

# THE SUMMIT MIXED USE

CITY OF BLUE ASH - MARCH 17, 2025  
CONCEPT DEVELOPMENT PRELIMINARY SUBMISSION





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## PROJECT NARRATIVE

## THE SUMMIT AND THE FIELDHOUSE

### The Vision

The Summit and The Fieldhouse in the Neighborhoods at Summit Park is a sports and entertainment anchored mixed-use development that will host year-round events and activities attracting visitors to the Park and the district in greater numbers and more frequently than are currently drawn to the area. The goal is to establish a more consistently activated and energized environment to support new and existing residential, retail, restaurant, entertainment and hospitality amenities that will enhance the reputation of Summit Park and the surrounding employment district as a regional mixed-use destination.

A consistent concern raised by current restaurant and bar owners in and near Summit Park is the lack of customers needed to support their businesses in the evening hours. The events that will drive The Summit and The Fieldhouse are weighted towards evenings, bringing the added population to the district necessary to support an "alive after five" setting, inviting people to stay in Blue Ash after business hours to enjoy the existing restaurants, bars, shopping and activities and to encourage and support new businesses.

The establishment of the Summit Park District as a vibrant, year-round, regional destination will buoy the already sterling reputation of Blue Ash as a premier business destination, will serve to further support the existing office, commercial and industrial product in the city, and will increase Blue Ash's attractiveness to new businesses and employers throughout the region.

### Why change from the prior concept?

In the original Concept Development Plan submitted in 2016, the area that is the subject of this application included a proposed hotel site, approximately 380,000 square feet of office development, a standalone restaurant, a mixed-use building, a large parking structure and surface parking lots. Summit View Development has continued to diligently pursue opportunities to execute that development strategy over the 8+ years since its approval. Fundamental changes in the workplace cultures of companies throughout the United States, and decreased demand for Class A office space throughout Greater Cincinnati's suburban office markets accelerated by the COVID Pandemic, has driven the need for affluent communities like Kenwood, Montgomery, and Liberty Township to adjust the tenancing strategies of their walkable mixed-use districts. Additionally, based on feedback from current office owners in Blue Ash, there is a strong consensus that adding to the supply of office space at this location will put increased pressure on existing office stock and will be detrimental to its long-term health.

In recognition of the dramatic change in the prospects for office development at the site, the Summit View Development partners have been working to advance creative tenancing strategies which draw on the market's unique strengths and opportunities to optimize the economic and cultural vitality of the District. Those efforts, refined over the past two years, have resulted in this application for a major amendment to the Concept Development Plan. Our refined development approach seeks to enhance the district's vibrancy by tapping into an existing pool of visitors to enjoy the events and activities of the two new venues and encouraging them to stay and enjoy the Park, restaurants, bars and amenities.

While the development strategy continues to build upon the fundamental principles of successful mixed-use development, the residential population of the city is not currently sufficient to support the original PUD's emphasis on traditional office and retailing tenancy. The draw of the proposed venues, along with the additional residential and hospitality population incorporated into the project, will provide support for the city's current retail and restaurant businesses and spur more retail/restaurant and commercial investment throughout the Summit Park District.



## PROJECT NARRATIVE

## THE SUMMIT AND THE FIELDHOUSE

## The Plan

A walkable, energized, sports and entertainment anchored mixed-use development.

## The Summit

- A state-of-the-art, multi-purpose outdoor event venue with a permanent seating capacity of approximately 5,000. Designed with focus on athletics and with the flexibility to host a variety of events including grade school / high school / college / professional sporting events, as well as top tier musical and comedy acts.
- A stadium operations building of ±16,300 sq. ft. for housing locker rooms, operations, offices, and training rooms
- ±17,575 sq. ft. of ground level retail, restaurant and bar space.
- ±16,975 sq. ft. of press box, stadium support and event suites.
- Approximately 195 luxury apartment units.
- An upscale business class hotel of approximately 140-170 rooms.
- Restaurant and meeting space of ±27,150 sq. ft.

## The Fieldhouse

- A unique, multi-use indoor event venue with an athletics emphasis but designed for flexibility for an array of events and activities such as basketball, volleyball, pickleball, cornhole tournaments, dance competitions, business events, and receptions among others.
- Fieldhouse related spaces totaling ±60,600 sq. ft.
- Two nationally branded hotels and multi-room suites wrapping the event venue with interior rooms having views into the facility, approximately 300 rooms in total.
- Ground level retail, restaurant and service totaling ±37,625 sq. ft.

Additionally, though not included in the current project proposal, the Concept Development Plan maintains the opportunity for future office development at the site's easternmost area approaching both Glendale Milford Road and Reed Hartman Highway, should new office demand return and in the event that the project spurs demand for office, particularly in the medicine / sports medicine sector.

## Ownership and Operation

The Summit stadium will be owned and operated by a not-for-profit legal entity to be formed and administered by the investor group responsible for funding the stadium's development and construction. The operating entity may engage one or more third party companies to assist in venue operations and promotion.

The Fieldhouse venue will be owned and operated by a yet-to-be-determined private company. The operating entity may engage one or more third party companies to assist in venue operations and promotion.

The ground floor retail/restaurant space will be owned, leased and operated by a private company.

The hotels will be constructed, owned, managed and operated by one or more hotel management companies.

The residential apartments will be owned, operated and managed by a yet-to-be-determined developer-affiliated private company, which may engage a third-party property management company and leasing agent.

The overall development area, including both venues and associated residential, hospitality, retail, and restaurant uses, will be governed by a master operating agreement defining maintenance and operating roles and responsibilities.

## Parking

The development will include approximately 1,525 new parking spaces, including approximately 193 spaces located below podium on the stadium's west and north sides, 631 spaces in a freestanding, 3-level parking structure immediately west of the stadium project, along with approximately 658 surface parking spaces distributed throughout the development in addition to 43 on-street parking spaces.

Industry standard for parking required to serve event venues is between one space per each 3 or 4 venue attendance. Based on the spaces to be provided on the project site, parking for the great majority of events and activities will be fully provided by on-site facilities. To accommodate rare events with very large attendance expectations additional off-site parking may be required. The development team has engaged in very productive conversations with property owners about the limited use of existing neighboring parking areas to provide needed off-site overflow parking.

## Traffic

The developer has engaged traffic engineering firm American StructurePoint to update the Traffic Impact Study it performed to analyze the prior development concept in 2016 to reflect the proposed Concept Development Plan in context with current traffic counts and patterns. The scope and approach of the study has been approved by City staff and will provide analysis of traffic generated by the proposed development and its impact on traffic operations on the City's existing street system and infrastructure.





