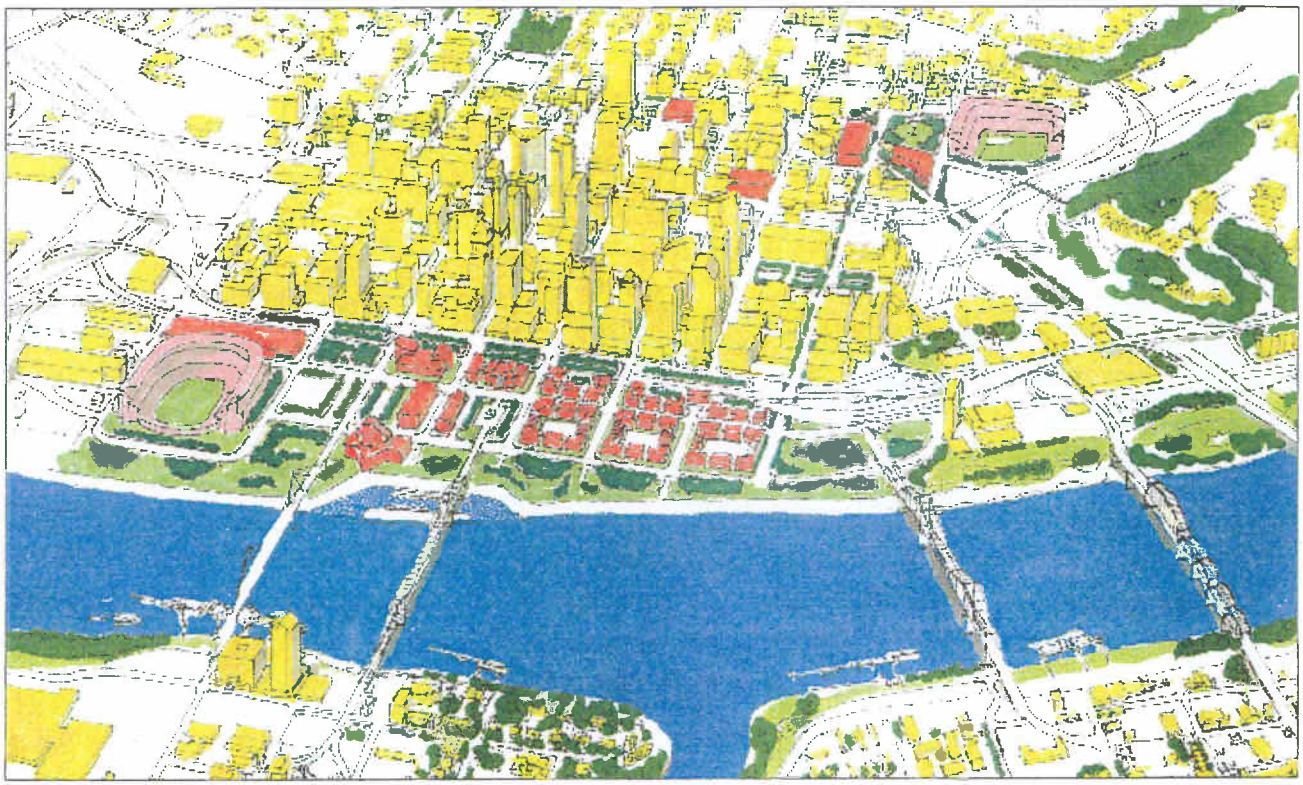
Nameplate plan



Nameplate parking/phasing diagram

alternative. In all three alternatives the riverfront park will extend up to and around the landing of the historic Roebling Bridge to provide a dignified setting for this international landmark.

The parking diagram above shows the parking radii for football (7,085 premium spaces and 21,533 spaces within 1/2 mile for a total of 28,858) and baseball (4,433 premium spaces and 27,028 spaces within 1/2 mile for a total of 31,461). See Chapter VIII (Comparative Analysis), Section 4 for details on the phasing of parking.



Baseball at Broadway aerial perspective

4 Baseball at Broadway

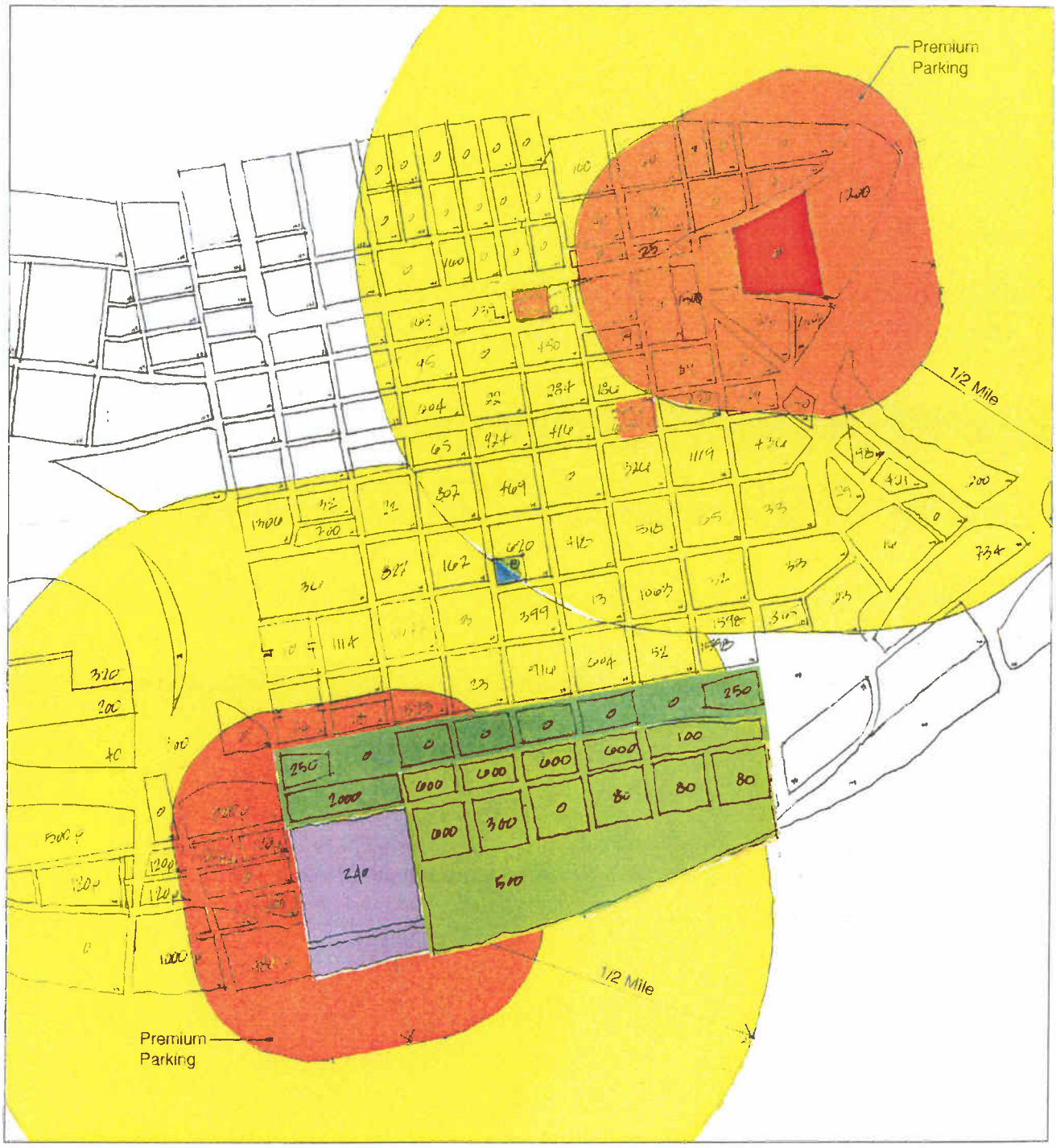
The Baseball at Broadway alternative illustrated above and on the following page shows the scheme which results if the Reds stadium is built at the Broadway Commons site. One or two of the cultural attractions and other development are shown on the central riverfront, to illustrate future development potential. Housing is recommended as an option, even though the cost of flood protection makes housing difficult to finance. It is not likely that a UED will be built if the baseball stadium is not located on the riverfront.

