FAIRFIELD

CITY OF OPPORTUNITY

MARSH PARK

MASTER PLAN

Spring 2025

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Executive Summary

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PROJECT INTRODUCTION

This project is the result of an initiative by the City of Fairfield to enhance and improve Thomas O. Marsh Park. The City of Fairfield has over 44,000 residents across approximately 21 square miles, and is situated in southern Butler County. City leadership and residents have worked to protect and enhance the quality of place in the park through various initiatives, including the Parks and Recreation Master Plan, Fairfield Connects Plan, Fairfield Sustains, and Fairfield Town Center Placemaking Strategy.

This project fosters the brand identity, creates unique placemaking elements, and provides programming, wayfinding, and open space strategies to enhance the quality of life and steward unique resources for residents and visitors of Fairfield.

PROCESS

The planning process included five general phases: discovery and site analysis, community engagement, research, plan development, and the final plan review and recommendations. Each of these phases incorporated feedback from Fairfield City Council, the Parks and Recreation Board, and city staff.

IMPLEMENTATION

A framework for implementation was developed to provide guidance to fully understand and accomplish the goals of the Marsh Park Master Plan. In addition, several items are recommended for future studies to continuously improve Marsh Park for elements beyond the scope of this plan.


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PART 1:

Project Summary

1.1 Project Scope

1.1.1 Master plan

A diagrammatic plan has been provided to demonstrate the uses and connections that can be accommodated within the park. This plan demonstrates connections across the park, while encouraging visitation and recreation through careful location of amenities and enhancing access for all users.

Figure 1.1 | Channel in lake
Marsh Lake includes several distinct areas, connected through a channel, seen above. An active beaver dam is visible to users from watercraft and paths along the shore.

Figure 1.2 | Key for focus areas
Focus areas shown here for reference. See Part 4 “Plan Development” for information.

1.1.2 Focus areas

To demonstrate how use areas and specific program elements could be implemented, several locations were selected for development of conceptual designs.

- Focus Area ‘1’, directly north of the current parking area on River Road, will serve as the main vehicular access to the park. This area will enhance the park experience and include a paddlecraft access point, nature-based play areas, an adventure park, and various types of trails.
- Focus Area ‘2’ , a consolidated activity area, includes watercraft rental services, concessions, baithouse, structured recreation activities, and space for a potential brewery/ taproom. The Great Miami River Trail enters the site from the south, and will be routed through this area.
- Focus Area ‘3’, located at the narrow channel in the middle of the lake, includes a bridge and two overlook areas, and provides a connection to the Future Great Miami River Trail.
- Focus Area ‘4’, in the northeast corner of the park, provides a minor vehicular entry with trailhead, kiosk sign, and bathroom/shelter building. The Great Miami River Trail enters the site from the north, and will be routed through this area.

1.2 Historical Context

1.2.1 Surveys and Settlement

From the original Indigenous inhabitation to the first surveys and divisions of the land 'Between the Miamis', the area where Fairfield is now located has always been full of natural resources. Fertile land adjacent to meandering rivers, as well as valuable resources hidden underneath the surface provided ample reason for various groups to settle and expand in these areas.

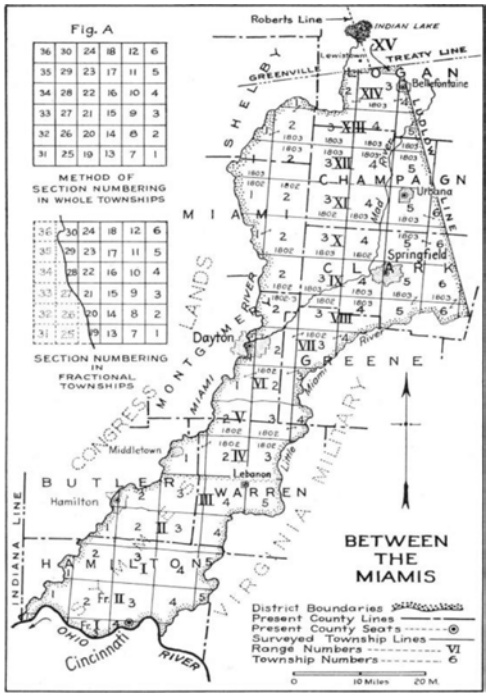


Figure 1.3 | Survey delineation from early 1800s
A unique feature of surveying history divided up the land between the Miami Rivers, also part of the 'Symmes Purchase'
Source: map.netronline.com/plss/between-the-miami-rivers; retrieved 10/31/2024

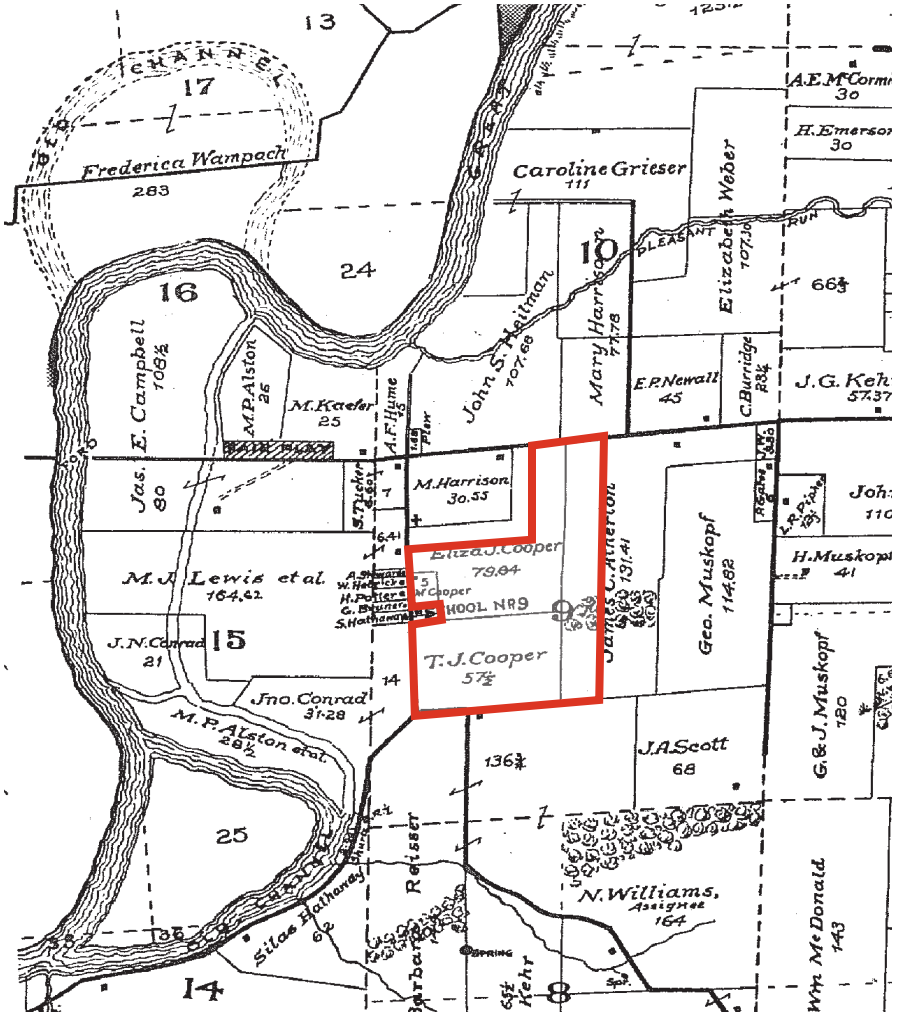


Figure 1.4 | Survey with property ownership circa 1875
Parcels changed hands and shifted between family members; schoolhouse shown west of current Park Area (highlighted in red).
Source: Ohio History Connection - Historic Atlases; "Rerick Brothers - The County of Butler, Ohio 1895"; excerpt from page 6.

Figure 1.5 | 1973 Historical Imagery (digitally colorized)
This image demonstrates active use of the site as a quarry. Parts of the park have standing water (east side and portions of the southwest), and some parts of the site are actively used for excavation and separation of materials based on size and quality. This image, provided by City of Fairfield, has been digitally enhanced for contrast.

1.3 Park Property Development

1.3.1 Mills and Materials

Just west of Marsh Park, inside the curve of the Great Miami River, more than one mill served the area until the 1870s, including a paper mill and a grist mill.

In this same location, over time, parcels were purchased by various materials and mining companies, eventually becoming Martin Marietta. As these areas, including the current park property, reached the end of their useful life for extraction of materials, the parcels were transitioned back to city ownership.

1.3.2 Chronological Order of Marsh Park Development

Following private ownership, the property the Marsh Park is located on was used as a quarry for mineral extraction.

See appendix for a complete timeline.

- 1956 - Dravo Corporation agreed to deed to City entire mining site at end of operation for recreational purposes.
- 1978 - 17.814 acres leased to City for recreational purposes with restrictions.
- 1989 - Indiana University Leisure Research Institute's Needs Assessment Study recommended that steps be taken to open/operate the site.
- 1993 - Park size increased to 28.9 acres.
- 1995 - Dravo Basic Materials Company sold to Martin Marietta Aggregates.
- 1995 - Parks and Recreation Board petitioned to rename the facility Thomas O. Marsh Park.
- 1996 - Parks and Recreation Board's Concessions/Catering Contractor agrees to operate pay lake under current contract.
- April 1, 1996 - Marsh Park opens to the public.
- May 4, 1996 - Grand Opening Ceremonies conducted.
- 1996-2000 - Marsh Park improvements include accessible fishing pier and ramping system.
- 1997 - Parks and Recreation Board direct staff to pursue NatureWorks funding for park improvements.
- 2015 – City notified by Martin-Marietta of its intent to cease mining operations and convey property to City by late 2015 or mid-2016.
- 2017 – Martin-Marietta conveys property to City in accordance to the 1956 agreement.

Figure 1.6 | 1986 Historical Imagery (digitally colorized)
This image demonstrates active use of the site as a quarry. Much of the lake shoreline of what is now known as Marsh Park is evident by this stage. In this image, the future channel and northwest corner of the lake still exist as active extraction sites.
This image, provided by City of Fairfield, has been digitally enhanced for contrast.

1.4 Ecological Context

1.4.1 Fences and Fishing

Prior to development, the area surrounding Marsh Park sat at an intersection of three forest types. This considerable overlap in plant species was impacted by the topography, existing fertile soils, and volatility of an adjacent river.

With removal of materials during the Dravo and Martin Marietta period, large water bodies were introduced into an edge system with mostly new tree growth. There is a blend of new growth and mature trees surrounding the park. Many opportunistic species such as birch, cottonwood, and sycamore have sprung up and thrived on the wet edges, and still more trees have found purchase in spoils areas and the less disturbed edges surrounding the lake.

Unique ecosystems present despite and, in some cases, because of disruptions are a testament to nature's resiliency, and provide an abundance of opportunities for future users of the park.

Figure 1.7 | Wildlife in lake
Beaver habitat was observed in the central channel of Marsh Park Lake.

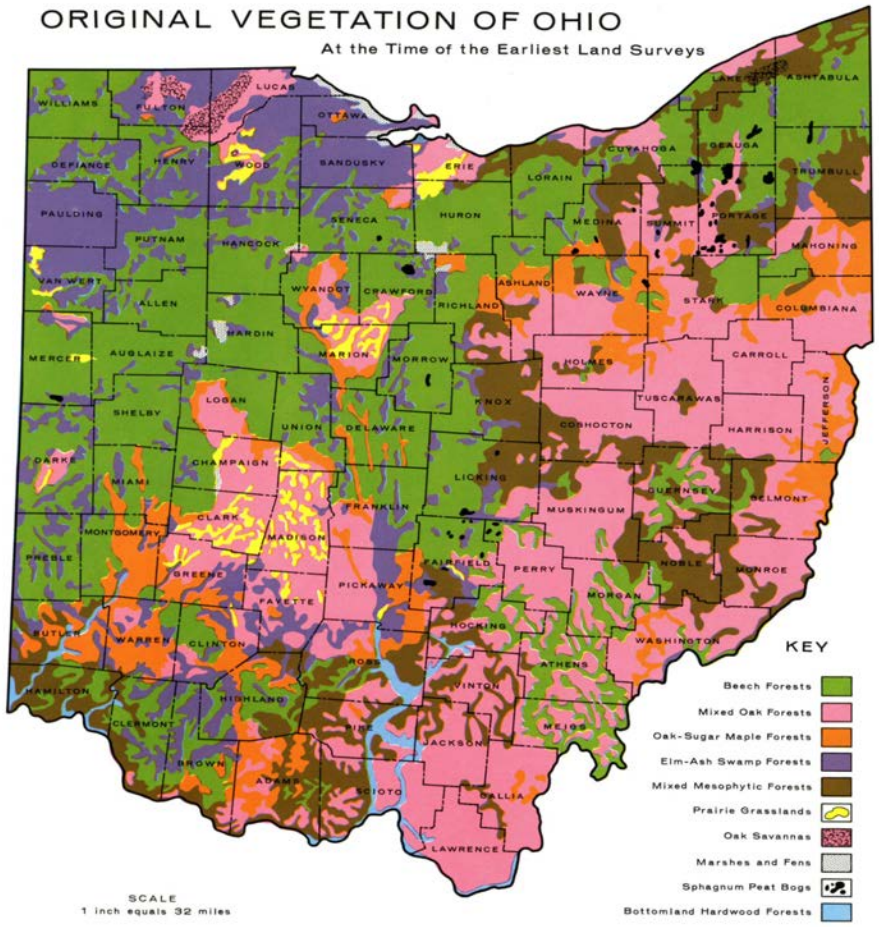


Figure 1.8 | Original Vegetation of Ohio from the earliest land surveys
Fairfield sits at an intersection of three forest types. The map above, compiled from notes taken by early surveyors, shows a mix of Oak-Sugar Maple Forests, Beech Forests, and Mesophytic Forests in the area of Marsh Park.

Source: library.osu.edu/buildingohiost/actual-exhibition-page; retrieved 10/31/2024

1.4.2 Rehabilitation and Recreation

The land surrounding the lake has several existing trails, including both paved and primitive, which allow users to access further reaches of the lake and appreciate the natural features. Park staff have been maintaining the park for casual users, including trail clean-up, trash cans, and portable toilets in key locations.

Figure 1.9 | Trails and existing recreation
Dirt paths and simple amenities (litter receptacles and portable toilets) allow users access by foot to natural

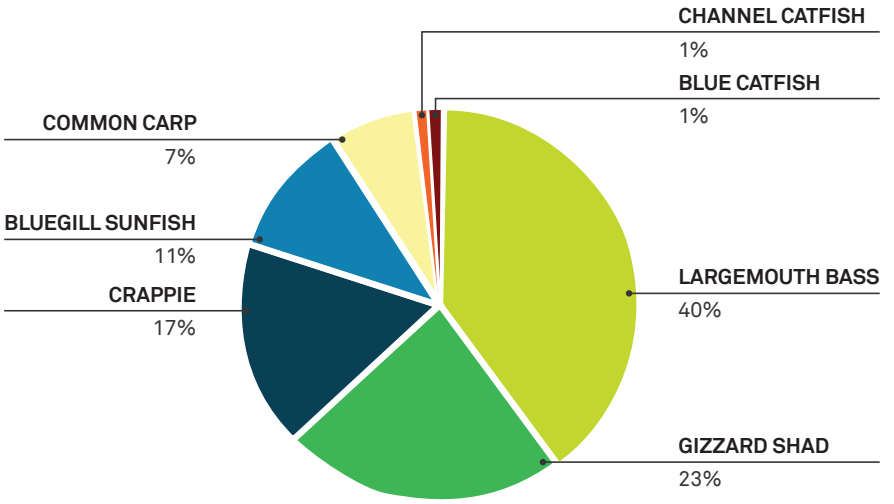


Figure 1.10 | Electrofishing Survey Results
The City of Fairfield has stocked the lake for recreational fishing; the above chart shows a survey of the existing population. While not the only species of wildlife present within the park, the city's intentional introduction of a broad selection of fish species, including feeder fish, is a vital part of naturalization and maintenance of ecological balance. Low-lying areas and edge features throughout the park provide additional opportunities for reintroduction of native flora and fauna, and conditions for sensitive species to thrive in the margins.

Source: Provided by City of Fairfield; fish survey conducted by Jones Lake Management in June, 2024.

1.5 Background

1.5.1 Site visits and coordination

The project team conducted a tour of the park as well as follow up visits to collect information and ideas. The project team also coordinated with city staff on a bi-weekly basis, and the steering committee on a monthly basis. These discussions formed the basis of the project team's understanding of the park and of the city's efforts to improve Marsh Park.

1.5.2 Community engagement

Community engagement open houses were hosted to help the project team understand the community's ideas and desires. There was a large turnout to these events where community members provided feedback regarding programming and initial concepts, and identified areas of interest.

1.6 Process

PHASE 1:

DISCOVERY AND SITE ANALYSIS

PHASE 2:

COMMUNITY ENGAGEMENT

PHASE 3:

RESEARCH

PHASE 4:

PLAN DEVELOPMENT

PHASE 5:

FINAL PLAN REVIEW AND RECOMMENDATIONS

1.7 Marsh Park Master Plan Vision Statement

1.8 Planning Goals

1. Enhance the **environment** as a natural destination.
2. Promote **connection** between users and the park.
3. Support **community** through events and programming.
4. Encourage **recreation** with thoughtful improvements.

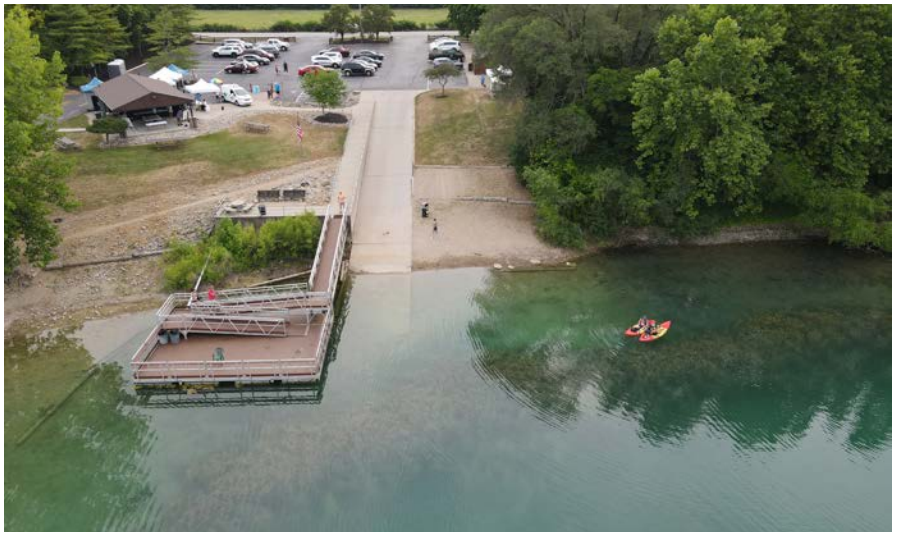
1.9 Planning Recommendations

1.9.1 Enhance the environment as a natural destination by:

- Minimizing disruption to critical habitat for existing flora and fauna within the park.
- Creating a strong tree canopy within the park to increase habitat and encourage park use.
- Maintaining vegetation to preserve views adjacent to built elements.
- Providing drives and shared-use paths that avoid environmentally sensitive areas.
- Designing and engineering any required stormwater drainage elements as environmental features.
- Adjusting the flood plain to reduce risks for constructed elements.

1.9.2 Promote connection between users and the park through:

- Providing signage and gateway features consistent with city standards to identify entries.
- Providing directional signs at key intersections along all trails.
- Locating amenities such as bike racks and benches to attract and provide comfort for cyclists and pedestrians.
- Routing the Great Miami River Trail through Marsh Park.
- Providing user-friendly signage and wayfinding.
- Conforming with AASHTO (American Association of State Highway and Transportation Officials) trail design standards.
- Providing emergency access to all key built elements.



1.9.3 Support community through events and programming by:

- Providing recreational and event spaces that the community can use for various types of events and activities.
- Encouraging regular park visits with space for amenities, services, and entertainment in dedicated locations.
- Planning for annual event programming such as movie nights, live music, fitness events, and other activities, within the park.
- Creating a variety of elements that will generate park attendance and use.
- Creating additional access points and dedicated areas for fishing, birding, and other passive recreational activities.

1.9.4 Encourage recreation with thoughtful improvements such as:

- Increasing use of the lake through the addition of boat launches and access points for paddle craft.
- Promoting park use by supporting users of various levels of experience with fishing, boating, and other activities.
- Creating a memorable destination along the future Great Miami River Trail.
- Providing additional infrastructural amenities such as restrooms, lighting, parking, and other elements.
- Locating intermittent benches and viewing areas.
- Designing all key park elements to be accessible in compliance with the ADA (Americans with Disabilities Act).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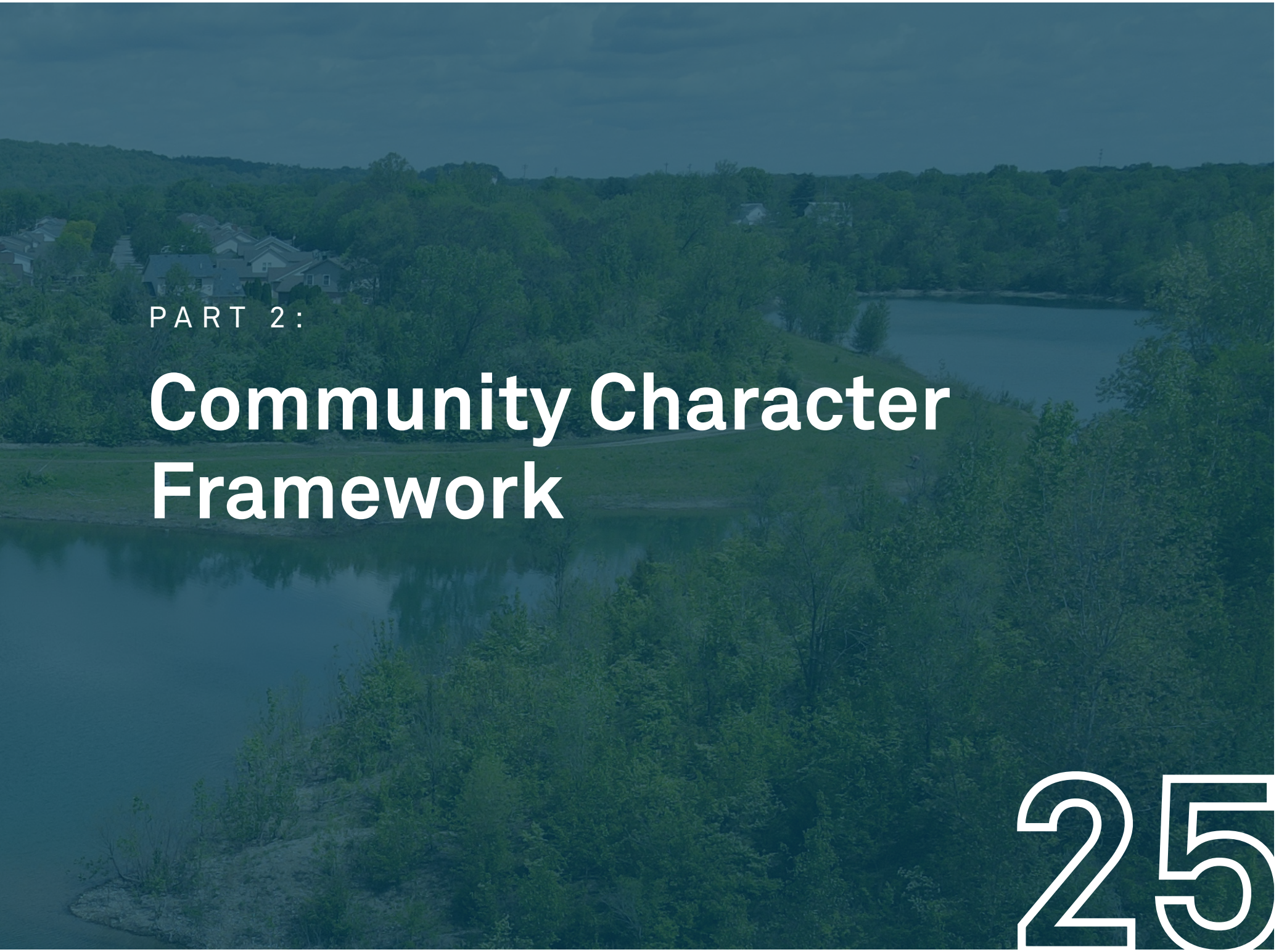

PART 2:

Community Character Framework

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2.1 Community and Site Profile

Fairfield, situated in southern Butler County, covers an area of approximately 21 square miles. The community is renowned for its extensive park and open space areas, providing ample recreational opportunities for residents. With a total of 705 acres, these spaces offer a diverse range of facilities and amenities for visitors of all ages and interests.

MARSH PARK STATISTICS

The park is a popular recreational area. In fact, it's the perfect spot for outdoor enthusiasts to explore, unwind, and reconnect with nature. Additionally, the location is conveniently located for nearby residents to appreciate the lake setting and recreation opportunities.

147 ACRES AND THE SECOND LARGEST PARK IN FAIRFIELD

975 PEOPLE LIVE WITHIN A 10-MINUTE WALK

FAIRFIELD STATISTICS

Fairfield is a vibrant city with over 44,000 residents. The city boasts an impressive total of 27 parks and green spaces, each dedicated to the public's use. This extensive network is a testament to Fairfield's commitment to promoting active lifestyles and preserving natural beauty.

