

Urban Design Master Plan



I Urban Design Master Plan

THE CINCINNATI CENTRAL RIVERFRONT Urban Design Master Plan is the result of a public participation planning process begun in October 1996. Hamilton County and the City of Cincinnati engaged Urban Design Associates to prepare a plan to give direction in two public policy areas:

- to site the two new stadiums for the Reds and the Bengals
- to develop an overall urban design framework for the development of the central riverfront which would capitalize on the major public investment in the stadiums and parking

A Riverfront Steering Committee made up of City and County elected officials and staff was formed as a joint policy board for the Central Riverfront Plan. Focus groups, interviews, and public meetings were held throughout the planning process.

A Concept Plan was published in April 1997 which identified three possible scenarios for the siting of the stadiums and the development of the riverfront. The preparation of a final Master Plan was delayed due to a 1998 public referendum on the siting of the Reds Ballpark.

Once the decision on the Reds Ballpark was made by the voters in favor of a riverfront site, Hamilton County and the City of Cincinnati in February 1999 appointed sixteen prominent citizens to the Riverfront Advisors Commission who were charged to “recommend mixed usage for the Riverfront that guarantees public investment will create sustainable development on the site most valued by our community.” The result of that effort was *The Banks*, a September 1999 report from the Advisors which contained recommendations on land use, parking, finance, phasing, and developer selection for the Central Riverfront.

The final plan for the Central Riverfront has the following major elements:

- 1 Four anchor attractions (three new: Paul Brown Stadium, Reds Ballpark, and the National Underground Railroad Freedom Center; and one existing: Firststar Center).
- 2 Parking for approximately 6000 cars to serve commuters, sports fans, and festival attendees.
- 3 The Banks, a vibrant mixed use district with: 900 to 1300 housing units; 400,000 to 500,000 sq. ft. of retail and entertainment; and a hotel of 200 to 400 rooms.
- 4 A new, 70-acre riverfront park as a signature front door for the City and as a location for major festivals.
- 5 A narrowed, redesigned, and partially decked Fort Washington Way, the sunken interstate highway which runs east-west through the City between Downtown and the riverfront.
- 6 An intermodal transportation center below grade on the south side of Fort Washington Way for buses, service, future on-grade light rail, and future commuter rail.
- 7 A redeveloped Third Street with new commercial office buildings and supporting retail and parking.
- 8 A potential mixed-use development and marina south of Mehring Way and west of Paul Brown Stadium.

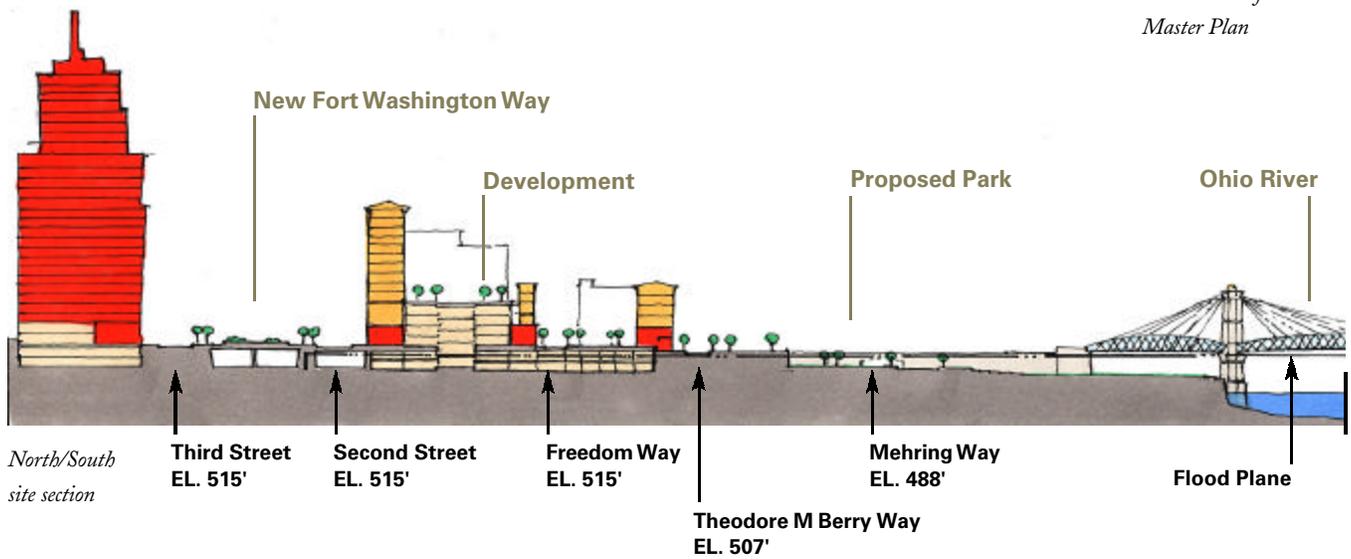
In the pages which follow, the urban design aspects of several of these major elements will be described in more detail. In addition, separate documents are available which go into even more detail for each of the projects. These documents are listed in the Appendix chapter at the end of this report.

Below
Overall Master Plan





Aerial view of the Master Plan



II Urban Design Initiatives

THE ELEMENTS OF THE Urban Design Master Plan were developed in an integrated interactive design process in which overlapping and often competing ideas were accommodated in the final plan. However, in the following pages, each of these now complementary major elements will be described separately to illustrate its unique aspects. The initiatives will be presented in the following order:

Infrastructure

- Street grid
- Fort Washington Way
- Intermodal Transit Center
- Light rail transit
- Parking

Development

- Paul Brown Stadium
- Reds Ballpark
- National Underground Freedom Center
- Firststar Center
- Riverfront Park
- The Banks
- Third Street Development

Street Grid

The street grid provides the basic framework for development of the new central riverfront. In the urban design guidelines section later in this report, the street grid is described in greater detail. However, the essence of the new street grid is a continuation of the downtown Cincinnati street grid to the riverfront.

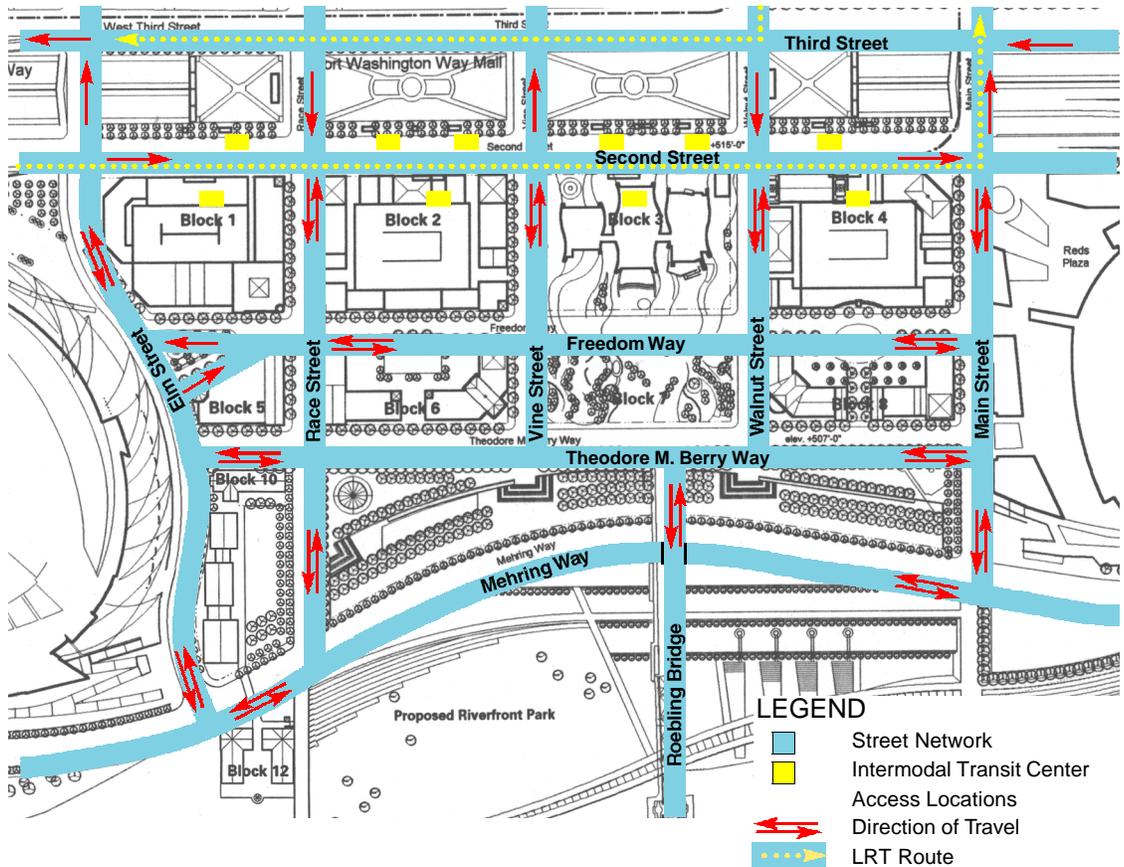
Elm Street, Race Street, and Main Street are extended south from Third Street across Fort Washington Way to Mehring Way. Vine Street and Walnut Street are extended south as far as Theodore M. Berry Way. A new east/west street, to be known as Freedom Way, is located between Second Street and Theodore M. Berry Way. In order to achieve this grid (and also provide the

underground parking on the riverfront) the new streets are on structure between Second Street and Freedom Way at the elevation of Second Street. Between Freedom Way and Theodore M. Berry Way the streets slope down to meet grade, which is on fill at that point.

The Roebling Bridge entrance to Cincinnati from Kentucky is a newly configured T-intersection which will permit free flow right turns off the bridge to prevent back-ups on the bridge central suspension span.

South of Second Street all streets will be two way, four lanes wide, with on-street parking permitted during non-peak and non-event hours.

Plan showing direction of travel, transit routes and intermodal transit center access locations.



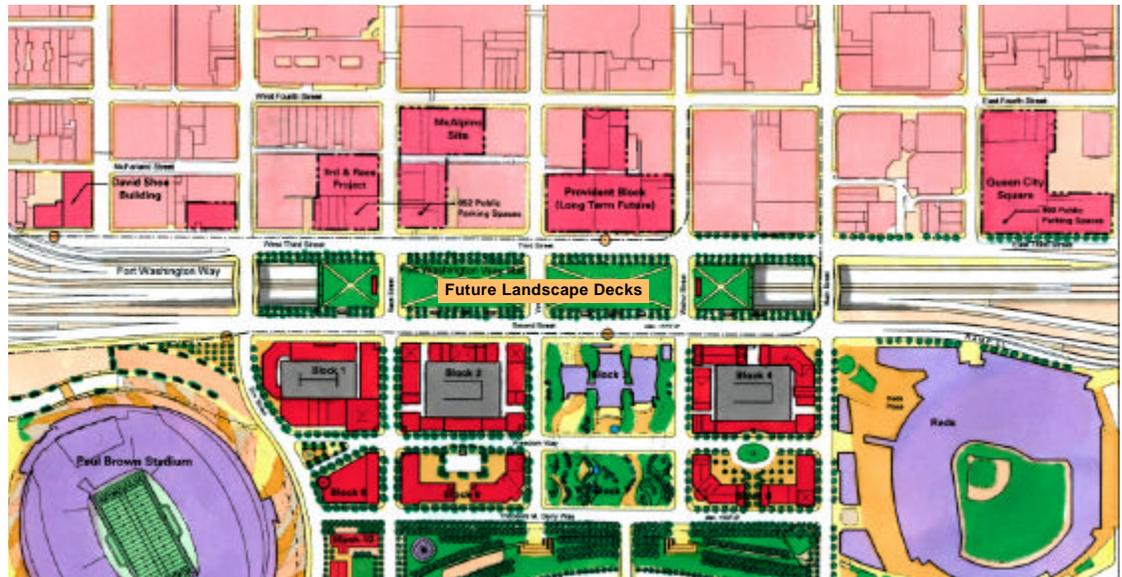
Fort Washington Way

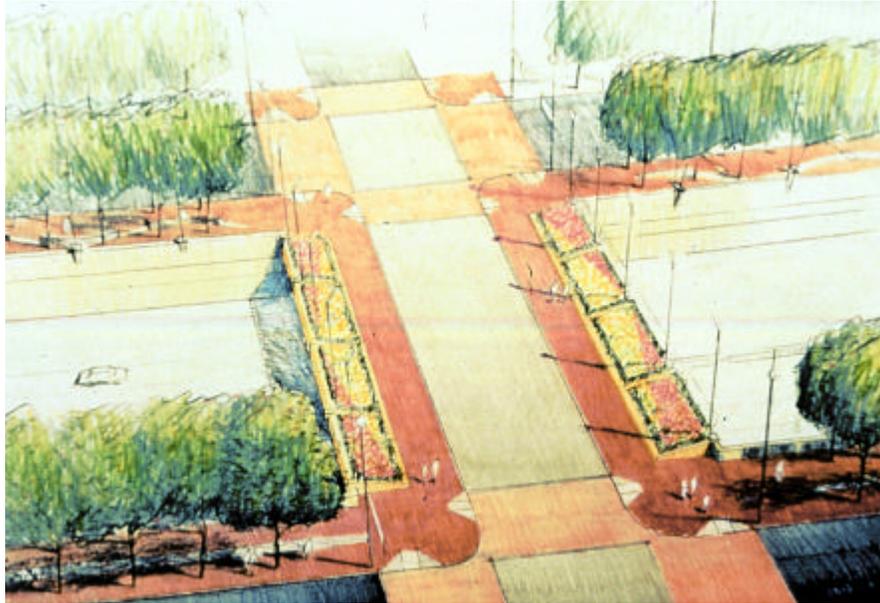
Fort Washington Way is a major high-way reconstruction project that will improve access to downtown Cincinnati from the interstate system and reconnect the north/south city street network to the riverfront. The reconstruction will create safer traveling conditions for both motorists and pedestrians. Access to the city from the interstate network will be simplified with the use of Second Street and Third Street as collector distributors

to feed traffic to the city street grid. Attractive bridges, generous sidewalks and conventional street crossings will accommodate pedestrians as they move between the CBD and the riverfront.