As in the Big Bang and the Nameplate alternatives, there is an extension of the city grid of streets to the central riverfront, a reconstructed Fort Washington Way, an LRT from Northern Kentucky to downtown Cincinnati, and a new riverfront park. New parking garages (shown in red) would be constructed in the northeast sector of downtown Cincinnati to accommodate the parking requirements of the Reds. This alternative shows the demolition of the Coliseum to show how the plan could include riverfront housing. It is not likely that riverfront housing will occur in the Big Bang and Nameplate alternatives. See Chapter VIII (Comparative Analysis) for an evaluation and costs for the Baseball at Broadway alternative. Note that those costs do not include the cultural attractions or other development on the central riverfront, including housing, shown in these illustrations.

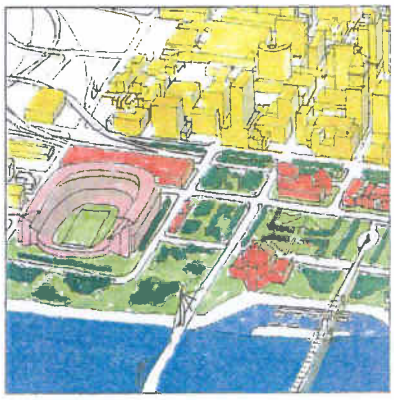
The riverfront park, as in the Nameplate alternative, includes a marina along the shoreline as an alternative form for the park.

Baseball at Broadway Plan

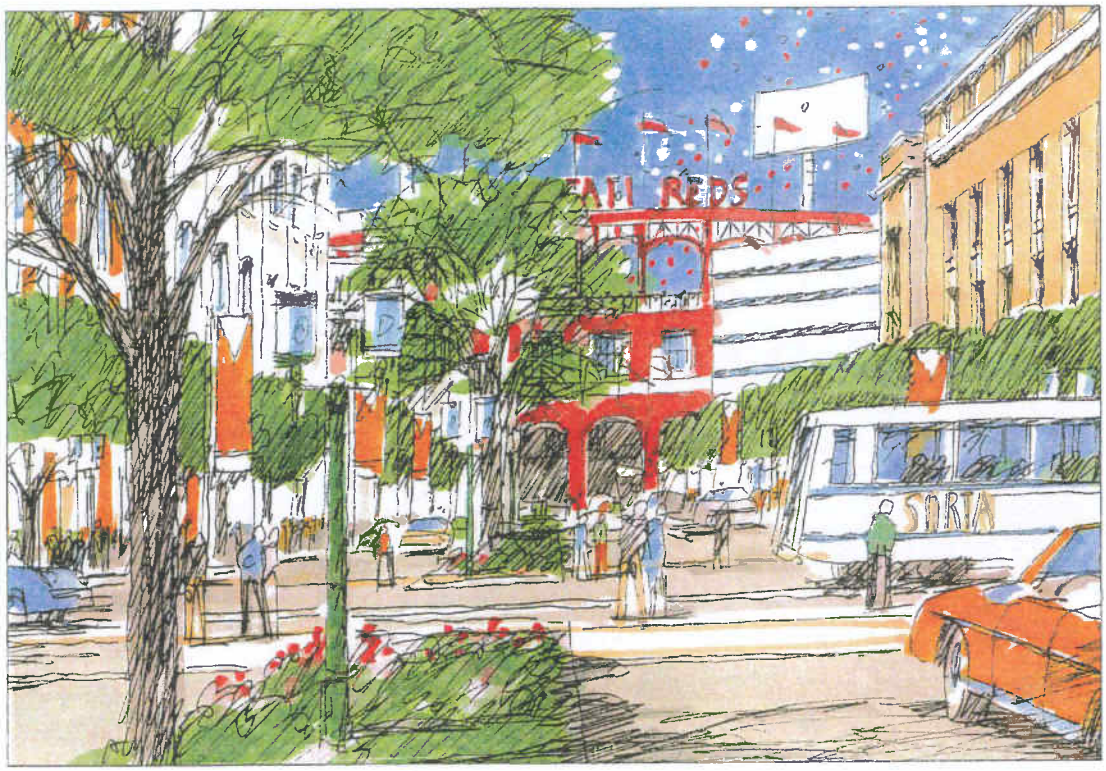
The parking diagram on the following page shows the parking radii for football (8,145 premium spaces and 20,128 spaces within 1/2 mile for a total of 28,513) and baseball (4,085 premium spaces and 21,608 spaces within 1/2 mile for a total of 21,001). See Chapter VIII (Comparative Analysis), Section 4 for details on the phasing of parking.



Baseball at Broadway parking/phasing diagram



VII STADIUM SITING ALTERNATIVES

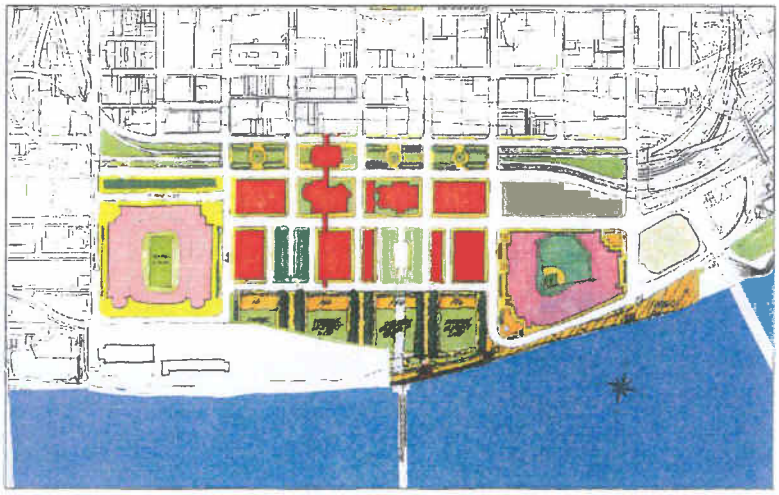


1 Introduction

Within the three urban design alternatives (Big Bang, Nameplate, and Baseball at Broadway), there are numerous other combinations of stadium sitings. On the pages following are nine representative alternative configurations with pros and cons listed for each. All of the alternative siting combinations are not illustrated.