28 PARKS / GREEN SPACES

44% OF RESIDENTS LIVE WITHIN A 10-MINUTE WALK OF A PARK

5% OF LAND IS DEDICATED TO PARKS AND RECREATION USES

2.2 Fairfield Demographics

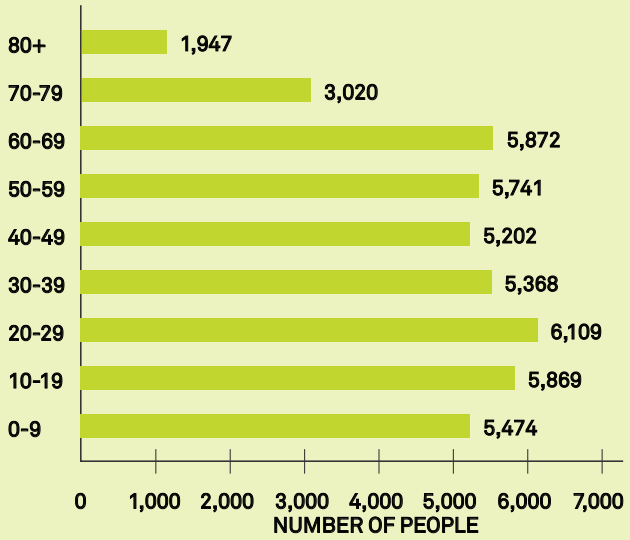
44,465
POPULATION

38.9
MEDIAN AGE

20.92
SQUARE MILES

5,000
NEW RESIDENTS IN THE PAST 30 YEARS

RESIDENTS AGE



CONNECTIVITY

93 Miles
Great Miami Trail Once Completed

4.4 Miles
Distance to Nearest Transit Stop from Marsh Park (BCRTA)

28%
Or just over 6,300 people have less than a 15-Minute commute to work

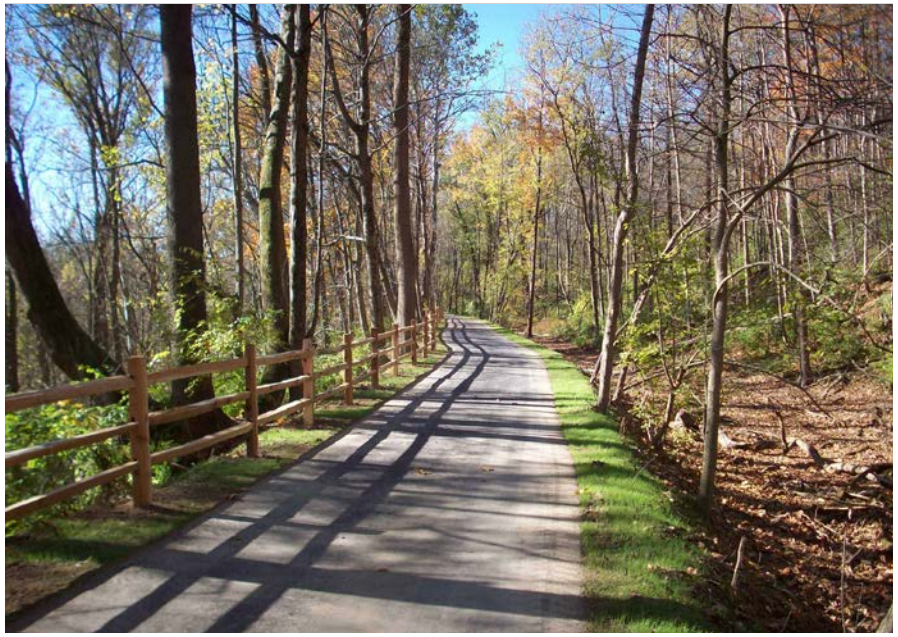
2.3 Existing Community Recommendations

2.3.1 Fairfield Connects 2020

Fairfield Connects provided recommendations to improve connectivity for bicyclist and pedestrians, and to ensure safer routes and crossings.

Its goals are to connect residents to parks, town center, existing trails, neighborhoods, major destinations while improving public health.

Additionally, the Great Miami Trail will route through Marsh Park, connecting it with Waterworks Park to the north and Furfield Dog Park to the south, filling a gap in this key regional trail.



2.3.2 Fairfield Forward 2019

STRATEGY	GOAL	RECOMMENDATION
TRANSPORTATION	T2	Attain greater pedestrian and bicycle mobility for day-to-day and commuter use activity.
TRANSPORTATION	T3	Increase roadway efficiency.
TRANSPORTATION	T4	Provide for safe non-motorized routes to schools and other activity centers
TRANSPORTATION	T5	Develop a favorable environment for greater connectivity to public transit systems that provide transit options to all populations
PARKS AND OPEN SPACE	PRO 1	Provide a variety of community open spaces, parks, and recreational opportunities for programming, including active and passive recreation for all ages and abilities
PARKS AND OPEN SPACE	PRO 2	Protect existing natural areas,environmentally sensitive lands, and watersheds

Figure 2.1 | Strategies, Goals, and Recommendations from Fairfield Forward 2019
This plan relies on previous planning momentum to guide park development and programmatic elements for all to enjoy.
Fairfield Forward provides a critical, strategic framework for growth and community resources to ensure a high quality of life can be sustained for years to come.
Source: City of Fairfield; 'Fairfield Forward 2019' Plan.

2.4 Community Connectivity and Open Space Map

Figure 2.2 | Community Connectivity and Open Space
This plan relates to connectivity and access; shown above are proposed and existing bicycle and pedestrian routes, as well as places of interest and neighborhoods surrounding the community.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PART 3:

Community Engagement Summary

3.1 Community Outreach Event

3.1.1 Location and format

The park planning team organized a community outreach event on Tuesday, June 18th, 2024, at Marsh Park. The event was advertised through the City of Fairfield's website, social media, and with print materials displayed at city facilities.

During the event, participants were guided through several stations, at their own pace, to gather feedback. Team members encouraged participants to:

- Provide comments on the current conditions of the park.
- Indicate community needs for programs and facilities.
- Allocate money to competing priorities.
- Specify preferred enhancement and conservation goals.

More than 70 community members participated during the 3-hour time frame. Participants met with the Marsh Park Master Plan team, which included Parks and Recreation staff and the design team, providing valuable feedback regarding programming and enhancement of the site.

3.1.2 Where do you live in Fairfield?

Participants from a broad area attended the meeting, with attendance especially high among community members located directly around the park.

- 34% were within a 1/2 mile radius of the park.
- 46% were within a 1 mile radius of the park.
- 92% were placed within the limits of the city.

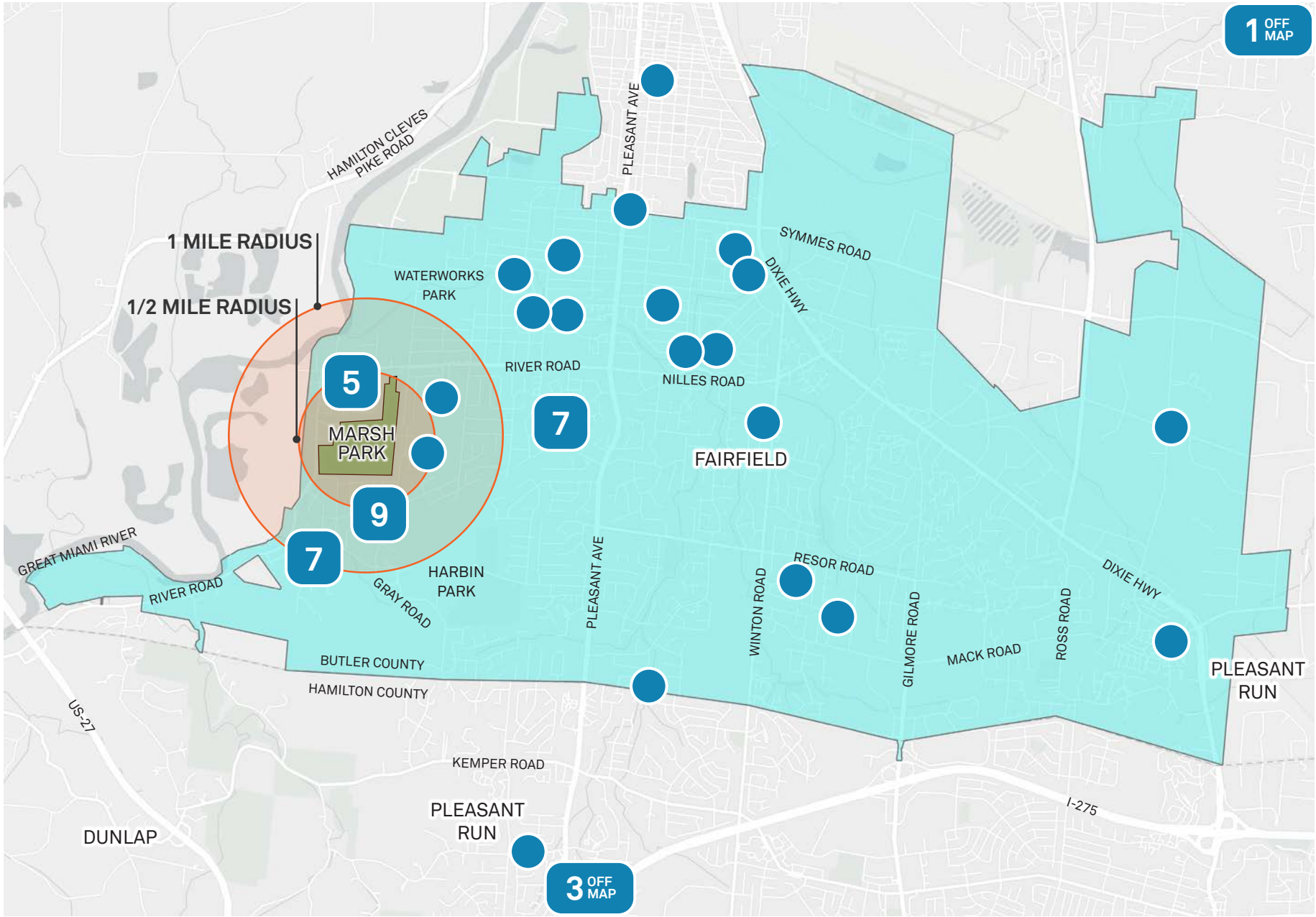


Figure 3.1 | Engagement results - Where do you live in Fairfield?
Dots represent individuals or groups attending the public engagement event that took place on June 18, 2024.

3.1.3 Where do you want to go in the park?

Most households participated by using a pen or marker to draw their desired route(s) through the park. An additional map was provided for users to draw their route and means of transportation to the park..

Users drew lines across multiple surfaces (paved paths, woods, and water), signifying locations and views they wanted to enjoy within the park.

ROUTING

Those participating in the engagement event generally came to the parking area from the north (along River Road) or south (along Gray Road), while many users came from the surrounding neighborhoods.

- Most users expressed interest in walking or biking routes along and around the lake.
- Many users would like to fully access the lake via kayak or other watercraft.
- Some users connected land routes across the lake.
- Some users drew their preferred fishing and natural areas.

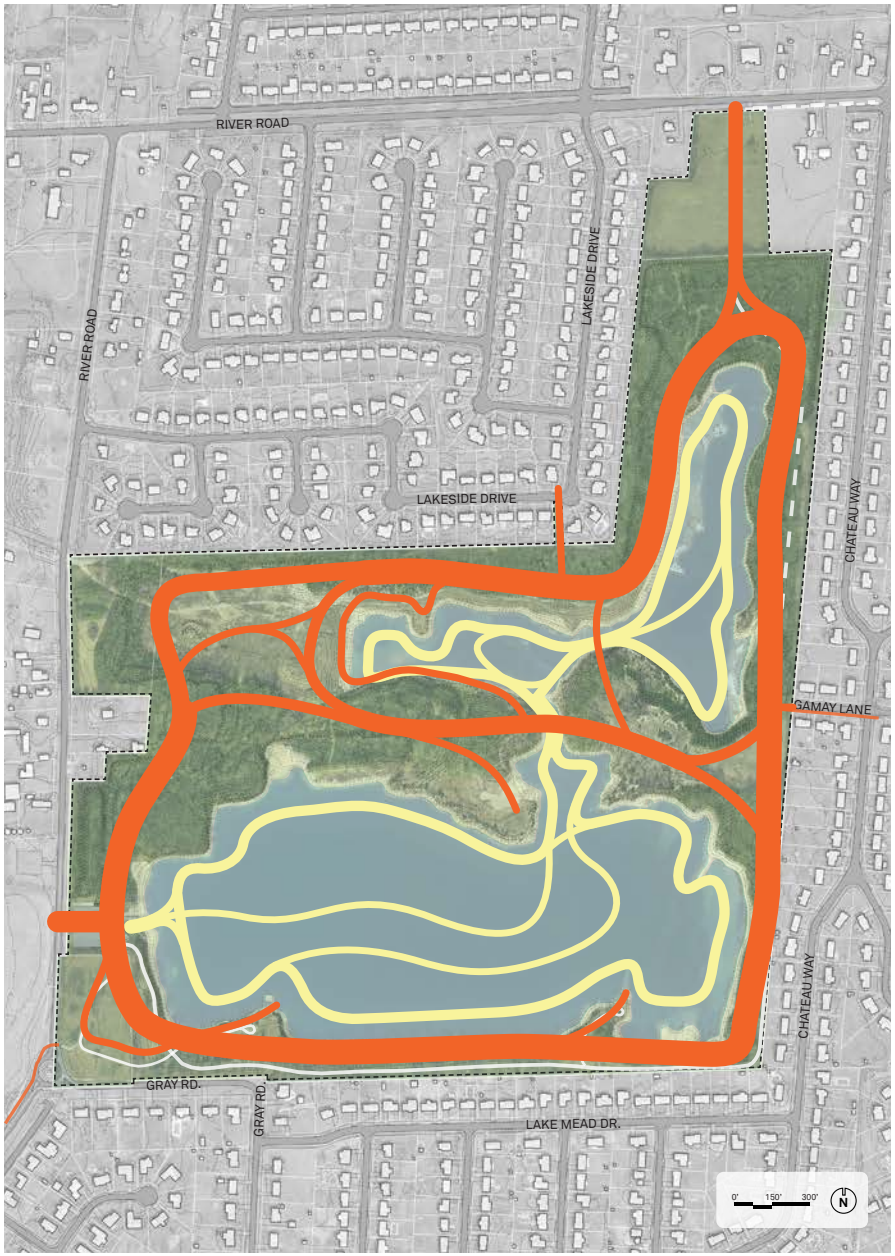


Figure 3.2 | Engagement results - Where do you want to go in the park?
Desired routes through the park shown both on land (orange) and water (yellow); thicker lines represent more interest. Some users included routes to adjacent neighborhoods.

3.1.4 What elements do you want to see in the park?

Elements listed earned between 17 and 64 dots, with additional dots being used to leave notes voicing interest in additional and alternate elements.

SENTIMENT

Elements receiving the most engagement included:

- Overlook/Seating & Benches.
- Play Structure/Nature-Based Play.
- Cafe/Brewery.
- Fitness Equipment.

Additional comments included requests for elements such as natural paths and improved access for watercraft throughout the lake.

3.1.5 What organized events do you want to see in the park?

Individual events listed earned between 19 and 45 dots. Some users voiced interest in alternative events.

SENTIMENT

Events receiving the most positive engagement included:

- Nature/Educational Events.
- Group Pop-Up Events.
- Festivals.
- Small Concerts & Other Performing Arts Activities.
- Group Fitness Activities.

Additional comments included requests for allowance of alcohol consumption and preservation of natural areas.

Figure 3.3 | Engagement event photo
Sample wayfinding and a guided tour with questions along the way allowed participants to give additional feedback.

3.1.6 What items should receive the most money?

Elements listed earned between 4 and 44 dots, with some users leaving additional comments.

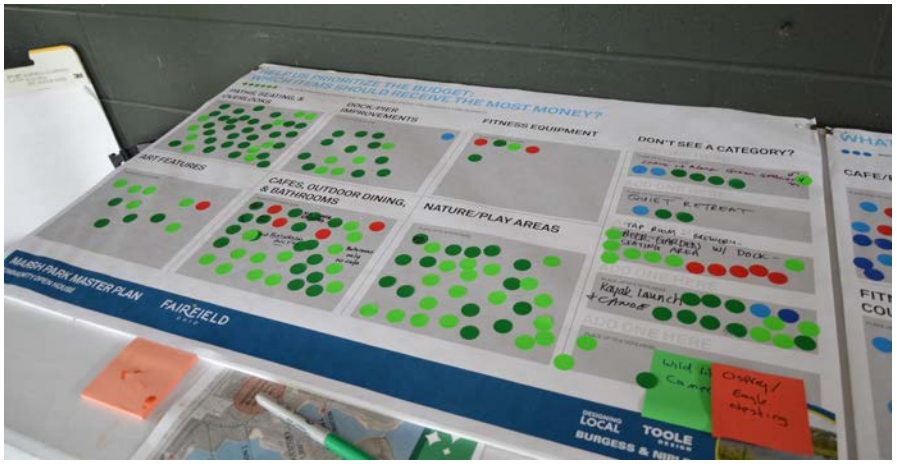
SENTIMENT

Elements receiving the most positive engagement included:

- Paths, Seating, & Overlook.
- Nature/Play Areas.
- Cafes, Dining, & Bathrooms.
- Dock/Pier Improvements.
- Kayak/Canoe Launch.
- Green Spaces/Quiet Retreat.
- Taproom/Brewery.
- Art Features.

Some users intentionally added red dots to these boards, but this didn't detract significantly from the overall intent.

Users also recommended alternatives or clarification, such as notes clarifying 'bathrooms only'.



3.1.7 Layout 'A' - What Do You Want to See?

37 total comments were left on layout boards. Comments covered a mix of topics, including environmental concerns, and comments regarding programming and amenities.

SENTIMENT

Most comments related to existing ecological and natural features surrounding the lake, the accessibility of the lake shore, and specific amenities. Comments, labeled in the figure to the right, include:

- A - 'Parking area with trailer parking'.
- B - 'Lakeside bar with dock'.
- C - 'Unique Ecosystem' (written in 2 locations).
- D - 'Full 5k loop trail - paved'.
- E - 'Bike racks, no cafe or restaurant, walking path around entire lake'. Add more fishing access'.
- F - 'Spawning Areas' (written in 3 locations). 'Dig out deeper' included in one note.
- G - 'Huge beaver den where you want to put the bridge - do not destroy!'.
- H - 'Family-friendly fishing areas with sandy beach and port-a-potties'.

Figure 3.4 | Engagement results - Layout 'A' - What do you want to see?
Comments placed on conceptual layout represent interest in lake and trail access, as well as taking advantage of natural features.

3.1.8 Layout 'B' - What do you want to see?

37 total comments were left on layout boards, which covered a mix of topics, including environmental concerns and comments about programming.

SENTIMENT

Most comments related to existing ecological and natural features surrounding the lake, the accessibility of the lakeshore, and specific amenities. Comments, labeled in the figure to the right, include:

- A - 'Kayak and/or trailer parking area across here'.
- B - 'Kayak storage locker with yearly fee'.
- C - 'Residential shared kayak storage locker, not for rental or public'.
- D - 'Playground native playscape in the open space'.
- E - 'Kayak launch only, like Winton Woods'.
- F - 'Path all around lake; that's easy'.
- G - 'Enhance actual lake; stock with more fish'.
- H - (Comments not referencing specific locations):
  'More than one boat launch or increase size of the current one'.
  'Park is big enough for some commercial aspect - think Kreimers or Snow Lake'.
  'Leave rockwalls, frisbee golf, and picnics at other parks, keep as a special fishing park'.
  'More parking; summer concerts; pay for fishing; restrooms; picnic areas; garbage cans'.
- See additional comments on figure to right.

Figure 3.5 | Engagement results - Layout 'B' - What do you want to see?
Comments placed on conceptual layout represent interest in lake and trail access, as well as taking advantage of natural features.

3.2 Public Engagement Survey

3.1.9 Format and participation

The park planning team hosted a public survey that was open from May 27th to June 26th, gathering a total of 838 responses. The survey was advertised via social media, websites, and word of mouth.

During the survey, participants were asked several questions about demographics, access to and use of the park, and potential activities and amenities being considered for use in the master plan.

With an average completion time of 4 minutes and a 77% average completion rate, the goal of the survey was to gather information concisely.

3.1.10 Have you been to Marsh Park?

88% of respondents have been to Marsh Park; most answers to this survey will be informed at least in part by users' personal experiences with the park.

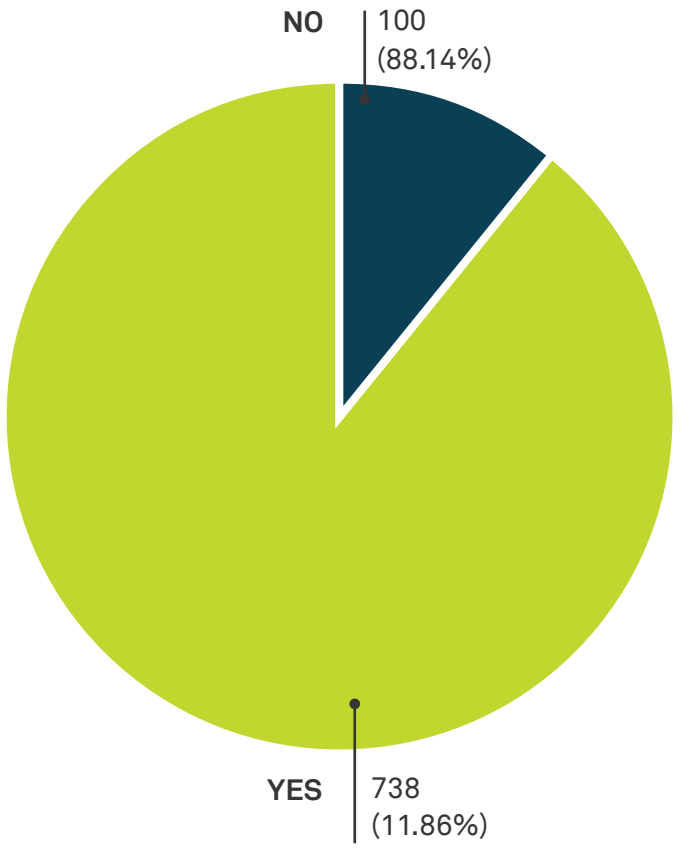


Figure 3.6 | Survey results - Have you been to Marsh Park?
Responses: 838

3.2.1 Which neighborhood/area of Fairfield do you live in?

Responses to this question included a mix of neighborhoods, areas, and street names. The most common responses included neighborhoods and street names either directly connected to the park via River Road and Gray Road, or neighborhoods within 1 mile of the park.

Figure 3.7 | Survey results - Which neighborhood/area of Fairfield do you live in?
Responses: 656

3.2.2 What activities have you done in Marsh Park?

While passive uses represent the most significant responses, no fewer than 100 respondents each selected 'Fitness Trail', 'Paddle Sports', and 'Cycling'

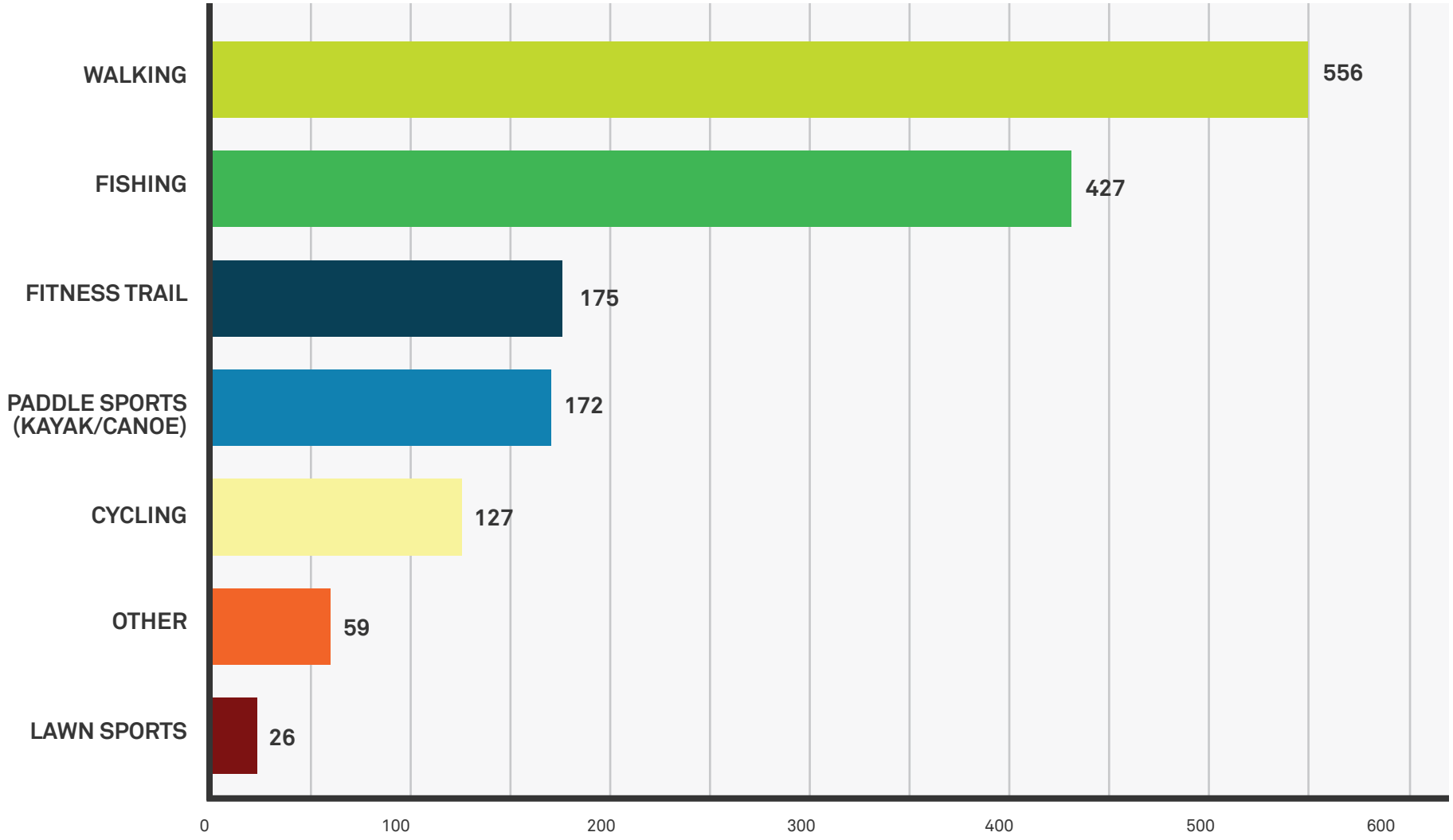


Figure 3.8 | Survey results - What activities have you done in Marsh Park?
Responses: 746

SENTIMENT

Most survey responses indicated support for:

- Activities that may require rental of equipment, such as fishing and water crafts such as canoes and kayaks.
- Activities relying on trails and paths, such as walking, cycling, bird watching, and hiking.
- Activities that are community-oriented, such as live music, playground, outdoor learning, and dining.