Additional structural piles were driven to support the future decking of up to three blocks of Fort Washington Way between Elm Street and Main Street to create park areas.

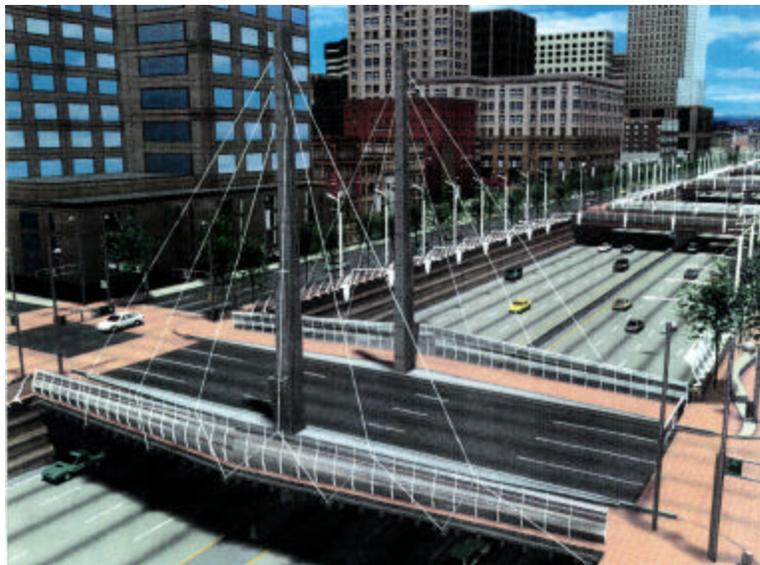
Plan of proposed Fort Washington Way showing future landscaped decks





Above
*Aerial view of
Vine Street bridge*

Below
*Aerial view of
Elm Street bridge*



Fort Washington Way illustrations this page courtesy Chan Kreiger & Associates and Parsons Brinckerhoff, Inc.

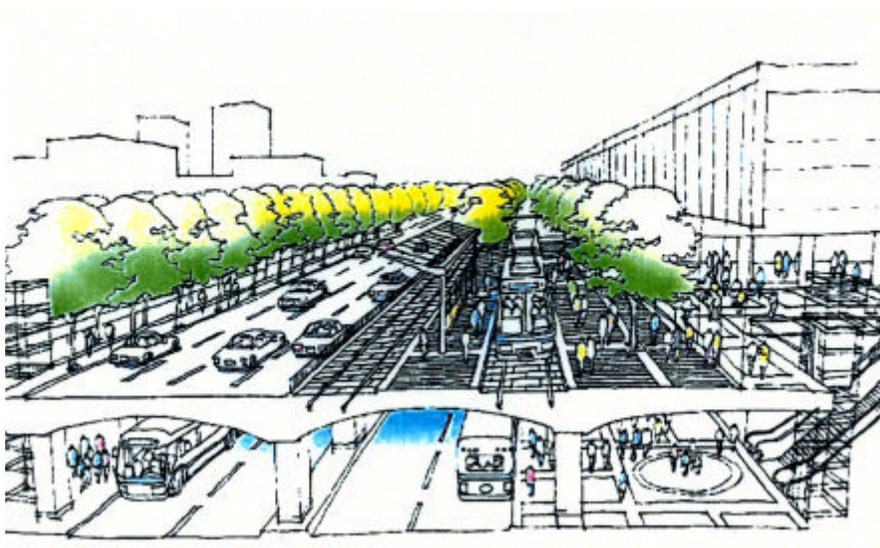
Intermodal Transit Center

Fort Washington Way is designed with an intermodal transit center below newly constructed Second Street to accommodate increased bus service, special event buses, and potential commuter rail service. This intermodal facility is strategically located close to major public venues, public parking facilities and new riverfront development. Transit access to

the facility will be provided from Central Avenue and Broadway. Pedestrian access to the facility will be accommodated from numerous street level entry points along Second Street. Future on-grade light rail transit on Second and Third Streets will also interface with this facility.

*Eye-level view of
Transit Center portal*





Above
*Cross-section of
Second Street and the
Intermodal
Transit Center*



Below
*Eye-level view inside
the Transit Center*

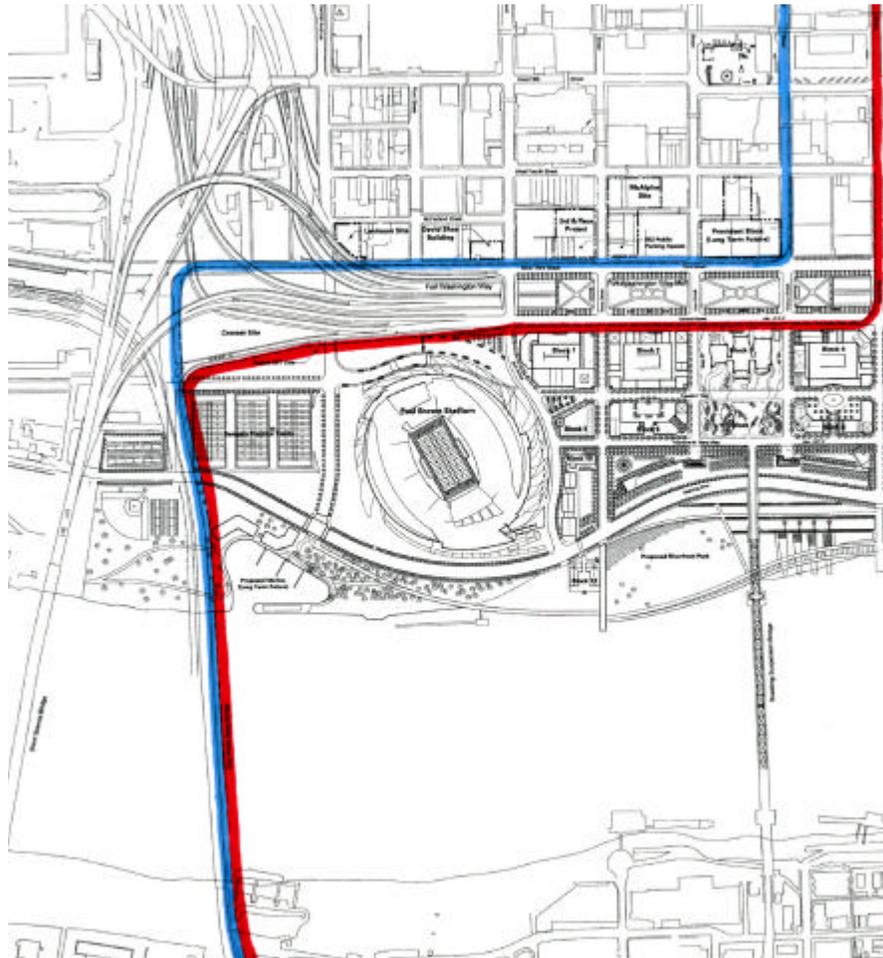
*Intermodal Transit Center illustrations courtesy
Wallace, Floyd, Associates, Inc. and Parsons Brinckerhoff, Inc.*

Light Rail Transit

A light rail transit (LRT) system in the I-71 corridor is being planned between Cincinnati/Northern Kentucky International Airport in the south and Blue Ash to the north. The alignment will pass through the Fort Washington Way corridor to provide light rail access to the stadiums and river front attractions. The alignment will run north on Main Street and south along Walnut Street to serve the downtown. The preferred alignment

in the Fort Washington Way corridor is eastbound along Second Street and westbound along Third Street. This alignment is less intrusive than pairing the track on the southern curb of Second Street and will allow the light rail vehicles to operate in the streets with the flow of traffic. LRT in the preferred alignment will add value to new development sites in the central riverfront and north of Third Street.

Plan of the preferred LRT alignment





Above

Second Street looking east illustrating both LRT tracks south of Second Street

Below

Second street looking east illustrating the preferred alternative: eastbound LRT tracks on Second Street



Parking

New parking for the central riverfront will total approximately 13,000 spaces shown on the diagram below.

Central Riverfront

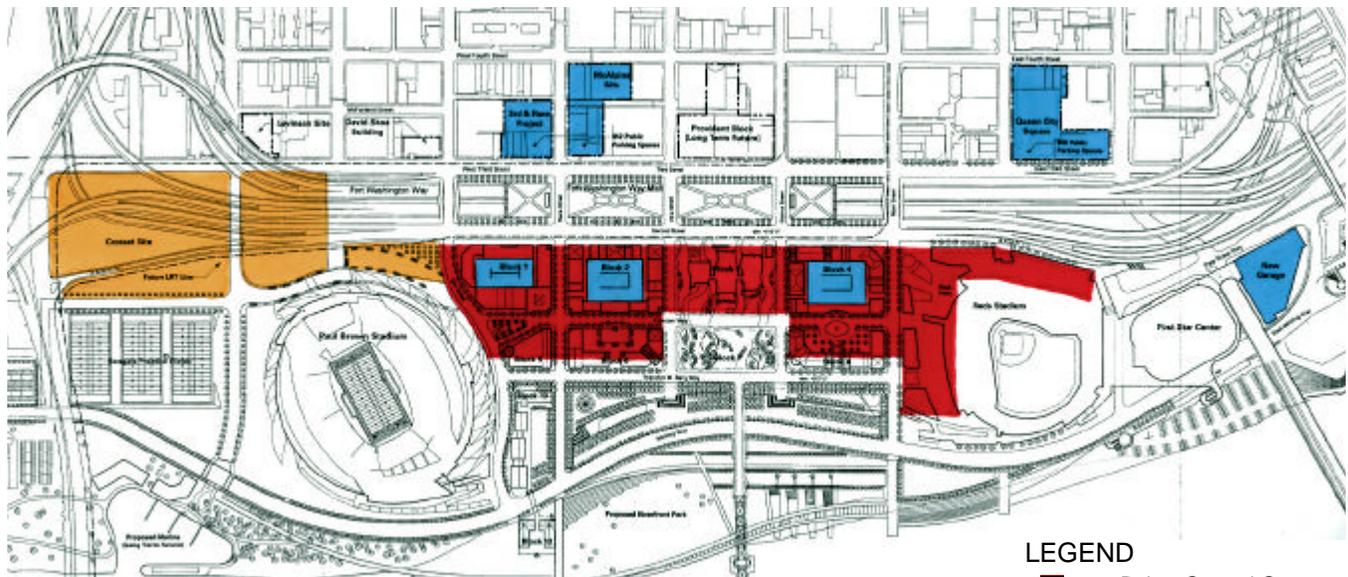
(Between Elm and Main, south of Second and north of Theodore M. Berry Way)

- 4530 spaces in an underground garage
- 460 spaces under Paul Brown Stadium
- 1300 spaces in three mid-block above ground garages
- 900 on-street parking spaces (all streets south of Second between the stadium and ballpark)

Other locations

- 1200 net new spaces in an above-ground garage east of Firststar Center
- 3500 spaces in above-ground garages along Third Street
- 1400 surface lots north and west of Paul Brown Stadium

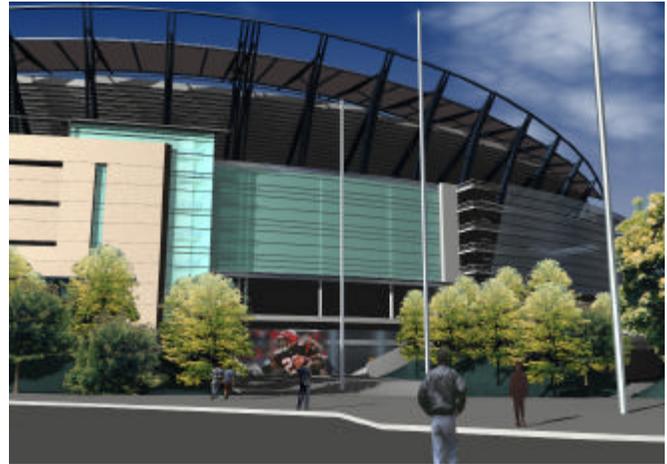
Other than the 1300 spaces in the three mid-block above ground garages, which will be dedicated to residents of the new apartments, all the other spaces will be shared with week-day commuters, event attendees, and shoppers.



Plan diagram courtesy THP Ltd.

Paul Brown Stadium

Paul Brown Stadium will anchor the western end of the central riverfront as the new home for the Cincinnati Bengals. Located between Central and Elm, Second and Mehring, the dramatic new stadium will be a prominent feature of Cincinnati’s riverfront. The stadium is well situated to provide excellent access for motorists and pedestrians and is adjacent to the new Intermodal Transit Center and future LRT stations. The stadium is located to take advantage of numerous nearby parking facilities in the downtown and will be adjacent to the new 5000-car, below-grade parking garage in the riverfront. Street access will provide many approaches for fans on all sides of the facility. The Elm Street entrance will face a public square at Freedom Way. Fans will enjoy easy access into the new riverfront district for restaurants and entertainment. The riverfront park will accommodate pre and post game activities. The open ends of the stadium will provide great view corridors of the river and the downtown skyline.



Above & Below
*Eye-level views of
 Paul Brown Stadium*



Aerial view of Paul Brown Stadium

Cincinnati Reds Ballpark

The new Reds Ballpark will anchor the eastern end of the central riverfront and will be located between Main and Broadway, Second and Mehring. The ballpark is well situated to provide excellent access for motorists and fans to take advantage of numerous nearby parking facilities in the downtown. The ballpark design will incorporate below grade parking as part of the new 5000-car, below-grade parking garage beneath the adjacent riverfront development blocks. Street access will provide many approaches for fans on all sides of the facility. The Main Street address will

feature a generous public plaza for game time assembly and portions of the plaza will be open on non-game days. Pedestrian access is accommodated around the whole facility with new walkways to link the central riverfront blocks and parking facilities to the Firststar Center. The ballpark entrance on Broadway will also provide direct access to the Firststar Center and upper level walkways will link both venues to the new East Parking Garage. The seating bowl of the ballpark will be oriented southeast to capture views of the Ohio River and Northern Kentucky.