The first three alternatives show alternate locations for football. The next four alternates show locations for baseball, the first of which is reusing Cinergy Field. The next three explore the option to locate a new baseball stadium east of Cinergy Field so that the Reds could play in Cinergy until the stadium is finished, rather than have to play temporarily in the Bengals new stadium (and the Coliseum remains in place).

The last two plan diagrams show non-baseball uses for Broadway Commons.



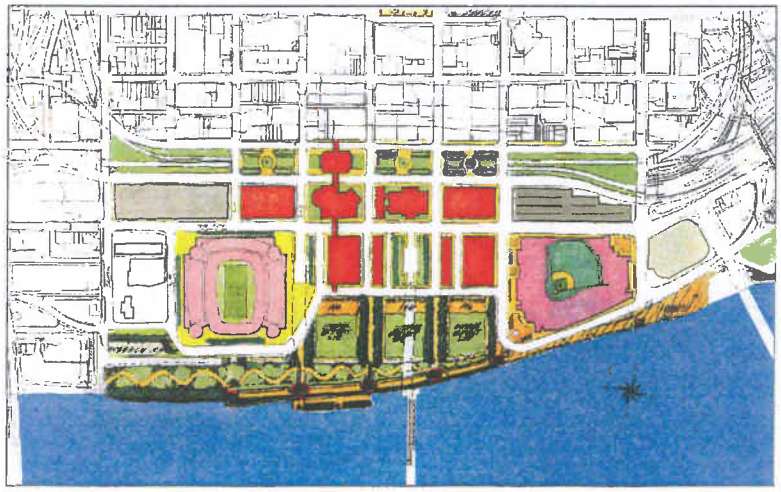
Football at North Elm, baseball in Cinergy site

Pros

- Less property acquisition required.
- More land available for the proposed riverfront park.

Cons

- Pete Rose Way is blocked by the new football stadium.
- Reds play temporarily in new Bengals stadium.



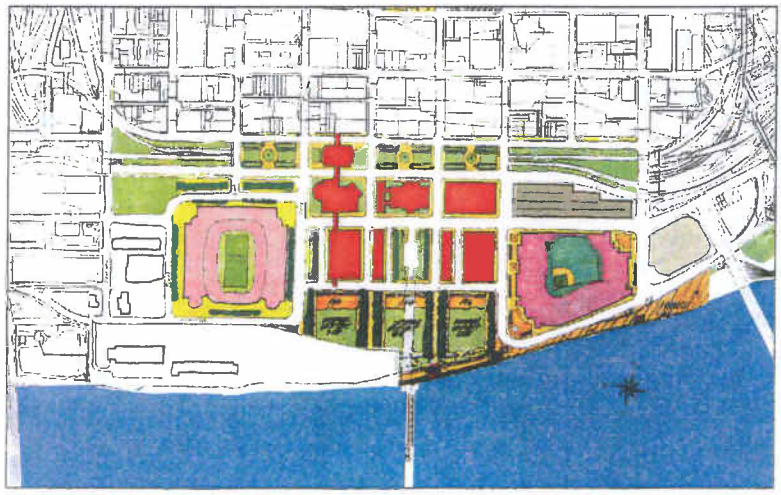
Football at South Race, baseball in Cinergy site

Pros

- Less property acquisition required.

Cons

- Limits the development and park options of the central riverfront.
- Reds play temporarily in new Bengals stadium.



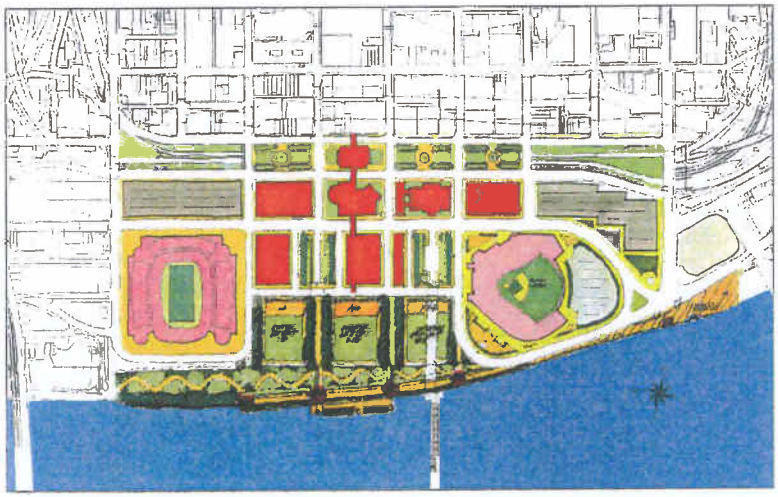
Football at North Race, baseball in Cinergy site

Pros

- Least amount of property acquisition required.

Cons

- Limits the development and park options of the central riverfront.
- Pete Rose Way is blocked by the new football stadium.
- Reds play temporarily in new Bengals stadium.



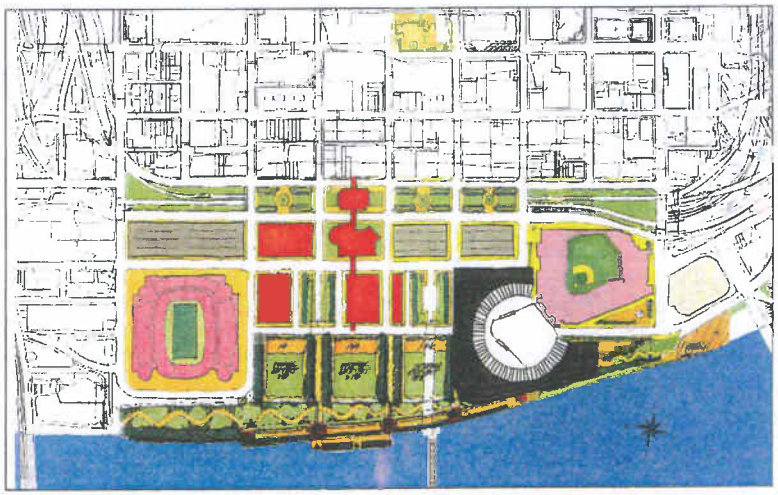
Football at South Elm, baseball in re-used Cinergy Field

Pros

- Reduced stadium cost.
- Potential Stadium views of Mt. Adams.

Cons

- Reds must either play in Cinergy, or in the Bengals stadium while Cinergy is being renovated.
- Stadium location interrupts proposed park and development sites.