3.2.3 Which additional infrastructure elements would you most like to see? (ranked from first to fourth priority)

When ranking potential infrastructure improvements, most users selected 'water and sewer' (bathrooms) as their first priority. The options most selected second/third were 'trail access' and 'signage/wayfinding'.

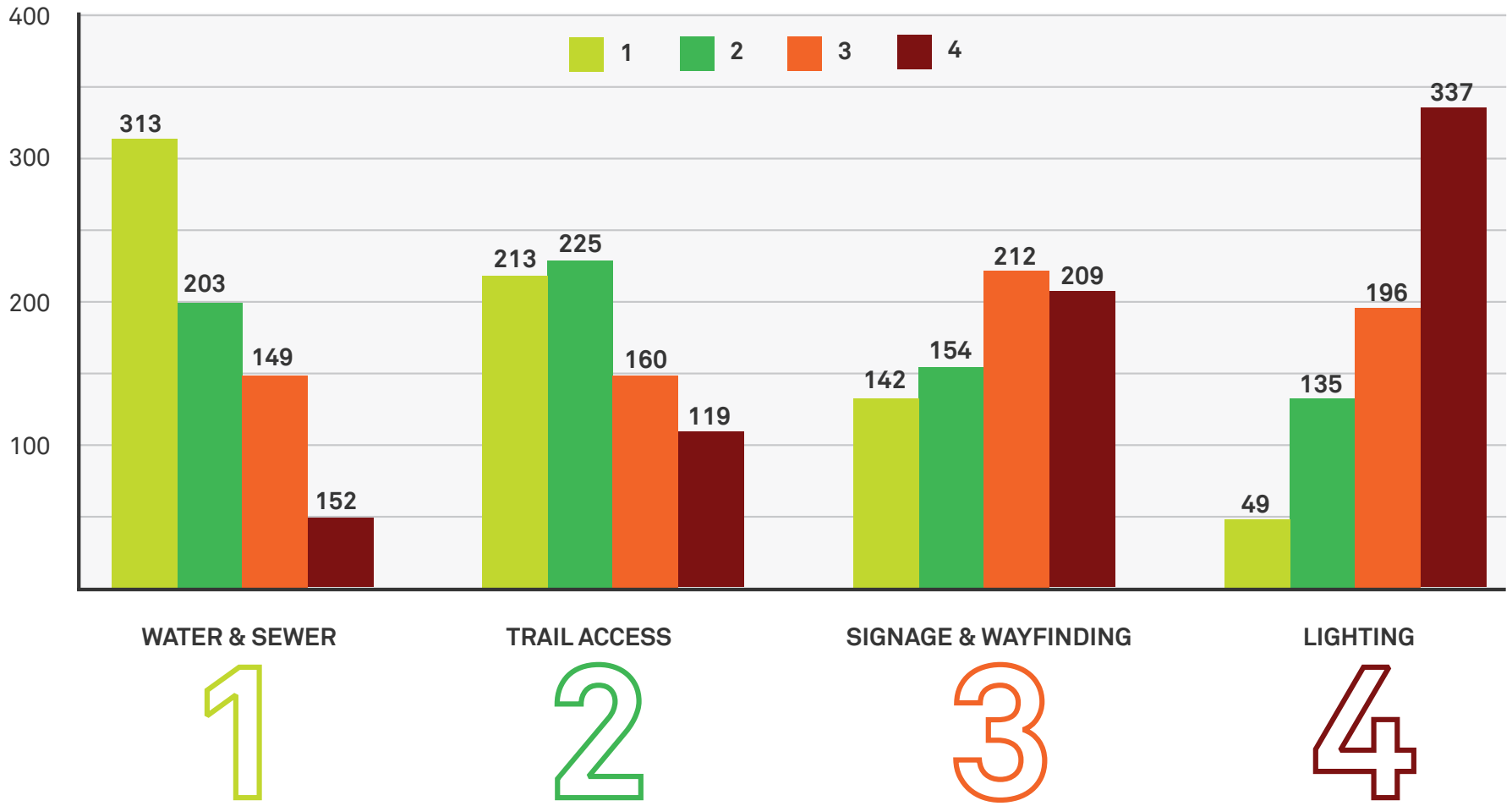


Figure 3.9 | Survey results - Which additional infrastructure elements would you most like to see?
Responses: 717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PART 4:

Plan Development

47

4.1 Connectivity Plan

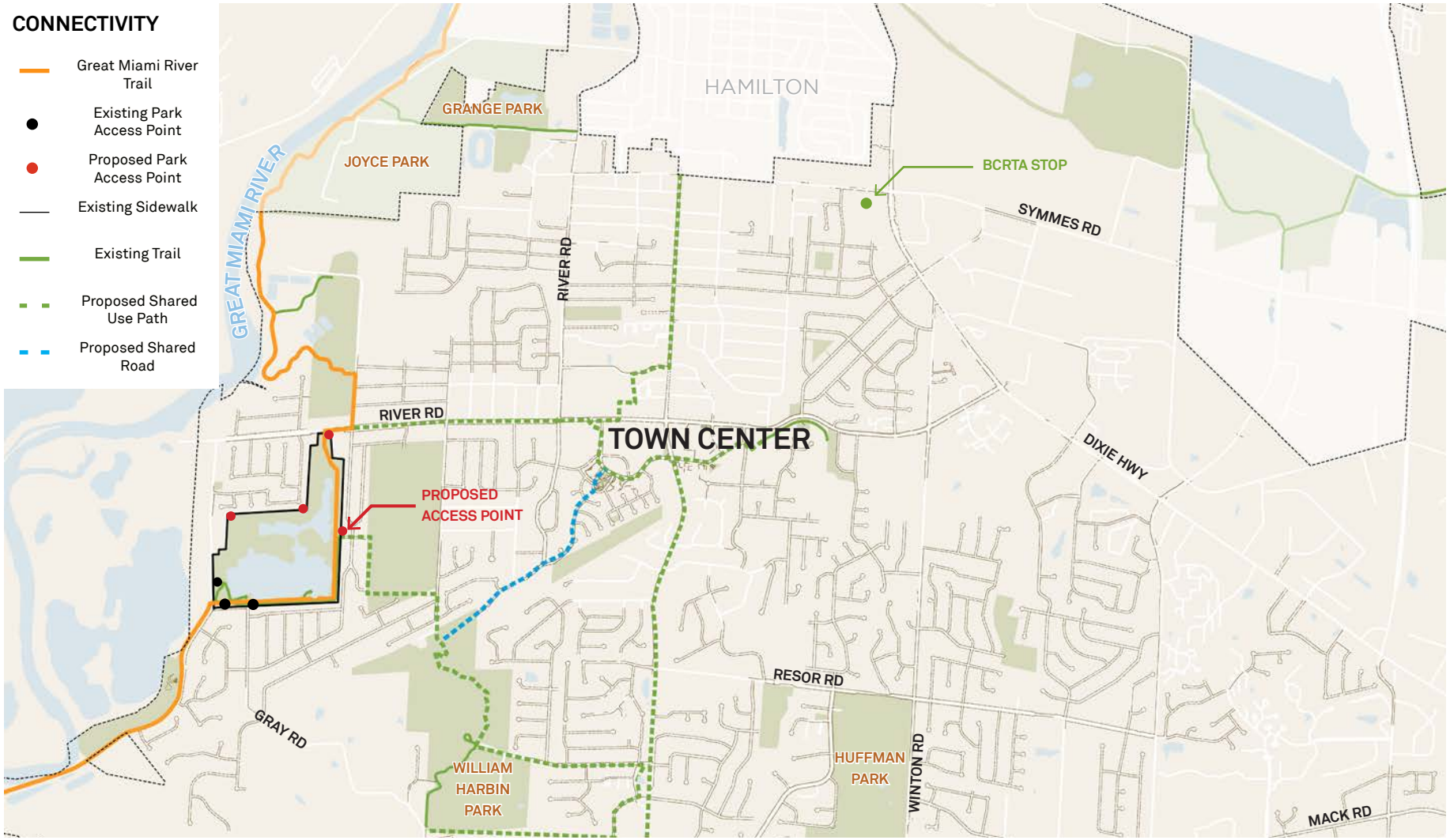


Figure 4.1 | Connectivity Plan
Image shows trails, paths, and sidewalks (existing and proposed) in the areas surrounding Marsh Park.

4.2 Existing Conditions

EXISTING CONDITIONS LEGEND

- 1 — GREAT MIAMI RIVER TRAIL (CONSTRUCTION PLANNED FOR 2027)
- 2 — FLOODPLAIN (HATCHED AREA); 100-YEAR (0.1% ANNUAL CHANCE)
- 3 — EXISTING PARKING AREA (40 SPACES) AND BAITHOUSE
- EXISTING PAVED TRAIL
- GREAT MIAMI RIVER TRAIL (2027)
- EXISTING TREE COVER
- 100-YEAR FLOODPLAIN (1% ANNUAL CHANCE)
- 500-YEAR FLOODPLAIN (0.2% ANNUAL CHANCE

Figure 4.2 | Existing Conditions

Image shows existing trails, parking lot, baithouse, floodplain areas (100-year and 500-year), and tree cover. Proposed alignment for the Great Miami River Trail is also shown; construction is estimated to happen in 2027.

4.3 Existing Floodplain Conditions

NATIONAL FLOOD HAZARD CONDITIONS LEGEND

- PIN LOCATION FOR REPORT
- BASE FLOOD ELEVATION (558')
- CROSS SECTION WITH 1% ANNUAL CHANCE FLOOD (557.3')
- ZONE 'AE' SPECIAL FLOOD HAZARD AREA
- 0.2% ANNUAL CHANCE FLOOD HAZARD

SPECIAL FLOOD HAZARD AREAS

As shown on the previous page, Marsh Park is almost entirely within Special Flood Hazard Area Zone AE, which is the area within the 1 percent annual chance (100-year) floodplain of the Great Miami River as identified within the current Federal Emergency Management Association (FEMA) flood hazard mapping.

Although the Great Miami River is located 0.75 miles to the west of the park, low ground elevations within the adjacent quarry allow for water from a 1 percent annual chance flood to encompass the entire quarry site and subsequently enter the park through an approximately 500 foot long stretch of low ground along River Road at the park's existing parking lot.

Figure 4.3 | National Flood Hazard Layer FIRMette

Image retrieved from NFHL web services provided by FEMA. This map was exported on 7/17/2024 at 11:09 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time. Representation of this map is not meant for regulatory purposes.

FLOODPLAIN IMPACTS ON PARK DEVELOPMENT

Once floodwaters enter the park through the low point adjacent to the existing parking area on River Road, the areas shown on the previous page will be inundated, encompassing significant areas surrounding the lake.

Review of the Ohio Administrative Code (OAC) 1501:22-1-04 Floodplain Management Criteria, the Special Purpose Flood Damage Prevention Regulations for Butler County Ohio, and FEMA's recommendations for construction activities in the floodplain have identified the most stringent of these regulations for the following key items that will impact the planned development of Marsh Park:

- All new and substantial improvements of non-residential structures within Zone AE have the lowest floor, including basement, elevated to 1.5 feet above the base flood elevation, or be designed so that below 1.5 feet above the base flood level the structure is watertight and capable of resisting the effects of buoyance during such a flood.
- Fully enclosed areas below the lowest floor area can be used for vehicular parking, building access, and storage (in an area other than a basement) may be designed to allow flooding to occur and automatically equalize the hydrostatic flood forces through a minimum of two openings located above ground. The openings shall have a total net opening area of not less than 1 square inch per square foot of enclosed area subject to flooding.
- Assure that construction of the structure within the Special Flood Hazard zone does not alter the flood-carrying capacity.
- Parking lots for newly constructed, non-residential buildings shall be elevated to or above the flood elevation (this requirement is specific to Butler County).

For potential improvements to Marsh Park, any building or structure constructed within the mapped floodplain must elevate the first floor above approximate elevation 559.50', with associated parking areas elevated to 558'.

With the lake elevation at roughly 539', any buildings proposed immediately adjacent to the water's edge will require the site to be elevated roughly 15 to 20 feet above existing grade. Required volume of fill material can be reduced if the building is located further away from the water's edge where the existing ground surface is at a higher elevation.

Compliance with existing floodplain requirements will either incur significant costs in earthwork or necessitate that any buildings be located away from the lake itself, which may reduce the visitor experience of the park.

Based on the existing floodplain mapping, areas trequiring the least amount of fill are in the southwest, northwest, and northeast corners of the park, being outside the floodplain with ground elevations above 558'.

4.4 Floodplain Modifications

PROPOSED FLOODPLAIN MODIFICATIONS LEGEND

- EXISTING GRADE CONTOURS
- PROPOSED GRADE CONTOURS FOR MODIFICATION
- MODIFIED 100-YEAR FLOOD ELEVATION DELINEATION

FLOODPLAIN MODIFICATION

A potential alternative to elevating the buildings and their associated parking lots out of the floodplain is to identify a means to modify the floodplain within the park area. The southwestern corner, including the existing parking area and bait house, is positioned at the low point where floodwaters enter and exit through a single pathway across River Road, indicating that the park is most likely not in the active flood routing path.

The park becomes inundated with backwater during the 1 percent annual chance flood based on the low ground elevation within this connection across River Road.

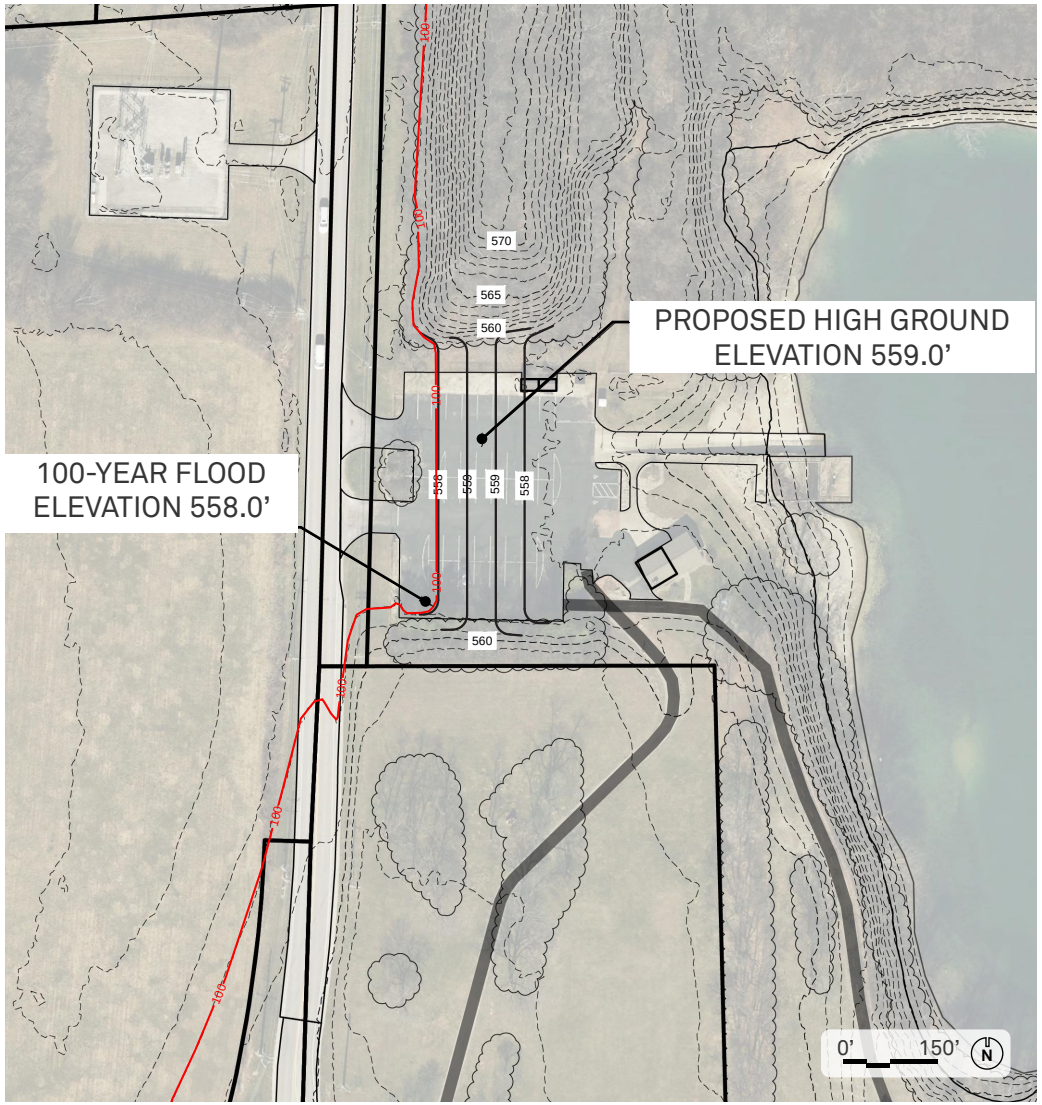


Figure 4.4 | Proposed Floodplain Reduction Plan
Conceptual grading plan shown for reference; not for regulatory purposes or construction.

ALTERNATIVE CONSTRUCTION OPTION

One key alternative that may alleviate concerns with the floodplain regulations is to prevent floodwaters from entering the park, by construction of an elevated area extending along the east side of River Road. Available topographic information shows this could be a 1-2 foot high berm. This area would account for accessible grades within the parking area, paths, and sidewalks that cross over the berm.

By providing a section of higher ground, the park could potentially be removed from the mapped floodplain through a Conditional Letter Of Map Revision (CLOMR) and/or Letter Of Map Revision (LOMR), as issued by FEMA in coordination with the local floodplain administrator.

With removal of a floodplain designation in the park, buildings and parking lots can be constructed at elevations more representative of the existing site grading, without concern for building elevations relative to flood levels.

Obtaining a CLOMR will require confirmation of the existing topography, design of the berm, and hydraulic modeling of the Great Miami River to demonstrate that removal of the park from the floodplain will not impact flood elevations on adjacent properties. The process takes approximately 6 to 12 months to complete the modeling and approval by the floodplain administrator.

If hydraulic modeling shows that flood elevations along the Great Miami River will be negatively impacted by the removal of the park from the floodplain, then mitigating measures such as compensatory excavation within the floodplain or alternatives that only remove portions of the park from the floodplain must be evaluated and designed before the CLOMR would be approved.

The proposed berm is a floodplain modification that, if permitted, may allow for a revision of the FEMA map in the park area. The FEMA map revision process entails the design of the proposed berm, hydraulic modeling of the proposed conditions and assessment of potential impacts, CLOMR permitting, construction of the floodplain modifications, and LOMR permitting.

The CLOMR must be approved by FEMA before any building permits for proposed structures within the existing floodplain can be obtained.

ESTIMATED TIME FRAME

For planning purposes, estimated time frames for key stages in the development of Marsh Park are listed below.

- Design proposed floodplain modifications (3 months)
- Hydraulic analysis of potential impacts (2 - 3 months)
- CLOMR application and approva (6 - 9 months)
- Construction of floodplain modifications (Design dependent)
- LOMR application and approval (6 - 12 months)

4.5 Major Connections

MAJOR CONNECTIONS LEGEND

- 1A PRIMARY VEHICULAR ENTRY
- 1B SECONDARY VEHICULAR AND TRAIL ENTRY
- 1C TRAIL ENTRY
- 2 PROPOSED BRIDGE FOR TRAIL CONNECTION
- 3 VEHICULAR PARKING AT TRAILHEAD
- 4 NEIGHBORHOOD CONNECTION
- GREAT MIAMI RIVER TRAIL (2027): 1.2 MILES ONE WAY
- FUTURE 11' WIDTH TRAIL
- OUTER LOOP: +/- 2.4 MILES
- CONNECTOR TRAILS

Figure 4.5 | Major Connections

Image shows major connections, including those for vehicular access, bicycle access to and from the Great Miami River Trail, and pedestrian access to adjacent neighborhoods.

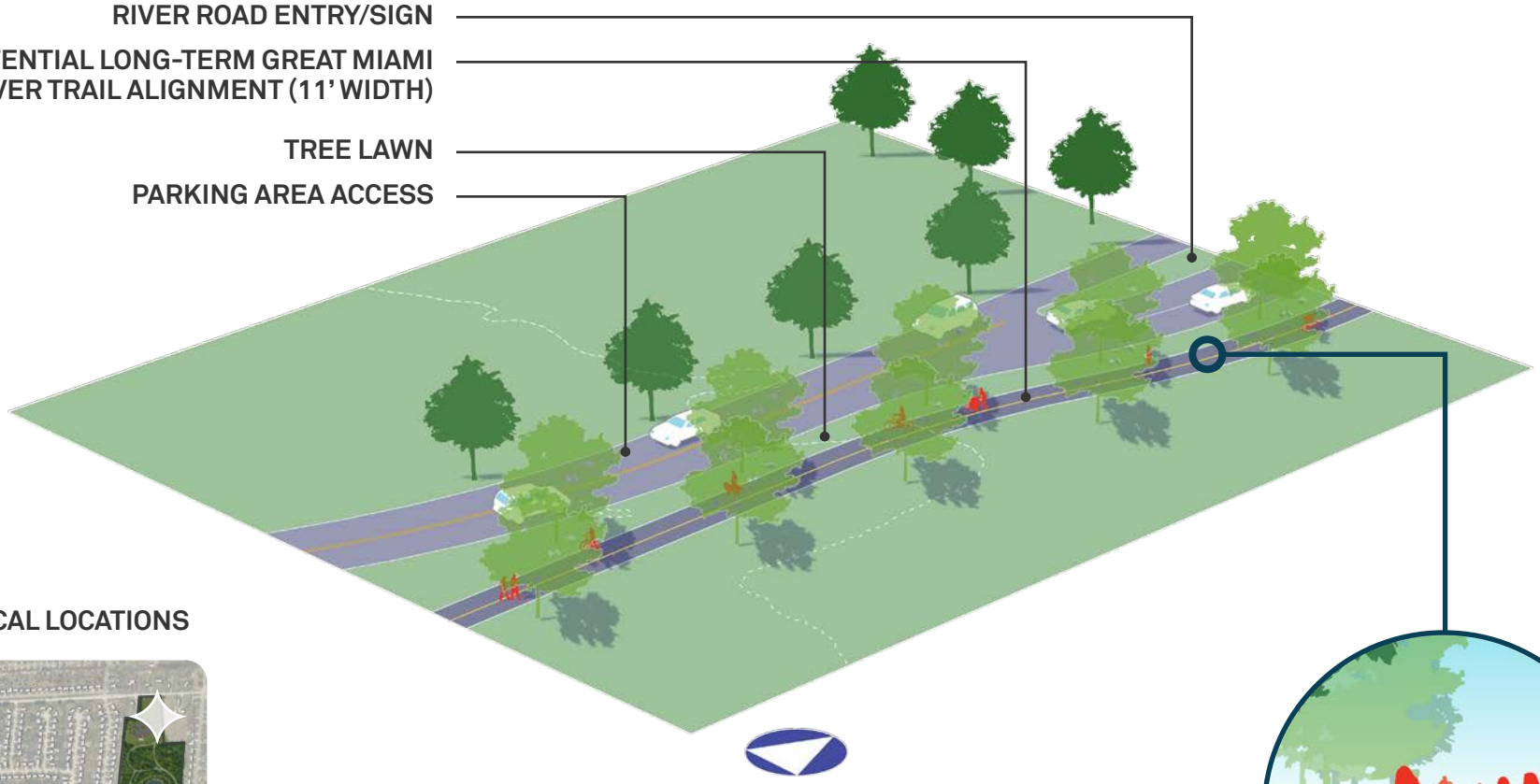
4.6 Trail Types and Access

TRAIL TYPES AND ACCESS LEGEND

- 1 — VEHICULAR BOAT LAUNCH - WITHIN 200’ OF RESTROOM
- 2 — ADA ACCESSIBLE BOAT LAUNCH AND FISHING PIER
- 3 — SHORE AREA - WATERCRAFT LANDING AREA
- 4 — 320’ BRIDGE SPAN
- 5 — 200’ BOARDWALK SPAN
- RECREATIONAL WATERCRAFT TRAIL LOOP: +/-2.3 MILES
- GREAT MIAMI RIVER TRAIL - 11’ WIDE SHARED-USE PATH: +/- 6,600 LINEAR FEET
- LONG-TERM GREAT MIAMI RIVER TRAIL ALIGNMENT - 11’ WIDE: +/- 5,600 LINEAR FEET
- 8’ WIDE SHARED-USE PATH: +/- 3,750 LINEAR FEET
- 6’ WIDE WALKING TRAIL: +/- 9,000 LINEAR FEET
- 6’ WIDE GRAVEL PATH: +/- 2,400 LINEAR FEET

Figure 4.6 | Trail Types and Access Points
Plan shows boat launch areas, bridge, boardwalk, and multiple trail and path types.