Aerial view of the Reds Ballpark

National Underground Railroad Freedom Center

Located in the center of Cincinnati's riverfront at the head of the Roebling Bridge, the National Underground Railroad Freedom Center is a national educational center that will commemorate the historic efforts of the underground railroad and raise the awareness of the ongoing struggle for freedom among people around the world.

The 170,000 sq.ft. facility will include exhibition galleries, an auditorium, welcome center and cafe and extensive support areas. Underground parking for approximately 800 cars will be provided on two levels and building service access will be provided below street level. A public park at the head of



the bridge will be an integral component of the Freedom Center and will serve as a major public space which other development blocks will face. The National Underground Railroad Freedom Center and the park are conceived as events along a path and can with temporary closure to Freedom Way, be joined as one large block for special events.

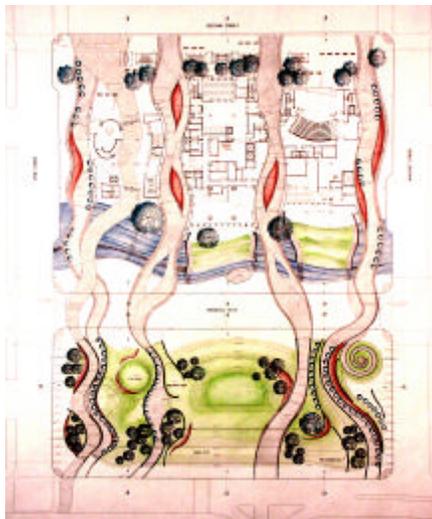


Above
View of the NURFC model

Left
Aerial view of the NURFC looking north



Above
*Plan view of
the NURFC*



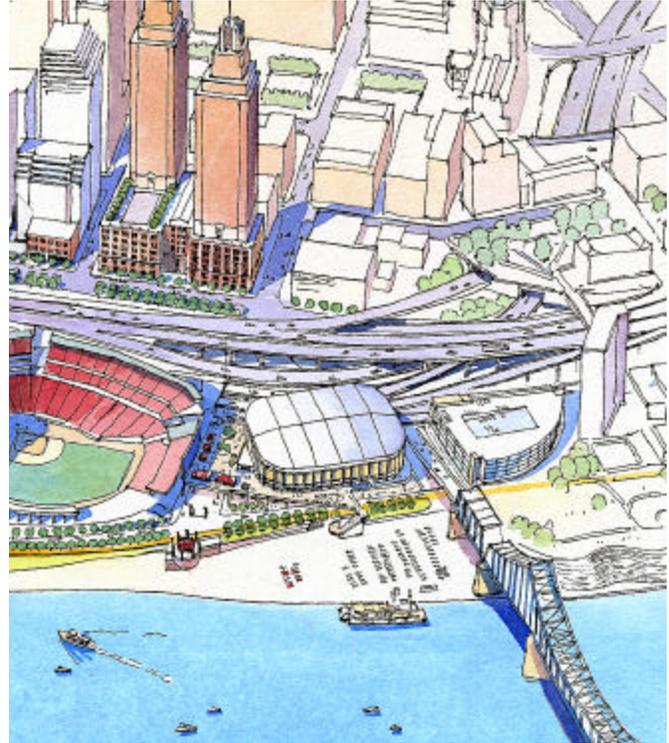
Below Left
NURFC site plan



Below Right
*Eye-level view of
the NURFC
looking northeast*

Firststar Center

Firststar Center, as an important existing year round important anchor attraction, will be impacted both by the construction of the Reds Ballpark and the new parking configuration. The design of the Reds Ballpark creates new pedestrian access points from the east at the elevated plaza level of Firststar Center. In addition, a new stair and elevator structure at Broadway and Pete Rose Way will serve both the Reds Ballpark and Firststar Center. A 1200-car parking garage will be built east of Firststar Center and will be connected by pedestrian bridge directly to the plaza level of Firststar Center. Other new parking facilities within one or two blocks of Firststar Center will be the 1200-car garage at Third and Broadway and the 5000 spaces in the central riverfront underground garage. A new staging area for event trucks (and circus animals) will be located across Pete Rose Way and under the new Fort Washington Way ramps.



Aerial view of Firststar Center

Riverfront Park

A centerpiece of the central riverfront redevelopment will be a large new park stretching from Paul Brown Stadium to Yeatman’s Cove. The riverfront park will create a grand civic space or great lawn, acknowledging the Roebling Bridge as the gateway to Cincinnati. The park will provide access to the river with direct view corridors, pedestrian walks and street connections in a variety of settings. The park is designed to accommodate festivals and events in a series of terraces and lawns. Mehring Way, designed as a graceful parkway will provide important east/west access but may also be closed for major festivities. The park will also include an interactive fountain, carousel and playground, continuous bike path, and a cobbled Wharf



west of Race. A pier and boardwalk at Race Street will draw visitors from the city to riverside restaurants and shopping.

The riverfront park and new street grid will connect to the regional trail network and will support and accommodate recreational and commuter cyclists.

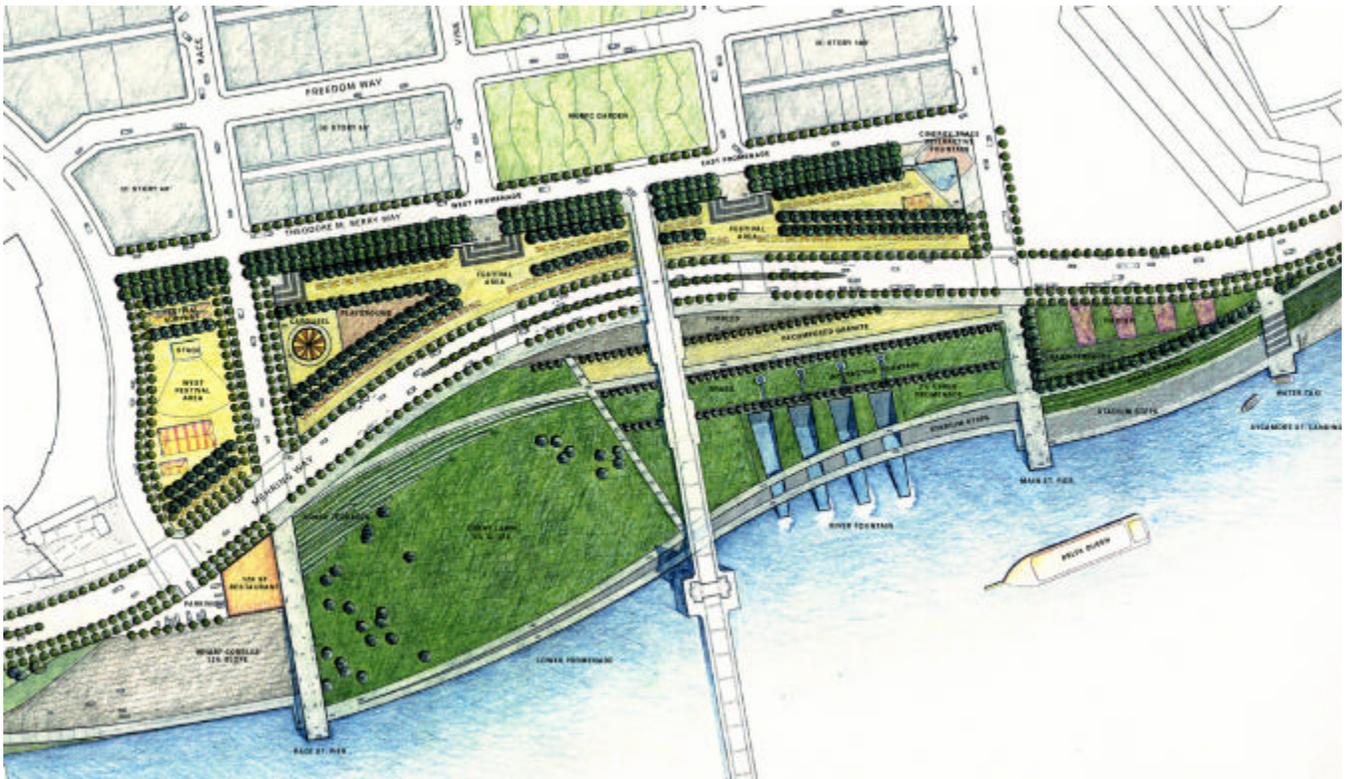
Above

Eye-level view in the park

Right

Aerial view of an early concept for the park





Above
Plan view of an early concept for the park

Left
Eye-level view in the park looking along the river

The Banks

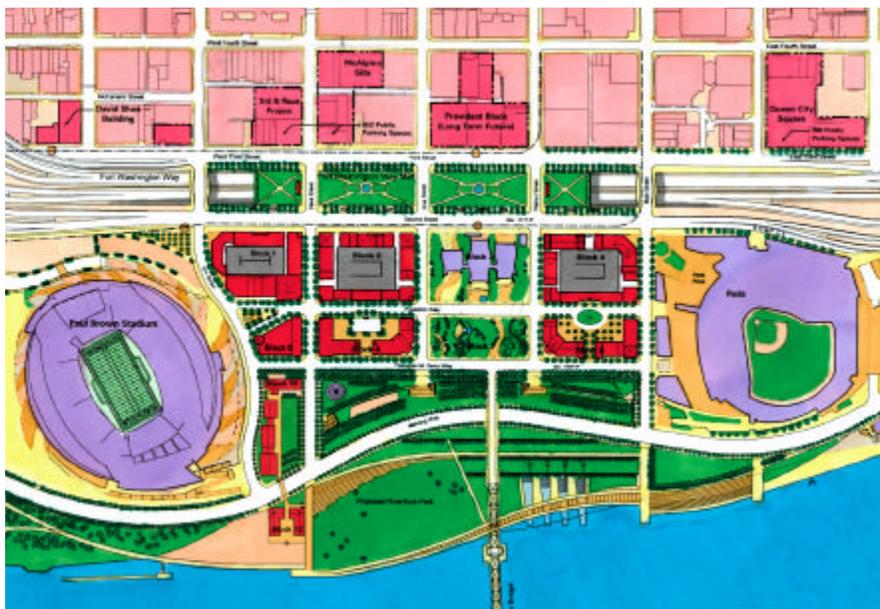
The urban design and development program for The Banks, the private development blocks between the stadiums, were completed under the guidance of the Riverfront Advisors in 1999. This process and the program are discussed earlier in this report (*Planning Process and Development Program*). A block-by-block description of the Banks plan and urban design guidelines for The Banks are in the last section of this Master Plan (*Urban Design Guidelines for The Banks*). The plan for The Banks built upon the April 1997 Concept Plan. Below is a summary of the recommendations of the Riverfront Advisors Commission:

1 The Banks should create a 24-hour, seven-day-a-week, diverse, pedestrian-friendly urban neighborhood.

2 The Banks should fully integrate Central Riverfront and Third Street development.

3 The Banks development should be enhanced and better-connected to the Central Business District by adding three infrastructure and amenity improvements:

- pedestrian plazas covering most of Fort Washington Way
- a major new anchor attraction—the Boardwalk at the Banks—on the west side of the development
- exciting, usable green spaces and amenities, particularly in the center of the development



- 4 The design of the Banks neighborhood should foster a diverse, welcoming, pedestrian-friendly urban character.
- 5 The County-funded above-ground parking garages currently planned for the Central Riverfront Area should be shifted to sites north of Third Street.
- 6 The City and the County and private sector should collaborate to fund the public infrastructure and amenities required to attract and support private development.
- 7 The City, County, and private sector (through Downtown Cincinnati, Inc) should jointly create and interim parking and shuttle program.
- 8 The Banks development should stimulate economic inclusion among all ages, races, and genders.
- 9 The Central Riverfront Area should be developed in phases with Phase I to be completed in 2003 and Phase II in 2006 (see diagram).
- 10 The City and County should jointly create a Riverfront Development Commission (RDC).