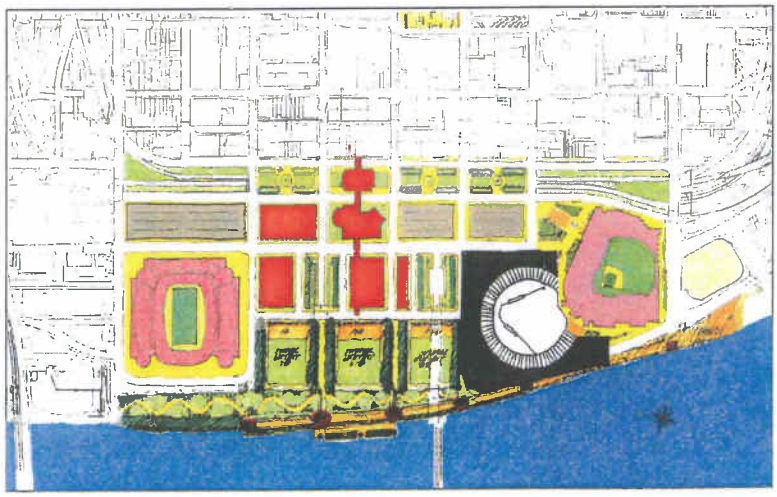
Football at South Elm, baseball between Cinergy & Coliseum, Alternate 1

Pros

- Reds play in Cinergy while new stadium is built.
- Coliseum acquisition not required.
- Stadium views of Mt. Adams and the downtown skyline.

Cons

- A portion of Cinergy Field, the attached parking, and the Coliseum plaza must be demolished to accommodate the new stadium.
- Pete Rose Way is blocked by the new baseball stadium.



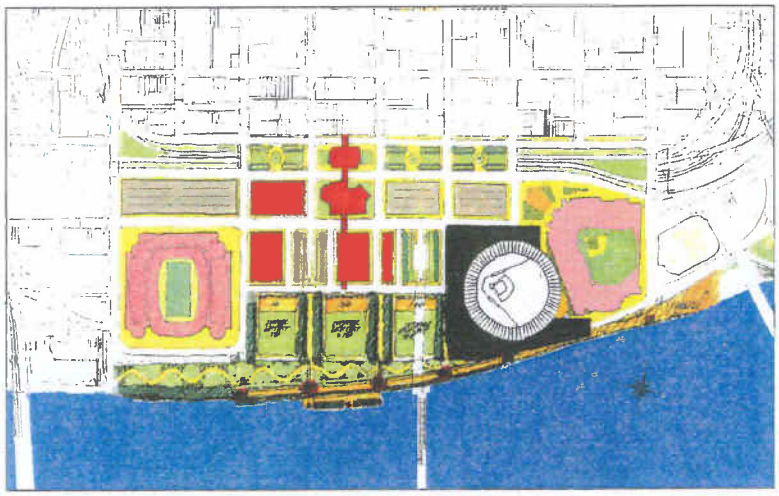
Football at South Elm, baseball between Cinergy & Coliseum, Alternate 2

Pros

- Reds play in Cinergy while new stadium is built.
- Coliseum acquisition not required.
- Stadium views of Mt. Adams and the Newport waterfront.

Cons

- A portion of Cinergy Field, the attached parking, and the Coliseum plaza must be demolished to accommodate the new stadium.
- Pete Rose Way is blocked by the new baseball stadium.



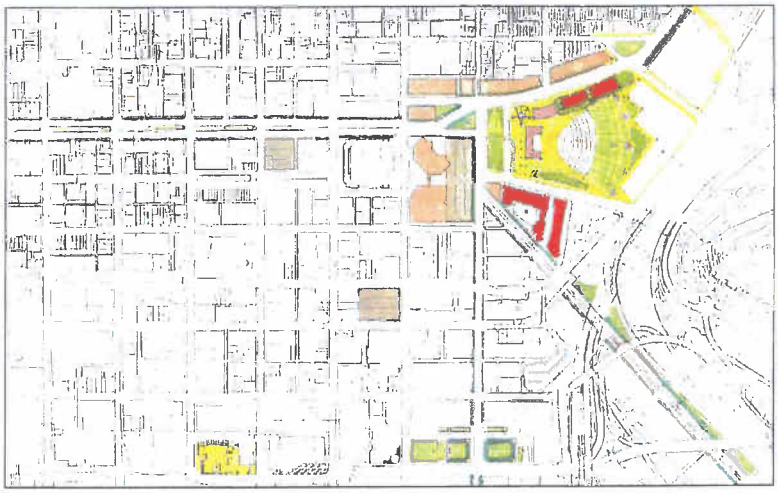
Baseball between Cinergy and the Coliseum, Alternate 3

Pros

- Reds play in Cinergy while new stadium is built.
- Coliseum acquisition not required.

Cons

- A portion of the Cinergy Field, the parking, and the Coliseum plaza must be demolished to accommodate the new stadium.
- Pete Rose Way is blocked by the new stadium.
- Stadium views feature Coliseum
- Field orientation may not be acceptable to Major League Baseball.



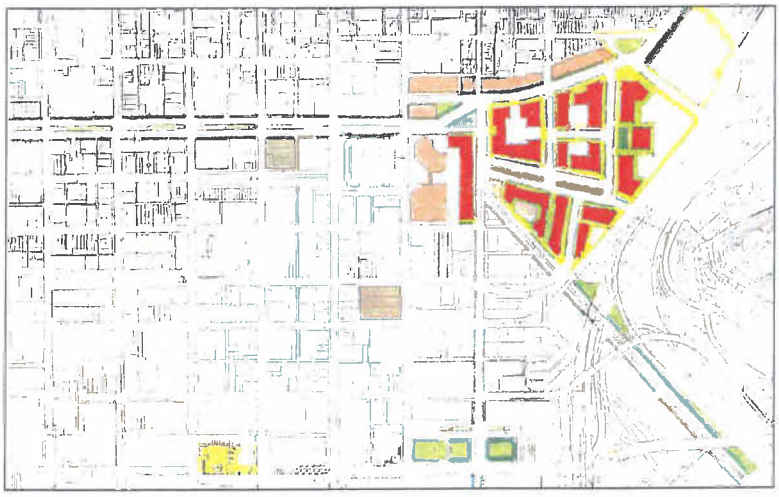
Amphitheater at Broadway

Pros

- Compliments adjacent uses.
- Would encourage some economic development in Over-the-Rhine and the northeast corner of downtown.

Cons

- Would deplete downtown's parking reservoir.
- Less economic impact than baseball.



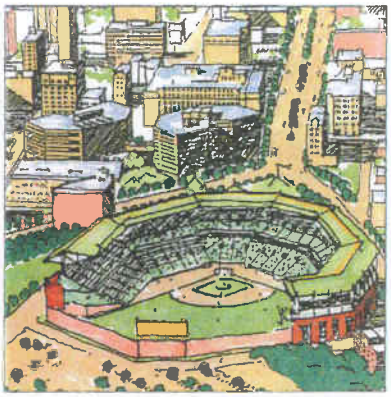
Commercial Development at Broadway

Pros

- Relatively large development site.
- One of the last cleared sites available for development downtown.

Cons

- Market has not been demonstrated for commercial development at this location.



VIII COMPARATIVE ANALYSIS

1 Introduction

On December 19, 1996 and January 16, 1997, the Steering Committee held open public working sessions. The three urban design alternatives and the sixteen stadium siting alternatives were evaluated by looking at the urban design principles, economic development potential, parking requirements, project costs, and phasing.

In the sections which follow, the evaluation results are summarized. The first section, Evaluation Criteria, is a matrix which lists the advantages and disadvantages of each of the three design alternatives (Big Bang, Nameplate, and Baseball at Broadway) in terms of economic impact, parking, access, timing and phasing, stadium costs, site preparation, and transit.