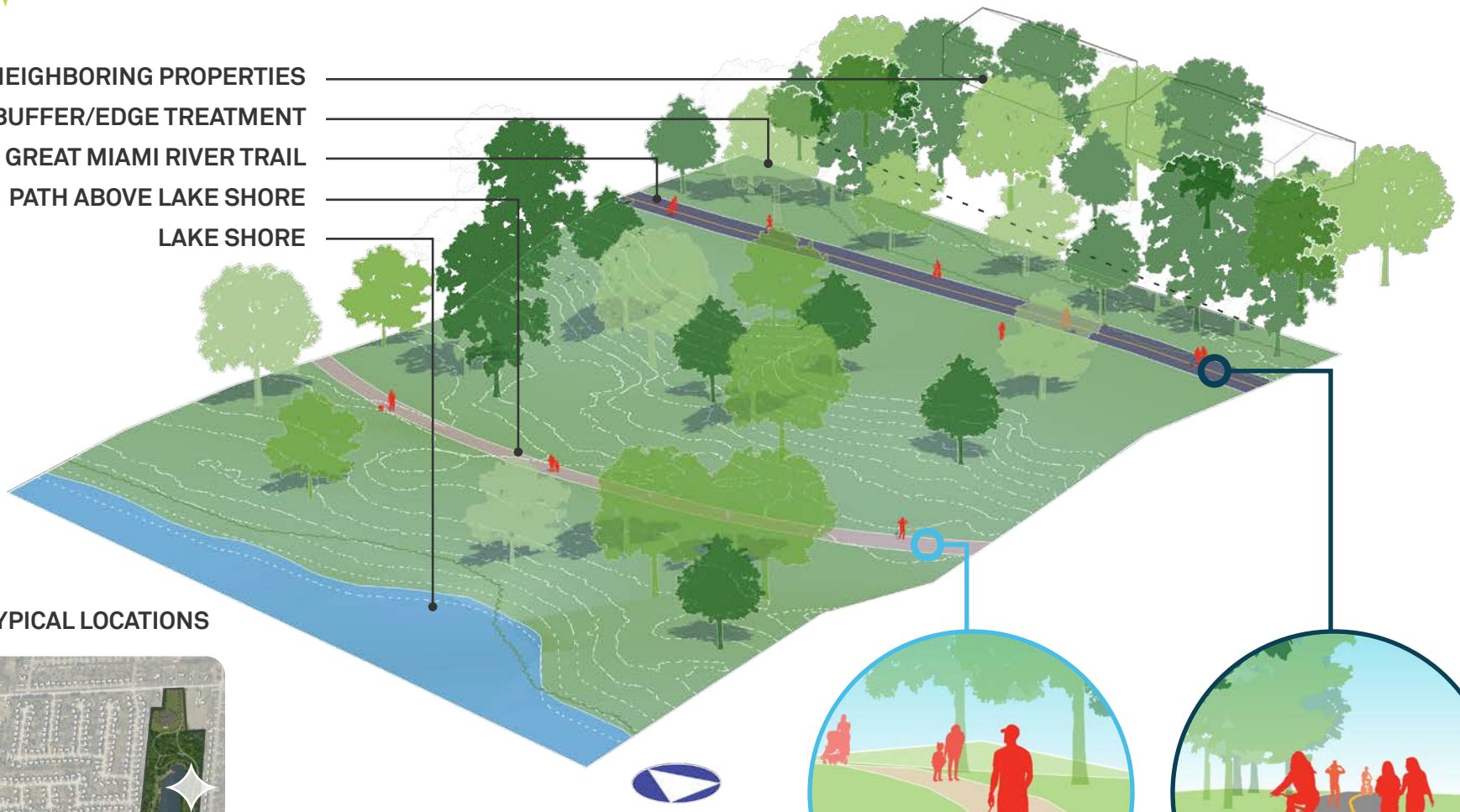
4.4 Trail Types - North Entry and Great Miami River Trail



TYPICAL LOCATIONS

11' SHARED-USE PATH

4.4 Trail Types - East Property Line

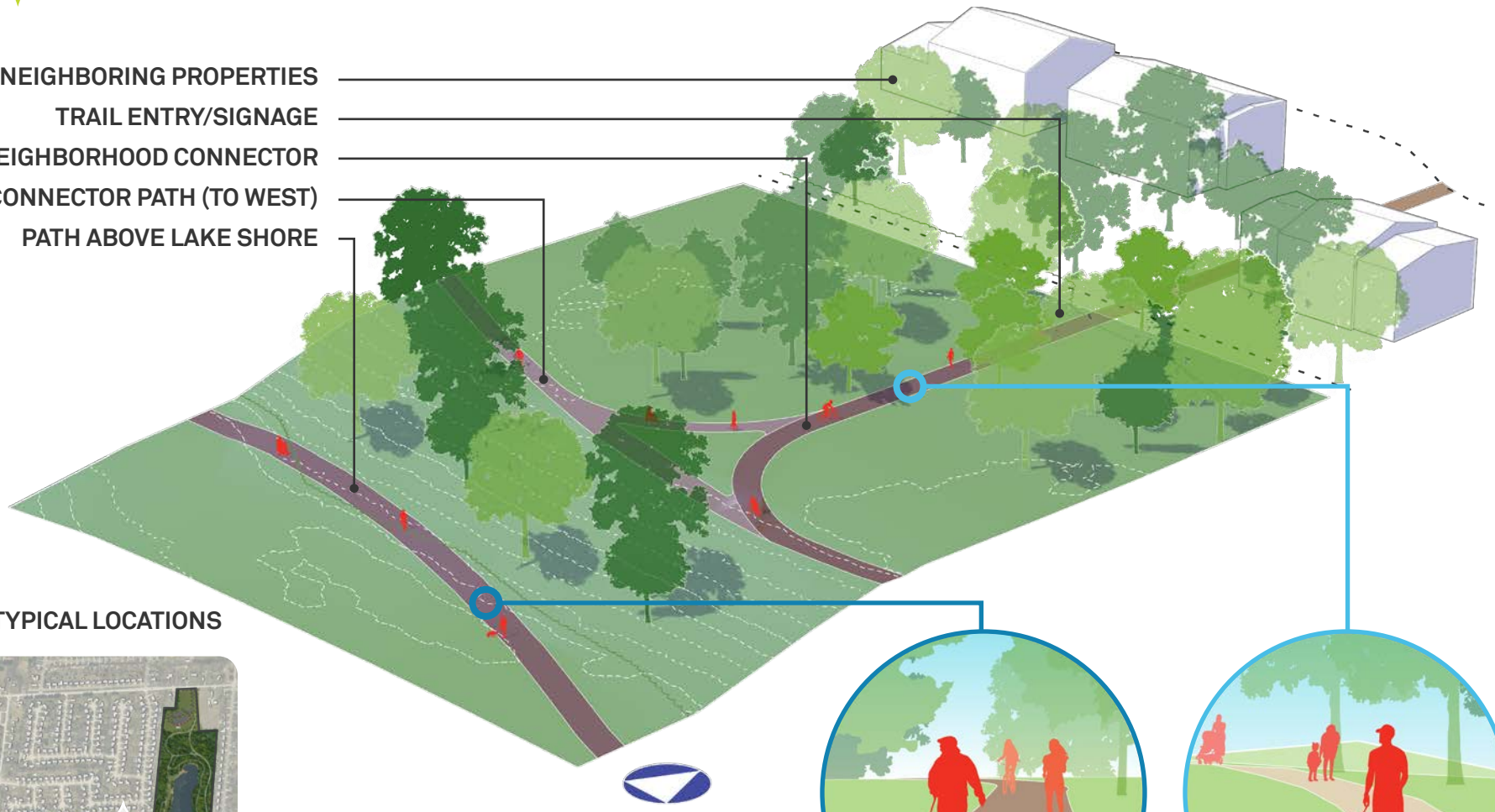


TYPICAL LOCATIONS

6' WALKING TRAIL

11' SHARED-USE PATH

4.4 Trail Types - Neighborhood Connection

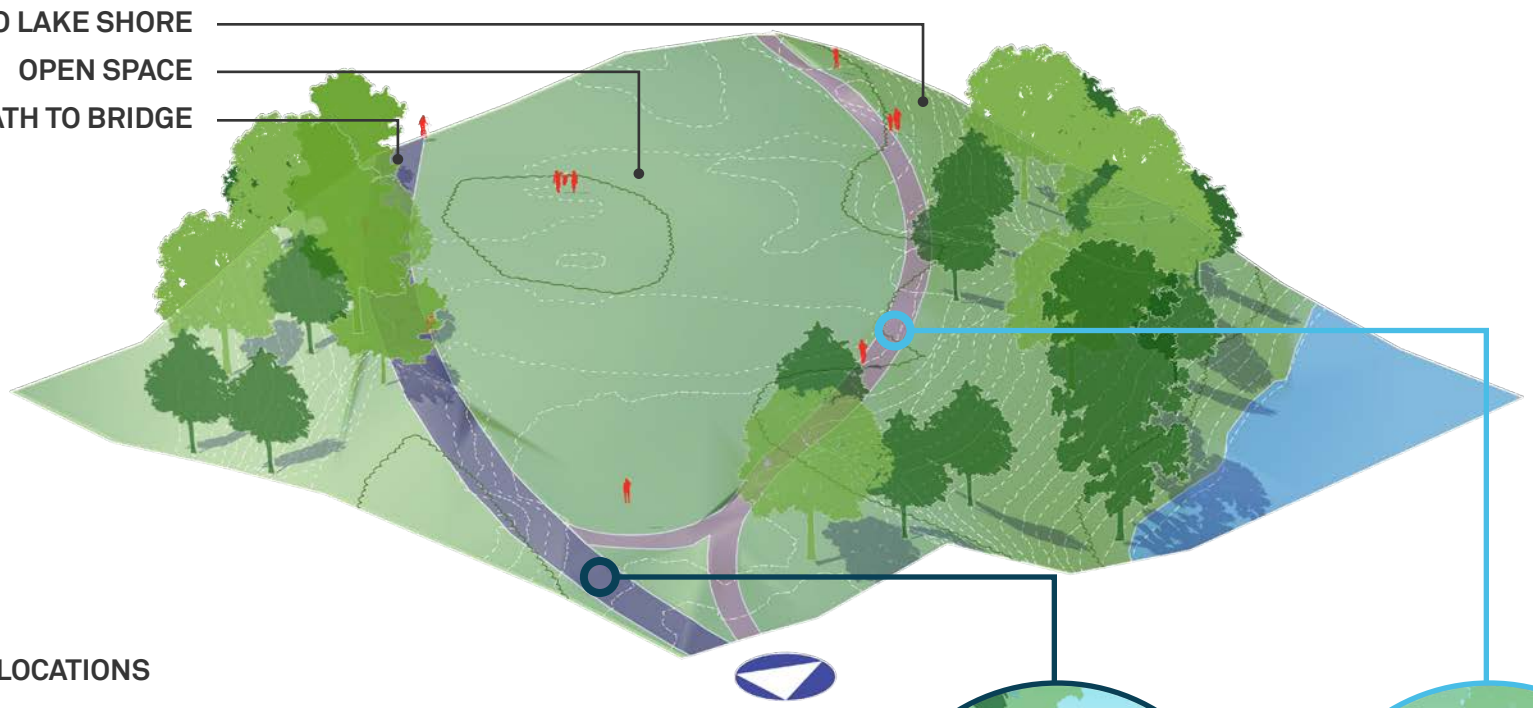


TYPICAL LOCATIONS

8' SHARED-USE PATH

6' WALKING TRAIL

4.4 Trail Types - Peninsula at Meadow



TYPICAL LOCATIONS

11' SHARED-USE PATH

6' WALKING TRAIL

4.7 Park Amenities

AMENITIES

- 1a PARKING (120 SPACES; 12 TRAILER SPACES)
- 1b PARKING (120 SPACES)
- 1c PARKING (80 SPACES)
- 2 NATURE-BASED PLAY AND RECREATION AREAS
- 3 BOAT LAUNCHES: 4 LOCATIONS (VEHICULAR, ADA, AND AT-SHORE)
- 4 FISHING BOARDWALK: TYPICAL OF 5 LOCATIONS
- 5 OVERLOOK AREA: TYPICAL OF 5 LOCATIONS
- 6a SHELTER: ADJACENT TO PARKING
- 6b SHELTER: WITHIN 200' OF PARKING
- 6c SHELTER: WITHIN 600' OF PARKING
- 6d SHELTER: ADJACENT TO PARKING
- 7a PUBLIC RESTROOM: 6-7 STALLS TOTAL
- 7b PUBLIC RESTROOM: 6-7 STALLS TOTAL
- 7c PRIVATE RESTROOM
- 300'/500' DISTANCE FROM PUBLIC RESTROOMS

Figure 4.7 | Park Amenities
Image shows conceptual amenities, infrastructure, and structure throughout the park.

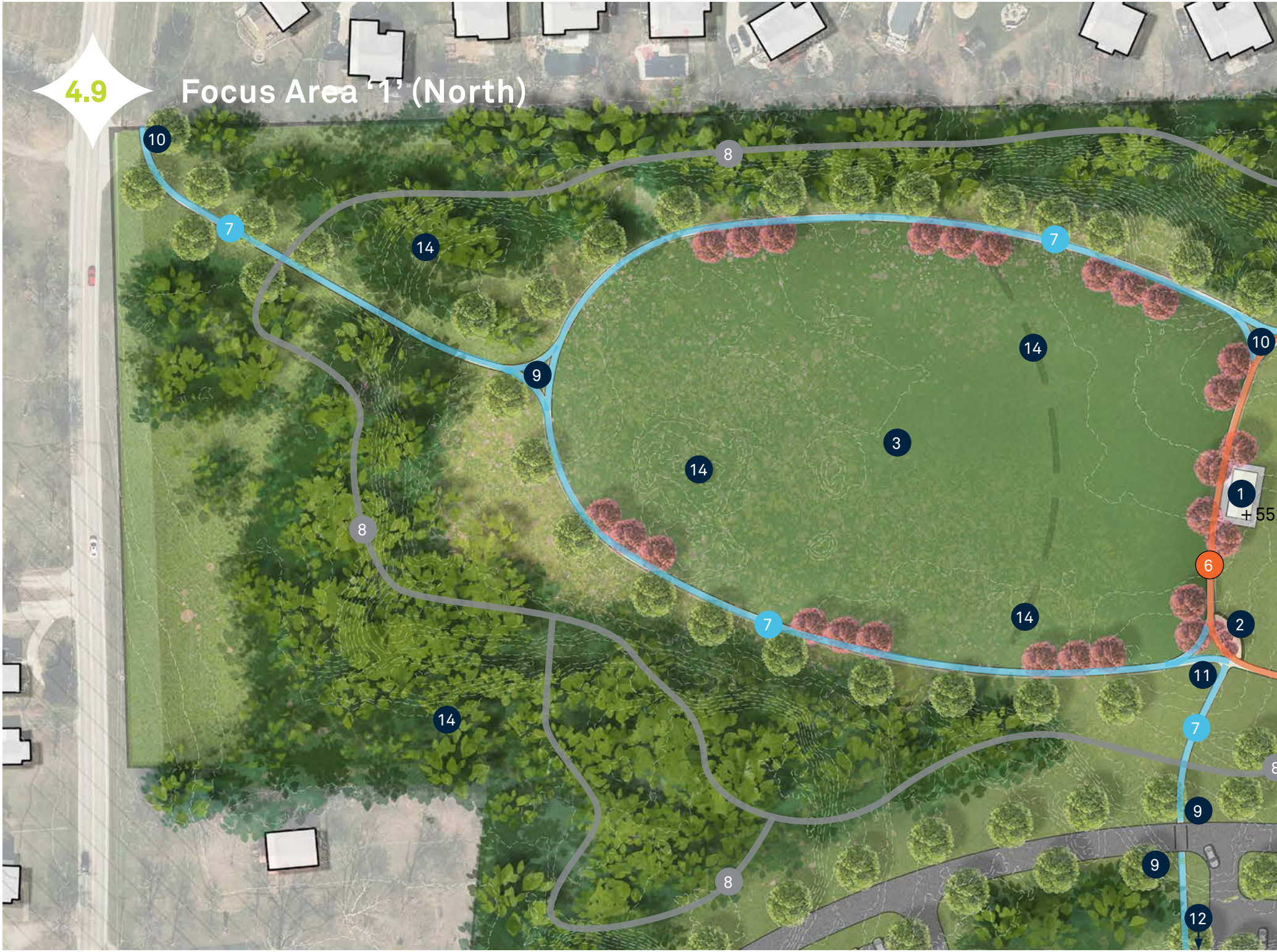
4.8 Southwest Area

AMENITIES

- 1a PARKING (120 SPACES; 12 TRAILER SPACES)
- 1b PARKING (120 SPACES)
- 2 NATURE-BASED PLAY AND RECREATION AREAS
- 3 SHELTER WITH PUBLIC RESTROOM
- 4 BAITHOUSE WITH PUBLIC RESTROOM
- 5 RESTAURANT SPACE WITH PRIVATE RESTROOM
- 6 SHELTER STRUCTURE (CAPACITY FOR 15-30 PEOPLE)
- 7 OVERLOOK AREA (TYPICAL OF 2 LOCATIONS)
- 8 FISHING PIER/BOARDWALK (CAPACITY FOR 12-15 PEOPLE)
- 9a VEHICULAR BOAT LAUNCH (WITH ACCESS TO 12 TRAILER SPACES)
- 9b SECONDARY BOAT LAUNCH (WITHIN 150' OF PARKING AREAS)
- 10 AMPHITHEATER AREA AND EVENT SPACE
- 11 GREAT LAWN (4 ACRES)

Figure 4.8 | Southwest Area
Image shows relationship between amenities, parking, and restrooms in the southwest area of Marsh Park.

4.9 Focus Area '1' (North)

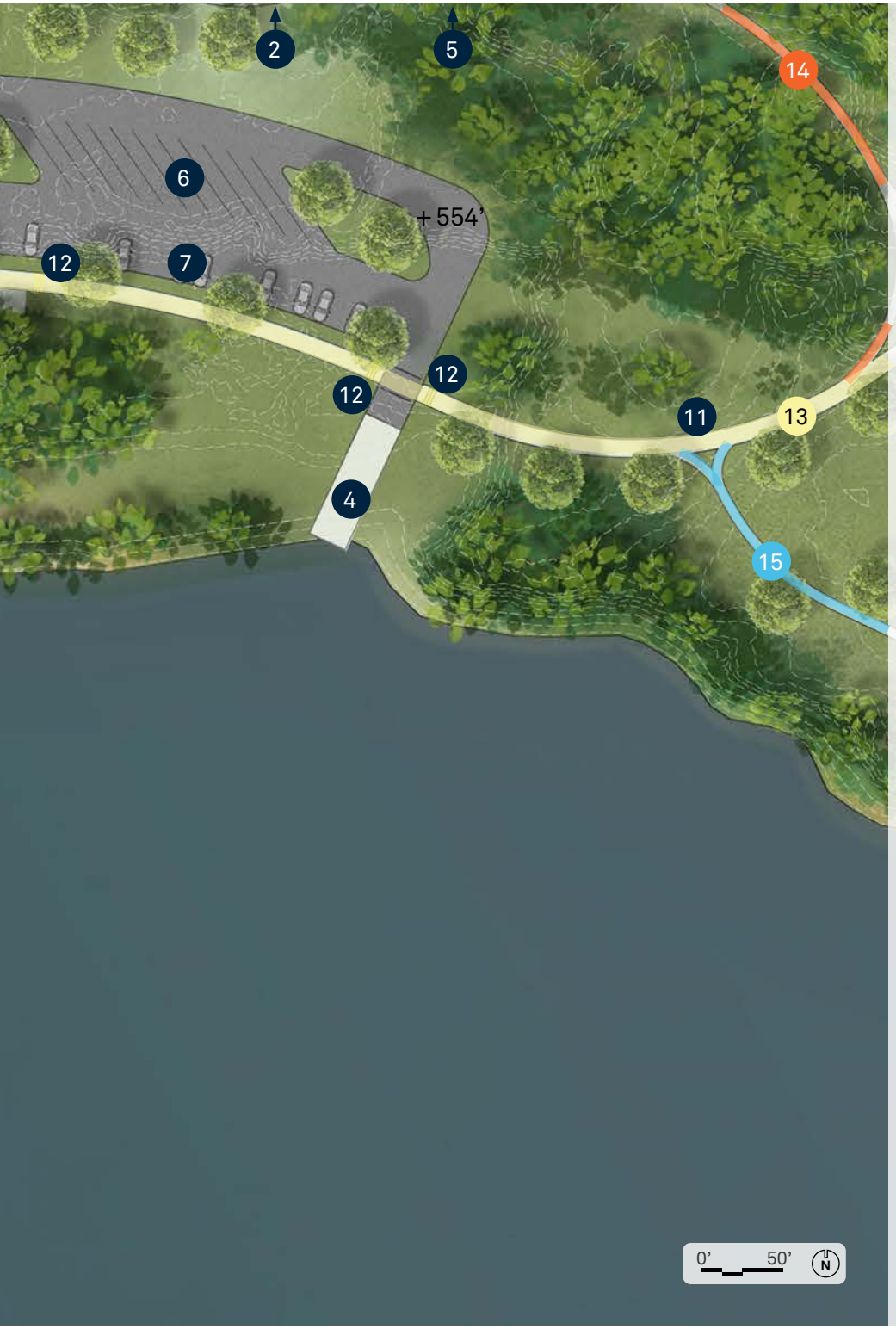


	LEGEND
1	SHELTER - LOCATED 600' FROM RESTROOM
2	OVERLOOK AREA
3	GREAT LAWN (+/- 4.0 ACRES)
4	SECONDARY BOAT LAUNCH (SHORE ACCESS)
5	PARKING AREA (120 SPACES)
6	SHARED-USE PATH (8' WIDTH)
7	WALKING TRAIL (6' WIDTH)
8	GRAVEL PATH
9	TRAIL CAUTION SIGN; SPECIALTY PAVEMENT
10	TRAIL WAYFINDING SIGN
11	TRAILHEAD KIOSK SIGN AND BIKE RACKS
12	FOCUS AREA '1' (SOUTH)
13	FISHING DOCK/BOARDWALK WITH BENCHES
14	APPROXIMATE 'NO BUILD' ZONE FOR FUTURE WELL-FIELD

Figure 4.9 | Focus Area '1' (North)

Connections are provided to natural features around the lake, adjacent neighborhoods, and recreational trails. Passive amenities, shown here as shelters and boardwalks, provide relaxation for users and respite for those traveling a loop around the lake.

