

RIVERFRONT MASTER PLAN

City of Dayton, Kentucky

7.18.2016



Acknowledgments

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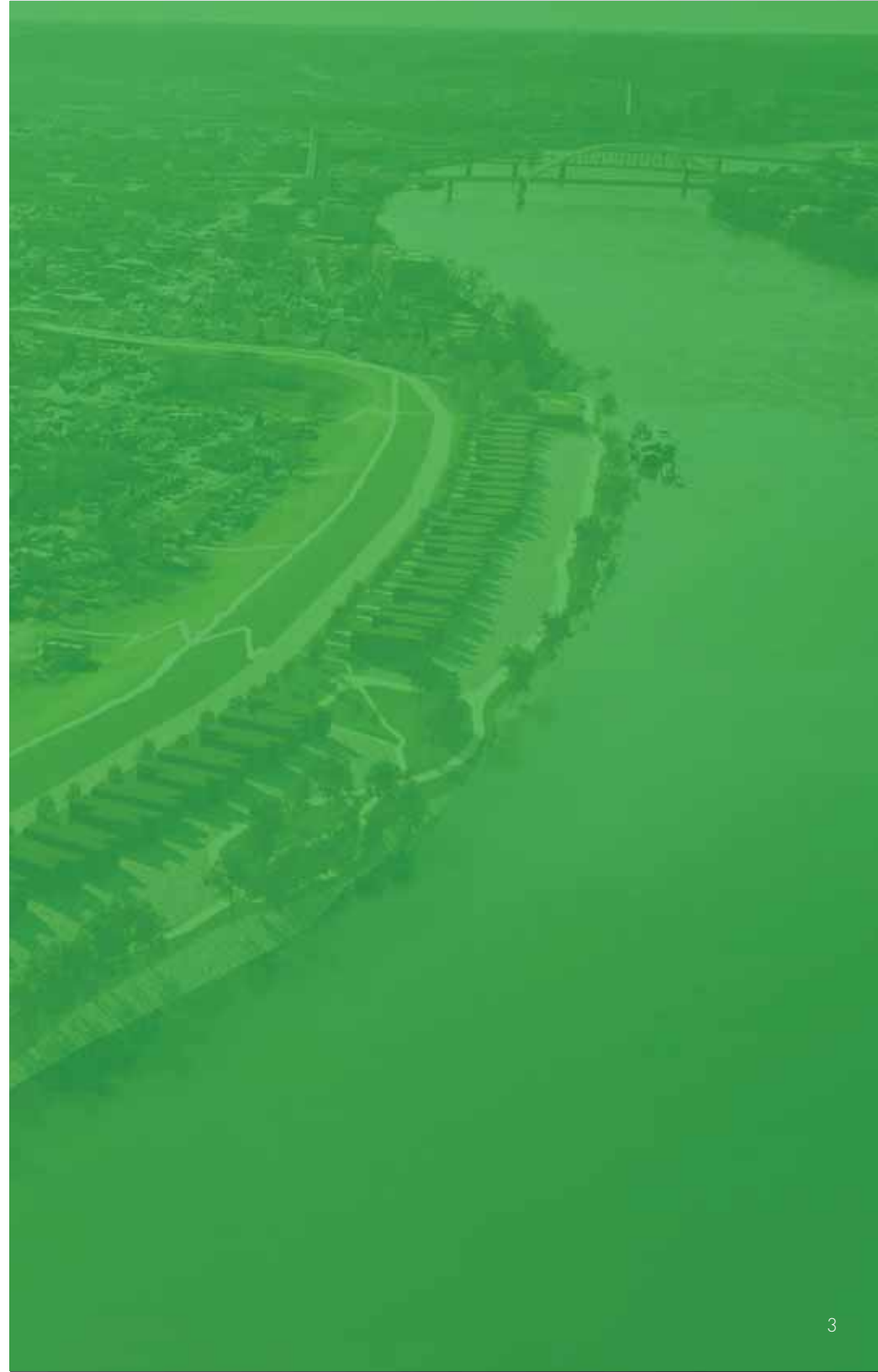
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The People of the City of Dayton, Kentucky

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ADD CITY ADOPTION ORDINANCE

INTRODUCTION



Purpose

The City of Dayton, Kentucky desires to develop a plan to improve its riverfront, taking advantage of the continued progress of Manhattan Harbour and the Riverfront Commons Shared Use Trail. The City of Dayton selected KZF Design to develop a master plan, provide implementation strategies and identify potential funding sources that will position the City of Dayton to improve and reconnect the riverfront. The objectives of this Riverfront Master Plan include:

1. Diminish physical or perceived barriers between the riverfront and surrounding neighborhoods
2. Maximize the value of the riverfront by carefully integrating, enhancing and coordinating the function and circulation systems, ultimately improving access to the riverfront
3. Create memorable places for civic events, attracting visitors, residents, businesses and tourists
4. Plan and develop a community-oriented riverfront to serve the area's needs: living, recreation, events, social interaction and human development
5. Increase recreational access to the riverfront
6. Create a community focal point for festivals and riverboat docking
7. Explore the potential for habitat preservation/conservation to protecting sensitive areas
8. Develop a symbol of the City's health, history, quality of life and community pride



Approach

KZF Design performed planning services in the form of six development stages:

Kickoff and Base Mapping

KZF Design conducted a kickoff meeting with the City of Dayton on November 19, 2014. The methodology and schedule was reviewed at this meeting. Participants were asked to affirm scope objectives and priorities and highlight areas of concern. KZF then consulted with the County's Geographic Information System (GIS) staff to review existing GIS data inventories. KZF used this data to develop base maps for public involvement meetings, field data collection and serve as base maps for existing conditions and final study documents.

Evaluation of Existing Conditions

The KZF team made several site visits to evaluate and summarize existing conditions along the riverfront, review previous studies that are pertinent to this project, develop the initial GIS base map for the project and coordinate utilities. This work included a general "walk-through" level field investigation of existing conditions (both along the riverfront and surrounding on-road areas), identification of major constraints, obvious issues, opportunities and an analysis of barriers to the Dayton Riverfront. Through this analysis, the design team was able to obtain a broad overview of conditions.

Community Visioning Session

On January 21, 2015, the City of Dayton staff, along with KZF, led a community visioning session to engage the public in the design and implementation of the Dayton Riverfront. This work explained

the purpose of the Riverfront Plan and its elements, but focused on getting ideas and thoughts from community members on the future of the riverfront. KZF's team members gathered feedback to outline key riverfront elements and ideas. Results from the workshop were incorporated into the master plan.

Develop Conceptual Master Plan

KZF Design conducted additional field work, mapping and analysis to develop a Conceptual Riverfront Master Plan based on community feedback. The concept master plan outlines improvements to access, parking, the pedestrian environment, public spaces and other physical changes.

Conceptual Master Plan Public Input/Review Session

On January 21, 2016, the City of Dayton and KZF Design presented the draft recommendations for the Dayton Riverfront Master Plan. This design review session reviewed the Conceptual Master Plan and Alternatives, and solicited feedback to develop strategies for implementation and phasing.

Final Master Plan and Cost Estimate

Based on the comments received Public Input/Review Session and from City staff, the Stakeholder Team and others, KZF revised their design drawings, developed a cost estimate and produced the final documents. KZF also developed a "level of magnitude" cost estimate for proposed actions in the Master Plan.

Background

The Dayton riverfront has been a recreation asset to the City of Dayton since the existence of the “Manhattan Bathing Beach” in the 1920s. Varying levels of activity and development plans have existed since that time. In 2005, the City of Dayton granted development rights for the development of the riverfront property to DCI properties, for the purpose of developing a mixed use residential, commercial development along the river – a plan that would rival the development of nearby riverfronts. After a recession, tens of millions of dollars of infrastructure improvements and many plan changes, Manhattan Harbour is beginning to see homes sprouting up along the riverfront.

Manhattan Harbour is now planned to have 1,277 residential units, a mix of apartments, condos and single-family homes, nearly 80,000 SF of commercial space and more than 29 acres of green space.

While the developer, DCI Properties, is handling the residential and commercial development, the City of Dayton is now taking charge of the green space planning with the development of the Dayton Riverfront Master Plan. This plan will outline the active and passive recreational green space that lies between the newly-constructed Manhattan Harbour Boulevard and the Ohio River.



Study Area

The study area for the Dayton Riverfront Master Plan lies within the boundary of the City of Dayton, specifically from the western City boundary along O'Fallon Avenue, extending between the Ohio River

and the existing US Army Corps of Engineers' earthen flood levy, to the Manhattan Harbour marina at the beginning of Mary Ingles Hwy.



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EXISTING CONDITIONS



Site Analysis

DCI Properties has been reshaping the landscape of the Dayton riverfront area since 2007. A new roadway, Manhattan Boulevard, is under construction. This roadway also has a new connection over the flood levy to Berry Street. New sewer and electric infrastructure improvements have already been completed. While the western portion has been filled and graded to create a development pad for new residences, the eastern side is actively being filled and regraded.

The basis of the construction related to the Manhattan Harbour is residential in nature at this point. The developer has identified residential land uses with a mixed use component at nodes throughout. DCI Properties is the primary property owner along the riverfront.