The next section, Cost Analysis, details the project costs for site acquisition, infrastructure, parking, stadium construction, demolition/relocation, and soft costs for each of the three design alternatives, and for each of sixteen stadium locations.

The last section, Parking Analysis, summarizes the parking supply and phasing for the three urban design alternatives.

2 Evaluation Criteria

Evaluation Criteria	**Big Bang** (Two Stadiums, four 'black boxes,' UED, and park on river)	**Nameplate** (Two stadiums, one or two 'black boxes,' and park on river)	**Baseball at Broadway** (Football, one or two 'black boxes,' and park on river)
Economic Impact	**Advantages:** public investment maximizes private investment; has best long term potential for economic development; will enhance hotel development on riverfront; riverfront becomes a local/ regional destination that complements downtown; two stadiums offer more justification for Ft. Washington Way project; the community gets its riverfront back. **Disadvantages:** high risk alternative requiring large public investment before private investment is feasible; complex timing of independent projects; long term return with little private return in near term; requires decisions on siting of public projects before timing and funding are known.	**Advantages:** the community gets its riverfront back; provides flexibility over time to what public and private land uses will occupy the riverfront; still leaves open the opportunity for an Urban Entertainment District (UED). **Disadvantages:** the program is not designed to leverage private development; much riverfront land is consumed by stadiums, plazas, and parking, leaving less land for future higher and better uses.	**Advantages:** short term economic 'win' to the extent that there will be more business and housing activity in Over the Rhine (OTR) and good odds that baseball at Broadway will have a positive impact on OTR revitalization potential, a political 'win'; capitalizes on existing resources rather that relying on new resources. This scheme offers the best opportunity both short and long term to provide housing downtown, both in OTR and on the riverfront on the vacated Cinergy site. **Disadvantages:** long term prospect to create the UED on the riverfront is lost and with it the long term impact of public/private investment; Reds have said publicly they do not want this location; in the near term, riverfront activity will diminish, two separate parking reservoirs must be built.
Parking All three schemes have viable parking solutions and phasing plans.	This alternative assumes that in the initial phase, no new structured parking will be built, not that 4000 surface parking spaces will be available in the Queensgate area west of Central Avenue. Once Ft. Washington Way is rebuilt, a 2000 car garage will be built north of the football stadium. When the Cinergy field parking is demolished, a new 3000 car garage will also be built in the central part of the Ft. Washington Way trench. The regional attractions and the UED will not require additional parking, strictly by the numbers, but it is recommended that each use comes with at least one additional deck level of parking.	Same as Big Bang.	The initial parking phases are the same as Big Bang. However, the 3000 car garage is to be built between Broadway and downtown. After Cinergy is demolished, surface lots will be built until new uses come to the site, such as residential or institutional.
Access	Access will remain good before and after the rebuilding of Ft. Washington Way. The new configuration of ramps and the extension of the downtown street grid will make access even better by diffusing the surface traffic and the new downtown ramps.	Same as Big Bang.	Interstate I-71, Central Parkway, Broadway, Eggleston, and the network of local streets offer good access to the region for baseball; and the riverfront will have the same good access as for the Big Bang.

Timing and Phasing	The football stadium can proceed before Ft. Washington Way is rebuilt. The 2000 car parking garage construction can occur at the same time as the Ft. Washington Way project. The Reds would have to plan in the Bengals stadium if Cinergy Field is renovated or replaced on the same site. If the Coliseum site is acquired and demolished for baseball, the Reds would be able to play in Cinergy Field until construction is completed and would not need to use Bengals Stadium.	Same as Big Bang.	Football has the same phasing and timing as the Big Bang. Baseball is not tied to the reuse of Cinergy Field. No baseball use of the Bengals stadium is required.
Stadium Costs	If the Reds will have to play in the Bengals stadium, this will complicate the design and add to the cost of the Stadium. The reuse of Cinergy Field would be between 50% and 67% of the cost of a new baseball park. Stadiums may have to be floodproofed and because the buildings will be taller, there will be a premium for facade costs.	Same as Big Bang.	Subsurface conditions may require a structural first floor slab.
Land Costs	These costs have not been determined at this time.		
Relocation and Demolition Costs	These costs have not been determined at this time.		
Site Preparation	Street levels around the stadiums will have to be elevated to intersect with rebuilt Ft. Washington Way cross Streets.	Same as Big Bang	The relocation, protection, or avoidance of a major storm sewer at Broadway Commons must be evaluated. Estimates have ranged up to $10,000,000.
Transit	The parking shuttle using light rail or other technology from Kentucky to Over the Rhine would make downtown and fringe parking areas in Kentucky and Over the Rhine available for fans and commuters. Downtown, Back Stage, and Main Street attractions would also be more accessible to stadium fans, "black box" and UED visitors. This could reduce the need to construct additional structured parking on the riverfront. Reinforces the concept of a multi-modal transportation center in conjunction with the rebuilding of Ft. Washington Way.	Same as Big Bang	The parking shuttle makes downtown, riverfront, and Kentucky parking spaces and attractions accessible to Reds fans.

Stadium Location	Football Locations Elm	N. Elm	Race	N. Race	Baseball locations Reuse Cn	New Cn	Baseball Coliseum	Baseball Broadway	Cinergy Demo.	Const. Premium	Soft Costs	Total
Site Costs												
Property acquisition	$18.0	$4.3	$15.8	$2.1	$0.0	$0.0	$11.3	$17.3				
Demolition	$1.0	$0.8	$0.7	$0.5	$0.0	$0.0	$1.2	$0.4				
Business relocation	$0.4	$0.4	$0.3	$0.2	$0.0	$0.0	$0.0	$0.2				
Utilities	$9.0	$9.0	$9.0	$9.0	$5.0	$5.0	$9.0	$18.0				
Stadium plaza/landscaping	$8.0	$8.0	$8.0	$8.0	$8.0	$6.0	$8.0	$9.9				
New roads	$6.6	$6.6	$6.6	$6.6	$6.1	$6.1	$5.4	$0.5				
Surface parking	$2.3	$2.3	$0.5	$0.5	$2.4	$2.4	$2.4	$3.6				
Structured parking	$32.0	$32.0	$32.0	$32.0	$48.0	$48.0	$48.0	$36.0				
Subtotal (Site Costs)	**$77.3**	**$63.4**	**$72.9**	**$58.9**	**$69.5**	**$67.5**	**$85.3**	**$85.9**				
Stadium Costs												
Stadium construction	**$183.4**	**$183.4**	**$183.4**	**$183.4**	**$85.0**	**$178.4**	**$178.4**	**$176.0**				
Total (site + stadium $)	**$260.7**	**$246.8**	**$256.3**	**$242.3**	**$154.5**	**$245.9**	**$263.7**	**$261.9**				
Riverfront Options												
Reds play in Bengals St.	$260.7					$245.9			$8.0	$15.0	$75.0	**$604.6**
Cinergy demolished for		$246.8				$245.9			$8.0	$15.0	$75.0	**$590.7**
new stadium on Cinergy			$256.3			$245.9			$8.0	$15.0	$75.0	**$600.2**
site.				$242.3		$245.9			$8.0	$15.0	$75.0	**$586.2**
Reds play in Bengals St.	$260.7				$154.5				$4.0	$15.0	$75.0	**$509.2**
while Cinergy is renovated		$246.8			$154.5				$4.0	$15.0	$75.0	**$495.3**
			$256.3		$154.5				$4.0	$15.0	$75.0	**$504.8**
				$242.3	$154.5				$4.0	$15.0	$75.0	**$490.8**
Reds play in Cinergy while	$260.7						$263.7		$8.0		$75.0	**$607.4**
stadium is built on		$246.8					$263.7		$8.0		$75.0	**$593.5**
Coliseum site.			$256.3				$263.7		$8.0		$75.0	**$603.0**
				$242.3			$263.7		$8.0		$75.0	**$589.0**
Baseball at Broadway												
Reds play in Cinergy while	$260.7							$261.9	$8.0		$75.0	**$605.6**
stadium is built at		$246.8						$261.9	$8.0		$75.0	**$591.7**
Broadway			$256.3					$261.9	$8.0		$75.0	**$601.2**
				$242.3				$261.9	$8.0		$75.0	**$587.2**