# SITE DESIGN

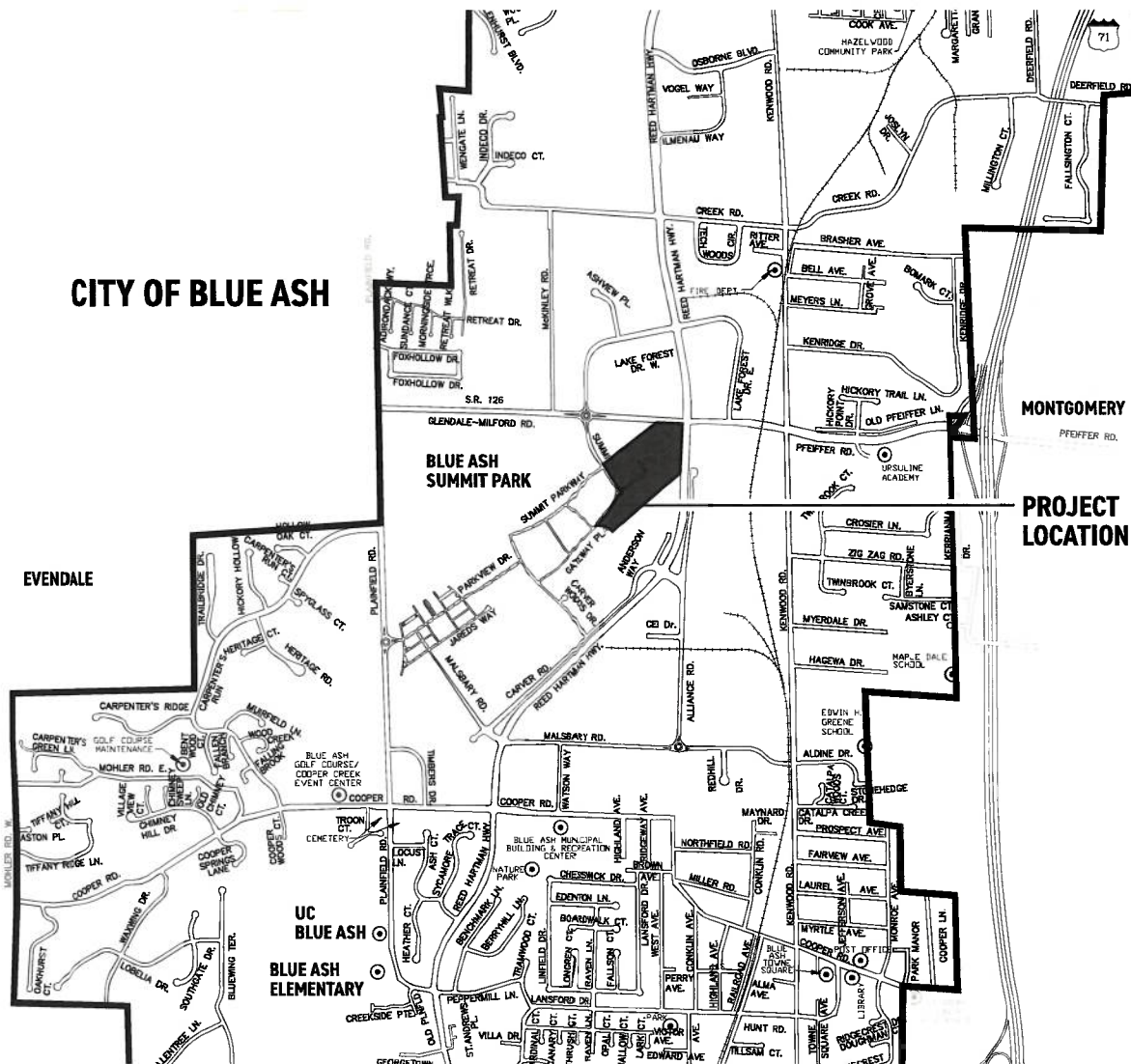




## VICINITY PLAN

## LEGEND

-  CITY BOUNDARY  
 PROJECT LOCATION

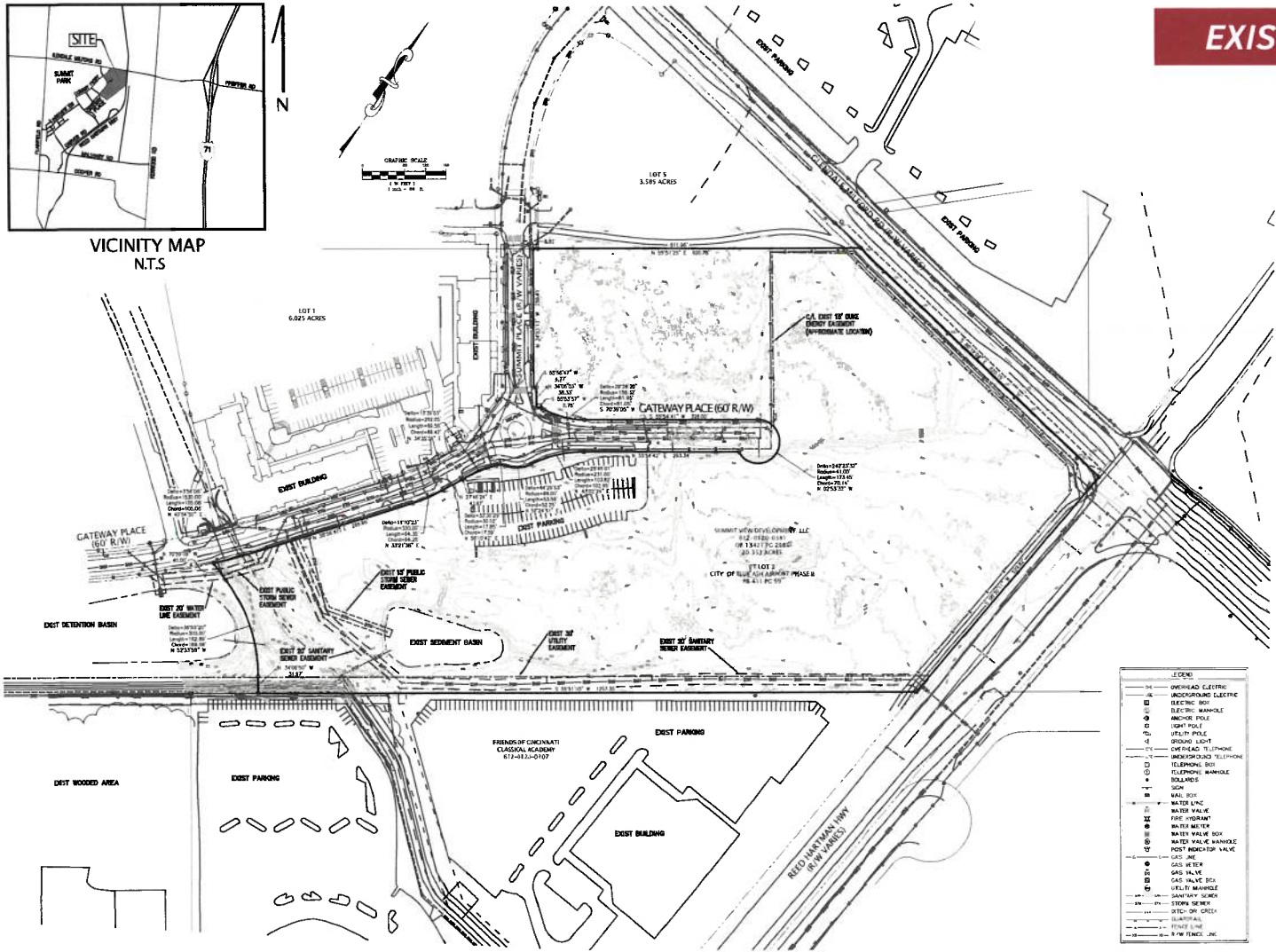
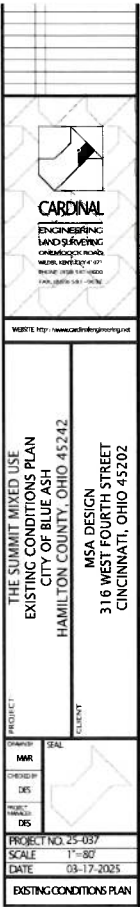




## EXISTING CONDITIONS PLAN

## PLAN NOTES

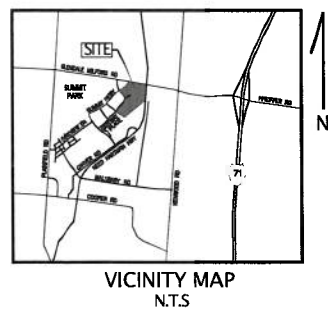
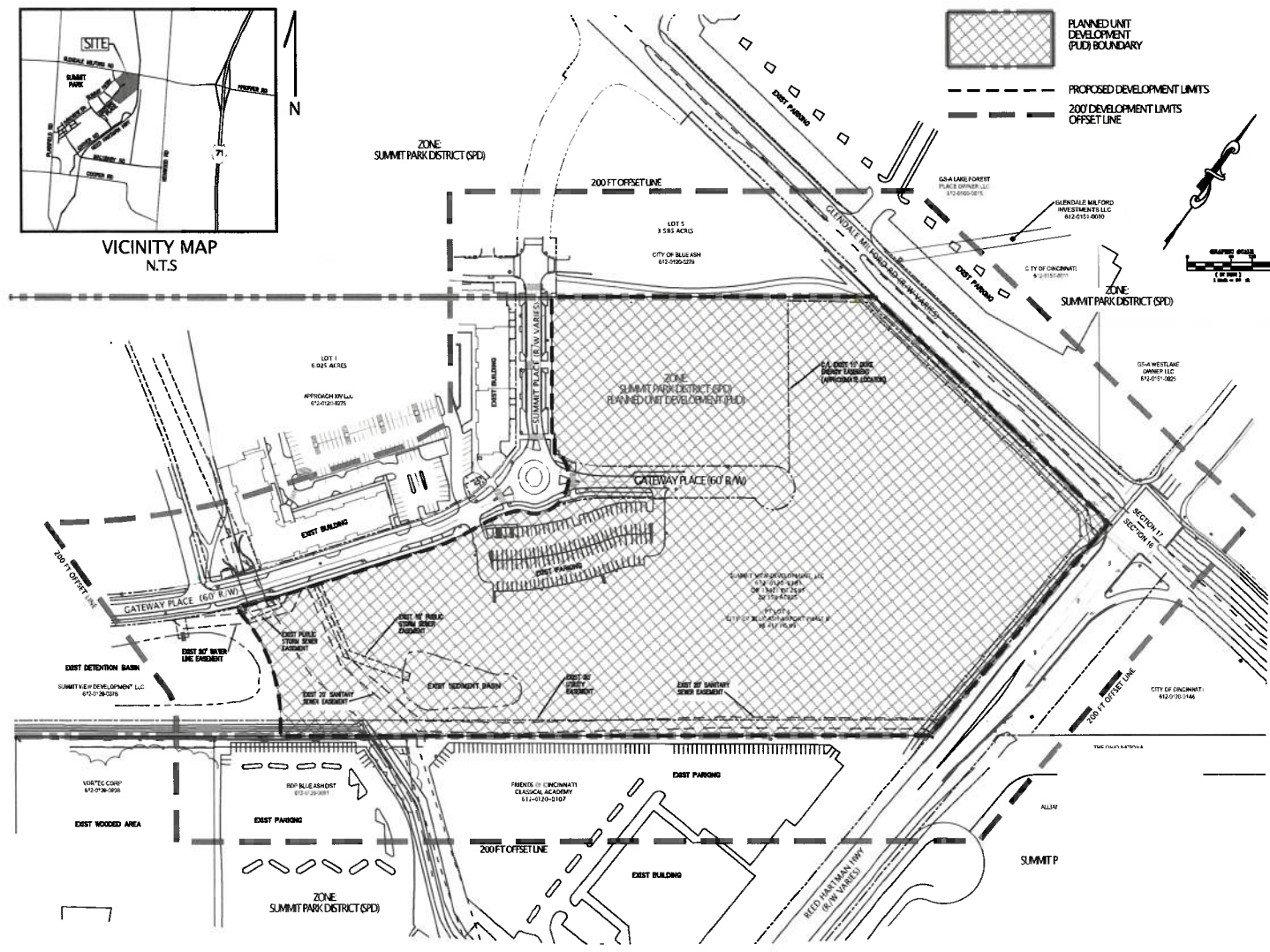
1. EXISTING TOPOGRAPHY IS BASED ON DRONE FLIGHT DATA PROVIDED BY CARDINAL ENGINEERING
2. EXISTING UTILITIES SHOWN ARE BASED ON A COMBINATION OF DRONE FLIGHT DATA, AS-BUILT DATA, AND DESIGN DATA FROM TIP ROADWAY PLANS AND PREVIOUS DEVELOPMENT PHASES PREPARED BY CARDINAL ENGINEERING.
3. SITE BOUNDARY LINES ARE BASED ON SUMMIT VIEW SUBDIVISION, SECTION 1, P.B. 466, PG. 5 WHICH WAS BASED ON A FIELD SURVEY BY CARDINAL ENGINEERING.