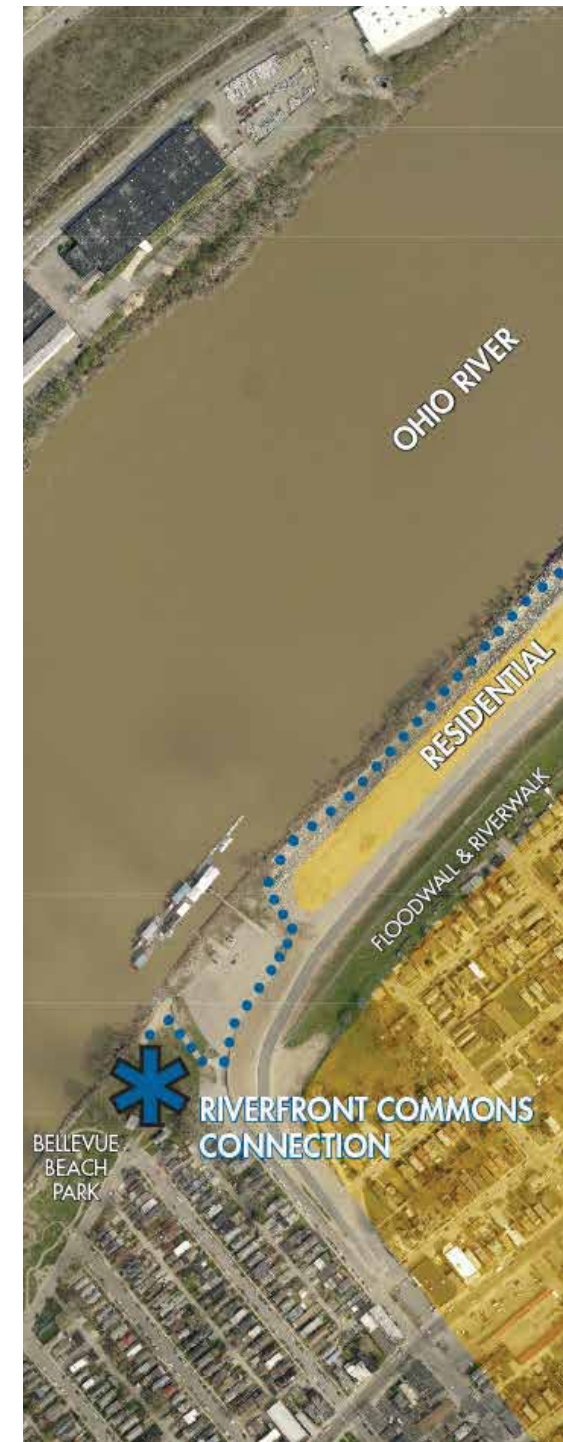
Site Analysis Continued

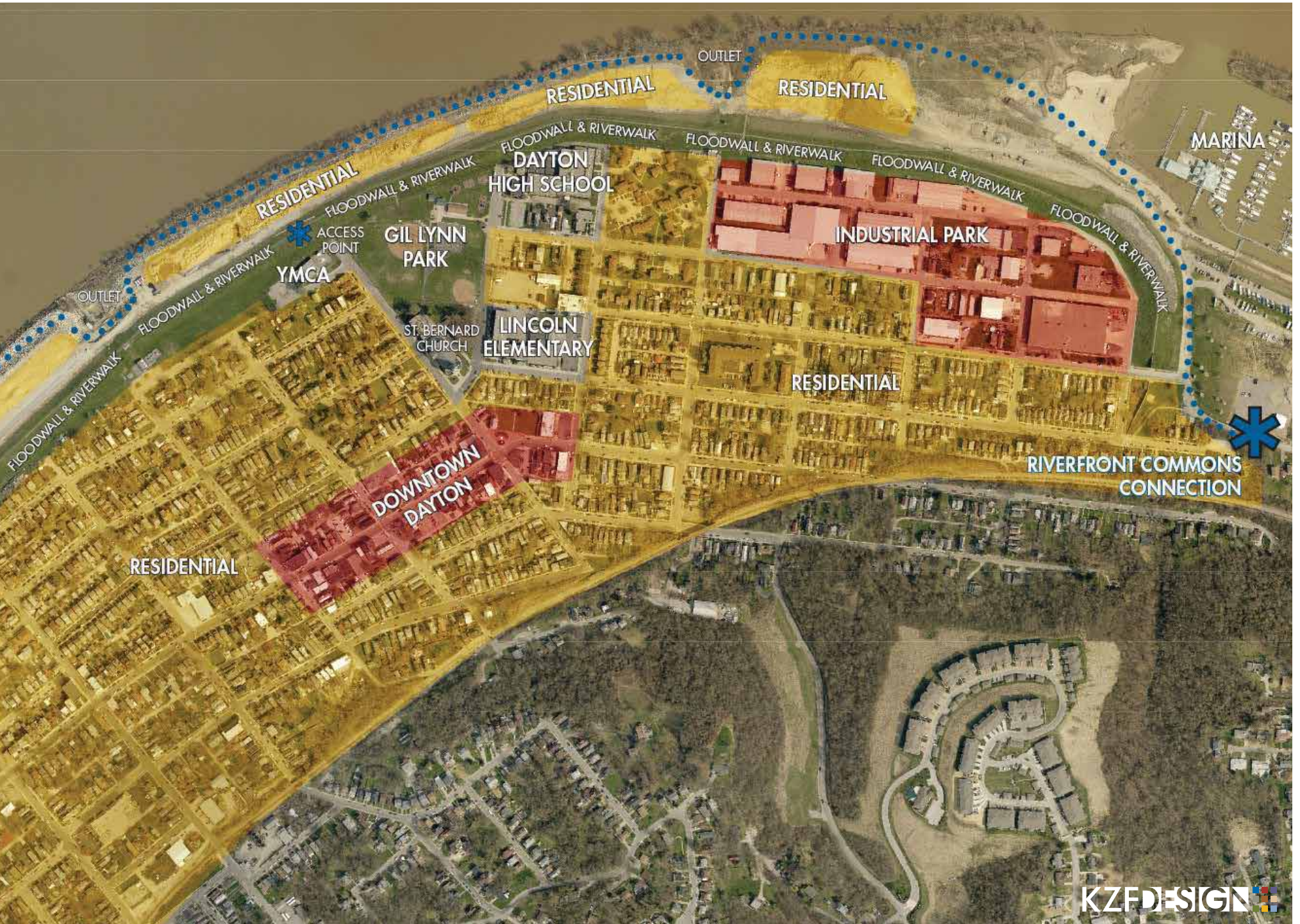
An earthen flood levy, controlled by the US Army Corps of Engineers and owned by the City of Dayton, serves as a boundary between the Manhattan Harbour development and the rest of the City. The flood levy has a three-foot sidewalk with an existing at-grade connection at the western entrance of Manhattan Boulevard, an accessible ramp at Gil Lynn Park and a staircase at Main Street. Currently, there is no eastern connection to the sidewalks/roadways below the flood levy. While the flood levy itself serves as a pedestrian walkway along the top of the floodwall, it also creates a large barrier between the City, its residents and the riverfront.

South of the flood levy, the primary land use is residential, with parks and recreation features as well as industrial and commercial uses. The Central Business District is located at the intersection of Dayton Street and KY8/Sixth Avenue. Other points of interest include the Dayton High School, Lincoln Elementary and Street. Bernard Church. Streets are urban in nature, with sidewalks and a dense development.

Existing parks and recreation facilities within the Study Area include a playground and basketball court at the northern terminus of Walnut Street, Gil Lynn Park (playground, covered picnic area, basketball courts and baseball diamonds), a YMCA at the northern terminus of Berry Street and a playground area at the intersection of Clark Street and Fourth Avenue.

Opportunities exist for connections to the planned Riverfront Commons walking/bike trail. Connection points with the Study Area exist nearby at Bellevue Beach Park and a future KY8/Mary Ingles Hwy connection to the west. A connection to Bellevue has variety of challenges, including land ownership.





Plans Affecting the Study Area

Manhattan Harbour Concept Plan (DCI Properties, 2013)

Manhattan Harbour (MH) is a proposed mixed use development along the Ohio River. Currently, thousands of cubic yards of dirt are changing the contour of an area north of the Dayton flood levee in anticipation of beginning to construct the first phase of the project. MH is planned to have 1,277 residential units, a mix of apartments, condos and single-family homes, nearly 80,000 SF of commercial space and more than 29 acres of green space. Phase One, which is currently under construction, offers 27 single-family river front lots, each with its own stunning view of the Cincinnati skyline. DCI currently "owns" a vast majority of the properties within the Riverfront Study area.



Northern Kentucky Riverfront Commons Design Guidelines (Southbank Partners, 2011)

Riverfront Commons is envisioned as a continuous riverfront corridor that provides riverbank stabilization and an uninterrupted open space and trail system. The primary feature of Riverfront Commons is an 11-mile walking/biking path along the Ohio River from the City of Ludlow on the west to the City of Ft. Thomas on the east. The path will feature open park space at strategic points along the river, accommodating both walkers and bikers. A series of points of access/nodes will provide easy linkage to neighborhood, residential, business, entertainment and historic districts. The Riverfront Commons plan identifies a walking/bike trail along the Ohio River that runs directly through the Study Area.



Riverfront Commons Preliminary Alignment (Southbank Partners)

This plan identifies the potential alignment for the Riverfront Commons trail within each city and significant nodes along the pathway.

Imagination 2020 (Southbank Partners, 2000):

Imagination 2020 is an economic development action plan for the Southbank cities covering 11 miles of Northern Kentucky Ohio Riverfront. The plan reinforces Riverfront Commons as significant transportation and entertainment/tourism driver for the region.

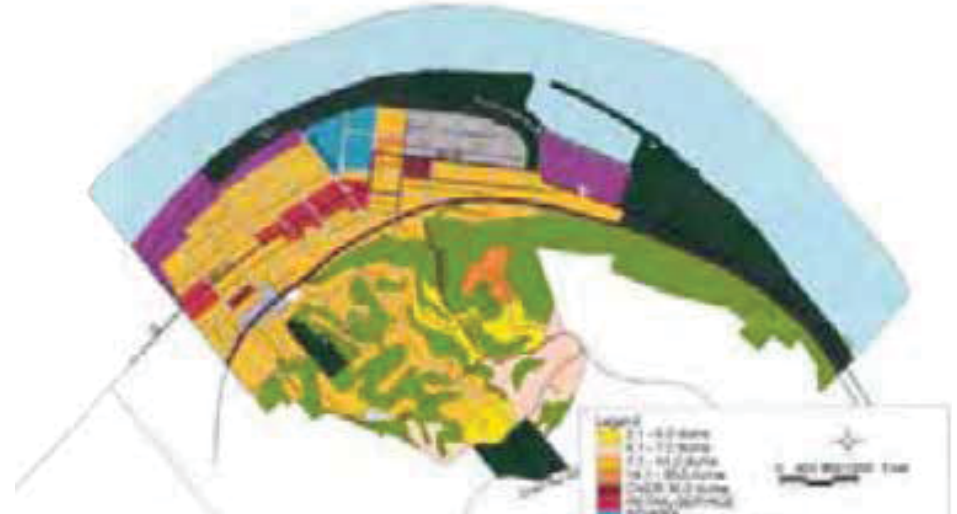
City of Dayton Land Use Plan (1988) – Special Development Area

The first Special Development Area (SDA) includes the Dayton Riverfront. This SDA begins at the Dayton-Bellevue corporation line and extends approximately 1,600 ft east along the Ohio River, from the Dayton flood levee north to the river. This area, which is owned by the City of Dayton, is used for recreation and open space uses, as well as other related uses that are oriented towards the riverfront area.

Areas extending along the western portion of the riverfront have additional potential for other land use types which could include a mixed use type of development, encompassing a variety of different housing types, recreation and other uses that would orient toward the riverfront. This portion of the river has greater potential for such uses, since the land elevations are higher, along the banks of the Ohio River, than land toward the middle to eastern portions of the city's riverfront. This area floods on average of approximately once every five years (elevation of this area is 482 to 484 feet above sea level). Areas toward the eastern side of the riverfront, including the Marina, flood on an annual basis.



City of Dayton 1998 Land Use Plan



Plans Affecting the Study Area Continued

All development proposed within the riverfront area would need to be flood-proofed and/or elevated above the 100-year flood elevation, which is approximately 500 feet above sea level. Any proposed development would also have to meet federal and state floodplain regulations and the city's zoning ordinance. Any activity involving housing would need to be designed in such a manner that the first floor would be elevated above the elevation of the 100-year floodplain. Lower levels under such type of construction could include parking garage facilities and other related uses that would not be affected by frequent flooding conditions. In addition, secondary means of access should also be considered in any design to accommodate flood levels exceeding the 100-year flood elevation.

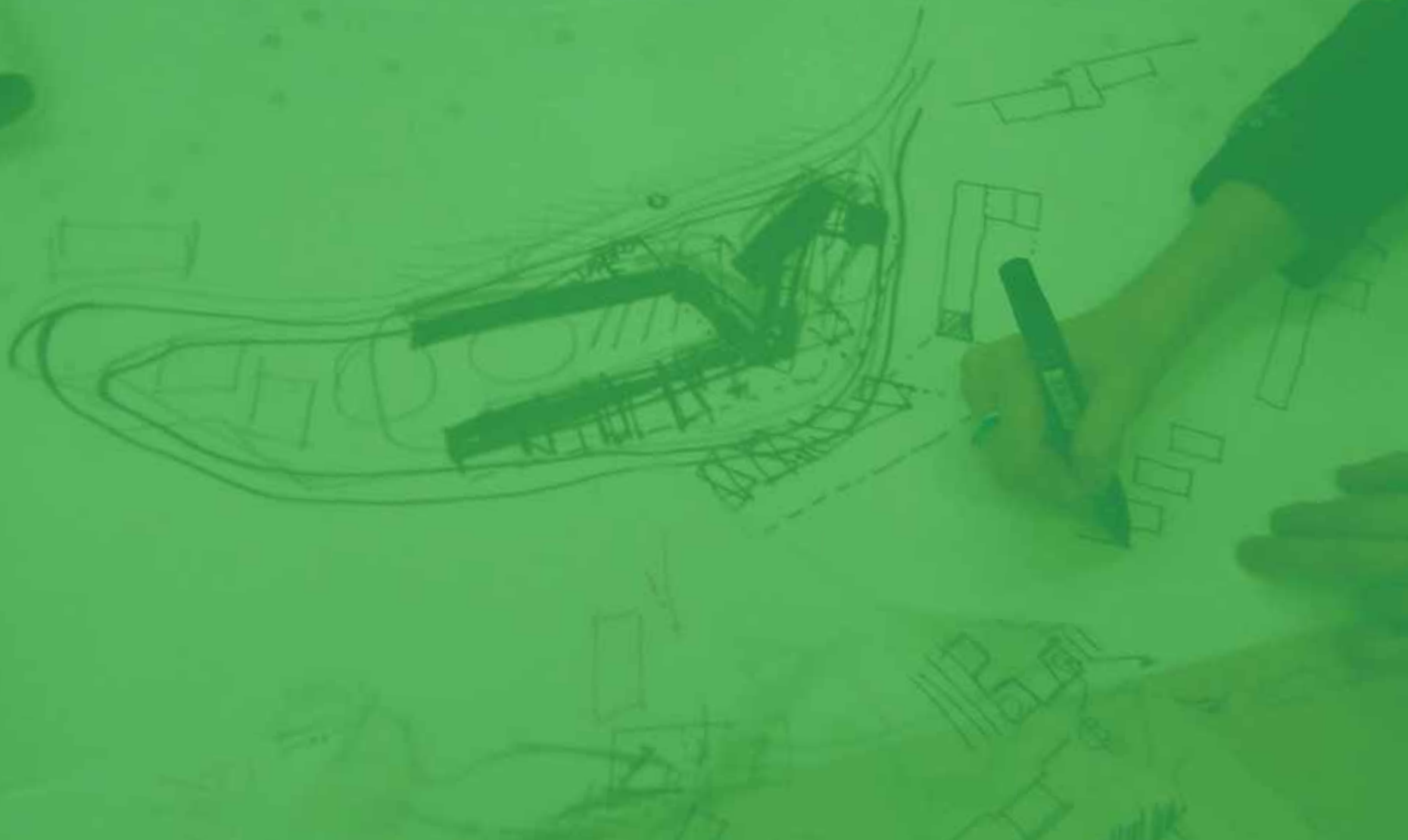
Any projects planned along the riverfront area should be designed as an integral part of the Dayton riverfront, including provisions for public connections with the river, the flood levee, and the pedestrian walkway system.

City of Dayton Land Use Plan (2012) – Special Development Area

This Comprehensive Plan updates the 1998 section above to include:

The Special Development area was rezoned Mixed Land-Use to accommodate the development plans of DCI Properties in accordance with their development agreement with the City of Dayton. DCI Properties intends to develop the Special Development Area, which will consist of single-family housing, high-end condominiums and a retail sector. Fill is currently being brought into the site from various regional construction sites to raise the Special Development Area out of the 100-year flood elevation.