3 Cost Analysis

Cincinnati Stadium Siting Alternative Costs

The table above shows the comparative costs of eight stadium sites, four for football and four for baseball. The upper half details site development costs for each site, then lists the cost of a new stadium on each site, and then totals site costs and stadium construction costs.

On the lower half of the table, the four site options for the Reds stadium are listed in the left column and matched across with four football sites. Added left to right then are the costs of each of the two stadiums, the cost of Cinergy demolition (if required), temporary accommodation for the Reds in the football stadium as a construction premium (if required), soft costs and finally a total. Thus, the costs of sixteen possible stadium combinations can be compared.

Sources for the data used in the spreadsheet are as follows:

Property acquisitions—Information supplied by the County, 1997 assessed values. Assessed values should not be equated with negotiated purchases.

Demolition—Calculated by UDA based on $.15/CF of building volume estimates.

Business relocation—Calculated based on an estimate by the City of the number of businesses per site times $20,000 per business.

Utility relocation—Estimate of utility costs by the County.

New roads—Estimate of new road construction based on a linear unit cost supplied by Glatting Jackson from 'National Average Cost per Centerline Mile, Urban Arterial Improvements,' FHA.

Surface parking—Relative cost of new surface parking based on $3,000/car.

Structured parking—Relative cost of new structured parking based on: $16,000/car on the riverfront; $12,000/car in the downtown.

Stadium costs—Supplied by the County. Flood protection and foundation premiums included.

Construction premium—Temporary accommodation of baseball in a new football stadium. Estimate provided by NBBJ, architects for the Bengals new stadium. Additional premiums may result from negotiations with the teams under this option, both architectural and financial.

Cinergy demolition—Supplied by the County.

Stadium Development Costs	Big Bang	Cincinnati Nameplate	Baseball at Broadway
Football Stadium Costs	$260.7	$260.7	$260.7
Baseball Stadium Costs	$245.9	$263.7	$261.9
Cinergy Demolition	$8.0	$8.0	$8.0
Cost Premiums	$15.0	$0.0	$0.0
Soft Costs	$75.0	$75.0	$75.0
Subtotal	**$604.6**	**$607.4**	**$605.6**

Future Phase Costs	Big Bang			Cincinnati Nameplate			Baseball at Broadway		
	Total	City/County	Fed/State/Pr	Total	City/County	Fed/State/Pri	Total	City/County	Fed/State/Private
Riverfront Site Costs:									
Property Aquisition	$0.0			$0.0			$0.0		
Demolition	$0.0			$0.0			$0.0		
Utilities	$9.0	$9.0					$0.0		
Road Construction	$2.2	$2.2		$0.0			$0.0		
Surface Parking	$0.9		$0.9	$4.8	$4.8		$4.7	$4.7	
Structured Parking	$33.6	$8.0	$25.6	$0.0			$0.0		
Total new spaces	2400 cars			1600 cars			1550 cars		
Ft. Washington Way	$100.0		$100.0	$100.0		$100.0	$100.0		$100.0
Riverfront Park	$50.0	$50.0		$50.0	$50.0		$50.0	$50.0	
Parking Shuttle Phase 1	$120.0	$30.0	$90.0	$120.0	$30.0	$90.0	$120.0	$30.0	$90.0
UED	$81.0		$81.0	$0.0			$0.0		
Black Boxes	$204.2	$34.2	$170.0	$0.0			$0.0		
Subtotal	**$600.9**	**$133.4**	**$467.5**	**$274.8**	**$84.8**	**$190.0**	**$274.7**	**$84.7**	**$190.0**
Total	**$1,205.5**			**$882.2**			**$880.3**		
Public Total	$1,011.5			$882.2			$880.3		
Private Total	$194.0			$0.0			$0.0		
Total	**$1,205.5**			**$882.2**			**$880.3**		

Note - There will be a cost premium if all projects are built simultaneously.

Comparison of First Phase Costs of Three Development Scenarios

The comparative costs of the three primary development scenarios are described in Chapter VI are shown in the table above.

It is assumed for all the scenarios that Fort Washington Way is reconstructed, that the riverfront park is developed, and that the first phase of an LRT Parking Shuttle system is built.

The Big Bang scenario assumes rapid and complete build-out of the two new stadiums, the four new cultural attractions, and an Urban Entertainment District.

Other than additional surface parking, no other development is included in the initial phase of the Cincinnati Nameplate and Baseball at Broadway scenarios.

A depiction of the projects included in each scenario is shown on the following page.

Sources for the data used in the table are as follows:

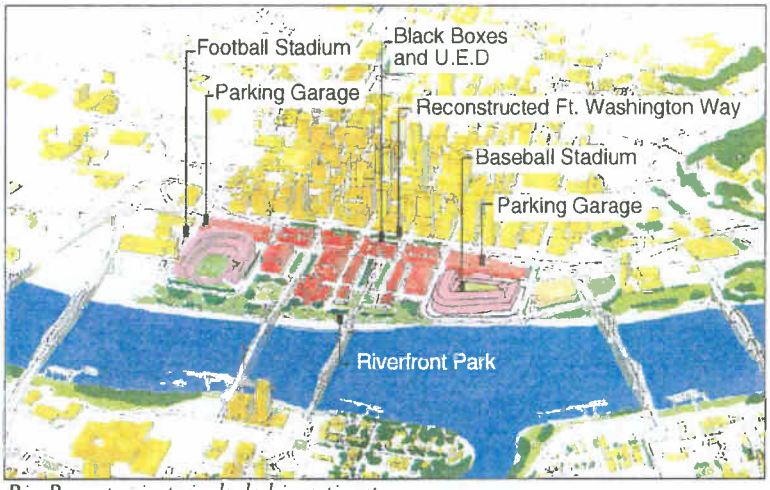
Fort Washington Way—Recent Ohio Kentucky Indiana Regional Council of Governments (OKI) estimate.

Riverfront park—From estimates by Eric Doepke Associates.

Parking shuttle—Estimate provided by Glatting Jackson: $40,000,000 per mile for LRT system (Phase 1: from the riverfront to Over-the-Rhine neighborhood).