# ZONING PLAN

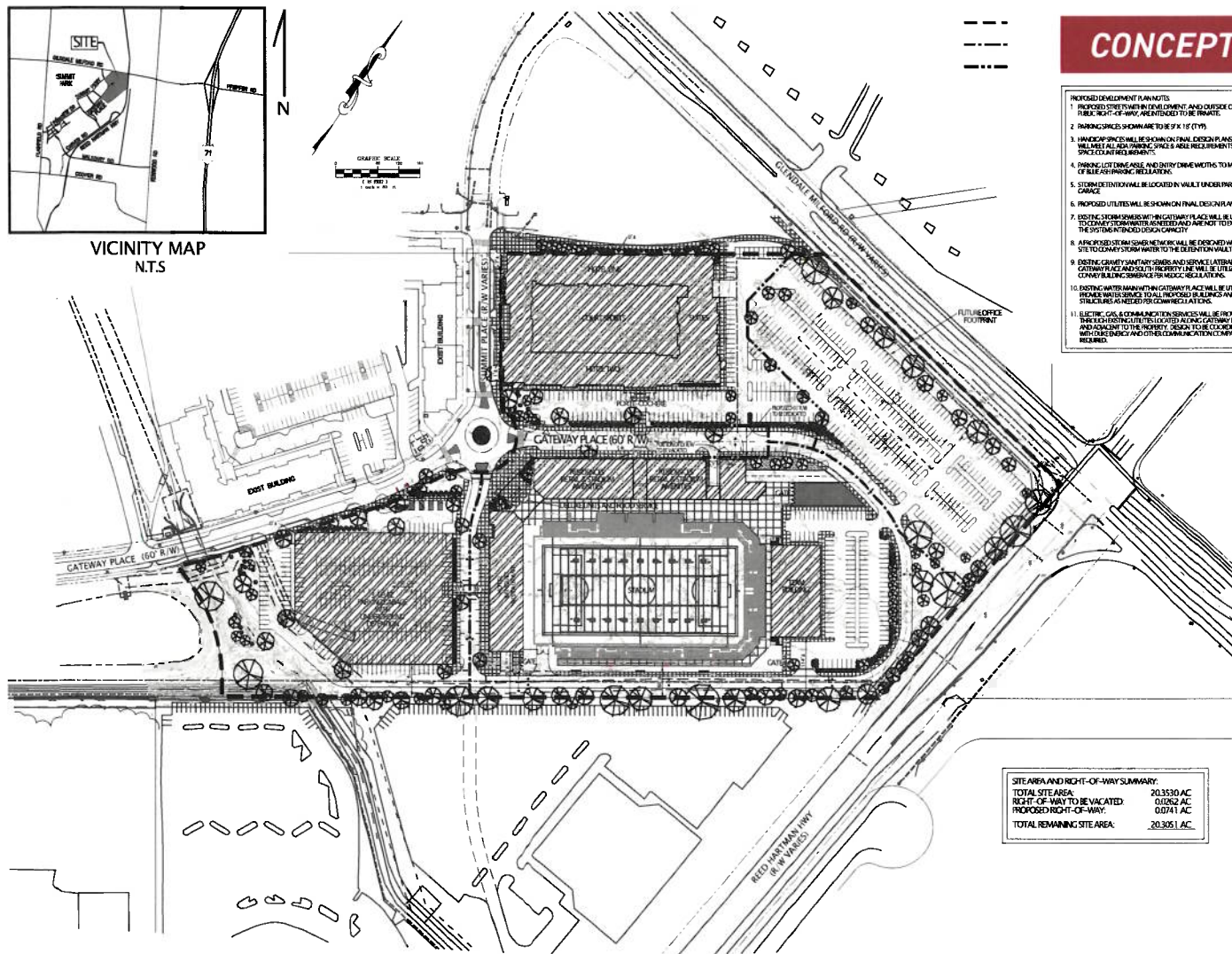
## PLAN NOTES



<p><b>CARDINAL</b> ENGINEERING &amp; LAND SURVEYING INCORPORATED IN OHIO 10000 WILSON AVENUE CINCINNATI, OHIO 45242 TEL: 513-251-1000 FAX: 513-251-1001 WWW.CARDINAL-ENGINEERING.COM</p>	
<p><b>PROJECT:</b> THE SUMMIT MIXED USE ZONING PLAN CITY OF BLUE ASH HAMILTON COUNTY, OHIO 45242</p>	<p><b>CLIENT:</b> MSA DESIGN 316 WEST FOURTH STREET CINCINNATI, OHIO 45202</p>
<p><b>DESIGNER:</b> VNR DESIGN DES</p>	<p><b>PROJECT NO:</b> 25-087 <b>SCALE:</b> 1"=80' <b>DATE:</b> 03-17-2023 <b>ZONING PLAN</b></p>









# LAND USE PLAN

## LEGEND

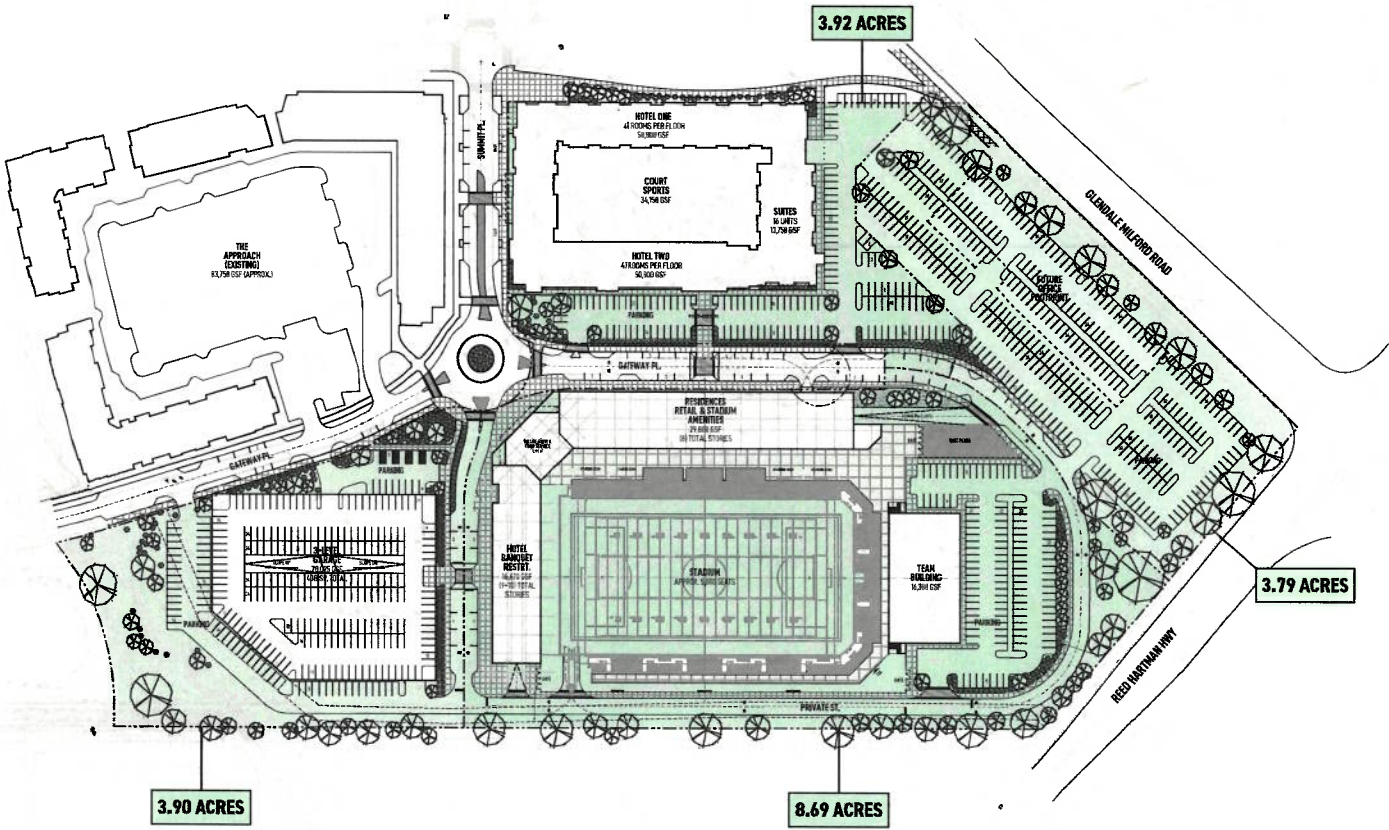
- PROPOSED BUILDINGS
- DEVELOPMENT PARCELS

## LAND USE SUMMARY

PARCEL AREAS:	3.92 ACRES
	3.79 ACRES
	8.69 ACRES
	3.90 ACRES
TOTAL LAND AREA:	20.30 ACRES

## BUILDING SUMMARY

HOTEL ONE:	26,190 SF
HOTEL TWO:	24,365 SF
SUITES:	13,750 SF
FIELDHOUSE:	34,150 SF
TEAM BUILDING:	16,300 SF
STADIUM RESIDENCES:	29,800 SF
DELUXE UNITS:	5,150 SF
STADIUM HOTEL:	16,670 SF
PARKING GARAGE:	70,025 SF
STADIUM GRANDSTANDS:	36,870 SF
TOTAL BUILDING AREA:	273,270 SF
	6.27 ACRES