Looking northeast at the downtown skyline and The Banks from the club restaurant in Paul Brown Stadium



Above
Looking southwest from an apartment balcony on the north side of Freedom Way with Paul Brown Stadium in the distance



Below
Looking west along Freedom Way toward Paul Brown Stadium

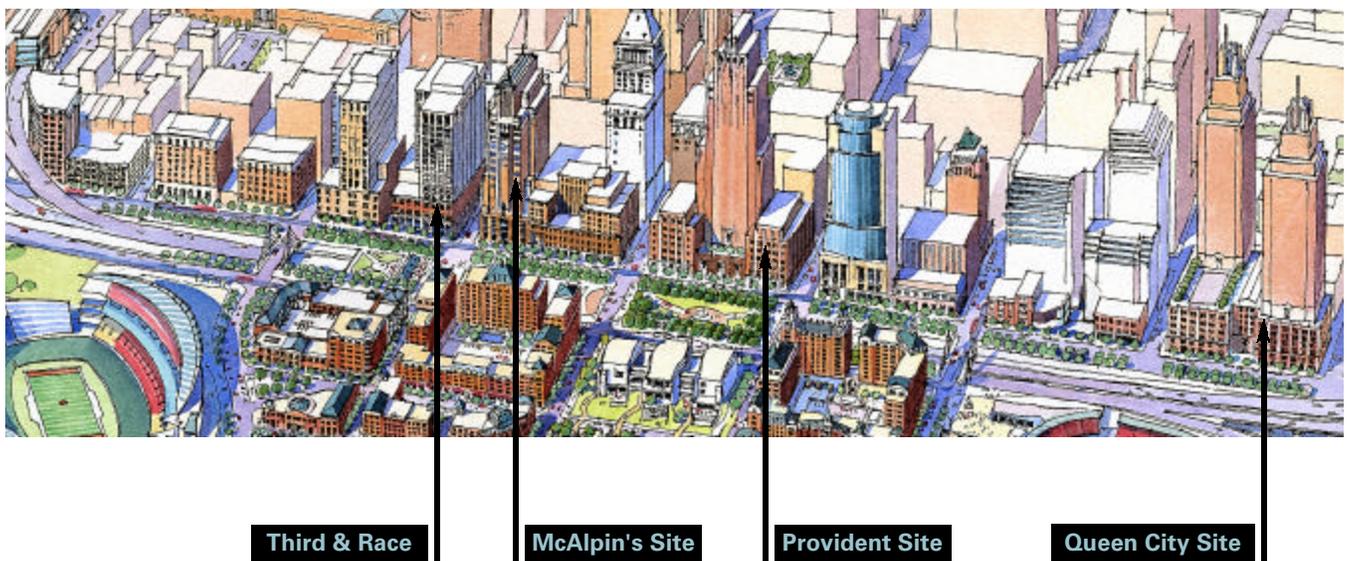




Third Street Development

One of the most creative ideas which came out of the Riverfront Advisors process was the recommendation to move the proposed above ground County funded parking garages north of Third Street to stimulate private development. By doing this, the Advisors estimate that

private development potential will be increased from \$159,000,000 to \$600,000,000. Several potential new development sites have been identified (Third and Race; McAlpin's site; Provident site; and Queen City site).



Urban Design Guidelines for The Banks



I Urban Design Guidelines

THE URBAN DESIGN GUIDELINES for The Banks described in this section were developed for Hamilton County, the City of Cincinnati, and the Riverfront Advisors Commission by Urban Design Associates and are intended to be attached to the national *Request for Proposals* (RFP) for developers to be sent out in Spring 2000. These guidelines delineate urban design and architectural standards for The Banks which are consistent with the four-year public planning process which preceded the development of the RFP. They include broadly accepted recommendations for: land use; building massing, heights, and setbacks; materials; color; streets, sidewalks, parks, and landscaping; parking; and servicing.

Developers making proposals for The Banks will be strongly encouraged to follow these guidelines. However, the County and the City recognize that changing market conditions and other special requirements of a particular developer may require minor modifications to these published urban design guidelines. Developers may propose minor modifications to the guidelines with their submissions, if the developers can demonstrate that the modifications are consistent with the overall intent of both the guidelines and The Banks master plan, and that they improve the viability of the project.

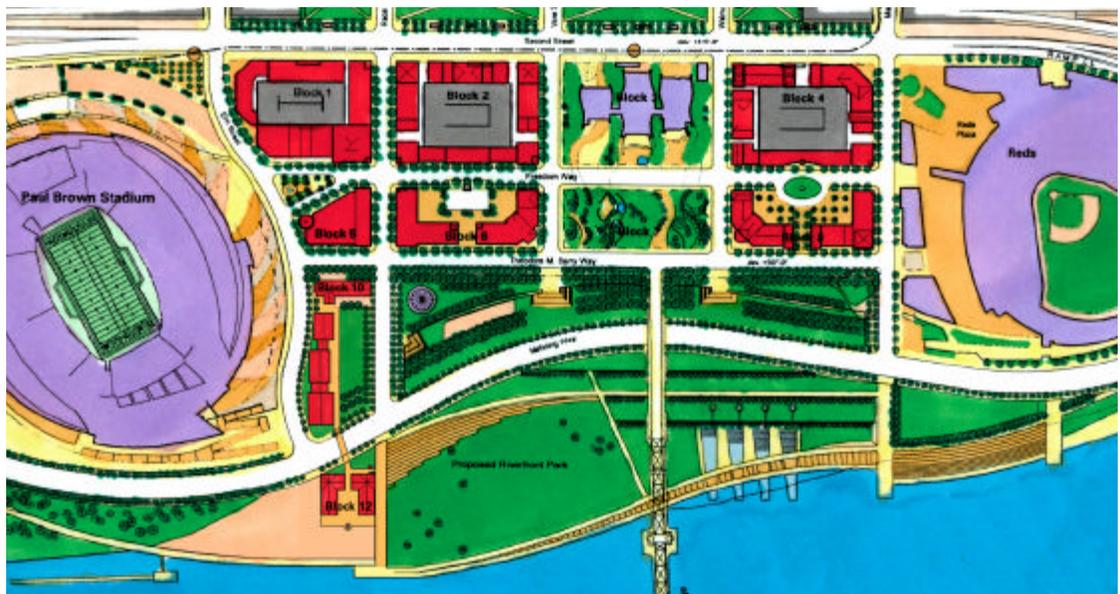


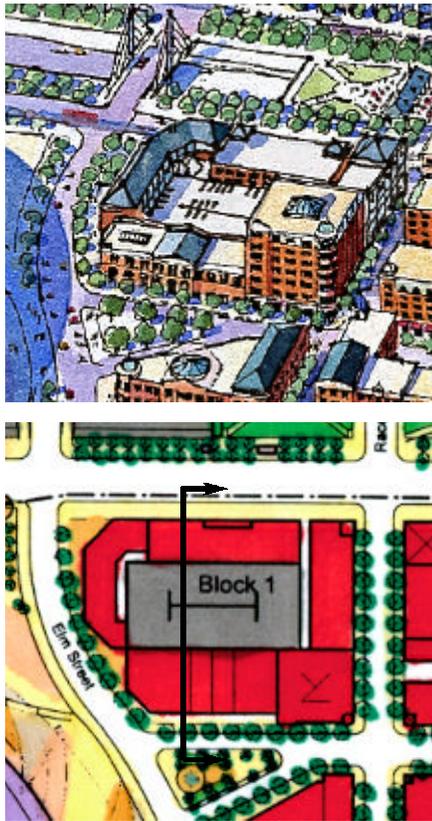
The Riverfront Advisors Commission report of September 30, 1999 entitled *The Banks*, recommended a diverse, pedestrian-friendly urban neighborhood with a mix of uses, including residential housing, specialty-retail stores, restaurants and entertainment, office and boutique hotel spaces. The primary focus of the Advisors study was on the newly created development blocks south of Second Street between the two new stadium sites. The Advisors demonstrated that by expanding the vision to incorporate areas north, east and west of the central development blocks and leveraging public investment in new streets, parks and garages, the city could attract substantial private investment. The Advisors recommended additional public investment in landscaped decks to cover part of Fort Washington Way, the construction of a riverfront boardwalk and

construction of additional public open space along Freedom Way. They also recommended that above grade public parking garages originally planned for blocks 2 and 4 be relocated north of Third Street. The plan is to be implemented in two phases, however, the construction can occur incrementally since each block is composed of independent buildings. The purpose of the Design Guidelines is to describe the development program, block by block, and the infrastructure required to accomplish the goals as outlined in *The Banks*.

The recommendations of the Advisors are based on extensive discussions with all parties involved in the Central Riverfront, however, continuing discussions with the sports teams and other stakeholders will continue as more details emerge for individual projects.

The Riverfront Advisors Plan for the central riverfront development blocks



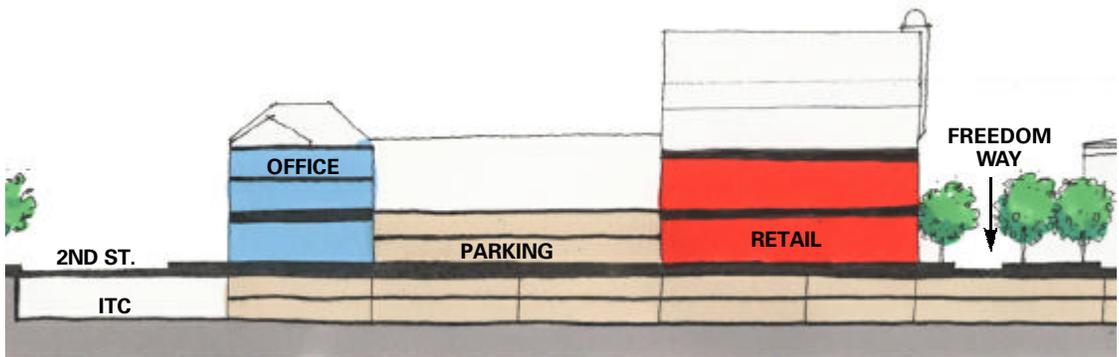


Block I

Block 1, adjacent to Paul Brown Stadium, will feature mid-rise buildings fronting Race Street, Freedom Way, Elm Street and Second Street. The corner of Race and Freedom Way will be anchored by a seven-story building and a five-story building on the east side of the block. The rest of the block will be restricted in height to 40 feet, to protect view corridors of the Cincinnati skyline from the club level of Paul Brown Stadium. Residential and office uses are planned over street level retail and office space. An above grade mid-block parking garage is planned to accommodate the parking demand created by the housing and office space uses.

Block I Building Program

	No. of Units	Sq. Ft.
Retail		40,000-49,000 SF
Housing	50-65	50,000-65,000 SF
Office		100,000-140,000 SF
Parking		240 Dedicated Spaces
Total		190,000-254,000 SF



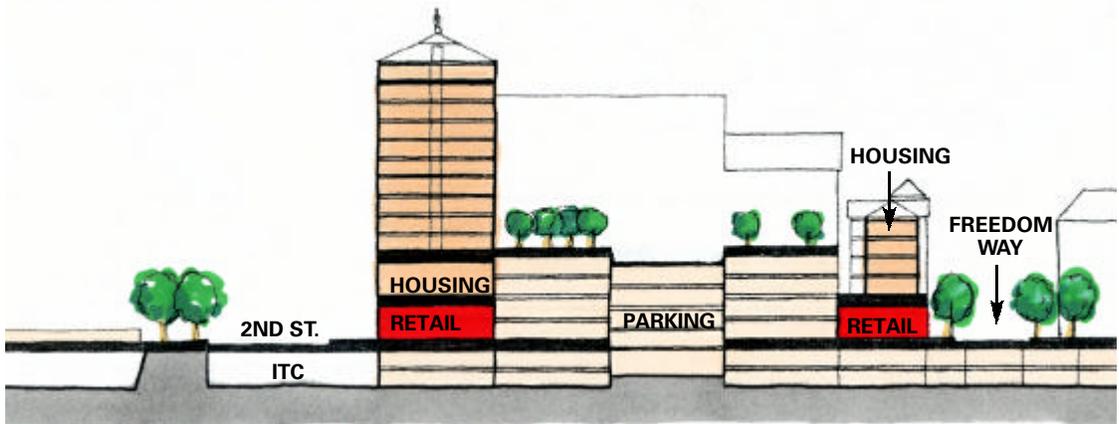


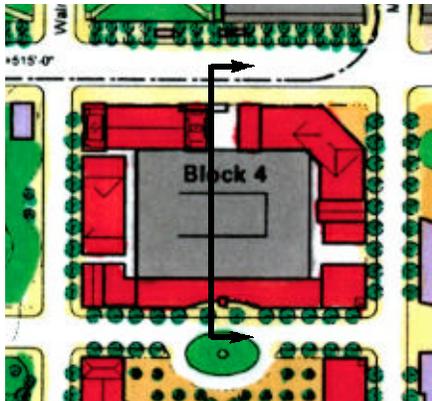
Block 2

Block 2 is planned to accommodate a large number of residential units in a series of buildings fronting Race, Second, Vine and Freedom Way. Street level uses will include retail, restaurants and office space. An above grade mid-block parking garage will accommodate residential parking needs and will be topped with recreational facilities for the residents. Buildings as tall as 160 feet will front Second Street, Race and Vine and five-story buildings will front Freedom Way. The buildings are located to maximize views of the riverfront and the Freedom Center.

Block 2 Building Program

	No. of Units	Sq. Ft.
Retail		24,000-30,000 SF
Housing	300-365	300,000-365,000 SF
Parking		549 Dedicated Spaces
Total		324,000-395,000 SF



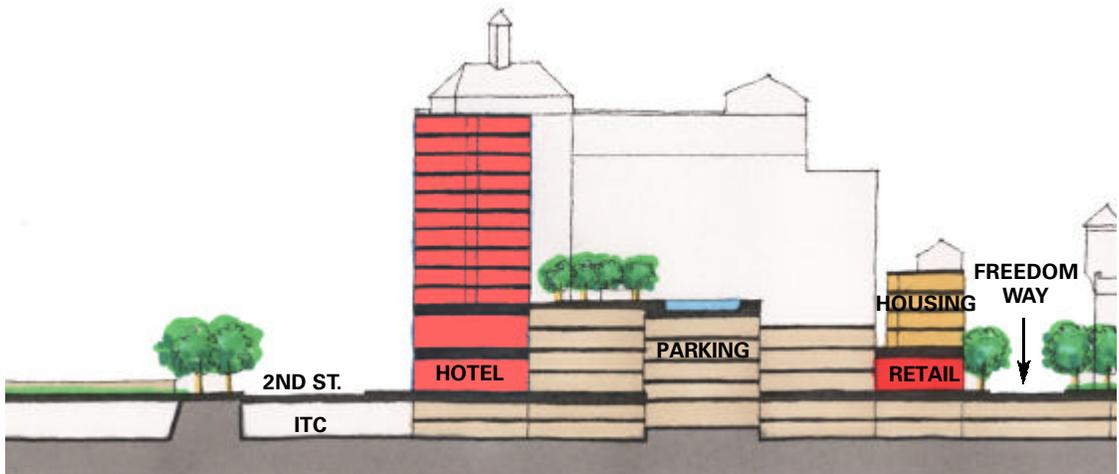


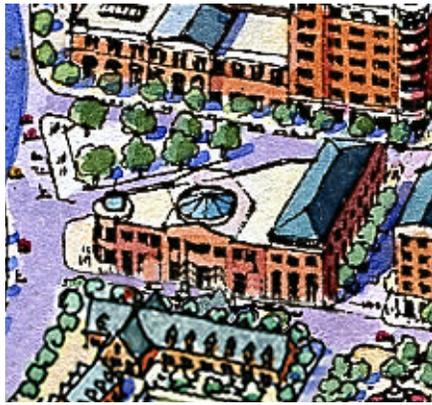
Block 4

Block 4 will provide a mix of uses including a boutique hotel at the corner of Main and Second, and office space and residential units in buildings along Walnut and Freedom Way. Similar in form to Block 2, the buildings will step in height from five stories on Freedom Way to twelve stories on Second Street. An above-grade mid-block garage will provide parking for the hotel and residential units and will be topped with common amenities for the hotel and residents. The first two floors of the hotel will be dedicated to lobbies, restaurants, meeting rooms and hotel services. Retail and restaurant space at street level is planned for Freedom Way.