FRAMEWORK PLAN



Framework Plan

Based on the existing conditions, feedback received in the Community Vision Session and previous planning efforts, the design team developed a framework plan identifying significant “zones of influence” for the riverfront area. Those “zones” include:

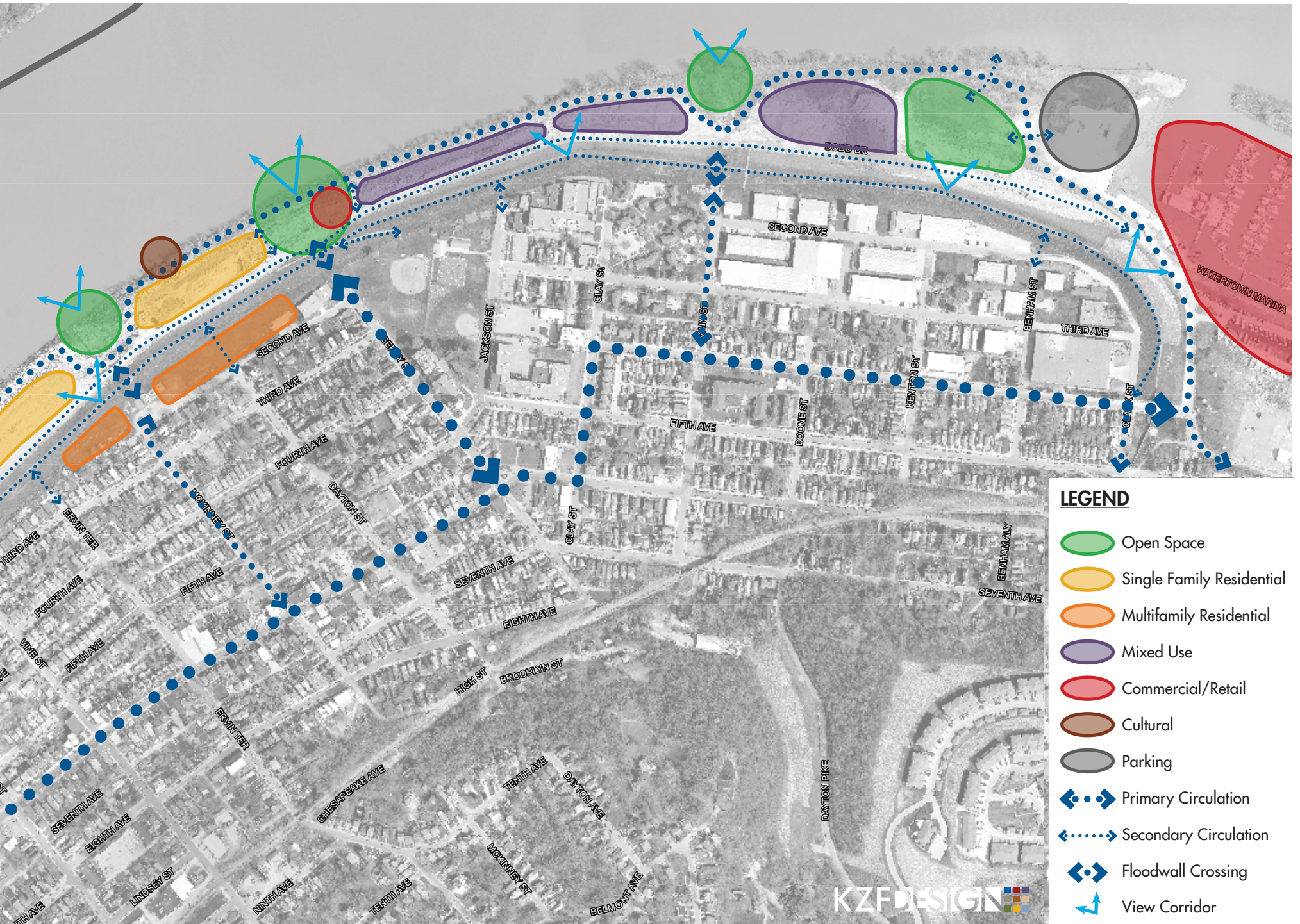
- Connections and Gateways
- Commercial/Retail Areas
- Cultural Areas
- Open Space Areas
- Residential
- View Corridors
- Parking

Connections and Gateways












Reconnecting the City and its residents to the river is a key component of the plan. Connections are transportation corridors including park pathways, trails, river access points, streets and sidewalks connecting the multi-use areas of the riverfront. This would include pedestrian streetscape improvements to enhance existing streets and promote pedestrian connectivity between the riverfront and Sixth Avenue, the main east-west transportation corridor through the City.

The intersection of Berry Street and Manhattan Boulevard will be a significant focal point for the riverfront development. Gateway elements and vehicular/pedestrian streetscape enhancements should be noteworthy in nature to embody the scale and level of development of Manhattan Harbour and the overall riverfront.





LEGEND

-  Open Space
-  Single Family Residential
-  Multifamily Residential
-  Mixed Use
-  Commercial/Retail
-  Cultural
-  Parking
-  Primary Circulation
-  Secondary Circulation
-  Floodwall Crossing
-  View Corridor

Framework Plan Continued

With the flood levy being the most significant physical barrier to connectivity between the City and the riverfront, proposed crossings over the flood levy are indicated at important connection points and existing streets. Flood levy crossings should include stairways and ADA-compliant accommodations. Streets that do not feature a flood levy crossing should incorporate staircase access from the street up to the trail on top of the flood levy, allowing access to a nearby flood levy crossing further down the trail.

Creating a successful public space is dependent on accessibility of the area and connections to surrounding areas, both visual and physical. Visible, connected, engaging and convenient spaces are necessary when developing vibrant, public park spaces – from the outside looking in and from the inside looking out. The primary influence of the development of the Dayton Riverfront Master Plan is built on increasing connectivity to all, through the following initiatives:

- Walkable spaces that are interconnected
- Connectivity of neighborhoods over flood levy
- Connectivity to Riverfront Commons trail
- Pedestrian, bicycle and vehicular accessibility
- Improved streets leading into the park
- Improved Manhattan Boulevard
- Overlooks allowing visibility of the river
- ADA accessibility

Commercial/Retail Areas

Privately-owned commercial areas anchor each side of the riverfront. The western commercial area has enough room to accommodate a self-serving commercial space for an individual retailer or restaurant that includes parking, connectivity to the Riverfront Commons trail and docking space for riverboats. With Berry Street serving as the central gateway into the riverfront area, the proposed open space between Manhattan Boulevard and the river, and the central location within the riverfront itself, presents a unique opportunity to add a public-private relationship that could provide revenue enhancement for the City and future reinvestment into the riverfront. This destination commercial feature could include concessions, bicycle rental, gift or retail shop, coffee or restaurant space.

Cultural Areas

This includes spaces that emphasize historic points of interest, public art, interpretive spaces or other cultural offerings. Interpretative signage along the Riverfront Commons trail referencing Dayton's history as it relates to the riverfront, beach areas and river boats could be emphasized. The terminus of Dayton Street at the river hosted a ferry crossing in the early 19th century and could feature Dayton's riverfront history.

Open Space Areas

This includes primarily natural areas, tree meadows, open plazas, overlooks, shelters, picnic areas and other passive recreation areas for walking, sitting, relaxing and small social gatherings. Open spaces should enhance the surrounding residential development at Manhattan Harbour. The larger open space at the eastern end of the riverfront can host more active, entertainment and recreation activities for larger group gatherings, festivals, private events, concerts, movies, farmers market, community or sporting events and health/fitness activities. These activities could be programmed or held as-needed by private organizations. The Berry Street Terrace is the central entrance to the riverfront and should serve as the formal entrance to the riverfront. With the elevation at the street-level, this area provides a distinctive viewpoint overlooking the river.

The comfort one feels when visiting an open space areas directly influences the long-term success of the space. Perceptions about safety, cleanliness and the availability of places to sit are key factors to developing a riverfront that is perceived as comfortable. The Dayton Riverfront should incorporate the following physical characteristics:

- Numerous places to sit, with a wide variety of seating options
- Seating located in sun and shade
- Adequate lighting at night

Activities are the basic building blocks of a successful public space. Having something to do gives people a reason to come to a place – and return. The open spaces within the Dayton Riverfront should focus on these strategies for building an active park and recreation spaces:

- The more activities, the better
- People of different ages using all spaces
- Use throughout the day
- Use in groups and alone
- Management is important

Residential

Residences primarily consist of the Manhattan Harbour development. Buffer spaces between differing residential uses (single family and multifamily) should be natural and passive in nature.

View Corridors

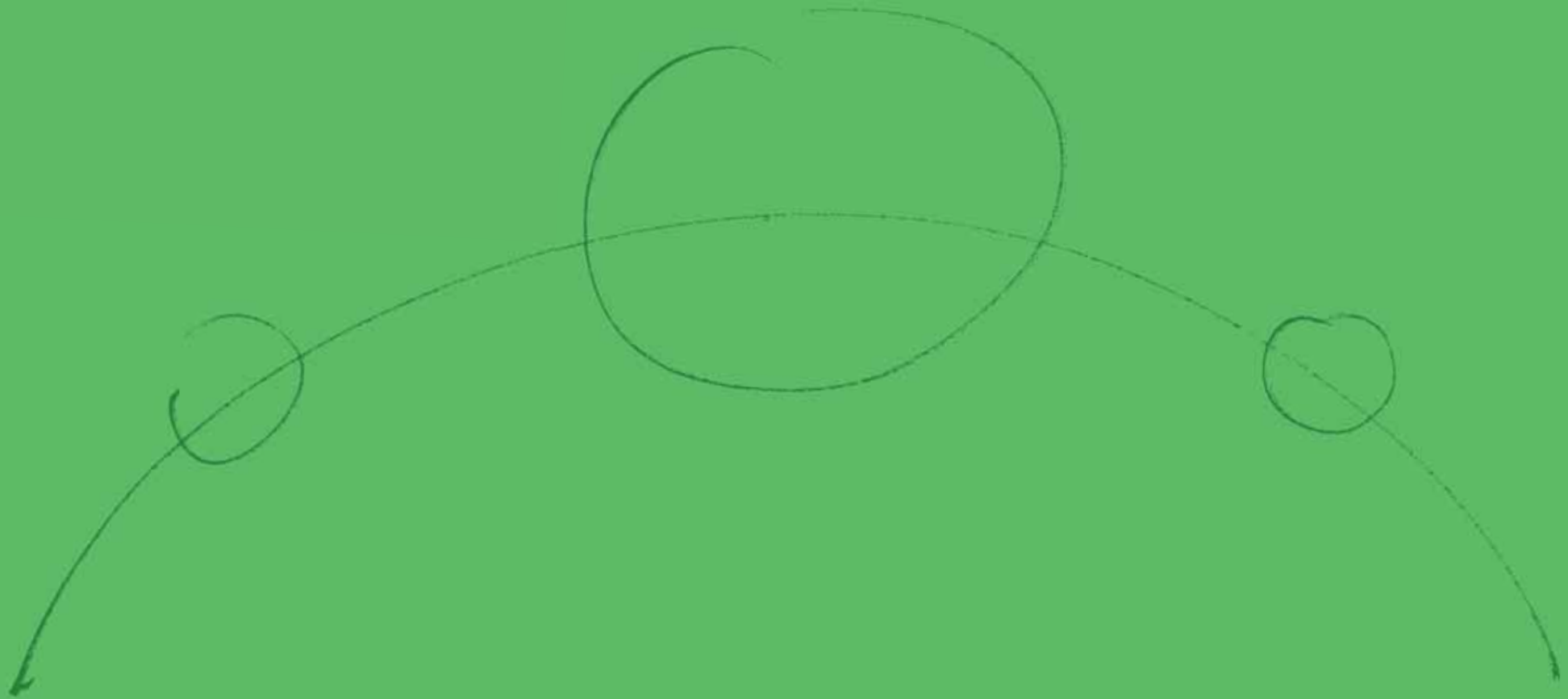
Spaces between residential developments, at open areas and bends in the river should feature overlooks, seating and other natural viewing areas. Just as the residences along the river take advantage of the dramatic views of Cincinnati and the river, the open space and natural areas should also.

Parking

Connections between parks/recreation spaces and nearby parking lots should be considered to promote shared parking situations.

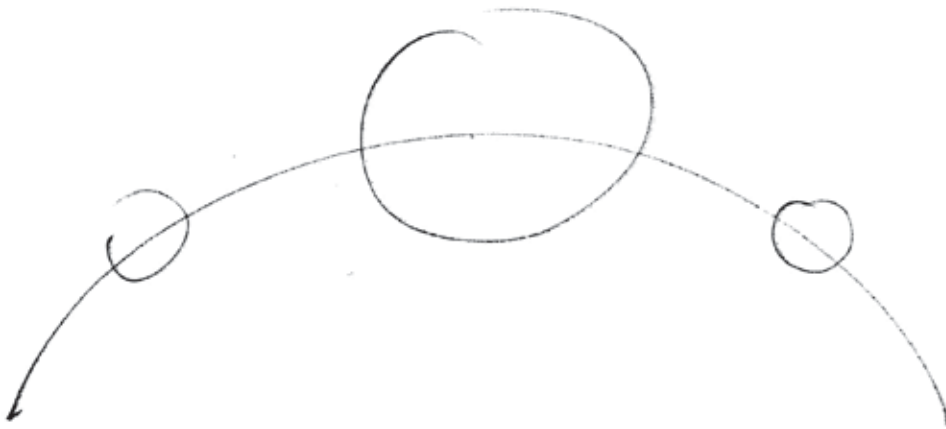
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VISION



Vision and Master Plan

The framework plan lays the groundwork for further development of the master plan into more detailed planning and program development. Focusing the riverfront framework on those items not already in development through the Manhattan Harbour development – the recommended plan components consist of parks and recreational features that are interconnected by the Riverfront Commons trail. This approach identifies the vision, design strategy and primary purpose of the Dayton Riverfront Master Plan.