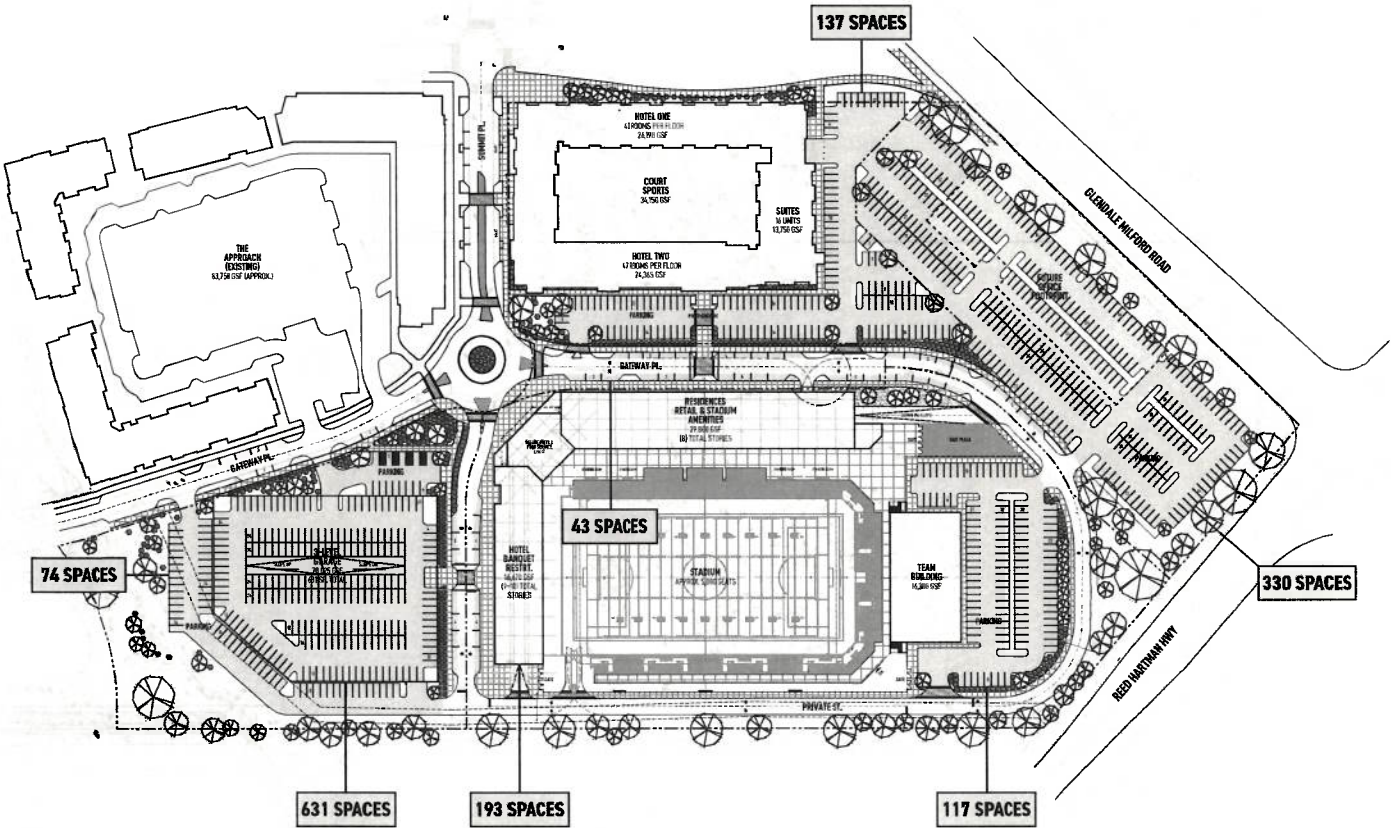
# PARKING PLAN

## LEGEND

- PROPOSED BUILDINGS
- PARKING ZONES

## PARKING SUMMARY

SURFACE PARKING:	658 SP.
GARAGE:	631 SP.
SUB-GRADE:	193 SP.
ON STREET:	43 SP.
TOTAL PARKING:	1,525 SP.





**The Summit Mixed Use District**  
Major Amendment to the PUD  
City of Blue Ash Planning Commission  
March 17, 2025

**KZF DESIGN INC.**  
700 Broadway Street  
Cincinnati, OH 45202  
main 513.621.6211  
kzf.com

DESIGNED BY	CONTRACT NO.
C. B. BROWN	800-10
DRAWN BY	DATE
CB	01-17-39

LANDSCAPE  
PLAN

CHANG, T. P. & TUNNEY









# BUILDING DESIGN





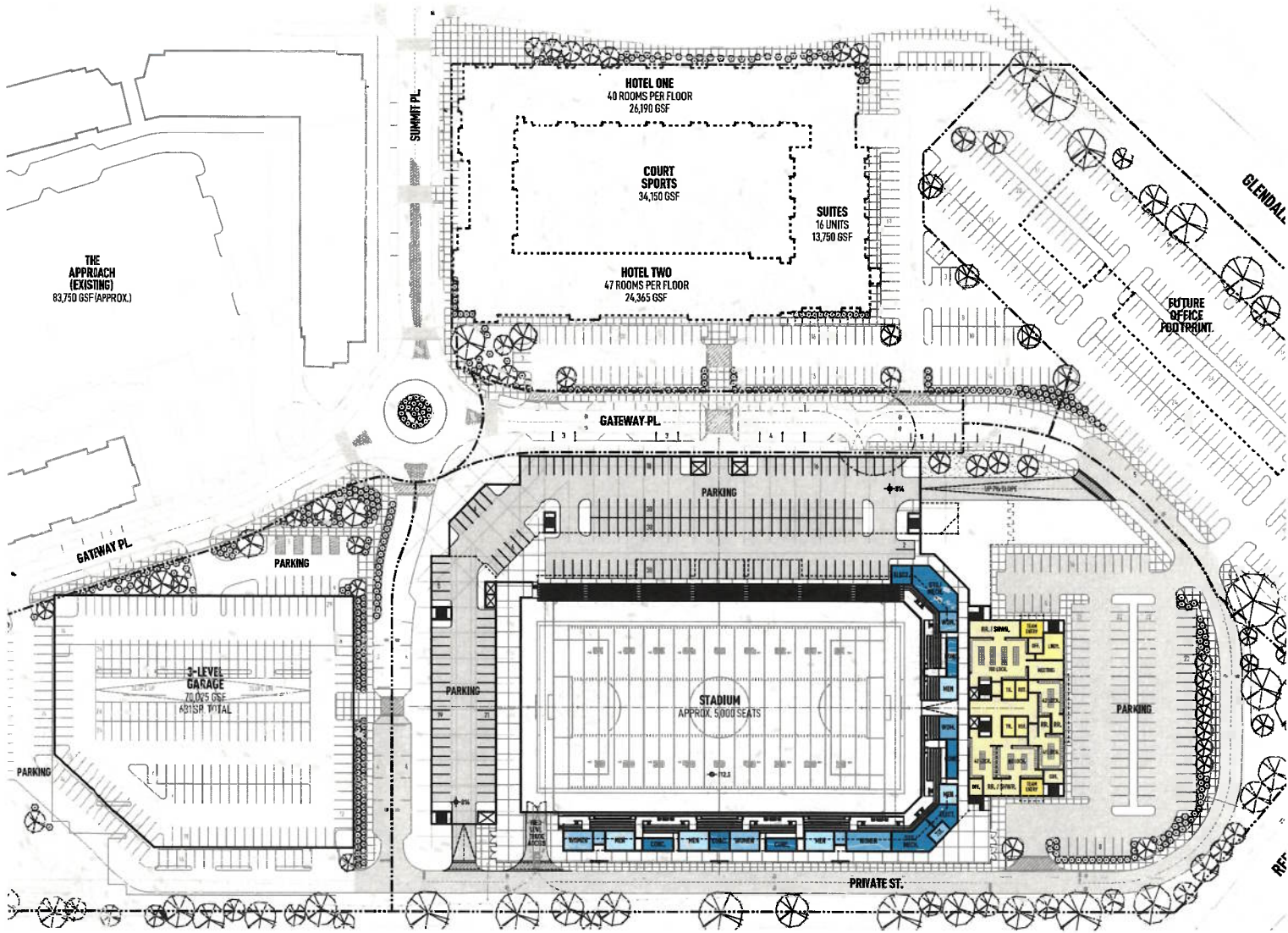
SUB-GRADE PLAN

LEGEND

- STADIUM PROGRAM
- TEAM/ PLAYER PROGRAM
- PAVED AREAS

LEVEL SUMMARY

- RESTROOMS  
CONCESSIONS  
STORAGE  
ELECTRICAL  
MECHANICAL
- LOCKERS  
RESTROOMS  
OFFICES  
MEETING ROOMS  
TRAINING  
REFEREES  
LAUNDRY  
FIELD ACCESS