UED—360,000 SF @ $125/SF

Stadium Plaza/Landscaping—Based on estimates by ZHA and UDA.



Big Bang projects included in estimate.

Nameplate projects included in estimate.

Baseball at Broadway projects included in estimate.

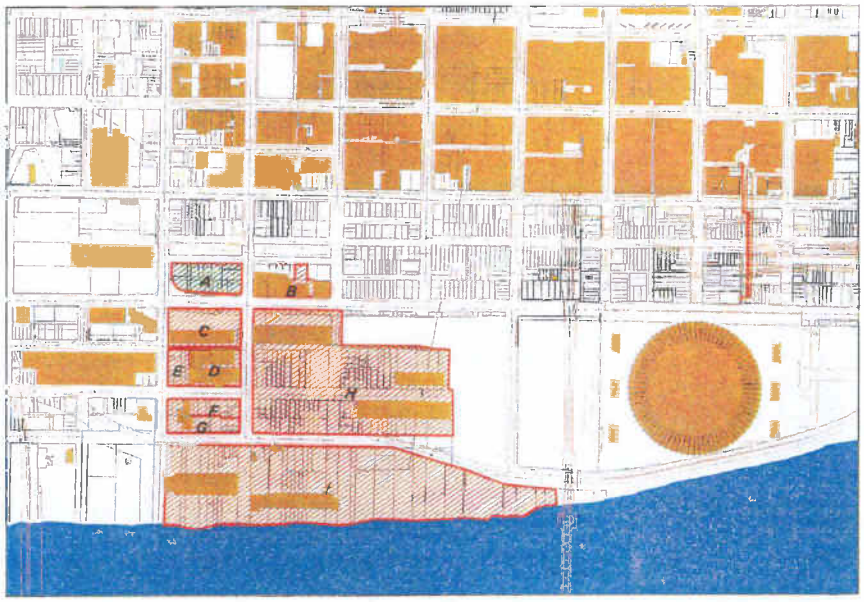
Total Development Costs for Stand Alone Black Boxes

	Project Costs	Parking Required	Parking Costs	Total Land Required	Land Costs
Home of Professional Baseball	$8.5	100	$0.3	55,000	$0.8
Cincinnati Aquarium	$111.1	1,250	$3.8	275,000	$4.1
Theater of Imagination	$30.0	350	$1.1	100,000	$1.5
Nat. Underground Rail Center	$70.1	450	$1.4	172,700	$2.6
Totals	**$219.7**	2,150	**$6.5**	602,700	**$9.0**

Note - Land costs estimated by UDA at $25/sq ft

Total Development Costs for Cultural Attractions

If each of these independent projects were assembled in the central riverfront, an economy might be realized by shared parking and plazas and therefore reduced construction and land acquisition costs.



Land Acquisition for Football Stadium Locations

Four sites on the western central waterfront have been identified for the new Bengals Football stadium. Property parcels are shown in the plan above.

Elm to Central—Located between Central on the west and Elm on the East, south of Pete Rose Way.

Elm North of Mehring—Located between Central on the west and Elm on the East, north of Mehring Way.

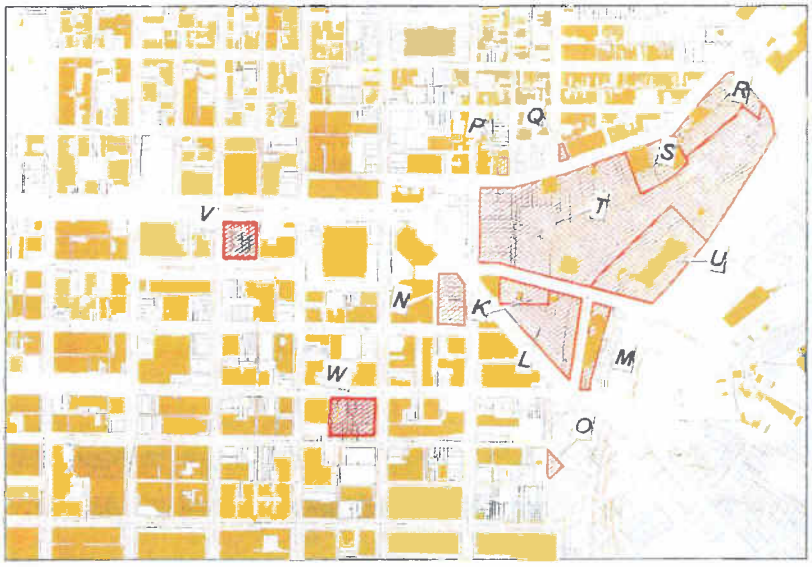
Race to Plum—Located between Plum on the west and Elm on the East, south of Pete Rose Way.

Race North of Mehring—Located between Plum on the west and Elm, on the east, north of Mehring Way.

The table below identifies the parcels needed for each stadium and related parking, and lists land areas and 1997 assessed values. Assessed values should not be equated with negotiated prices.

Land Acquisition for Football Stadium Locations

Parcel	Elm to Central		Elm North of Mehring		Race to Plum		Race North of Mehring		Bldg Vol	Demolition	
	SF	Value	SF	Value	SF	Value	SF	Value	CuFt		
A	50,745	$561,900	50,745	$561,900	50,745	$561,900	50,745	$561,900	0	$0	A
B	39,747	$1,488,600	39,747	$1,488,600	39,747	$1,488,600	39,747	$1,488,600	1,314,300	$197,145	B
C	71,238	$939,500	71,238	$939,500					428,400	$64,260	C
D	40,921	$687,885	40,921	$687,885					1,069,500	$160,425	D
E	21,728	$139,000	21,728	$139,000					0	$0	E
F	11,760	$83,914	11,760	$83,914					0	$0	F
G	18,963	$359,100	18,963	$359,100					210,600	$31,590	G
H	384,885	$0	384,885	$0	384,885	$0	553,565	$0	2,105,500	$315,825	H
I	572,549	$13,701,600			572,549	$13,701,600			1,401,700	$210,255	I
Total SF	1,212,536		639,987		1,047,926		1,212,536				
Acres	27.84		14.69		24.06		27.84				
Value		**$17,961,499**		**$4,259,899**		**$15,752,100**		**$2,050,500**			



Land Acquisition for Baseball Stadium Locations

Four sites have been identified for the Reds' stadium. Property parcels are shown in the plan above.

Reused Cinergy Field—Cinergy Field is modified for baseball-only use. The parking structure is removed and a new facade is built for the stadium. During the construction the Reds play in the new Bengals stadium.

Cinergy Site—Cinergy Field and the parking structure are demolished. The Reds play in the new Bengals stadium until a new baseball park is built on the existing Cinergy field site, generally located south of Pete Rose Way and between Walnut on the west and Sycamore on the east.

Coliseum Site—The Coliseum and the parking structure west of Cinergy Field are demolished to make room for a new baseball park located at the end of Broadway and east of Sycamore. It is assumed that the Reds can play in Cinergy Field until the new ballpark is completed.

Broadway—Located east of Broadway between Reading Road on the north and Court Street on the south.

The table below identifies the parcels needed for each baseball stadium and related parking, and lists land areas and 1997 assessed values. Assessed values should not be equated with negotiated prices.