Vision Statement

Establish the Dayton Riverfront as one singular park, with scattered, activated spaces connected by a bike/pedestrian trail with beautiful landscaping.





Master Plan Elements

The Dayton Riverfront Master Plan incorporates the following active and passive spaces:

- Trails, Pathways and Connectivity
- Berry Street Plaza and Pier
- Jamestown and Brooklyn Natural Areas
- Event Lawn and Waterfront Plaza

LEGEND

- 1 Floodwall Overlook
- 2 Bike Trail
- 3 Pier
- 4 Plaza
- 5 Event Lawn
- 6 Passive Recreation space
- 7 Cultural Heritage area
- 8 Improved Connections
- 9 Restaurant/Commercial space
- 10 Gardens and Tree Groves

Trails, Pathways and Connectivity

Connectivity should be improved through the enhancement of streetscapes on all identified existing roadways, staircases and ramps over the flood levy and creation of multiple internal site circulation pathways. Streetscape improvements will draw residents and visitors from the urban core and Central Business District (Fifth and Sixth Avenue) along O'Fallon Avenue, McKinney Street, Berry Street, Main Street, Manhattan Boulevard and the connection from the eastern gateway of Manhattan Boulevard to Fifth Avenue. These streets will serve as "boulevard" entrances to the riverfront area.

New trails and pathways within open spaces should be tree-lined, winding, natural and provide plenty of seating for users. Other than trails on the earthen levy, all pathways should be a minimum of 10' in width. Flood levy walkways should be widened as much as possible within USACE constraints. Riverfront Commons will serve as the backbone to connecting each of the active and passive park spaces.



TREE-LINED PATHWAYS

TREE-LINED PATHWAYS

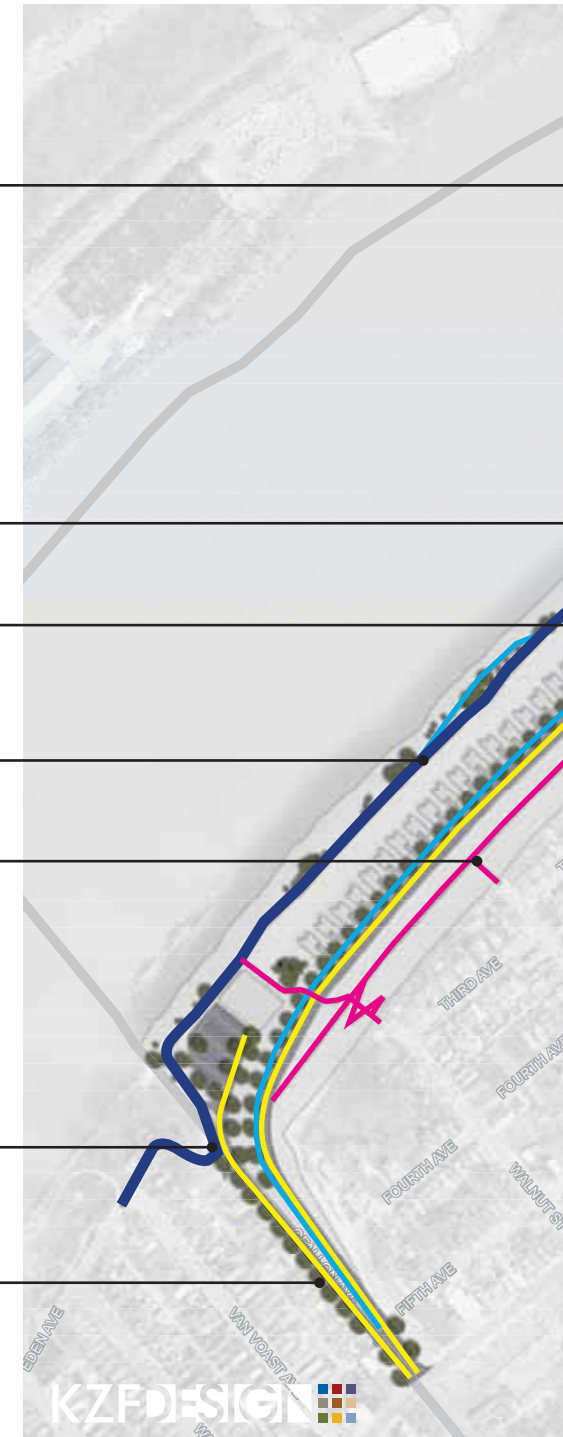
FLOODWALL CROSSING (ACCESSIBLE)

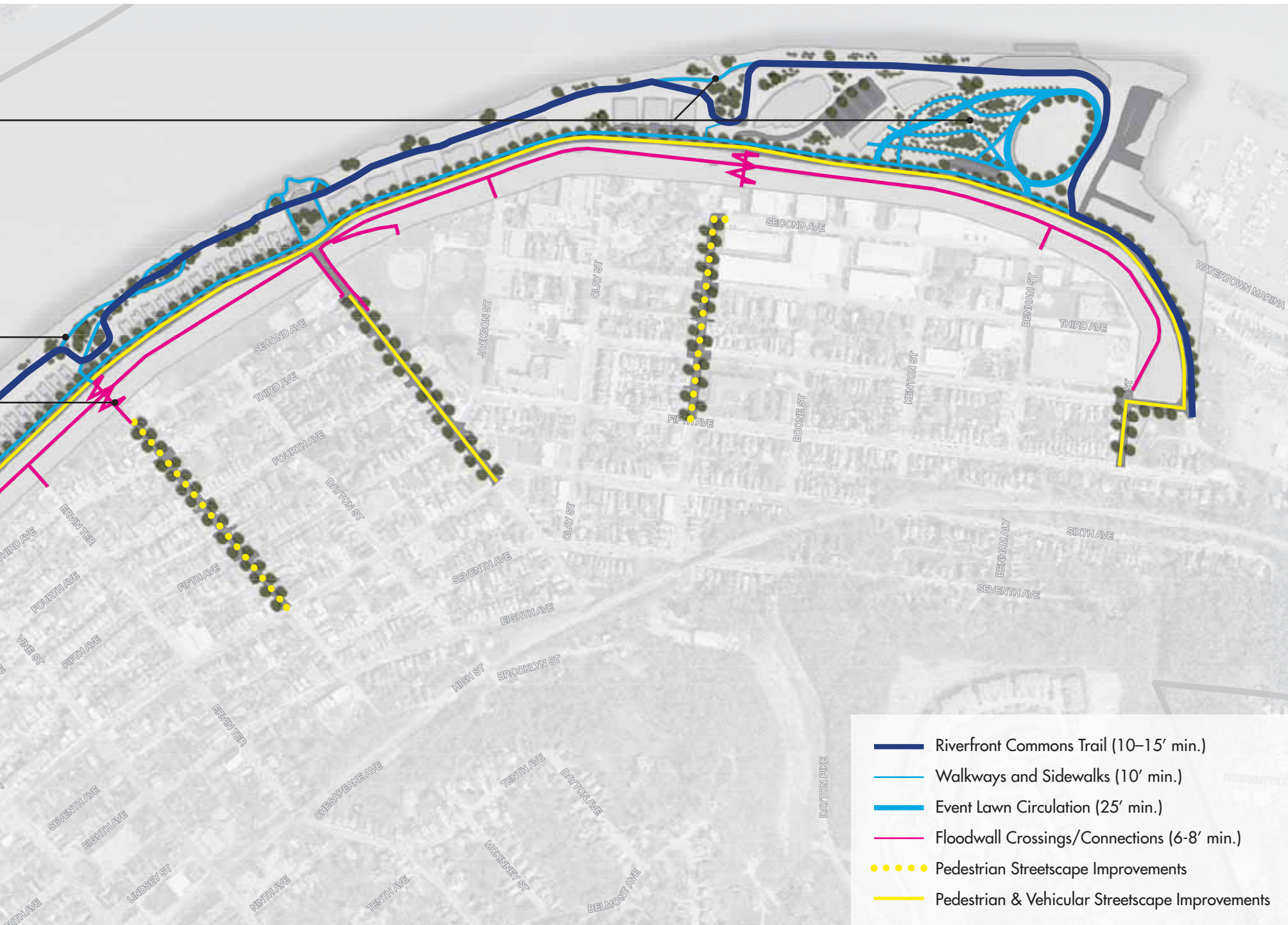
RIVERFRONT COMMONS TRAIL

FLOODWALL CROSSING (STAIR)

CONNECTION TO
BELLEVUE BEACH PARK

O'FALLON AVE STREETSCAPE
IMPROVEMENTS AND GATEWAY





Trails and Pathways



Berry Street Improvements



Berry Street Plaza and Pier

The intersection of Manhattan Boulevard and Berry Street serves as the most prominent node within the Dayton riverfront area. Development is already underway with housing on each side, with an opportunity to develop a prominent node in-between. The density of the housing and urban sense of scale in this portion of the riverfront lends itself to a design solution that has an urban context.

This location within the overall Study Area, located along the bend in the river and being the mid-point within this segment of the Riverfront Commons trial, lends a good spot for interaction spaces with the Ohio River. A recreational pier is proposed in this area as a resting point for relaxing, walking and observing the river. This urban-feeling gateway is one of the key activated spaces of the riverfront.

Heading north on Berry Street from the Central Business District, visitors to the Dayton riverfront will arrive at an opening the residential development that appears active and welcoming. This gateway entrance will allow for passive interaction with the river. Through an overlook, with plenty of seating, visitors can sit and watch the water flow by, with an unencumbered view of the surrounding Cincinnati hillsides and neighborhoods. The overlook will also feature an ADA ramp, which will spiral down the two support columns, will provide access for persons with disabilities to the trail over pier below.





400 LF RECREATIONAL PIER

BENCH SEATING OR SWINGS
RIVERFRONT COMMONS WALK/BIKE PATH

ADA RAMP TO RIVERFRONT BELOW

FUTURE MIXED-USE BUILDING

OVERLOOK

RESTROOM BUILDING

STAIRS TO RIVERFRONT

LANDSCAPE AREA

MANHATTAN BOULEVARD

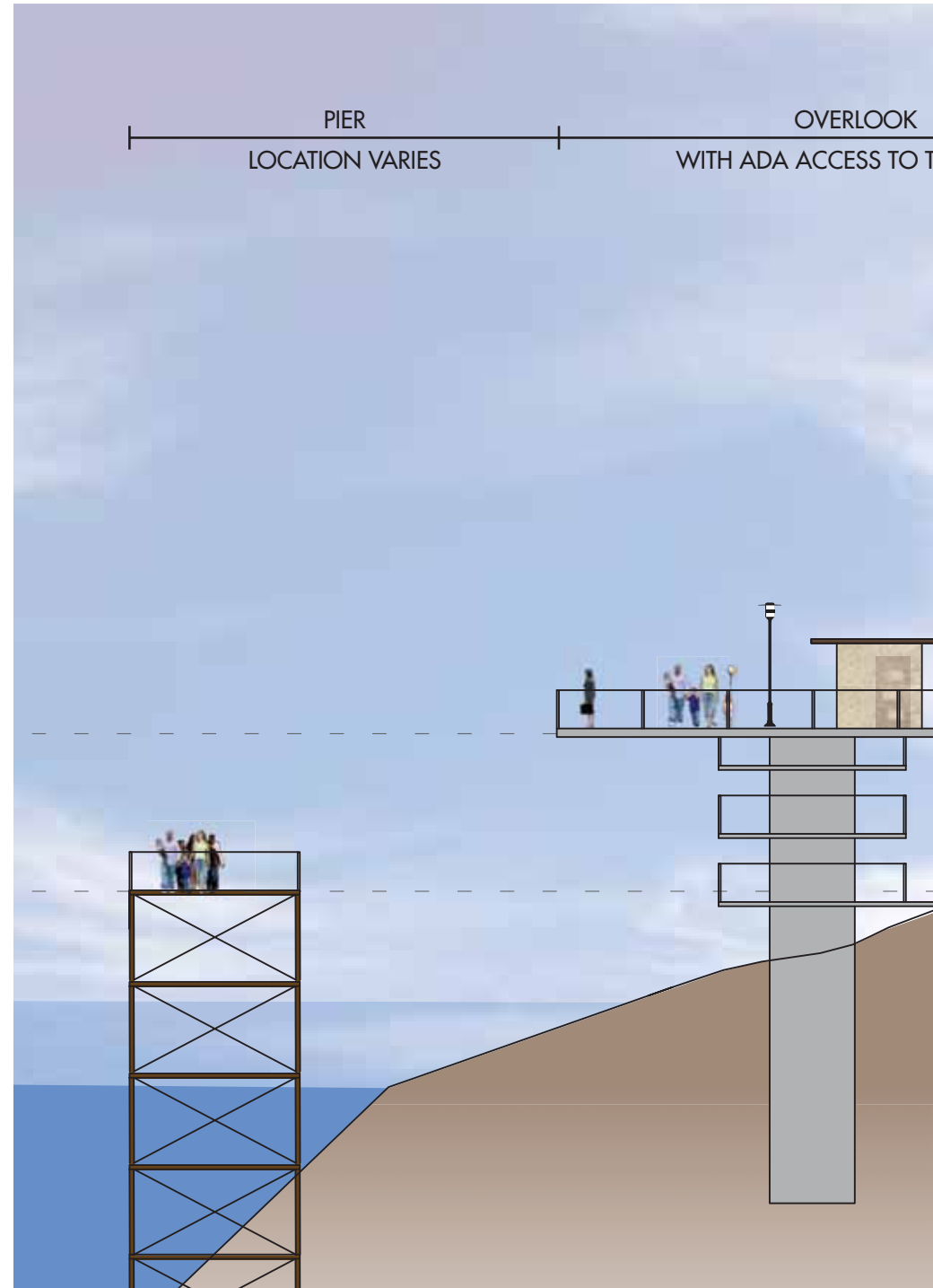
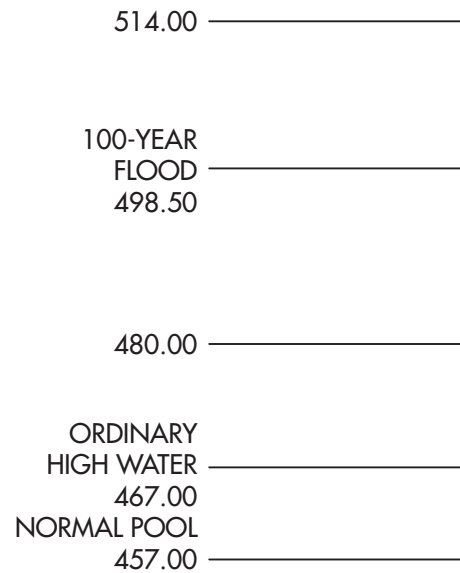
BERRY ST