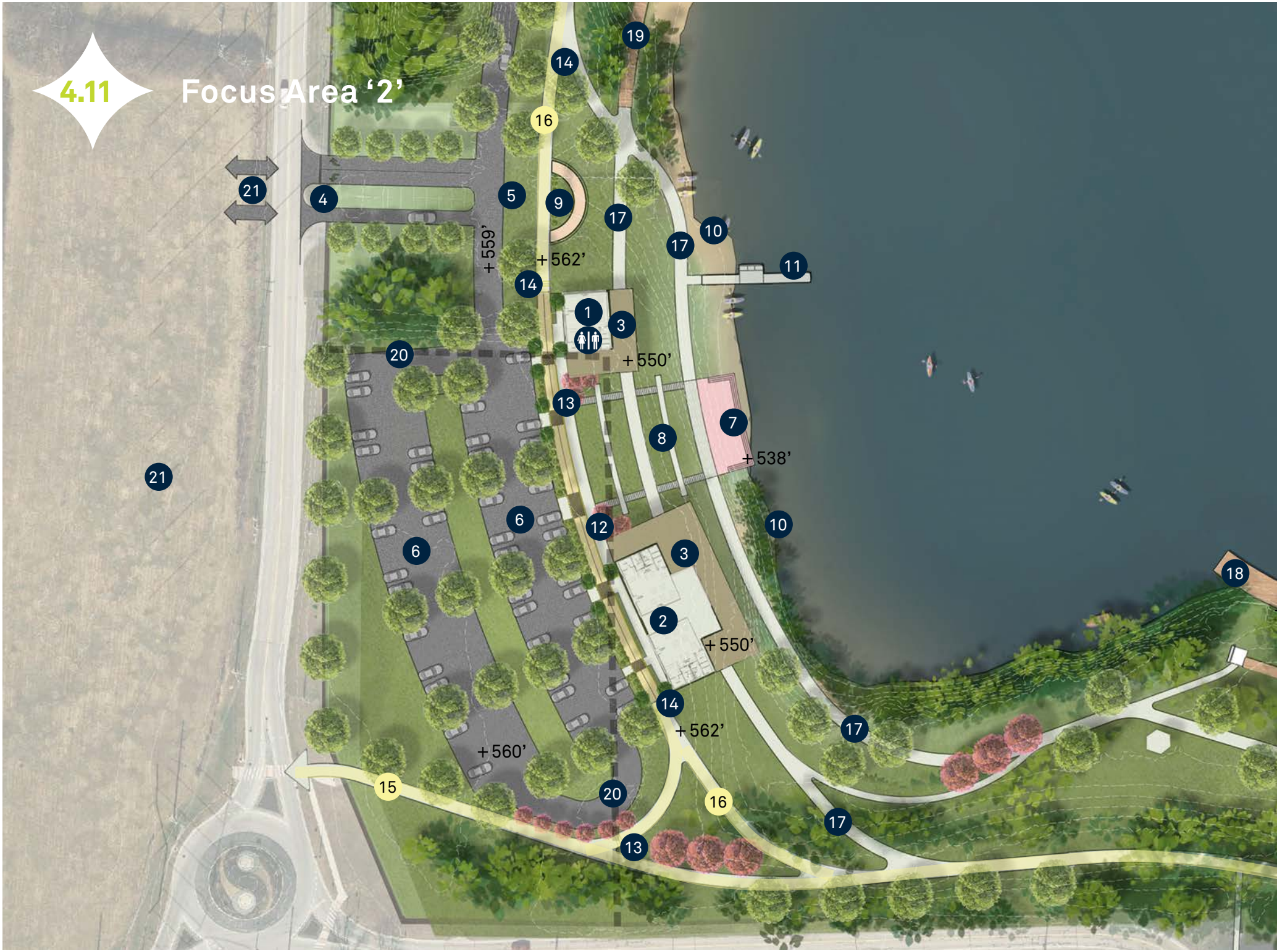
4.10 Focus Area ‘1’ (South)

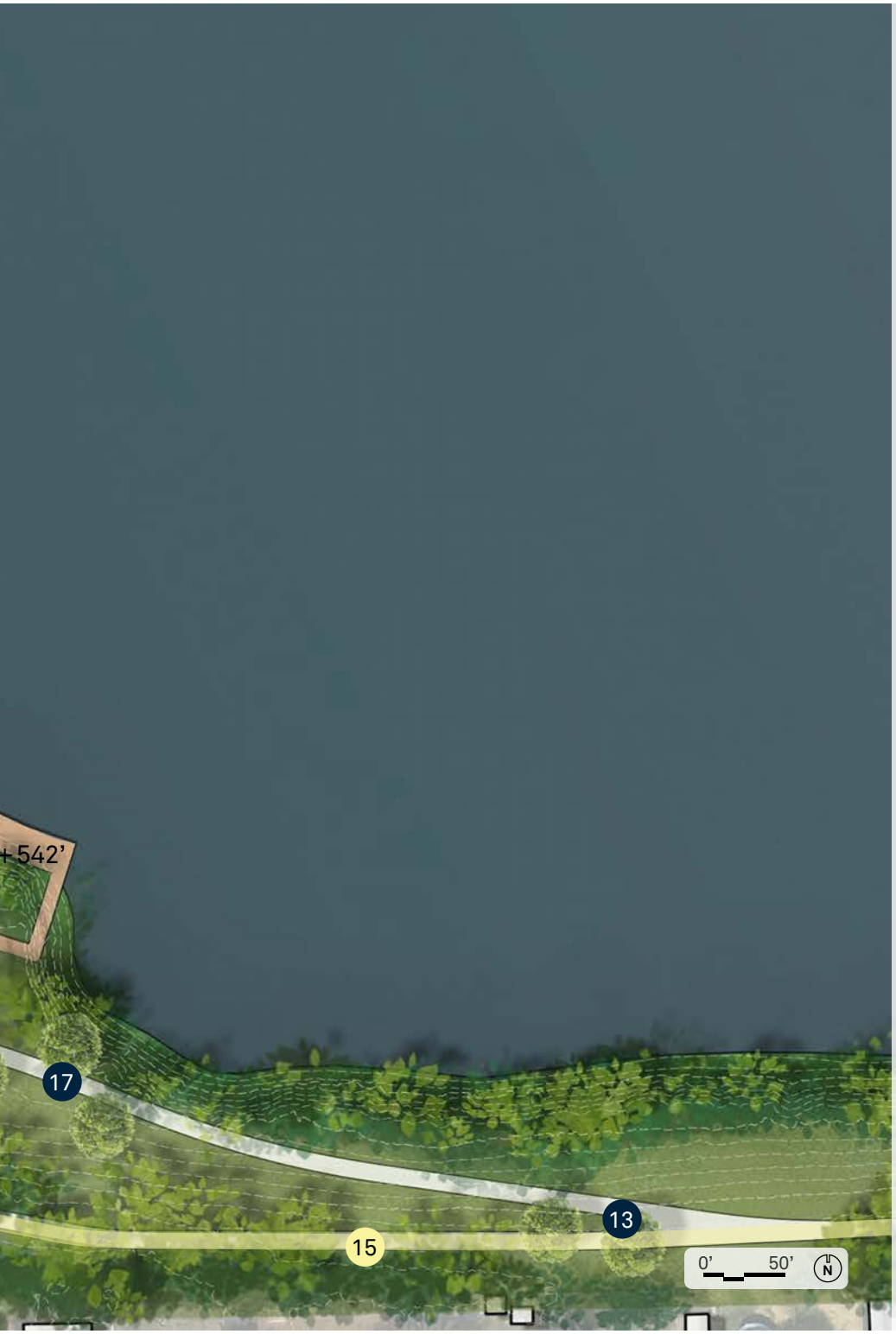


LEGEND	
1	SHELTER WITH RESTROOM (6-7 STALLS)
2	GREEN SPACE, OVERLOOK, AND RESERVABLE SHELTER
3	BOARDWALK WITH RAILING
4	PRIMARY BOAT LAUNCH (TRAILER RAMP)
5	SECONDARY BOAT LAUNCH (SHORE ACCESS)
6	TRAILER PARKING (12 SPACES)
7	PARKING AREA (120 SPACES)
8	NATURE-BASED PLAY/RECREATION AREA
9	LOCATION SIGN
10	TRAILHEAD KIOSK SIGN AND BIKE RACKS
11	TRAIL WAYFINDING SIGN
12	TRAIL CAUTION SIGN; SPECIALTY PAVEMENT
13	LONG-TERM GREAT MIAMI RIVER TRAIL ALIGNMENT
14	SHARED-USE PATH (8’ WIDTH)
15	WALKING TRAIL (6’ WIDTH)
16	GRAVEL TRAIL

Figure 4.10 | Focus Area ‘1’ (South)
Physical fitness opportunities are provided in this area. A proposed boat launch allow recreational users access to the lake, while a play area is embedded in the natural setting above the lake.

4.11 Focus Area ‘2’





	LEGEND
1	BAITHOUSE, RESTROOM, & EQUIPMENT RENTAL; OPERATIONS/MAINTENANCE STORAGE
2	LEASABLE FLEX SPACE (+/- 6,000 SQUARE FEET)
3	OVERLOOK DECK WITH TABLES AND SEATING; ADDITIONAL PATIO SEATING BELOW; (+/- 2,000 S.F.)
4	PRIMARY VEHICULAR ENTRANCE AND GATEWAY SIGN
5	VEHICULAR DIRECTIONAL SIGNAGE
6	PARKING AREA (120 SPACES)
7	FISHING DOCK AND PROMENADE
8	AMPHITHEATER SEATING SPACE (+/- 8,000 S.F.)
9	OVERLOOK AND SEATING AREA
10	SECONDARY BOAT LAUNCH (SHORE ACCESS)
11	SECONDARY BOAT LAUNCH (ADA DOCK)
12	BIKE RACKS AND PUMP/REPAIR STATION
13	TRAIL WAYFINDING SIGN
14	TRAIL CAUTION SIGN; SPECIALTY PAVEMENT
15	GREAT MIAMI RIVER TRAIL
16	LONG-TERM GREAT MIAMI RIVER TRAIL ALIGNMENT
17	SHARED-USE PATH (WIDTH VARIES)
18	FISHING DOCK/BOARDWALK WITH BENCHES
19	BOARDWALK WITH RAILING
20	PARCEL HAS DEED RESTRICTIONS FOR STRUCTURES.
21	POTENTIAL OVERFLOW/FUTURE PARKING

Figure 4.11 | Focus Area ‘2’

Programmed events, a convenience store (baithouse), and connections to the Great Miami River Trail are provided in this area.

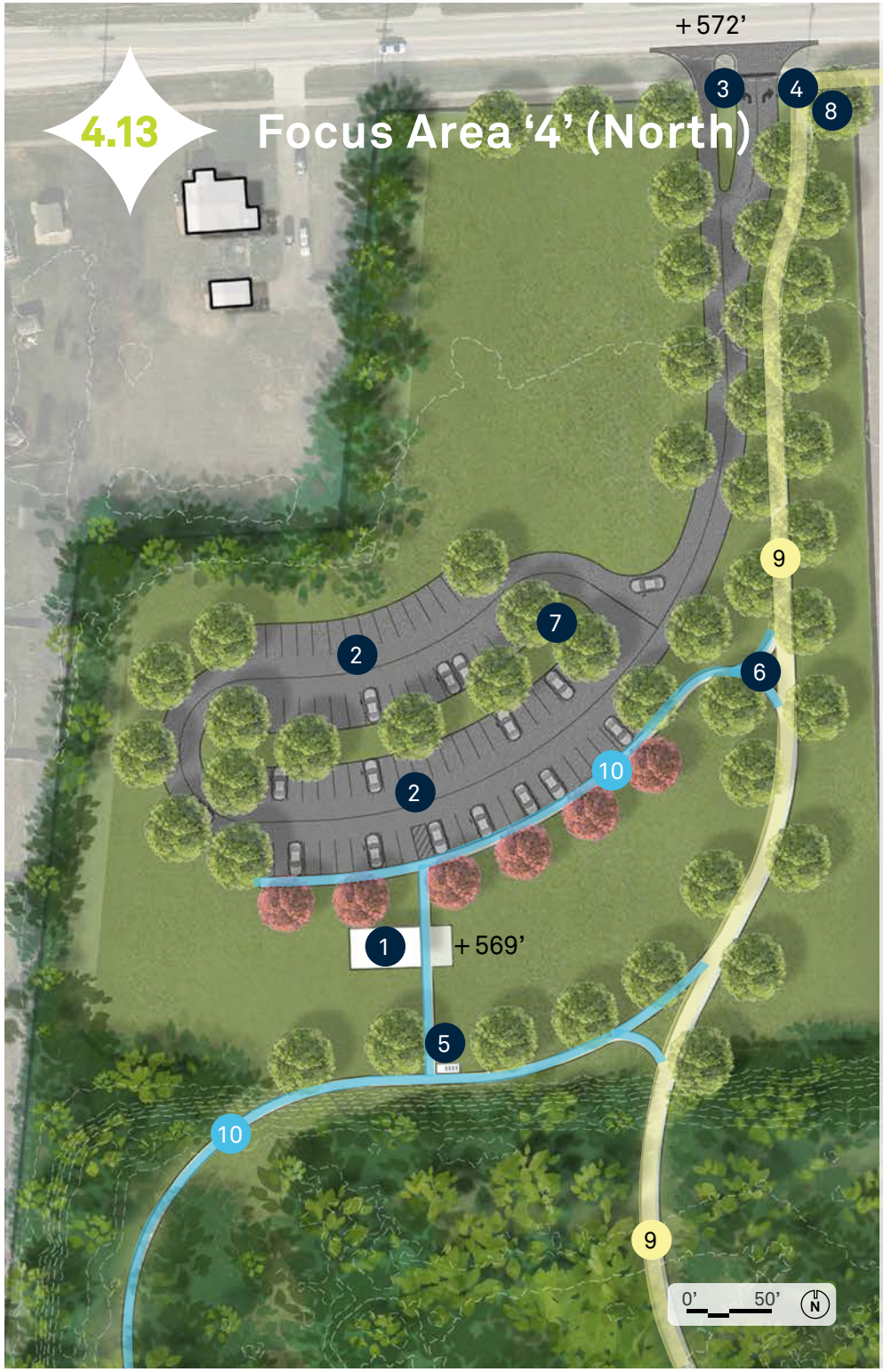

4.12
Focus Area ‘3’
10
2
+565’
7
5
9
11
1
+542’
2
+572’
7
+566’
3
5
11
9

	LEGEND
1	SHELTER
2	OVERLOOK WITH SEATING AREA
3	PEDESTRIAN BRIDGE (+/- 320’ LENGTH)
4	TRAILHEAD KIOSK SIGN
5	LOCATION SIGN
6	TRAIL WAYFINDING SIGN
7	TRAIL INTERSECTION/CAUTION SIGN
8	GREAT MIAMI RIVER TRAIL
9	LONG-TERM GREAT MIAMI RIVER TRAIL ALIGNMENT
10	SHARED-USE PATH (8’ WIDTH)
11	WALKING TRAIL (6’ WIDTH)
12	EXISTING MATURE COTTONWOOD STAND

Figure 4.12 | Focus Area ‘3’

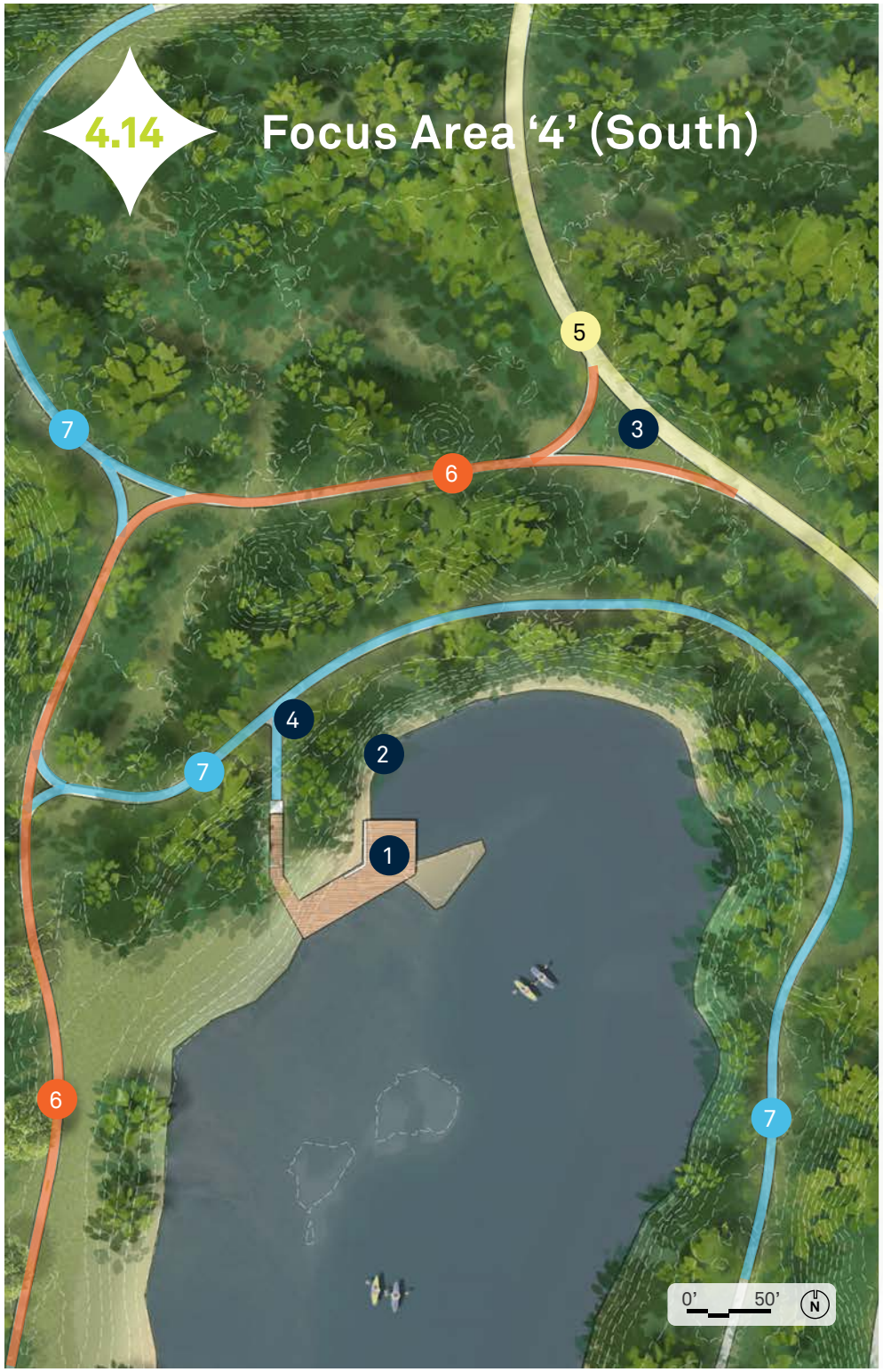
Scenic views, resting areas along the Great Miami River Trail, and connections to adjacent neighborhoods are provided in this area.

4.13 Focus Area '4' (North)



	LEGEND
1	SHELTER
2	PARKING AREA (79 SPACES)
3	SECONDARY VEHICULAR ENTRY WITH SIGN
4	TRAIL ENTRY
5	BIKE RACKS AND PUMP/REPAIR STATION
6	TRAILHEAD KIOSK SIGN
7	LOCATION SIGN
8	TRAIL WAYFINDING SIGN
9	GREAT MIAMI RIVER TRAIL
10	WALKING TRAIL (6' WIDTH)

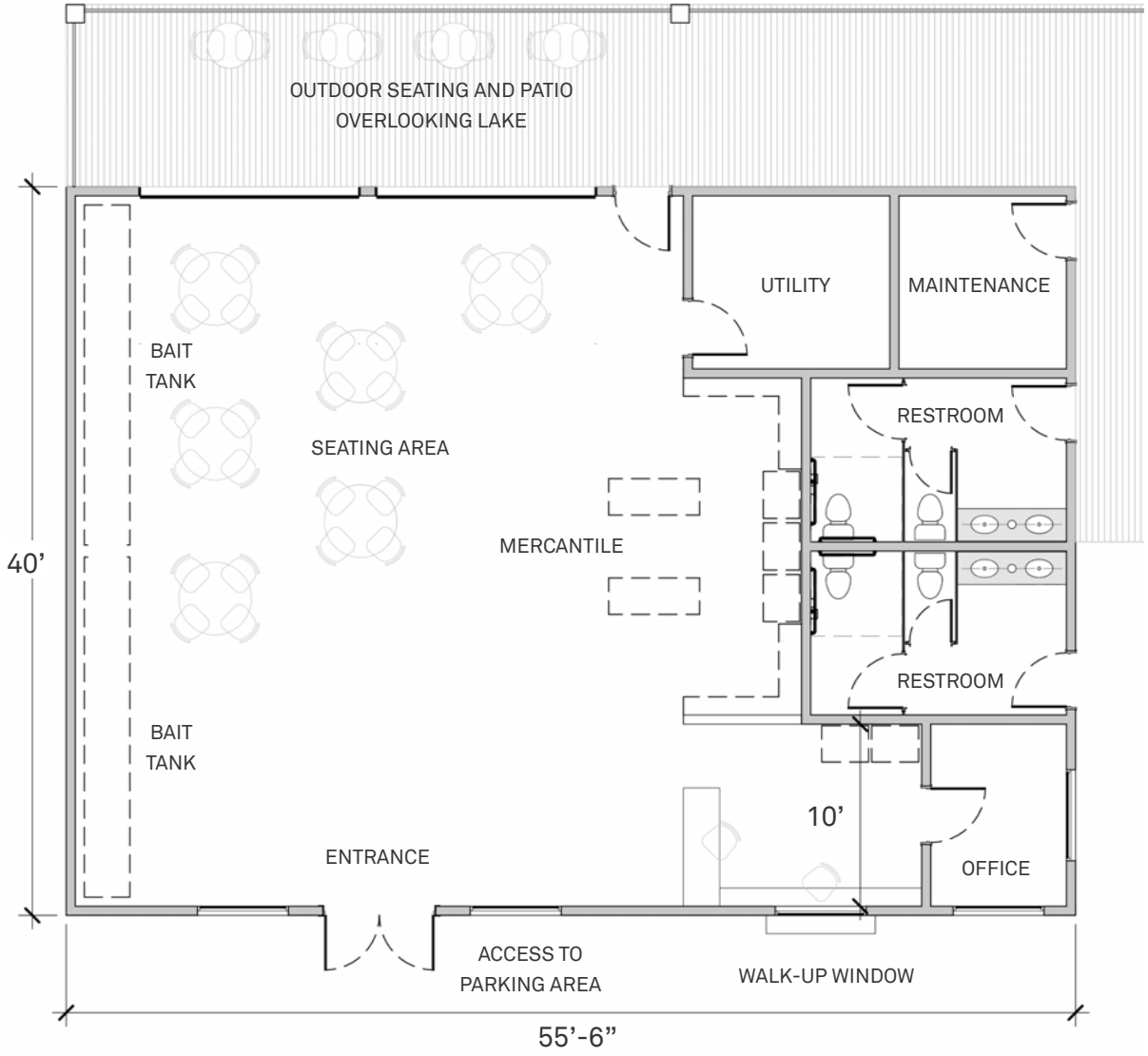
Figure 4.13 | Focus Area '4' (North)
In this area, a parking area provides access to the Great Miami River Trail, a shelter, and the trail loop circling Marsh Lake.



	LEGEND
1	BOARDWALK WITH BENCHES
2	SECONDARY BOAT LAUNCH (AT-SHORE)
3	TRAIL WAYFINDING SIGN
4	LOCATION SIGN
5	GREAT MIAMI RIVER TRAIL
6	SHARED-USE PATH (8' WIDTH)
7	WALKING TRAIL (6' WIDTH)

Figure 4.14 | Focus Area '4' (South)
The north end of Marsh Lake includes a conceptual boardwalk and fishing pier, as well as several trail sections connecting to the Great Miami River Trail and a loop circling the lake.

4.15 Baithouse (Conceptual Layout)



4.15.1 Upper Level

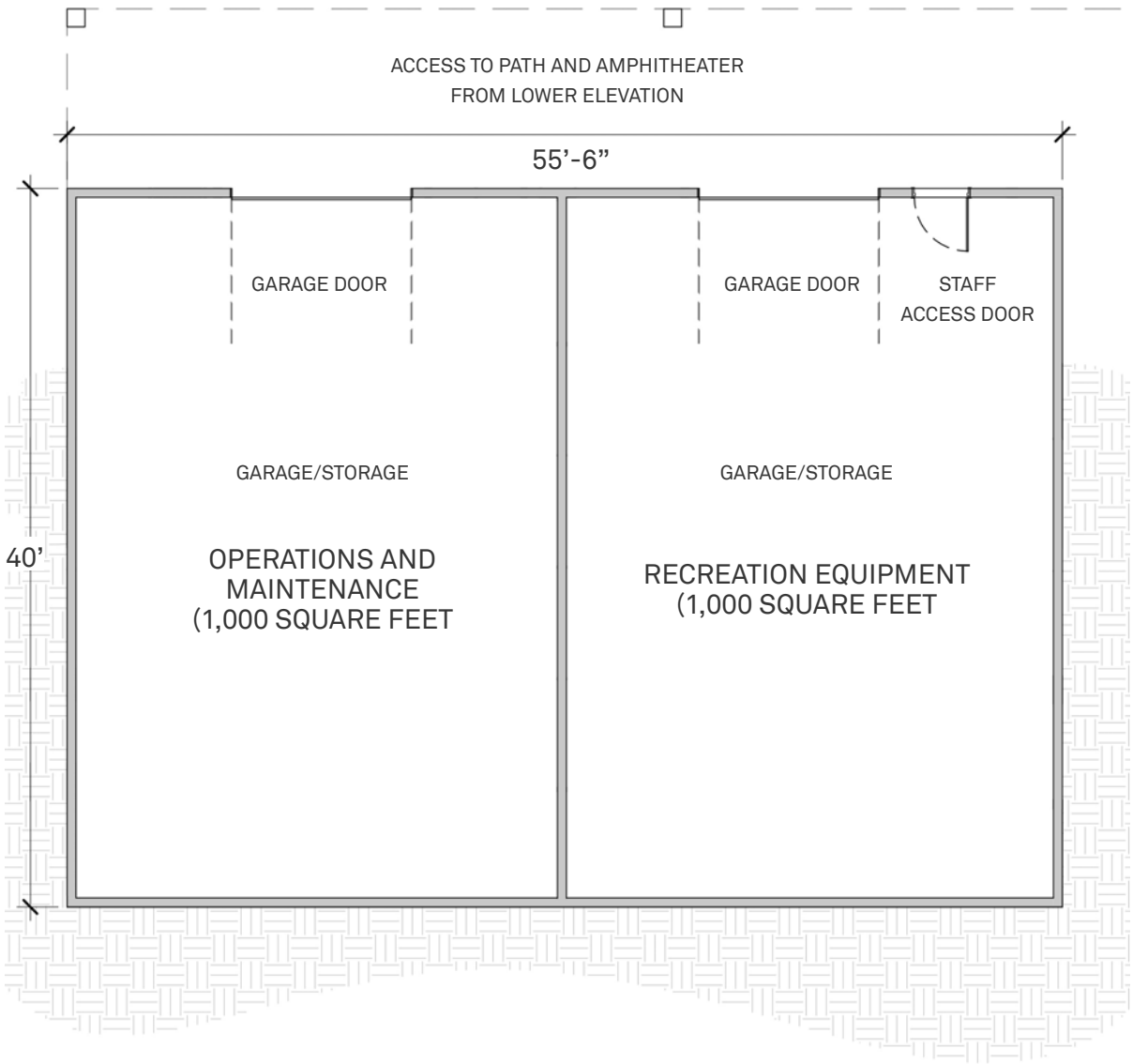
This level of the building is open to users from the outside (exterior seating and restrooms) and inside (vendor-run convenience store, including utility room and office).

A vendor run store would include bait storage tanks, shelves and wall space for product display, and a cashier with walk-up window for recreation equipment rentals.

Additionally, an office and utility room are provided for vendor and utility coordination.

The building’s exterior includes access to a maintenance closet for park staff, restrooms for park visitors, and outdoor seating on a deck overlooking the lake and adjacent amphitheater area.

Figure 4.15 | Baithouse (Upper Level)
Image shows a conceptual design with a vendor convenience store, bait storage tanks, and restrooms that are accessible from the building’s exterior.



4.15.2 Lower Level

The lower level of the building is partitioned for two user groups; park staff, and recreational park users.

Part of this level would include storage for operations and maintenance needs, such as landscaping equipment, barricades, and custodial equipment.

This level also provides storage for leasable recreation equipment such as kayaks, canoes, picnic blankets and chairs. Recreation equipment storage would be managed by park staff or a vendor for use within the park.

Access to this floor is through either a staff door (to the recreation equipment storage), or garage doors (for loading and unloading both partitions).

Figure 4.16 | Baithouse (Lower Level)
Image shows a conceptual design dividing the lower level of the baithouse building for storage uses.

4.16 Perspective Renderings

Figure 4.17 | Rendering of North Parking Lot and Trailhead
Parking and a shelter allow access to and rest along the Great Miami River Trail before users go down a slope towards the lake.