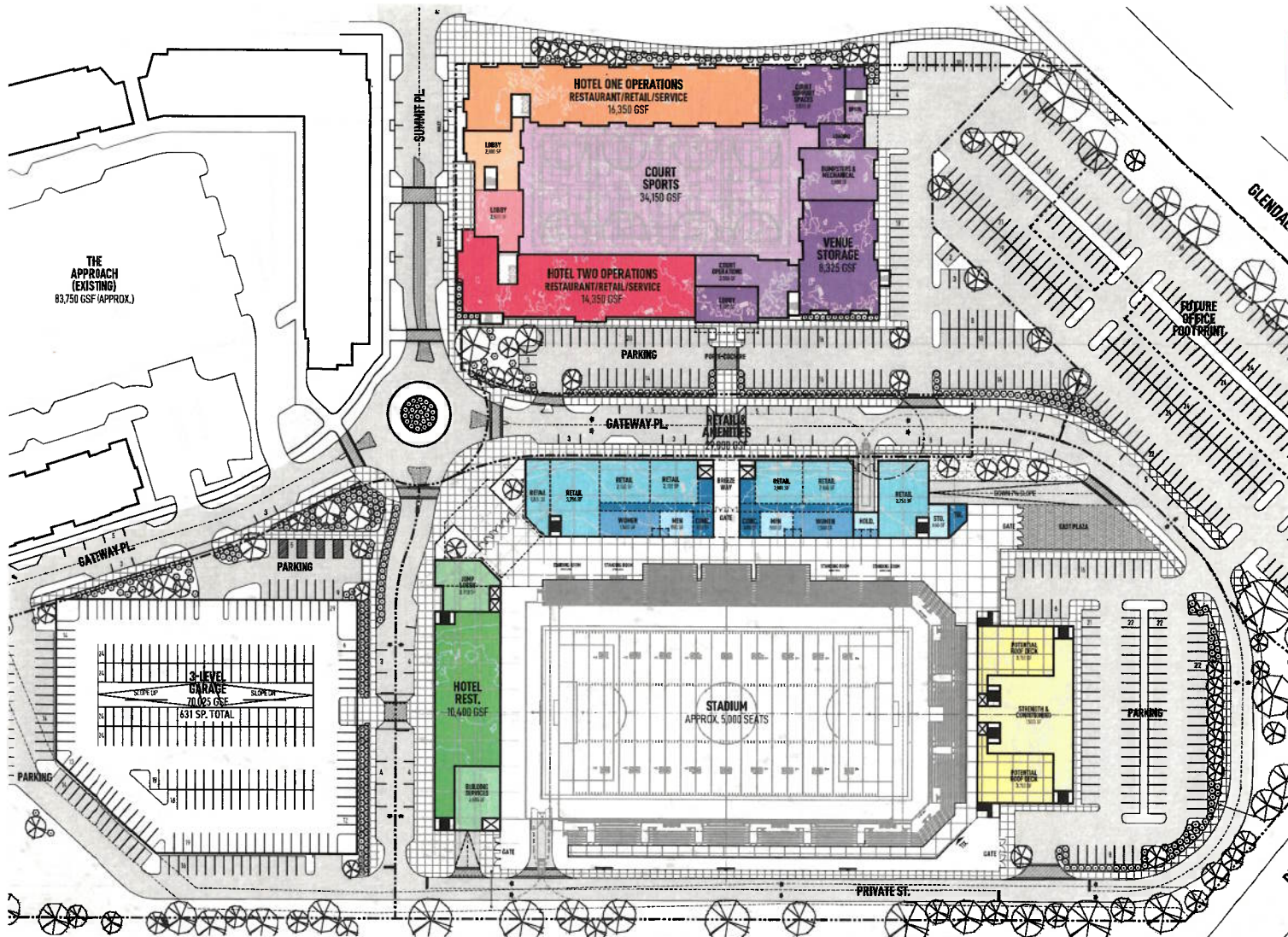
# STREET LEVEL PLAN

## LEGEND

- STADIUM PROGRAM
- TEAM/ PLAYER PROGRAM
- RETAIL PROGRAM
- STADIUM HOTEL RESTAURANT
- RESTAURANT OPERATOR 1
- RESTAURANT OPERATOR 2
- FIELDHOUSE / COURT SPORTS
- VERTICAL CIRCULATION CORES
- PAVED AREAS

## LEVEL SUMMARY

- RESTROOMS  
CONCESSIONS  
TICKETS
- WEIGHT ROOM  
ROOF DECKS  
OFFICES
- RETAIL TENANT SPACES  
LOADING / SERVICE  
STORAGE
- JUMP LOBBY  
RESTAURANT
- LOBBY  
RESTAURANT
- LOBBY  
RESTAURANT
- COURTS  
LOBBY  
STORAGE  
SUPPORT SPACES





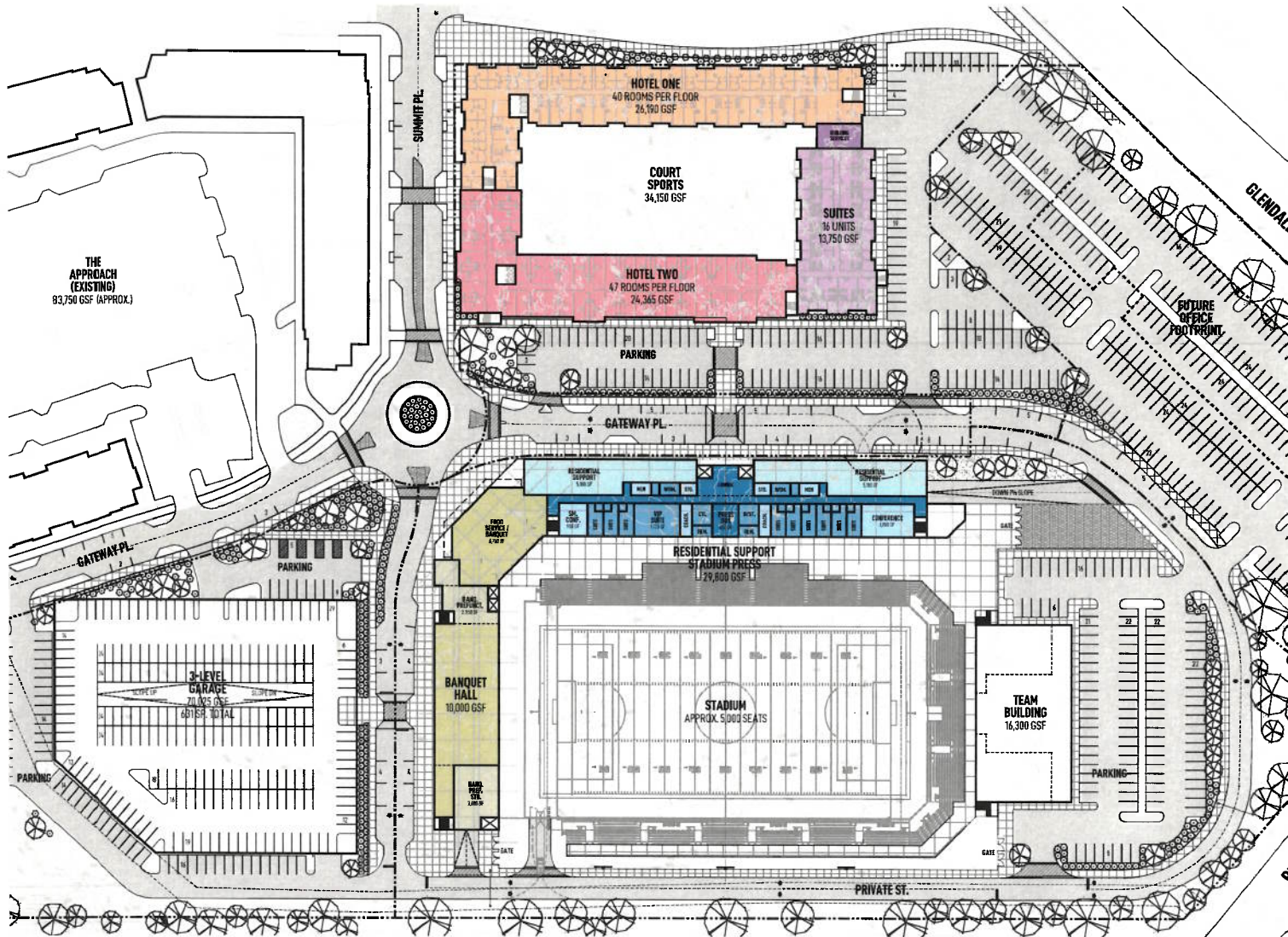
## LEVEL 2 PLAN

### LEGEND

- STADIUM PROGRAM
- RESIDENTIAL SUPPORT
- BANQUET / EVENT SPACE
- HOTEL OPERATOR 1
- HOTEL OPERATOR 2
- TWO-BEDROOM SUITES
- VERTICAL CIRCULATION CORES
- PAVED AREAS

### LEVEL SUMMARY

- PRESS BOX  
SUITES  
CONFERENCE  
RESTROOMS
- RESIDENCE AMENITIES  
LAUNDRY  
FITNESS
- BANQUET HALL  
FOOD SERVICES  
EVENT SUPPORT & STORAGE
- HOTEL 1 ROOMS
- HOTEL 2 ROOMS
- TWO-BEDROOM SUITES  
BUILDING SERVICES





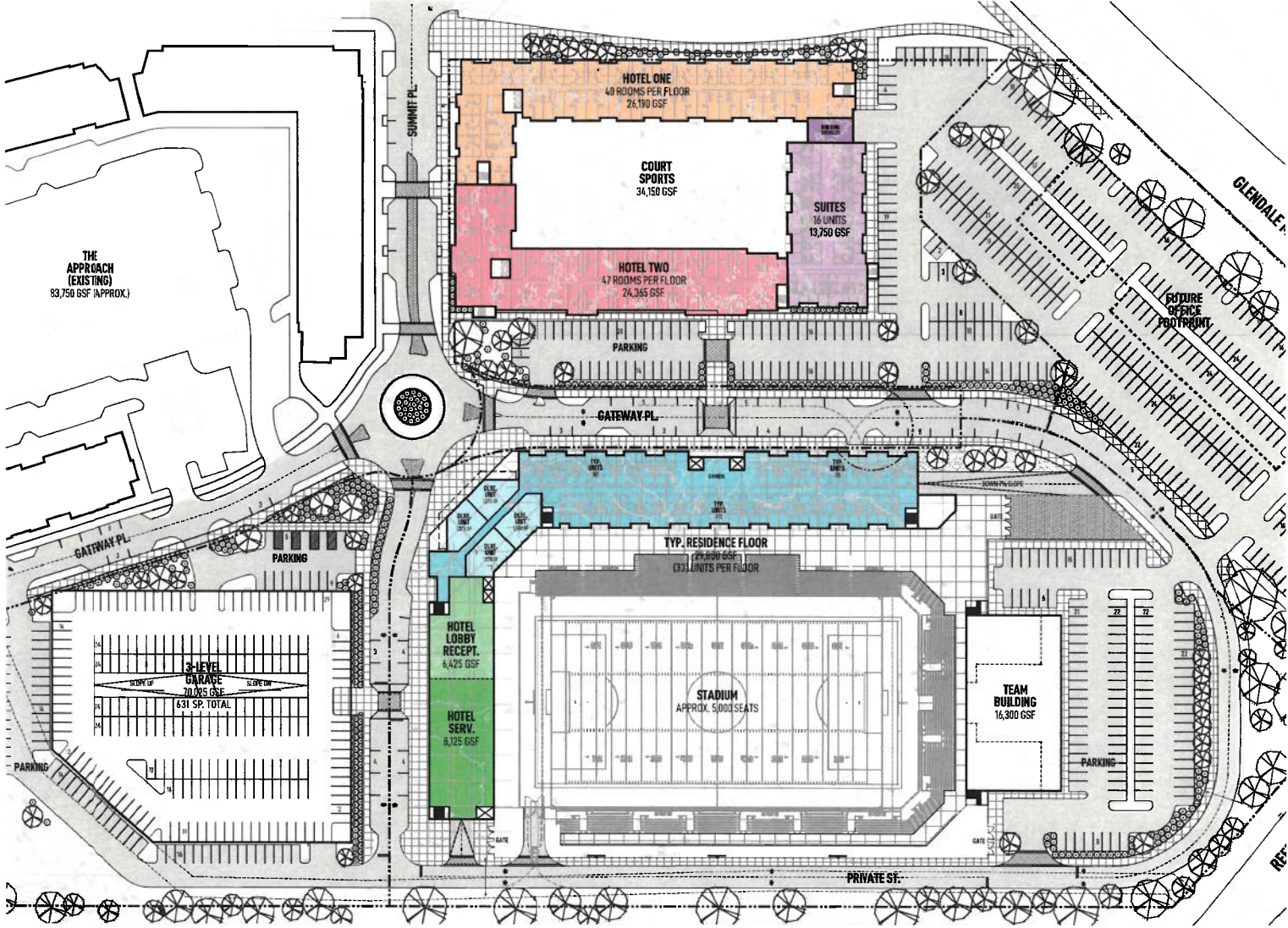
LEVEL 3 PLAN

LEGEND

- STADIUM HOTEL PROGRAM
- RESIDENTIAL UNITS
- HOTEL OPERATOR 1
- HOTEL OPERATOR 2
- TWO-BEDROOM SUITES
- VERTICAL CIRCULATION CORES
- PAVED AREAS