KZFD DESIGN



Berry Street Plaza and Pier

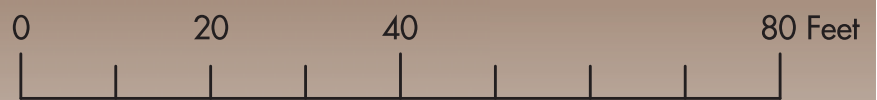
The pier below will allow visitors to connect with the water at a greater level. Influenced by the winding nature of the surrounding trail system, this feature will extend out into the river. The pier will directly connect to the Riverfront Commons walking/bike trail, but will project out perpendicular from the trail to discourage bicyclists from riding through it, presenting the sense that one should stop and walk their bike and encourage walkers.



RAIL/PIER RESTROOM BUILDING PLAZA AND OPEN TERRACE 14,000 SF MANHATTAN BOULEVARD



RIVERFRONT
COMMONS
WALK/BIKE PATH



Plaza



Pier



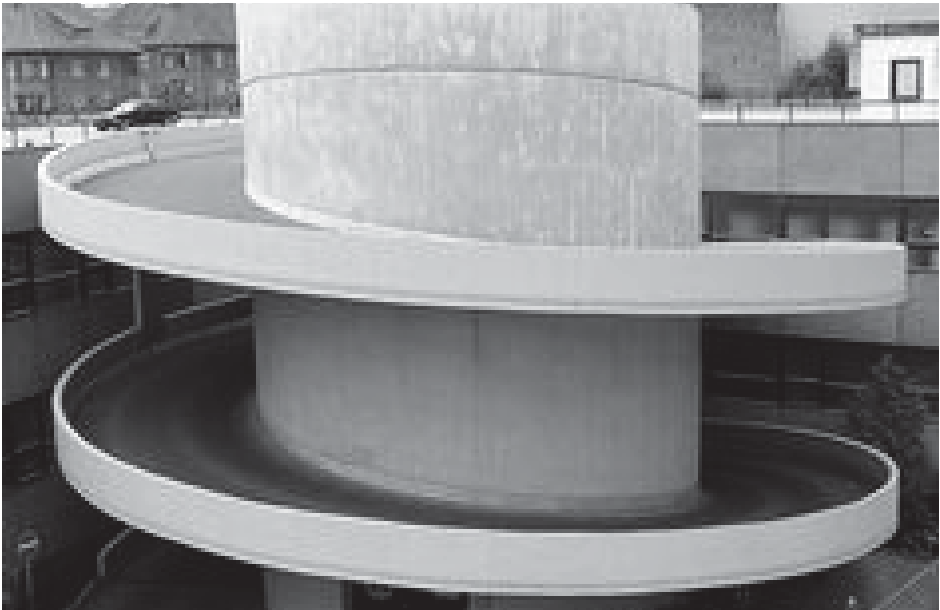
Overlook



Stairs and Walkways



ADA Ramp (overlook down to pier)



Jamestown and Brooklyn Natural Areas

Named after the two former towns that were joined to form the City of Dayton, these natural areas will serve as a respite from city life. With winding pathways and plenty of vegetation, these areas will add to the multiple access points to the river. By extending the existing the existing combined sewer outlets closer to the river, more the 1.5 acres of open space can be reclaimed and transformed from underutilized infrastructure to natural landscape features. It is important to maintain existing mature trees wherever possible and where they are consistent with the master plan.

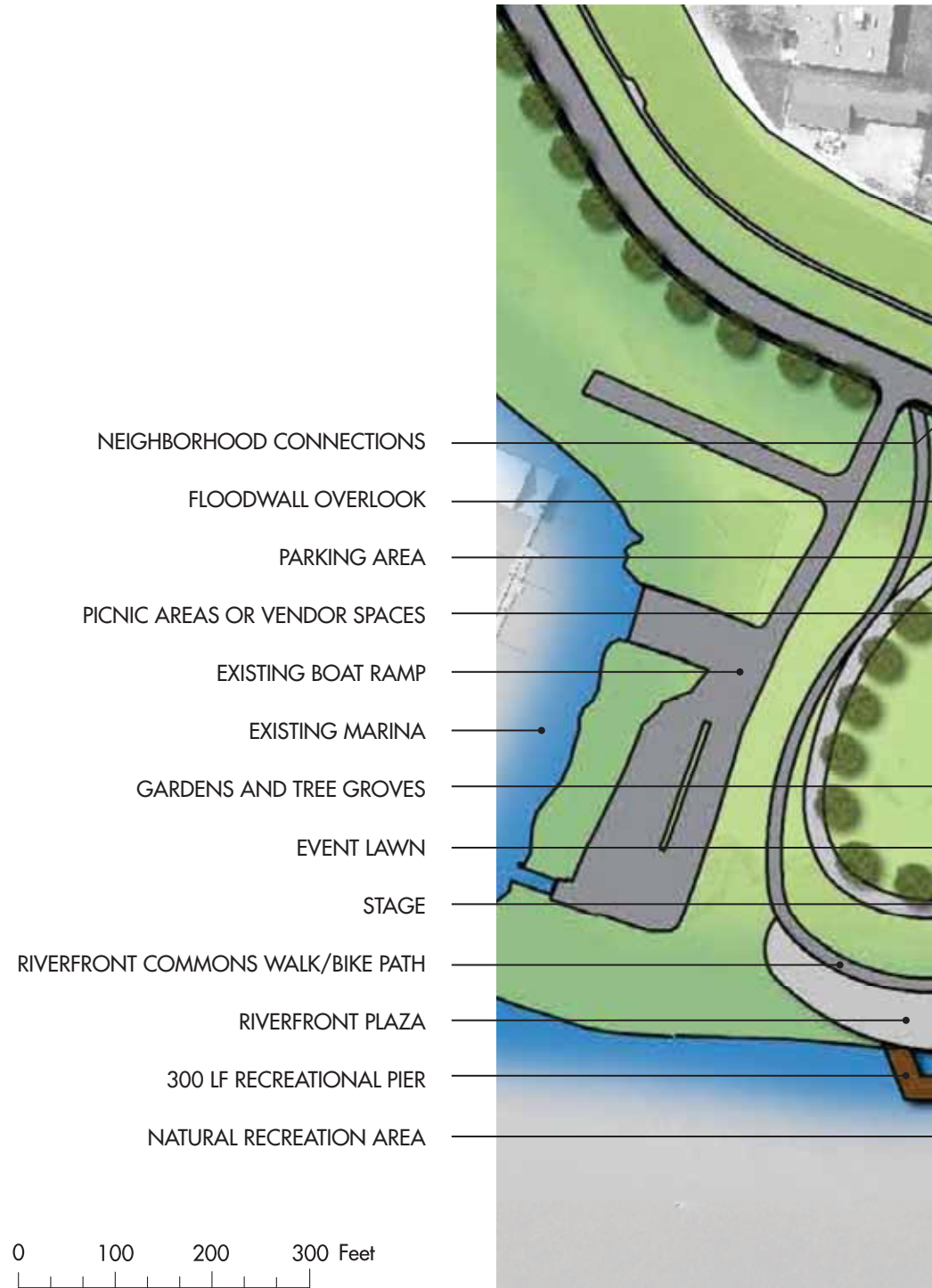
Use native plants extensively to decrease maintenance needs of the park. All plantings shall be designed and maintained to promote a sense of security for visitors.





Event Lawn

The significant open space and event area for the Dayton riverfront area is the event lawn and waterfront plaza. This 6-acre park area would contain a variety of outdoor spaces, gardens, natural areas and an open lawn area which support everyday uses as well as programmed activities, performances and events. Featuring treed walkways, seating, stage, manicured lawn, interactive fountain, public art and sculpture gardens, tree groves, pavilion and picnic areas, this park space will be the a paramount event space in the City. Nearby parking area allows for event staging and visitor parking. A 25-foot-wide, oval shaped walkway will allow for vendor, pop-up events. The event lawn, larger than a football field, can feature programmed activities. The lawn has the potential to be temporarily fenced for private and fee-based events with the potential to serve as a source of operating revenues. Public, permanent art works should be incorporated into the overall design.





Open Space



Tree Groves



Programmed Events



Active Areas





Everyday Use



Special Events



Waterfront Plaza



Pier

At the riverbank sits a waterfront plaza and a pier that projects into the river.

This large, plaza-type area is a great area for weekend celebratory events and festivals – potentially with arts and crafts exhibitors, street performers, food carts and psychics – to create a regional attraction. It could also serve as a spot for riverboats to connect to the plaza.



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City of Dayton Riverfront Master Plan

Western Trail (Riverfront Access Rd)		Eastern Trail (Riverfront Access Rd)		Central Trails		Event Lawn Trails and Parking Lot		Berry St Plaza		Marina Pier		Street and
QUANTITY	SUBTOTAL	QUANTITY	SUBTOTAL	QUANTITY	SUBTOTAL	QUANTITY	SUBTOTAL	QUANTITY	SUBTOTAL	QUANTITY	SUBTOTAL	QUANTITY
2,418	LF	2,297	LF	4,967	LF	4,275	LF	0	LF	0	LF	4,133
2,686.67	\$214,333	2,255	\$20,122	0.00	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00
0	\$0	0	\$0	540	\$2,512	69	\$8,090	221	\$16,584	0	\$0	2,273
0	\$0	0	\$0	1,080	\$86,426	1,530	\$122,421	442	\$35,380	0	\$0	0
2,720	\$54,405	2,584	\$51,683	993	\$19,868	1,310	\$26,195	407	\$8,133	0	\$0	0
0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	8,266
0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	111
0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	5,799
0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	16
0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	68
1,343	\$13,433	1,276	\$12,761	2,208	\$22,076	2,261	\$22,615	0	\$0	0	\$0	0
3,264	\$48,964	2,120	\$31,793	1,104	\$16,557	1,131	\$16,961	0	\$0	0	\$0	0
2,687	\$53,733	2,552	\$51,044	0	\$0	0	\$0	0	\$0	0	\$0	0
2	\$10,000	2	\$10,000	0	\$0	0	\$0	0	\$0	0	\$0	0
2,418	\$48,360	2,297	\$45,940	4,967	\$99,340	4,275	\$85,500	0	\$0	0	\$0	0
40	\$9,600	40	\$9,600	0	\$0	0	\$0	0	\$0	0	\$0	0
0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1,965
10	\$6,500	10	\$6,500	10	\$6,500	10	\$6,500	0	\$0	0	\$0	16
0	\$0	0	\$0	0	\$0	0	\$0	1	\$900,000	0	\$0	0
0	\$0	0	\$0	0	\$0	0	\$0	1	\$900,000	0	\$0	0
0	\$0	0	\$0	0	\$0	0	\$0	1	\$2,000,000	0	\$0	0
0	\$0	0	\$0	0	\$0	0	\$0	1	\$700,000	0	\$0	0
0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0
0	\$0	0	\$0	0	\$0	0	\$0	1	\$3,500,000	1	\$3,500,000	0
1	\$10,000	1	\$10,000	0	\$0	0	\$0	0	\$0	0	\$0	3
2	\$20,000	2	\$20,000	1	\$10,000	1	\$10,000	2	\$20,000	1	\$10,000	1
2,418	\$60,450	2,297	\$57,425	4,967	\$124,175	4,275	\$106,875	2,000	\$50,000	1,000	\$25,000	4,133
2	\$40,000	3	\$60,000	2	\$40,000	5	\$100,000	8	\$160,000	4	\$80,000	1
1	\$10,000	1	\$10,000	0	\$0	0	\$0	0	\$0	0	\$0	5
1	\$15,000	1	\$15,000	1	\$15,000	1	\$15,000	2	\$30,000	2	\$30,000	2
1	\$10,000	1	\$10,000	1	\$10,000	1	\$10,000	1	\$10,000	1	\$10,000	0
2	\$100,000	2	\$100,000	2	\$100,000	24	\$1,200,000	8	\$400,000	2	\$100,000	3
0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0
2,687	\$8,060	2,552	\$7,657	5,519	\$16,557	4,750	\$14,250	0	\$0	0	\$0	5,000
	\$146,687.78		\$142,716.11		\$121,401.96		\$357,681.44		\$1,746,019.54		\$751,000.00	
2	\$50,000	2	\$50,000	0	\$0	0	\$0	0	\$0	0	\$0	10
	\$110,015.83		\$107,037.08		\$91,051.47		\$268,261.08		\$1,309,514.66		\$563,250.00	
	\$1,040,143		\$1,013,334		\$819,463		\$2,414,350		\$11,785,632		\$5,069,250	47

IMPLEMENTATION

Implementation

A plan this size involves a significant outlay of resources and time to complete. Implementation will likely involve a number of partners and various financial resources – both public and private. It is also important to recognize the importance of the riverfront to the City of Dayton, and Northern Kentucky as a whole. To be successful on a regional basis, the Dayton Riverfront must connect with the region – spanning City boundaries, agency responsibilities and even physical boundaries like the flood levee.