Block 4 Building Program

	No. of Units	Sq. Ft.
Retail		18,000-22,000 SF
Housing	140-180	140,000-180,000 SF
Hotel	200-250	160,000-200,000 SF
Office		40,000-60,000 SF
Parking		520 Dedicated Spaces
Total		358,000-462,000 SF



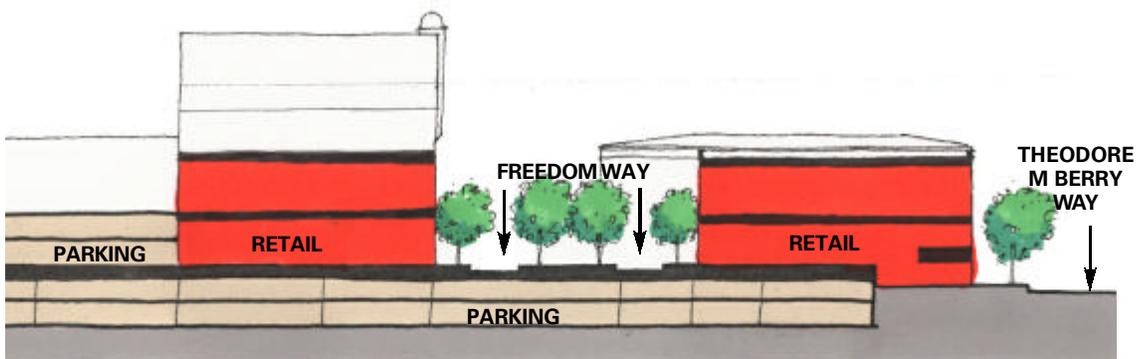


Block 5

Block 5 will be a two-story commercial building providing retail and restaurant space. Located between the triangular park space on Freedom Way and the riverfront park, Block 5 is situated to take advantage of great views and provide street level activities to activate the public spaces surrounding it. Because Block 5 is restricted in height to 40 feet, it is ideally suited for two commercial floor plates of approximately 20 feet in height. The activities in this building should not have an inward focus but should be designed to animate Race Street, Freedom Way and Theodore M. Berry Way.

Block 5 Building Program

	Sq. Ft.
Retail	38,000-45,000 SF
Total	38,000-45,000 SF



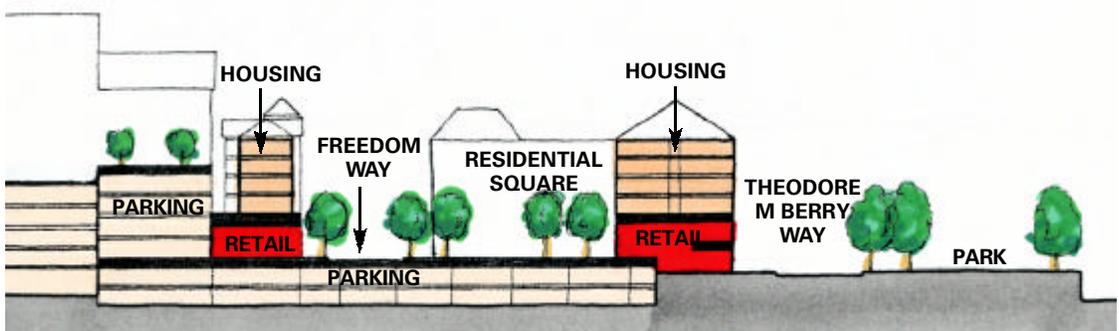


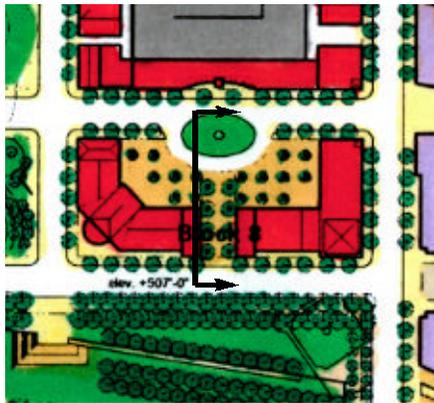
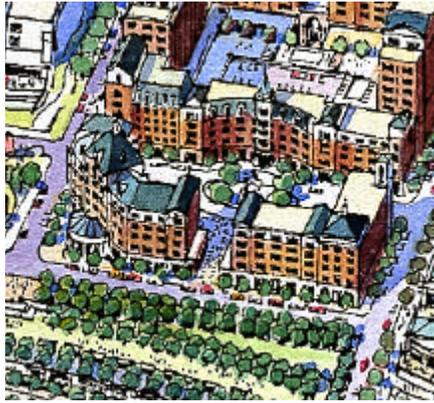
Block 6

Block 6 will offer four stories of prime residential units above ground floor restaurants and shops. The buildings are formed to create a residential square along Freedom Way for both blocks 6 and 2. Residents will have spectacular views in all directions. Outdoor dining and entertainment uses on Freedom Way and Theodore M. Berry Way will make use of the plaza and park space and provide street level activities in all directions. Because of the grade change between the two streets, ground floor uses can take advantage of increased building volume with a mezzanine and high ceiling heights. A winter garden for year-round interior public uses is planned for the corner of Vine and Theodore M. Berry Way. The winter garden can be used for private events and also as an indoor extension of public riverfront events.

Block 6 Building Program

	No. of Units	Sq. Ft.
Retail		30,000-36,000 SF
Housing	70-100	70,000-100,000 SF
Total		100,000-136,000 SF



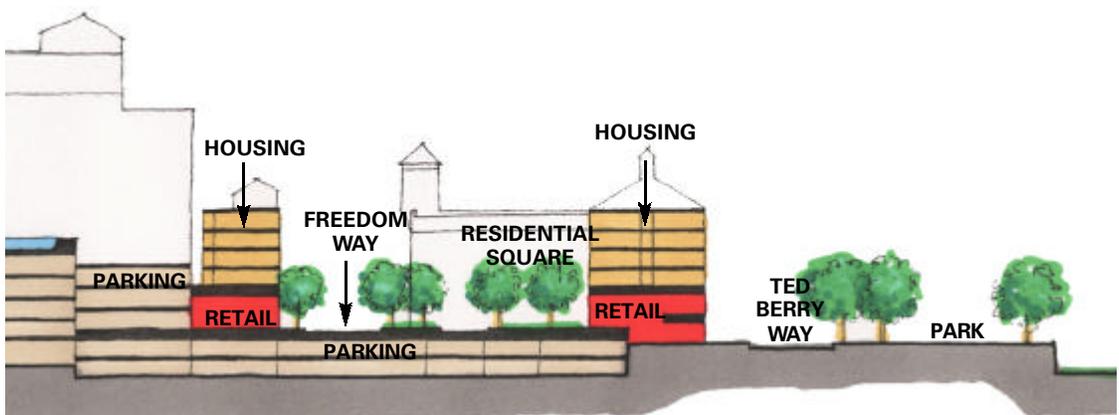


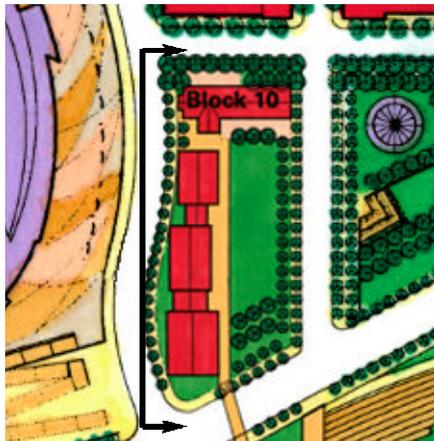
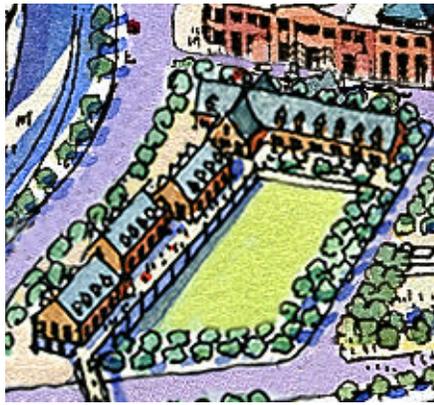
Block 8

Block 8 is similar to Block 6, offering prime residential units above ground-floor restaurants and shops. Formed to create a residential square along Freedom Way, Block 8 residents will enjoy great views in all directions. The ground floor uses should feature dining and entertainment with plenty of space for outdoor activities in the adjacent plazas and park. Block 8 will take advantage of events held at the adjacent Reds Ballpark and is ideally situated for sports oriented dining and entertainment.

Block 8 Building Program

	No. of Units	Sq. Ft.
Retail		30,000-37,000 SF
Housing	70-100	70,000-100,000 SF
Total		100,000-137,000 SF





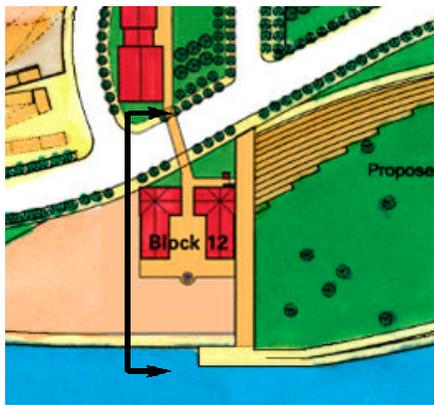
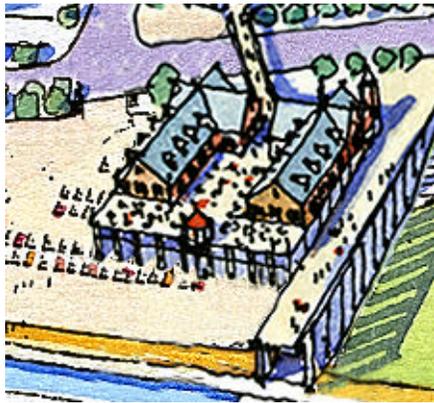
Block 10

Block 10 is planned to accommodate a restaurant with prime views of both the Ohio River and a riverfront park. A public park will occupy the majority of the block bounded by Elm Street, Theodore M. Berry Way, Race Street and Mehring Way. The restaurant, designed as a two-story pavilion in the park, will be a major anchor for the Race Street retail corridor and should be planned with outdoor dining terraces and courtyards. It will be set back from Theodore M. Berry Way to allow the promenade and double tree row to extend uninterrupted from Elm to Main. The Boardwalk will originate in this block and proceed south to the riverfront.

Block 10 Building Program

	Sq. Ft.
Retail	56,000 SF
Total	56,000 SF



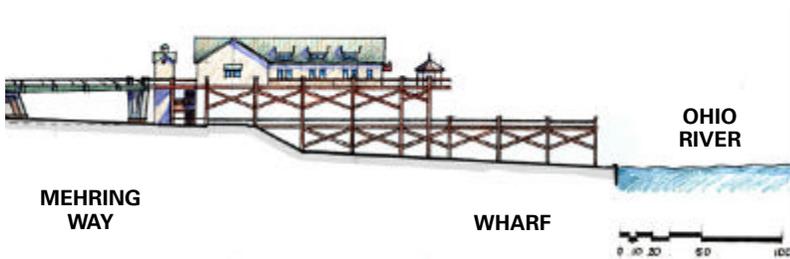


Block 12

The Boardwalk will provide restaurants, shops, and entertainment on the river’s edge. Connected to Race Street at Theodore M. Berry Way, the Boardwalk could be designed in a traditional waterfront style incorporating the imagery of wharf buildings with an open metal structure and will be lined with shops and eateries with views of the park and river below. Access for people with disabilities, and services such as loading and waste removal, will be accommodated. The open structure of the Boardwalk will be maximized to preserve views. The wharf space below could also provide some event-staging area. Elevated above the flood plane, the Boardwalk and the Race Street park pier below will allow visitors to enjoy the river in all seasons. Numerous connections to grade will link the Boardwalk to the Race Street Pier, wharf, park festival spaces, Mehring Way and Race Street.

Block 12 Building Program

	Sq. Ft.
Retail	24,000 SF
Total	24,000 SF



II Architectural Guidelines

Building Design

The buildings should form a rich texture which contains surprises, dynamic contrasts, and varied profiles. For instance, Block 12 with its unique mix of restaurants and shops on the Boardwalk, and its waterfront location, will recall the imagery of wharf buildings.

The buildings must also maintain a pedestrian scale at street level. A great deal of emphasis will be placed on the view of the streetscape from pedestrian eye level.

Massing

Buildings should be simple, well-proportioned volumes. Building walls facing public streets and parks shall be terminated at the top floor with a rich and varied roof scape including sloped roofs, cornices and attic expressions. Flat roofs shall be enclosed by parapets no less than 42 inches high or as required to conceal equipment.

Exterior Materials

The exterior wall finish material on all facades shall be limited to brick, stone or cast stone designed to resemble stone masonry construction. The roof material shall be limited to slate, tile or metal.