Land Acquisition for Baseball Stadium Locations

Parcel	Reused Cinergy		Cinergy Site		Coliseum Site		Broadway		Bldg Vol	Demolition	
	SF	Value	SF	Value	SF	Value	SF	Value	CuFt		
J					84,927	$11,326,600			8,184,000	$1,227,600	J
K									16,000	$2,400	K
L									24,000	$3,600	L
M									664,800	$99,720	M
N							39,840	$0	0	$0	N
P									0	$0	P
Q									0	$0	Q
R							87,540	$816,600	264,000	$39,600	R
S							83,600	$1,163,000	1,018,400	$152,760	S
T							242,751	$7,607,500	595,000	$89,250	T
U							169,280	$3,871,500	557,600	$83,640	U
V							37,536	$1,462,400	0	$0	V
W							45,879	$2,343,500	0	$0	W
Total SF	0		0		84,927		706,426				
Acres	0.00		0.00		1.95		16.22				
Value		$0		$0		$11,326,600		$17,264,500			

4 Parking Analysis

Parking has emerged as a critical concern of not only the team owners but also of downtown interests. UDA used the City's 1993 and 1996 studies of downtown parking resources to prepare a detailed analysis for each stadium siting alternative. A sample of the diagrammatic plans prepared as part of this study are shown in chapter VI, Urban Design Alternatives. In general, 5000 new structured parking spaces are required regardless of where the stadiums are placed. Additional new spaces will be needed for attractions and any other development which replaces existing parking with buildings. The following analysis includes a summary of the teams' parking requirements and a detailed breakdown of the projected parking supply by phase.

Required Stadium Parking (Parking Ratios by Glatting Jackson:

Football

Seats	65,000
% of Fans Arriving by Car	x .80
No. of Fans Requiring Parking	52,000
No. of Fans per Car	÷ 2.2
Required Parking Spaces	**23,600**

Baseball

Seats	45,000
% of Fans Arriving by Car	x .80
No. of Fans Requiring Parking	36,000
No. of Fans per Car	÷ 2.2
Required Parking Spaces	**16,400**

Projected Parking Supply of the Three Primary Alternatives by Phase:

Big Bang	Football	Football*	Football**	Baseball**	Football	Football
Phase	I	II	III FB	III BB	IV	V
Stadium	240	240	240	0	240	–
Premium	4,972	6,995	6,995	5,160	6,995	–
1/2 Mile	22,814	23,470	23,358	27,028	23,258	–
TOTAL	28,026	30,705	30,593	32,188	30,493	–

Proposed Big Bang Phases:

Phase I	New football stadium
Phase II	Reconstruction of Fort Washington Way
Phase III FB	New baseball stadium
Phase III BB	New baseball stadium
Phase IV	Development of central riverfront

Nameplate	Football	Football*	Football**	Baseball**	Football	Football
Phase	I	II	III FB	III BB	IV	V
Stadium	240	240	240	0	240	240
Premium	4,972	6,995	6,995	4,433	7,435	7,085
1/2 Mile	22,814	23,470	22,681	27,028	22,678	21,533
TOTAL	28,026	30,705	29,916	31,461	30,358	28,858

Proposed Nameplate Phases:

Phase I	New football stadium
Phase II	Reconstruction of Fort Washington Way
Phase III FB	New baseball stadium
Phase III BB	New baseball stadium
Phase IV	Demolition of Cinergy
Phase V	Development of central riverfront

* construction of a new 2,000 car parking garage

** construction of a new 3,000 car parking garage

Baseball at Broadway	Football	Football*	Baseball**	Football	Football
Phase	I	II	III BB	IV	V
Stadium	240	240	0	240	240
Premium	4,972	6,995	4,085	6,995	8,145
1/2 Mile	22,814	23,470	16,453	21,608	20,128
TOTAL	28,026	30,705	20,538	28,843	28,513

Proposed Baseball at Broadway Phases:

Phase I	New football stadium
Phase II	Reconstruction of Fort Washington Way
Phase III BB	New baseball stadium
Phase IV	Demolition of Cinergy
Phase V	Development of central riverfront

Parking Summary

Our analysis projects that the City's existing parking supply is adequate to serve either one or two riverfront stadiums. The teams premium parking requirements dictate that a limited number of new structured spaces be built in and adjacent to the new stadiums. The addition of 2,000 to 5,000 structured spaces is required to replace the existing surface spaces lost to the stadium footprints and Cinergy garage. It is our recommendation that these spaces be built as part of the reconstruction of Fort Washington Way.

The rules for stadium parking at Broadway Commons must be modified to account for the site's uptown location. Glatting Jackson has recommended that no more than 70-75% of the spaces within 1/2 mile of Broadway Commons be counted as available for baseball parking. This is in contrast to 85 percent for the riverfront sites. This adjustment is necessary to account for the competition for spaces from the Aronoff Center and Main Street commercial.

Our current projections show that, with the addition of 3,000 joint-use structured spaces, parking for baseball at Broadway may still be inadequate. The City's 1996 parking study revealed a net loss of 1,063 spaces in the area which, even with the addition of the new 600-car garage on Central Parkway, further complicates the parking situation. For this reason we are recommending that the City should verify that operators who control at least 6,000 spaces in the area are willing to commit them to baseball use.

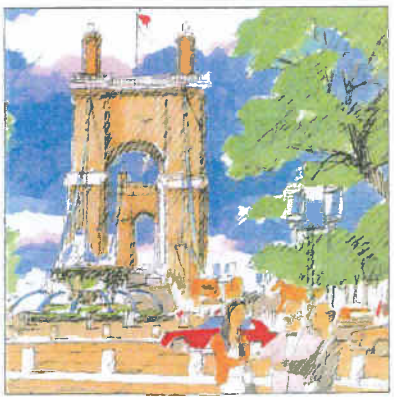
We are also recommending that a more detailed study of available parking within a 1/2 mile radius of the perimeter of the Broadway site be done to determine the exact number of available spaces.

* construction of a new 2,000 car parking garage

** construction of a new 3,000 car parking garage

Parking Study Footnotes:

- Premium spaces usually total 15% of required parking or 3,540 for football and 2,460 for baseball.
- A parking shuttle system will reduce stadium parking requirements.
- Parking which is 85% utilized is considered a 'Hot Zone.'
- Baseball at Broadway Commons should utilize no more than 70 to 75% of the available parking. Baseball on the riverfront and football can be slightly higher.
- If Broadway Commons is selected for baseball, the City should verify that operators who control at least 6,000 spaces in the area are willing to commit them to baseball use.
- Since the average daily parker will walk up to 1/4 mile and the average fan will walk up to 1/2 mile, parking must be within 1/4 mile of the downtown office core and 1/2 mile of the stadiums to be considered joint-use.
- Football parking counts are based on 4000 existing or new surface spaces west of Central. The 1993 City parking study did not include this in their inventory.



HAMILTON COUNTY / CINCINNATI

CENTRAL RIVERFRONT URBAN DESIGN AND STADIUM SITING CONCEPT PLAN

Prepared for

Hamilton County
and the
City of Cincinnati

by
UDA

April 1997