It is important to continue the momentum the City has built during the development of this plan. This plan includes several big-ticket projects – pier, waterfront plaza and event lawn. Funding for these individual projects typically takes time and effort to assemble. Starting with smaller, more manageable pieces can help build momentum towards overall success.

One part beginning to experience regional success is the Riverfront Commons Trail. With the State of Kentucky having awarded a CMAQ grant to start Phase One (Western portion) of Riverfront Commons, the City is well positioned to move forward with design and construction, eventually linking all five river cities of Northern Kentucky and increasing recreation and economic development potential.

As implementation moves forward, significant partnerships in funding, permitting and property ownership will be required to achieve the larger, more iconic elements of the plan. To achieve a successful partnership, the City of Dayton will need to engage, partner with and receive significant contributions from other organizations such as USACE, DCI Properties, Southbank and Manhattan Harbour.



Funding Sources

Potential partners in helping implement the Dayton Riverfront Plan:

- All City Departments
- Campbell County
- Southbank Partners
- Ohio Kentucky Indiana Regional Council of Governments (OKI)
- Kentucky Department of Transportation (KYTC)
- US Army Corps of Engineers (USCAE) Louisville District
- US Environmental Protection Agency (EPA)
- Northern Kentucky Chamber of Commerce
- Catalytic Development Funding Corp. of Northern Kentucky (the Catalytic Fund)
- Northern Kentucky Area Development District
- Northern Kentucky Chamber
- Northern Kentucky Convention & Visitors Bureau
- Northern Kentucky Convention Center
- Northern Kentucky Tourism Region
- Northern Kentucky TRI-ED
- Northern Kentucky University
- Port Authority
- Transit Authority of Northern Kentucky (TANK)
- Sanitation District 1
- All Community Organizations
- All Community Redevelopment Corporations
- Local Media
- Community Members
- Local Businesses



Project Phasing

Phase 1: Immediate and Interim Projects (2016–2018)

- Formally adopt Riverfront Master Plan
- Establish plan implementation committee
- Create detailed public funding strategy and private fundraising strategies/goals
- Conduct riverfront pier feasibility study and initiate USACE permitting process
- Coordinate sewer outlet “extension” with Sanitation District #1 (SD1)
- Hire design/engineering firm and develop detailed design/engineering plans
- Strategize and coordinate with Southbank Partners on additional funding and construction of Riverfront Commons and Manhattan Harbour development team on other plan pieces
- Complete Riverfront Commons Trail
- Develop Operations & Maintenance Plan for all riverfront development

Phase 2: Medium-term Projects (2018-2024)

Trails, Pathways and Connectivity

- Improve floodwall sidewalk and overlooks
- Create connection points over Floodwall (stairs and ADA)
- Enhance O’Fallon Avenue Streetscape and add Gateway element

- Enhance McKinney Street Streetscape
- Enhance Berry Street Streetscape
- Enhance Main Street Streetscape
- Enhance Clark Street Streetscape and add Gateway element

Jamestown and Brooklyn Natural Areas

- Extend sewer outlets closer to river
- Create tree-lined paths that interconnect with Riverfront Commons Trail
- Add enhancing, native landscape items
- Add appropriate cultural, art and/or signage

Event Lawn

- Add Event Lawn circulation elements
- Add parking area
- Redevelop large open space into Event Lawn area, vendor spaces and stage
- Link the park with Riverfront Commons trail west of Event Lawn
- Add enhancing, native landscape items
- Add tree groves and gardens
- Add appropriate cultural, art and/or signage
- Establish programmed events/activities

Berry Street Plaza

- Add stairs connecting down to Riverfront Commons trail

Phase 3: Long-term Projects (2024-2034)

Berry Street Plaza and Overlook

- Add plaza and open terrace and landscape areas
- Add overlook, restroom buildings and ADA accessible ramp to Riverfront Commons

Berry St Pier

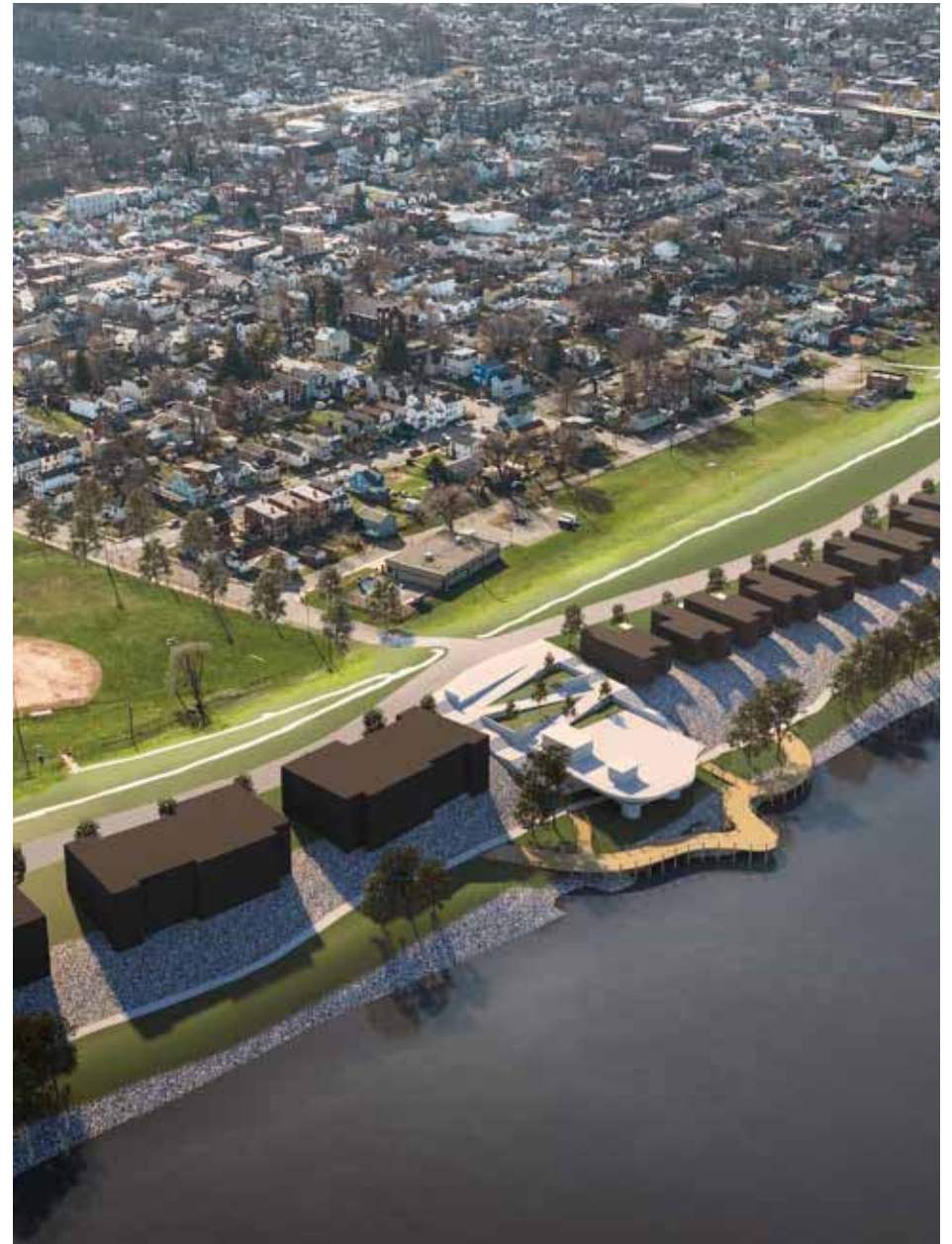
- Develop Recreational Pier

Event Lawn

- Continue to add activating spaces (interactive fountain, public art, etc.)
- Improve/enhance pedestrian connections between the Manhattan Hourbour development and park spaces.

Waterfront Plaza

- Develop Waterfront Plaza
- Establish programmed events/activities
- Add Recreational Pier



Development Costs

A general construction cost is outlined below for each Phase. A detailed cost breakdown of the Riverfront Master Plan and each type of project/improvement is included in the Appendix.

	Area	Cost
	PHASE 1: IMMEDIATE-TERM	
A	Western Riverfront Commons Trail	\$1,040,143
B	Eastern Riverfront Commons Trail	\$1,013,334
C	Central Riverfront Commons Trail	\$819,463
	PHASE 2: MIDDLE-TERM	
D	Event Lawn, Trails and Parking Lot	\$2,414,350
E	Streetscape Improvements and Floodwall Access	\$5,125,532
	PHASE 3: LONG-TERM	
F	Berry Street Plaza and Pier	\$11,785,632
G	Riverfront Plaza and Pier	\$5,069,250
	TOTAL	\$27,357,703



1 inch equals 200 feet



LEGEND

- ① Floodwall Overlook
- ② Bike Trail
- ③ Pier
- ④ Plaza
- ⑤ Event Lawn
- ⑥ Passive Recreation space
- ⑦ Cultural Heritage area
- ⑧ Improved Connections
- ⑨ Restaurant/Commercial space
- ⑩ Gardens and Tree Groves

KZFD SIGN

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APPENDIX



Public Involvement

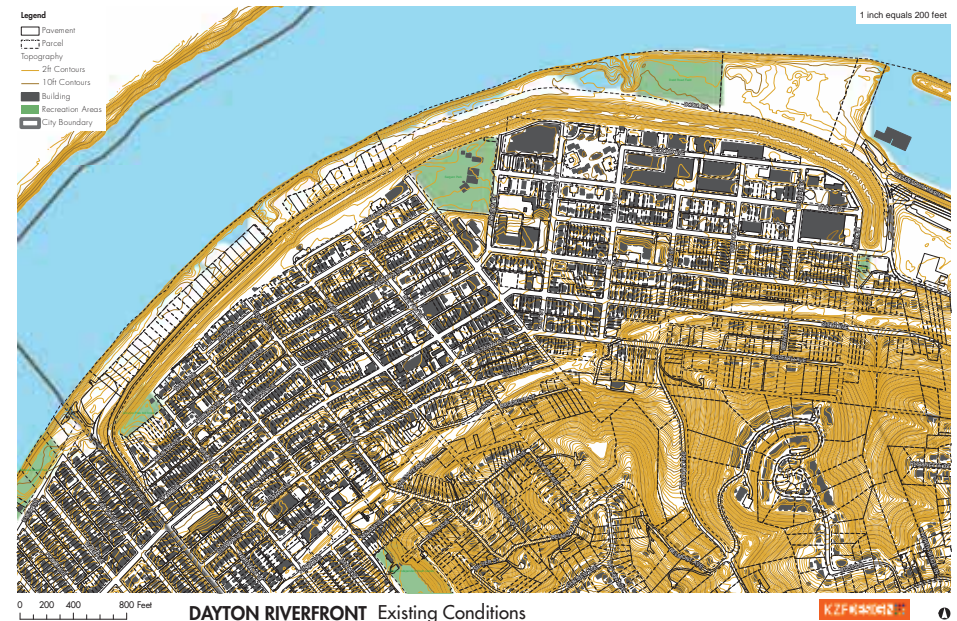
Community Visioning Session

The City of Dayton and KZF Design held a formal presentation and public forum at the School Board Administration Building, 200 Clay St, Dayton, KY. The presentation occurred on Wednesday, January 21, 2015 from 6:00 to 8:00 PM for public opinion of the Riverfront Master Plan. The City of Dayton and KZF Design was represented as they took input to initiate the project. An announcement was made on the City's website and various Facebook pages.

The Bellevue Dayton Sun was in attendance to document the presentation by video.



Vision Session Presentation Boards



Visual Preference Survey



Observed Feedback

Berry Street – could be a “boulevard” entrance

- Connection from Manhattan Harbour to the City
- Serve as an access point to the “pier”

Prefer looped, open spaces along river – not linear

Gazebo, sitting space, sheltered areas

Elevation starts low at the west, moves up as you move east – engage community through river views

Pier materials could be synthetic/wood

Sewer outlet can have a strong smell June through September

- Provide possible locations for amphitheater/overlook spaces
- Need access for SD1 cleanout

ADA, accessibility and parking are important

Parking/access for events is needed if [arts] organizations have events

Possible connections for riverboats would be nice

Multiple access points to the river

Landscape design is important – vistas and overlooks should be considered

Natural vegetation could be restored to some areas

Public Involvement

Community Visioning Session Continued



Bellevue Dayton Sun

SHINING LIGHT ON OUR SHARED COMMUNITIES WITH NEWS & INFORMATION

TUESDAY, JULY 21ST, 2015

COMMUNITY

Dayton Kentucky Pier – Date set for first public meeting

BY BDSUN ON JANUARY 5, 2015 • (LEAVE A COMMENT)

This meeting will be an open house session on January 21st from 6-8 PM at the Dayton, Kentucky School Admin Building at 200 Clay Street in Dayton, Kentucky.