Perspective showing buildings designed to enhance round-the-clock street level activity at the corner of Race Street and Freedom Way.





Perspective of a residential square showing buildings that form a rich texture which contains surprises, dynamic contrasts, and varied profiles.

Facade Treatment: Windows, Doors, Storefronts, Awnings

Windows (other than ground-level storefront windows) shall be vertical in proportion, 1.5 to 2.5 times as tall as they are wide. The glazed area of a facade (excluding the ground level storefront) shall not exceed 35% of the total facade area. Doors and windows should be set-back a minimum of three inches from the facade.

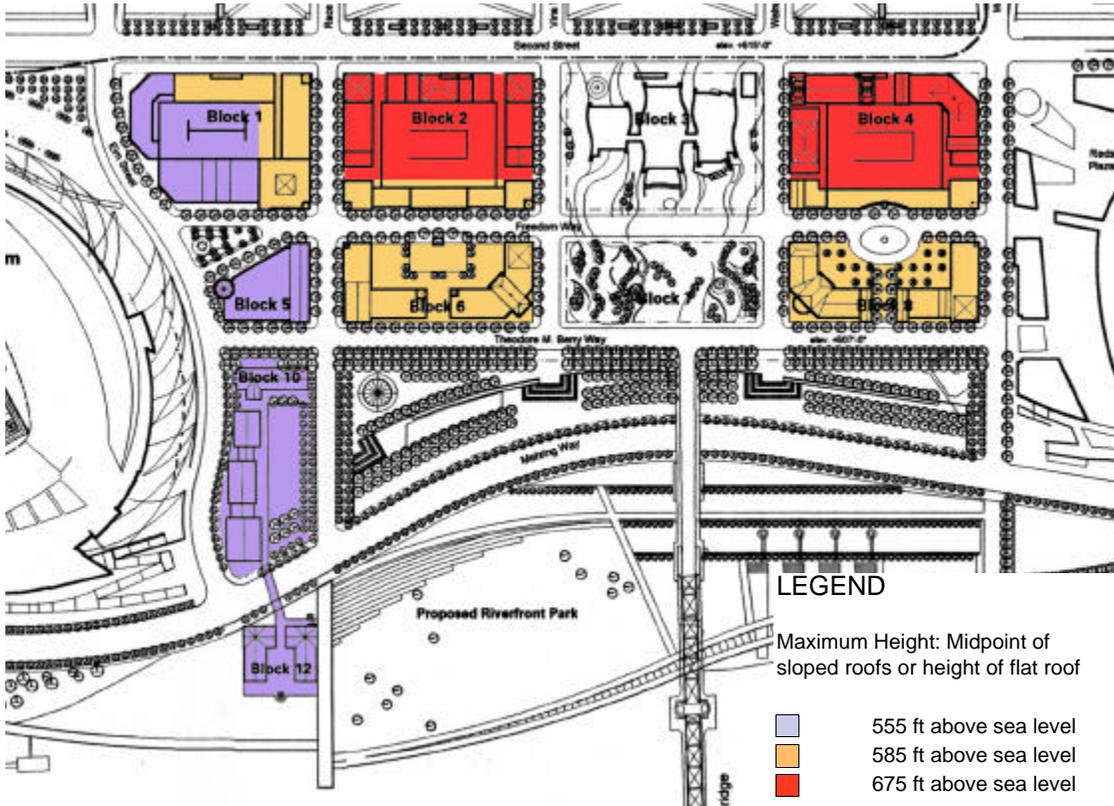
Doors shall be vertical in proportion. Windows and doors should appear in a consistent and repeated pattern across the principal facades.

Ground floor commercial uses shall have storefronts with glazed areas equal to at least 65% of the ground-level proportion of the facade.

Color Palette

Exterior Color: The masonry colors of buildings can range between creamy buff colors to deep terra-cotta. Trim colors should be contrasting tones that complement the masonry. Roofing material should be either the natural finish of the material or if coated, should resemble a natural color in the palette that would complement the exterior wall finish color.

Doors, shopfronts, window frames, shutters, balcony rails and awnings shall be any color, any saturation. Glass shall be clear or lightly tinted only. Balcony railings and porch structures shall be metal, stone or cast concrete.

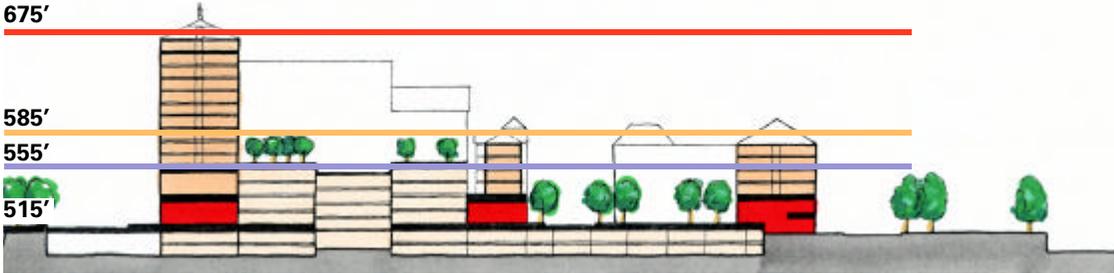


Building Heights
Plan shows maximum building heights by zone.

Building Heights

The development massing will build up from the river to the CBD, and from the eastern and western edges of the central riverfront as measured from the 515-foot elevation. Permitted building heights along the park will be 70 feet and will climb to 160 feet along Second Street. Blocks 1 and 5 are restricted in areas to 40 feet in height to protect view corridors from Paul Brown Stadium in accordance with lease provisions with the exception of the east side of Block 1

which has seven-story and five-story buildings.

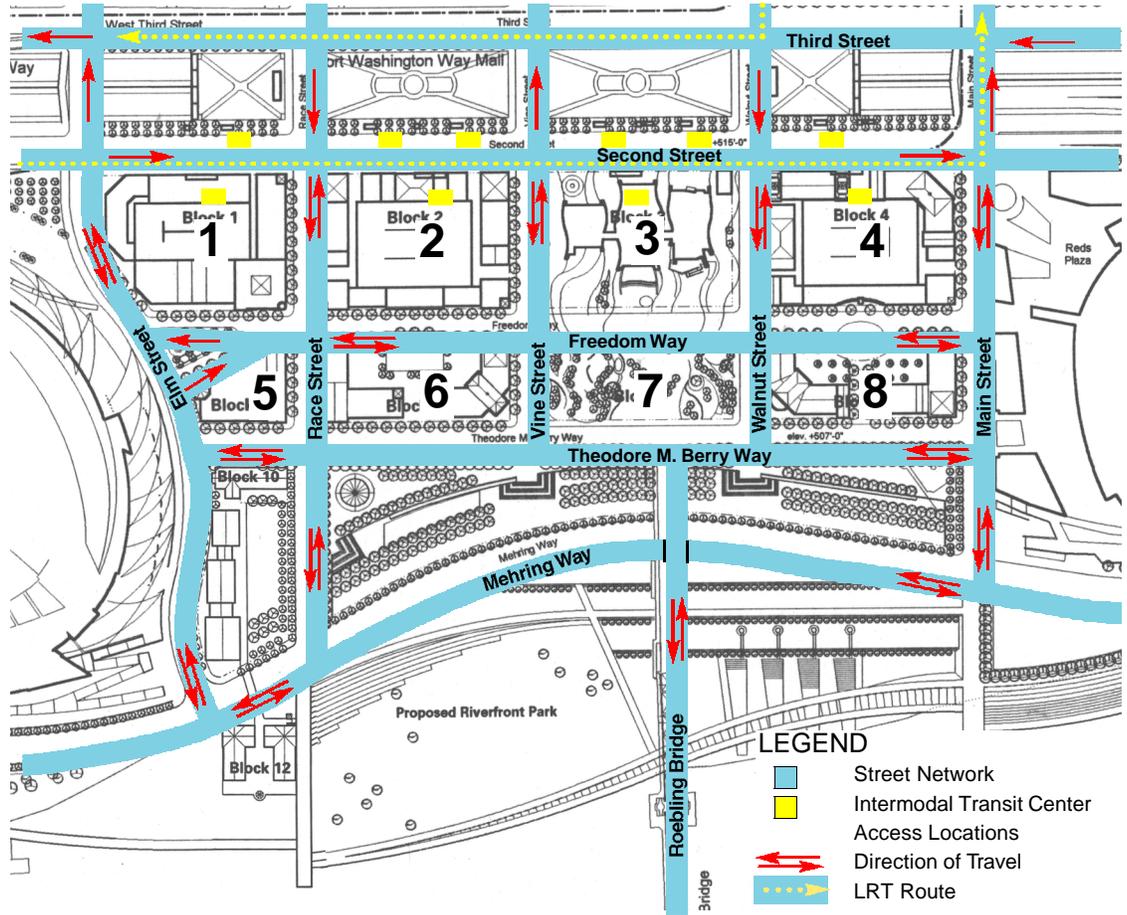


III Streets and Parking

THE NORTH/SOUTH STREETS of the central business district will be extended south across Fort Washington Way to form a new network of city streets between the two stadium sites. The streets south of Second Street will accommodate two-way traffic providing maximum flexibility and convenience for motorists and pedestrians. The new street network will also accommodate other transit modes. The Advisors are in support of the OKI Light Rail Planning Initiative, however, the Advisors strongly recommend the 'split' LRT alignment with eastbound LRT stops along Second Street and westbound stops along Third Street. Trolley bus shuttles and water taxis will also provide transit access to the central riverfront. An intermodal transit facility will be built underneath Second Street to accommodate bus and future commuter rail service. This facility will be fed from an exclusive cartway between Central Avenue and Broadway. The new Roebling Bridge landing will become an important gateway into Cincinnati and provide a direct connection to city streets for vehicular traffic and bus service from Kentucky.



Light rail transit on Second Street



Street Network
 Plan showing direction of travel, transit routes and intermodal transit center access locations.

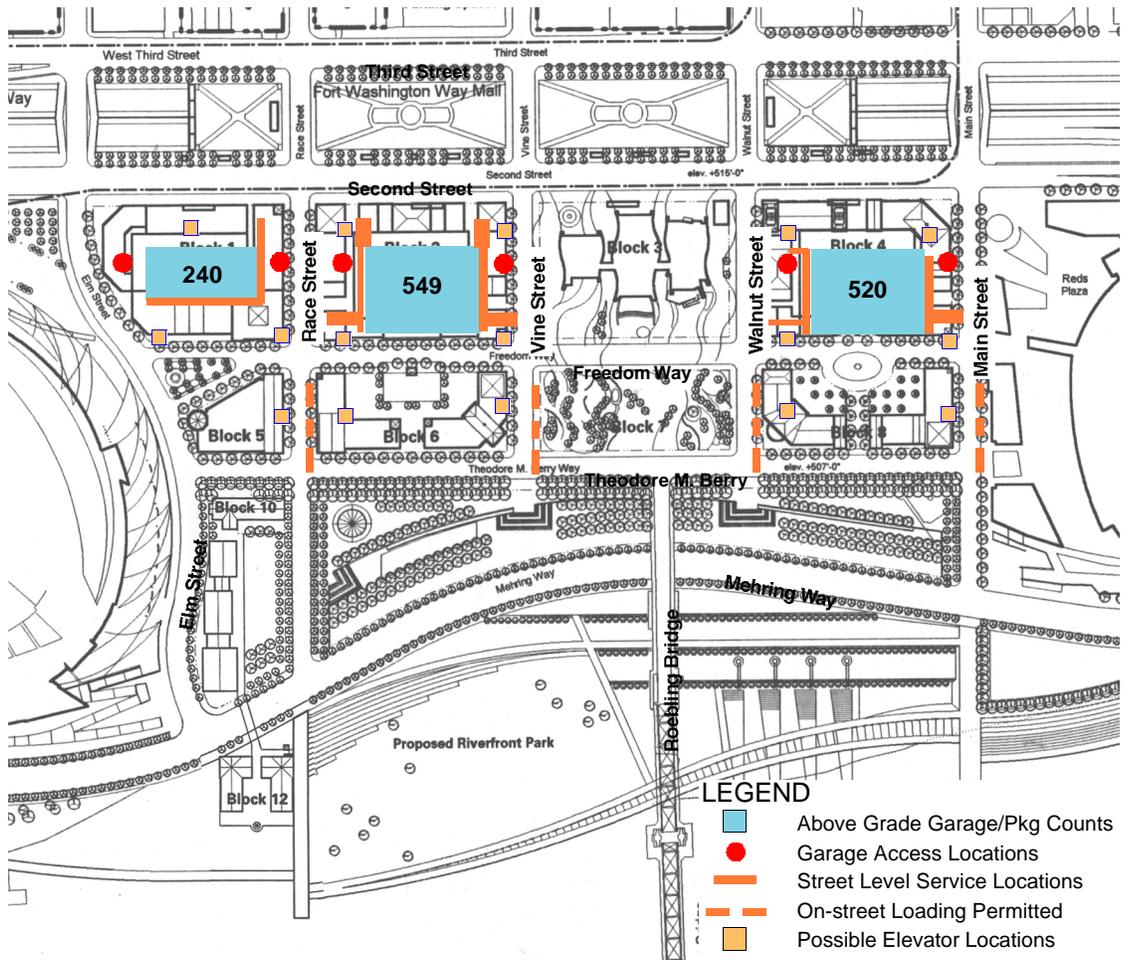
- LEGEND**
- Street Network
 - Intermodal Transit Center Access Locations
 - Direction of Travel
 - LRT Route

Above Grade Parking and Servicing

The mid-block parking garages will be located in Blocks 1, 2 and 4. These garages will be sized to accommodate the needs of the residential development blocks and are not intended for commuters or stadium-related events. However, the street entrances and ramping for these garages and the below grade parking system should be coordinated to provide maximum parking efficiency and operational flexibility. Midblock parking structures should be interior to the blocks and lined on four sides with buildings.