LEVEL SUMMARY

- MAIN LOBBY  
HOTEL SERVICES  
STORAGE
- RESIDENCE UNITS  
DELUXE UNITS  
LOUNGES
- HOTEL 1 ROOMS
- HOTEL 2 ROOMS
- TWO-BEDROOM SUITES  
BUILDING SERVICES





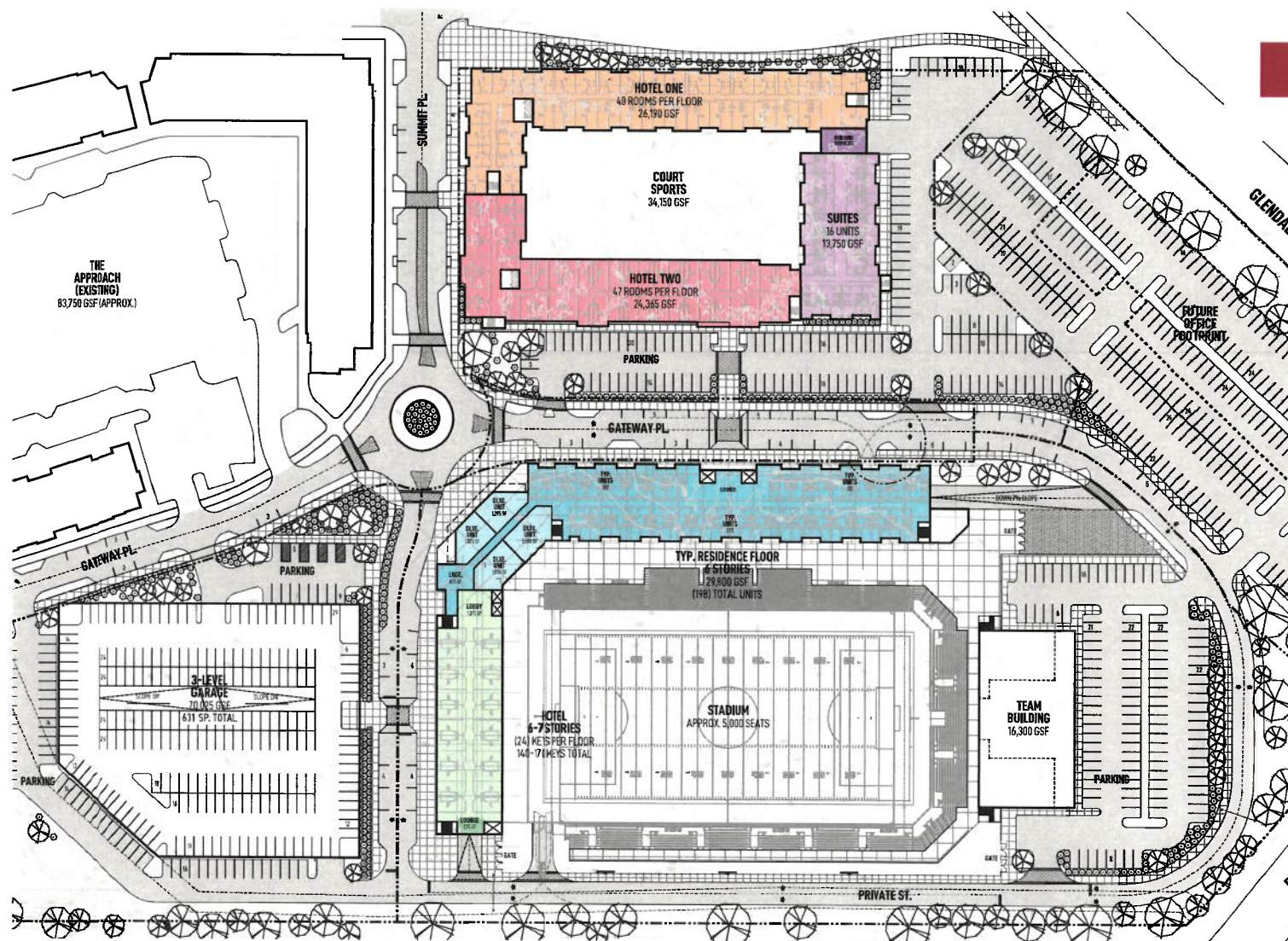
# TYPICAL LEVELS PLAN

## LEGEND

- STADIUM HOTEL PROGRAM
- RESIDENTIAL UNITS
- HOTEL OPERATOR 1
- HOTEL OPERATOR 2
- TWO-BEDROOM SUITES
- VERTICAL CIRCULATION CORES
- PAVED AREAS

## LEVEL SUMMARY (4+)

- STADIUM HOTEL ROOMS
- RESIDENCE UNITS  
DELUXE UNITS  
LOUNGES
- HOTEL 1 ROOMS
- HOTEL 2 ROOMS
- TWO-BEDROOM SUITES  
BUILDING SERVICES





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## INTEROFFICE MEMORANDUM

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**TO:** City Council  
**FROM:** Kelly Harrington, Assistant City Manager and Paul Kleier, Assistant Community Development Director  
**SUBJECT:** The Summit and the Fieldhouse Planning Commission Conditions  
**DATE:** May 6, 2025

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Attached is a memo from the developer of the Summit and the Fieldhouse in response to the conditions set forth by Planning Commission. This memo is meant to provide context for PC's conditions as well as a response to recent citizen comments.

### Condition 1 – Parking management plan

Some have expressed concerns over the sufficiency of parking for the project. It might be worth remembering why we eliminated parking minimums from the code. As we learned from Target, our code required three times the number of spaces needed for average daily traffic. Rather, we were treating everyday as if it were the holiday shopping season, which is not a prudent use of land. Another example is the County's Crime Lab. The original proposal included hundreds of parking spaces in order to handle a mass casualty event which, thankfully, has not happened. Should the unfortunate occasion arise, the Landings garages just next door provide over 1,000 public parking spaces. Staff agree with the developer's parking analysis.

### Condition 2 – Economic analysis

The included analysis is typical for projects of this scope. Due to the transient nature of construction jobs, we would not expect to realize the reported construction earnings tax. The operational figures and annual payroll are in line with staff estimates.

### Condition 3 – Detailed description of event authority

The developer is proposing that a New Community Authority (NCA) be established to oversee a hired management company. While NCAs are not new to Ohio, this development tool has not yet been used in Blue Ash and will take some time to understand before agreeing to this approach. Below is a brief description of how NCAs work. If the project moves forward, the developer will present a more specific NCA proposal for review.

An NCA is a new political subdivision under state law created either by a local government or through a public-private partnership between a developer and a local government. The developer must own or control the land that is initially included in the



new community district. The NCA is governed by a board of directors with representatives from the development and the local government.

NCAs can levy community development charges, charges that work like additional property, sales, income, or bed taxes, or user fees in the new community district. These spot-specific charges allow the new economic activity to pay for the infrastructure or amenities in the district, instead of burdening existing taxpayers or shifting existing taxes from other priorities. The charges are added on top of existing taxes and would not affect the TIF.

NCAs also have the ability to issue revenue bonds to pay for the development of community facilities. The debt issued by the new community authority is separate from and does not impact a local government's debt capacity. New community authorities can also own and operate community facilities. Community facilities include parks, cultural facilities, streets, sidewalks, water and sewer infrastructure, parking facilities, public buildings, stadiums, day care centers, fitness centers, and many other assets.

NCAs are often combined with community reinvestment area tax abatements ("CRA") or tax-increment financing ("TIF") as part of a project's overall financing strategy. NCAs can be used to create a replacement charge as a way to monetize a tax abatement. For projects with large public infrastructure needs, NCAs can be used to create revenue in addition to a traditional TIF.

A local example of an NCA is Liberty Center where the public infrastructure was supported by an added sales charge (\$0.50 per \$100 spent) and an additional 10 mill special assessment on real property value in addition to their regular property tax bill.

Regardless of whether an NCA is established, staff will coordinate with the event management company on larger events just as it does today with fundraisers, 5Ks, marches, demonstrations, etc... But while most public events occur on City property, these will be on private property and even less burdensome to the City. If police resources are required such as for directing traffic, it will be handled as an off-duty detail and paid for by the event authority. This arrangement is a common occurrence in Blue Ash.

#### Condition 4 – Traffic study acceptable to the City

On and offsite infrastructure for the Neighborhoods at Summit Park was designed for a similarly intense use as to this proposal. Furthermore, stadium traffic will not be at peak travel times (rush hour). The infrastructure is adequate for the proposed use.

#### Condition 5 – Community engagement plan

Per the developer's attached memo, the stadium is meant to be more than a Moeller athletic field with numerous additional opportunities for community participation via youth sports and adult rec leagues. In addition, should the City participate through an NCA, it would have an opportunity to weigh-in on the stadium programming.