The purpose of this meeting is to share plans of existing conditions and ongoing work in the area. **KZF** (<http://www.kzf.com/index.htm>), the company hired to create the conceptual designs for the pier and the river walk, wants to use this meeting to gather ideas for the City's riverfront and how these opportunities can be incorporated into a master plan to guide development and future projects along the riverfront.

The meeting will be informal, with the opportunity to discuss ideas individually with the project team. The study is very much in the early stages and represents somewhat of a "blank slate" plan of the riverfront where all concepts and ideas are encouraged. The public is welcome and encouraged to come and participate in this meeting. This pier is a way for the citizens of Dayton to have access to the river that has been so much of the city's history and way of life. The public meeting is a way for the general citizens to be a part of the design that will impact the riverfront for generations.

Results from the workshop will be incorporated into the master plan.



Bellevue Dayton Sun

SHINING LIGHT ON OUR SHARED COMMUNITIES WITH NEWS & INFORMATION

TUESDAY, JULY 21ST, 2015

COMMUNITY

KZF comes to Dayton Kentucky for inspiration on the Pier

BY BDSUN ON JANUARY 21, 2015 • (LEAVE A COMMENT)

by Jimmy Lee King

bdsunky.com

(<http://bdsunky.com>)

30 people attended the meeting Wednesday evening, including Mayor Boruske, Council members Bill Burns and Joe Neary.

City administrator Michael Giffen started the meeting off at 6PM, to introduce the representatives from **KZF Design, Inc**

Dayton KY Riverfront Committee
January 20 · 🌐

Reminder: PUBLIC FORUM: This Wednesday, January 21st, from 6:00 to 8:00 PM for public opinion of the Comprehensive Plan for the Riverfront Commons trail and Community Pier. The forum will take place at the School Board Administration Building. KZF Design Inc. firm will be well represented as they take our input and begin this exciting project. All are invited and we hope to see you there.

Like Comment Share

1 share

Write a comment...

Dayton plans trail and pier as common ground

Scott Wartman swartman@dky.com 9:55 a.m. EST January 22, 2015



(Photo: The Enquirer/Scott Wartman)

DAYTON – Residents of Dayton, Kentucky expect their community to change as much in the next few years as its riverbank.

A developer raised the bank 22 feet in preparation for the 2,000 homes being built for Manhattan Harbour.

While many welcome the expected influx of new people, Dayton's current 5,000 residents want to ensure they aren't forgotten.

Many see a proposed riverfront trail and pier as a project that could ease tensions between old and new residents.

About two dozen residents gathered in a boardroom Wednesday night to discuss what the trail and pier along the river might look like.

It's Dayton's portion of the Riverfront Commons project that, when completed, will be a riverfront path between Ludlow and Fort Thomas.

It would be something the entire community could use, said resident Roy Newman.

"It would be the one piece of all of this that's for the public," Newman said. "Everything else is really for private residences, for private developers. This is the single public component of this riverfront effort."

The path hasn't been designed and will take public input into account, said Jon Wley, with KZF Design.

The city has contracted with KZF Design to plan and design the path for \$21,000. The city will have to find additional money for construction.

City officials envision a 12 foot concrete path along the Ohio River and a pier that would allow people to walk out on the water.

The pier would be a way Dayton natives and new residents could mingle, said Resident Catherine Hamilton Hicks. Hicks, a member of the Dayton planning and zoning committee, first proposed the idea of a pier in October 2014.

She's afraid the million dollar homes on the riverfront would deprive the rest of Dayton from access to the river. A park with baseball fields on the riverfront was removed to make way for the development.

Affluent homes on the river and affluent homes on the hillside overlooking the river might create resentment among the majority of Daytonians living in the middle, she said. She hopes a pier would diffuse that tension.

"The people in the middle are getting cheated out of the riverfront, access to the water," Hicks said. "For everyone, a great equalizer is the water, and access to the water is very important, to have something that's classless, genderless, open to everybody."

Some think the city gave away too much of the riverfront. Newman, who moved to Dayton from Chicago in 2012, said he wished the city kept more of the riverfront for green space. That's what Chicago did by making 25 miles of its waterfront public, he said.

"It's gorgeous and it truly defines the city now," Newman said. "Chicago's a spectacular place. A lot of visitors would say, 'I didn't realize how gorgeous your waterfront is.' We're not going to have anything that competes with that, but I'd like to see a little something."

The path and pier haven't been designed and could take many forms based on public input.

The city must also find the money.

Construction of the path and pier, however, will cost millions.

Economic development agency Southbank Partners has applied for a \$600,000 federal grant to build about 3,200 feet of paved path along the Ohio River from O'Fallon Avenue to Berry Street, which is part of the Riverfront Commons path.

Additional money would be required to pave another 6,400 feet of path that would connect it to the Manhattan Harbour marina.

The pier could cost millions, said City Administrator Michael Giffen.

Building the trail could take five years. A pier even longer, he said.

But residents think it's a worthy effort.

"I think it's got to go hand in hand with other development going on," said resident Tammy Kruger. "We need some additional features besides the housing and condos and high rise apartments going in. We need some riverfront recreational things."

Read or Share this story: <http://on.oh10.com/fuP>

Conceptual Master Plan Public Input Session

The City of Dayton and KZF Design held an open house-style session at the School Board Administration Building, 200 Clay St, Dayton, KY. The presentation occurred on Thursday, January 21, 2016 from 6:00 to 8:00 PM for public opinion of the Draft Riverfront Master Plan. The City of Dayton and KZF Design was represented as they took input to on conceptual designs ideas, implementable projects and estimated construction costs. An announcement was made on the City's website on various Facebook pages.

The Bellevue Dayton Sun was in attendance to document the open house.



Input Session Presentation Boards



Public Involvement

Conceptual Master Plan Public Input Session Continued

City of Dayton, Kentucky
January 20

The City of Dayton and KZF Design will hold an Open House on January 21st at 7:00PM at the High School Administration Building (200 Clay Street). We will be displaying segments of the Riverfront Comprehensive study done by KZF and welcome your feedback. This will be the last opportunity for the public to weigh in before the study is complete.

Like Comment Share

Jacob Prather, Sherry Rogers and Robin Allen Brockman

Write a comment...

City of Dayton, Kentucky
January 18

The City of Dayton and KZF Design will hold an Open House on January 21st at 7:00PM at the High School Administration Building (200 Clay Street). We will be displaying segments of the Riverfront Comprehensive study done by KZF and welcome your feedback. This will be the last opportunity for the public to weigh in before the study is complete.

Like Comment Share

Jacobi Prather, Don Druck and 4 others

1 share

Write a comment...

City of Dayton, Kentucky
January 13

The City of Dayton and KZF Design will hold an Open House on January 21st at 7:00PM at the High School Administration Building (200 Clay Street). We will be displaying segments of the Riverfront Comprehensive study done by KZF and welcome your feedback. This will be the last opportunity for the public to weigh in before the study is complete.

Like Comment Share

Jacob Prather, Barbara Williams Washington and 4 others

2 shares

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Home » Featured » Plans for \$24 million Dayton Riverfront Commons project revealed; trail will connect river cities

Plans for \$24 million Dayton Riverfront Commons project revealed; trail will connect river cities

Feb 4th, 2016 - 0 Comment

KZF, an architecture and engineering design firm in Cincinnati, has revealed the design plans for a riverfront project in Dayton that is part of the Riverfront Commons Trail.

Eric Anderson of KZF presented renderings of the riverfront walkway and answered questions about the plans during a recent public meeting in Dayton.

Dayton's unique riverfront design plans incorporate the entire riverfront shoreline from the Bellevue-Dayton border of O'Fallon Avenue east to the Route 8 entrance of the Ohio River floodwall. Once the project is completed, the pathway will connect the river cities of Dayton, Bellevue, Newport, Covington, Ludlow and Fort Thomas, a walking/biking/running artery known as the Riverfront Commons Trail.

"The Riverfront Commons project showcases Dayton's desire to provide our citizens with easier and safer access to economic hubs in the region through means of alternative transportation," said Dayton's City Manager, Michael Giffen. "At the same time, projects like this will bring people from all over the region to Dayton, which allows us to highlight the strong economic opportunities here, both residential and commercial. It also doesn't hurt that this project will provide beautiful scenic views of the river, new development, and other features unique to Dayton."

The riverfront will include a winding walking trail, two separate piers that hug the shoreline, as well as handicap ramps that access the walkways and piers. The design plans also included restrooms, parking lots, buildings designated for vendors and stages designated for entertainment.

"It's exciting for Dayton, and all of the river cities, to see the potential of the riverfront," said Jack Moreland, president of Southbank Partners. "Dayton's walkway will add a unique section to the Riverfront Commons Trail. Southbank Partners plans to help Dayton access additional grants that can be applied towards the project."

Southbank Partners is a coalition of government, business and community leaders in the Northern Kentucky Ohio River cities of Covington, Newport, Bellevue, Dayton, Ludlow and Fort Thomas.

Moreland wrote the federal grant for which Dayton was awarded more than \$500,000 in October for the riverfront walkway.

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Northern Kentucky Chamber of Commerce



HOME / DAYTON



Dayton Riverwalk, Pier Project Take Big Visual Step



WED, 02/03/2016 - 14:48 RCN NEWSDESK

[Increase Text Size](#)



The dream of a community pier along the City of Dayton's riverfront inched closer to reality in recent weeks.

We can now see what the ambitious project could look like.

KZF, an architecture and engineering design firm in Cincinnati, revealed the design plans for the pier and Riverwalk that would be part of the Dayton connection to the Riverfront Commons project, a trail along the Ohio River that would connect Ludlow, Covington, Newport, Bellevue, Dayton, and Ft. Thomas.



Bellevue Dayton Sun

SHINING LIGHT ON OUR SHARED COMMUNITIES WITH NEWS & INFORMATION

TUESDAY, JUNE 7TH, 2016

COMMUNITY

KZF reveals plans for Dayton, KY riverfront walkway

BY BDSUN ON JANUARY 21, 2016 • (1 COMMENT)

By Jennifer Sierra



At a public meeting held in Dayton, Kentucky (<http://Daytonky.com>) on Thursday evening, KZF (<http://kzf.com/>) revealed their design plans for the riverfront pier. These plans, like the riverfront development by DCI properties at Manhattan Harbour, (<http://Manhattanharbourdci.com>) are fluid and still conceptual. KZF provided renderings of the riverfront walkway and the Community and Transportation Planner, Eric Anderson, was on hand to answer questions about the project.

The scope of the project encompassed the entire riverfront shoreline from the Bellevue-Dayton border of O'Fallon eastward to the Route 8 entrance through the flood wall. There were various points of interest added along the winding walking trail. 2 separate pier areas that hugged the shoreline were included as well as handicap ramps that access the walkways and piers. Restrooms and parking lots were included in the plan to accommodate the crowds expected to gather at the 2 overlooks where there are buildings designated for vendors and stages for entertainment.



According to Eric Anderson from KZF, the plan is to start the construction on the west end of the city's riverfront and work east toward the marina. The entire process could take "5, 10 or 15 years to complete," said Anderson. It depends on the speed with which the city approves the plans, gets additional funding to pay for the project and the number of changes the plans go through. Once the city approves the plans and gives the project the green light, engineers have to get involved to make more detailed plans for KZF to submit to the Army Corps of Engineers. The price tag for the entire project is over \$24 million. The walkway without piers could be completed for about \$3 million.



Jack Moreland from Southbank Partners

(<http://www.southbankpartners.com/>) wrote the grant for which Dayton, Kentucky was awarded over \$500,000.00 in October for the riverfront walkway. That money could help get the pathway started toward the Berry Street access. Moreland said there is more grant money out there and he plans to help Dayton with the grants that can be applied toward the project but that money won't be awarded until 2018.

Once completed, the pathway will link the cities of Dayton, Bellevue (<http://Bellevueky.org>), Newport, Covington and Ludlow. Jack Moreland said each section of the Riverfront Commons Trail will be unique to the city it crosses through but the walkway will also have certain things that will enable the cities to put their individual mark on the project.

As with any development, it takes time to get there. It took Manhattan Harbour over 10 years to get started and development is still going on at Smale Riverfront Park (<http://www.mysmaleriverfrontpark.org/>) in Cincinnati, also over 10 years in the making. The Northern Kentucky river cities have a lot to look forward to.

Public Involvement

Conceptual Master Plan Public Input Session Continued

PROJECT INFORMATION SHEET

Dayton Riverfront Master Plan
Public Open House – January 21, 2016

WELCOME

The City of Dayton is pleased to hold a public meeting for the Riverfront Master Plan. This meeting will provide a platform by which all interested persons may have an opportunity to review current plans and provide input into the decision making process.