Frequent entrances to both the upper and lower garages are planned for the north/south street frontage to give motorists several options to choose from and to take full advantage of the flexibility offered by the street grid. Pedestrian access to the upper-level garages will be convenient, safe, and well lit. Blocks 1, 2, 3 & 4 will be serviced underground from the Intermodal Transit Center. Blocks 5, 6, 8, 10 & 12 will be serviced on-grade from the streets. All dumpsters must be located within development blocks and out of sight.

Above-Grade Parking and Servicing
 Locations of above grade garages, service areas and garage access locations.

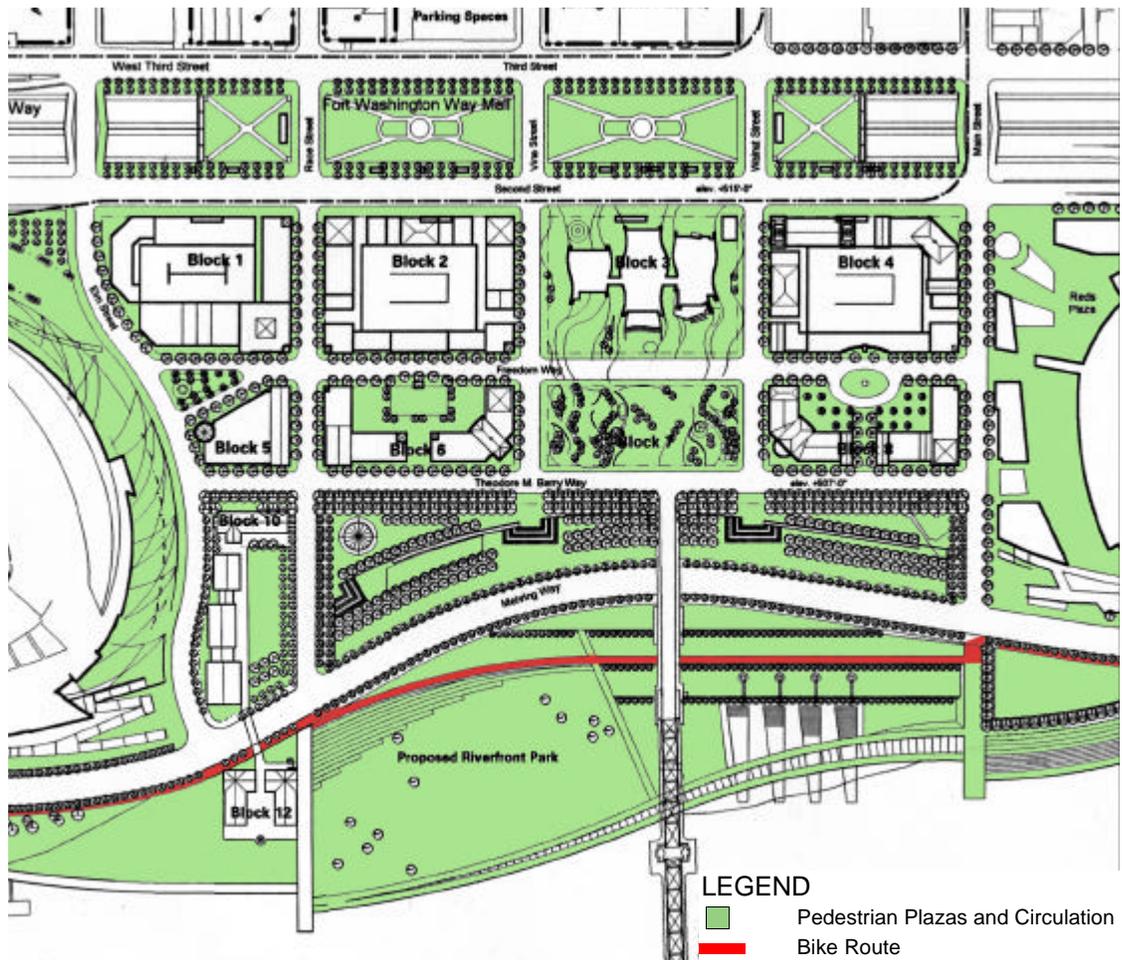


Pedestrian Network

The central riverfront development plan integrates pedestrian circulation into a system of streets, squares and parks. The Fort Washington Way project will connect the CBD to the riverfront with new pedestrian friendly bridges, extending the street grid to the riverfront. The Advisors recommend decking over certain blocks of the interstate to create landscaped parks, providing diagonal

links between blocks and transforming a noisy highway zone into a highly attractive area for redevelopment. All blocks will provide sidewalks with a minimum dimension of 13 feet on all streets. Pedestrian areas will broaden out to provide outdoor activity areas for cafés and special events. Where sidewalk cafés are desired, sidewalk widths should be deepened to accommodate outdoor seating.

Plan of Pedestrian Sidewalks, Squares, and Parks



Parking Levels 490 and 500

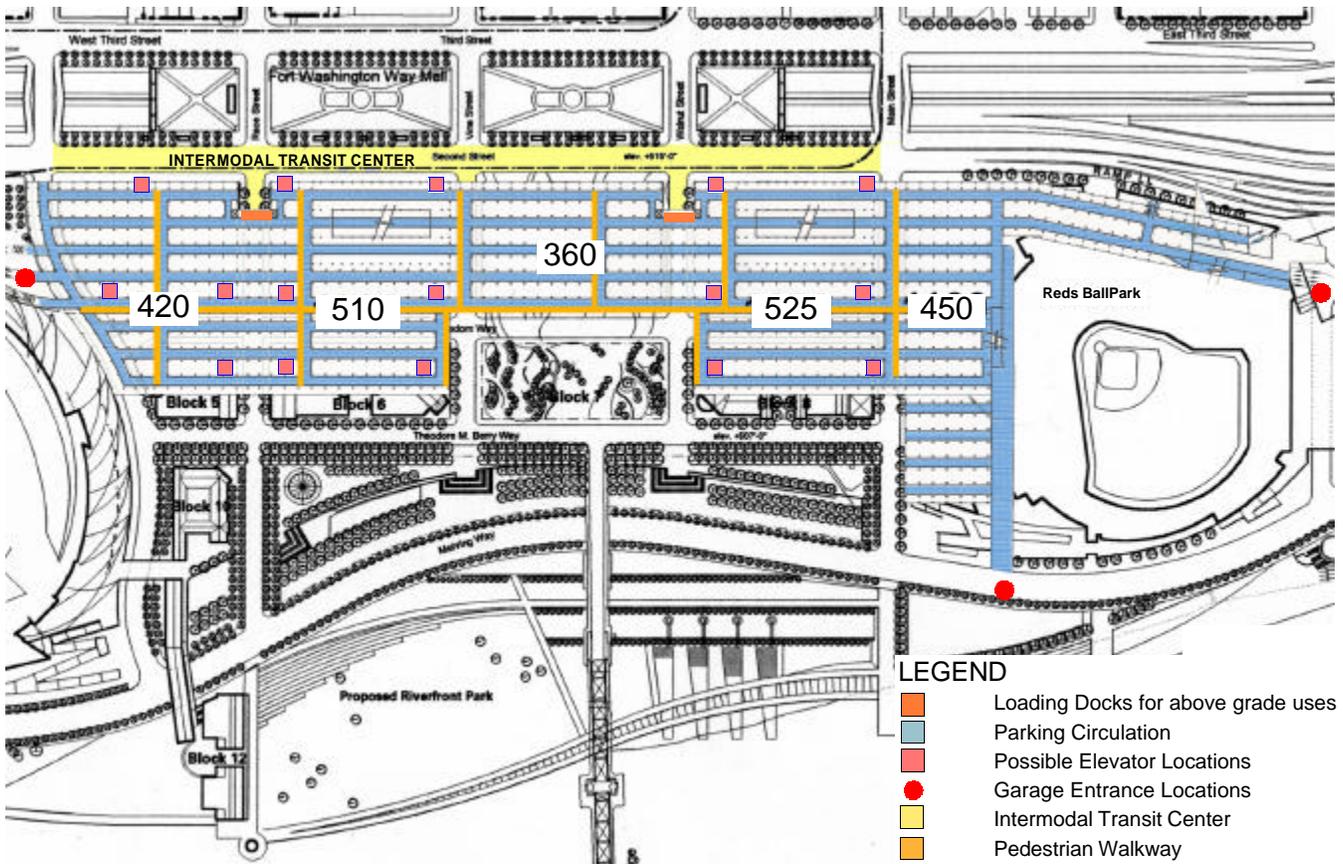
Two continuous parking levels below the central riverfront streets and development blocks will provide a major parking reservoir for commuters, stadium events and central riverfront commercial activities. Vehicular access to the two parking levels will be at major entrance locations on Central Avenue, Broadway and Mehring Way as well as street level entrances above on Elm, Race, Vine, Walnut and Main. Both parking levels will be organized with straight uninterrupted parking bays and drive aisles, preserving open views and simple traffic

patterns. Column layouts and vertical elements such as cores and stair towers should be located to preserve a clear and well organized parking system.

**Parking Count by Blocks
(Above and Below Grade)**

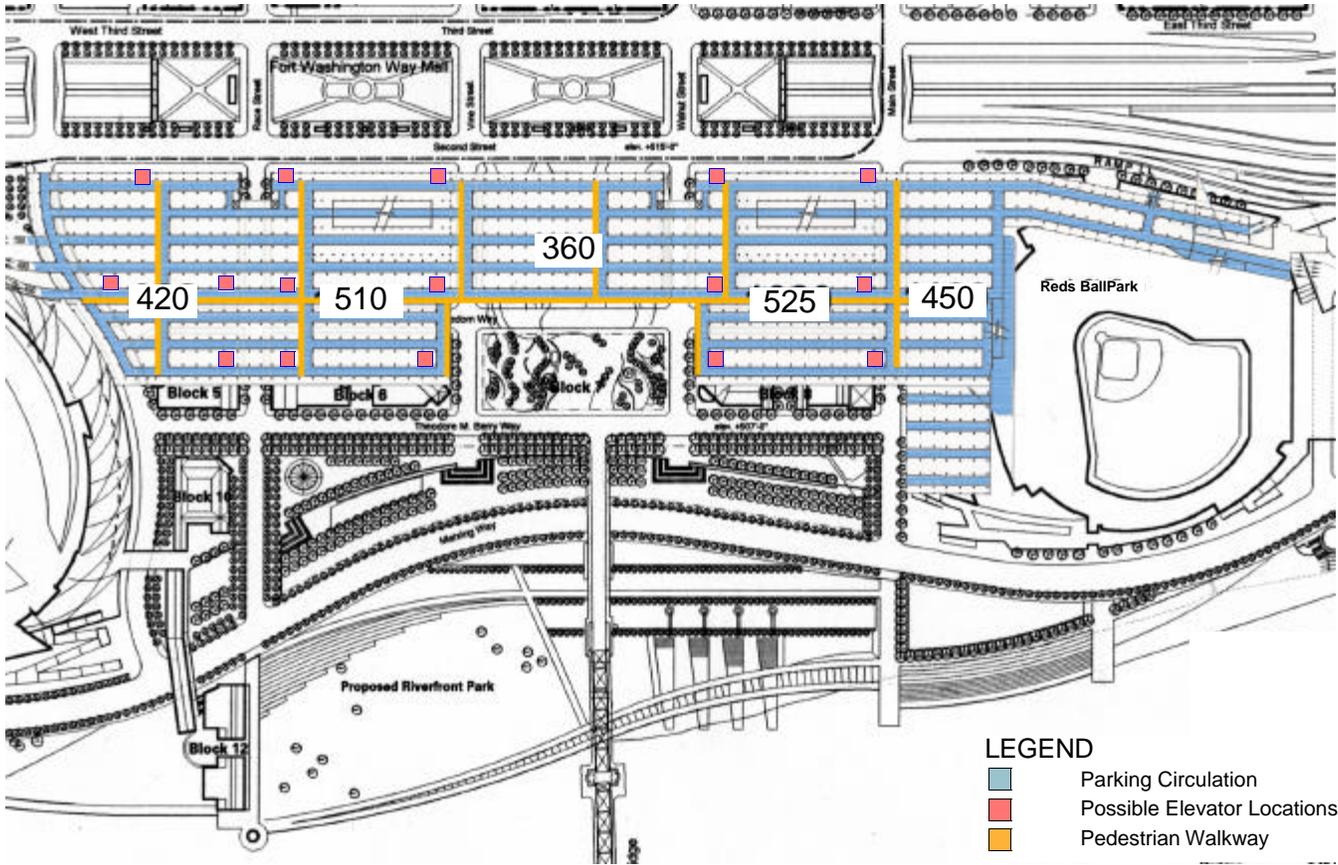
	Total Count
Blocks 1 & 5	1080
Blocks 2 & 6	1569
Blocks 3 & 7	720
Blocks 4 & 8	1570
Reds Ballpark	900
Total	5839

Parking Level 490
Parking level showing parking counts, parking bays, pedestrian aisles, pedestrian access and garage entrances.



A well-lit and attractive east/west walkway within the garage will help orient pedestrians and provide access to several elevator cores and stairs. Frequent lobbies at street level should be provided for pedestrian access to the parking levels. Buildings in each development block will be designed with parking below.

North of the garage beneath Second Street is the underground Intermodal Transit Center. Two loading dock facilities are shown, servicing development Blocks 1, 2, 4, and the Freedom Center. Trucks will use the intermodal center cartway to gain access to the two loading bays.