### Condition 6 – Improved aesthetics of the parking lot at Reed Hartman/Glendale-Milford

The developer has softened the edge of the parking lot adjacent to the roadway and will work with the City on detailed design.

### Property Tax

The developer estimates a total project construction cost of \$150-200M. Auditor valuation is generally lower than construction cost. It is possible that the stadium would be tax exempt, however, the remaining facilities (and the majority of the total project cost) would all be subject to property tax/payments in lieu of taxes in support of the existing TIF. Staff conservatively estimates an Auditor valuation of \$140M in taxable improvements which would provide \$1.1M annually to Sycamore School District.

### Other Considerations

It has been suggested that the P&G East site is more appropriate for the stadium. However, that location does not provide the same economic opportunities as the site near Summit Park which enables eventgoers to patronize the nearby restaurants and retail. Also, it is not in the City's legal purview to require developments be moved to other sites. The developer is owed an answer for the application on file.

It has also been suggested that we wait for the office market to rebound. While progress has been made, all indications are that the office market will have a lengthy recovery period. Council has a choice between waiting or activating the space sooner with a different development type.

It is worth remembering that this site was always intended for development. The mix of uses may be different, but the intensity of the development/land coverage is the same.

Finally, the Comprehensive Land Use Plan, Summit Park District, calls for facilities that advance the City's "alive after 5" initiative as well as all of the development types included in this proposal.



## MEMORANDUM

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**DATE:** May 5, 2025

**TO:** Mr. Paul Kleier, Planning & Zoning Administrator, City of Blue Ash

**FROM:** Steven N. Dragon, Vandercar LLC, Summit View Development, LLC

**RE:** Summit View Development PUD Concept Development Plan (PC2025-03)  
Planning Commission Conditions, Recommendation of Approval, April 3, 2025

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### Introduction

Vandercar has prepared this memorandum to address conditions included in the Planning Commission's recommendation of approval for the above referenced Concept Development Plan at its meeting of April 3, 2025. Additionally, we have included responses to concerns that have been expressed following the Planning Commission meeting to offer clarification and correction of misunderstandings related to the proposal.

### CONDITION 1 – Parking management plan

The main driver of parking demand for the development will be the 5,000-seat outdoor stadium facility. Based on projected event programming we anticipate there will be 10-20 major events hosted by the stadium annually. Those event days represent 5% of the annual calendar. For the remaining 95% of the calendar, event attendance is anticipated to be no larger than 1,000 per event, with the median event size being between 200-500 seats. The parking design of the development is focused on providing suitable on-site parking to meet the demand that will occur for that 95% of the calendar. Providing parking for the extraordinary events occurring on the remaining 5% of the calendar is not a prudent use of land area or capital. This is particularly true given the presence of large parking areas adjacent to and near the development site that are unused either lightly or not at all during the times when such a large event attendance would occur (in evening hours or on weekends).

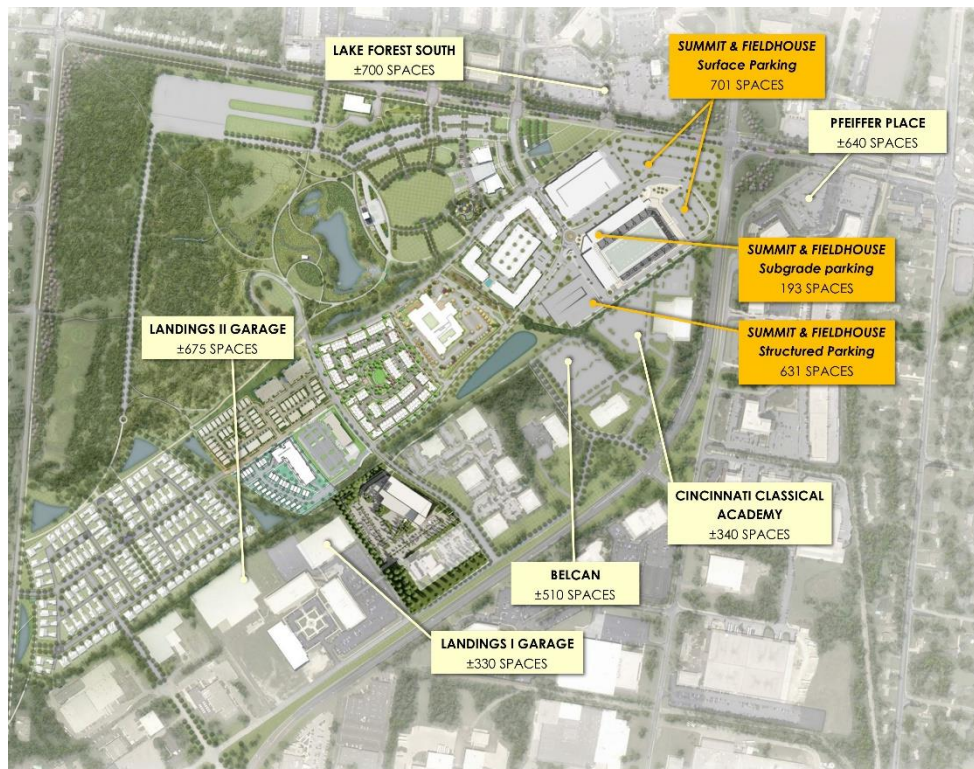
The parking demand for the proposed development was calculated using the industry standard mixed-use Parking Model Analysis Demand tool developed by the Urban Land Institute (ULI). To model design conditions, the stadium attendance was set at 1,000 seats with all the other uses in the project (*Fieldhouse*, hotels, apartments, restaurants, etc.) in concurrent operation. The ULI tool utilizes compiled data to estimate the individual and combined parking demand for each use – by hour, by month, for both weekday and weekend conditions – over the course a calendar year to identify peak parking required to serve the mixed-use development.

The results of the analysis indicate that the peak parking requirement when the stadium is at 1,000 seat attendance is 1,176 parking spaces, which would occur at 2 pm on a November weekend. The peak weekday demand of 1,147 parking spaces would occur at 8 pm on an event day (likely a Friday



evening). The Concept Development Plan indicates that 1,525 parking spaces will be built as part of the development. This means that the on-site parking will comfortably accommodate events up to a stadium attendance of 1,000 with an additional 349 parking spaces in surplus.

The analysis indicates that on-site project parking would be exhausted when events grow to approximately 2,000 – 2,200 seats. As a reference, we anticipate 600-900 off-site parking spaces will be required to accommodate a 5,000-seat event. For those events the stadium operator will secure off-site parking arrangements to provide additional parking. We are confident that such arrangements are readily achievable, give that there are more than 2,000 parking spaces located within ¼ mile of the development that are unused during proposed event times – and over 3,000 within ½ mile, including the two public parking garages located at the Landings.



## CONDITION 2 – Economic analysis

The Vision for *The Summit* and *The Fieldhouse* at Summit Park is to create a vibrant, year-round sports and entertainment destination that attracts more visitors to Summit Park and the development to support a mix of residential, retail, restaurant, and entertainment offerings. This development aims to activate the area, particularly in the evening, driving increased economic activity to support local businesses, both new and existing. The goal is to enhance the reputation of Summit Park and the surrounding district as a regional mixed-use destination to benefit existing businesses and to attract new companies and employers to the area.

The estimated construction expenditure for the proposed development is between \$150 - 200 million. We estimate the total economic impact of the construction to be \$180 - 240 million



including both direct and indirect impacts. The construction activity will stimulate construction-related jobs and earnings estimated to support 850 – 1,100 jobs over a two-year period, resulting \$40 - 55 million in wages and more than \$500,000 in earnings tax revenue for the City of Blue Ash.

Operational expenditures related to the commercial activities of the development are projected to provide direct economic impact of \$40 million. The development will directly create approximately 280 jobs, with earnings of over \$16 million annually.

In addition to the specific impacts modeled above, numerous long-term benefits that are difficult to quantify will result from this unique mixed-use development:

- Community Health: Added recreation facilities to the community
- Quality of Life: Enhanced entertainment and recreation options
- Economic Diversification: Multiple revenue streams across sectors
- Destination Development: Creation of an anchor destination for regional visitors
- Youth Retention: Enhanced amenities attractive to younger demographics
- Business Attraction: Improved ability to attract corporate relocations

This analysis is limited to direct impacts from construction of the development and to the operation of the mix of uses proposed in the Concept Development Plan. To be conservative, the analysis does not attempt to capture numerically the more abstract benefits identified above, nor to offer figures related to indirect impacts.

The above analysis utilizes budgetary construction estimates and metrics aggregated by the U.S. Bureau of Labor Statistics to approximate direct and indirect economic impacts associated with such investments, including employment and wage creation. Operational impacts were estimated based the proposed mixed-use development components from models derived by the Bureau of Economic Analysis (U.S. Department of Commerce). Data from industry-specific organizations including the National Apartment Association, International Council of Shopping Centers, and HVS Global Hospitality Services were used to quantify parameters for the individual uses, along with information provided by Victus Advisors.

### **CONDITION 3 – Detailed description of event authority**

*The Summit* stadium venue will be owned by a special purpose entity (LLC) established specifically for the purpose of holding title to the venue. This ownership model ensures that *The Summit* focuses on maintaining a state-of-the-art facility and remains a community-oriented asset designed to benefit local residents and students. Other than the stadium venue, the balance of the development will be owned and operated by for-profit commercial enterprises.

Day-to-day operations of *The Summit* stadium will be managed by a third-party management company with expertise in programming athletic venues. This firm will be responsible for the stadium's financial performance and the oversight of all safety, security, and maintenance protocols.



To provide accountability and strategic alignment with community goals, the development team proposes that a New Community Authority (NCA) be established in collaboration with the City to oversee the management company. The NCA is a collaborative governance body composed of representatives from the project's developer (Vandercar), the City of Blue Ash, project stakeholders, and the Non-Profit (LLC). This structure is intentionally designed to ensure that the venue operates in conjunction with the City of Blue Ash and complements adjacent facilities such as *The Fieldhouse* and Summit Park. By aligning public and private stakeholders, the ownership and governance framework promotes long-term success, community integration, and operational transparency.