Figure 4.18 | Rendering of lake use and conceptual boardwalk
Boardwalks and overlooks would be located to take advantage of views across the lake.

Figure 4.19 | Rendering of overlook and bridge
Elevation differences across the site provide unique views for users.

Figure 4.20 | Rendering of shelter overlook and trail to bridge
Boardwalks and overlooks would be located to take advantage of views across the lake.

Figure 4.21 | Rendering of Nature-Based Play Area
Recreation area with adjacent parking.

Figure 4.22 | Rendering of Nature-Based Play Area
Recreation area with view of lake.

Figure 4.23 | Rendering of Overlook
Conceptual seating area includes interpretive signage and views of the lake.

Figure 4.24 | Rendering of Boardwalk
Conceptual boardwalk includes interpretive signage and view of the lake.

Figure 4.25 | Rendering of Vehicular Entry
Conceptual entry includes branding and directional signage pointing to programmatic uses and recreation.

Figure 4.26 | Rendering of Boat Launch
An accessible kayak launch and at-shore boat launch are provided below the slope from the baithouse and equipment rental building.

Figure 4.27 | Rendering of Trail and Building
The Great Miami River Trail, including specialty pavement and signage, winds its way past a leasable space and amphitheater.

Figure 4.28 | Rendering of Patio
A patio provides views across the lake, while allowing a vendor to draw users into a corner of the site.

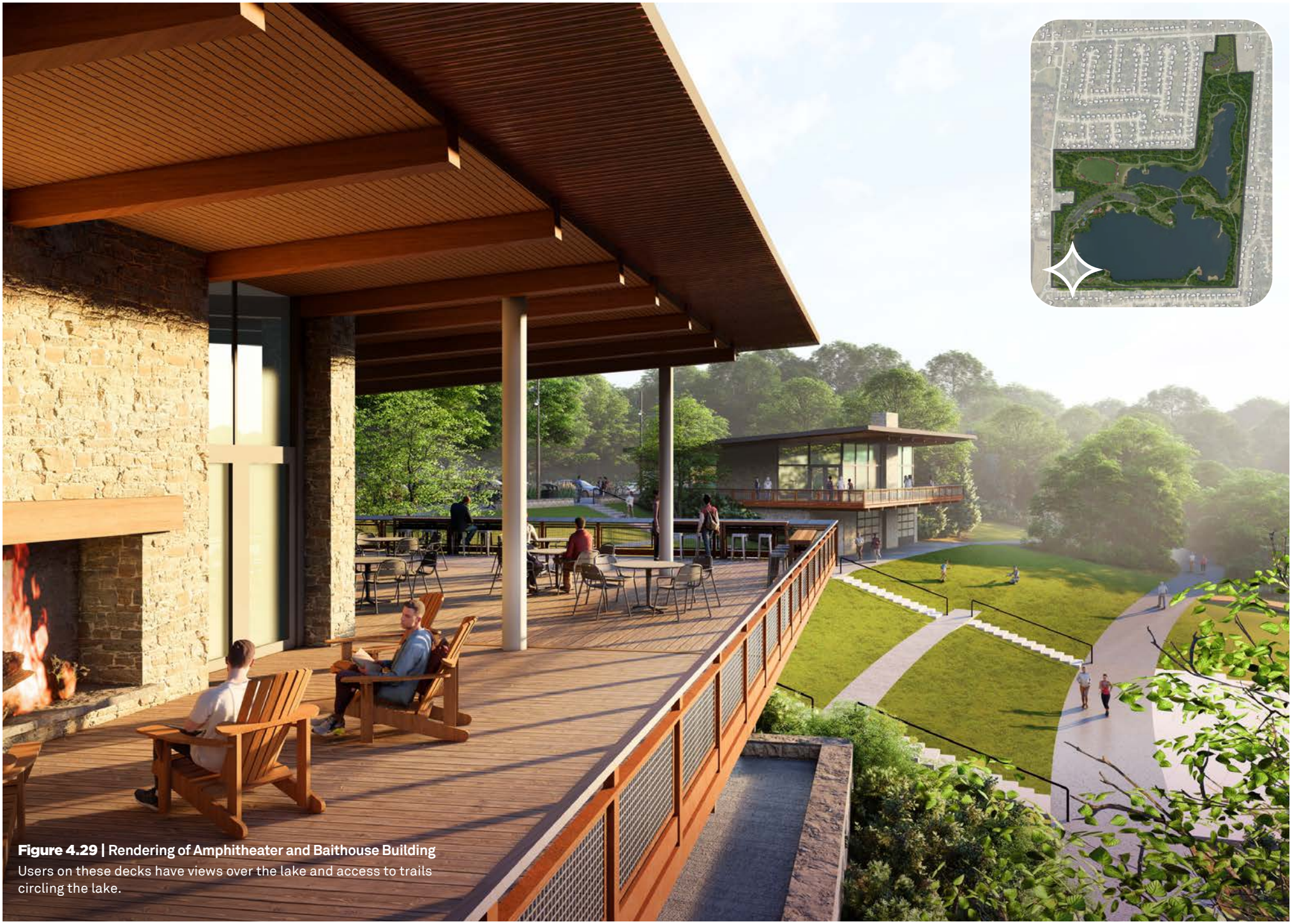


Figure 4.29 | Rendering of Amphitheater and Baithouse Building
Users on these decks have views over the lake and access to trails circling the lake.

Figure 4.30 | Rendering of Boardwalk
A conceptual boardwalk and fishing pier allows views across the lake, as well as access for fishing and recreation.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PART 5:

Action Items

5.1 Action Items

5.1.1 Conceptual costs:

- Final procurement costs for site furnishings and equipment vary significantly and are contingent upon total product quantities, variations in shipping costs, cost fluctuations, and other market conditions. The prices presented as part of the 'Magnitude of Costs' reflect 2024 prices, and are for conceptual level budgeting purposes only.
- Project design teams for each phase are responsible for determining appropriate installation costs which are calibrated to the project procurement and construction type. The project design team should provide a total opinion of probable costs which consists of the total cost each item, including both procurement and installation.
- Elements which require site-specific elements will require approval by the City of Fairfield in coordination with existing plans and guidelines.

5.2 Priority Projects for Implementation

5.1.2 Staffing impacts:

- Successful completion of each project or phase will determine staffing needs. Final operations and maintenance demands can vary widely, and will be affected by materials chosen, methods used to maintain them, and frequency of service.
- Tasks related to this master plan would include maintenance of parking areas and drives, seasonal maintenance of turf areas and landscaping, and general maintenance of play equipment, boat docks, shelters, and overlooks.
- It is recommended that each phase or project should be assessed for capacity of the Parks and Recreation department to maintain, and appropriate measures should be taken to ensure impacts to staff workload do not create an undue burden on existing park infrastructure within the City of Fairfield.

5.3 General Paths and Trails

GENERAL PATHS AND TRAILS (NOT DEPENDENT ON OTHER PHASES)

PROJECT	MAGNITUDE OF COST	COMPONENTS
Great Miami River Trail (2027)	Funded through federal grant	From River Road to existing trail, including realignment.
Earthwork and grading	$75,000 - $100,000	5,000 cubic yards of earthwork.
Bridge	$1,200,000 - $1,500,000	320’ span bridge.
Shared-use paths (11’)	$800,000 - $1,000,000	5,600’ length 11’ width paved trail.
Shared-use paths (8’)	Funding secured	3,750’ length 8’ width paved trail.
Boardwalk with railing	$250,000 - $400,000	200’ length boardwalk.
Walking trails (6’)	$700,000 - $950,000	9,000’ length 6’ width paved walking trail.
Gravel path (6’)	$100,000 - $150,000	2,400’ length 6’ width gravel walking trail.
Wayfinding and signage	$250,000	Monument entry sign and directional signage.
Soft costs	$650,000	Engineering, permitting, & mobilization.
	$4,025,000 - $5,000,000	**TOTAL COST**

GENERAL PATHS AND TRAILS IMPLEMENTATION PHASE

1 320’ SPAN BRIDGE

2 200’ LENGTH BOARDWALK

GREAT MIAMI RIVER TRAIL (11’ WIDTH PAVED TRAIL)

11’ WIDE PAVED TRAIL: +/- 5,600 LINEAR FEET

8’ WIDE SHARED-USE PATH: +/- 3,750 LINEAR FEET

6’ WIDE WALKING TRAIL: +/- 9,000 LINEAR FEET

6’ WIDE GRAVEL PATH: +/- 2,400 LINEAR FEET

Note | This opinion of probable construction cost provided by Designing Local (DL) is made on the basis of information and research available to DL and on the basis of DL’s professional experience and qualifications. However, since DL has no control over the cost of labor, materials, equipment or services furnished by others, or over the contractor(s) methods of determining prices, or over competitive bidding or market conditions, DL does not guarantee that proposals, bids or actual project or construction cost will not vary from this opinion of probable cost.

Figure 5.1 | Implementation - General Paths and Trails Implementation
Plan shows proposed improvements in this phase; see page opposite for components and magnitude of cost.

5.4 General Projects

GENERAL PROJECTS (INDEPENDENT OF OTHER PROJECTS)

PROJECT	MAGNITUDE OF COST	COMPONENTS
Earthwork and grading	$50,000 - $75,000	5,000 cubic yards of earthwork.
Parking and drive alignment	$650,000 - $900,000	Access drive and parking (42,000 SF).
Amphitheater (capacity 500-600 people)	$250,000 - $400,000	Seat walls, retaining walls, lighting and site amenities.
Overlooks (five locations)	$1,000,000 - $1,500,000	Overlooks with stone walls and seating.
Monoslope shelter and associated construction (three locations)	$750,000 - $1,200,000	24’ x 42’ shelter (15-20 people).
Fishing pier/boardwalk (Five locations)	$600,000 - $800,000	8’ width minimum; capacity 10-15 people each.
Trail adjustment/alignment	$100,000 - $150,000	Connection to existing trails, paths.
Wayfinding and signage	$500,000	Entry monument sign and trail signage.
Soft costs	$400,000	Engineering, permitting, & mobilization.

$4,300,000 - $5,925,000 **TOTAL COST**

GENERAL PROJECTS

1 OVERLOOKS

2 SHELTER

3 FISHING PIER/BOARDWALK

4 AMPHITHEATER AND EVENT SPACE FOR 500-800 PERSON EVENT

5 NORTHERN PARKING LOT AND VEHICULAR ENTRY

Note | This opinion of probable construction cost provided by Designing Local (DL) is made on the basis of information and research available to DL and on the basis of DL's professional experience and qualifications. However, since DL has no control over the cost of labor, materials, equipment or services furnished by others, or over the contractor(s) methods of determining prices, or over competitive bidding or market conditions, DL does not guarantee that proposals, bids or actual project or construction cost will not vary from this opinion of probable cost.

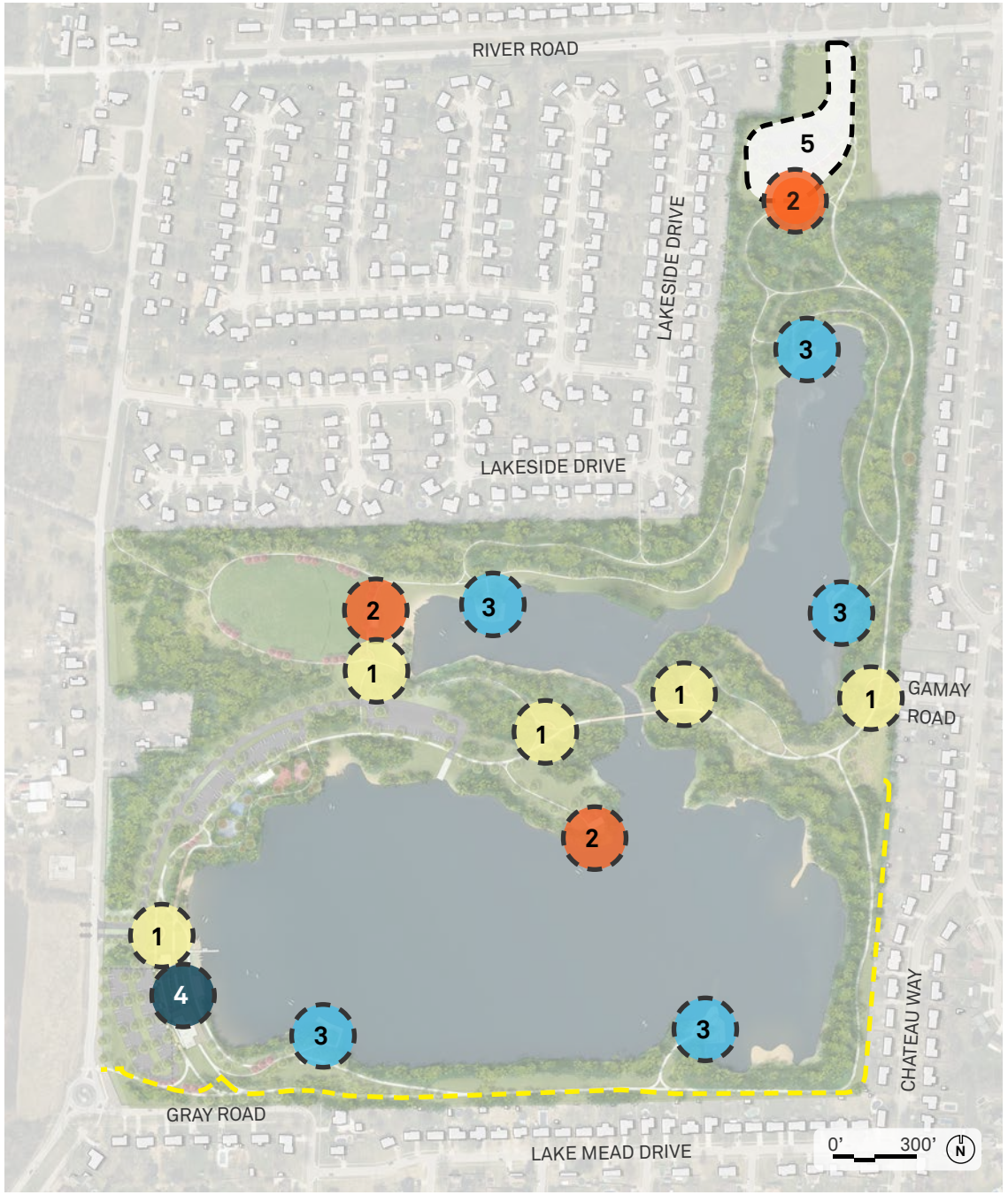


Figure 5.2 | Implementation - General Projects (Independent of Other Projects)
Plan shows proposed improvements in this phase; see page opposite for components and magnitude of cost.

5.5 Event Space, Leasable Flex Space, and Parking

EVENT SPACE, LEASABLE FLEX SPACE, AND PARKING

PROJECT	MAGNITUDE OF COST	COMPONENTS
Earthwork and grading	$200,000 - $300,000	20,000 cubic yards of earthwork.
Parking and drive alignment	$750,000 - $1,000,000	Access drive and parking (50,000 SF).
Utilities for Leasable flex space	$400,000 - $500,000	Water and sanitary hookups, service lines.
Leasable flex space	$3,000,000 - $6,000,000	Restaurant, decks, patios, and site furnishings.
Baithouse/restroom building	$1,000,000 - $1,500,000	2,000 SF building with restroom (6-7 stalls) and basement storage.
Wayfinding and signage	$250,000	Directional and trail signage.
Soft costs	$700,000	Engineering, permitting, & mobilization.
	$6,300,000 - $10,250,000	**TOTAL COST**

Container restaurant (Leasable Flex Space Alternative)	*$750,000 - $1,000,000*	*Container restaurant/furnishings; allows for future expansion*
Pad with utilities for vendor (Leasable Flex Space Alternative)	*$150,000 - $250,000*	*6,000 SF pad; allows for future expansion.*

EVENT SPACE, LEASABLE FLEX SPACE AND PARKING

1 PARKING AREA (120 SPACES)

2 LEASABLE FLEX SPACE:
NUMBER OF RESTROOMS BASED ON OCCUPANCY.

3 BAITHOUSE WITH RESTROOMS

Note | This opinion of probable construction cost provided by Designing Local (DL) is made on the basis of information and research available to DL and on the basis of DL's professional experience and qualifications. However, since DL has no control over the cost of labor, materials, equipment or services furnished by others, or over the contractor(s) methods of determining prices, or over competitive bidding or market conditions, DL does not guarantee that proposals, bids or actual project or construction cost will not vary from this opinion of probable cost.

Figure 5.3 | Implementation - Event Space, Leasable Flex Space, and Parking
Plan shows proposed improvements in this phase; see page opposite for components and magnitude of cost.

5.6 General Projects

RECREATION AREA ACCESS AND PARKING

PROJECT	MAGNITUDE OF COST	COMPONENTS
Earthwork and bank stabilization	$400,000 - $500,000	40,000 cubic yards of earthwork (average 3' depth).
Parking & drive alignment(see note, below)	$1,000,000 - $1,250,000	Access drive and parking (70,000 SF).
Nature-based play/recreation areas	$1,000,000 - $1,250,000	Two separate play/recreation areas (8,000 sf each).
Shelter/restroom building	$500,000 - $750,000	Restroom (6-7 stalls); shelter seats 15-20 people.
Trail adjustment/alignment	$100,000 - $150,000	Connection to existing trails, paths.
Wayfinding and signage	$500,000	Monument entry sign and directional signage.
Soft costs	$700,000	Engineering, permitting, & mobilization.

Note: Assumes removal of existing boat launch facility to allow installation of parking and drive alignment.

$4,200,000 - $5,100,000 **TOTAL COST**

RECREATION AREA ACCESS AND PARKING

1 PARKING AREA (90 SPACES)

2 NATURE-BASED PLAY AREAS

3 SHELTER/RESTROOM BUILDING

Figure 5.4 | Implementation - Recreation Area Access and Parking
Plan shows proposed improvements in this phase; see page opposite for components and magnitude of cost.

Note | This opinion of probable construction cost provided by Designing Local (DL) is made on the basis of information and research available to DL and on the basis of DL's professional experience and qualifications. However, since DL has no control over the cost of labor, materials, equipment or services furnished by others, or over the contractor(s) methods of determining prices, or over competitive bidding or market conditions, DL does not guarantee that proposals, bids or actual project or construction cost will not vary from this opinion of probable cost.

5.7 Boat Launch Access Parking

BOAT LAUNCH ACCESS AND PARKING

PROJECT	MAGNITUDE OF COST	COMPONENTS
Earthwork and grading	$100,000 - $150,000	10,000 cubic yards of earthwork.
Parking & drive alignment	$600,000 - $750,000	Access drive and parking (40,000 SF).
Great lawn	$50,000 - $75,000	+/-4.0 acres.
Vehicular boat launch	$150,000 - $250,000	Boat launch includes coffer dam, concrete installation.
Trail adjustment/alignment	$100,000 - $150,000	Connection to existing trails, paths.
Soft costs	$450,000	Engineering, permitting, & mobilization.

Note: Assumes removal of existing boat launch facility to allow installation of parking and drive alignment. Assumes installation of drive as part of 'Recreation Area Access and Parking' Project.

$1,450,000 - $1,825,000 **TOTAL COST**

BOAT LAUNCH ACCESS AND PARKING

1. PARKING AREA (30 SPACES; 12 TRAILER SPACES)
2. GREAT LAWN
3. VEHICULAR BOAT LAUNCH

Note | This opinion of probable construction cost provided by Designing Local (DL) is made on the basis of information and research available to DL and on the basis of DL's professional experience and qualifications. However, since DL has no control over the cost of labor, materials, equipment or services furnished by others, or over the contractor(s) methods of determining prices, or over competitive bidding or market conditions, DL does not guarantee that proposals, bids or actual project or construction cost will not vary from this opinion of probable cost.

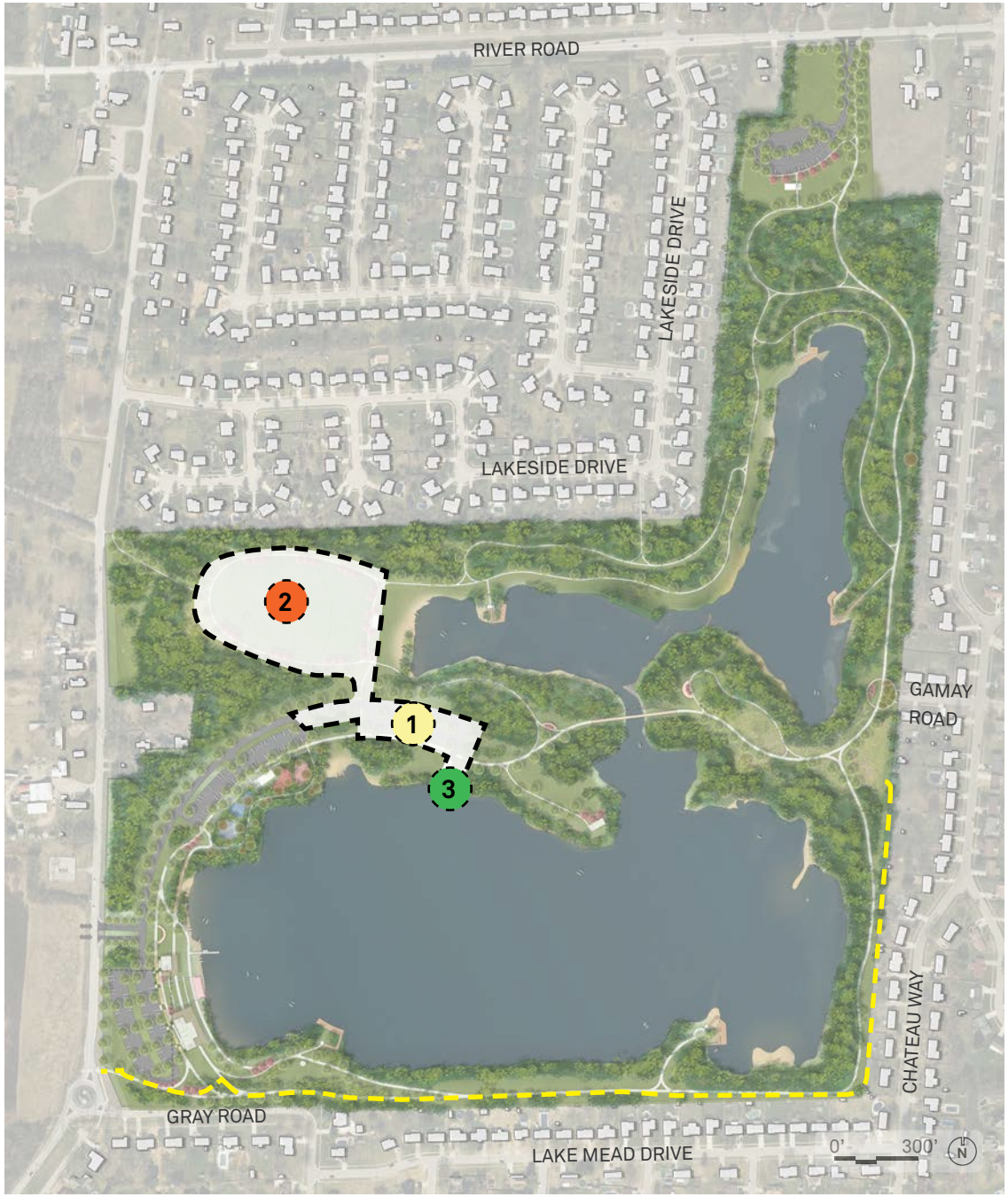


Figure 5.5 | Implementation - Boat Launch Access and Parking
Plan shows proposed improvements in this phase; see page opposite for components and magnitude of cost.


FAIRFIELD
CITY OF OPPORTUNITY

PART 6:

Appendix

6.1 Community Outreach Event Observations

The following images supplement information found in the community engagement chapter.

Most households participated by using a pen or marker to draw their route; while participating, users verbalized their means of transportation.

- Generally, those coming from further away used vehicles.
- Generally those coming from adjacent neighborhoods walked or drove, but expressed interest in walking.

Most users came to the site via 3 routes; as shown in the image to the right, thicker lines represent greater numbers of people. Main routes include:

- Along River Road from the northeast.
- From the south, via Gray Road to River Road.
- From the south, via River Road.

Users not using these main routes came via neighborhood and sidewalk connections to trails within the park, and not necessarily the parking area.