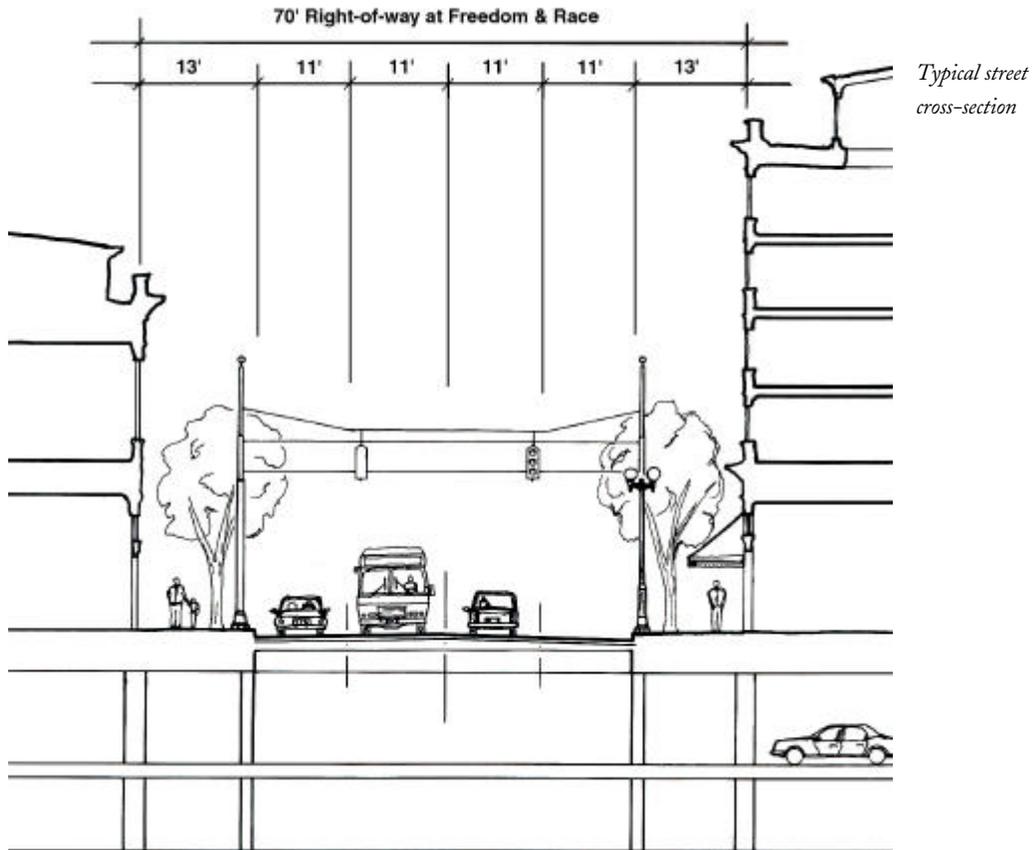


Parking Level 500
 Parking level showing parking counts, parking bays, and pedestrian aisles.

Typical Street

A typical city street in the Central Riverfront will accommodate two way traffic flow with four 11-foot lanes which can accommodate two lanes of travel in each direction for rush hour and special events. On-street parking will be permitted during off peak hours with one travel lane in each direction. The typical sidewalk depth will be 13 feet from curb to building front. Pavers will be used in the street and sidewalks at intersections to

help define pedestrian crossings. Pavers will also be used behind the curb as a collector strip. Concrete will be used for sidewalks and streets on structure and will require a waterproof membrane to protect the structure and parking below. Streets on grade will be paved in asphalt. Street trees will be planted in boxes below pavement level. The planter boxes should be as large as feasible to provide adequate soil area for root growth.



City streetscape drawing courtesy City of Cincinnati

Freedom Way

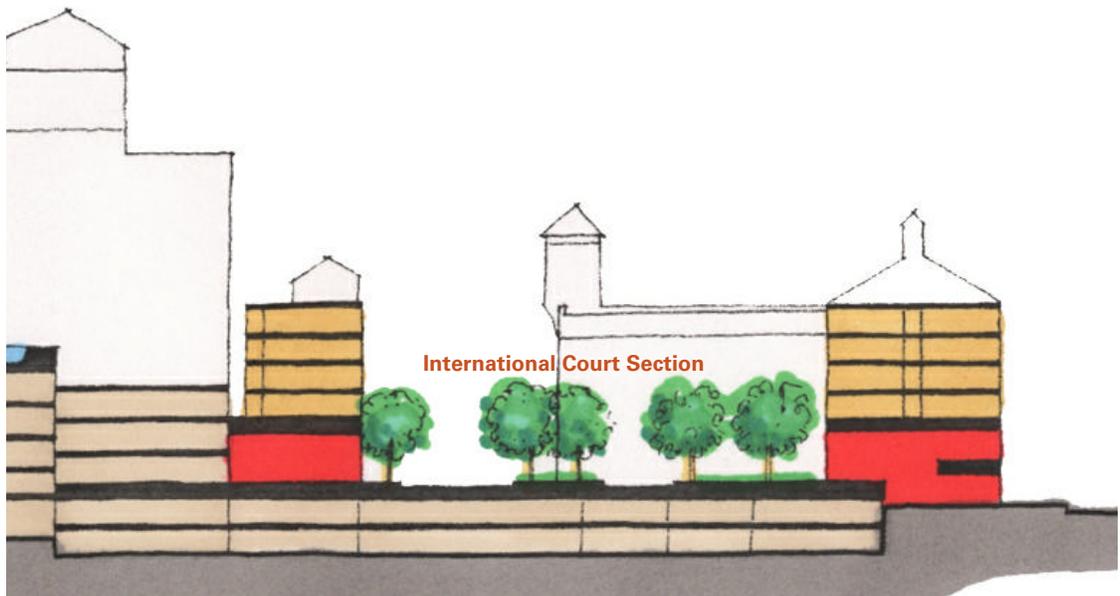
Freedom Way will be a unique street in the central riverfront because it will provide a sequence of public squares lined with street-oriented activities. Defined by mid-rise buildings and the National Underground Railroad Freedom Center, the squares will offer a variety of outdoor activities including pre- and post-game celebrations, outdoor markets, ice skating and outdoor dining. Each square should have a unique character and offer a variety of spaces from soft shady areas to plazas with rich textures and color. The residential squares in Blocks 6 and 8 are within the development blocks and are the responsibility of

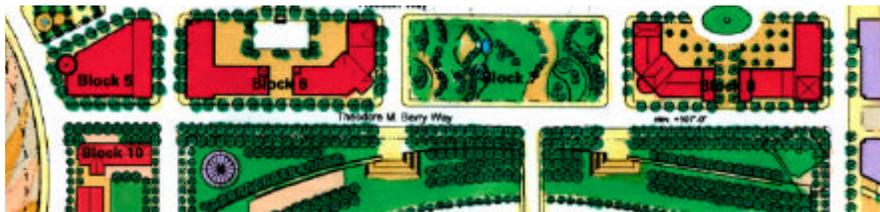


the developer to program, design and build. The street in these squares may be diverted around monuments and pavilions if desired. Block 7 is a public park developed by the National Underground Railroad Freedom Center which will function as an extension of the Freedom Center programs, but also as part of the open space network of the central riverfront. The design of Freedom Way will be similar to the typical street in cross section however between Vine and Walnut the street design will be influenced by the Freedom Center to respond to unique opportunities for outdoor activities and links to the Riverfront Park. This street may be closed to traffic on occasion for special events.



80

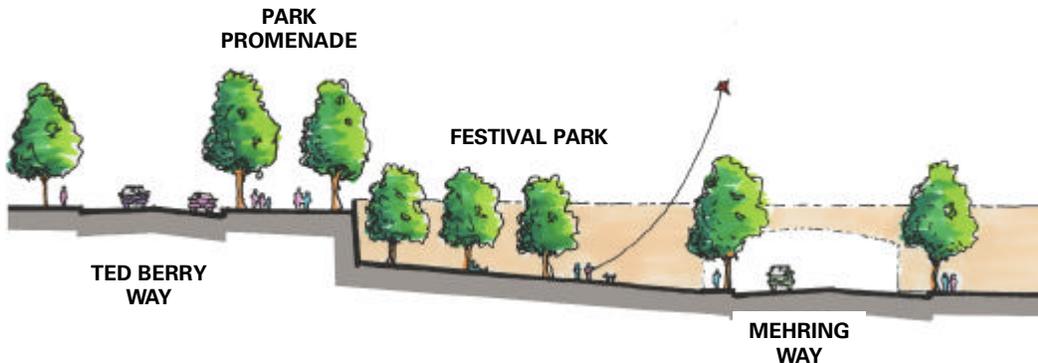




Theodore M. Berry Way

Theodore M. Berry Way will become the new riverfront street for Cincinnati, lined with shops and restaurants to capture views of the riverfront park and Ohio River. A promenade will run the entire length of the southern side of the street from Elm to Main. The 40-foot wide promenade will be shaded by a double row of trees and provide a continuous overlook of the river and park.

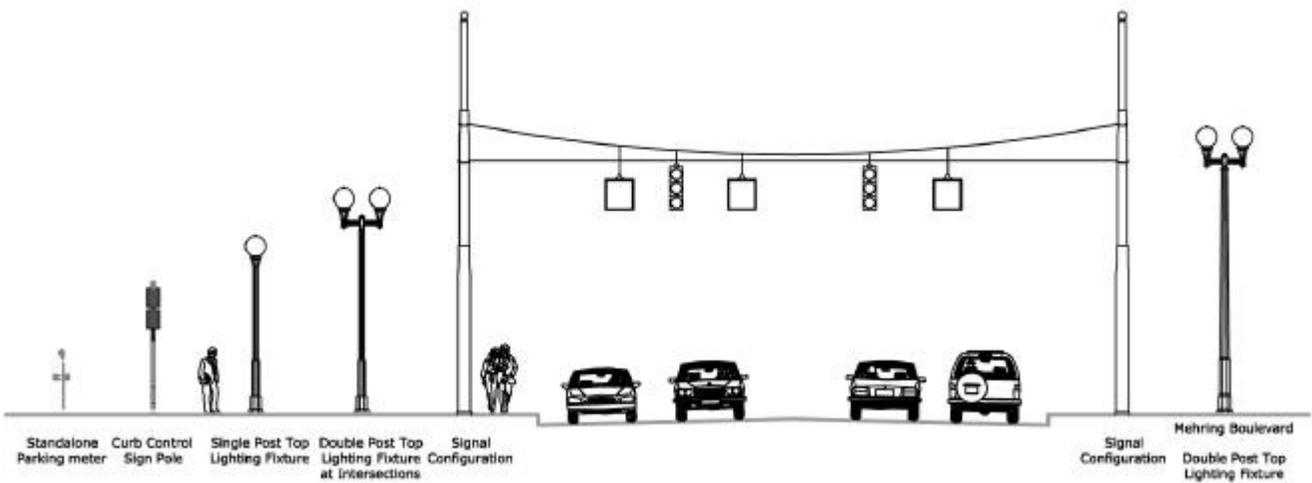
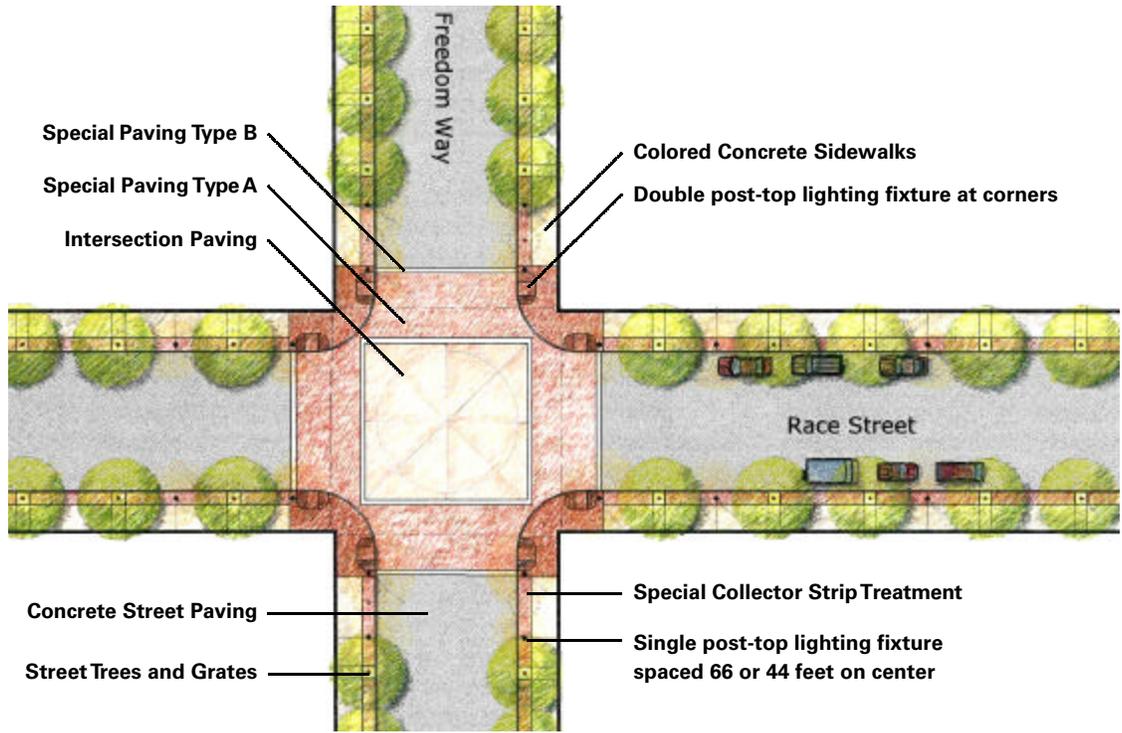
Theodore M. Berry Way will be designed to provide a dignified landing for the Roebling Bridge and to accommodate important vehicular movements as traffic transitions from the bridge to the city street network. The street section of Theodore M. Berry Way will be the standard four 11-foot lanes but will be modified east of Vine to provide safe turning movements at the bridge.



IV City Streetscape Standards

*View of typical
downtown streetscape*





Appendix