#### **CONDITION 4 – Traffic study acceptable to City**

American Structurepoint has completed an update to the traffic impact study that it originally prepared for the overall development in 2016. The update has been prepared based on a scope and approach approved by the City of Blue Ash. A memorandum summarizing the results and findings of the update was provided to the City in advance of the Planning Commission meeting (**Attachment A**). The final version of the Traffic Impact Study was submitted on April 14, 2025.

The results of the study show that the existing roadway network can accommodate the proposed development without the need for additional improvements.

#### **CONDITION 5 – Community engagement plan**

*The Summit* and *The Fieldhouse* are designed for community engagement in Blue Ash, offering a diverse and inclusive range of programs and activities for residents of all ages. These two venues serve not only as sports facilities, but also as social and entertainment hubs that bring people together in meaningful and dynamic ways, while creating economic benefit to area restaurants and businesses.

At *The Summit*—a 5,000-seat stadium—approximately one-third of all scheduled events will be dedicated to community use. This includes a variety of youth sports such as grade school football, soccer, lacrosse, flag football, and sports camps. Adult recreation is also well-represented, with plans for leagues and tournaments in cornhole, dodgeball, spikeball, softball, and flag football. The venue will also offer entertainment programming including comedy shows, musical performances, and professional sports events such as rugby, lacrosse, and ultimate frisbee. These opportunities are curated to meet the interests of a broad demographic, fostering a vibrant community culture.

*The Fieldhouse* amplifies this mission, with an impressive 87% of its events specifically dedicated to community engagement. It will serve as a host site for numerous youth athletic events including basketball, volleyball, wrestling, cheerleading, dance, gymnastics, and indoor soccer (futsal). For adults, *The Fieldhouse* will offer diverse recreational options including pickleball, dart tournaments, ballroom and salsa dancing, and men's and women's basketball leagues. In addition, it will provide space for social gatherings such as weddings and business events, further rooting the facility in the everyday lives of local residents.

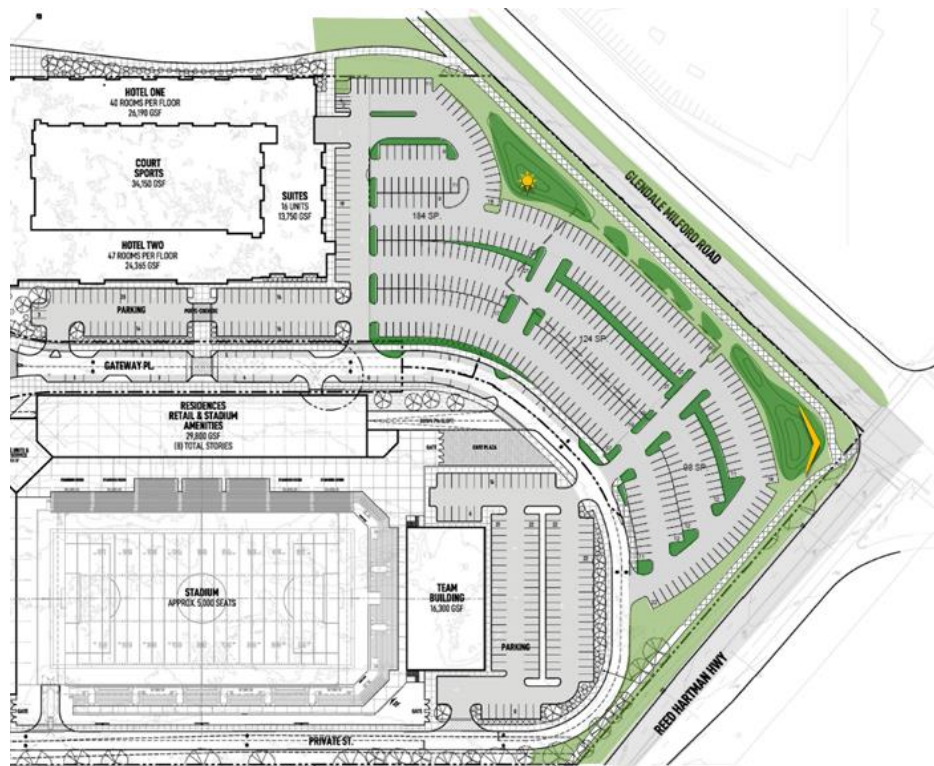


By catering to both structured athletic programming and open-ended community entertainment, *The Summit* and *The Fieldhouse* are uniquely positioned to address a wide range of community needs. These facilities will not only enhance local quality of life, but also foster social connectivity, wellness, and economic activity within the region. Each venue offers opportunities to improve the physical vitality of the participants, young and old, on the field or on the court.

Their programmatic design reflects a deep understanding of what it means to serve a modern community: inclusion across age groups, flexibility in use, and a commitment to fun, safety, and engagement. These venues will be vital tools for civic unity, wellness, and regional pride—ensuring Blue Ash remains a vibrant and welcoming place to live, work, and play.

### **CONDITION 6 – Improved aesthetics of parking lot at Reed Hartman Hwy./Glendale Milford Rd.**

The layout of the surface parking adjacent to the Reed Hartman Hwy. and Glendale Milford Rd. frontages has been modified to provide areas for incorporating additional landscaping and gateway features at the intersection corner and along the Glendale Milford Rd. side of the development boundary. The development team proposes working in partnership with the City to design those areas to provide features that promote and complement the development, the district, Summit Park and the City of Blue Ash.







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## **T E C H N I C A L   M E M O R A N D U M**

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**DATE:** March 31, 2025  
**TO:** Mr. Steve Dragon, Development Manager, Summit View Development, LLC  
**FROM:** Gaurav Kashyap, PE, PTOE, RSP2I; Curtis Deibel, PE, RSP2I – American Structurepoint, Inc.  
**RE:** Summit View Development TIS – Status Update

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### ***Introduction***

American Structurepoint has prepared this memorandum to provide a status update to both Summit View Development, LLC, and the City of Blue Ash ahead of the scheduled Planning Commission meeting on April 3, 2025. Based on the in-person meeting between Summit View Development, American Structurepoint, and the City of Blue Ash, a study scope was developed to meet all requirements set forth by the city and ensure the city's approval of the final Traffic Impact Study.

One change that has occurred between the in-person meeting and study scoping is that the Saturday afternoon peak hour analysis requested by the city has been modified to a Friday evening peak hour from 6:00 to 7:00 PM. This change was made in response to new information obtained regarding the proposed football stadium and the timing of events. It was found that the majority of events scheduled to fill the stadium will begin on Friday at 7:00 PM. Therefore, the one hour before the event start time was determined to be the appropriate peak hour for performing this additional analysis, to ensure the accuracy of the results and the study.

### ***Traffic Volume Development***

Traffic counts were obtained using StreetLight Data over 13 hours on a typical weekday (Tuesday thru Thursday) as well as on a typical Friday evening from 6-7 PM. This data was collected at the following six (6) intersections:

- Glendale Milford Road & Summit Place
- Summit Place & Gateway Place
- Gateway Place & Existing Parking Access
- Glendale Milford Road & Reed Hartman Highway
- Reed Hartman Highway & Parkview Drive
- Plainfield Road & Parkview Drive



Once this traffic data was collected, the Opening Year 2027 and Design Year 2037 design volumes were created by applying a 0.25% per year linear growth rate to the StreetLight traffic data.

Trip generation calculations were then performed utilizing the Trip Generation Manual, 11<sup>th</sup> Edition for the proposed development. The list below outlines the land use codes and intensities that were used in these calculations.

- Land Use Code 310 – Hotel – 450 Rooms
- Land Use Code 710 – General Office Building – 150,000 SF
- Land Use Code 220 – Multifamily Housing – 180 Dwelling Units
- Lane Use Code 821 – Shopping Plaza, No Supermarket – 56,000 SF

In addition to the land uses listed above, this proposed development also proposes a 5,000-seat football stadium. This football stadium does not have a land use code from the ITE Trip Generation Manual. To accurately generate trips for this stadium, ASI researched other complexes to determine the most appropriate trip generation rate for this complex. The research found that multiple traffic studies, including one for a potential NFL stadium in San Diego, CA, used an assumed vehicle occupancy rate of 2.88 people per car. On average, 61% of entering trips arrived within one hour of the event's start time. Given the vehicle occupancy rate and the percentage of entering trips, it was determined that 1,060 vehicles would be entering the parking area for the football stadium one hour before the event begins with an assumed 53 exiting vehicles to account for individuals that decided to be dropped off for the game or took a ride share service/taxi to the event.

### ***Traffic Analysis***

Once the final traffic volumes were created, traffic analyses were performed for the Opening Year 2027 and Design Year 2037 conditions under the AM, PM, and Friday PM peak hours. This analysis utilized existing signal timings at all traffic signals and the current lane configurations throughout the roadway network to assess the anticipated operations both before and after the development, determining what, if any, impacts the proposed development would have on the surrounding roadway network.

The results of this capacity analysis revealed that, in one instance, there was a degradation in Level of Service when comparing the No-Build results to the Build results. It was found that this degradation could be mitigated by simply modifying the existing signal timings at the intersection. Therefore, the analysis results indicate that the existing roadway network can accommodate the proposed development without the need for additional improvements.

Turn lane warrant analyses were performed at the site driveways on the internal roadway network for the proposed development. The study found that left and right turn lanes were warranted at each driveway under the Friday PM Peak Hour only. However, these turn lanes are not recommended for construction, as they are only warranted when the proposed stadium is hosting an event, which is anticipated to occur 10-15 times per year. Additionally, during these events, the owner intends to hire a law enforcement officer to direct traffic at the site driveways, at a minimum, to help with the safe and efficient flow of traffic. For these reasons, the turn lanes are not recommended for construction.

Next Steps: The final Traffic Impact Study is scheduled for completion and submission to the City of Blue Ash on April 18, 2025.