MEANS OF TRANSPORTATION

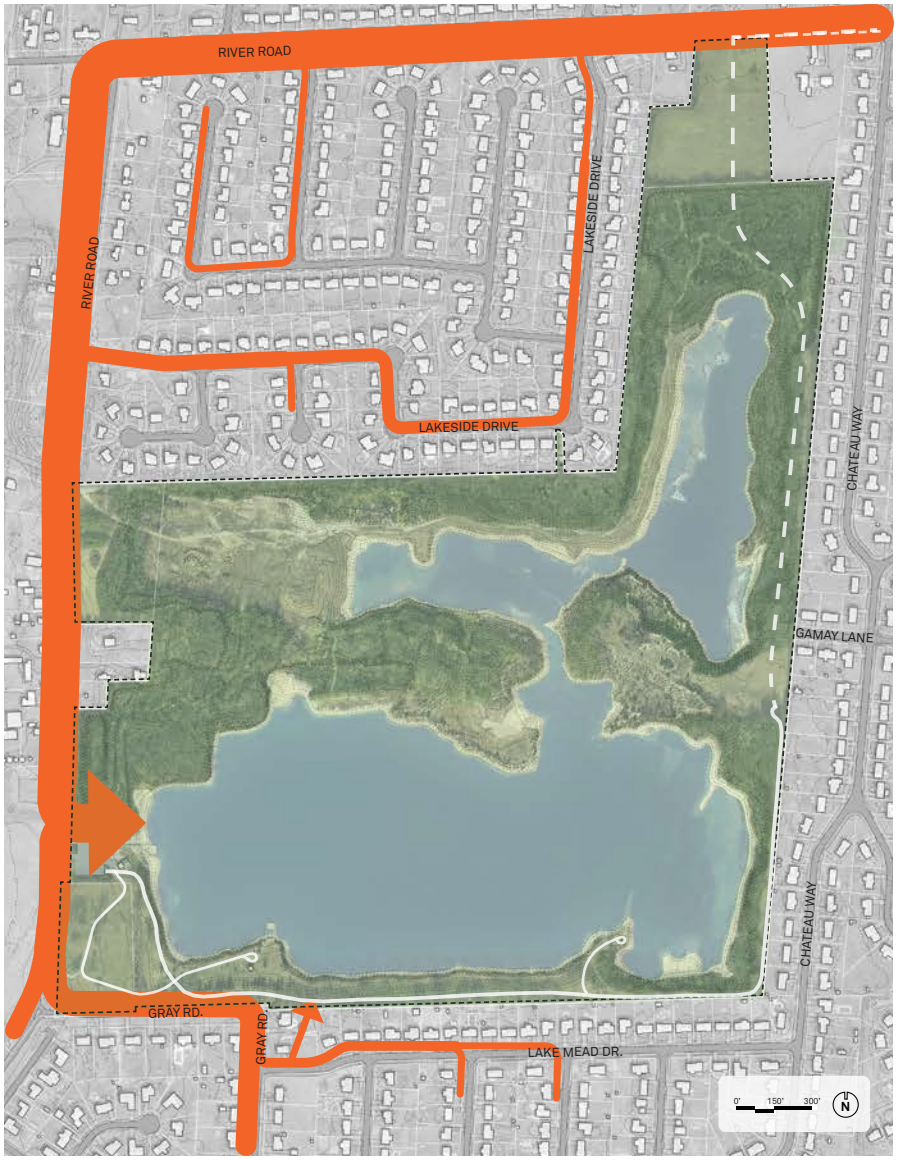
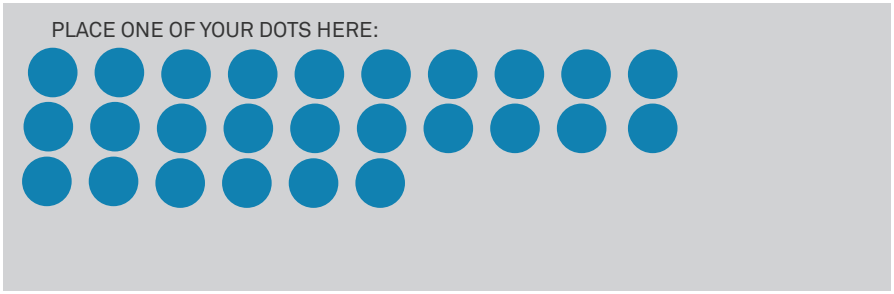


Figure 6.1 | Engagement results - What route do you take to the park?
168 total dots were placed on this board; a significant majority (68%) were blue, representing overall positive interest in seeing elements in the park. Red dots were placed by those not wanting to see particular elements.

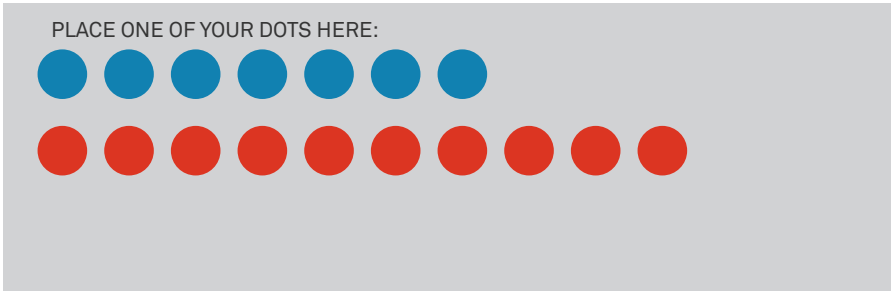
WHICH THREE ELEMENTS DO YOU WANT TO BE INCLUDED IN THE PARK DESIGN?

WHICH THREE ELEMENTS DO YOU NOT WANT INCLUDED IN THE PARK DESIGN?

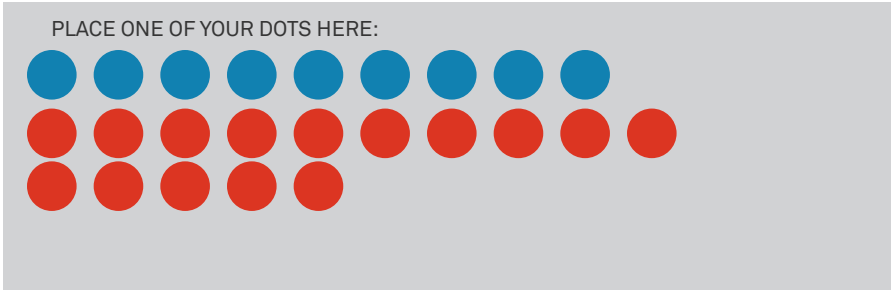
OVERLOOK/ SEATING AND BENCHES



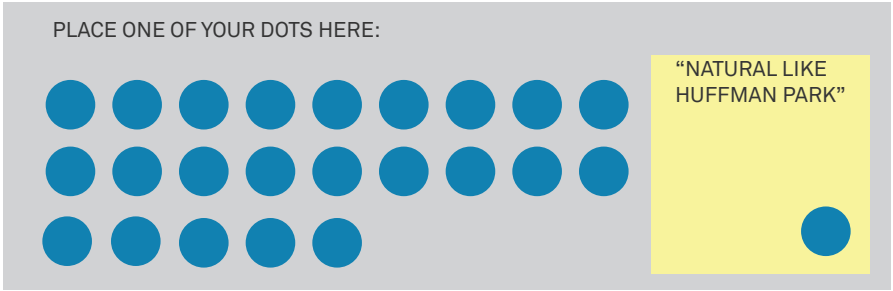
SPECIALTY FEATURES (SIGNAGE, ART)



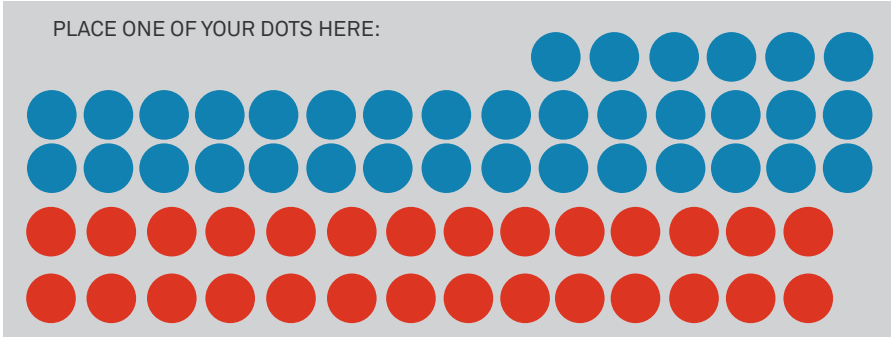
FITNESS EQUIPMENT (ROPES COURSE, ROCK CLIMBING)



NATURE-BASED PLAY STRUCTURE



CAFE/BREWERY



OTHER? (LEAVE A NOTE!)

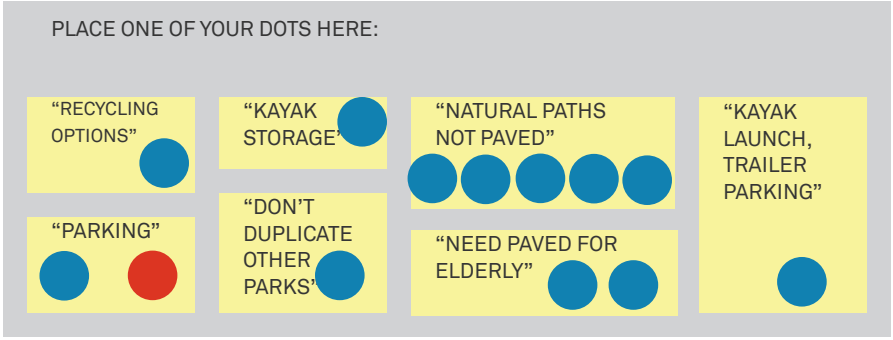


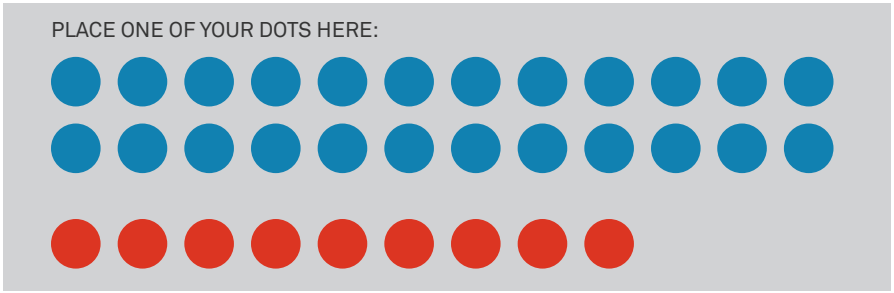
Figure 6.2 | Engagement results - What elements do you want to see in the park?

168 total dots were placed on this board; a significant majority (68%) were blue, representing overall positive interest in seeing elements in the park. Red dots were placed by those not wanting to see particular elements.

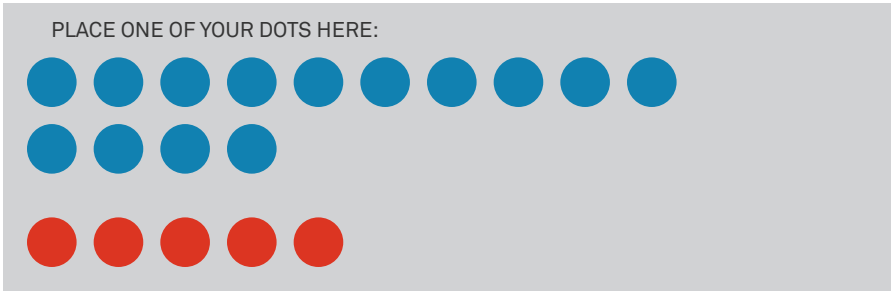
WHICH THREE EVENTS DO YOU WANT TO BE INCLUDED IN THE PARK DESIGN?

WHICH THREE EVENTS DO YOU NOT WANT INCLUDED IN THE PARK DESIGN?

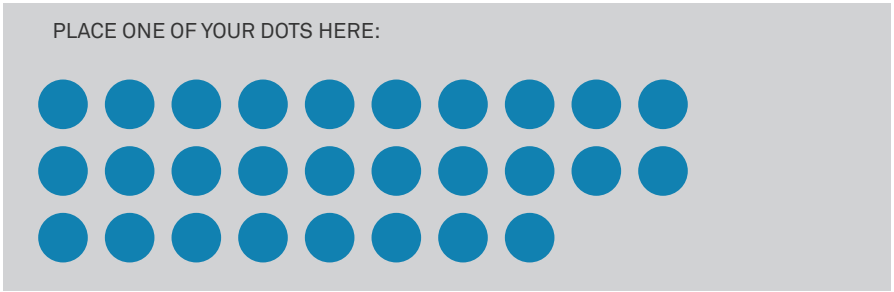
SMALL CONCERTS, PERFORMING ARTS



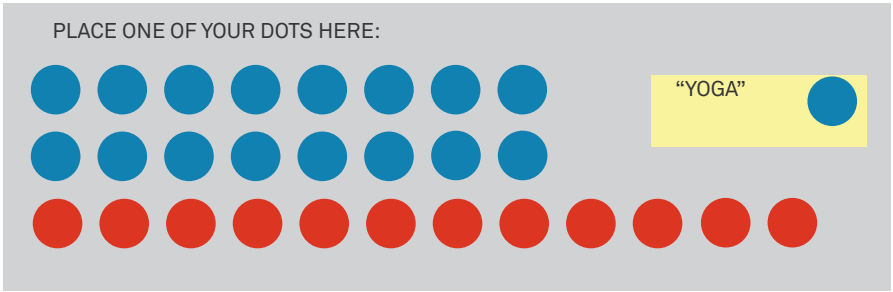
GROUP/POP-UP EVENTS (CRAFTS, FUNDRAISING)



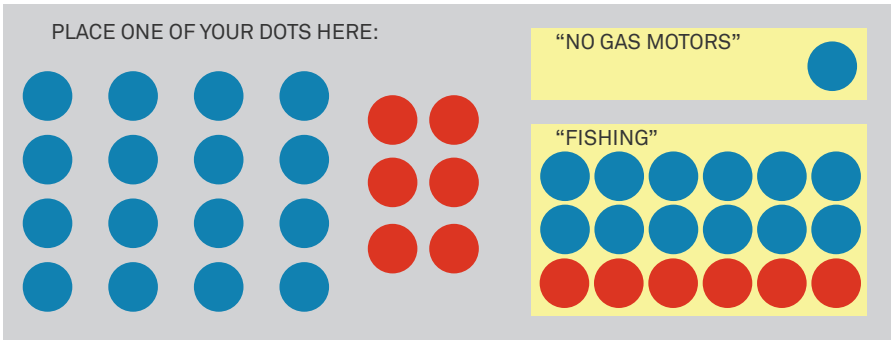
NATURE/EDUCATIONAL EVENTS



GROUP FITNESS ACTIVITIES



FESTIVALS (FOOD CULTURE, FISHING)



OTHER EVENTS? (LEAVE A NOTE!)

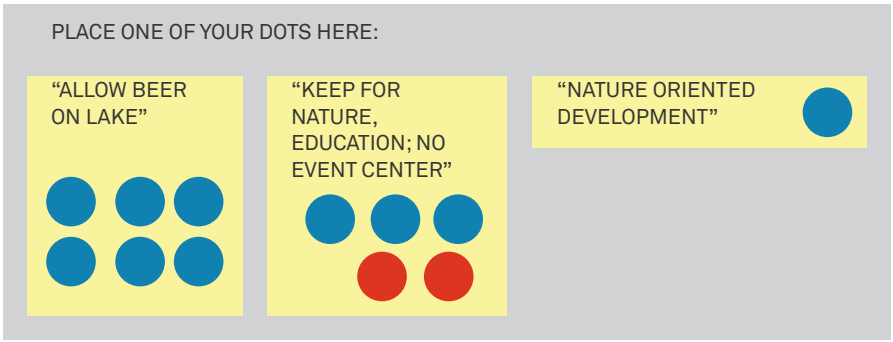


Figure 6.3 | Engagement results - Which organized events do you want to see in the park?

166 total dots were placed on this board; a significant majority (76%) were blue, representing positive interest in seeing particular events. Additional events (yellow) were also suggested by some attendees.

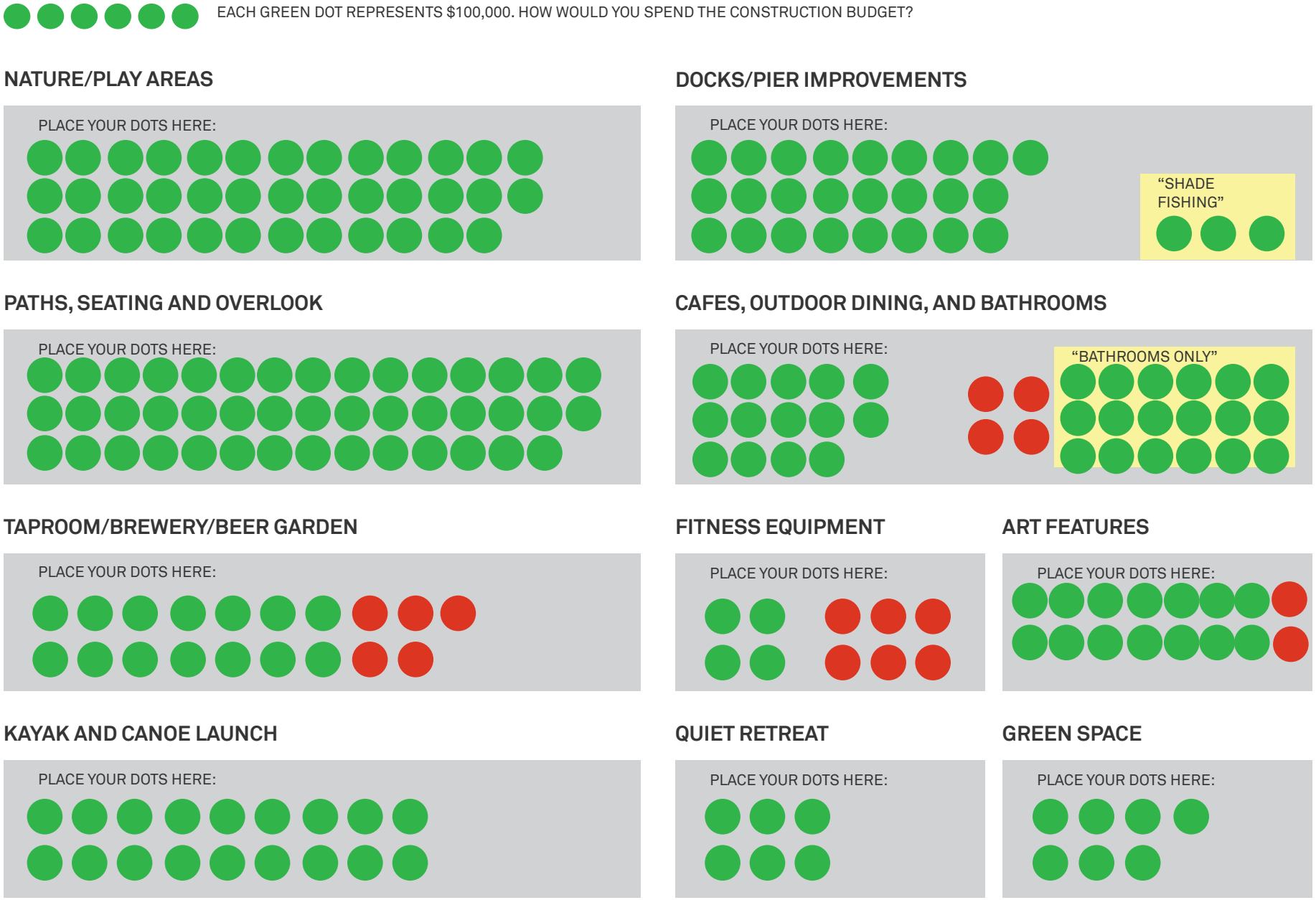


Figure 6.4 | Engagement results - What items should receive the most money?

168 total dots were placed on this board. Some red dots were added by attendees showing negative response to specific items. Suggestions added by attendees are shown in yellow.

6.1.1 Potential Park Features - Passive Use Area

3 total comments were placed on the Potential Park Features Board relating to the Passive Use Area.

Comments included environmental concerns, programming, and amenities.

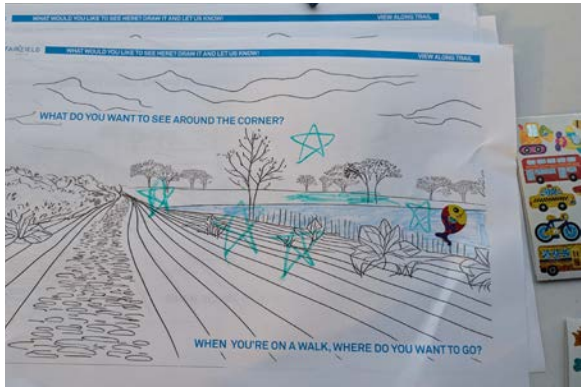


Figure 6.5 | Engagement event photos
Coloring pages were provided to allow all ages to participate in the event.

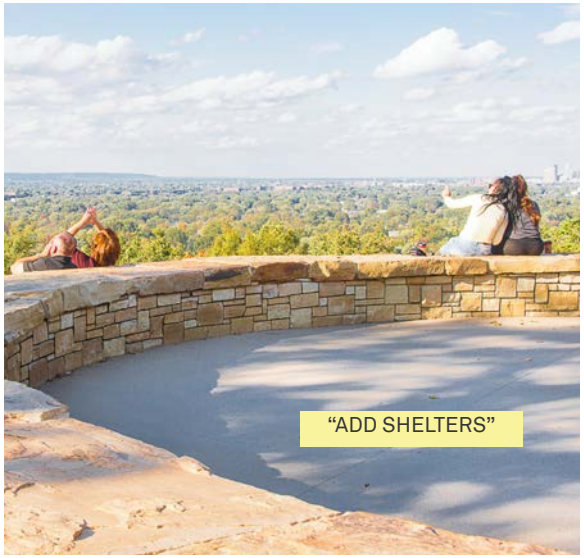


Figure 6.6 | Engagement results - Potential park features - passive use area
Features shown on this board include signage, wayfinding, shared-use trails, overlooks, and boat launches/docks/piers; comments left during event shown on images.

6.1.2 Potential Park Features - Central Activity Area

5 total comments were placed on the Potential Park Features Board relating to the Central Activity Area.

Comments included environmental concerns, programming, and amenities.

Figure 6.7 | Engagement event photos
Participants visualized future park features using 3D-Printed objects on a print of the park.

Figure 6.8 | Engagement results - Potential park features - central activity area
Features shown on this board include flex space (baithouse), fitness (rock climbing), nature-based play, and shelters; comments left during event shown on images.

6.1.3 What constraints do you think there are?

SENTIMENT

Most comments related to existing ecological and natural features surrounding the lake:

- ‘Add more fishing access’.
- ‘Beaver dam here’ - at narrow channel of the lake.
- ‘Steep’ - comment along the shore of the lake.
- ‘Dig out deeper’ - in shallows at northwest corner.

Some comments made specific requests about the accessibility of the lakeshore:

- ‘Add more fishing access’.
- ‘Kid-friendly shoreline’.
- ‘No trailer parking’ - on current parking lot.

Comments pertaining to specific amenities:

- ‘Need port o potty’ - along northern shore.
- ‘Overlook shelter’ - on east side of channel.

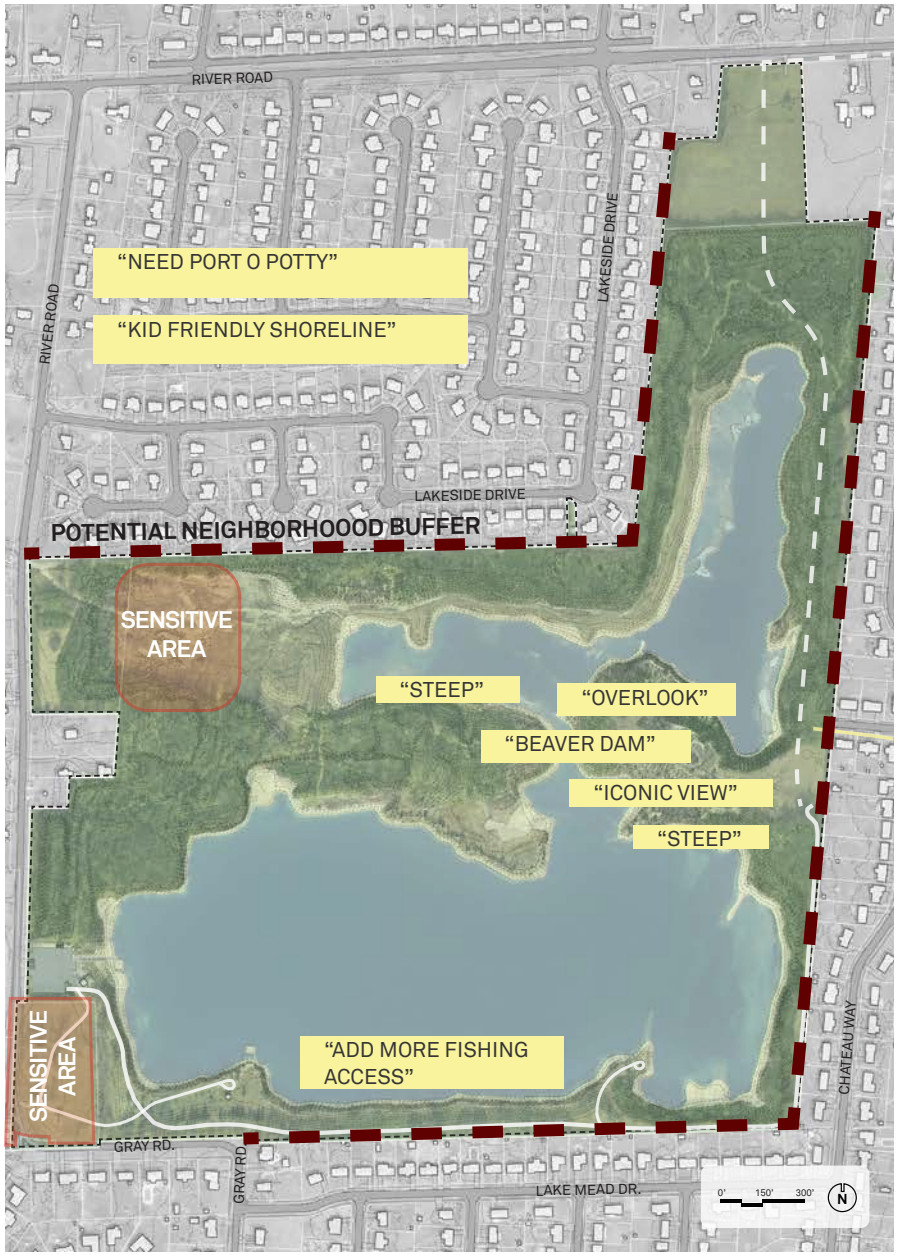


Figure 6.9 | Engagement results - What constraints do you think there are?
8 total comments were left on this board including some that were not constraints, but elements users wished to see.

6.2 Public Engagement Survey Results

6.1.4 Do you live within the City of Fairfield?

When asked if they lived within the City of Fairfield, the majority responded 'Yes'. Users who responded 'No' or 'Prefer not to say' likely visit or have visited to use the park, or otherwise have an invested reason to take the survey, such as interest in the future use or status of the park.