This handout and the materials that have been developed to summarize the proposed project are on display to present the proposed project currently under consideration. Project study team representatives are available at the meeting to answer your questions and take comments.

PURPOSE OF MEETING

The purpose of the Public Involvement Open House is to seek comments on the recently conducted planning study pertaining to the undeveloped portions of the Dayton Riverfront. The study area for the Riverfront Master Plan lies within the boundary of the City of Dayton, specifically from the western City boundary along O'Fallon Ave, extending between the Ohio River and the existing US Army Corps of Engineers' earthen flood levy, to the Manhattan Harbour marina at the beginning of Mary Ingles Hwy.



The City of Dayton desires to develop a plan to improve its riverfront, taking advantage of the continued progress of Manhattan Harbour and the Riverfront Commons Shared Use Trail. The City of Dayton selected KZF Design to develop a master plan, provide implementation strategies and identify potential funding sources that will position the City of Dayton to improve and reconnect the riverfront.

The objectives of this Riverfront Master Plan include:

1. Diminish physical or perceived barriers between the riverfront and surrounding neighborhoods
2. Maximize the value of the riverfront by carefully integrating, enhancing and coordinating the function and circulation systems, ultimately improving access to the riverfront
3. Create memorable places for civic events, attracting visitors, residents, businesses and tourists
4. Plan and develop a community-oriented riverfront to serve the area's needs: living, recreation, events, social interaction and human development
5. Increase recreational access to the riverfront
6. Create a community focal point for festivals and riverboat docking
7. Explore the potential for habitat preservation/conservation to protecting sensitive areas
8. Develop a symbol of the City's health, history, quality of life and community pride

PROPOSED MASTER PLAN

The conceptual plans on display show proposed improvements focusing on the portions of the riverfront not already in development through the Manhattan Harbour project. The remaining pieces of land not developed through Manhattan Harbour are opportunities for parks and recreational features that are interconnected by the Riverfront Commons trail.



PROJECT STATUS, SCHEDULE AND BUDGET

The project is progressing through the planning phase. At this time, there is no anticipated schedule or funding sources identified for this project. The projected construction cost is \$24,250,000.

YOUR COMMENTS ARE IMPORTANT

This public involvement open house is an important part of the planning decision-making process. Please take this opportunity to review the project exhibits that will be on display and talk with the project study

Conceptual Master Plan Public Input Session Continued



City of Dayton, KY
RIVERFRONT PLAN PUBLIC MEETING
 Date: January 21, 2016 Location: School Board Admin. Bld
SIGN-IN SHEET

Name	Email	Phone	Affiliation
Yanis Gaidos	ngaidos@gmail.com		
Jack MacLeod	J.MacLeod@SouthWest.com	655-7700	
Darryl Lynn	Dlynn@pro.com		County Manager
Bill Evans	MichiganBill@fuse.net		Council
Anthony Cadda	Anthony.Cadda@gmail.com	513-481-1800	RESIDENT
Key Newman	Newman@ameritech.net		RESIDENT
LESLIE CARR	lesliecarr@hotmail.com		RESIDENT
Beth Nyman	parttime@bethnyman.com	513-262-1813	RESIDENT
Debbi Savanick	Dbsavanick@gmail.com	513-481-1800	RESIDENT
Ben Bauer	bbauer@daytonky.org	513-262-1413	Dayton City
Anthony Cadda	Anthony.Cadda@gmail.com	513-481-1800	RESIDENT
Sam Custer	scuster@co.daytonky.org	513-481-1800	County
Joe Neary	JNeary@attney.com	513-461-0133	
Brad Kutz	bradkutz@kcf.com	KCF 513-611-6111	

City of Dayton
 514 Sixth Avenue | Dayton, KY 45474
 (937) 481-1800
COMMENT SHEET
 Dayton Riverfront Master Plan
 PUBLIC INVOLVEMENT OPEN HOUSE
 January 21, 2016

Use this form to submit your comments at the Public Involvement Open House or mail to:

Michael Giffin, City Administrator
 City of Dayton, Kentucky
 514 Sixth Avenue
 Dayton, KY 45474

COMMENTS MUST BE RECEIVED ON OR BEFORE February 5, 2016

These comments submitted by

Name: Kathy Goad
 Address: 314 4th Ave
 Email: goadkathy@gmail.com

Are you a resident in the area of the proposed improvement? Yes No
 Are you a property owner in the area of the proposed improvement? Yes No
 Do you own and/or operate a business in the area of the proposed improvement? Yes No

Please provide comments below

Comments:
 1) Concerned about buildings blocking sunlight into or neighborhood
 2) Any studies to make concrete or car emissions settling in the immediate area?
 3) Please plan for increased traffic signal.

City of Dayton
 514 Sixth Avenue | Dayton, KY 45474
 (937) 481-1800
COMMENT SHEET
 Dayton Riverfront Master Plan
 PUBLIC INVOLVEMENT OPEN HOUSE
 January 21, 2016

Use this form to submit your comments at the Public Involvement Open House or mail to:

Michael Giffin, City Administrator
 City of Dayton, Kentucky
 514 Sixth Avenue
 Dayton, KY 45474

COMMENTS MUST BE RECEIVED ON OR BEFORE February 5, 2016

These comments submitted by

Name: Anthony V. Cadda
 Address: 1120 5th Ave Dayton, KY 45474
 Email: anthony.cadda@gmail.com

Are you a resident in the area of the proposed improvement? Yes No
 Are you a property owner in the area of the proposed improvement? Yes No
 Do you own and/or operate a business in the area of the proposed improvement? Yes No

Please provide comments below

Comments:
 great designs! Love the simplicity of the plan at the Event Plaza + Riverfront. But I still think the Berry St. plan + access is crucial. Also when doing street scaping for Berry St. also tie funding to do Business district.

Detailed Cost Estimate

City of Dayton Riverfront Master Plan

6/7/2016



DESCRIPTION	UNITS	UNIT COST	Western Trail (Riverfront Access Rd)		Eastern Trail (Riverfront Access Rd)		Central Trails		Event Lawn Trails and Parking Lot		Berry St Piazza		Marina Pier		Street Improvements and Floodwall Stage		PROJECT TOTALS		
			QUANTITY	SUBTOTAL	QUANTITY	SUBTOTAL	QUANTITY	SUBTOTAL	QUANTITY	SUBTOTAL	QUANTITY	SUBTOTAL	QUANTITY	SUBTOTAL	QUANTITY	SUBTOTAL	QUANTITY	SUBTOTAL	
ESTIMATED CONSTRUCTION COSTS																			
Trail Length	LF		2,418	LF	2,297	LF	4,967	LF	4,275	LF	0	LF	0	LF	4,133	LF	18,090	LF	3.43
Pavement																			
501 Jointed Plain Concrete (JPC) Pavement	SY	\$80	2,686.67	\$214,933	2,552.22	\$204,178	0.00	\$0	0.00	\$0	0.00	\$0	0.00	\$0	0.00	\$0	5,239	\$419,111	
404 Asphalt Pavement - Surface	TON	\$75	0	\$0	0	\$0	540	\$40,512	695	\$52,090	221	\$16,584	0	\$0	2,273	\$170,506	3,729	\$279,692	
404 Asphalt Pavement - Base	TON	\$80	0	\$0	0	\$0	1,080	\$86,426	1,530	\$122,421	442	\$35,380	0	\$0	0	\$0	3,053	\$244,226	
302 Dense Graded Aggregate Base	TON	\$20	2,720	\$54,405	2,584	\$51,683	993	\$19,868	1,310	\$26,195	407	\$8,133	0	\$0	0	\$0	8,014	\$160,284	
506 Curb	LF	\$20	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	8,266	\$165,320	8,266	\$165,320	
505 Conc. Steps	CY	\$2,100	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	741	\$1,555,556	741	\$1,555,556	
505 Conc. Walk	SY	\$51	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	5,799	\$295,766	5,799	\$295,766	
505 ADA Ramps	EACH	\$300,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	3	\$900,000	3	\$900,000	
506 Curb Ramp	EACH	\$1,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	68	\$68,000	68	\$68,000	\$4,087,956
Earthwork																			
204 Excavation	CY	\$10	1,343	\$13,433	1,276	\$12,761	2,208	\$22,076	2,261	\$22,615	0	\$0	0	\$0	0	\$0	7,088	\$70,885	
206 Embankment	CY	\$15	3,264	\$48,964	2,120	\$31,793	1,104	\$16,557	1,131	\$16,961	0	\$0	0	\$0	0	\$0	7,618	\$114,275	
203 RipRap Removal	CY	\$20	2,687	\$53,733	2,552	\$51,044	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	5,239	\$104,778	\$289,937
Drainage																			
710 Drainage Structures (CB, MH)	EACH	\$5,000	2	\$10,000	2	\$10,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	4	\$20,000	
704 Underdrain	LF	\$20	2,418	\$48,360	2,297	\$45,940	4,967	\$99,340	4,275	\$85,500	0	\$0	0	\$0	0	\$0	13,957	\$279,140	
701 Storm Sewer Pipe, 60"	LF	\$240	40	\$9,600	40	\$9,600	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	80	\$19,200	\$318,340
Structures																			
720 Railing, Misc. (ADA ramp Rail)	LF	\$70	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	1,490	\$104,300	1,490	\$104,300	
690 Bollards	EACH	\$650	10	\$6,500	10	\$6,500	10	\$6,500	10	\$6,500	0	\$0	0	\$0	16	\$10,400	56	\$36,400	
Terrace and Stair Walls	LP.SUM	\$900,000	0	\$0	0	\$0	0	\$0	0	\$0	1	\$900,000	0	\$0	0	\$0	1	\$900,000	
Plaza Hardscape and overlook	LP.SUM	\$900,000	0	\$0	0	\$0	0	\$0	0	\$0	1	\$900,000	0	\$0	0	\$0	1	\$900,000	
Overlook Piers and ADA Ramp	LP.SUM	\$2,000,000	0	\$0	0	\$0	0	\$0	0	\$0	1	\$2,000,000	0	\$0	0	\$0	1	\$2,000,000	
Restroom Building	LP.SUM	\$700,000	0	\$0	0	\$0	0	\$0	0	\$0	1	\$700,000	0	\$0	0	\$0	1	\$700,000	
Event Lawn Structure	LP.SUM	\$250,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	
Pier	LP.SUM	\$3,500,000	0	\$0	0	\$0	0	\$0	0	\$0	1	\$3,500,000	1	\$3,500,000	0	\$0	2	\$7,000,000	\$11,640,700
Miscellaneous																			
713 Signing/Pvmt Marking	LP.SUM	\$10,000	1	\$10,000	1	\$10,000	0	\$0	0	\$0	0	\$0	0	\$0	3	\$30,000	5	\$50,000	
715 Wayfinding Signage	LP.SUM	\$10,000	2	\$20,000	2	\$20,000	1	\$10,000	1	\$10,000	2	\$20,000	1	\$10,000	1	\$10,000	10	\$100,000	
834 Lighting	LF	\$25	2,418	\$60,450	2,297	\$57,425	4,967	\$124,175	4,275	\$106,875	2,000	\$50,000	1,000	\$25,000	4,133	\$103,325	21,090	\$527,250	
Site Furniture/Phones	LP.SUM	\$20,000	2	\$40,000	3	\$60,000	2	\$40,000	5	\$100,000	8	\$160,000	4	\$80,000	1	\$20,000	25	\$500,000	
112 Maintenance of Traffic	LP.SUM	\$10,000	1	\$10,000	1	\$10,000	0	\$0	0	\$0	0	\$0	0	\$0	5	\$50,000	7	\$70,000	
112 Mobil/Const. Layout	LP.SUM	\$15,000	1	\$15,000	1	\$15,000	1	\$15,000	1	\$15,000	2	\$30,000	2	\$30,000	2	\$30,000	10	\$150,000	
202 Clear, Grub, Erosion	LP.SUM	\$10,000	1	\$10,000	1	\$10,000	1	\$10,000	1	\$10,000	1	\$10,000	1	\$10,000	0	\$0	6	\$60,000	
724 Landscaping	LP.SUM	\$50,000	2	\$100,000	2	\$100,000	24	\$1,200,000	8	\$400,000	2	\$100,000	3	\$150,000	3	\$150,000	43	\$2,150,000	
721 Chain Link Fence	LF	\$50	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	
212 Seeding & Mulching	SY	\$3	2,687	\$8,061	2,552	\$7,657	5,519	\$16,557	4,750	\$14,250	0	\$0	0	\$0	5,000	\$15,000	20,508	\$61,523	\$3,668,773
CONSTRUCTION CONTINGENCY			20%	\$146,687.78	\$142,716.11	\$121,401.96	\$357,681.44	\$1,746,019.54	\$751,000.00	\$735,634.41	\$4,001,141	\$4,001,141							
ESTIMATED UTILITY COSTS																			
Relocations	LP.SUM	\$25,000	2	\$50,000	2	\$50,000	0	\$0	0	\$0	0	\$0	0	\$0	10	\$250,000	350,000	\$350,000	
DESIGN & ENGINEERING																			
Easements Required		15%		\$110,015.83	\$107,037.08	\$91,051.47	\$268,261.08	\$1,309,514.66	\$563,250.00	\$551,725.81	\$3,000,856	\$3,000,856							
				\$1,040,143	\$1,013,334	\$819,463	\$2,414,350	\$11,785,632	\$5,069,250	\$5,215,532									
Construction (2017)																	\$27,357,703		

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