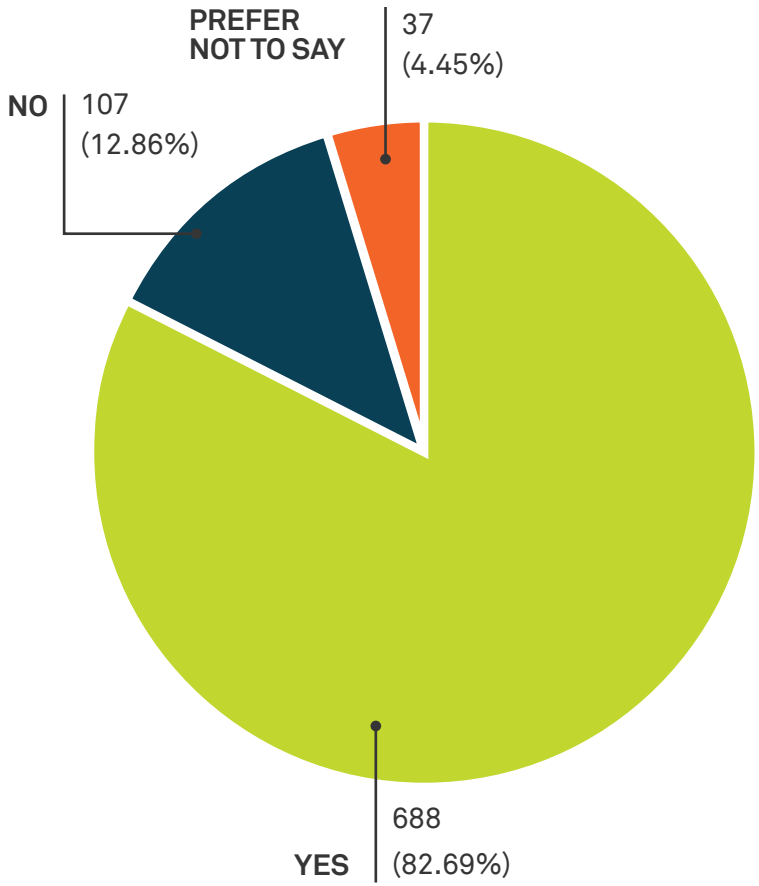
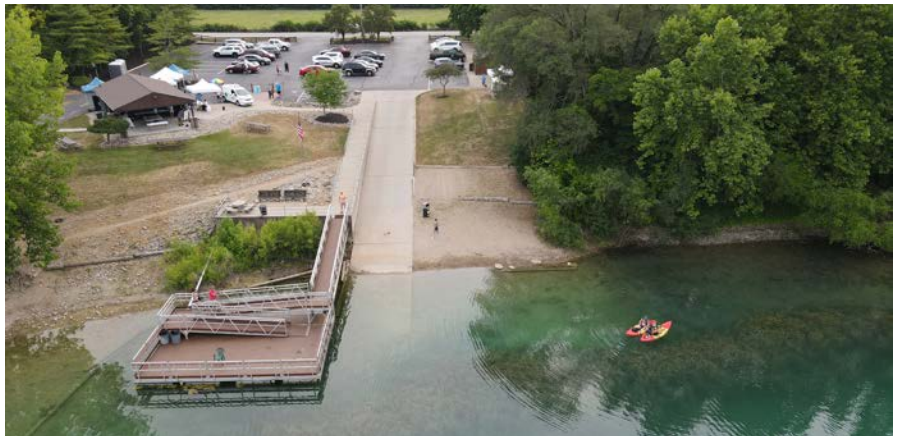


Figure 6.10 | Survey results - Do you live within the City of Fairfield?
Responses: 832



6.2.1 How do you currently/how would you like to get to Marsh Park?

The question allowed users to select multiple methods of transportation. Selections may have included any combination of transportation methods. 87% of respondents currently drive to the park, compared to 73% who would like to drive to the park.

While 33% would prefer to bike, and 29% would prefer to walk, currently fewer than 20% use either mode of transportation.

These responses indicate a demand for improved access both to and within the park for biking and walking.

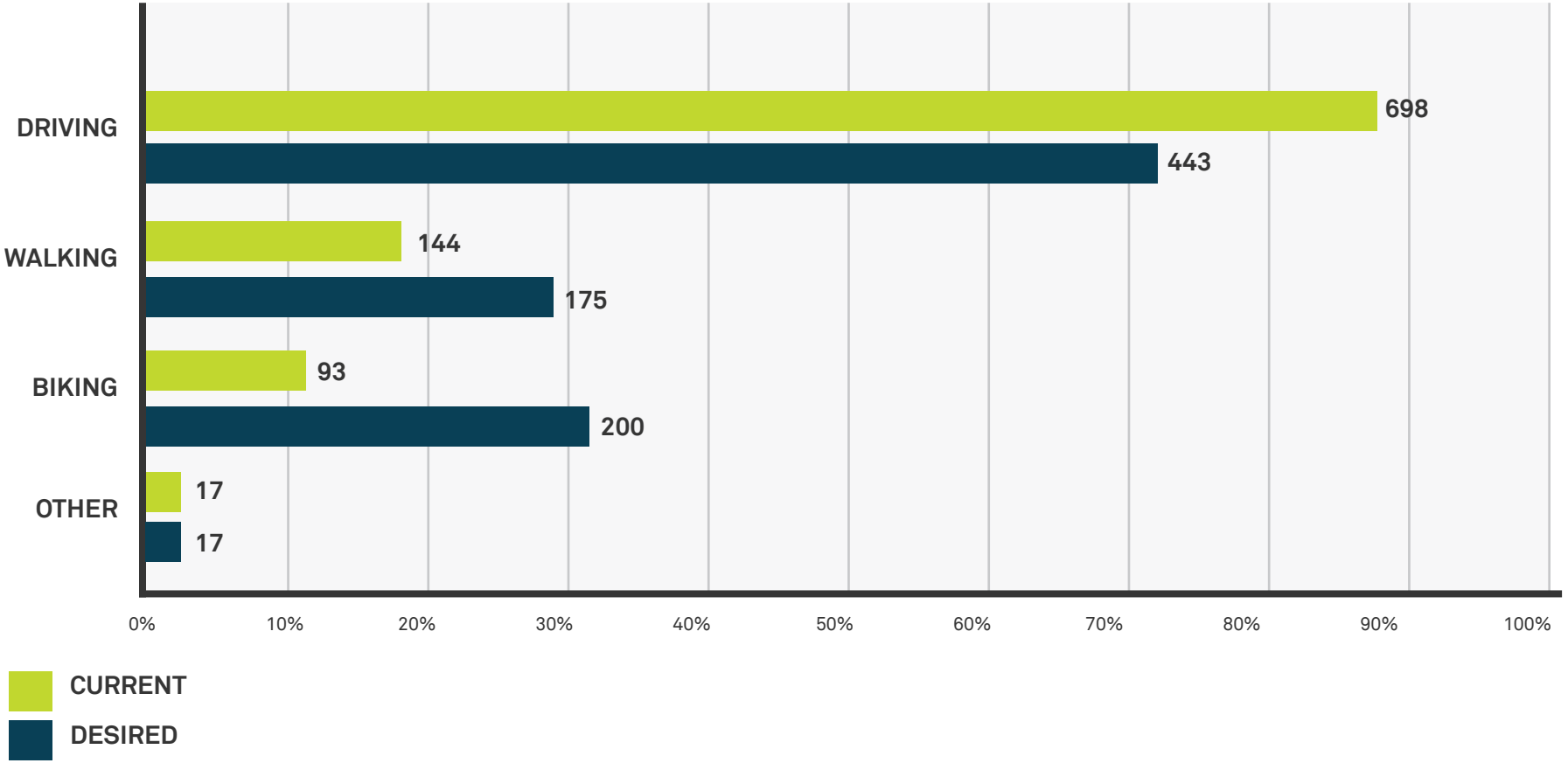


Figure 6.11 | Survey results - How do you currently/how would you like to get to Marsh Park?
While currently most visitors drive to the park, this chart shows a preference for alternative transportation. Responses: 799

6.2.2 What activities would you like to see in Marsh Park?

When asked about current participation in and desired activities within the park, most users answered with a mix of passive and structured recreational activities.

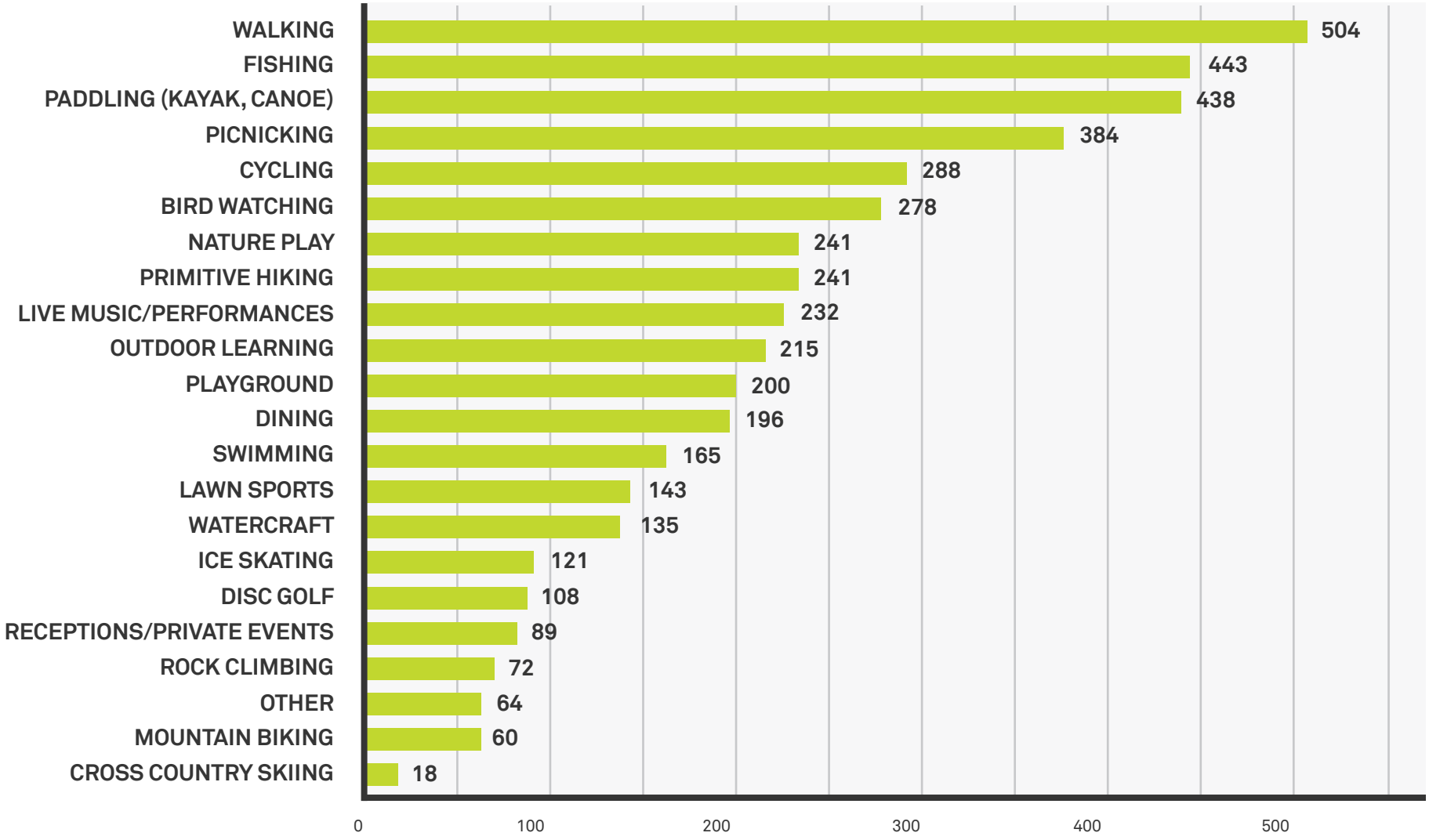
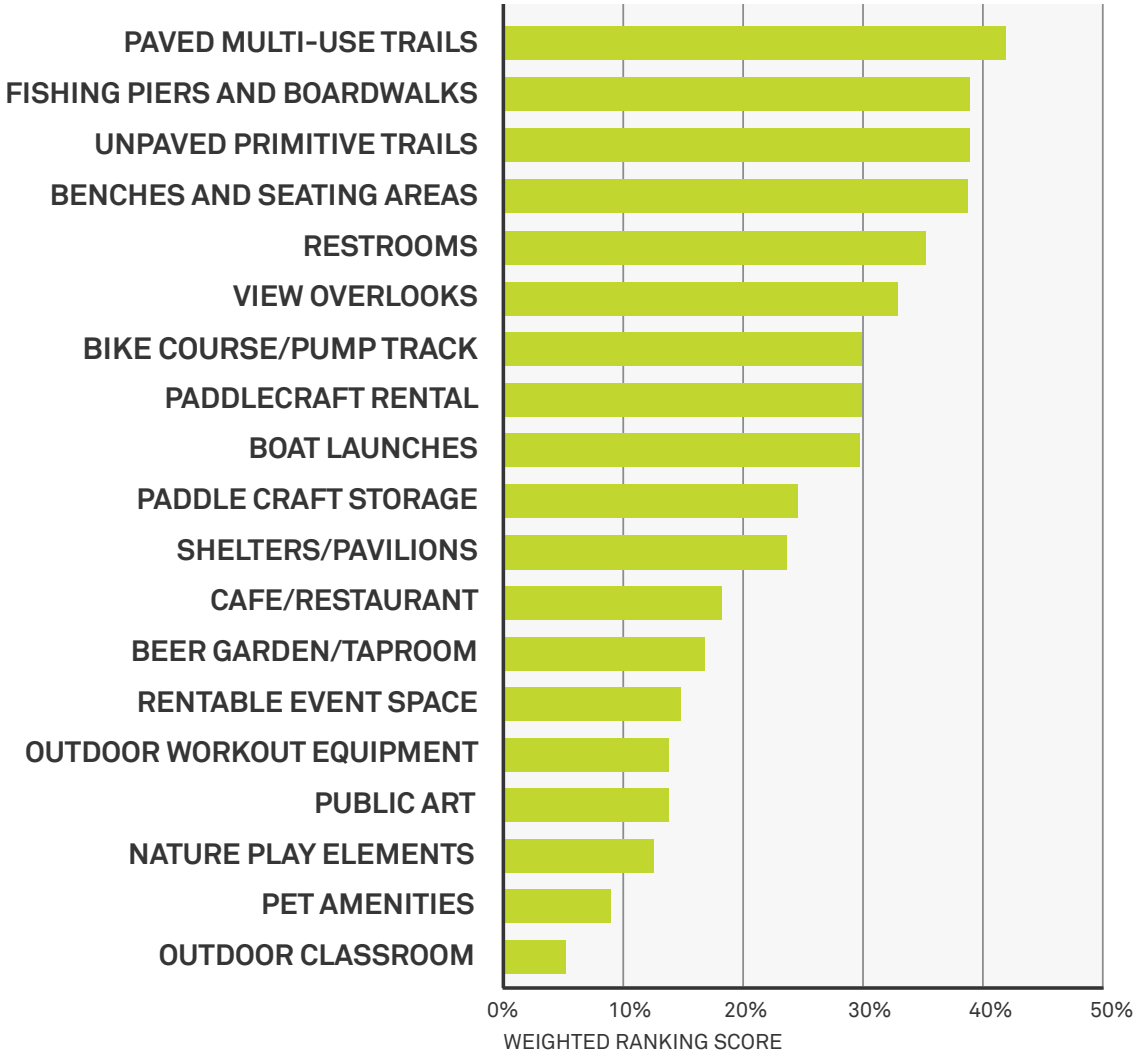


Figure 6.12 | Survey results - What activities would you like to see in Marsh Park?
Responses: 754

6.2.3 Which amenities would you most like to see in Marsh Park?



SENTIMENT

When asked which amenities they would most like to see in Marsh Park, many responses relate to passive recreation, including walking and fishing. Significant numbers of respondents listed fitness and recreation opportunities, such as cycling, water sports, and use of the fitness trail.

- Many of the selected amenities are low-impact and have a low barrier to entry for users, or can be easily supported through rental programs.
- Additional requests include restrooms, paddlecraft rental and storage, boat launches, shelters/pavilions, cafe/restaurant, beer garden/taproom, rentable event space, outdoor workout equipment, public art, and nature play elements.

Figure 6.13 | Survey results - Which amenities would you most like to see in Marsh Park?
Responses: 743

6.2.5 What is your ethnicity?

US Census data indicated about 65% of Fairfield residents identify as 'white', but a larger percentage (86%) of those who answered the question identified as 'white.

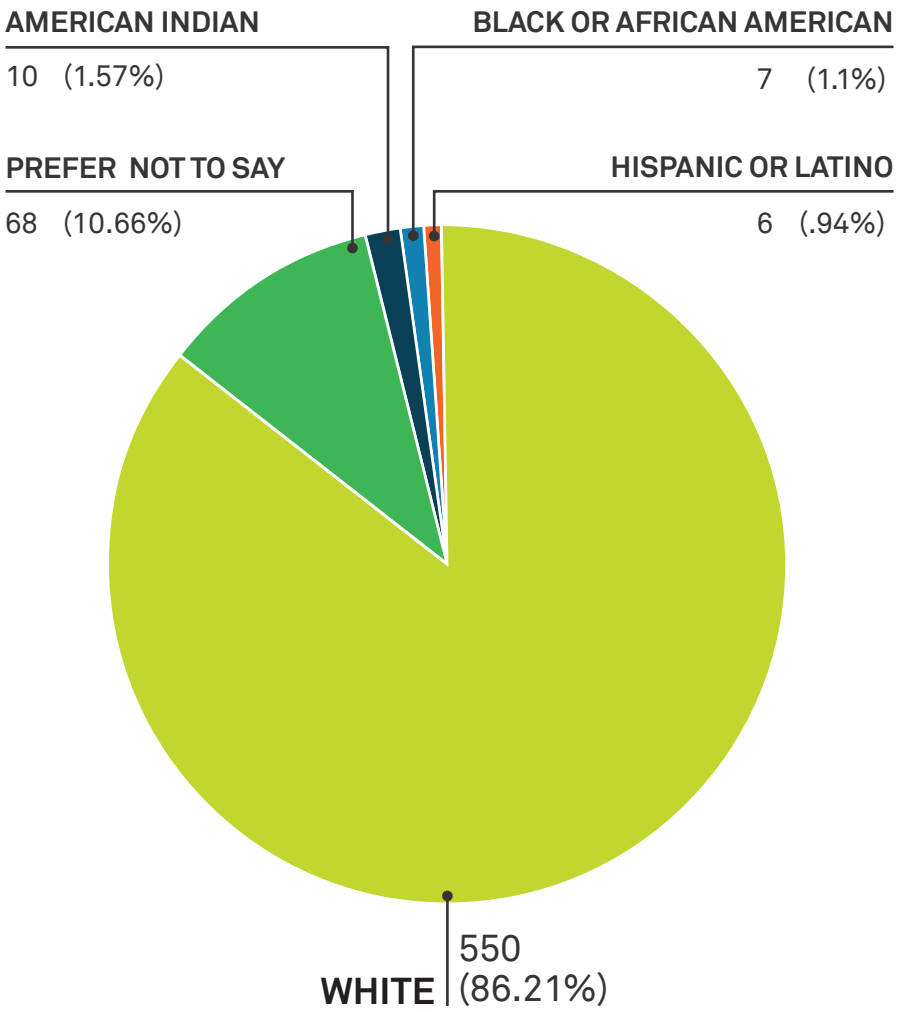


Figure 6.14 | Survey results - What is your ethnicity?
Responses: 638

6.2.4 What is your age?

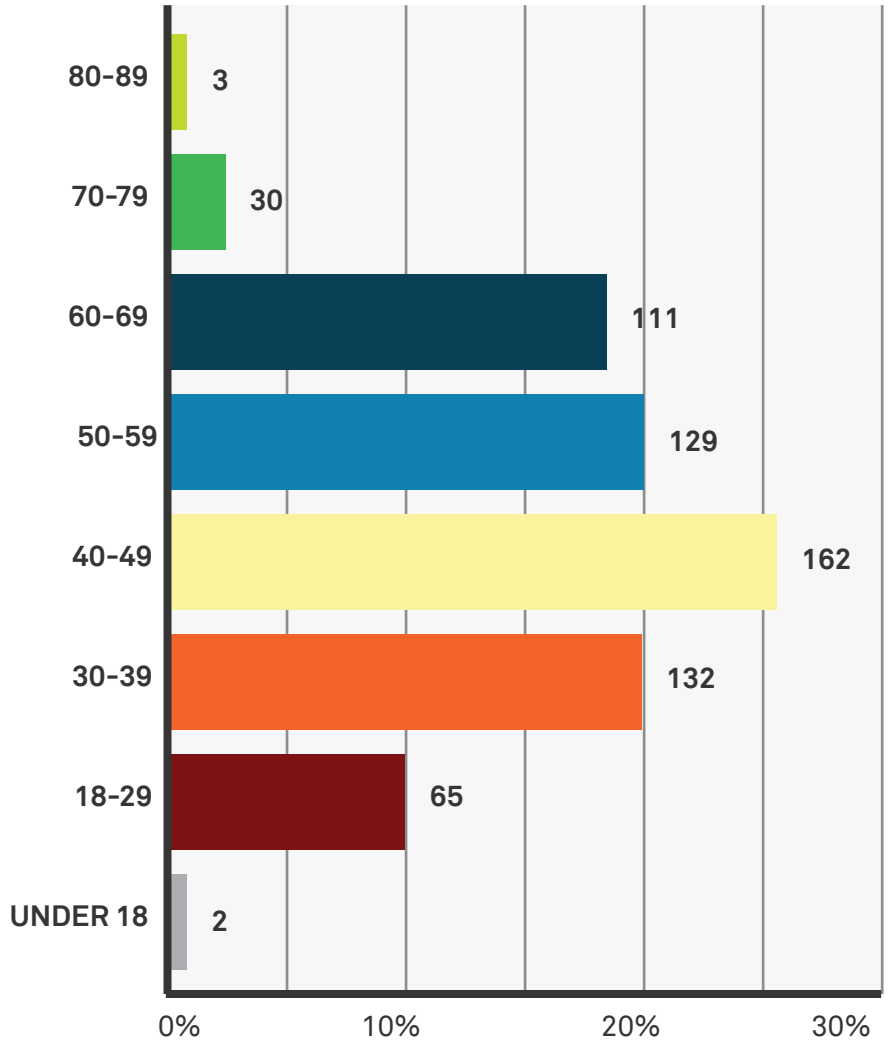


Figure 6.15 | Survey results - What is your age?
Responses: 634

6.3 Chronological Order of Marsh Park Development

6.2.6 Timeline provided by City of Fairfield

- 1956 - Dravo Corporation agreed to deed to City entire mining site at end of operation for recreational purposes.
- 1975 - Parks and Recreation Commission began negotiating with Dravo to lease portion of property for recreational purposes.
- 1978 - 17.814 acres leased to City for recreational purposes with restrictions.
- 1983 - Parks and Recreation Board appropriated $5000 for master plan of facility, Woolpert Consultants hired for master plan study.
- 1983 - Parks and Recreation Board applied for Abandoned Mine Land Program Funds (AML) for development of 17.814 acre site.
- 1985 - ODNR advised Parks and Recreation Board that AML funds were not available.
- 1989 - Indiana University Leisure Research Institute's Needs Assessment Study recommended that steps be taken to open/operate the site.
- 1990 - The Parks and Recreation Board directed staff to explore options to opening the site, including passive nature area, unsupervised fishing lake, staff-operated fishing lake, or concession-operated fishing lake.
- 1991 - Parks and Recreation Board decided on Concession Operated Fishing Lake concept.
- 1992 - Lake Project Bid.
- Dravo questioned validity of existing (1978) lease agreement; lease renegotiated and the proposed amended lease agreement increases the City's site to 28.9 acres and maintenance strip.
- 1993 - Parks and Recreation Board agree to acceptance of 28.9 acres and meet with City Council.
- 1994 - Amendment to Lease signed; phase one of Fishing Lake Project re-bid (Bait House, Fence, and Parking Lot).
- 1995 - Dravo Basic Materials Company sold to Martin Marietta Aggregates.
- 1995 - OEPA Permit process slows construction of Bait House.
- Parks and Recreation Board petitioned by Friends of Thomas Marsh and re-name the facility Thomas O. Marsh Park.

- 1996 - Parks and Recreation Board's Concessions/Catering Contractor agrees to operate pay lake under current contract.
- Marsh Park opens to the public April 1, 1996.
- Grand Opening Ceremonies conducted May 4, 1996.
- Marsh Park improvements in 1996-2000 CIP include accessible fishing pier and ramping system.
- Parks and Recreation Board direct staff to pursue NatureWorks funding for 1997 park improvements.
- 1997 - Concessions Contractor reneges on Marsh Park operations contract and city begins self-operations of the fishing lake.
- 2005 – City purchases approximately 30 acres from Martin-Marietta Corporation along River Road (adjacent to the Great Miami River, along with an easement for bike/hike path connection to existing Marsh Park). The property was commonly referred to as Black Bottom Park.
- 2006-2010 – City pursues ODNR grants to provide waterway access to the Great Miami River, via the Black Bottom Park site. City is unsuccessful in acquiring grants.
- 2015 – City notified by Martin-Marietta of its intent to cease mining operations and convey property to City by late 2015 or mid-2016. City retains The Kleingers Group to begin preliminary grading plan and conceptual recreation programming plan.
- 2017 – Martin-Marietta conveys property to City in accordance to the 1956 agreement.

FAIRFIELD

CITY OF OPPORTUNITY